



Equip EQF level 5 trainings for managers in the transport sector with inclusive teaching methods, tools and training material to ensure online and distance teaching and learning, continuous learner monitoring and the evaluation of learning outcomes

# TEACHER'S GUIDE (English)

## Master of Transports Card Game

Dissemination level	Public report
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Note! This guide is for teachers and trainers that will host an e-ManTRA Master of Transport Game session.

[mot.stageit.se/admin](https://mot.stageit.se/admin) (Entry for administration)

[mot.stageit.se](https://mot.stageit.se) (Entry for students)

## About the game (Project Background)

This game is requiring knowledge about Driving- and resting times of EC regulations based on EC directives no 561/2006 and 2002/15), but the game also contains 200+ quiz questions regarding European Social Relations (ESR) and Transport and Logistics management in general. (At the end of this document you can review the questions and answers used in the game.)

This game is available in following languages: English, French, German, Finnish, Swedish, Romanian and Spanish (note that the game administration page is in English).

## Create a teacher administration account

A teacher, or administrator, must register and prepare an account and initiate game sessions from this account in order for the students to be able to play the game. To create an account, go to [mot.stageit.se/admin](https://mot.stageit.se/admin).

Once you are on the main page, you can create a new account by clicking on 'Register Account' at the bottom of the page. Enter a username, email account, create a password and then click on 'Register'.

Once you are registered you will receive an email with your login information.

To login to the site, you must type the username and password provided on the email.

**Note: Please save the email. It's not possible to restore a lost password afterwards!**

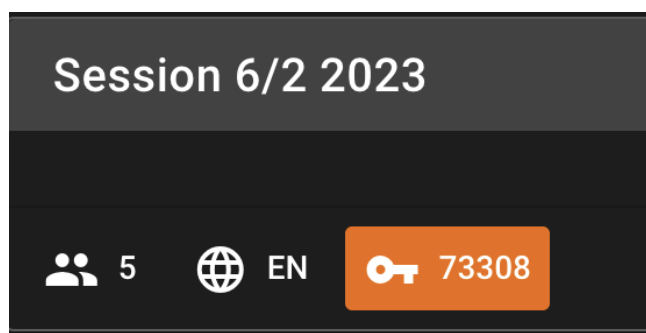
## Create a game session

Once you are logged in to the administration site, you will be presented with options to create a new session for the students.

In order to create a new session, just press the 'create new session' button and enter a team name.

You can then choose the number of players (2-5 players) as well as the language for the session.

Once the new session is created, you will obtain a pin code associated with the created game session shown as an orange-coloured button. (Press the button to copy the code to copy/paste memory.) The session's settings can be edited, reset or deleted at any time using the menu located at the far-right corner.



## Communicating with the students

In order for the students to play Masters of Transports they need to be provided with the Master of Transports - Student Guide, as well as the URL ([mot.stageit.se](http://mot.stageit.se)) and PIN code for the game session. They don't need to login with their e-mail address!

Once they are provided and have read through the manual, they can enter the game lobby with their name and session's PIN code, they will then be able to start that specific game session. During gameplay, you can look into any ongoing game by using the link in the admin console. Here, you can also deactivate players who leave or lose connection and re-enable them if needed.

## Preparations:

The game takes from 15 minutes (2 persons playing), up to 60 minutes (5 players).

Good practices:

- To fully understand the rules of the game and be able to help students, please read the Student Guidelines document.
- Test the game with colleague(s) to find out how it works. You can also test it on your own using, for example, different browsers or devices (e.g., computer and smartphone).
- Estimate about 5 minutes before all students are logged in and start playing. You can prepare the sessions in advance and communicate the URL and PIN-codes together with session names and provide this information through your meeting platform during the whole game play.
- Prepare the allocation of students to groups and plan an appropriate number of groups.

## After the game / Student sessions report

To access the game statistics afterwards, login with your username and password. The session's statistics segment will appear under each of all your created sessions with student gameplay data.

The session's statistics data will provide you with the player's name, answers and penalties. More detailed data can be accessed by clicking on the statistics area. This will provide you with stats such as: number of driving- and resting cards played during game, the number of penalties received during the game, and the number of correct/wrong answers.

The data can be printed by clicking on the icon in the upper right corner.

## Troubleshooting

- Log in / connection problems: Try closing the browser window and revisit URL: [mot.stageit.se/play](http://mot.stageit.se/play) (This will take you back to the game if it's still active)
- If the student does not interact with the game for 2 minutes, the student will get locked out from the game so that the other players can continue. The administrator can (if needed) re-activate a deactivated player. (Then ask the student to revisit: [mot.stageit.se/play](http://mot.stageit.se/play))
- If the game does not work as intended, make sure that the student uses one of the most common internet browsers like Edge, Chrome, Firefox and Safari with the latest updates. (Note: Internet Explorer IE, is NOT supported)
- If any of the quiz questions seems wrong (or outdated), please report them to us!

For technical support, contact: [MoT\\_support@stageit.se](mailto:MoT_support@stageit.se)

For pedagogical support, contact: [solene.rosiau@aft-dev.com](mailto:solene.rosiau@aft-dev.com)

## LMS Information

- This game is also available as a LMS course module. (Scorm version 2004).
- This version is a single player version only.
- The game report is not stored in LMS after the game.
- Student will have to download or print the report given directly after the game.

### Appendix - List of quiz questions:

Question	Correct Answer	Category
In the case of an EXW Bordeaux sale:	packaging is at the consignor's expense	Incoterms
In an FCA Maersk Marseille-Fos Port sale:	buyer pays main transport	Incoterms
In the case of a DDP purchase excluding local tax:	seller pays all costs except local tax	Incoterms
An FOB sale applies:	to maritime transport	Incoterms
In a CPT sale:	there is no obligation for the seller to insure	Incoterms
In an Air France Paris-CDG FCA, the seller must:	complete export customs formalities	Incoterms
In an EXW Neuchâtel sale, the seller must:	pack the goods	Incoterms
In an FOB Rotterdam, the buyer must:	designate the vessel	Incoterms
In a CPT Sydney Airport sale, the seller must:	pay for the main transport	Incoterms
In a CIF Yokohama sale, the buyer must:	pay duties and taxes in Japan	Incoterms
In an FAS Antwerp sale:	buyer pays embarkation costs	Incoterms
In a CFR Hong Kong sale, the transfer of risk takes place:	on board of the vessel on departure	Incoterms
In a DDP sale Chicago (USA):	the insurance is covered by the seller	Incoterms
In an EXW sale to Turkey, the forwarder charges:	duty free	Incoterms
In an EXW sale, the freight forwarder charges:	transport to the buyer	Incoterms
In an FCA Iberia Madrid airport sale, the freight forwarder charges the seller:	until the carrier at the named place	Incoterms
In an FOB sale, the freight forwarder charges the seller:	stowage costs on board and export customs formalities	Incoterms
In the case of a CIF Hamburg import, the freight forwarder charges the buyer:	the cost of delivery to the domicile	Incoterms
In a DAP Brest Litvok (Belarusian-Polish border) sale, the Russian buyer pays:	transport on the territory of Belarus and Russia	Incoterms
In the case of a CIP Melbourne purchase, the buyer pays on arrival:	Australian duties and taxes	Incoterms
In a CIF New York sale, the seller pays:	maritime transport	Incoterms
The freight forwarder charges the buyer the pre-carriage costs in the case of:	an EXW sale	Incoterms
The freight forwarder will invoice the importer in France for the costs of air transport in the case of:	a FCA sale at São Paulo Airport	Incoterms
Does the transfer of ownership at FOB take place:	contractually?	Incoterms
You sell your goods carriage paid but without insurance, unloaded in your buyer's bonded warehouse in Kiev, Ukraine. The Incoterm® will be:	DPU	Incoterms
You sell CIP New York; your liability is transferred to the buyer:	on board of the pre-carriage truck?	Incoterms
With which Incoterm® can you obtain a CMR consignment note?	FCA	Incoterms

According to the Regulation (EC) No 561/2006, a driver shall take an uninterrupted break of at least 45 minutes after a driving period of:	4 hours and 30 minutes	European social regulations on driving and rest times
According to the Regulation (EC) No 561/2006, after the driving period, the break can be:	split into two rest periods: 15 minutes followed by a break of 30 minutes	European social regulations on driving and rest times
According to the Regulation (EC) No 561/2006, in the case of fractional daily rest period, the minimum duration of the first rest period should be at least:	3 hours	European social regulations on driving and rest times
According to Regulation (EC) No 561/2006, the daily driving time shall not exceed:	9 hours; but may be extended to at most 10 hours not more than twice a week	European social regulations on driving and rest times
When the driver is a non-EEA national, the Driver qualification card is required when the vehicle is carrying out an international transport operation under the conditions of:	a certified copy of the community licence	Road transport regulation
You are carrying out a public road transport of goods with a vehicle with a GVWR (Gross Vehicle Weight Rating) of over 6 tonnes. During a roadside check, you will have to present:	a certified copy of the community licence	Road transport regulation
The "company card" associated with the digital tachograph allows the following operations:	downloading data files recorded in the memory of the digital tachographs	European social regulations on driving and rest times
A French haulier transporting 20 tonnes of groceries from France to Poland, in transit through Germany, must have on board:	a certified copy of the Community license and a consignment note (CMR)	Road transport regulation
After a transport operation between France and Germany, a German domestic route is offered to you. You can carry it out with the help of a:	a certified copy of the community licence	Road transport regulation
In International transport, the compensation for delay in delivery of goods may not exceed:	the amount of freight	CMR
According to Regulation (EU) No 165/2014, transport undertakings shall keep record sheets and printouts from the tachograph used by the driver, or the data downloaded from the driver card and the vehicle unit of the device:	for at least one year	European social regulations on driving and rest times
A professional truck driver, subject to European social regulations on driving and rest times, must be able to present, in the event of a roadside check, the daily working period:	of the current day and those used by the driver in the previous 28 days	European social regulations on driving and rest times
According to the Regulation (EC) No 561/2006, for multi-manning, the daily rest period per driver shall be at least nine consecutive hours per period of:	30h and can be taken in a hotel or in a stationary vehicle with suitable sleeping facilities	European social regulations on driving and rest times
When a driver accompanies a vehicle which is transported by ferry, the driver is allowed to interrupt his/her regular daily rest period:	2 times but not exceeding one hour in total	European social regulations on driving and rest times
The requirement for the establishment of a transport undertaking is:	administrative and technical facilities	Road transport regulation
The authorisation to work as a road transport operator enables:	a company to be registered in the transport company register	Road transport regulation
In the case of international road transport, in the event of delay, the carrier shall pay:	a compensation which may not exceed the price of the transport	Road transport regulation
The amount of financial capacity is calculated according to:	the number of motorised vehicles according to their Maximum Authorised Weight (MAW)	Road transport regulation
The Standard EUR Pallet dimensions are:	80 X 120 cm	General knowledge on transport
According to ADR, the following information must be included in the transport documents:	name(s) and address(es) of the consignee(s)	Dangerous goods
For the transport of goods between France and Romania using a vehicle with a maximum authorised weight of more than 7.5 tonnes, the administrative document to be carried on board is:	certified copy of the Community license	Road transport regulation
Russia is a member of the Agreement on:	International Transport Forum (ITF/ECMP)	General knowledge on transport
In the case of international transport, in the event of partial loss, damage or delay, legal action is barred:	One year after the day of delivery	CMR
In the case of road transport from Paris to Rome, the goods are considered lost if they have not been delivered within:	30 days after the expiry of the agreed time limit	Road transport regulation
According to Regulation (EC) No 561/2006 of 15 March 2006, the weekly rest period shall be taken from the previous weekly rest period, after a maximum of:	6 periods of 24 h	European social regulations on driving and rest times
In the case of dangerous goods, the labelling of packages is the responsibility of:	the consignor	Dangerous goods

After a transport operation between Italy and Romania, a Romanian domestic route is offered to you. You can carry it out with the help of a:	a certified copy of the community licence	Road transport regulation
In CMR, in case of damage of the goods, the compensation is calculated according to the value of the goods:	on the date of taking over	CMR
In CMR, in case of damage to the goods, the consignee must make reservations:	upon delivery in case of apparent damage	CMR
The financial standing requirement for a transport undertaking shall be:	a minimum amount of equity capital determined according to the road vehicle fleet	Road transport regulation
In accordance with Regulation (EC) No 561/2006, in the event of a reduction of the weekly rest period, a compensation of an equivalent duration taken <i>en bloc</i> must take place:	before the end of the 3 <sup>rd</sup> week following the week in question	European social regulations on driving and rest times
The previous weekly rest period for the driver was 45 hours. The next weekly rest period may be at least:	24 hours	European social regulations on driving and rest times
According to Regulation (EC) No 561/2006, the daily driving time shall not exceed:	9 hours, but may be extended to a maximum of 10 hours, but not more than twice a week	European social regulations on driving and rest times
According to the European Regulation No. 165/2014 (EU), in case of control, the driver who exclusively drives a vehicle equipped with an analogue tachograph, must present at least:	the record sheets for the current day and those used by the driver in the previous 28 days	European social regulations on driving and rest times
According to Regulation (EC) No 561/2006, reduced daily rest must include a period of at least:	9 consecutive hours	European social regulations on driving and rest times
In accordance with European regulations, the first calibration of an electronic tachograph must take place:	within 2 weeks of its installation or the allocation of a registration number, whichever comes last	European social regulations on driving and rest times
During carriage, and except for limited quantities, the package containing dangerous goods shall bear the following:	the corresponding hazard labels as well as the UN number of the goods packed	Dangerous goods
The period of validity of the training certificate for road freight drivers of vehicles carrying dangerous goods in tanks shall be:	5 years	Dangerous goods
The Convention on the Contract for the International Carriage of Goods by Road (CMR)	cannot be modified by contract between the parties	CMR
The following are not subject to the Community licence system	transport of damaged or broken-down vehicles	Road transport regulation
In international transport, according to the Geneva Convention (CMR), the carrier is obliged to check on taking over:	the apparent condition of the goods and their packaging	CMR
In the case of a Paris-Rome road transport operation for which no delivery period has been agreed, goods taken over in Paris on 26 April will be considered lost if they have still not been delivered on:	26 June	CMR
According to Regulation (EC) No 561/2006, where daily rest is split, its total duration must not be less than:	12 hours	European social regulations on driving and rest times
The amount of financial capacity required from companies depends on the:	number and maximum authorised weight (MAW) of motor vehicles operated	Road transport regulation
When the driver is a national of a State outside the European Economic Area (EEA), the driver attestation is required when the vehicle is engaged in international carriage under cover of a:	certified copy of a Community licence	Road transport regulation
In order to determine whether your vehicle is subject to the "dangerous goods" sign, knowing that you are carrying 10 jerry cans containing a dangerous good of class 6.1, packaging group III, you must also know:	the total volume in litres of the jerry cans	Dangerous goods
According to the European Social Regulation (ESR), the maximum daily driving time can be increased to:	10 hours twice a week	European social regulations on driving and rest times
According to the European Social Regulation (ESR), an employed driver can demand that his/her employer provides him/her with a copy of his/her record sheets and/or data downloaded from his/her driver card corresponding to the following work periods at most:	the previous year	European social regulations on driving and rest times
According to the European Social Regulation (ESR), the driving break can be:	split into two periods: 15 minutes then 30 minutes	European social regulations on driving and rest times
The motor vehicles taken into account for the determination of financial standing are:	all vehicles operated by the enterprise for its transport operations	Road transport regulation
The driver attestation for drivers who are nationals of a country outside the EEA (European Economic Area) is required when the vehicle is subject to the obligation to present:	a certified copy of a Community licence and that he/she is engaged in international transport	Road transport regulation

In international transport, in the event of apparent shortages or damage on delivery, the CMR provides that the consignee:	must express reservations in writing at the time of delivery	CMR
In international transport (CMR), the compensation for partial loss of goods is fixed at:	8.33 SDR per kilogram of gross weight missing	CMR
In the context of the CMR, the international consignment note is made out by:	the consignor or the carrier under the responsibility of the consignor	CMR
In the context of a voyage charter of a vessel, the charterer may be:	both the shipowner and the carrier	Maritime & Multimodal Transport
What does FOIS mean in the context of a ship charter contract?	Free In and Out and stowed	Maritime & Multimodal Transport
General damage is:	a sacrifice or expense incurred for the common salvation of a ship and its cargo	Maritime & Multimodal Transport
Force 8 on the Beaufort scale is:	a gale with a heavy sea state	Maritime & Multimodal Transport
The lay time is:	a waiting time for loading or unloading	Maritime & Multimodal Transport
The draught is:	the difference in height between the waterline and the lowest point of the vessel	Maritime & Multimodal Transport
The chamber is:	the central part of a lock	Maritime & Multimodal Transport
What is the definition of a <i>stevedore</i> ?	a stevedoring contractor in Atlantic, Channel and North Sea ports	Maritime & Multimodal Transport
The bill of lading transferable by endorsement is:	a promissory bill of lading	Maritime & Multimodal Transport
An original of a blank promissory bill of lading is sent to a consignee.	the holder of the bill of lading may claim the goods on arrival	Maritime & Multimodal Transport
Which international convention regulates maritime transport?	the Hamburg Convention	Maritime & Multimodal Transport
The consignee's share of a FIOS charter includes:	all operations listed here	Maritime & Multimodal Transport
In containerised traffic (FCL) the payment of THC (or CSC) on departure and arrival means the following conditions:	gate in / gate out	Maritime & Multimodal Transport
In containerised traffic (FCL), the calculation of freight is carried out:	to the paying unit	Maritime & Multimodal Transport
The future Rotterdam Convention provides for a limitation of liability to:	3 SDR per kg or 875 SDRs per package to the benefit of the beneficiary	Maritime & Multimodal Transport
On the basis of the Brussels Convention, what is the correct calculation of the compensation to be received for a consignment of 3 lost packages with a total weight of 0.950 t?	2,000 SDR	Maritime & Multimodal Transport
How many valid driver tachograph cards can be held simultaneously by one professional driver?	1	European social regulations on driving and rest times
According to the current EU regulations, the daily driving time shall not exceed:	9 hours but may be extended to at most 10 hours no more than twice a week	European social regulations on driving and rest times
In a multi-manning situation, the driver who is not driving must set the recording equipment or tachograph to the position:	availability	European social regulations on driving and rest times
Holders of a Driver Qualification Card should undergo a course periodic training within:	5 years	European social regulations on professional drivers' qualification
Two drivers are considered in multi-manning situation if they take their shift on the same vehicle:	with a maximum of one hour difference	European social regulations on driving and rest times
Professional truck drivers should undergo a course periodic training within:	5 years	European social regulations on professional drivers' qualification
Compulsory periodic training courses duration must be of:	35 hours	European social regulations on professional drivers' qualification
According to the EU regulations in place, the unsplit daily rest period can be reduced to a maximum of:	9 hours twice a week	European social regulations on driving and rest times
You must download digital tachograph data:	every 90 days	European social regulations on driving and rest times
According to the EU regulations, in case of splitting the daily rest period, the minimum duration of the second split rest period should be at least of:	9 hours	European social regulations on driving and rest times



According to the EU regulations, the normal weekly rest period for a truck driver is:	45 hours	European social regulations on driving and rest times
Under the condition of compensation and provided that the previous weekly rest period has been normal, the weekly rest period of a driver subject to EU regulations can be reduced to a minimum of:	24 hours	European social regulations on driving and rest times
According to current EU regulations, in the event of a shortened weekly rest, compensation must be provided:	within three weeks	European social regulations on driving and rest times
According to the EU regulations, the splitting of a normal daily rest is:	limited to 3 times a week	European social regulations on driving and rest times
A company must download data from the driver tachograph card at least:	every 28 days	European social regulations on driving and rest times
Driver Qualification Card (CPC)	is valid for 5 years	European social regulations on professional drivers' qualification
The traditional role of customs is:	to collect customs duties on transported goods	Customs
Among the current missions of the customs, we can find	the protection of certain community sectors activity	Customs
The customs debt calculation is based on:	the customs value, the tariff species and the origin	Customs
The transaction value of a good is equal:	to the cost of the good at the place of final consumption	Customs
Origin is determined by:	the country in which the goods were mainly manufactured	Customs
EUR1 is a certificate:	justifying the EU origin, when imported into an associated country	Customs
Release for free circulation means that the imported goods	are duty paid	Customs
On import, the means of controlling foreign trade are	an import declaration or an import license	Customs
The customs clearance is carried out through	the submission of a customs declaration to customs	Customs
The deadline for submitting a statement is	immediately upon arrival of the goods	Customs
In case of unloading in a temporary storage, the period of stay is set at:	90 days	Customs
The detailed statement is creating using:	DELTA customs system	Customs
The purpose of certain specific procedures is:	to allow certain activities on imported products without assigning a definitive customs procedure	Customs
In case of import from a non-EU country, the Union transit document is:	T1	Customs
Inward processing is a customs procedure which allows:	goods imported and then exported after processing to benefit from duty and taxes exemption	Customs
In the registered customs representative's invoice, the amounts paid to the Customs Administration are	not taxable	Customs
A French freight forwarder organises a transport of goods on behalf of a Belgian client (identified for VAT and subject to VAT), from Barcelona (Spain) to Amsterdam (Netherlands). The freight forwarder must issue an invoice:	excluding VAT, the principal having to pay the VAT to the Belgian tax authorities	Customs
In a FAS Le Havre sale:	the seller makes the customs formalities at the customs office of Le Havre	Customs
Good to remove from customs means:	that the goods are free	Customs
Goods are sent to Australia for demonstration. What customs procedure can you offer to your French customer?	returns procedure	Customs
Combined Nomenclature is:	8 digits	Customs
The statute of limitation for fraud is set at:	6 years	Customs
During a crossing on a ferry, a road transport driver shall be allowed to interrupt his/her daily rest period:	2 times, but not exceeding one hour in total	European social regulations on driving and rest times
In the case of international road transport governed by the Geneva Convention of 19 May 1956, delay in delivery shall not give rise to compensation unless a reservation has been made in writing within a maximum period of:	21 days from the date of delivery	CMR



In the case of international transport, in the event of partial loss, damage or delay, legal action is prescribed:	1 year after the day of delivery	CMR
The TIR procedure is applicable to a multimodal operation provided that part of the transport is carried out by:	road transport	Maritime & Multimodal Transport
According to the 1968 Brussels Convention, the maritime carrier is liable for the goods:	from the time of taking over at the port of loading until delivery	Maritime & Multimodal Transport
The Montreal Convention:	determines the rules and conditions of performance of international air transport of goods and passengers	Maritime & Multimodal Transport
The bill of lading:	is evidence of the contract of carriage and is a document of title to the goods conferring rights thereon	Maritime & Multimodal Transport
To benefit from the preferential regime between the European Union and a third country, the French importer must present to customs:	a certificate of origin endorsed by the customs of the exporting country	Customs
The CMR Convention is an international convention governing	the contract for the international road transport of goods	CMR
In the case of international rail transport, in the event of damage that is not apparent, the consignee must:	ask the rail carrier to draw up a statement of facts within 7 days from delivery	Maritime & Multimodal Transport
The introduction of an Incoterm® in an international sales contract:	determines the moment of transfer of risk between the seller and the buyer	Incoterms
The IMDG regulates the transport of dangerous goods by:	sea	Maritime & Multimodal Transport
Under customs regulations, the period of validity of Binding Origin Information (BOI) is:	3 years	Customs
In the case of an import, the statistical value is the value of a good including transport and insurance costs until:	the border of the territory of destination	Customs
In a Paris-Rome road transport operation, goods are considered lost if they have not been delivered within:	30 days after expiry of the agreed time limit	CMR
In CMR, in case of damage to the goods, the compensation is calculated according to the value of the goods:	on the date of taking over	CMR
In CMR, in the event of a claim for late delivery, the consignee must address his/her reservations in writing to the carrier within 21 consecutive days from:	the delivery of the goods	CMR
According to Article 18 of the Montreal Convention, in the event of damage to the goods during carriage by air, the carrier's liability:	is presumed	Maritime & Multimodal Transport
You pay for the air freight when you receive your package. The AWB is marked:	Freight collect	Maritime & Multimodal Transport
The bill of lading is a document:	of maritime transport	Maritime & Multimodal Transport
In the framework of the Association Agreement between the European Union and Turkey, in order to benefit from the preferential regime, importers must present with the import declaration:	an ATR certificate or EUR1 certificate	Customs
In the context of international air transport, the limit of compensation for delay:	is the same as for loss or damage	Maritime & Multimodal Transport
In international rail transport, the maximum compensation per kilo of the gross weight of the goods transported is fixed in case of loss at 17 SDR by the Convention of:	Bern (CIM)	Maritime & Multimodal Transport
The text governing international air transport is the Convention of:	Montreal	Maritime & Multimodal Transport
The Montreal Convention states that the air carrier is responsible for the goods:	from the time it is taken in charge until it is delivered to the consignee shown on the AWB	Maritime & Multimodal Transport
The Convention concerning International Carriage by Rail provides that the carrier may be relieved of liability in connection with the carriage of:	in open wagons	Maritime & Multimodal Transport
An ATA carnet:	is used for the temporary export of certain goods	Customs
In the context of a transit under the TIR procedure, the Customs office of destination shall check the seals, compliance with the transit period and:	removes one sheet, requests to proceed with the import operations (choice of customs procedure) and returns the carnet to the carrier	Customs
In international transport, according to the Geneva Convention (CMR), the carrier is obliged to check at the time of takeover:	the apparent condition of the goods and their packaging	CMR
The customs approval certificate, which is compulsory for transport under the TIR system (international road transport), is valid for:	2 years	Customs
The Convention on the Contract for the International Carriage of Goods by Road (CMR):	cannot be modified by contract between the parties	CMR

In order to calculate the amount of customs duty applicable to the import of a good into the European Union, account must be taken of:	the value of the goods, their nature and origin	Customs
When a French carrier engages a Polish road haulier to perform a France-Germany transport operation:	the contract of carriage is subject to the CMR Convention	CMR
The Montreal International Convention on Air Transport provides for a limitation period of:	2 years, during which an action in warranty may be brought	Maritime & Multimodal Transport
In the absence of an Air Waybill (AWB) for carriage subject to the Montreal Convention:	the contract of carriage may nevertheless have been validly concluded	Maritime & Multimodal Transport
The limit of compensation of the air carrier in case of delay is:	equal to the limitation for loss or damage	Maritime & Multimodal Transport
In the case of an offloading international transport, including a sea leg, the CMR (Consignment note) generally applies:	on the entire journey	Maritime & Multimodal Transport
In the case of international transport, in the event of concealed damage, the formalities to be completed are:	reported by the consignee within 7 days after delivery, Sundays and holidays not included	CMR
A European Union carrier performing a cabotage operation in France on behalf of a freight forwarder established in France sends an invoice:	excluding VAT, mentioning the freight forwarder's intra-community identification number	Customs
You are importing specialised equipment from China for the period of a construction site. The most appropriate customs procedure in this context is:	temporary admission	Customs
In the case of air transport, in the event of delay, the claim from the date of receipt of the goods must be made at the latest within:	21 days	Maritime & Multimodal Transport
ECS and ICS are paperless control systems that:	Pre-alert customs authorities during export or import operations	Customs
In an international sale, a documentary credit may be in:	dematerialised form if the banker accepts it	General knowledge on transport
On an AWB, "AWB taxes" fund:	partially to the carrier's cash flow and partially to the cargo agent's cash flow	Maritime & Multimodal Transport
Offloading is:	an unloading and reloading of the goods in another means of transport	Maritime & Multimodal Transport
A customs declaration (SAD) must be completed in trade between France and:	Switzerland	Customs
The Community transit procedure is applicable to:	the importation of goods originating in non-EU countries and not released for free circulation	Customs
Which of the following procedures cannot be characterised as a suspensive customs procedure:	release for free circulation	Customs
In the case of a Sydney (Australia) CFR sale, it is up to:	the buyer to arrange for import customs formalities	Incoterms
The Authorised Economic Operator (AEO) status is:	granted to all international trade operators (carriers, exporters, importers, freight forwarders...)	Customs
Some maritime containers have been "ISO" standardised, including the containers of:	40 feet	Maritime & Multimodal Transport
The document that must be presented to the import customs to benefit from the tariff preferences granted under the agreements signed by the European Unions is:	The EUR 1	Customs
A company in Avignon (France) buys from a Japanese supplier in Tokyo. For internal organisation reasons, it does not take care of any transport, insurance or customs operations. The incoterm used for this transaction is:	DDP Avignon	Incoterms
The dematerialised control system allowing an exporter to justify the effective exit of a product from the European Union is:	ECS	Customs
You have to ship industrial machinery by river and then by rail to Ukraine. The seller agrees to pay the shipping costs, but refuses to bear the risks. The Incoterms® rule will be:	CPT Kiev	Incoterms
Under cover of an ITF authorisation, a French carrier can carry out road transport of goods:	between France and Serbia	Road transport regulation
Of the following transport documents, the one that constitutes a document of title to the goods is:	the maritime bill of lading	Maritime & Multimodal Transport
Incoterms® are international trade rules that deal with:	the transfer of risks and costs	Incoterms
A "blank" bill of lading means that:	the exporter will endorse it to whomever he/she wishes	Maritime & Multimodal Transport
The drafting of shipping documents is the responsibility of:	the carrier	General knowledge on transport
The ADR regulates the transport of dangerous goods by:	road	Dangerous goods

The AEO (Authorised Economic Operator) status allows:	to benefit from simplified control procedures (customs and/or security)	Customs
An IATA approved air cargo agent may issue:	AWBs on behalf of all airlines	Maritime & Multimodal Transport
The export customs value is the value of the goods at:	leaving the national territory	Customs
An ocean container is "LCL/FCL" when it contains cargo:	from multiple suppliers for a single consignee	Maritime & Multimodal Transport
A document, resulting from an international convention, facilitates the temporary import and export as well as the transit of goods and this, free of duties and taxes. It is the following document:	the ATA carnet	Customs
In a "FOB" sale, the seller fulfils his/her obligation when:	the goods are loaded on board of the vessel in the port of departure	Incoterms
The Incoterms® rule that is most binding on the seller is:	DDP	Incoterms
For multi-manning, according to Regulation (EC) No. 561/2006 on driving and rest periods, the daily rest per driver is at least 9 consecutive hours per period of:	30 hours and can be taken in a hotel or in a stationary vehicle with suitable sleeping facilities	European social regulations on driving and rest times