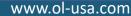
INCOTERMS® 2020 - ACCOUNTABILITY CHART

	TRANSPORT MODE		SEA/INLAND WATERWAY TRANSPORT				TRANSPORT MODE						
	EXW	FCA	FAS	FOB	CFR	CIF	СРТ	CIP	DAP	DPU	DDP		
UŚA	Ex Works	Free Carrier	Free Alongside Ship	Free On Board	Cost & Freight	Cost Insurance & Freight	Carriage Paid To	Carriage Insurance Paid To	Delivered at Place	Delivered at Place Unloaded	Delivered Duty Paid		
Transfer of Risk	At Buyer's Disposal	On Buyer's Transport	Alongside Ship	On Board Vessel	On Board Vessel	On Board Vessel	At Carrier	At Carrier	At Named Place	At Named Place Unloaded	At Named Place		
Charges and Fees													
Packaging	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller		
Loading Charges	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller		
Delivery to Port/ Place	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller		
Export Duty, Taxes & Security Clearance	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller		
Origin Terminal Charges	Buyer	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller		
Loading on Carriage	Buyer	Buyer	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller	Seller		
Carriage Charges	Buyer	Buyer	Buyer	Buyer	Seller	Seller	Seller	Seller	Seller	Seller	Seller		
Insurance						Seller		Seller					
Destination Terminal Charges	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Seller	Seller	Seller	Seller	Seller		
Delivery to Destination	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Seller	Buyer	Seller		
Import Duty, Taxes & Security Clearance	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Buyer	Seller		





"Incoterms"" is an acronym standing for international commercial terms. "Incoterms" is a trademark of International Chamber of Commerce, registered in several countries.

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Glossary of Incoterms

	Rules for Sea and Inland Waterway Transport:
CFR	Cost and Freight: Seller clears the goods for export and delivers them when they are on board the vessel at the port of shipment. Seller bears the cost of freight to the
	named port of destination. Buyer assumes all risks for the goods from the time the goods have been delivered on board the vessel at the port of shipment.
CIF	Cost, Insurance and Freight: Seller clears the goods for export and delivers them when they are on board the vessel at the port of shipment. Seller bears the cost of freight
	and insurance to the named port of destination. The seller is required to purchase the minimum level of insurance under Clause C of the Institute Cargo Clauses. This
	requirement is unchanged from Incoterms 2010. Buyer is responsible for all costs associated with unloading the goods at the named port of destination and clearing goods
	for import. Risk passes from seller to buyer once the goods are on board the vessel at the port of shipment.
FAS	Free Alongside Ship: Seller clears the goods for export and delivers them when they are placed alongside the vessel at the named port of shipment. Buyer assumes all
	risks/costs for goods from this point forward.
FOB	Free On Board: Seller clears the goods for export and delivers them when they are on board the vessel at the named port of shipment. Buyer assumes all risks and cost
	for goods from this moment forward.
	Rules for Any Mode or Modes of Transportation:
CIP	Carriage and Insurance Paid To: Seller clears the goods for export and delivers them to the carrier or another person stipulated by the seller at a named place of
	shipment, at which point risk transfers to the buyer. Seller is responsible for the transportations costs associated with delivering goods and procuring insurance coverage
	to the named place of destination. The seller is now responsible for purchasing a higher level of insurance coverage - at least 110% of the value of the goods as detailed in
	Clause A of the Institute Cargo Clauses.
EXW	Ex Works: The seller fulfills its obligations by having the goods available for the buyer to pick up at its premises or another named place (i.e. factory, warehouse, etc.).
	Buyer bears all risk and costs starting when it picks up the products at the seller's location or other named place until the products are delivered to its location. Seller has
	no obligation to load the goods or clear them for export.
FCA	Free Carrier: The seller is responsible for either making the goods available at its own premises or at a named place. In either case, the seller is responsible for loading
	the goods on the buyer's transport and is responsible for delivery to the port and export clearance including security requirements. Risk transfers once the goods are
	loaded on the buyer's transport. FCA allows the parties to agree in the sales contract that the buyer should instruct its carrier to issue a bill of lading with the on-board
007	notation to the seller.
CPT	Carriage paid to: Seller clears the goods for export and delivers them to the carrier or another person stipulated by the seller at a named place of shipment, at which point
	risk transfers to the buyer. Seller is responsible for the transportation costs associated with delivering goods to the named place of destination but is not responsible for
DDII	procuring insurance.
DPU	Delivered at Place Unloaded (Place of Destination, Where Seller Unloads): Previously named Delivered at Terminal (DAT), this incoterm has been renamed Delivered at
DAD	Place Unloaded (DPU) because the buyer and/or seller may want the delivery of goods to occur somewhere other than a terminal.
DAP	Delivered at Place: Seller clears the goods for export and bears all risks and costs associated with delivering the goods to the named place of destination not
	unloaded. DAP means the buyer is responsible for all costs and risks associated with unloading the goods and clearing customs to import the goods into the named
DDP	country of destination. Delivered Duty Paid: the seller bears all risks and costs associated with delivering the goods to the named place of destination ready for unloading and cleared for
אטט	
	import.