

Priority Express Couriers Limited Conditions of Carriage 2016

1. Definitions

In these Conditions, the following words and expressions have the following meanings:

“ADR”

means the ADR European Agreement Concerning the International Carriage of Dangerous Goods by Road (“ADR”) as in force from time to time;

‘Website’

shall mean www.priorityexpress.co.uk;

‘Business Day’

means any day other than a Saturday or Sunday or public or bank holiday in England and Wales;

‘Carrier’

means

Priority Express Couriers Ltd, its agents, contractor, sub-contractors or contractor’s sub-contractors.

‘Consignee’

means the person or company to whom the Carrier is to deliver the Consignment in accordance with the Contract with the Customer;

‘Consignment’

means goods, whether a single item or in bulk or contained in one parcel, package or container, as the case may be, or any number of separate items, parcels, packages or containers being carried under a Contract;

‘Contract’

means the contract of carriage between the Customer and the Carrier which incorporates these Conditions and any reference to the Contract shall mean the Contract and these Conditions;



A Priority Express Couriers Ltd, Unit 5, St Philips Central
Albert Road, Bristol, BS2 0XJ
T 08700 135 100 F 0117 933 2947
E mail@priorityexpress.co.uk W www.priorityexpress.co.uk

Registered in England and Wales No. 2369219

'Customer'

means the person or company who contracts for the services of the Carrier including any other carrier who gives a Consignment to the Carrier for carriage;

'Dangerous Goods'

means goods of the type listed as dangerous goods in The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment (Amendment) Regulations 2011 and the ADR;

"EPOD"

means a device which provides for electronic proof of delivery in accordance with Condition 5(2);

'Excluded Items'

means any substances, goods or items listed on the below as being prohibited from inclusion on any Consignments by the Customer;

'Insolvent'

means the Customer: (A) gives notice under section 84 Insolvency Act 1986 of, or proposes or passes a resolution for, its winding up (save for the purpose of a solvent reconstruction or amalgamation); (B) has a winding up petition presented against it; (C) has a winding-up order made or a notice of striking off filed in respect of it; (D) (i) has an administration order or an application for an administration order made in respect of it, (ii) has a notice of appointment of an administrator or a notice of intention to appoint an administrator filed in respect of it at any court; (E) proposes, makes or is subject to (i) a company voluntary arrangement, (ii) a composition with its creditors generally, (iii) an application to a court of competent jurisdiction for protection from its creditors generally, or (iv) a scheme of arrangement under Part 26 Companies Act 2006 (save for the purpose of a solvent reconstruction or amalgamation); (F) has a receiver or a provisional liquidator appointed over any of its assets, undertaking or income; (G) ceases to trade or appears, in the reasonable opinion of the Carrier, to be likely to cease to trade; (H)(i) is unable to pay its debts as they fall due, or (ii) the value of its assets are less than its liabilities, including its contingent and prospective liabilities; or (I) is the subject of anything analogous to the foregoing under the laws of any applicable jurisdiction;

'In writing'

includes, unless otherwise agreed by the parties in writing, the transmission of information by electronic, optical or similar means of communication, including, but not limited to, facsimile,



electronic mail or electronic data interchange, provided the information is readily accessible so as to be usable for subsequent reference;

'Liability'

means liability arising out of or in connection with the Contract, whether in contract, tort, misrepresentation, restitution, under statute or otherwise, in each case howsoever caused including if caused by negligence;

"Manifest System"

means the Carrier's own system for the tracking and management of Consignments from time to time;

"Priority Express"

means Priority Express Couriers Limited (Company number 2369219) its contractors, agents, sub-contractors or contractors sub-contractors;

'Specified Items'

means items such as (but not limited to) living creatures, perishables and other goods liable to spoil, bullion, money, cheques, money orders, securities, tickets, vouchers, stamps, precious metals or precious stones, jewellery, works of art, antiques, memorabilia, watches, wines and spirits, furs, tobacco, glass, ceramics, pottery, porcelain, china, perspex, acrylics, fibre glass, television sets that are non-compatible freight", plasma screens; vehicle parts that are not boxed, bicycles that are not boxed, gearboxes, or any other mechanical part containing oil or invasive liquid, furniture unless in flat pack form, mattresses in plastic covers comprising the Consignment;

'Sub-Contractor'

means a carrier employed by the Carrier or the Carrier's Sub-Contractor;

'Transit'

means the period of time when the Consignment is in the Carrier's possession or control, which shall commence and end in accordance with the provisions of Condition 6.

2. The Contract with the Customer

(1) These Conditions set out the rights and obligations on the Carrier and the Customer when the parties enter into a Contract for the carriage of goods. The Carrier accepts goods for carriage only upon the understanding that the Carrier is not a common carrier and only upon the terms and conditions set forth in these Conditions. These Conditions will apply to all Contracts to the exclusion



of all other terms and conditions, including any terms and conditions which may otherwise be implied by trade, custom, practice or course of dealing.

(2) The Carrier may employ the services of a Sub-Contractor and any such Sub-Contractor may employ the services of a Sub-Contractor for the purpose of fulfilling the Contract in whole or in part.

(3) The Carrier contracts for itself and as agent of and trustee for its employees and agents and all Sub-Contractors referred to in Condition 2(2) above and such other carriers' employees and agents.

(4) The Sub-Contractors and Priority Express referred to in Condition 2(3) above shall have the benefit of the Contract, shall be entitled to enforce the Contract in accordance with Condition 15(5)(a) and collectively and together with the Carrier shall be under no greater liability to the Customer or any other party than is the Carrier.

3. Consignments

(1) The Customer warrants and represents that:

(a) the Customer is either the owner of the Consignment or is authorised by such owner to accept these Conditions on such owner's behalf; and

(b) the Customer has all rights, licences and title to submit the Consignment for carriage under the Contract.

(2) Subject to Condition 3(3), the Customer shall not include, and the Carrier shall not be obliged to accept for carriage, any Dangerous Goods or any other Excluded Items in any Consignment under the Contract.

(3) Dangerous Goods may be accepted for carriage by the Carrier at its sole discretion, but in any event the Carrier will not do so unless:

(a) the amount carried is under the limited quantity ("LQ") provisions of chapter 3.4 of the ADR; and

(b) carriage of the Consignment is to be made within the UK mainland.

(4) The Customer shall refer to the Priority Express Website for, and shall comply with, all restrictions relating to Consignments, including, but not limited to details of all consignment parameters, including, but not limited to, the permitted size and weight of consignments.

(5) Any delivery times and dates provided by the Carrier shall be according to that Carrier's rate tariff and shall be estimates only. The Carrier shall use reasonable endeavours to deliver



Consignments within any estimated timescales provided by the Carrier to the Customer, but time for delivery of the Consignment will not be of the essence of the Contract.

4. Loading and Unloading

(1) Subject to the remaining provisions of this Condition 4, the Carrier shall be responsible for any loading and unloading of the Consignment.

(2) Unless otherwise agreed in advance in writing between the Carrier and the Customer:

(a) the Carrier shall not be under any obligation to provide any additional labour, other than one individual driving the vehicle, for loading or unloading the Consignment;

(b) the Customer warrants that any additional labour required for loading or unloading the Consignment will be provided by the Customer or on the Customer's behalf. Whether additional labour is necessary shall be assessed by the Carrier in its sole discretion;

(c) if additional labour is required for loading or unloading of a Consignment, and the Customer, in breach of the warranty in Condition 4(2)(b) above, does not provide, or provides insufficient, labour, the Carrier shall:

(i) have the right to refuse to load or unload the Consignment in its sole discretion and the Customer shall be responsible for any additional costs of re-delivery with the appropriate labour; or

(ii) if the Carrier is instructed to load or unload any Consignment despite the insufficient additional labour and the Carrier agrees to do so, the Carrier shall be under no liability whatsoever to the Customer for any damage whatsoever, howsoever caused; and

(d) the Carrier shall not be required to provide service beyond the agreed place of collection or delivery, and may refuse to provide such service at its sole discretion. If any such service is agreed to be given by the Carrier, it shall be at the sole risk of the Customer.

(3) The Customer shall indemnify, keep indemnified, and hold the Carrier and the Sub-Contractors harmless against all Liability (including but not limited to claims, demands, proceedings, fines, penalties, damages, expenses and loss of or damage to the carrying vehicle and to other goods carried) whatsoever which arises as a direct or indirect result of (i) the instructions given by the Customer under Condition 4(2)(c) or (ii) such service as set out in Condition 4(2)(d).

5. Signatures

(1) In relation to the collection of Consignments into Transit, the Carrier shall either, sign a hard copy document which will then be held and inputted on to the Carrier's system or signed or scan onto an



electronic record on an EPOD acknowledging the receipt of the Consignment by the Carrier into Transit.

(2) In relation to delivery of Consignments to Consignees, the Consignee will be required to sign either a hard copy document (which will then be held and inputted on to the Carrier's system by the Carrier or electronic record on an EPOD acknowledging the receipt of Consignment(s) at the time of delivery – such signature shall form the proof of delivery.

(3) The Carrier shall not inspect the Consignment at any point before or during Transit, and accordingly the existence of the Carrier's signature shall not act as evidence of the condition of the Consignment and its nature, quantity or weight declared in the relevant document; the signature is merely proof of collection. The burden of proving the condition of the Consignment and its nature, quantity or weight in a case of dispute, shall rest with the Customer.

6. Transit

(1) Subject to Conditions 9 and 10, risk in the Consignment will be with the Carrier during Transit.

(2) Unless otherwise agreed, the Consignment shall be delivered to the Carrier's premises by the Customer. Transit shall commence at the point when either:

(a) the Carrier takes possession of the Consignment from the Customer at the Carrier's premises; or

(b) the Carrier takes possession of the Consignment from the Customer at the location designated in advance by the Customer for the collection of the Consignment by the Carrier; and

(c) the Carrier has provided a signature for the Consignment in accordance with Condition 5(1).

(3) Subject to Condition 6(5), Transit shall (unless otherwise previously determined) end when the Consignment is unloaded at the address provided in writing by the Customer to the Carrier at the time the Customer drops the Consignment off or, if specified by the Customer, at the address detailed on the Carrier's Manifest System for that Customer from time to time and subject to Condition 6(4) below the Consignee has provided a signature for the Consignment in accordance with Condition 5(2) above.

(4) In the event that the consignee is not at the requested delivery point and the Customer has provided the Carrier with any specific instructions for delivery which mean that the Consignee's signature shall not be required on delivery then provided that the Carrier, or it's relevant agent



carries out such instructions then Transit will be deemed to have ended and the Carrier shall no longer be liable for the Consignment.

(5) Subject to Condition 7(1) if delivery cannot be made, then the following provisions shall apply:

(a) If the Consignee is not available to take delivery of the Consignment, or no safe and/or adequate access or no adequate unloading facilities exist at the Consignee's address then the Carrier shall:

(i) leave the Carrier's form of written notice for the Consignee providing instructions for arrangement of redelivery by the Carrier or collection by the Consignee; and

(ii) return the Consignment to the Carrier's, premises (as will be detailed on the written notice detailed in Condition 6(5)(a)(i) above).

In the circumstances as outlined in this Condition 6(5) Transit shall be deemed to end at the expiry of three (3) Business Days after the notice in Condition 6(5)(a)(i) has been given to the Consignee. For the purpose of this Condition 6(5), written notice will be deemed to have been given at the time the notice is left at the Consignee's address;

(b) when a Consignment is held by the Carrier for collection from the Carrier's premises by the Consignee (for example, under instructions such as 'to await order' or 'to be kept till called for') or upon any like instructions and the Consignment is not called for and removed by the Customer or Consignee within three (3) Business Days following the date of collection, or such later date as may be set out in the respective instructions then Transit shall be deemed to end; and

(c) Where the Carrier delivers a Consignment, but the Consignee does not accept the Goods, the Carrier may agree, at its sole discretion, to return the Consignment to the Customer free of charge. In such circumstances, the Carrier does not accept any liability for or in relation to the Consignment for such return service.

(6) Notwithstanding Condition 2(3), if carriage of any Consignment by rail, sea, inland waterway or air is required, this is arranged by the Carrier as agent of the Customer and such carriage shall be subject to the conditions of the rail, shipping, inland waterway or air carrier contracted to carry the Consignment. The Carrier shall be under no liability whatsoever to whomsoever and howsoever arising in respect of such carriage except where the Consignment is carried partly by road and partly by such other means of transport, in such circumstances any loss, damage or delay



shall be deemed to have occurred while the Consignment was being carried by road, unless the contrary is proved by the Carrier.

7. Undelivered or Unclaimed Consignments

(1) Where the Carrier is unable to deliver a Consignment to the Consignee, as the Consignee of a Consignment is unidentifiable for whatever reason, the Carrier shall return such Consignment to any Carrier's premises for investigation without delay.

(2) In the case of Consignments held at the Carrier's premises due to the circumstances of Condition 6(5)(a) arising, if the Consignment has not been collected or appropriate delivery re-arranged within [3] Business Days following the date of attempted delivery the Consignment shall be returned to the Customer. The Carrier reserves the right to charge for such return of the Consignment to the Customer.

(3) Subject to Condition 7(4) below, in the case of Consignments held at the Carrier's premises due to the circumstances of Condition 6(5)(b) arising, when Transit is deemed to end, the Consignment shall be returned to the Customer. The Carrier reserves the right to charge for such return of the Consignment to the Customer.

(4) If having followed the procedures outlined in Conditions 7(1) to 7(3) (as applicable) the Customer also cannot be identified the Consignment will be held at either the Carrier's premises or a contractors premises (as applicable) for a further three (3) calendar months, during which time the Consignment shall be held in accordance with Priority Express Unidentified Freight policy.

8. Carrier's Charges

(1) The Carrier's charges shall be payable by the Customer in accordance with the Carrier's respective payment terms without prejudice to the Carrier's rights against the Consignee or any other person.

(2) Charges shall be payable by the Customer in accordance with Condition 8(1) above without reduction or deferment on account of any claim, counterclaim or set-off.

(3) If the Customer becomes Insolvent or any sums owed by the Customer on any invoice or account with the Carrier become overdue for payment, then

(a) any credit terms shall be cancelled with immediate effect;

(b) the Carrier will be entitled to invoice all charges incurred which have not yet been invoiced; and

(c) all invoices or accounts issued by the Carrier shall immediately be deemed due for payment and thereupon become payable.

(4) If any sum payable under this Agreement is not paid on or before the due date for payment the Carrier will be entitled to charge the Customer interest on that sum at five per cent (5%) per annum above the base lending rate for Bank of England base rate prevailing at the date of the



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Carrier's invoice or account, from the due date until the date of payment (whether before or after judgment), such interest to accrue on a daily basis.

9. Liability for Loss or Damage

(1) Subject always to the limitations of Condition 10 and the remaining provisions of this Condition and save where may be agreed in writing to the contrary between the parties prior to Transit, the Carrier shall be liable for the physical loss, mis-delivery of or damage to any goods comprising the Consignment caused during transit, except if any of the following occurs, and, where possible, the Carrier has used reasonable care to minimise the effects of such:

(a) force majeure including, but not limited to, act of God, any consequences of war, invasion, act of foreign enemy, hostilities (whether war or not), civil war, rebellion, insurrection, terrorist act, military or usurped power or confiscation, requisition, or destruction or damage by or under the order of any government or public or local authority riot, civil commotion, strike, lockout, general or partial stoppage or restraint of labour howsoever caused;

(b) insufficient or improper packing;

(c) seizure or forfeiture under legal process;

(d) error, act, omission, mis-statement or misrepresentation by the Customer, the Consignee or other owner of the Consignment or by employees or agents of any of them;

(e) inherent liability to wastage in bulk or weight, faulty design, latent defect or inherent defect, vice or natural deterioration of the Consignment;

(f) insufficient or improper labelling or addressing;

(g) Consignee not taking or accepting delivery within a reasonable time after delivery of the Consignment has been attempted;

(h) the circumstances as set out in Condition 4(2)(c)(ii) or 4(2)(d);

(i) the circumstances as set out in Condition 6(4); or

(j) other circumstances beyond the Carrier's reasonable control.

(2) The Carrier shall not be liable for any physical loss, mis-delivery of or damage to Specified Items.

(3) The Carrier shall not in any circumstances be liable for loss or damage arising after Transit is deemed to have ended within the meaning of Condition 6(3), whether or not caused or contributed

to directly or indirectly by any act, omission, neglect, default or other wrongdoing on the part of the Carrier, its employees, agents or sub-contractors.

10. Limitation of liability

Physical Loss, Mis-delivery and Damage

(1) Except as otherwise provided in these Conditions and subject to the other provisions of this Condition 10, the liability of the Carrier, Sub-Contractors in respect of claims for physical loss, mis-delivery of or damage to goods comprising the Consignment, howsoever arising, shall in all circumstances, subject always to the overall liability cap in Condition 10(1)(C), be limited to the lesser of:

(a) the value of the goods actually lost, mis-delivered or damaged (and the value of the goods actually lost, mis-delivered or damaged shall be taken to be the replacement cost to the Customer at the commencement of Transit, and shall include any Customs and Excise duties or taxes payable in respect of those goods); or

(b) the cost of repairing any damage to or reconditioning the goods; or

(c) a maximum of £100 in respect of a Parcel Consignment and £50 for Mail pack (MP), Courier pack (CP) and Lightweight Consignments (LW) actually lost, mis-delivered or damaged subject to Condition 10(2).

(d) a maximum of £10,000 in respect of goods carried on same day (dedicated vehicle) including, small Van (SVI) Medium Van (MVI) Large Van (LVI) and Extra Large Van (XVI)

(2) The Carrier's liability under Condition 10(1)(c) above shall be subject to the following:

(a) the maximum liability to be taken into consideration shall be only the value of the good(s), or part thereof, actually lost, mis-delivered or damaged regardless of whether the loss, mis-delivery or damage affects the value of other parts of the Consignment;

(b) the Carrier shall be entitled to proof of the value of the whole of the Consignment and of any part which is alleged lost, mis-delivered or damaged;

(c) the Customer shall be entitled to give the Carrier written notice prior to commencement of Transit requesting that the limitations in 10(1)(c) above be increased. Any increased limit proposed by the Customer shall not exceed the value of the Consignment. The Carrier shall consider the Customer's request and, if the Carrier agrees to the increased liability cover, the Carrier shall notify the Customer of the revised carriage charges that the Customer will be liable for in consideration of the increased limit. The Carrier shall be entitled to offer the Customer a different increase to the liability cover than requested by the Customer. If the revised carriage charges and increased limit is



not acceptable to the Customer, then the aforementioned limitations in 10(1)(c) shall continue to apply; and

(d) in attempting to reach an agreement pursuant to Condition 10(2)(c) above the Customer shall provide the Carrier with all such information regarding the Consignment as the Carrier shall need to assess any suggested new limit and charges.

(3) The Carrier reserves the right to view any Consignment to which a claim is made by the Customer or Consignee within its original packaging. Failure to provide the original packaging will invalidate the claim.

Other Losses

(4) Subject to the other provisions of this Condition 10, including the increased liability cover cap in Condition 10(5), the liability of the Carrier in respect of claims for any other loss whatsoever (including indirect, economic or consequential loss or damage and loss of market), and howsoever arising in connection with the Consignment, shall not exceed the amount of the carriage charges in respect of the Consignment or the amount of the claimant's proved loss, whichever is the lesser, unless;

(a) at the time of entering into the Contract with the Carrier the Customer declares to the Carrier a special interest in delivery in the event of physical loss mis-delivery or damage or of an agreed time limit being exceeded and agrees to pay a surcharge calculated on the amount of that interest, and

(b) at least five (5) Business Days prior to the commencement of transit the Customer has delivered to the Carrier written confirmation of the special interest, agreed time limit and amount of the interest.

Increased Liability Cover Cap

(5)(a) Except in relation to the items specified in Condition 5(b), the Carrier's and Sub-Contractor liability in respect of each Consignment manifested on the Increased Liability Cover



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option shall be limited to the value declared by the Customer for that Consignment or £15,000 (whichever is the lesser).

(b) In the case of computer equipment, peripherals, software, mobile telephones and accessories, or other audio - visual equipment, the Carrier's and Sub-Contractor's and liability shall not be greater than £3,000 per Consignment.

Exclusions

(6) The Carrier, its Sub-Contractors shall not in any circumstances be liable in respect of a Consignment, whether such Consignment has been delivered or not, where:

(a) there has been fraud on the part of the Customer, Consignee, or the employees or agents of any, in respect of that Consignment. or

(b) where there has been criminal activity on the part of the Customer, Consignee, or the employees or agents of any, in respect of that Consignment.

(7) For the avoidance of doubt, the Carrier enters into these Conditions with the Customer and the Customer's remedies are solely against the Carrier. The Customer shall not have any claim against any other party in respect of a breach of these Conditions but the Carrier shall be liable for any and all claims from Customers in relation to any Consignment.

(8) The provisions of Condition 12 shall apply to all claims by the Customer.

11. Indemnity to the Carrier

(1) The Customer shall indemnify, keep indemnified and hold the Carrier and the Sub-Contractors harmless against:

(a) all Liability incurred by the Carrier (including but not limited to claims, demands, proceedings, fines, penalties, damages, expenses and loss of or damage to the carrying vehicle and to other goods carried) by reason of:

(i) any error, omission, mis-statement or misrepresentation by the Customer or other owner of the Consignment or by any servant or agent of either of them,

(ii) insufficient or improper packing, labelling or addressing of the Consignment; or

(iii) fraud or criminal activity as in Condition 10(6);

(b) all claims and demands whatsoever (including for the avoidance of doubt claims alleging negligence), by whomsoever made and howsoever arising (including but not limited to claims caused by or arising out of the carriage of Dangerous Goods and claims made upon the Carrier by HM Revenue and Customs in respect of dutiable goods consigned in bond) in excess of the liability of the Carrier under these Conditions in respect of any loss or damage whatsoever to, or in



connection with, the Consignment whether or not caused or contributed to directly or indirectly by any act, omission, neglect, default or other wrongdoing on the part of the Carrier, its employees, agents or sub-contractors.

12. Time Limits for Claims

(1) Subject to Condition 12(2), the Carrier and the Sub-Contractors shall not be liable for:

(a) damage to the whole or any part of the Consignment, or physical loss, mis-delivery or non-delivery of part of the Consignment unless advised of such loss, mis-delivery or non-delivery in writing by the Customer within three (3) Business Days, and proof of the claim is provided within ten (10) Business Days, after the end of Transit,

(b) any other loss unless advised of such loss in writing by the Customer within twenty (20) Business Days and proof of the claim is provided thirty (30) Business Days, after the commencement of Transit.

(2) If the Customer proves that:

(i) it was not reasonably possible for the Customer to advise the Carrier or make a claim in writing within the time limit applicable, and

(ii) such advice or claim was given or made within a reasonable time,

the Carrier shall not have the benefit of the exclusion of liability afforded by Condition 12(1).

(3) The Carrier and any Sub-Contractors shall in any event be discharged from all liability, whatsoever and howsoever arising, in respect of the Consignment unless proceedings are commenced and notice in writing is given to the Carrier within one (1) year of the date when Transit commenced.

13. Lien

(1) The Carrier shall have:

(i) a particular lien on the Consignment, and

(ii) a general lien against the Customer and owner for sums unpaid on any invoice, account or Contract whatsoever.

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(2) If such lien, whether particular or general, is not satisfied within a reasonable time, the Carrier may sell the Consignment, or part thereof, as agent for the Customer and/or owner and apply the proceeds towards any sums unpaid and the expenses of the retention, insurance and sale of the

Consignment and shall, upon accounting to the Customer for any balance remaining, be discharged from all liability whatsoever in respect of the Consignment.

(3) The Carrier may exercise its lien on its own behalf or as agent for any assignee of its invoices at any time and at any place at its sole discretion whether or not sums have become payable in accordance with Condition 8(2) hereof and whether or not the contractual carriage has been completed and these conditions shall continue to apply during the period of exercise of such lien.

14. Unreasonable Detention

The Customer shall be liable to pay any additional charges for unreasonable delay or detention of any vehicle, trailer, container or other equipment of the Carrier or Sub-contractor caused by the Customer or Consignee. The rights of the Carrier against any other person in respect of such delay or detention shall remain unaffected.

15. General

(1) Entire Agreement: The Contract constitutes the entire agreement between the parties and supersedes any prior agreement or arrangement in respect of its subject matter and:

(a) neither party has entered into the Contract in reliance upon, and it will have no remedy in respect of, any misrepresentation, representation or statement (whether made by the other party or any other person) which is not expressly set out in the Contract;

(b) the only remedies available for any misrepresentation or breach of any representation or statement which was made prior to entry into the Contract and which is expressly set out in the Contract will be for breach of contract; and

(c) nothing in the Contract will be interpreted or construed as limiting or excluding the liability of any person for fraud or fraudulent misrepresentation.

(2) Severance: If any provision of the Contract is found by any court or body or authority of competent jurisdiction to be invalid, illegal, unlawful, unenforceable or void, such provision will be deemed to be severed from the Contract and this will not affect the remainder of the Contract which will continue in full force and effect.

(3) Variation: No variation to the Contract will be effective unless it is in writing and is expressly authorised by the Carrier in writing.

(4) Conventions and precedence: Any goods carried for the Customer by the Carrier whether within or outside of the UK may be governed by a convention or agreement between countries. If any applicable convention becomes inconsistent with these Conditions, the terms of such



convention will take precedence over these Conditions. Conventions that may apply, include but are not limited to:

- Transporting goods by air – Warsaw convention 1929 or the convention for the Unification of Certain Rules for International Carriage by Air as amended at The Hague 1955.
- Transporting goods by road – the Geneva Convention for the contract of International Carriage of Goods by Road (CMR) 1956.
- Transporting goods by sea – the international Convention for Unification of Certain Rule of Law relating to Bills of Lading 1924.

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The above international conventions may from time to time be amended. It shall be the responsibility of the Customer to check and satisfy itself of the applicable international conditions before sending any international consignments with the Carrier. The Customer should be aware that there may at times be more than one convention applying to the carriage of the Customer's goods.

(5) Third Party Rights:

(a) Priority Express and the Sub-Contractors shall be entitled to enforce the conditions of this Contract subject to and in accordance with the Contracts (Rights of Third Parties) Act 1999 and the terms of this Contract.

(b) Save as provided in Condition 15(5)(a), the parties do not intend that any term of this Contract will be enforceable under the Contracts (Rights of Third Parties) Act 1999 by any person.

16. Law and Jurisdiction

The Contract and any non-contractual obligations arising out of or in connection with it shall be governed by English law. Each party agrees that the courts of England have exclusive jurisdiction to determine any dispute arising out of or in connection with the Contract (including in relation to any non-contractual obligations).



A Priority Express Couriers Ltd, Unit 5, St Philips Central
Albert Road, Bristol, BS2 0XJ
T 08700 135 100 **F** 0117 933 2947
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