

EXPORT QUOTATION CONDITIONS

WOOD PACKAGING AND PRODUCTS

In respect to the International Standards for Phytosanitary Measures (ISPM 15) it is the responsibility of the Shipper to ensure any wood packaging and products (WPM) meet the local requirements in the country of destination. ISPM requires WPM such as pallets, crates, boxes and dunnage used to support or brace cargo, to be treated and marked. In cases of non-compliance the WPM may be subject to immediate export from the destination country along with the accompanying cargo. Any costs incurred due to the rejection of the cargo at destination will be for the account of our client. It must be stressed that it is not the responsibility of PFS or our contracted depots to seek out non treated WPM prior to loading. WPM exempt from these standards include:

- WPM made entirely of wood pieces less than 6mm thick in any dimension
- Manufactured wood materials such as plywood, particleboard, oriented strand board

USA / CANADA CUSTOMS DECLARATIONS

- For shipments to or via the USA, an AMS entry and an ISF entry must be completed prior to export. These are required by US Customs.
- For shipments to Canada an ACI (AMS) entry must be completed prior to export. This is required by Canadian Customs.
- Failure to provide accurate and timely information as required may result in significant fines being imposed by the relevant Customs Services. Fines relating to AMS/ACI will be for your account. Fines relating to ISF will be for the importers account unless on DDP terms.

**** THE IMPORTANCE OF ACCURATE INFORMATION CANNOT BE STRESSED ENOUGH ****

HAZARDOUS CARGO

Hazardous shipments can only be booked upon receipt of a valid Dangerous Goods Note. Cargo is subject to additional surcharges and acceptance by the Line.

PERSONAL EFFECTS

Please ensure the goods are suitably packed and secured for shipment. This is your responsibility to ensure. PFS must also receive a Packing List that details full inventory of cargo that is being shipped, along with confirmation of the net and gross cargo weight.

Due to being a personal shipment, it is important for us to receive written acceptance that you understand and accept our Terms and Conditions prior to us arranging shipment. Shipment cannot proceed without this acceptance.

AIR FREIGHT EXPORTS

Fuel Charges shown or included in this estimate are based on the current carrier surcharge and are subject to change

Export Security: The UK operates a STRICT security regime. All Cargo Departing the UK must be shipped by a Regulated Shipper. If the shipper is not approved the Cargo will be classified as UNKNOWN. In the event of failure by X-Ray the cargo will be made KNOWN by an alternative method at an ADDITIONAL cost (Available On request)

All airfreight consignments are subject to space and acceptance of cargo at time of shipment, **and if being routed via transshipment it is at airlines discretion concerning space on connecting flights also.**

SEA FREIGHT EXPORTS

All sea freight consignments are subject to space and acceptance of cargo at time of shipment.

Some destinations offer multiple ports (or terminals) within them. The port we offer will be the one the carrier chooses at the time of arrival. If a particular port is required please check with us as rates/service details may differ.

SOLAS VERIFIED GROSS MASS

The SOLAS VGM regulations came into force on the 1st July 2016, where it became compulsory for the weights of all FCL containers shipped on vessels to be verified well in advance of the vessel's cut-off date. The regulation's requirement is for the loaded weight of a container to be verified and declared in one of two ways as below:

1. Method (1) - the container can be weighed after loading either on-route, or more likely at the port of loading using Weighbridges, or other port facilities and services. Additional costs will apply for this method and cut-off times maybe earlier. In the absence of shippers providing PFS with the VGM and their authorisation code to supply a VGM under **Method (2)** PFS will arrange and utilise **Method (1)**.

2. Method (2) – Regular FCL shippers can apply to the Maritime Coastguard Agency (MCA) to become an authorised “Verified Weigher”. The shipper would then have to add the container weight as stated on the doors of the container to the weight of the cargo being loaded into the container; this would become the Verified Gross Mass of the container. This along with your registration number would need to be communicated to PFS at the time of your booking or, immediately after loading the container

All Fees associated with SOLAS /VGM will be considered as part of the FOB charges and applied to relevant party under INCO Terms. PFS will not be responsible for any costs incurred from the Shipping Lines or Ports relating to a failure to provide the VGM within the required timeframe.

FURTHER COMMENTS

ALL BUSINESS CONDUCTED BY PROFESSIONAL FREIGHT SOLUTIONS LIMITED IS IN ACCORDANCE AND SUBJECT TO THE LATEST EDITION OF BIFA STANDARD TRADING CONDITIONS. THESE CONDITIONS CONTAIN LIMITATIONS AND EXCLUSIONS AND COPIES ARE AVAILABLE ON REQUEST AND TO BE FOUND ON OUR WEBSITE ALSO.

All rates are based strictly on the weights and dimensions provided. Quotations are valid for 30 days from the date of issue unless indicated otherwise. Surcharges and exchange rates are subject to fluctuation and are for illustrative purposes only. All prices exclude VAT where applicable.

Should any additional Customs/inspection charges arise through any shipment methods, these shall be advised and passed back to yourselves accordingly.

Payment terms on an immediate basis upon receipt of our Invoice, unless credit facilities have been arranged. Otherwise cleared funds required before shipment can proceed. Payment via electronic bank transfer only.

Customers are reminded that goods should be fully insured. Insurance is not included as part of this quote unless specifically requested and stated.

LCL, LTL and airfreight collections are arranged on an untimed basis between 0800-1600hrs via an articulated trailer, unless otherwise stated. Timed and Tail Lift collections shall incur additional costs.

In order to arrange UK export clearance, PFS require copies of all relevant commercial documentation, a completed Direct Representation Authority and confirmation of the tariff code and Shippers VAT/EORI number at earliest opportunity. Failure to provide this information in a timely manner may result in the shipment missing its cut-off with any additional charges incurred for your account.