

General Forwarding / Transportation Conditions

1. These present 'GFTCs – General Forwarding / Transportation Conditions' are applicable for all forwarding and transportation orders entrusted to GTP Schaefer GmbH (Inc.). These 'GFTCs' are also applicable for all firms, companies and enterprises which collect goods with their own vehicles from the works of the principal ordering party, or which retain the services of subcontractors for this purpose.
2. When the carrier retains a subcontractor for transportation services, then these present 'GFTCs' are also to apply.
3. The carrier is to provide sufficient and suitable loading space on its 'HGVs – Heavy Goods Vehicles' employed, as required by the principal ordering party, to include closed superstructure sides, and the possibility of loading from the side, and to take all due care for the consignment, carriage and delivery of the relative goods. Requirement instructions will be transmitted to the carrier in writing by telefax or email message.
4. Due date deadlines and times of day of the principal ordering party are to be legally binding and thus to be complied with contractually. These will be transmitted in writing directly to the carrier in good time.
5. The carrier may only employ male or female drivers for the execution of the transportation orders, who are authorised according to statutory requirements to drive in the nation states involved, and who in particular comply with the regulations concerning the employment of foreign nationals for the transportation services. The principal ordering party also hereby especially refers to compliance with the statutory driving hours and rest times.
6. Only those motor vehicles may be employed to execute an order which are suitable for the purpose. Such vehicles are also to comply with the statutory and registration numbering requirements for those countries through which the transportation is effected.
7. The security regulations of the principal ordering party for behaviour on its works area, in particular the wearing of closed footwear and of a warning safety vest when leaving the vehicle, are to be observed by the carrier and its drivers. The drivers are to inform themselves of the safety regulations before accessing the works area.
8. The carrier and/or its drivers are to ensure the operationally safe loading of the vehicle, which includes that the load does not encroach upon the operational security of the vehicle (e.g. the steering and stability, etc.), and that the approved dimensions, overall weight and axle loadings are complied with (e.g. equal distribution of the load), that the load securing measures are checked before departure and then controlled on the way, as well as that the lashings etc. are continuously re-tightened (comp. Arts. 22,23 and 31 of the German Federal 'StVZO – Strassenverkehr-Zulassungs-Ordnung' (Road Traffic Licensing Order)).
9. All transportation accessories for securing the loads as well as load securing equipment are to be in good technical condition and in particular, the loading platforms and loading bays of the HGV are to be swept clean, be dry and free of contaminants and the residue of oils and greases.
10. The technical devices employed for securing the load are to be efficient and in good order, and these are to be provided by the carrier to a sufficient extent.
11. When lashings are employed for securing the load, 'STFs' – standard tensioning force clamping devices of at least 500 daN are to meet the requirements of Standard EN 12195-2. To avoid damage to the load, form-stable edge-protection brackets are to be fitted between the lashings and the load having minimum dimensions of approx. 500x100x100x10 mm. Plastic edge-protection brackets are recommended (19 mm double web slabs) having a format of 500x190x190x19 mm are recommended for a sufficient securing of products. The carrier is responsible for all transportation loss or damage.
12. When a vehicle is not equipped with the requisite load securing equipment or is unsuitable for the load, then GTP Schaefer GmbH (Inc.) hereby reserves the right to refuse the load and reject the vehicle of the carrier. The recommended edge-protection brackets can be purchased on site at the local purchase price plus a handling charge. The charges for the equipping as well as the running costs upon refusal/rejection are to be borne by the carrier.
13. There is an essential prohibition against the loading of additional third-party goods on the works area of the principal ordering party unless expressly approved in individual cases by the principal ordering party in writing. As from this point in time, the perils pass to the carrier. The carrier is also liable for all loss or damage, due to circumstances occurring during reloading and additional loading on the works area of the principal ordering party and/or after the point in time of the setting down of the load on the loading platform/ in the loading bay of the vehicle.
14. The loading hours for transportation are on Mondays to Fridays between 07:00h and 18:00h at the premises of GTP Schäfer GmbH (Inc.). The exact loading times will be communicated in the loading/ forwarding/ consignment order. No compensation for waiting times as a result of delays, which are outside of the influence of the principal ordering party, can be claimed.
15. All freight documentation will be issued in triplicate. The first original copy is to be retained by the principal ordering party, the second accompanies the load and the carrier retains the third original copy. The freight documents represent the prerequisites for the invoicing of the transportation services.
16. When a principal ordering party requires a complete consignment and/or a direct consignment, then the goods may not be offloaded and reloaded.
17. When the freight documentation includes no justified reservations of the principal ordering party, then it can be assumed, that the load of goods and their packing are in a regular condition upon takeover by the carrier. The carrier is liable for all loss or damage incurred for example during reloading and additional loading routines within the scope of a groupage freight transportation of goods.
18. All unloading losses or damages are to be noted by the carrier on the freight documentation with a relative description. Any hindrance to the carriage of the goods is also to be described on the freight documentation.
19. Information on the transported materials can be found in the safety/ security data sheets on the website of GTP Schaefer GmbH (Inc.) at: www.gtp-schaefer.com/sds/, or interested parties can contact GTP Schaefer GmbH (Inc.) directly.