



OFERTA LCL (RAIL)

CHINA - ESPAÑA - Incoterm FOB

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ORÍGENES		Mínimo facturable	De 2 A 5 CBM	de 6 a 10 CBM	De 11 a 20 CBM	más de 20CBM
RAILFREIGHT Desde recogida en China hasta CFS Barcelona y/o Madrid (incluye recogida en almacenes de los puertos adjuntos, transporte hasta terminal rail, flete ferrocarril hasta nuestro depot en Francia y posterior transporte hasta almacén aduanero Barcelona)	FUZHOU	472 USD	338 USD	322USD	297 USD	288 USD
	GAOYOU	481 USD	347 USD	326USD	303 USD	295 USD
	GUANGZHOU (CARGA PESADA 135\$/TON)	561 USD	337 USD	320USD	296 USD	285 USD
	LIAOCHENG	472 USD	334 USD	318USD	293 USD	284 USD
	NANJING	472 USD	331 USD	314USD	291 USD	282 USD
	NINGBO	463 USD	331 USD	314 USD	291 USD	282 USD
	QINGDAO	463 USD	331 USD	314USD	291 USD	282 USD
	XIAN	278 USD	278 USD	265USD	248 USD	242 USD
	SHANGHAI	463 USD	331 USD	314USD	291 USD	273 USD
	SHAOXING	472 USD	334 USD	318USD	293 USD	274 USD
	SHENZHEN (CARGA PESADA 135\$/TON)	561 USD	337 USD	319USD	295 USD	281 USD
	TIANJIN	463 USD	334 USD	319USD	293 USD	281 USD
	ZHENGZHOU	464 USD	328 USD	319USD	289 USD	283 USD
	XIAMEN	463 USD	335 USD	319USD	295 USD	286 USD
	DALIAN	464 USD	341 USD	319USD	300 USD	293 USD
HANGZHOU	426 USD	317 USD	319USD	280 USD	273 USD	

GASTOS		B/L	60 EUR	60 EUR	60 EUR	60 EUR	60 EUR
llegada	Registro T-1		35 EUR	35 EUR	35 EUR	35 EUR	35 EUR
	Despacho aduanas importacion		95 EUR	95 EUR	95 EUR	95 EUR	95 EUR
	Manipulacion y descarga por m3		18 EUR	18 EUR	18 EUR	18 EUR	18 EUR

Entrega destino final (consultar tarifa) - Según punto de entrega

NO incluido:	Inspecciones aduaneras ni demoras y ocupaciones	Precios por tonelada/m3 factor de conversión peso/volumen 500 kilos=1m3 (se aplicará la mas alta)
	Seguro: 0.40% sobre valor CFR +10% - min 45 eur	Para más información contacte con nuestros expertos del departamento Logfret railfreight
	Pallets (y retractilado): 15.50 euros / pallet	Los productos de madera y/o los embalajes de madera podrían estar sometidos a la regla NIMP 15
	Almacenajes según tarifa general; 4 días libres (consultar)	Salidas semanales; tiempo de transito desde terminal de ferrocarril en China hasta almacén Barcelona y/o Madrid (via Lyon) 26-27 días
	Impuestos (Iva y arancel) no incluidos	
Los gastos en origen serán por cuenta del shipper excepto por petición expresa		
Los gastos en origen serán por cuenta del shipper excepto por petición expresa		
Para mercancía con un peso unitario de 3 o más tons , contacte con nuestros expertos del departamento Logfret railfreight para cotización específica		

COSTES EX WORKS (en caso de ser requeridos)	Manipulacion y transporte hasta terminal Handling por m3	30 USD	30 USD	30 USD	30 USD	30 USD
	Despacho aduanas exportacion	75 USD	75 USD	75 USD	75 USD	75 USD
	Documentacion b/L	65 USD	65 USD	65 USD	65 USD	65 USD



GENERAL TERMS AND CONDITIONS for RAIL PRODUCT

Date of issue: February 19, 2021

Validity: to be confirmed

- Our offer is based on current tariffs, exchange rates, payment and transport conditions and without obligation until contracted
- The offer validity is based on the departure date of the shipment, not on booking date
- Subject to accessible and calculated transport route
- Transport restrictions in involved countries, especially those which occur after the departure of the shipment can cause extra costs (i.e. demurrage costs, redirection costs) and will be invoiced as per outlay
- Subject to container availability and free train slot at the time of booking/transport
- For non-hazardous harmless commercial goods according to ADR/RID
- For goods packed in safe, standard size and weight packages designed for railway transport
- Our offer can be terminated at any time and also before the stated validity period expires, if any significant changes to the competitive, operating, collective or monetary environment occur
- We are working under the terms and conditions of CMR/CIM/SMGS
- Any transit time in the offer is an estimation based on experience bearing no legal or contractual obligation, and furthermore, it is an indication generated by taking into account block-train availabilities. Delivery dates are subject to the relative freight law (i.e. SMGS article 14; §1).

1. Cancellation fee:

- 7 working days before departure for free.
- 4-6 working days before departure, USD 1400/40'.
- 1-3 working days before departure, USD 1800/40'.
- On the day of departure, full transportation amount is due
- ETD changing is regards as cancellation. Apply to the situation if caused by customers'/documents/customs inspection's reasons.
- If the truck/ container has been arranged before, the cost will be charged.
- In case of any already ordered service (empty repositioning, container trucking, handling, demurrages) full amount of this service will be charged to the customer.
- Up to 48 hours before pick up of the full container at the terminal (for on-carriage/pre-carriage by truck), no cancellation fee. Thereafter the client has to pay the full amount of the on-carriage/pre-carriage (dead freight).
- For LCL cancellation, after the booking has been confirmed by our side full amount for the shipment will be charged.
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- For LCL cancellation, after the booking has been confirmed by our side full amount for the shipment will be charged.

2. Change of destination:

For shipments already departed to/from Europe: If the initial booking was placed for any other terminal in Europe and then has been changed to Malaszewicze rail terminal only, following fees will apply:

- Border freight
- Change of destination in Westbound
- Change of SMGS in Eastbound
- All above will apply in full, at cost.

3. Pre-carriage / On-carriage in Europe per container chassis 40HC:

Waiting time: 3 hours free, then:

- € 70 per started hour
- € 850 per day
- € 400 per night

4. Demurrage terms and conditions:

Duisburg D3T/DECETE/DIT/SAMSKIP

4 days free incl. arrival & departure date

Thereafter:

- every handling operation €30 (at least 2 handlings)
- €50/day/40ft

5. Detentions terms and conditions:

From 36th day from picking up in departure country, detention charge will be charged 50 USD/40'/day if it is not returned within 60 days from empty pick-up, it will be treated as lost, 6000 USD/40HQ.

6. Payment terms:

Unless otherwise agreed (individual credit agreement): 10 days from departure (rail terminal). In case of any additionally occurred costs we reserve the right to invoice our customers within one year from the Shipment Date.



7. Our offers exclude:

- Possible demurrage costs
- Possible costs for export/import customs inspection
- Possible costs for public fees and charges according the outlay
- Possible extra costs incurred through default of your own
- Possible extra costs for special performances requested by the client
- Surcharges for non-ferrous metals which are applicable also for small quantities
- Transport insurance
- Local costs Asia/Russia/Europe

8. Services on request:

- Customs stop – import/export
- Multi-stops
- Pre/on-carriage
- Special request for container depot (container pick-up & return)
- Chassis rental

9. Special stuffing/packaging/loading/booking instructions:

- Bookings will only be accepted with valid offer number
- If the cargo value is more than 300,000USD per 40ft, please make sure to inform us specially when send a booking. There will be extra fee case by case according to the cargo value in the accompanying document.
- He cargo has to be properly stowed and secured
- The cargo weight distribution within the container needs to remain balanced
- 20ft containers can be dispatched only in pairs pairs of 20ft containers must not exceed a weight difference of more than 3 tons
- Unit cargo weight usually shall be less than 3 ton. If the unit cargo is more than 3tons, but with good packing, per square meter force area loaded less than 1.5 ton, and providing docs as required , then it can be checked case by case.
- Maximum gross weight of a container excluding tare must not exceed 21.5 tons
- All containers have to be properly sealed with a metal seal by the loading place
- It is recommended to complete booking minimum 7 days in advance unless stated otherwise
- There is no guarantee for departure if any of cut-off dates is missed
- Please refer to our loading instructions (on demand) for FCL shipments, especially regarding loading pictures and correct seal locations.

10. General cut-off information:

- Booking cut-off: recommended 10 days prior departure
- Document/container cut-off: 4 days prior departure Unless stated otherwise (Please refer to our quarterly schedule, on demand)

11. HS codes:

When placing the inquiry, shipper is responsible to provide Logfret with an eight digit HS code of the cargo, in order to check its transport acceptance via Russia and China. If the HS code hasn't been provided and confirmed by Logfret until the moment of booking, shipper bears full responsibility for possible occurring extra costs (rerouting, inspection, storage, return of the loaded container etc.). If HS code is not provided to check at the moment of booking, it may delay the actual departure. If shipper requires urgent transport without checking the HS code, Logfret is not responsible in the case HS code not being accepted at some point along the route.

12. Required transport documents:

Requested documents (commercial invoice, packing list, EX-1, certificates, etc.) must be sent by shipper by the document cut-off date, however not later than 3 days before departure. Please note the cargo gross weight, volume and number of PC on the commercial invoice and packing list must be in accordance with the information written the house railway bill (HRWB). Such discrepancy may delay custom procedure

13. At packing list and invoice following information has to be mentioned:

- Seller (+ EORI number if European seller)
- Buyer (+ EORI number if European buyer)
- Incoterm or country of departure of the goods
- All NHM codes for loaded cargo.
- Cargo description to each NHM code.
- Number of packages according to each NHM code and the HRWB
- Gross- and net weight according to each NHM code and the HRWB
- Value of goods according to each NHM code.



If Logfret clears your goods, please make sure to provide custom authorization and any relevant documents: tests report, Ai2, VAT authorization etc.

The shipper carries full responsibility for correctness of provided documentation. We bear no liability in case of incorrect, insufficient and/or delayed documents. If information is missing or incorrect on shipper's documents, customs problems might occur (especially in Europe). In such case shipper will be held liable. Customs authorities are allowed to check container during transportation anytime. Occurred costs by customs control are at the expense of the cargo, which means shipper or consignee have to pay them. These costs may vary from case to case and will be invoiced afterwards.

14. Customer's responsibilities – container management

- a) If carriage was booked as SOC shipment, customer shall provide containers in a safe and cargo-worthy condition in accordance with UCIRC standards and having a CSC plate valid for at least 120 days. If customer couldn't provide clean and safe container or his CSC plate is expired or missing, owner shall repair the container and client shall be responsible for all reasonable and documented repair, cleaning or CSC plate renewal expenses.
- b) Upon delivery to consignee, customer shall assume any and all responsibility arising from possession or utilization of the container and indemnify owner, including its agents, from any and all liability resulting from the operation of the container by client.
- c) Client is responsible for ensuring that container from which goods have been unpacked, was left in a clean and cargo worthy condition (including the removal of labels).
- d) Client has the right to inspect the container before the pick-up of the container from the Container Terminal. If the provided container is defective, damaged, polluted or unsuitable for the carriage of goods, it has to be rejected and claimed immediately. Please ensure you notify operator prior to collection so we can swap the container to avoid additional charges. If the client accepted released container "as is" without taking clear pictures of container condition before and during loading and after unloading, we reserve the right to hold the client liable for the damages claimed by operator's nominated container depot at the place of destination.
We recommend shippers at origin take photographs of empty container as well as the consignees at destination once container is empty.
- e) If a container is damaged and/or requires cleaning and if the total cost of same including repair handling charges exceeds 50 USD per container, user shall be responsible for paying the total amount without deductions. For assessment of damage, UCIRC shall apply. Any transportation and/or handling costs incurred in moving the container to the nearest repair facility are for user's account. Owner shall notify user if repairs in excess of 50 USD are required for a returned container. User shall be allowed first option to repair or hire a surveyor for container check prior to owner effecting repair and billing of user, such option is to be declared within 5 working days of receipt of the repair estimate. If user does not select this option, Owner shall repair the container and user shall be responsible for all reasonable and documented repair costs. If repair cost exceeds the depreciated value, (DV) the container shall be considered a total loss.
- f) In the event that repairs are performed by client, client shall abide by repair standards as per UCIRC and material must be of similar quality and type as material removed. Repairs, when complete, are subject to acceptance by owner, such acceptance not to be unreasonably withheld.
Any damage must be reported (also at the freight documents) immediately by the contractor in writing. Concealed damage must be reported no later than six days in writing after the takeover.

***** la terminal de salida en China puede cambiar debido a circunstancias operativas *****

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