



General Ferry Boat and Regular Barge Service Terms and Conditions (*Algemene Veerboot-
en Beurtvaartcondities*)

**In Road waybill foundation (Stichting vervoeradres),
established in 1946, the following bodies work together:**

EVO, Employers' Organisation for Logistics and Transport
(Ondernemersorganisatie voor logistiek en transport)

Goods Transport, the Netherlands (Goederenvervoer Nederland)

NBB, Inland Navigation Bureau, the Netherlands (Nederlandsch Binnenvaartbureau)

Dutch Association for Transport and Logistics (Transport en Logistiek Nederland),
Employers' Organisation for Goods Transport

The General Ferry Boat and Regular Barge Service Terms and Conditions are deposited at the registry of the District Courts of Amsterdam and Rotterdam.

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Article Definitions

In these Terms and Conditions, the following terms have the following meanings:

1. **AVC:** the 2002 General Conditions of Transport (*Algemene Vervoercondities, AVC*), as last established by the Road waybill foundation (Stichting vervoeradres) and deposited at the registry of the District Courts of Amsterdam and Rotterdam.
2. **Hand luggage:** luggage, including live animals, which the passenger can easily hold or carry in one go.
3. **Cargo:** all items in and on the vehicle, other than hand luggage.
4. **Hazardous substances:** substances as defined in in 2002(2) of the ADR:
 - explosive substances and articles;
 - gases: compressed, liquefied or dissolved under pressure;
 - flammable liquids;
 - flammable solids;
 - substances liable to spontaneous combustion;
 - substances which emit flammable gases when in contact with water;
 - oxidising agents;
 - organic peroxides;
 - toxic substances;
 - infectious substances;
 - radioactive materials;
 - corrosive substances;
 - miscellaneous hazardous substances and articles.
5. **High-risk items:** goods which may endanger persons or goods aboard the ferry, such as firearms, stabbing weapons, etc.; the foregoing at the discretion of the carrier.
6. **Terminal complex:** all areas, buildings and expanses of water where the carrier is established or where it carries out its activities, including quays, railway and crane tracks, and roads.
7. **Force majeure:** circumstances which a prudent carrier could not have avoided and the consequences of which such a carrier could not have prevented.
8. **Consignor:** the contractual counterparty of the carrier.
9. **Carrier:** the party undertaking the carriage on behalf of the consignor.
10. **Consignee:** the party to whom the carrier has to deliver the goods/cargo under the contract of carriage concluded with the consignor.
11. **Boat service:** the company operating the ferry in the sense that the waterborne transport of persons and goods takes place in accordance with a published timetable, which is subject to the Dutch Inland Waterways Transport Act (*Wet vervoer binnenvaart, Wvb*) and the Dutch Public Transport Act (*Wet Openbare Vervoermiddelen*).
12. **Cargo:** the freight charges.
13. **Public order:** legal norms and standards of decency.

Article

Scope of application

1. During the stay in the terminal complex, as well as to the carriage of goods and passengers by ferry on inland waterways, including the Wadden Sea and the Marsdiep, in addition to these General Ferry Boat and Regular Barge Service Terms and Conditions, the following shall apply:
 - for the transport of goods, the Dutch Civil Code, Book 8, Part III: Inland Waterway Law ('Binnenvaartrecht'), Title 10: Operation ('Exploitatie'), Section 1: General Provisions (Algemene Bepalingen) and Section 2: Contract of Carriage of Goods by Inland Waterways (Overeenkomst van Goederenvervoer over Binnenwateren), in so far as not provided otherwise in the General Ferry Boat and Regular Barge Service Terms and Conditions.
 - for the carriage of persons and their baggage, Book 8, Title 2, Section 5, in so far as not provided otherwise in the General Ferry Boat and Regular Barge Service Terms and Conditions.In so far as the stay on the terminal complex and/or the carriage of persons and their luggage by ferry over inland waterways, including the Wadden Sea and the Marsdiep, falls within the scope of Regulation (EU) No. 1177/2010 on the rights of passengers when travelling by sea or inland waterway, these General Ferry Boat and Regular Barge Service Terms and Conditions – supplemented by the provisions of Book 8, Title 2, Section 5, of the Dutch Civil Code, in addition to the above-mentioned Regulation – shall apply.
2. In the terminal complex and on board of the ferry the Dutch road traffic regulations shall apply in addition to the General Ferry Boat and Regular Barge Service Terms and Conditions.
3. The domestic carriage of goods by road are subject to the General Conditions of Transport.

Article 3

Refusal of access or transport

Access to the terminal complex and/or the transport of persons, animals and goods may be denied by the carrier, with statement of reasons, if necessary in connection with capacity, safety, public order, threat of damage or obstacle, and conduct in violation of the General Ferry Boat and Regular Barge Service Terms and Conditions.

In the event of a debt due to the carrier from the consignor or the passenger, the carrier is authorised to do the same.

Article 4

Instructions in the terminal complex and aboard the ferry

1. Anyone in or at the terminal complex or aboard the ferry must comply strictly with the regulations or instructions given by the Government and by the carrier, which have been given in the interests of order and safety.
2. In case of non-compliance with the instructions referred to in paragraph 1, the carrier is entitled to terminate the contract of carriage. The notice of termination must be given orally or in writing and the contract will end at the time of receipt thereof, without prejudice to the right of the carrier to damages.

Article

Observation and registration

The carrier is entitled to observe the terminal complex and ferry using audiovisual equipment in the context of its business operations and, if necessary, record the events.

Article 6

Hand luggage, cargo and animals

1. The passenger must keep any hand luggage on board the ferry with them, the foregoing at the discretion of the carrier.
2. Hand luggage may not occupy a seat and must be so placed that others do not consider it to be a nuisance, in the opinion of the carrier.
3. Live animals may only be taken along in portable baskets, bags or similar items that can be put down as hand luggage. Dogs can also be taken if on a short lead.
4. Cargo and animals not transported as hand luggage must be offered for carriage in the manner to be determined by the carrier.
5. The consignor is obliged to load and stow the goods on board the ferry and the consignee is obliged to immediately unload them from the ferry upon request. If the carrier gives instructions for the safety of the crossing or to prevent damage, they are obliged to follow them.
6. The carrier has the right to transport the goods as deck cargo, without being obliged to notify the consignor thereof.
7. The carrier shall determine the order and place of loading.

Article 7

Lost property

1. Passengers must inform the carrier of any items or money they find in the terminal complex or on board the ferry. The carrier is authorised to hand over the item or money found to the carrier. The carrier is obliged to accept any items or money found in the terminal complex or on board the ferry.
2. The carrier is authorised to sell any items found by its staff or given to it by another person after 3 months, or if the item is not suitable for storage.
3. The carrier is obliged to deliver any items found, the proceeds of an item sold under paragraph 2, or any money found to the rightful owner if they present themselves within three years of issue. The rightful owner is obliged to pay to the carrier any storage costs and the costs of any sale upon receipt of the goods.
4. The carrier may charge an administration fee for processing a request for a lost item or amount of money.

Article

Hazardous substances and high-risk items

1. Hazardous substances shall only be transported in accordance with the Regulations on the Road Transport of Hazardous Substances (*Reglement vervoer over land van gevaarlijke stoffen, VLG*), Article 8 VLG Appendix 2, Chapter II.
2. Anyone who brings or tries to bring hazardous substances and/or high-risk items on board the ferry in violation of the provisions of paragraph 1 of this article shall be liable to the carrier and shall indemnify the carrier for all liability, loss, damage, delays, costs and expenses that may have been suffered and/or incurred by the carrier as a consequence thereof.
3. Petrol and diesel fuel may be transported in the tanks of vehicles under the following conditions:
 - a. the tanks may not be so full that the possibility of spillage arises;
 - b. the ignition must be switched off.
4. Vehicles may transport a small number of Liquefied Petroleum Gas (LPG) bottles for camping purposes provided that:
 - a. the carrier is notified of the bottles;
 - b. the maximum number of bottles transported in any vehicle does not exceed 3, except in the case of small disposable cartridges which are hermetically sealed and contained in outer packaging, in which case up to 12 such items may be transported;
 - c. all bottles are properly secured in the vehicle so that they can withstand the ship's movements;
 - d. the outlet of the bottles is closed during the time the vehicle is on board the ferry. All bottles found to be leaking, not properly secured or connected to a device will not be accepted for transport.

Article 9

Carrier's liability for goods

1. The carrier is obliged to deliver any goods received for transport in the condition in which the carrier received them.
2. Without prejudice to paragraph 1 of this article, the carrier is obliged to transport any goods received for transport without delay.
3. Delivery is considered to be delayed if the goods have not been delivered within the stipulated term or, in the absence of such a term, if the actual duration of the transport – taking into account the circumstances and, in particular, in the event of a partial load, the time required to obtain a full load under the usual conditions – takes longer than a diligent carrier should reasonably be allowed.
4. The carrier is not liable for any loss or damage caused by damage, in so far as it is caused by force majeure.
5. Damage is also understood to include, complete or partial loss of goods, delays, and any other damaging act.

6. With regard to the reliability and suitability of the ferry and of the equipment which the carrier uses or makes available, the carrier is expected to act as a prudent carrier, transporting aboard its own ferry and making use of its own equipment.
The carrier cannot be held responsible for the faultiness or unsuitability of goods made available to the carrier by the consignor or consignee, in so far as a prudent carrier would have made use of such goods.
7. It will be presumed that a prudent carrier has not been able to avoid the following circumstances:
- a. fire;
 - b. explosion;
 - c. heat;
 - d. cold;
 - e. the actions of rodents or vermin;
 - f. decay;
 - g. leakage;
 - h. melting;
 - i. inflammation;
 - j. corrosion.
8. If transported goods suffer from damage or loss to which they are moderately susceptible due to their nature, if living animals die or are damaged, or if damage or loss is suffered by the consignor in stowed goods in an undamaged container box pallet, it will be presumed that the carrier could not have avoided the circumstance that caused this damage or loss, and could not have prevented the circumstances from leading to this damage or loss.
9. The carrier is not liable for loss or damage caused by damage in so far as this is caused, in any way whatsoever, by any act, oversight or negligence of one or more passengers of the ferry boat, the tugboat, or the pusher tug, carried out while navigating them, unless the navigation error would not have been made if the carrier had acted as may be expected of a prudent carrier in choosing these persons.
The provisions of the previous sentence also apply to the extent that the damage was partly caused by a situation that occurred after the navigation error, which a prudent carrier would have been able to avoid, or the consequences of which such a carrier would have been able to prevent.
10. The carrier shall only be liable for loss or damage caused by its own navigation errors if it committed said errors, either intending to cause said loss or damage, or recklessly and knowing that said loss or damage would likely result therefrom.
11. In so far as the carrier is liable for failure to comply with its obligations under paragraphs 1 and 2 of this article, the consignor is entitled only to claim payment of an amount calculated in accordance with the value which goods such as those received for transport would have had, such as, when and where they were delivered or where they should have been delivered.
12. The value mentioned in paragraph 11 of this article shall be calculated taking into account the price on the commodities exchange or, if there is no such price, taking into account the current market value or, where this too is lacking, taking into account the normal value of goods of the same nature and quality.

13. If in respect of an item, remuneration for assistance provided, a contribution in general average, or an amount in compensation for the management of another's affairs, is due to the carrier, it shall be deemed to reduce the value of said item.
14. In so far as the carrier is liable for failure to comply with its obligations under paragraphs 1 and 2 of this article, it shall not be liable in excess of amounts to be determined by order in council as specified in article 13.
15. The carrier cannot rely on any limitation of its liability arising from paragraph 14 of this article or of any similar agreement between the parties, in so far as the loss or damage arises from its own act or omission, was done, either with the intention of causing said loss or damage, or recklessly and knowing that said loss or damage would likely result therefrom.
16. This article does not apply to hand luggage.

Article 10

Consignor's liability for goods

1. The consignor is obliged to compensate the carrier for any loss or damage suffered because the agreed items, for any reason whatsoever, are not at its disposal at the agreed place and time.
2. The consignor is obliged to compensate the carrier for any loss or damage that goods, which it made available to the carrier or any goods the carrier received for transport or handling, caused to the carrier, unless this loss or damage was caused by a circumstance that a prudent consignor of the goods received for transport would not have been able to prevent and the effect of which such a consignor could not have prevented. The foregoing is without prejudice to the legal provisions concerning general averages.

Article 11

Carrier's liability for the transport of persons and hand luggage

1. The carrier is liable for loss or damage caused by death or injury of the passenger as a result of an accident that happened to the passenger relating to and during the transport.
2. By way of derogation from the first paragraph of this article, the carrier is not liable in so far as the accident was caused by force majeure.
3. The carrier is not liable for any loss or damage arising from the specific risks involved in transporting sick and/or injured persons by ambulance or in a sick bay on board the ferry. With regard to these specific risks, said transport shall take place at the expense and risk of those offering said sick and/or injured persons for transport. In the event of transport via ambulance, this is the ambulance operator, and in the event of transport in the sick bay, the individual who has reserved the sick bay.
4. The carrier is liable for loss or damage caused by total or partial loss of or damage to hand luggage, in so far as this loss or damage occurred during transport and was caused:
 - a. by an accident that happened to the passenger, which is the responsibility of the carrier, or
 - b. by a situation which a prudent carrier would have been able to avoid and the effects of which such a carrier would have been able to prevent.

5. Defectiveness or malfunctioning of the ferry or of the equipment, as well as any physical or mental deficiencies of the ferry navigator, used by the carrier for the transport, in the application of paragraphs 1 and 4 of this article, are deemed to be a circumstance which a prudent carrier would have been able to avoid and which such a carrier would have been able to prevent.
6. In the application of paragraph 2 of this article, the conduct of a third person shall be taken into consideration only if the carrier cannot be held accountable for any other circumstance which has also contributed to the incident.
7. Paragraphs 4, 5 and 6 of this article are without prejudice to Articles 8:545 and 8:1006, of the Dutch Civil Code (*Burgerlijk Wetboek, BW*).
8. The carrier shall not be liable for any loss in respect of things taken on board by the passenger if it would not have allowed these on board, had it known their nature or quality, and for which it has not issued a receipt, if the passenger knew or ought to have known that the carrier would not have allowed the things for carriage. In such event, the passenger shall be liable for all costs and damages which arise for the carrier from the offer of such things for carriage or from the carriage itself.
9. A carrier is not liable for loss or damage which has been caused by a delay, for whatever reason, before, during or after the carriage, or which has been caused by any type of deviation from the timetable.
10. The liability of the carrier can be wholly or partially eliminated if it proves that the fault or negligence of the passenger caused the loss or damage or has contributed thereto.
11. If persons whose assistance the carrier uses in the performance of its obligation render services upon the request of the passenger, to which the carrier is not obligated, they are considered as acting upon the instructions of the passenger to whom they render such services.
12. The liability of the carrier referred to in these General Ferry Boat and Regular Barge Service Terms and Conditions is limited to the amounts set in article 13.
13. Paragraph 12 of this article is without prejudice to Title 12, Book 8, of the Dutch Civil Code.
14. A carrier may not invoke any limitation of its liability, to the extent that the loss or damage has arisen from its own act or omission, done either with the intent to cause such loss or damage or recklessly and with the knowledge that such loss or damage would probably result therefrom.
15. In case of injury sustained by a passenger, only the passenger themselves may claim damages.
16. In the event of the death of the passenger, only the surviving spouse, the children or the parents of the passenger who depended on the passenger for their support shall be entitled to claim damages.
17. The value of the claims provided for in paragraphs 15 and 16 of this article shall be based on the relative position and affluence of the persons and the circumstances.
18. If hand luggage is lost or damaged, the claim for damages shall be assessed according to the circumstances.

19. Paragraphs 15 and 16 of this article do not apply to claims which the carrier brings against another carrier as co-contracting party of the latter.

Article 12

Passenger liability

1. The passenger is liable for loss or damage caused by its acts or omissions, or, by its hand luggage.
2. By way of derogation from paragraph 1 of this article, the passenger is not liable to the extent that the loss or damage is caused by force majeure.
3. The condition of the passenger's hand luggage or a defect therein are considered circumstances which a prudent passenger could have avoided and the consequences of which such a passenger could have prevented.

Article 13

Limitation of carrier liability

1. Any compensation the carrier may owe for failure to fulfil its obligations under article 9, paragraph 1, is limited to an amount of €3.40 per kilogram.
2. The number of kilograms used to calculate the amount referred to in paragraph 1 of this article shall be the weight mentioned on the consignment note of the damaged or undelivered item, or packaging. If no consignment note has been issued, the number of kilograms of the damaged or undelivered item, or packaging, at the time it was offered for carriage will be used. The calculation of this number of kilograms shall take into account paragraph 3 of this article.
3.
 1. If the packaging of the item has been made available by or on behalf of the carrier or the goods have been offered for carriage in an unpackaged – regardless of whether the packaging has been lost or damaged – the number of kilograms that the item weighed without its packaging will apply.
 2. If the packaging of the item has not been made available by or on behalf of the carrier and it is apparent from its nature that it is intended to be used for more than one transport, if:
 - a. the damages concern solely the item, the number of kilograms the item weighed without its packaging will be used;
 - b. the damages concerns solely packaging, the number of kilograms the packaging weighed will be used;
 - c. the damages concern both the item and the packaging,
 - (i) to calculate the amount to which the carrier's liability in respect of the item is limited, only the number of kilograms the item weighed without its packaging will be used, and
 - (ii) to calculate the amount to which the carrier's liability in respect of the item is limited, only the number of kilograms the packaging weighed without the item will be used.
 3. If the packaging of the item has not been made available by or on behalf of the carrier and it is apparent from its nature that it is not intended to be used for more than one transport, the number of kilograms that the packaging and the item weighed together will be used.

4. Any compensation the carrier may owe for a failure to fulfil its obligations under article 9, paragraph 2, is subject to paragraph 5, and limited to the amount of the cargo.
5. If the carrier is liable for damages because it has failed to fulfil both its obligations under article 9, paragraph 1, and those under article 9, paragraph 2, its obligations in respect of delays shall be limited to the cargo minus the damages it owes due to a failure to deliver the item, or a failure to deliver the item in the condition in which it received the item.
6. Any compensation the carrier may owe under article 11, paragraph 1, shall be limited to an amount of one hundred and thirty-five thousand euros per passenger.
7. If the compensation is determined in the form of interest, the capitalised amount may not exceed one hundred and thirty-five thousand euros per passenger.
8. The liability that the carrier may incur if hand luggage is lost or damaged is limited to one thousand euros.

Article 14

Timetable and conditions of sale

1. The carriage takes place based on the timetable and rates most recently published by the carrier, which are deemed to be part of the contract of carriage.
2. The obligation to carry, as stipulated in the timetable, expires if the departure of the ferry is prevented by force majeure. In such a case, the carrier is required to return the cargo that has been paid for, without being liable for further damages.
3. The carrier has the right to tow other vessels with its ferry and use its ferry to provide assistance in all circumstances.
4. The consignor is obliged to pay the freight and further costs incumbent on the goods when the goods are received by the carrier.
5. The passenger is obliged to pay the passage fare and other costs incumbent on him/her at the time when he/she is accepted for carriage by the carrier.
6. If the freight payment, the passage fare, that which is owed on another basis in respect of the carriage or further charges incumbent on the goods and/or the passenger at the times referred to in paragraphs 4 and 5 are not paid, the person liable for payment shall be obliged to pay the statutory interest on the basis of Article 6:119 of the Dutch Civil Code, with effect from the date on which these payments should have been made up to the date of payment. Payments made will in the first instance serve to settle interest and costs.
7. The carrier is entitled to charge all of the necessary extrajudicial and judicial costs for the collection of freight and passage fare, as well as other amounts as mentioned in paragraphs 4 and 5, to the party liable for payment of the freight, passage fare or other costs.
The extrajudicial collection costs are due from the moment the debtor is in default and the claim has been passed on for collection.

8. The full freight payment, the passage fare, that which is owed on another basis in respect of the carriage and any further charges incumbent on the goods and/or the passenger are also due, if:
 - a. the goods are not delivered at their destination or only partly, or in a damaged state;
 - b. the passenger has not arrived at their destination.
9. Reliance on the settlement of debt for payment of freight, passage, of that which is owed on another basis in respect of the carriage or further charges incumbent on the goods and/or the passenger is not allowed.
10. In any event, all amounts referred to in paragraphs 4 and 5 of this article shall be immediately due and, by way of derogation from paragraph 9 of this article, liable for settlement if:
 - a. the consignor or the passenger is in a state of liquidation or bankrupt, or suspension of payments has been granted to the consignor or passenger;
 - b. the consignor or the passenger:
 1. offers a composition to its creditors;
 2. is in material default to meet its obligations;
 3. ceases to operate its business or – in the case of a legal entity or company – it is dissolved.
11. The carrier has a right of retention, against every person demanding to be given them, upon the items and documents it holds in connection with the contract of carriage. The carrier is not entitled to this right if at the time it received the goods for carriage it had reason to doubt the authority of the consignor with regard to offering the goods for carriage.
12. The right of retention also concerns that which is incumbent on the goods by way of remittance as well as the fee due to it in respect of the cash receipt, for which the carrier is not required to accept security.
13. The carrier can also invoke the right of retention against the consignor with respect to that which the carrier is still owed in connection with previous contracts of carriage.
14. In respect of the consignee, who entered into previous contracts of carriage in that capacity, the carrier may also invoke the right of retention with respect to that which is still owed to them in connection with said contracts.
15. The carrier may use any items, documents and money it holds in connection with the contract of carriage as security for all claims it has against the consignor.
16. Except in cases where the consignor is in a state of liquidation or bankrupt, has been granted suspension of payments, or a statutory debt management scheme for natural persons is declared applicable to them, the carrier never has the right to sell the pledged goods without permission from the court pursuant to Article 3:248(2) of the Dutch Civil Code.
17. If during settlement there is disagreement on the amount due or a calculation which cannot be carried out quickly is required to determine this amount, the party demanding delivery is obliged to pay the amount over which there is no dispute immediately, and to provide security for the part it disputes or the part for which the amount has not yet been established.

Article 15

Disputes

All disputes arising from the General Ferry Boat and Regular Barge Service Terms and Conditions shall be governed by Dutch law and these disputes shall be settled by the competent Dutch court or arbitrator(s) referred to in article 16 of these Terms and Conditions.

Article 16

Arbitration

All disputes arising between the parties in relation to this agreement may be settled in accordance with the Regulations of the Dutch Foundation for Logistics Arbitration (Stichting Arbitrage voor Logistiek), located in The Hague.

Notes

Since 1 September 2011, cases submitted for arbitration to the Dutch Foundation for Logistics Arbitration have been referred to the Institute of Transport and Maritime Arbitration Rotterdam-Amsterdam foundation (TAMARA).

TAMARA specialises in arbitrating in the areas of transport, storage, logistics, international trade, shipping and shipbuilding. In order to protect the interests of the road transport and the logistics services sector, the Road waybill foundation is on the board of TAMARA.

If you wish to avail of the services of TAMARA, you will need to include the following arbitration clause in your contract of carriage:

'Any dispute arising in connection with this agreement between the Parties established in the Netherlands shall be settled in compliance with the CMR Convention and in accordance with the regulations of the TAMARA foundation based in Rotterdam.'

The Road waybill foundation facilitates the logistics chain with widely accepted bilateral general terms and conditions, such as the General Conditions of Transport.

Key to this is the principle of a well-balanced distribution of risks, sectoral acceptance and transparency regarding the legal status both of the signor (shipper), the logistics service provider and the consignee. The Foundation liaises on an international level for purpose of enhancing the legal status of the various parties in the logistics chain (as formulated in the CMR Convention).

Beurtvaartadres

Beurtvaartadres facilitates the logistics chain in the mutual exchange and storage of data on logistics transactions, for purpose of reducing the overall transaction costs. It provides expertise, solutions and products available to this end. Beurtvaartadres expressly strives to provide services based on corporate social responsibility and aims to raise awareness of its CSR policy among its colleagues, customers and suppliers. Beurtvaartadres is independent and acts on behalf of the employers' organisations EVO, Goods Transport, the Netherlands, Inland Navigation Bureau, the Netherlands, and the Dutch Association for Transport and Logistics.

Beurtvaartadres provides its logistics services through the following entities:

Beurtvaartadres document

Beurtvaartadres document ensures that businesses can send their goods with the correct legal documents, via road, water or by air.

Beurtvaartadres digital

Beurtvaartadres digital facilitates the logistics chain, and its online platform makes it possible for businesses to draw up, print out, send or exchange ongoing transactions (such as digital freight documents) in a simple and effective manner. The integrity of data is paramount, not to mention the reduction of the overall transaction costs through reliance on the latest technologies.

Beurtvaartadres customs

Beurtvaartadres customs facilitates importers and exporters in making the digital processing of customs declarations and other customs obligations as efficient as possible.

If you have any queries regarding the General Ferry Boat and Regular Barge Service Terms and Conditions please contact one of our specialists on +31 (0)88 5522 100 or email us at sva@beurtvaartadres.nl. Outside office hours, the answer to your question may also be found on our website www.sva.nl.



Stichting  vervoeradres



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