



# Terms & Conditions

## Rates

- All rates are valid 3 months after confirmation, unless agreed differently
- All rates provided are subject to VAT if applicable, even if mentioned ALL IN.
- All rates are excluding :
  - ADR/IMO surcharge (see below)
  - Customs formalities
  - Variable Fuel Surcharge (minimum 0%, see below)
  - (unless otherwise agreed)
- All rates provided could be subject to increase due to fuel changes and other costs beyond our control.
- All rates are based on 1 loading and 1 unloading address.
- Surcharge for extra loading or unloading address on route € 75,- , if not on route extra kilometres will be charged
- All rates are based on loading and unloading with normal 13.60m Euroliner trailer.
- All deliveries required with special trucks (tail lift etc.) are on request against extra surcharge. Pallets may not exceed 220cm height.
- All collections and deliveries are based on loading and unloading times between 0800u – 1700u. no fixed times. If either required outside this window or fixed time, a surcharge applies.
- No pallet exchange unless agreed by IRF.
- Waiting time FTL loading/unloading 2 hours free of charge, waiting time LTL 1 hour free of charge.
- Waiting time surcharge € 55,- per hour or part hour after this period.
- Wasted day surcharge € 550,- . Surcharge for 2 days delivery € 250,-
- POD's can be provided by email upon request. Surcharge for this service will be € 7,50 per POD, unless otherwise agreed
- Transit times are subject to unforeseen circumstances

## Variable Fuel Surcharge

- Fuel base set at maximum of € 1,15/ltr, **vat included**, source [www.vissersenergygroup.nl](http://www.vissersenergygroup.nl)
- For every € 0.03 increase rates will be adjusted by 1% (Minimum is 0% DOT, no negative fuel surcharge will be applied)
- Surcharge will be based on the value of fuel, every first of the month based on the above source.

## Equipment

Transport is done per 13.60m Euroliner trailer without tail lift, internal width 2.45m, internal height 2.65m.  
Shipment may have a maximum payload of 25500kgs

## ADR/IMO

### • Hazardous goods

We can only accept dangerous goods after confirmation (if required) of the ferry company. Documentation DGD/DGN needs to be provided day before loading. The surcharge for shipments with dangerous goods and all limited quantity (no sub risk) is € 125,- per shipment.

Goods need to be packed according to the ADR regulations and shipping via sea also according to IMDG Code. The shipper has the responsibility that all information on a DGN is correctly filled in and signed. Also the appropriate Hazardous labels (set of 4 !!) must be provided by the shipper. If the labels are not with the cargo we will be able to arrange these at the port, but we will charge you the costs onwards for this.

IMO classes 1 and 7 are NOT standard hazardous goods and cannot be transported by IRF.



## **International Road Ferry (I.R.F.) b.v.**

Willem Barentszstraat 33  
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Telefoon +31 (0)181 296000  
Telefax +31 (0)181 296019

Internet: [www.irf.eu](http://www.irf.eu)  
BTW-nummer NL815262930B01  
KvK Rotterdam 24384183

IBAN NL74INGB0703765795  
BIC INGBNL2A

All our logistics activities are subject to the Logistics Services Conditions 2014 (LSC), latest edition exclusive the arbitration clause (article 14 LSC) and additional the General Terms & Conditions of I.R.F. Through article 2 sub 4 and 5 LSC are on our forwarding activities, applicable the Dutch Forwarding Conditions (Fenex) latest edition, exclusive the arbitration clause (article 23 Fenex) and additional on our warehousing activities the Dutch Warehousing Conditions of the Fenex (DWVC), exclusive the arbitration clause (section 4 DWVC) and through art. 3 LSC are on all our transports by road applicable the Algemene Vervoerscondities (AVC 2002), latest edition and in addition to the CMR Treaty 1956 at international transports by road. All our agreements will be governed by Dutch law, while the District Court at Rotterdam is the competent Court to settle disputes which may arise. Upon first request I.R.F. will send you free of charge a copy of the above-mentioned conditions and the CMR Treaty, while these conditions and the CMR Treaty can be downloaded directly from our website.

### Calculation

- Standard pallet 100 x 120 cm, non-stackable max. weight 875 kg.
  - Euro pallet 80 x 120 cm, non-stackable max. weight 700 kg.
  - 1 loading metre is max. weight 1.750 kg.
  - 1 m<sup>3</sup> is 330 kg.
- Highest weight/measure equivalent will be used for invoicing purposes.

### Transport orders

- All bookings are to be provided day before loading before 1600u and must have a clear goods description.

### Insurance

- All risk transport insurances will only be provided upon written request.
- High value cargo needs to be insured with an all-risk insurance.
- In case safe parking is needed or requested, costs for this will be charged.

### Cancellation

- Day before loading before 1200 hours : free of charge
- Day before loading after 1200 hours : 70% of the original agreed transport price
- Day of loading : 100% of the original agreed transport price

### Payment terms

- Within 30 days after date of invoice. It is a regulation that all new customers will be credit checked.
- Discrepancies are to be advised within 8 days after receipt of the invoice on [admin@irf.eu](mailto:admin@irf.eu)

### Acceptance

- Acceptance of our quotes/rates, will imply all general conditions (see footnote) are accepted and will be executed.
- We reserve the right to apply a credit check.

### Protective Clause

- In case costs will increase, due to circumstances beyond our control, we retain the right to change the mentioned tariffs at any given moment.
- The contractor is responsible for the goods to be well packed for the road- and sea transport. Taking back packaging will be executed only after receiving an explicitly written order of the contractor who is responsible for the costs.
- International Road Ferry is not liable for delay in deliveries, caused by strikes or operations stack of third parties or any other delays that can be classified as "force majeure".



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