

# INCOTERMS 2000



Road, sea and air freight services to and from all the destinations in the world.



Incoterms and Services	EXW Ex Works	FCA Free Carrier	FAS Free Along-side Ship	FOB Free on Board	CFR Cost and Freight	CIF Cost, Insurance & Freight	CPT** Carriage Paid To	CIP** Carriage & Insurance Paid	DAF Delivered at Frontier	DES Delivered Ex Ship	DEQ Delivered ex Quay (duty paid)	DDU Delivered Duty Unpaid	DDP Delivered Duty Paid
	Named place	Named place	Named port of destination	Named port of destination	Named place of destination	Named place of destination	Named place of destination	Named port of destination	Named place	Named port of destination	Named port of destination	Named place of destination	Named port of destination
Warehouse storage at point of origin	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
Export packing	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
Loading at point of origin	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
Inland freight	BUYER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
Port receiving charges	BUYER	BUYER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
Forwarding fees	BUYER	BUYER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
Loading on ocean carrier	BUYER	BUYER	BUYER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
Ocean freight	BUYER	BUYER	BUYER	BUYER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER	SELLER
Charges in foreign port	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	SELLER	SELLER	SELLER	BUYER	SELLER	SELLER	SELLER
Delivery charges to final destination	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	SELLER	SELLER
Customs duties and taxes abroad	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	BUYER	SELLER	BUYER	SELLER

\*\* Risk of loss or damage is transferred from seller to buyer when the goods have been delivered to carrier

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<b>EXW</b>	Seller delivers when he places goods at the disposal of buyer at the seller's premises or another named place not cleared for export and not loaded on any collecting vehicle. Minimum obligation for seller. Buyer bears all costs and risks in removal of goods from seller's premises.	<b>DAF</b>	Seller delivers when the goods are placed at the disposal of the buyer on the arriving means of transport, not unloaded, cleared for export, but not cleared for import at the name point and place at the frontier, but before the customs border of the adjoining country. The term 'frontier' may be used for any frontier including that of the country of export. The frontier must be defined precisely by always naming the point and place in the term. DES or DEQ should be used when delivery is to take place in the port of destination, on board a vessel or on the quay.
<b>FCA</b>	Seller delivers the goods, cleared for export, to the carrier nominated by the buyer at the named place. If delivery occurs at the seller's premises, the seller is responsible for loading. If delivery occurs at any other place, the seller is not responsible for unloading.	<b>DES</b>	Seller delivers when the goods are placed at the disposal of the buyer on board the ship not cleared for import at the named port of destination. Seller has to bear all the costs and risks involved in bring the goods to the name port of destination before discharging. DES can only be used when the goods are to be delivered by sea or inland waterway or multi-modal transport on a vessel in the port of destination. DEQ should be used if the parties wish the seller to bear the costs and risks of discharging the goods.
<b>FAS</b>	Seller delivers when the goods are placed alongside the vessel at the named port of shipment. Buyer has to bear all costs and risks of loss or damage to the goods from that moment. FAS requires the seller to clear the goods for export.	<b>DEQ</b>	Seller delivers when the goods are placed at the disposal of the buyer not cleared for import on the quay at the named port of destination. Seller has to bear costs and risks involved in bringing the goods to the named port of destination and discharging the goods on the quay. DEQ requires the buyer to clear the goods for import and to pay for all formalities, duties, taxes and other charges upon import. DEQ can only be used when the goods are to be delivered by sea or inland waterway or multi-modal transport on discharging from a vessel onto the quay in the port of destination. DDU or DDP should be used if parties wish to include in the seller's obligations the risks and costs of the handling of the goods from the quay to another place.
<b>FOB</b>	Seller delivers when the goods pass the ship's rail at the name port of shipment. Buyer has to bear all the costs and risks of loss or damage to the goods from that point. Seller must clear the goods for export. FOB can only be used for sea or inland waterway transport. FCA should be used if the parties do not intend to delivery the goods across the ship's rail.	<b>DDU</b>	Seller delivers the goods to the buyer, not cleared for import and no unleaded from any arriving means of transport at the named place of destination. Seller has to bear the costs and risks involved in bringing the goods thereto, other than, where applicable, any duty (which term includes the responsibility for the risks of the carrying out of customs formalities, and the payment of formalities, customs duties, taxes and other charges) for import in the country of destination. DES or DEQ should be used when delivery is to take place in the port of destination on board the vessel or on the quay.
<b>CFR</b>	Seller delivers when the goods pass the ship's rail in the port of shipment. Seller must pay the costs and freight necessary to bring the goods to the name port of destination. The risk of loss or damage to the goods, as well as any additional costs due to events occurring after the time of delivery, are transferred from the seller to the buyer. Seller must clear the goods for export. CFR can only be used for sea and inland waterway transport. CPT should be used if the parties do not intend to deliver the goods across the ship's rail.	<b>DDP</b>	Seller delivers the goods to the buyer, cleared for import, and not unloaded from any arriving means of transport at the named place of destination. Seller has to bear all the costs and risks involved in bringing the goods thereto including, where applicable, any duty why terms includes the responsibility for and the risk of the carrying out of customs formalities and the payment of formalities, customs duties, taxes and other charges) for import in the country of destination. DES or DEQ should be used when delivery is to take place in the port of destination on board the vessel or on the quay.
<b>CIF</b>	Seller delivers when the goods pass the ship's rail in the port of shipment. Seller must pay the carriage, insurance and freight necessary to bring the goods to the named port of destination. Seller must clear the goods for export. CIF can only be used for sea and inland waterway transport. CIP should be used if the parties do not intend to deliver the goods across the ship's rail.		
<b>CPT</b>	Seller delivers the goods to the carrier nominated by him. Seller must in addition pay the cost of carriage necessary to bring the goods to the named destination. Buyer bears all risks and any other costs occurring after the goods have been delivered. If subsequent carriers are used for the carriage to the agreed destination, the risk passes when the goods have been delivered to the first carrier. CPT requires the seller to clear the goods for export.		
<b>CIP</b>	Seller delivers the goods to the carrier nominated by him. Seller must in addition pay the cost of carriage necessary to bring the goods to the named destination. Buyer bears all risks and any additional costs occurring after the goods have been delivered. Seller also has to procure insurance against the buyer's risk of loss or damage to the goods during the carriage. Seller contracts for insurance and pays the insurance premium. If subsequent carriers are used for the carriage to the agreed destination, the risk passes when the goods have been delivered to the first carrier. CIP requires the seller to clear the goods for export.		