

# Combiterms 2000

## Cost distribution between seller and buyer according to Incoterms 2000 in summary – all modes of transport

### Trade terms (main terms and certain common sub-variants)

|     |     |   |     |
|-----|-----|---|-----|
| 001 | EXW | Ex Works (named place)  | 001 |
| 002 | FCA | Free Carrier seller's premises  | 002 |
| 005 | FCA | Free Carrier (named terminal <sup>1)</sup> )                                  | 005 |
| 006 | CPT | Carriage Paid To (named frontier point in country of dispatch)                | 006 |
| 007 | CIP | Carriage and Insurance Paid to (named frontier point in country of dispatch)  | 007 |
| 010 | CPT | Carriage Paid To (named frontier point in country of destination)             | 010 |
| 011 | CIP | Carriage and Ins. Paid to (named frontier point in country of dest.)          | 011 |
| 012 | CPT | Carriage Paid To (named terminal <sup>2)</sup> )                              | 012 |
| 013 | CIP | Carriage and Insurance Paid to (named terminal <sup>2)</sup> )                | 013 |
| 014 | CPT | Carriage Paid To buyer's premises   | 014 |
| 015 | CIP | Carriage and Insurance Paid to buyer's premises                               | 015 |
| 018 | DAF | Delivered At Frontier (named terminal <sup>2)</sup> )                         | 018 |
| 019 | DDU | Delivered (named terminal <sup>2)</sup> ) Duty Unpaid                         | 019 |
| 021 | DDP | Delivered (named terminal <sup>2)</sup> ) Duty Paid, exclusive of (named tax) | 021 |
| 022 | DDU | Delivered buyer's premises Duty Unpaid  | 022 |
| 023 | DDP | Delivered buyer's premises Duty Paid, exclusive of (named tax)                | 023 |

### Cost headings

|     |   |                 |   |                 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|-----|---|-----------------|---|-----------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 100 | Loading at seller's premises                          | S               | S | S               | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 150 | Domestic pre-carriage/Local cartage                   | S               | S | S               | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 200 | Contract of carriage and dispatch                     | S               | S | S               | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 250 | Trade documentation in country of exportation         | S               | S | S               | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 300 | Customs clearance in country of exportation           | S               | S | S               | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 350 | Export charges  | S               | S | S               | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 400 | Transshipment at carrier's terminal <sup>1)</sup>     | S               | S | S               | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 450 | Transportation equipment and accessories              | S               | S | S               | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 500 | Transport (Cargo) insurance                           |                 |   |                 |   | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 550 | International main carriage                           | S               | S | S               | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 600 | Transshipment at terminal <sup>2)</sup>               | S               | S | S               | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| 650 | Trade documentation in country of transit/importation | S               | B | S               | B | B | B | B | B | B | B | B | B | B | B | B | B | B | B | B |
| 700 | Customs clearance in country of importation           | S               | B | S               | B | B | B | B | B | B | B | B | B | B | B | B | B | B | B | B |
| 750 | Import charges  | S <sup>4)</sup> | B | S <sup>4)</sup> | B | B | B | B | B | B | B | B | B | B | B | B | B | B | B | B |
| 800 | Local cartage/Domestic on-carriage                    | S               | S | B               | B | B | S | S | B | B | B | B | B | B | B | B | B | B | B | B |
| 850 | Unloading at buyer's premises                         | B               | B | B               | B | B | B | B | B | B | B | B | B | B | B | B | B | B | B | B |
| 900 | Other costs   |                 |   |                 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |

Cost distribution according to party agreement not regulated in Incoterms.

S = Seller pays

B = Buyer pays

At certain cost headings there may be divergences to be observed from the cost distribution stated above. See remarks in Combiterms 2000 under the detailed description of each trade term.

### Remarks

<sup>1)</sup>“Terminal” is equal to cargo terminal, railway station, quay wharf/port warehouse and airport. Here it normally means a terminal at an inland or frontier location in the country of exportation.

<sup>2)</sup>“Terminal” is equal to cargo terminal, railway station, quay wharf/port warehouse and airport. Here it normally means a terminal with customs facilities (e.g. customs warehouse) in the country of importation.

<sup>3)</sup>The point stated after “Carriage... Paid To...” determines how to distribute the cost. The seller pays the cost to the named frontier point. The buyer pays the cost from the named frontier point.

<sup>4)</sup>Costs, which are stated in the trade term to be excluded, are to be paid by the buyer.

# Combiterms 2000

## Cost distribution between seller and buyer according to Incoterms 2000 in summary – sea transport only

| Trade terms <sup>1)</sup> |   |   |       |       |       |       |       |       |   |
|---------------------------|---|---|-------|-------|-------|-------|-------|-------|---|
| 003                       | FAS   | Free Alongside Ship (named port of shipment)            | _____ | _____ | _____ | _____ | _____ | _____ | 003   |
| 004                       | FOB   | Free On Board (named port of shipment)                  | _____ | _____ | _____ | _____ | _____ | _____ | 004   |
| 008                       | CFR   | Cost and Freight (named port of destination)            | _____ | _____ | _____ | _____ | _____ | _____ | 008   |
| 009                       | CIF   | Cost, Insurance and Freight (named port of destination) | _____ | _____ | _____ | _____ | _____ | _____ | 009   |
| 016                       | DES   | Delivered Ex Ship (named port of destination)           | _____ | _____ | _____ | _____ | _____ | _____ | 016   |
| 017                       | DEQ   | Delivered Ex Quay (named port of destination)           | _____ | _____ | _____ | _____ | _____ | _____ | 017   |
| <b>Cost headings</b>      |   |   |       |       |       |       |       |       |   |
| 100                       | Loading at seller's premises                          | _____   |       |       |       |       |       |       | S S S S S S   |
| 150                       | Domestic precarriage/Local cartage                    | _____   |       |       |       |       |       |       | S S S S S S   |
| 200                       | Contract of carriage and dispatch                     | _____   |       |       |       |       |       |       | S S S S S B   |
| 250                       | Trade documentation in country of exportation         | _____   |       |       |       |       |       |       | S S S S S S   |
| 300                       | Customs clearance in country of exportation           | _____   |       |       |       |       |       |       | S S S S S S   |
| 350                       | Export charges  | _____   |       |       |       |       |       |       | S S S S S S   |
| 400                       | Transshipment at carrier's terminal <sup>2)</sup>     | _____   |       |       |       |       |       |       | S S S S B B   |
| 450                       | Transportation equipment and accessories              | _____   |       |       |       |       |       |       | S S S S B B   |
| 500                       | Transport (Cargo) insurance                           | _____   |       |       |       |       |       |       | S   |
| 550                       | International main carriage                           | _____   |       |       |       |       |       |       | S S S S B B   |
| 600                       | Transshipment at terminal <sup>2)</sup>               | _____   |       |       |       |       |       |       | S B S S B B   |
| 650                       | Trade documentation in country of transit/importation | _____   |       |       |       |       |       |       | B B B B B B   |
| 700                       | Customs clearance in country of importation           | _____   |       |       |       |       |       |       | B B B B B B   |
| 750                       | Import charges  | _____   |       |       |       |       |       |       | B B B B B B   |
| 800                       | Local cartage/Domestic on-carriage                    | _____   |       |       |       |       |       |       | B B B B B B   |
| 850                       | Unloading at buyer's premises                         | _____   |       |       |       |       |       |       | B B B B B B   |
| 900                       | Other costs   | _____   |       |       |       |       |       |       | <b>Cost distribution according to party agreement not regulated in Incoterms.</b> |

S = Seller pays      B = Buyer pays

At certain cost headings there may be divergences to be observed from the cost distribution stated above. See remarks in Combiterms 2000 under the detailed description of each trade term.

### Remarks

<sup>1)</sup>The terms FOB, CFR or CIF should be used only when the distribution of costs and/or risks between seller and buyer has been fixed at such time as the goods have passed the ship's rail in the named port of shipment. In other cases one of the corresponding terms FCA, CPT or CIP is more appropriate to use.

<sup>2)</sup>"Terminal" stands for quay wharf/port warehouse.