

Incoterms 2000

Critical points in international transports

In this description, a critical point is that point in transit at which the seller's obligations cease and the buyer's obligations commence.



This chart aims at illustrating the relationship between the seller and the buyer in international trade, and at providing a useful tool both for day-to-day work and for drawing up contracts of sale.

The chart is based on the trade terms contained in Incoterms 2000 approved by the International Chamber of Commerce and dealing with the seller's and buyer's obligations to one another. The trade terms only concern obligations stipulated in the contract of sale. As the Incoterms take the form of written text, it is difficult to illustrate in a simple manner all the different situations occurring in international transports.

The contracting parties may adopt the Incoterms as such as the basis for their contract, but in certain cases amendments and additions can be made.

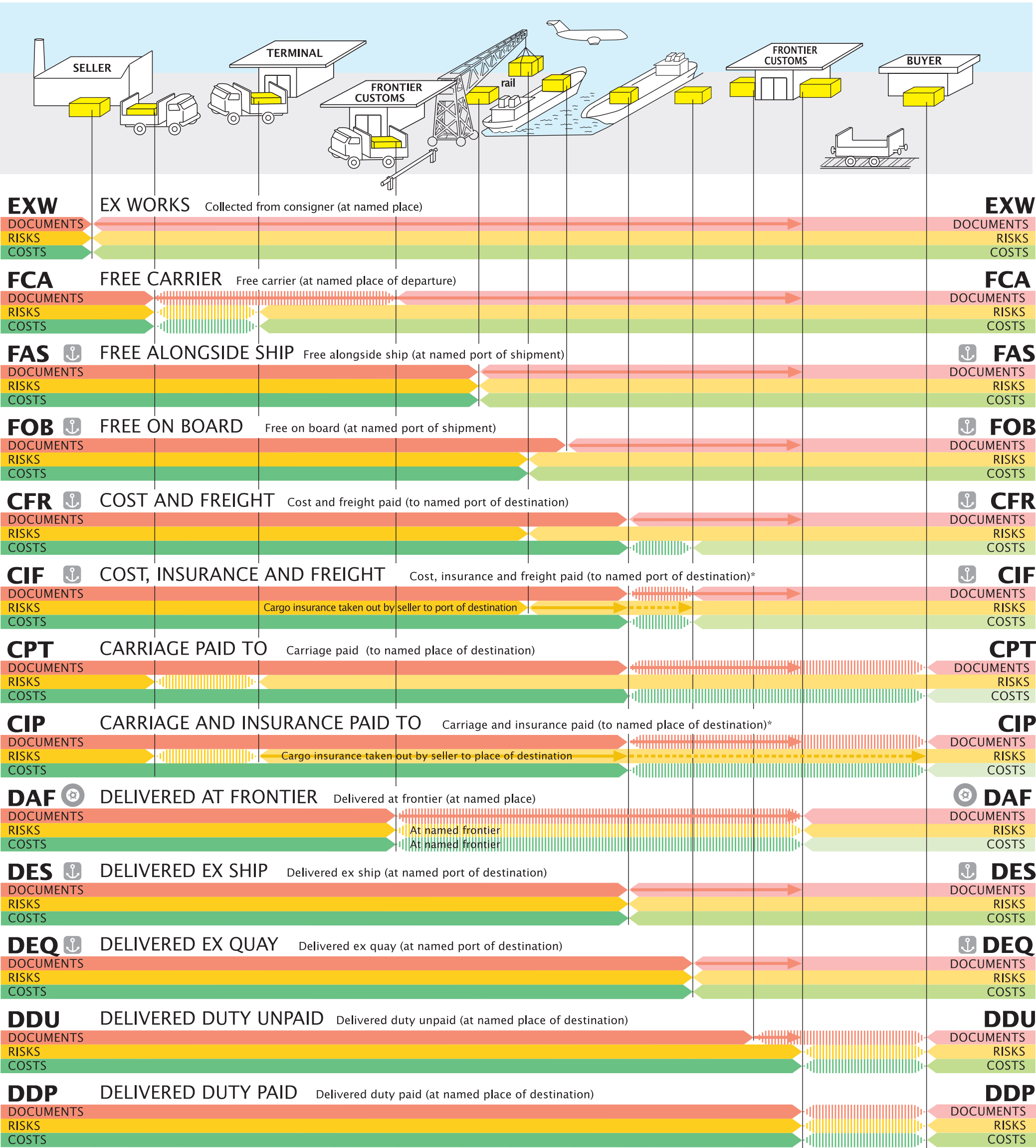
In case of difference of interpretations between this chart and the Incoterms, the latter shall be decisive.



International Chamber of Commerce

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More information: www.iccwbo.org



KEY TO THE TERMS USED

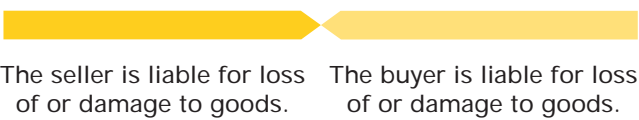
EXW, FCA etc.
The official abbreviations for the trade terms.

Trade term applicable to transport by ship

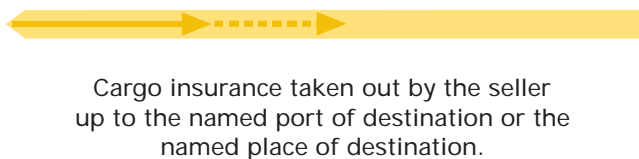
Trade term applicable to land transport

All other trade terms are applicable to any mode of transport.

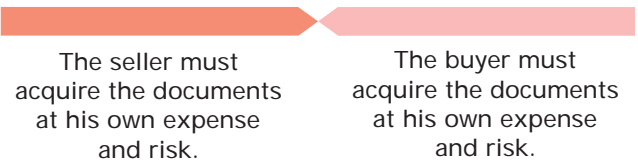
Risks
Exposure to an event which may cause loss of or damage to goods is referred to as a *risk*. Insurance can be taken out against most risks.



***Insurance**
Under the CIP and CIF clauses, the seller must, on behalf of the buyer, take out insurance at his own expense against transport risks. The clauses provide that the insurance shall be taken on at least the minimum terms and conditions – such as the Institute Cargo Clauses (C) – unless the seller and the buyer agree otherwise. These clauses cover, however, only part of the cargo risks.



Documents
Documents refers to the seller's and the buyer's obligation to acquire documents to be produced at certain stages of transit. The validity of the documents are, however, not indicated. Such documents include, for instance, export licences, certificates of origin, transport documents and insurance certificates.



Costs
All expenses for goods and transport of goods are referred to as *costs*.



The critical point to be defined separately in the contract

The seller acquires the documents, where requested by the buyer, at the buyer's expense and risk. The buyer is responsible for the documents being valid for a specific purpose.

The trade terms do not define the critical point. Therefore, the critical point, i.e. the place where all contractual obligations are transferred from the seller to the buyer, must be precisely defined in the contract.