Corrigendum

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| p.187-188 **current** | p. 187-188 **correct** |
| 5.DPP: Delivered at Place PaidThis term should be used when the goods are delivered at any place other than a transportation terminal (for example, the buyer’s address), and the seller assumes the payment of the custom duties. | 5.DAP: Delivered at Place This term should be used when the goods are delivered at any place other than a transportation terminal (for example, the buyer’s address), and the seller assumes the payment of the custom duties, taxes and any other costs related to export.  |
| 6. DTP: Delivered at Terminal PaidThis term is used when the goods are delivered to a terminal (for example, a port, an airport, or a transport centre) in the buyer’s country, and the seller assumes the payment of custom duties. | 6. DPU: Delivered at Place UnloadedThis term replaced the old Delivered at Terminal (DAT). The seller delivers and the risk transfers when the goods are unloaded at a named place of destination. The seller has the obligation to clear the goods for export but no obligation to clear the goods for import, pay any import duty, or carry out any import customs formalities. This is the only Incoterm that requires the seller to unload the goods. |
| 7. DAP: Delivered at PlaceThis term replaced DAF, DES, and DDU. Here, the seller bears all the costs (other than import clearance costs) and risks involved in bringing the goods to the named destination. | 7. DDP: Delivered Duty PaidHere, the seller bears all the costs and risks involved in bringing the goods to the named destination. This rule imposes the maximum level of obligation on the seller.  |
| 8. DPU: Delivered at Place UnloadedThis term can be used for any mode of transport and may be used where more than one mode of transport is employed. The seller delivers when the goods are placed at the buyer’s disposal at a named placed of destination where the goods can be unloaded. The seller has the obligation to clear the goods for export but no obligation to clear the goods for import, pay any import duty, or carry out any import customs formalities. This term should be appropriate for container shipments. | B. *Terms for carriage by sea or inland waterway.* These rules are for transport where the port of delivery and the place to which the goods are carried are both ports. 8. FAS: Free Alongside ShipThe seller must clear the goods for export but the buyer bears all transport costs and risk of loss of goods. Delivery occurs when goods are turned over to the buyer's representative for transportation at the quay or barge.  |
| In a highly competitive market, the seller may wish to offer prices to the buyer that are comparable to prices offered in the buyer’s domestic market. Because additional costs and risks accepted by the seller are always reflected in the price, the seller would undertake to deliver the goods using terms such as “DPP.” At a minimum, the seller would be obliged to arrange and pay for transportation by using such terms as “CFR,” or “CIF”.  | In a highly competitive market, the seller may wish to offer prices to the buyer that are comparable to prices offered in the buyer’s domestic market. Because additional costs and risks accepted by the seller are always reflected in the price, the seller would undertake to deliver the goods using terms such as “DAP.” At a minimum, the seller would be obliged to arrange and pay for transportation by using such terms as “CPT,” or “CIF.”  |