

TRANSPORT TERMS AND CONDITIONS

for Domestic Sweden and International Transport



valid as from September 1st, 2020

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1. Transport terms and conditions

(Applicable from and including September 1st, 2020)

It is incumbent upon Bring Frigo AB's (BF) customers to inform the sender of the goods, the recipient of the goods and other affected parties of the parts of the terms and conditions which are relevant to them.

All parts of these terms and conditions cover both domestic transport within Sweden (DOM SE) as well as international transport (INT). "International transports" mean "cross-border" transport, which is the forwarding of goods by road vehicle for payment where the location the goods were received for transport and the final destination of the goods are in different countries.

Where one section or part of a section is only applicable to domestic (DOM SE) or international transport (INT), this is indicated separately.

1.1 Transport undertaking

BF's transport undertaking encompasses the transport of foodstuffs within the framework of the food legislation in force, from the sender to the recipient, from and to locations laid out in BF's transport plan as applicable from time to time, and is subject to routes being free and unhindered, and that the entire route consists of roads/ferry routes with sufficient carrying capacity and a minimum clearance of 4.5 meters.

Transports from and to locations outside BF's transport plan are only undertaken in accordance with a separate agreement.

Transports which are limited by carrying capacity of the roads, ferry routes or minimum clearance, or where unloading requires special vehicles or special equipment, are subject to separate agreement. Information regarding limitations for certain cities is provided by BF's Customer Service on request.

BF is entitled to choose the type of vehicle, method of transport and transport route, as well as to choose whether to send the goods directly or via a route which requires transshipment.

Standard undertaking - air temperature

BF's standard undertaking for cargo space air temperatures during the period of transport is:

- for **refrigerated joint transport**, +2 to +8 degrees Celsius
- for **freezer joint transport**, a maximum of -18 degrees Celsius but a minimum of -20 degrees Celsius

Temperature reserve

According to the national guidelines for frozen and chilled food "Correct Temperature during Storage and Transport" all joint transport, as well as handling outside temperature-controlled areas when loading and unloading, give rise to a need for a temperature reserve in the product.

Products that should be included in a joint transport with an air temperature between +2 and +8 degrees Celsius must, at the point of loading from the sender, have a temperature reserve of at least two (2) degrees Celsius below the maximum allowed temperature for the product during transport.

If the product does not have the required temperature reserve according to above, this means that BF cannot be held responsible for any temperature deviation where the product upon unloading has a temperature which is up to two (2) degrees higher than the maximum allowed product temperature.

Liability product temperature

The customer/sender is responsible for ensuring that the product has the required product temperature according to the regulations of the national guidelines for frozen and chilled food "Correct Temperature during Storage and Transport" with regard to the agreed air temperature during transport.

BF always has the right to check the product temperature. If the checks show that the goods do not have the correct temperature according to above, then BF shall be entitled to refuse to transport the goods, and to invoice for the booked transport assignment.

In the event that the customer/sender of the goods still considers that the transport can be conducted despite BF pointing out incorrect product temperatures in accordance with the aforesaid, and BF agrees to receive and load the goods, the customer/sender bears the risk and liability for the deviating temperature or damage to the goods that may arise.

Other air temperature during transport

In the event that a different transport temperature than above is desired, a separate agreement regarding transport in a separate temperature zone must be entered into. The agreed temperature must be stated in the booking and on the freight document and the transport label.

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Separate agreement

Goods and objects which are not defined as foodstuffs are not encompassed by the transport undertaking unless a separate agreement concerning such has been entered into. Terms and conditions, transport costs and transport cost surcharges for any such additional undertaking shall be agreed separately.

Certain types of foodstuffs, for example fish on ice or unpackaged goods, are only accepted for transport by prior agreement.

1.2 Liability

All transport assignments are carried out in accordance with BF's from time to time applicable Transport Terms and Conditions as well as the General Conditions of the Nordic Association of Freight Forwarders (NSAB) 2015 (see the latest version at <https://www.transportforetagen.se/ForbundCon tainer/Transportindustriforbundet/Publikationer /NSAB-2015/>), with the following amendments and additions:

Section 2

Domestic transport (DOM SE) only:

The limitation of liability for damage, devaluation or loss shall not apply in the event of forwarding with another method of transport where the goods are loaded on a truck or other load carrier, where damage, devaluation or loss could only have been a result of such forwarding.

Section 16 c)

For temperature-regulated transport, BF is liable for proven damage to goods which results from the cargo space not maintaining the agreed air temperature.

However, in the event that, upon delivery to BF, the goods are in such a condition – for example at a degree of ripeness, age or product temperature that they are not likely to withstand the type of transport in question – then BF shall be released from liability.

Any damage pursuant to the first paragraph shall be noted at the time of delivery.

Section 16 h)

Liability also covers damage to goods as a result of traffic accidents, fire or theft.

The extended liability set forth above shall not apply in the event of **domestic transport (DOM SE)** where such transport is part of cross-border transport. For this kind of transport, the CMR Convention applies.

Section 21 and 24 b)

Compensation in connection with **domestic transport (DOM SE)** is limited to SEK 150 per kilogram of gross weight of the portion of the goods which has been destroyed, devaluated or damaged. The equivalent compensation for **international transport (INT)** is limited to SDR (Special Drawing Rights) 8.33 per kilogram of gross weight pursuant to section 23 of the CMR Convention (with its wording in accordance with the protocol of 5th July 1978). An explanation of the term SDR can be found on the following website:

www.imf.org/external/np/exr/facts/sdr.htm

§25 A Storage

BF disclaims responsibility according §25 A for taking out insurance covering fire, water and burglary.

Right to take over title to goods

If BF has paid the full value of the goods BF may take over title to the goods if BF so desires unless a trade mark clause has been agreed upon.

Liability

International transport (INT):

BF's liability, rights and obligations in conjunction with international or cross-border transports by road, are to be regulated by the Convention on the Contract for the International Carriage of Goods by Road, which was signed in Geneva on 19th May 1956 (the CMR Convention").

1.3 Security liability

At the request of BF, the customer shall certify in writing that the goods before coming under the liability of BF has been handled, either during transport, storage, manufacturing or other handling, by reliable staff as well as been stored in secure environments with adequate protection against unauthorized access.

1.4 Right of disposition

Domestic transport (DOM SE):

The sender has the right of disposition over the goods until such a time as the goods are handed over to the recipient or until they have been placed at the recipient's disposal at the location indicated. Thereafter the recipient has the right of disposition.

International transport (INT):

For international transport the right of disposition in accordance with the CMR Convention shall apply.

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1.5 Hindrance to handing over the goods

In the event of a hindrance to the handing over of the goods and where the customer/sender has not provided appropriate instructions as to how the goods are to be handled, BF shall be entitled to sell the goods

- a) immediately in the event that the goods in question are prone to deterioration or imminent destruction, or if the goods require unreasonably expensive handling; or
- b) for other goods, after 60 days from receiving the goods for forwarding.

If possible, BF shall inform the sender of the sale of the goods in advance.

Following deduction for BF's claims resulting from the transport assignment as well as other claims which may be charged to the goods including for the storage and sale of the goods, the sales amount shall be immediately placed at the disposal of the customer/sender, provided the customer's/sender's address is known to BF. If the customer's/ sender's address is unknown to BF and if the customer/sender does not invoke their right to the amount within one year of the date of sale, such amount shall vest in BF.

1.6 Claims

Claims for compensation in connection with transport services performed due to damage, devaluation, loss or delay should be made directly to BF and not to any sub-contractor engaged by BF. Claims should always be registered via BF's website, www.bring.se.

BF shall not be liable to compensate taxes and fees, for example alcohol duties etc. Compensation for claims in accordance with §17 of NSAB 2015, for loss or depreciation of goods, shall normally be calculated on the basis of the goods invoice value, excluding VAT, at the time the freight forwarder took over the goods, as well as the freight cost if this is not included in till goods invoice value, and other outlays in connection with the transport at the time when damage occurred. All within the limits of liability.

Deviations being claimed should always be documented on all remaining parts of consignment note and be signed by the receiver of the goods and also by the driver so that the deviation can be verified.

Upon claim for delay, compensation will be paid for part of or maximum the freight cost, provided that the delay has been documented and signed on the Tu-page (transporters copy) of the consignment note and that the customer can demonstrate the expenses suffered.

Solely the fact that goods have been collected or delivered too late or that transport and reloading has not fulfilled the air temperature requirements shall not, per se, mean that compensable damage, loss or defects shall be deemed to have arisen.

Checking the product temperature

Checking of the product temperature as a basis for documenting a claim must unconditionally be made in accordance with "Correct temperature during storage and transport", the national guidelines for frozen and chilled food, which can be found on the website of the Swedish Food Retailers

Federation;

www.svenskdagligvaruhandel.se/wp-content/uploads/SVDH_Branschriktlinjer-fo%CC%88r-Ra%CC%88tt-Temperatur-under-Lagring-och-Transport.pdf

1.7 Insurance of goods

BF's liability for goods is limited to paragraph 1.2 above and NSAB.

In order to ensure full compensation for damaged or missing goods in all situations, BF recommends that the customer acquires separate cargo insurance for the goods under transports as described in the previous paragraph.

BF does not accept any agreements regarding special interest in delivery.

1.8 Booking of consignments

In conjunction with the booking of transport and any additional services, the customer shall indicate the pre-conditions and circumstances which may affect the implementation of the transport, such as the particular condition of the goods, that the pallets may not have goods loaded on top of them, the indicated air temperature, special conditions at loading or off-loading location, and other consignment information. When there is an agreement regarding a specific loading or unloading time, this must be indicated in the booking as well as on the consignment note and shipping labels.

Goods with different air temperature requirements must be booked as separate consignments.

Detailed information regarding the information to be provided with a booking can be found on BF's website, www.bring.se.

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Booking means the preliminary reservation of transport capacity up to the latest time at which booking may occur at 14.00 hrs on the working day before loading, or according to separate agreement.

Thereafter the booking is regarded as confirmed and as a definite transport instruction and is thus debitable for the minimum weight or volume for the entire transport. For failed transport at loading or late cancellation the same conditions apply.

Booking can be done through our web portal TA-connect or through EDI-integration. Manual booking is done through BF Customer Service.

Express booking

If a booking is made after the latest time for booking according to these terms or agreement, this shall be regarded as an express booking. Inquiry of such booking must always be made to BF Customer Service for control and approval that the transport can be performed. A fee for express booking will be added.

1.9 Volume and package types

Goods on/in loading equipment handled by truck

If no specific volume for the package unit or the consignment is indicated on the booking, the package unit used is converted into volume according to the table below.

Package type	Package type code for EDI	Service	Length (m)	Width (m)	Height max. (m)	m ³	Pallet space	Loading meter	Volume weight (kg)
Pallet	Z1G	Domestic Transport	1,20	0,80	1,25	1,20			370
High pallet*	201	Domestic Transport	1,20	0,80	2,50	2,40	1,00	0,40	740
Half pallet	200	Domestic Transport	0,80	0,60	1,25	0,60			190
Quarter pallet	Z1N	Domestic Transport	0,60	0,40	1,25	0,30			100
Sea pallet*	202	Domestic Transport	1,20	1,00	2,50	3,00		0,50	924
Roll cage	CW	Domestic Transport	0,80	0,70	2,50	1,40			431
Pallet space	201	International Transport	1,20	0,80	2,40	2,30	1,00	0,40	700
Sea pallet*	202	International Transport	1,20	1,00	2,40	2,88	1,25	0,50	875
* maximum height 1,80 of goods in distribution transport									
Volume weight		Service	Length (m)	Width (m)	Height max. (m)	m ³	Pallet space	Loading meter	Volume weight (kg)
Pallet space		Domestic Transport	1,20	0,80	*		1,00	0,40	740
Pallet space		International Transport	1,20	0,80	*		1,00	0,40	700
Load meter		Domestic Transport						1,00	1850
Load meter		International Transport						1,00	1750
Cubic weight		Domestic Transport				1,00			308
Cubic weight		International Transport				1,00			303
* maximum height 1,80 of goods in distribution transport									

The transport assignment for the above-mentioned package types require that each transport package is plastic wrapped or in a similarly encased unit.

Pallets that cannot have goods on top of them see point 1.8 above, will have a maximum height of 1.25 m (**DOM SE**) and a maximum height of 1,20 m (**INT**) so that they can be loaded on beams. If the pallet height is greater than the above and/or cannot have goods on top, the taxable weight corresponding to one pallet space will be debited.

Transport of package types with other volume

Transport of packages which have measurements and limits that differ from the table above are

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received for transport only pursuant to a separate agreement with BF at the time of booking or in accordance with separate agreement and terms and conditions.

1.10 Packaging

From a transport and handling perspective, the goods shall be packaged in a suitable manner.

BF shall not be liable for any damage relating to any form of defective or deficient goods which are a result of, or originate from, deficient, non-adapted, or from a handling or damage point of view, in any other manner unsuitable and incorrect packaging of the goods. This also includes requirement for each transport package to have a top layer/ plastic wrapping.

- If necessary, BF can re-package goods in new, similar packaging or repair the packaging which has been damaged in transit, with the objective to protect the goods throughout the rest of the transport to the final destination. Re-packaging or repair will take place near the place where the damage occurred or was detected during transport. If specific packaging is required for the re-packaging, this will be provided by the customer/sender.
- Damage to packaging which is detected at the time of delivery, but where the product and customer package inside the packaging is undamaged, will not be compensated or repaired. Transport packaging is deemed to have served its purpose, i.e. to protect the product or customer packaging during transport, once the goods have been delivered to the recipient.

1.11 Transport labels

The goods shall be correctly labelled with clearly filled-in transport labels on each package.



File:
Foretagetsnamn
Adress 1
Postnr/Postort
Tel.
Ans. del 88-mm-02

Foretagetsnamn
Adress 1
Adress 2
POSTNR POSTORT
Leveransanströmg. (stätt av "leverera på plats" sk beteckn)
Gästbudslogotypen i rutan

Transporttemper.
BRUNDFRIGO INRIKES TRANSPORT ÖVERIGE
KYLIT +2 - +8°C / FRYST <-18°C
ANSLUTNING till talet av Leveransanströmg. 06.00 - 06.30

Sändnings-ID: (4071)484 831 879 6

Ansvar vid skada: XXXXXXXX

Kohti-ID: (00) 373925550000400805

Transport labels shall be formatted in accordance with the STILL transport label specification and according to the GS1 standard (same as STE).

For more information about the GS1 standard, please read GS1's website: www.gs1.se.

The label shall at least contain the information on the BF standard label shown here.

1.12 Consignment note

Domestic transport (DOM SE):

For each consignment, the customer/sender must use a consignment note in accordance with the SIS standard (SS 614115), with a unique consignment note number, which is to be delivered to BF correctly filled-in and in four complete parts.

A unique consignment note number is a number which has not been used in the two years prior to the date of issue.

International transport (INT):

For international transport, a CMR consignment note shall be used.

Domestic (DOM SE) and international transport (INT):

Separate consignment notes shall always be issued for goods with different air temperature requirements.

The consignment note shall contain the following information:

- The sender's name, address, telephone number as well as place of dispatch including postal code
- The receiver's name, address, telephone number as well as place of delivery including postal code
- Carrier and date
- Markings on the goods
- The number of transport packages and packaging type (1 pallet with goods encased in plastic is equal to 1 transport package)
- Type of goods
- Gross weight including load fittings and loading equipment, e.g. pallets
- Temperature instruction for the goods (e.g. chilled or frozen, together with the air temperature for each temperature zone)
- Freight payment instructions
- Freight payer/Customer number

Domestic transport (DOM SE):

- When there is an agreement for unloading time, the words "UNLOADING HH:MM" are to be clearly provided in the field "Delivery instructions".
- Where "NO GOODS ON TOP" is applicable, this should be clearly labelled in the field "Delivery instructions"

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- The number of approved EUR pallets in the relevant field
- In the event of a pallet transfer, the sender's and recipient's pallet registration numbers shall be provided in the relevant field.

International transport (INT):

- When the goods are subject to import or export restrictions, this must be entered on the consignment note (CMR).
- Terms of delivery according to Incoterms

Domestic (DOM SE) and international transport (INT):

BF is entitled to amend the specified weight and/or volume information provided these proves to be incorrect following a check by BF. For incorrect information stated a fee will be debited according to 2.3.18 of these terms and conditions.

1.13 Loading and unloading

The following applies to loading and unloading, unless otherwise agreed:

- The sender and the recipient shall each provide appropriate loading and unloading aids, e.g. forklifts, which are capable of unloading from bars on vehicles when loading/unloading goods which are packed on pallets.
- is performed on normal working days between 07:00 and 17:00. Depending on the situation of the dispatch or destination location, the undertaking may exceptionally be limited for small consignments.
- shall commence immediately once the vehicle has been placed at the disposal of the sender or the recipient. The following times for loading and unloading have been included in the freight rates for each weight interval:

Gross weight, kg	Minutes
1 - 999	20
1000 - 4999	30
5000 - 20999	50
21000 - FTL	60

In this context, "weight" means the total weight that is loaded or unloaded at one time.

In the event that loading/unloading cannot be carried out within the prescribed time and the vehicle is not, in BF's opinion, able to wait once the time has passed, BF shall be entitled to drive away from the loading/unloading location and invoice as for a failed transport pursuant to section 2.3.15 below or for additional costs which arise as a result of the inability to unload.

- Securing the cargo: It is the sender's responsibility, when they conduct the loading, to secure the goods in accordance with the national rules in force.

Domestic transport (DOM SE):

- is performed to/from the vehicle from/to the location at the loading dock designated by the sender or the recipient with a minimum clearance of 4.5 m.
- is performed by the vehicle's driver; the sender and the recipient respectively shall provide the required assistance.
- the maximum weight of a transport package that are to be handled with hand trolley or over uneven or sloping surfaces is 500 kg

International transport (INT):

- The sender and receiver respectively are responsible for ensuring that loading and unloading are performed in accordance with the instructions from the responsible driver.

Domestic (DOM SE) and international transport (INT):

Unmanned loading/unloading

Loading/unloading at unmanned facilities is only carried out following a separate written agreement. In the event that such a written agreement has not been entered into and BF is, due to the circumstances, nevertheless forced to carry out the loading/unloading at an unmanned facility, such loading/unloading is carried out at the customer's risk and the customer is thus solely liable for any temperature changes, damage, depreciation or loss of the goods and the pallets.

1.14 Collection/delivery of goods from/to BF terminal (DOM SE)

Consignments that shall be collected from or delivered to a BF terminal must be stated in the booking and on the consignment note in the field "Leverans-anvisning", together with the name of the person collecting or delivering the goods from/to BF terminal. A fee is debited for this additional service.

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The same requirements regarding consignment note and transport labelling of the goods as set out in 1.11 and 1.12 applies when consignments are delivered to a terminal. A fee will be debited if BF performs printing of transport documents and labelling.

When collecting goods from BF terminal the collector must confirm his/her identity, by presenting an official approved ID card. Goods should be collected on the same day as it arrives at the terminal. Thereafter terminal rent for unclaimed goods will be debited.

1.15 Pallet transfer system PTS (DOM SE)

BF conducts pallet transfer pursuant to BF's terms and conditions for Pallet Transfer System ("BF PTS Terms and Conditions"), as applicable from time to time, when handling EUR pallets which are approved as per any of the following standards:

UIC Code 435-2 and UIC Code 435-4 (International Railway Union's provisions)

Agreements regarding pallet transfers are entered into separately between BF and the sender and the recipient respectively.

In the event that there is no agreement regarding pallet transfers with one of the abovementioned parties, no registration of the EUR pallets is carried out and BF is not liable for ensuring that the pallets are returned to the sender.

In order to generate a pallet transaction BF must receive correct information regarding the pallet registration number of both the sender and the receiver in the initial booking message. The number of approved EUR-pallets must be updated no later than at the latest time of booking.

1.16 Protection of data and personal information

BF handles your personal data within the framework of current data protection legislation (GDPR – General Data Protection Regulation). Personal data is collected when required in order to perform agreed services and assignments and/or laws. You will find our integrity and data protection policy on our website www.bring.se/english/privacy-policy. Here you can find more detailed information about how we handle personal data and what rights you have as a registered person.

2. Freight, surcharges and additional services

(Applicable from and including September 1st, 2020)

It is incumbent upon Bring Frigo AB's (BF) customers to inform the sender of the goods, the recipient of the goods and other affected parties of the parts of the terms and conditions which are relevant to them.

2.1 Freight rates

Transport rates are calculated for each consignment stated on the consignment note based on the consignment's taxable weight and rounded weight.

Domestic transport:

The taxable weight is rounded up to the nearest multiple of 10 kilograms for consignments with a weight up to and including 2220 kg and up to the nearest multiple of 100 kilograms for consignments weighing more than 2220 kg.

International transport:

The taxable weight is rounded up to the nearest multiple of 10 kilograms for consignments with a weight up to and including 1000 kg and up to the nearest multiple of 100 kilograms for consignments weighing more than 1000 kg.

The size of the freight is in addition determined by the distance between the dispatch and destination locations as well as, where applicable, collection, terminal and distribution fees.

Transport costs do not include VAT.

Consignment

"One consignment" means the goods set forth on one consignment note which only have one temperature requirement, which are transported from one sender with one loading at one loading location to one recipient with one unloading at one unloading location, and which are delivered for transport at the same time. The maximum size of the consignment is limited by the vehicle's loading capacity and the applicable road regulations.

Taxable weight

The consignment's taxable weight is the higher of gross weight and volume weight.

Gross weight

Gross weight is the actual weight including packaging and loading accessories.

Volume

A pallet space is a space on a load unit which measures 800 mm in width and 1200 mm in length, and whose maximum loading height is limited by the height of the lowest load unit in the transport chain.

Volume weight

Domestic transport (DOM SE):

Volume weight is calculated by multiplying a consignment's volume (length x width x height) expressed in cubic meters, including packaging and loading accessories, with 308 kg.

Volume weight goods are:

- goods for which the weight per cubic metre is less than 308 kg
- goods for which the weight per pallet space is less than 740 kg
- goods for which the weight per loading metre is less than 1850 kg
- goods for which the volume exceeds the measurements of the load carrier

International transport:

Volume weight is calculated by multiplying a consignment's volume (length x width x height) expressed in cubic metres, including packaging and loading accessories, with 303 kg.

Volume weight goods are:

- goods for which the weight per cubic metre is less than 303 kg
- goods for which the weight per pallet space is less than 700 kg
- goods for which the weight per loading metre is less than 1750 kg
- goods for which the volume exceeds the measurements of the load carrier

2.1.1 Payment for transport

Freight, price surcharges and any additional services shall be paid by the customer unless another agreement has been made.

2.2 Invoicing

Invoicing shall take place once per week **for domestic transport (DOM SE)** and once per day for **international transport (INT)**. Payment shall be received by BF no later than 15 days of the invoice date. Remarks regarding invoices shall be submitted to BF no later than 10 days after the invoice date.

2.3 Price surcharges

Prices are set out in section 3. "Pricelist for price surcharges and additional services".

For each charge, there is a note for whether it is applicable to domestic transport (**DOM SE**) or international transport (**INT**).

BF shall be entitled to immediately pass on charges and cost increases resulting from decisions by the authorities.

2.3.1 Interest for delayed payment (DOM SE/INT)

In the event that payment occurs later than the due date for the invoice, interest for delayed payment is charged, at the rate which BF from time to time applies, at present 22.8 % per annum.

2. Freight, surcharges and additional services

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2.3.2 Reminder fee (DOM SE/INT)

A statutory reminder charge shall be levied at the same time as interest on arrears.

2.3.3 Advance payment (DOM SE/INT)

When advance payment is required for a transport consignment, a fee is charged for administration.

2.3.4 Invoice fee (DOM SE/INT)

The customer can choose between receiving the invoice printed on paper or a PDF-invoice as basis for payment. Different fees are used depending on choice.

2.3.5 Gotland subsidy (DOM SE)

Charged and calculated based on freight and fuel surcharge for all transport in Sweden.

2.3.6 Gotland surcharge (DOM SE)

Charged and calculated based on freight and fuel surcharge for consignments to/from Gotland.

2.3.7 Fuel surcharge (DMT) (DOM SE/INT)

For domestic transport SE, the fuel surcharge (DMT) is adjusted each month by the percentage rate equivalent to the change in the index T08SÅ13, from the agreed basis month, published by the Swedish Association of Road Transport Companies.

For international transport (INT), the surcharge (DMT) is adjusted each month based on the development of cost for fuel according to EuroShell index. The surcharge is debited as a percentage of the freight.

2.3.8 Booking fee (DOM SE)

Charged for each consignment and vary depending on the method of booking. Booking can be done via e-mail, TA-connect portal or through EDI-integration.

2.3.9 City surcharge (DOM SE)

City surcharges are applicable for all consignments to the Stockholm and Gothenburg areas marked "S" in BF's list of locations which can be found on BF's website www.bring.se.

2.3.10 Transport to islands (DOM SE)

Fees are charged for extra time expended and other extra costs for transport to island locations. Island codes are listed in BF's, from time to time valid, list of locations which can be found on BF's website www.bring.se.

2.3.11 Congestion tax (DOM SE)

A statutory tax, as from time to time applicable, and debited by the Swedish Transport Agency (Sw. Transportstyrelsen). Please find for which postal location the congestion tax is charged in, from time to time valid, register of locations, which is published on BF's website www.bring.se.

2.3.12 MARPOL surcharge (INT)

For international transports by ferry the shipping companies apply a surcharge for increased cost due to sulphur regulation on vessel fuel.

2.3.13 Currency fee (INT)

BF is entitled to compensate for currency fluctuation.

2.3.14 Road tax (INT)

BF is entitled to compensate for state charges, such as road tax, in various countries.

2.3.15 Failed transports (DOM SE/INT)

In the event of failed transport where the sender or the recipient is not present or for any other reason cannot release or receive the goods, extra handling and transport fees and other relevant surcharges/costs shall be charged in addition to transport rates.

2.3.16 Extra loading/unloading times (DOM SE/INT)

If the time expended for the assignment exceeds the time limit set forth in section 1.13, BF shall be entitled to charge for extra loading and/or unloading time. This applies to all types of extra time, such as:

- delayed loading/unloading
- delayed consignment documentation
- time delays relating to customs clearance

For loading or unloading ordered on Saturdays, Sundays or public holidays, BF shall be entitled to charge an extra fee.

2.3.17 Extra handling (DOM SE)

If the sender/recipient requests removal upwards/downwards via a lift, removal into/out of storage, carrying in/or out or any similar measure, additional fees will be charged for extra loading/unloading time for handling, in addition to the transport undertaking.

In the event that equipment and/or vehicles other than those which are prescribed for the transport undertaking pursuant to 1.1 and 1.13 are required for the unloading of goods, fees are charged for extra loading/unloading time; however, no minimum charge is applicable.

2. Freight, surcharges and additional services

(Applicable from and including September 1st, 2020)

It is incumbent upon Bring Frigo AB's (BF) customers to inform the sender of the goods, the recipient of the goods and other affected parties of the parts of the terms and conditions which are relevant to them.

2.3.18 Amended, incomplete or incorrect transport instructions (DOM SE/INT)

"Transport instructions" means a final booking, consignment note information or information on the transport label, irrespective of the information being communicated to BF via EDI or in any other way.

BF shall be entitled to charge a fee for amended, incomplete or incorrect transport instruction.

2.3.19 Terminal rent for unclaimed goods (DOM SE/INT)

Goods must be collected or be deliverable on the same day that the goods arrive at BF's terminal. BF shall thereafter be entitled to charge terminal rent.

2.3.20 Freight consolidation (DOM SE)

Fee for manual consolidation of several consignments to be calculated for freight as one consignment.

2.3.21 Obstacle in infrastructure (DOM SE)

Upon building or reconstruction of infrastructure or occurrence of obstacles of the same BF has the right to charge a fee to cover cost for increased transport mileage due to such occurrence.

2.4 Additional services

BF shall be entitled to charge the following fees for services going beyond the transport undertaking. Prices are set forth in section 3, "Pricelist for price surcharges and additional services".

For each fee, there is a note specifying if it applies to domestic transport (DOM SE) or international transport (INT).

2.4.1 Notification of incoming goods (DOM SE)

A fee is charged per consignment for notification of incoming goods.

Notification shall be ordered at the time of booking and be indicated in the field "Delivery instructions" on the consignment note and on the transport label, and a telephone number shall be provided.

2.4.2 Time specific loading/unloading (DOM SE/INT)

If an agreement with BF concerning a specific time or time period for loading or unloading has been entered into by way of an agreement or in writing at the time of booking, a fee shall be charged.

Information provided on a consignment note indicating the desired time for unloading alone shall not be deemed to constitute a written agreement of time guarantee pursuant to section 7 of the General Conditions of the Nordic Association of Freight Forwarders ("NSAB"). "Loading" and "unloading" and the agreed time shall be indicated in the booking and on the consignment note in the field "Leveransanvisning", as well as on the transport label on each individual package.

2.4.3 Pallet transfer fee (DOM SE)

A pallet transfer fee shall be charged for each approved EUR pallet loaded, where an agreement exists in line with the BF PTS Terms and Conditions.

2.4.4 Terminal handling fee (DOM SE/INT)

This charge is based upon the type and scope of the assignment.

2.4.5 Collection and delivery fee (DOM SE/INT)

This charge is for the administration and handling of goods which are collected at or delivered to a BF terminal.

2.4.6 Printing of transport documentation (DOM SE)

BF charges a fee for printing the following transport documents:

- Consignment note
- Transport label

2.4.7 POD - Proof of delivery (INT)

BF is entitled to charge a fee for producing a copy of an acknowledgement of receipt. This is not applicable for claim issues.

2.4.8 Statistic report Basic (DOM SE)

For distribution of a Basic statistical report for invoiced consignments, BF has the right to charge a fee per distributed report.

2.4.9 Environment report Basic (DOM SE)

For producing Basic environment reports concerning CO₂ emissions, BF has the right to charge a fee per distributed report.

2.4.10 Express booking (DOM SE)

For handling of a new booking after the latest time for booking, BF has the right to charge a fee.

3. Price list for surcharges and additional services

(Applicable from and including September 1st, 2020)

It is incumbent upon Bring Frigo AB's (BF) customers to inform the sender of the goods, the recipient of the goods and other affected parties of the parts of the terms and conditions which are relevant to them.

Ref.
trpt
terms

Ref. trpt terms	Price surcharges	All prices are exclusive of 25% VAT	
2.3.1	Interest for delayed payment (DOM SE/INT)	22.8 % per year	calculated on the overdue invoice amount
2.3.3	Advance payment (DOM SE/INT)	SEK 205/consignment	
2.3.4	Invoice fee (DOM SE/INT)	SEK 120/invoice SEK 40/invoice	invoice on paper PDF-invoice
2.3.5	Gotland subsidy (DOM SE)	0.4%	based on freight and fuel surcharges for all consignments within Sweden
2.3.6	Gotland surcharge (DOM SE)	34 %	based on freight and fuel surcharge for consignments to/from Gotland
2.3.7	Fuel surcharge (DMT) (DOM SE/INT)	Fluctuates monthly Given as a percentage	For domestic transport, calculated based on the official index T08SÅ13 of the Swedish Association of Road Haulage Companies based on the base month indicated (DOM SE)
2.3.8	Booking fee (DOM SE)	SEK 120/consignment SEK 40/consignment SEK 20/consignment	Booking via e-mail Booking via TA-connect Booking via EDI-integration
2.3.9	City surcharge (DOM SE) applies to Stockholm and Gothenburg	SEK 57/consignment SEK 88/consignment SEK 128/consignment SEK 180/consignment SEK 250/consignment SEK 350/consignment	<u>Weight (kilogram) per consignment:</u> 1 - 99 100 - 999 1000 - 2500 10000 - 20999 21000 - 27999 28000 - FTL
2.3.10	Transport to islands (DOM SE)	SEK 375/consignment SEK 522/consignment SEK 1040/consignment	<u>Island code:</u> Ö1 – delivery to quay/ferry for onward delivery to an island Ö2 – delivery to an island that requires one ferry journey Ö3 – delivery to an island that requires two ferry journeys
2.3.11	Congestion tax (DOM SE)	SEK 13/consignment	Please find in from time to time valid register of locations on website for which postal location the congestion tax is charged.
2.3.12	MARPOL surcharge (INT)	Fluctuates monthly. Given as €/truck alt. €/ppl	For international transports by ferry. Increased costs for shipping companies due to sulphur regulation on vessel fuel.
2.3.13	Currency fee (INT)	Fluctuates monthly	Given as a percentage
2.3.14	Road tax (INT)	According to a separate table	Price per pallet space
2.3.15	Failed transports (DOM SE/INT)	Extra transport and handling debited in accordance with "Extra loading/unloading time"	

3. Price list for surcharges and additional services

(Applicable from and including September 1st, 2020)

It is incumbent upon Bring Frigo AB's (BF) customers to inform the sender of the goods, the recipient of the goods and other affected parties of the parts of the terms and conditions which are relevant to them.

Ref. trpt Term			
2.3.16	Extra loading/unloading times e.g. waiting time (DOM SE/INT)	Weekdays: SEK 347/30 minutes started	Saturdays, Sundays and public holidays: SEK 428/30 minutes started
2.3.17	Extra handling e.g. carrying in (DOM SE)	Debited in accordance with "Extra loading/unloading time"	
2.3.18	Altered, incomplete or incorrect transport instructions (DOM SE/INT)	SEK 250/consignment	
2.3.19	Terminal rent for unclaimed goods (DOM SE/INT)	0.34 SEK/kg gross weight and day; however, not less than SEK 200/consignment	The rent is calculated from the day after the first possible day of delivery
2.3.20	Freight consolidation (DOM SE)	SEK 75/consignment	Charged for all consignments that are consolidated with other consignment.
2.3.21	Obstacle in infrastructure (DOM SE/INT)	Communicated upon occurrence.	
Ref. trpt terms			
2.4	Additional services	All prices are exclusive of 25% VAT	
2.4.1	Notification of incoming goods (DOM SE)	SEK 75/consignment	
2.4.2	Time-specific unloading (DOM SE/INT)	For unloading at a specific time or within a specific time interval, the price will be charged as agreed; however, not less than SEK 520/consignment	
2.4.3	Pallet transfer fee (DOM SE)	SEK 28/pallet	
2.4.4	Terminal handling fee (DOM SE/INT)	Price according to the scope of the assignment	
2.4.5	Collection and delivery fee (DOM SE/INT)	SEK 135/consignment SEK 260/consignment SEK 520/consignment SEK 780/consignment	<u>Consignment weight:</u> 0 - 600 kg 601 - 1000 kg 1001 - 3000 kg 3001 - 5000 kg
2.4.6	Printing of transport documents (DOM SE/INT)	SEK 50/consignment note SEK 80/consignment note SEK 32/package	DOM SE: SIS consignment note CMR consignment note Transport labels
2.4.7	POD (proof of delivery) (DOM SE/INT)	SEK 150/piece	
2.4.8	Statistical report Basic (DOM SE)	SEK 275/distributed report	
2.4.9	Environment report Basic (DOM SE)	SEK 375/distributed report	
2.4.10	Express booking (DOM SE)	SEK 500/consignment	