

General Conditions for Road Transport

Please observe the following points in order to limit safety risks to a minimum and meet our customer requirements. In the event of non-compliance, GOBO will be entitled to suspend payment of the invoices.

General terms:

1. All transports are performed under CMR conditions;
2. The necessary permits and insurance, as well as operating permits, must be available for carrying out the received transports and the necessary instructions must be on board for drivers;
3. Vehicles used must meet all technical and administrative requirements and must always be properly (preventively) maintained and clean. Pre-checks and regular checks take place before, during and after loading / unloading for defects, leaks, cracks, equipment with an adequate reporting / follow-up. The tautliners must have a solid floor and a waterproof tarpaulin;
4. SPECIFIC BULK: Cleaning must be carried out at approved SQAS cleaning stations - the checking and testing of hoses must be guaranteed; implementation of BBS for safe loading and unloading - suitable travel routes and (secured) parking according to ADR legislation; procedure for entering confined space;
5. Sufficient measures and provisions must be taken with regard to security, in accordance with applicable legal requirements; according to the nature of the goods (high-quality products - secure routes / car parks). All unsafe situations must be reported;
6. Driving and rest times must be strictly adhered to, and records are kept;
7. The subcontractor has policies-instructions with regard to drugs and alcohol, mandatory use of seat belts and prohibitions on smartphone use and calling while driving, adjustment of driving behaviour in the event of changing weather conditions; use of fall harness when working at heights;
8. SPECIFIC PLASTIC PELLETS: The subcontractor has subscribed to the Ocean Clean Sweep Programme (to prevent the spillage of plastic pellets (granules, flakes) and powders and their loss into the environment during handling) and has the necessary instructions available for this purpose.
9. Subcontracting is not allowed without prior agreement from GOBO;
10. Complying with all national and international laws and regulations (of the countries through which the transport runs), and respecting the maximum permitted weights (to be checked after loading);
11. Drivers must have the necessary experience and skills and must know and follow the legal and customer-specific requirements;
12. Drivers and operational staff receive suitable training (product specific - legal - customer specific) and have the valid licenses and certificates for carrying out specific transports (including ADR, etc.);
13. In case of dangerous goods, a DGSA is designated (with clear tasks and responsibilities), vehicles are inspected and tested according to ADR regulations, as well as clear instructions in case of deviations, hazards-dangers-incidents during transport;
14. The necessary legal and specific PPE's and emergency equipment are used, and emergency plans and emergency numbers are available 24/7);
15. The drivers need to understand basics of the Dutch, French, English or German language;
16. The load must always be checked on quantities, damage and order numbers & in the event of deviations, GOBO must be contacted immediately;
17. The drivers inspect the goods scrupulously on receipt, and that the required information is stated on the transport document. (effective loading and unloading times, deviations, pallet exchange,...);
18. Ensure that transport and customs documents, as well as EIR "Equipment Interchange Receipts" are handed over to all parties involved and that the necessary labels (safety plates-labels-ADR and IMDG) have been affixed / removed.
19. There is a monitoring of consumption, data with regard to greenhouse gases, CO2 emissions, and drivers are trained with regard to Eco-drive;
20. The subcontractor applies Responsible Care principles: safety and health for all employees-risk management-prevention of waste-emergency procedures-product safety & security;
21. In case of any problems, of whatever nature, the drivers will contact the employer immediately, who in turn will ask GOBO for further instructions - any problems must be reported on the transport document;
22. The agreed delivery times must be strictly followed;
23. The subcontractor must provide adequate and suitable insurance coverage;
24. In the event of any damage to the goods, GOBO will reserve the right to deduct the cost of the damage from the outstanding invoices until the damage has been settled in full via the insurance of the subcontractor;
25. Never leave the vehicle / load unattended or leave it in an unattended area, vehicle must remain in a coupled state;
26. The drivers must use wheel chocks and adequately secure the load by applying the correct load restraints (where applicable). Each tautliner must have at least 12 straps, anti-slip mats and 24 corner protectors;
27. Confidentiality of operational and commercial information must be guaranteed at all times;
28. Additional costs will be due only if the incurred costs were discussed with GOBO in advance. If there are waiting hours, this must be clearly stated on the CMR waybill, which must be signed by the other party. GOBO must be notified immediately and should receive the signed CMR waybill via email within 24 hours of the transport date. The original signed CMR waybill must still be delivered to GOBO by post;
29. The invoice will be sent to GOBO stating the correct reference number and the agreed payment term of 60 days following the end of the month after receiving the invoice – preferably sent digitally to Bookkeeping@GOBO.eu.