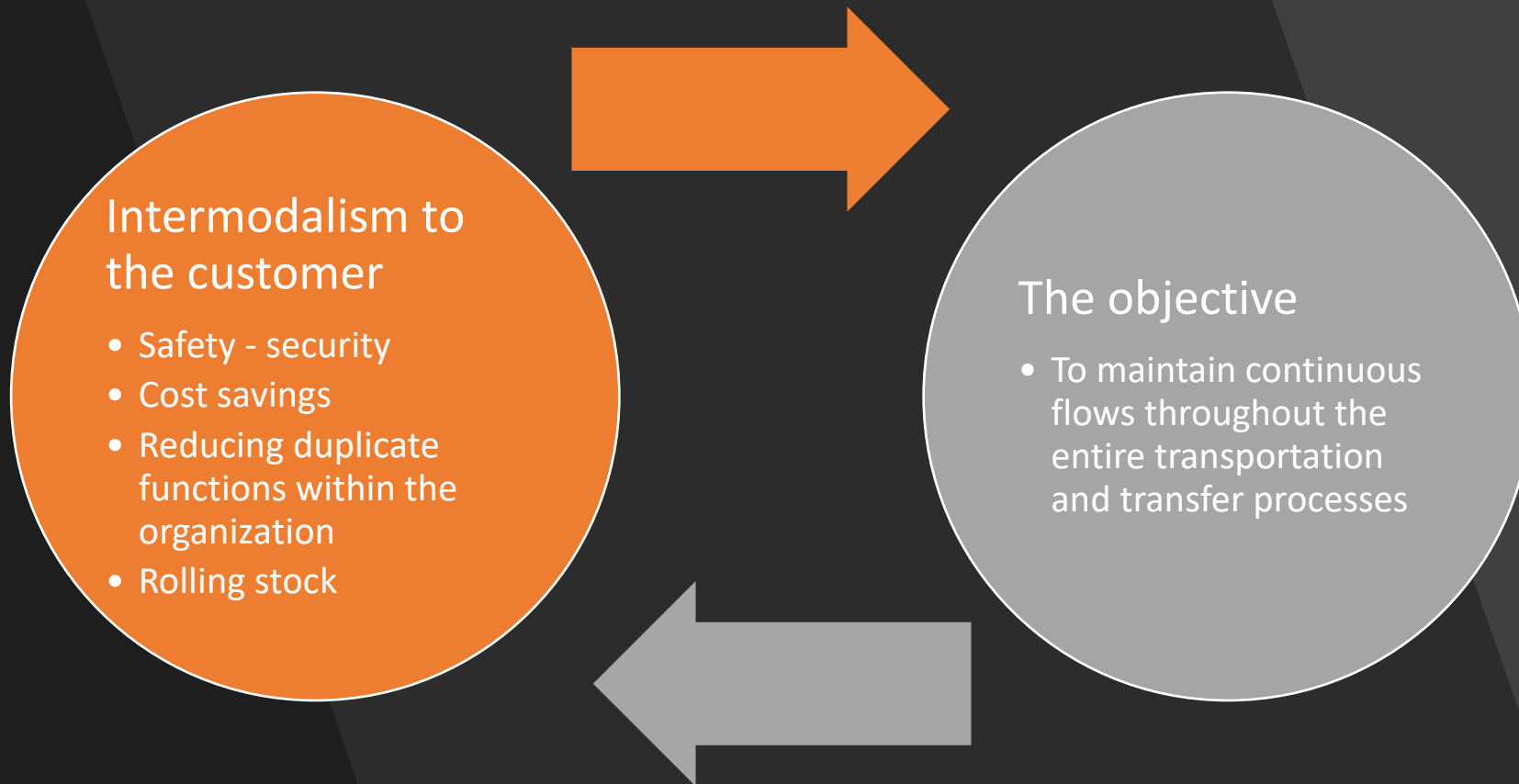


TRANSPORT MODES



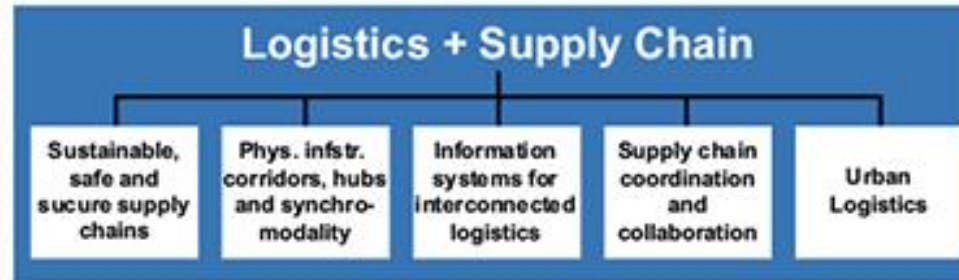


Frédéric Gauthier

Traditional vision



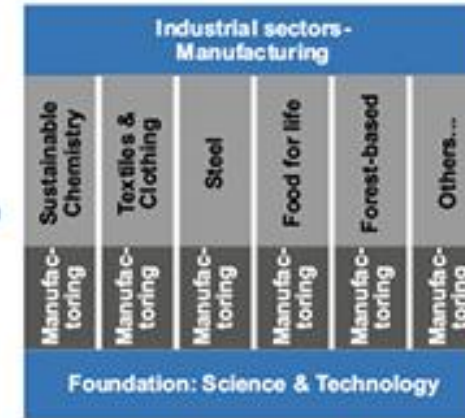
ETP on Logistics vision



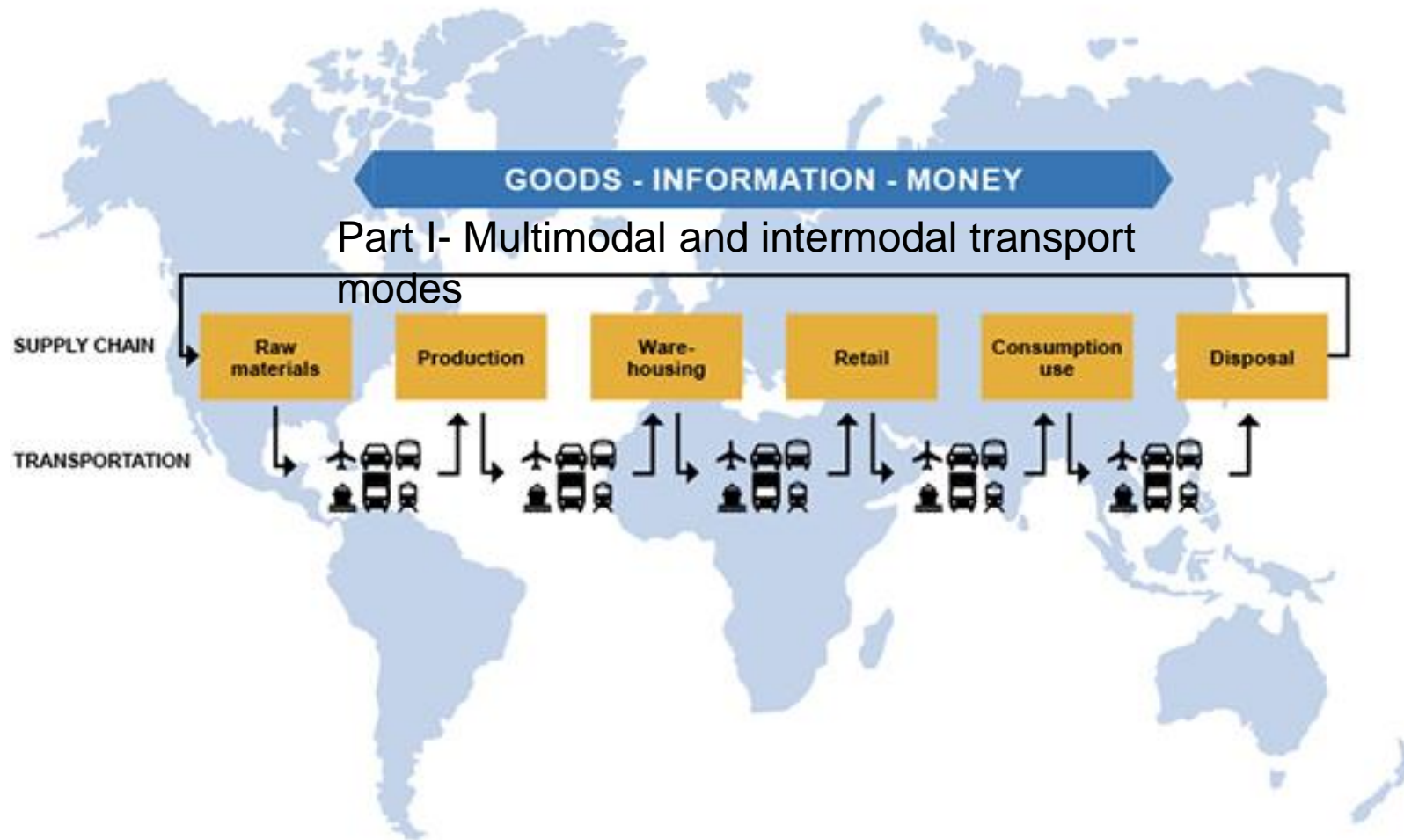
How to Transport



What to Transport



Availability of modes



BY ROAD

Size and regulation

- Minimum is 2.44 m
- Maximum width 2.60 m for controlled temperature equipment
- 2.55 m related to other vehicles
- Maximum length Trailer 12 m
- Articulated vehicle 16.50 m
- Semi trailer 13.65 m
- road train 18,75 m
- public works vehicles 22 m



WEIGHT

Maximum Load 2 axles load 19t

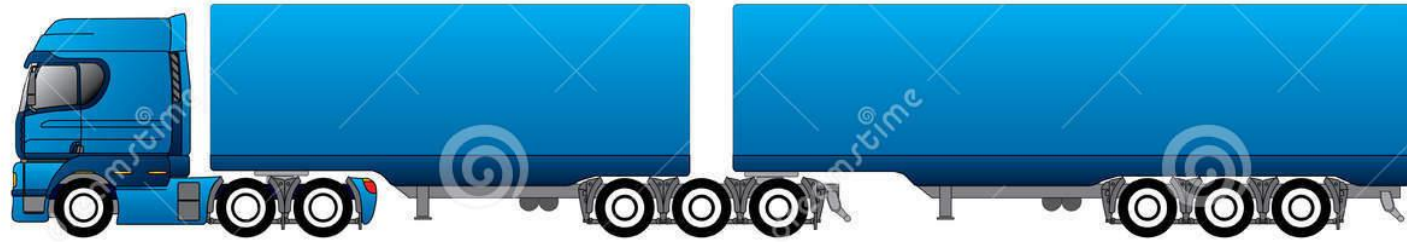
3 axles 26 t

4 axles 32t

- Road train

5 axles or more 40t or 44t

2 axles + 2 axles 38t



Download from
Dreamstime.com

This watermarked comp image is for previewing purposes only.



ID 17005616

© Mihaly Pal Fazakas | Dreamstime.com

Articulated vehicle

2 axles+2 axles 38t

5 axles and more
40t or 44t

Double Road train
40t or 44 t

Maximum load per
axle

maximum weight on
one axle 7,350 t

Engine axle : 13,15 t

Nota also
depending on the
distance between
axles

still WEIGHT

Market
conditions :
kind of
goods

- On pallets
- Containerized
- Bulk
 - not forgetting density
- Long size goods, large diameter, specific goods (hazardous, car industry ...)





Market
conditions

distance,
market
and
quantity

- Equipment in accordance with handling equipment
 - at departure
 - at destination
- According to requirements, constraints
 - city center delivery example
- Distance
 - long,
 - short
- Combined transport and roll on roll off
- Circulation conditions
 - geographic place,
 - way,
 - weather conditions





Offer conditions

Service frequency, overcrossing boarder transportation

Key information

number of packages,
weight, volume, sizes

Constraints : number of drivers per truck, drivers attending to handle, extra tasks (cash against delivery ...)

Customer access, shipping and delivery places (fixed or variable), speed ...

Load distribution and stowage

key to security

(heavy goods have to be secured)

Loading conditions

| | Full length of the vehicle (a) | Full width of the vehicle (b) | Full height of the vehicle © |
|---------------------------|--------------------------------|-------------------------------|------------------------------|
| Length of the package (d) | $1=a/d$ | $2=b/d$ | $3=c/d$ |
| Width of the package (e) | $4=a/e$ | $5=b/e$ | $6=c/e$ |
| Height of the package (f) | $7=a/f$ | $8=b/f$ | $9=c/f$ |

And pallets ...



Loading conditions

And we calculate the matrix

We integer the result to the upper digit

We have to fill remaining empty spaces

We have also to identify goods shipment constraints such as for instance we have to put in height sense of the package ...

With several goods, heavy density goods have to be loaded on the floor...

Pallets

Wooden, plastic,
steel, corrugated

EUR, owner ,
expendable pallet,
rented pallet

Possibility of
exchange system

Pallets are included in
the gross weight
declaration of the
shipment

Security agreement
needed as most of
security problem in road
transport are due to
handling : loading and
discharge

Road transport exceeding dimensions in France (example)

| Category | Category 1 | Category 2 | Category 3 |
|--|-------------------|---------------------|-------------------|
| Gross combination weight rating (GCWR) | Less than 48t | Between 48 and 72 t | More than 72 t |
| Width | Less than 3 m | Between 3 and 4 m | More than 4 m |
| Length | More than 20 m | Between 20 and 25 m | More than 25 m |



Under
previous
authorization

- Accompanying pilot and vehicle depending on the category :
 - more than 25m long with category 2



Picking (usually less than 3t)
then receiving the goods and
new shipment

Thanks to haulage vehicles

Star oriented network is
frequent

Is usually managed by a
consolidator and/or carrier

The network of several
carriers is usually used to
cover a wide territory such as
France

Information tracking is crucial
here
registration, control,
identifying problems, proof
to get in case of claim
the transport order than the
transport receipt are the key
starting points of information

Consolidation platform and
disconsolidating platform

Document

date and signature

A routing tag stucked by the shipper is needed and might be supplied by the carrier (bar code to offer scanning at each step)

one for the shipper
one for the consolidation platform,
one for the transport invoice,
one for the arrival platform,
for the consignee

Document



To check possible gaps between what is really on the platform and what has been registered (movements) :

missing or exceeding quantities have to be inquired



Claim management : documents needed are ...

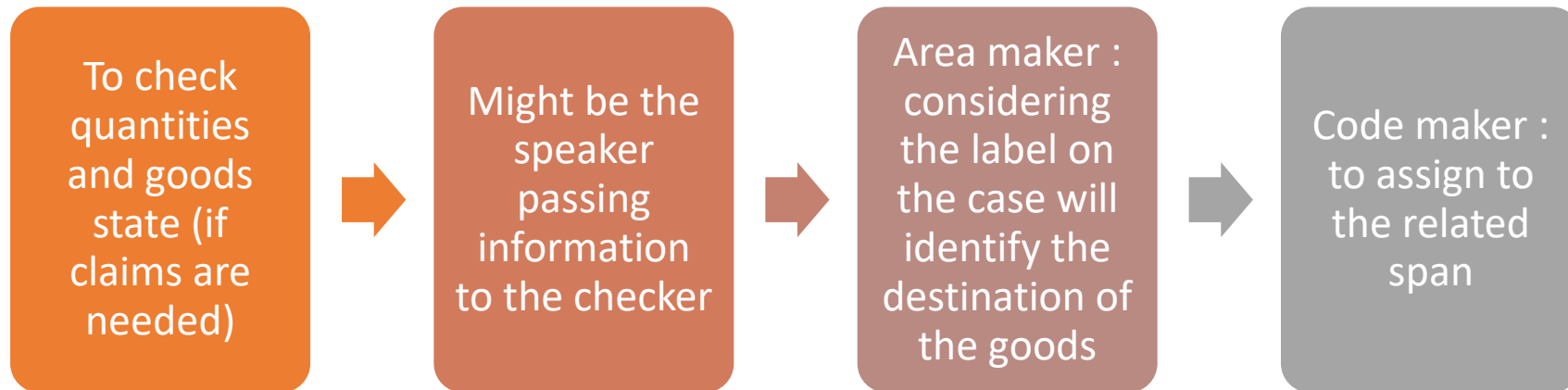
invoice copy, delivery receipt copy, transport order copy



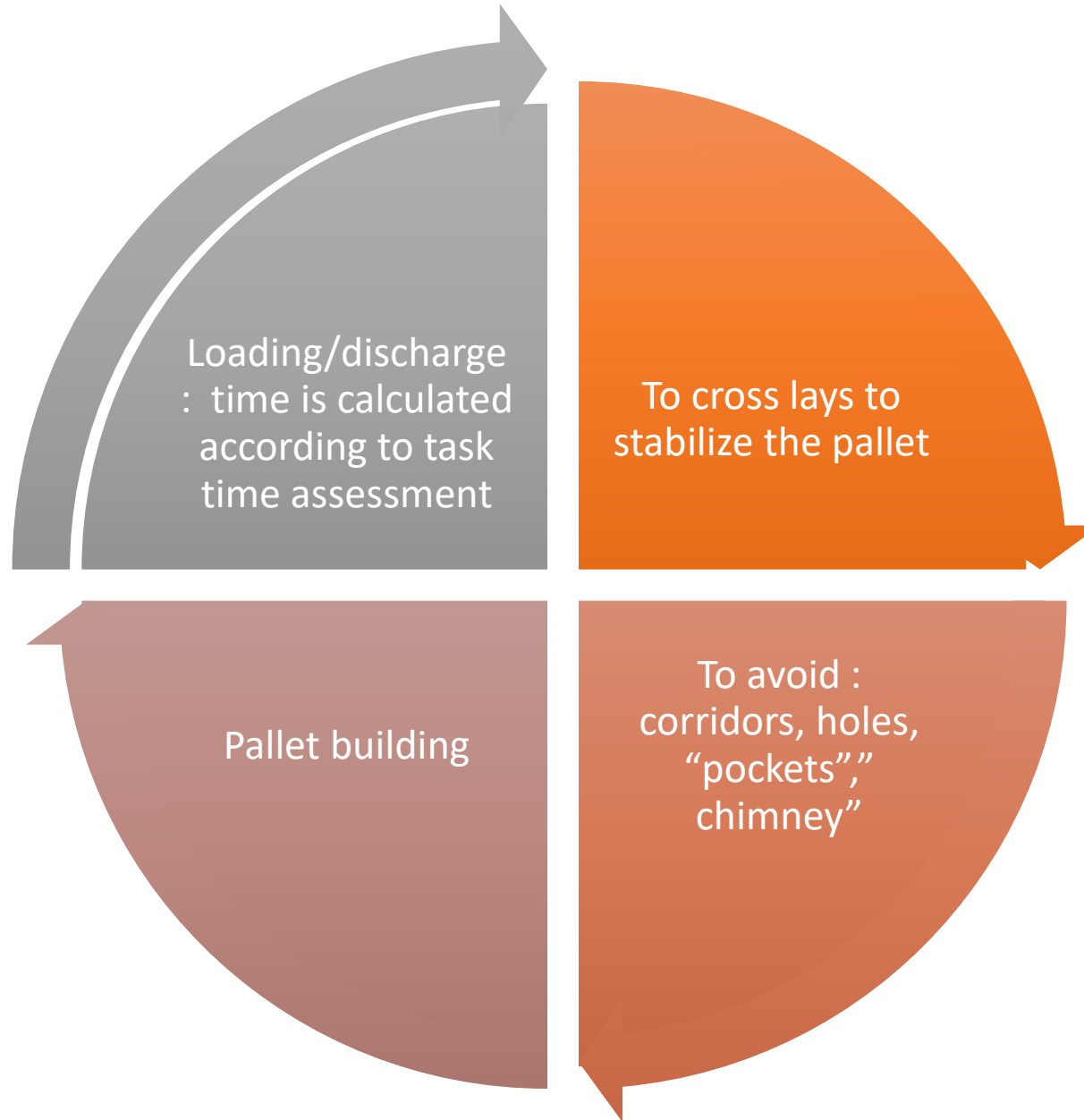
We can identify areas for :

quays, rod bay (*travée de stockage*),
non shipped goods bay,
preparation area,
maintenance area (handling equipment ..),
storage bay, offices

Handling steps, skills



Building the pallets



Example

| | |
|--|---|
| <p>Discharge and sorting goods</p> | <p>To take goods in the vehicle, put them on the floor (quay) to pile them up to take them with a hand pallet truck</p> |
| <p>Vocabulary</p> | <p>One shipment = one position = one transport receipt form</p> |

Productivity transport tour information

| | | | |
|-----------------------------|---|--------------------------------|-----------------------------|
| Tour number, | driver name, | number of customer deliveries, | number of positions, |
| number of customer pickups, | departure time, , actual deliveries compared with expected ones, | actual positions, | disputes about past claims, |
| | information about non delivery to customers, | other difficulties | |

Transport contract

The driver is obviously representing the carrier during the transport operation

What the carrier has to offer his customer :

Shipping time is usually about 30° mm as accepted

the empty vehicle is moved to the shipping place, preparation of the trailer for loading, and discharge, safe positioning of the vehicle, shim (*caler*) the bottom plate or landing legs of the trailer
Other services have to be duly requested

The shipper obligations

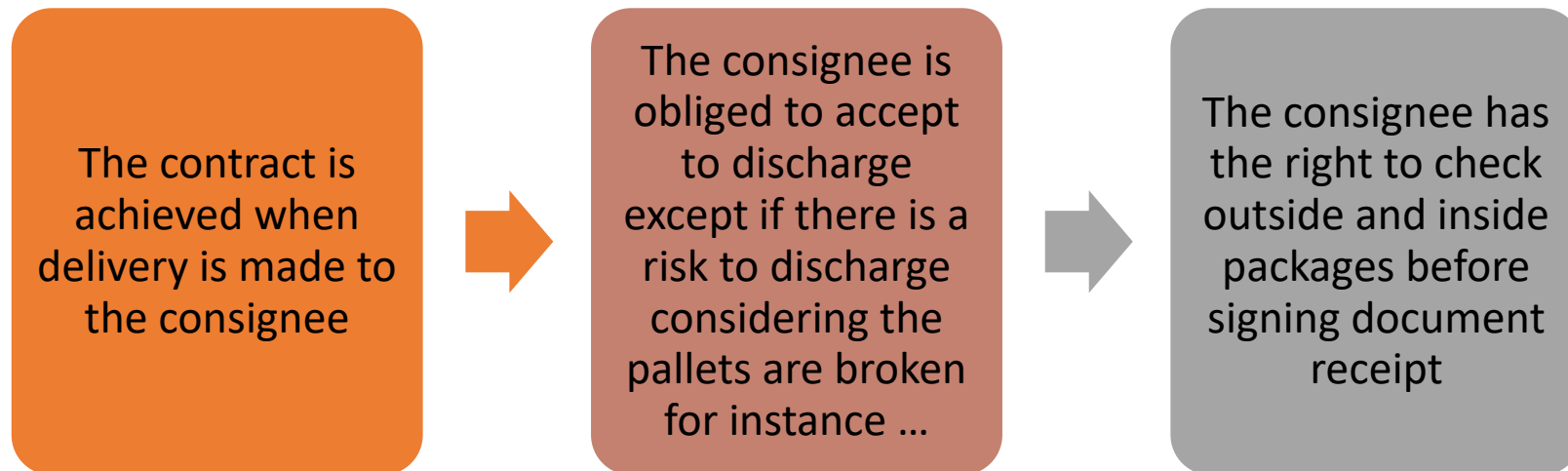
- **Packing**, packaging and labelling
- A pallet which is the reason for a damage during the transport engaged the responsibility of the shipper
- To **remit goods** at the expected time and the expected quantity
- For **more than 3 t loading** the shipper is responsible for securing of the load
- The belt is supplied by the carrier but fixed by the shipper (sangle)

The carrier obligations



- The vehicle has to be adapted but the **shipper has not to accept it either if it is not convenient**
 - Ex.The vehicle is dirty inside (trailer)
- The driver has to inform before leaving whether the load is not satisfactory
- The **driver** has to check the **security** along the transport operation
- **Transport time in France** is 450 kms per day
- Delivery has to be made to the **right consignee at the right place**

Consignee



International road transportation contract

CMR convention : 55 countries

Management of contract related to road transportation against payment loaded and delivered in **two different States** with at least one country member of the convention

Example **Ireland** hasn't signed the CMR convention

Even related to a **subcontractor** achieving a national part of the leg (consolidation example)

In case of claim, the proof of the contract is given by transport order, commercial offer, shipping instructions ...)

By the way CMR is applicable **even without roadway bill**

The CMR waybill has to be issued in 3 copies

Art. 30:10 - Model (RIJ) / Auteursrecht Stichting Vervoeradres - 's-Gravenhage
 NL 070-3 51 07 51 - BWA-besluiten 070-3 51 07 89



S-4vZ
 VO

| 1 Exemple pour expéditeur / Afzender (naam, adres, land) Exemplaar voor afzender | | LETTRE DE VOITURE - DOCUMENT DE TRANSPORT / FRACHTBRIEF - VERVOERDOCUMENT | | CMR | AVC-183 | Code transporteur / No vervoerbedrijf Code Franchisor / No | |
|--|--|---|--|--|---------|---|--|
| 2 Destinataire (nom, adresse, pays) / Bestemmings (naam, adres, land) Empfänger (Name, Anschrift, Land) | | 16 Transporteur (nom, adresse, pays) / Vervoerder (naam, adres, land) Frachtführer (Name, Anschrift, Land) | | In den de vervoerregelingen plaats van toezichtgeving en van aflevering van de zaken zijn gelogen in het verscheiden landen in het betreffende gebied de overeenkomst tot transport van goederen door de wet (CMR) van toezicht. | | | |
| 3 Lieu prévu pour la livraison de la marchandise (lieu, pays) / Plaats (overeenkomst) voor de aflevering der goederen (plaats, land) / Auslieferungsport des Gutes (Ort, Land) | | 17 Transporteur succursale (nom, adresse, pays) / Opzeggende vervoerders (naam, adres, land) Nachrichtige Frachtführer (Name, Anschrift, Land) | | In den de vervoerregelingen plaats van toezichtgeving en van aflevering van de zaken zijn gelogen in Nederland zijnde de door de Stichting Vervoeradres te griffie van de vervoerbedrijven vervoerders de Auteursrecht Stichting Vervoeradres Algemene Vervoerconvenant 1983, welke reizen, van toezichtgeving door de wet van de vervoerregelingen, van vervoer. (SVA) documenten voor de vervoerbedrijven: Toezicht- bedrington. | | | |
| 4 Lieu et date de la prise en charge de la marchandise (lieu, date) / Plaats en dat. v. toezichtgeving der goederen (plaats, land, datum) / Ort und Tag der Übernahme des Gutes (Ort, Land, Datum) | | 18 Réserves et observations du transporteur / Voorbehoud en opmerkingen van de vervoerder Vorbehalte und Bemerkungen des Frachtführers | | 5 Documents annexés / Bijgevoegde documenten Beigefügte Dokumente | | | |
| 6 Marques et numéros / Marken en nummers Kendelwoorden en Nummers | | 7 Adresse de code / Aantal code Aantal der Postcodes | | 8 Poids, contenance / Nijve van verpakking Op de Waasung | | 9 Nature de la marchandise / Aart der goederen Toezicht der Gode | |
| 10 Classe/Code Zaak | | 11 Code/Nummer Zaak | | 12 Lettre/Letter Burchabee | | 13 (ADR) | |
| 13 Instructions du transporteur / Instructies afzender Aanwijzingen des Afzenders | | 14 Conditions d'affranchissement / Frankingsvoorwaarden Frachtkoningsvoorwaarden | | 15 Remboursement / Rückzahlung | | 16 | |
| 14 Conditions d'affranchissement / Frankingsvoorwaarden Frachtkoningsvoorwaarden | | 15 Remboursement / Rückzahlung | | 16 | | 17 | |
| 15 Remboursement / Rückzahlung | | 16 | | 17 | | 18 | |
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| 96 | | 97 | | 98 | | 99 | |
| 97 | | 98 | | 99 | | 100 | |

Let op: Het is de afzender van de goederen te zorgen dat de goederen op de juiste wijze worden verpakt en geladen. De afzender is aansprakelijk voor schade van welke aard ook voortvloeiende uit het gebruik van het vervoerdocument. Het vervoerdocument is niet van toepassing op het vervoer van goederen van welke aard ook die niet zijn bedoeld voor het vervoer van goederen van welke aard ook.



SEAWAY

Key to international trade

80% of world freight

- 1500 billions dollars turn over

Geographical and strategic space

- Some corridors of a few miles wide

Sea network with regular routes

Key cross places

- Ormuz straight 11m
- Panama more than 18 m and Suez 23 m canals
- Malacca 25 m ; Pas De Calais 20 m
- Due to
 - physical constraints
 - Such as winds, oceans flows, rocks ...
 - Political borders
 - Coastal itinerary

World's 50 Busiest Container-Shipping Seaports in



Inland waterway transport is limited

- In Africa, Australia and Asia ... except ...

Water transport picture

- **Oceans and rivers**
 - Seasonal use as far as rivers are concerned
- **The most important rivers**
 - Chang Chiang (6379 kms), Yang tsé Kiang (4672 kms)
 - Mississippi, Rhine, Amazon
- Oceans : 71% of world surface

Sea freight

- intercontinental
 - Traffic capacity and continuity
- Geographical scale and density
- Heavy industries




▶ Technical Innovations are

▶ Infrastructures

▶ **Expensive**

- ▶ locks to canals, transshipment capacities
- ▶ About speed : from 15 to 30 knots
- ▶ And saving energy : ships shape, material hull
- ▶ Engine : double propeller
- ▶ Automatisations : navigation : assistance system

▶ **Specialization**

- ▶ Ships : bulk, breakbulk, containers
 - ▶ Routes
- 

▶ Sea transport

▶ The **most economical transport** mode

- ▶ 1 l of fuel : 312 kms by sea, 75 kms by truck
- ▶ Turn over in 2020 : 2000 billions \$
 - ▶ But high investment

▶ **Public sector**

- ▶ security, dredging, guiding /
- ▶ private sector : terminals, ships, handling

▶ **States influence**

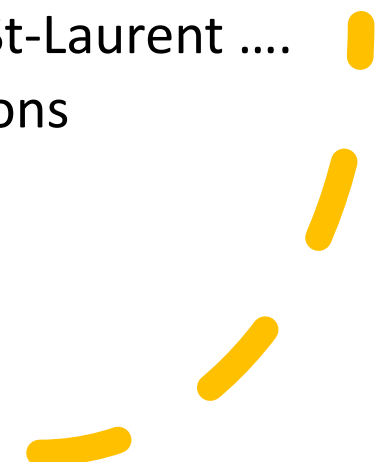
- ▶ economical power, ships yards industry

▶ Flags of convenience

▶ Inland waterways : Volga, St-Laurent

▶ Trans continental connections

- ▶ Energy
- ▶ Sea mega firms
- ▶ concentration

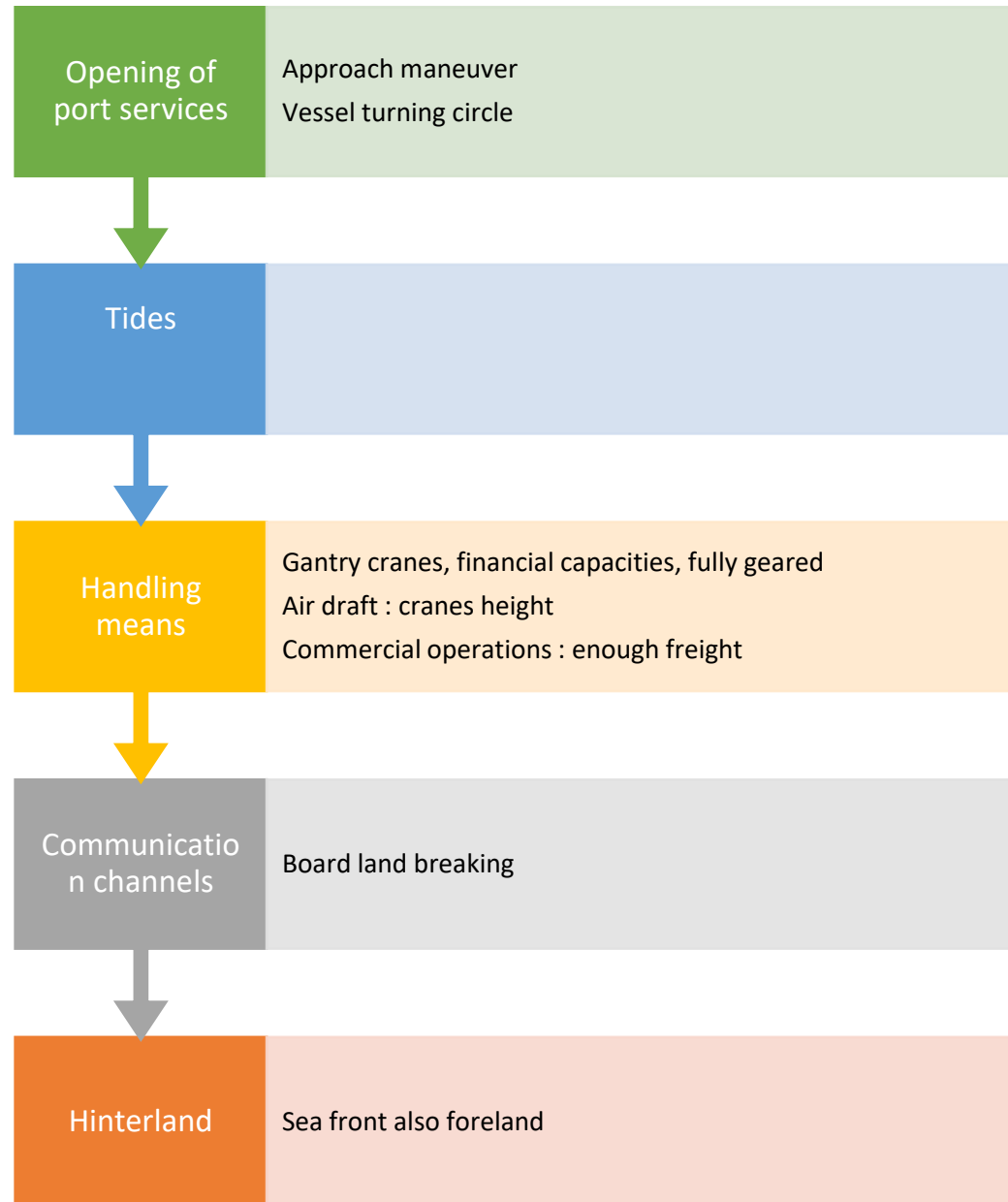


Flows organization

- ▶ Repetitive operation
- ▶ Flows
- ▶ Which volumes – which products – which period
 - ▶ At manufacturer premises
 - ▶ Intermediary stock
- ▶ Deliveries frequency
 - ▶ Volume and cost of transport
 - ▶ Fixed cost drop and inventory increasing cost
- Storage cost
 - Physical
 - Finance
 - commercial



2- Port choice





L'arrière-pays du port de Montréal



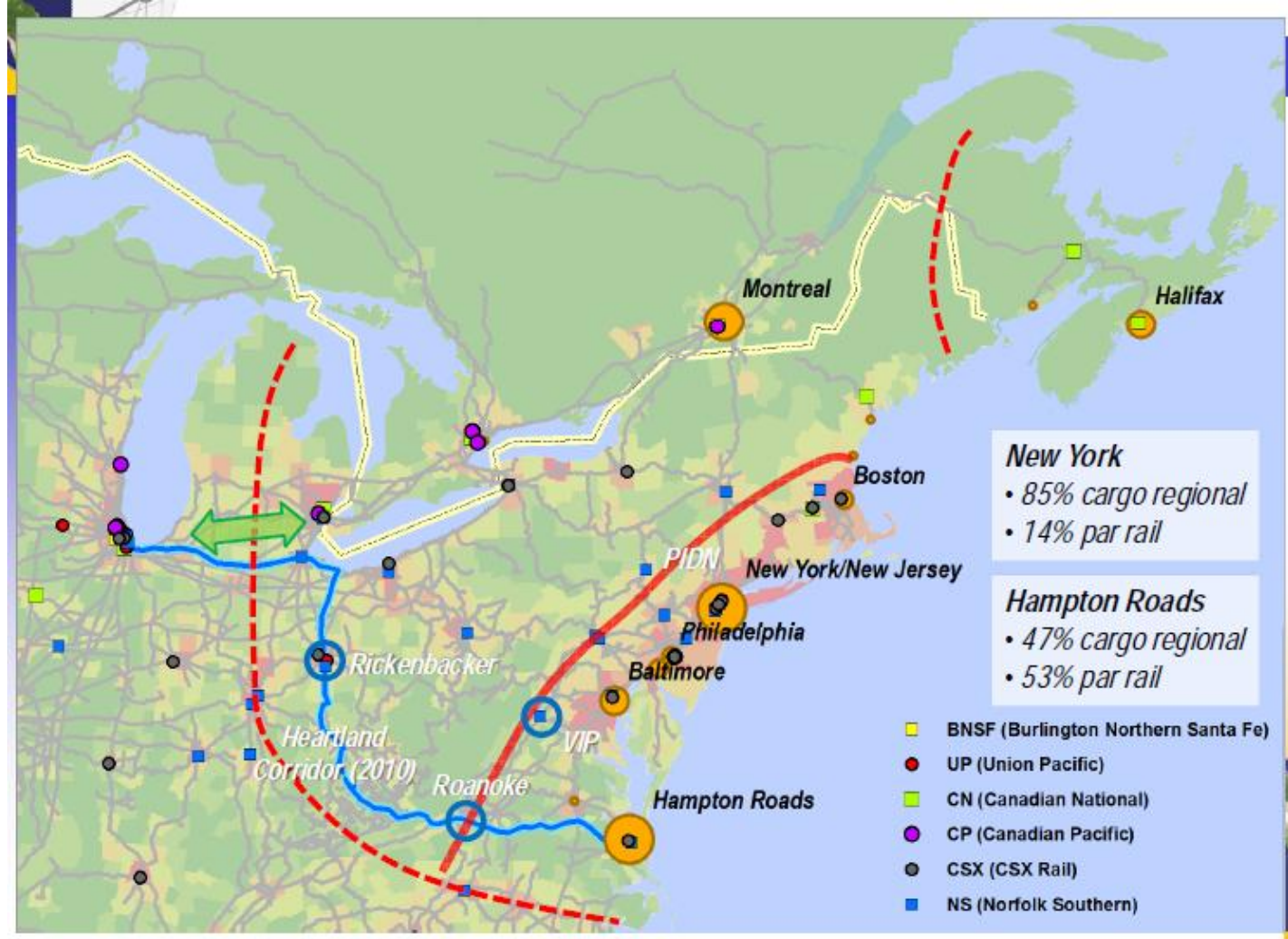
A range : several ports connected together

Main ports examples

- Northern range : from Dunkirk to Hamburg
- North America seafront from St Laurent to Mexico Gulf
- Western seafront : From Puget Sound to California
- Asian seafront : from Singapore to Korea

Feeder

- Increases due to big ships and limited number of ports



2- Intermodal moves

Export shipping- one shipping document

Ocean shipping

Liner – charter

- On demand – a given period
- Bulk and heavy

Type of cargo

- Conventional : oversized cargoes
- Container : to unitize cargo –loading and unloading

2-



Ship size



Tanker period charter market



Dry bulk freight rates



The liner shipping market



Concentration in liner shipping



Freight level of containerized services

Crude oil tankers

| | |
|--------------------------|---------------------|
| Very large crude carrier | 200,000 dwt* plus |
| Suezmax crude tanker | 120,000–200,000 dwt |
| Aframax crude tanker | 80,000–119,999 dwt |
| Panamax crude tanker | 60,000–79,999 dwt |

Dry-bulk and ore carriers

| | |
|------------------------|-------------------|
| Capesize bulk carrier | 100,000 dwt plus |
| Panamax bulk carrier | 60,000–99,999 dwt |
| Handymax bulk carrier | 40,000–59,999 dwt |
| Handysize bulk carrier | 10,000–39,999 dwt |

Container ships

| | |
|-----------------------------|----------------------|
| Post-panamax container ship | beam of >32.3 metres |
| Panamax container ship | beam of <32.3 metres |

000 tons load

Geared bulk carriers

- Feature a **series of holds** (from 5 for a 35,000 ton vessel to 9 for a 250,000 ton vessel)
 - They have cranes or derricks which allow them to discharge cargo in ports without shore-based equipment.
 - This gives geared bulkers flexibility in the cargoes they can carry and the routes they can travel.
- **Selfdischargers**
 - are bulkers with conveyor belts which allow them to discharge their cargo quickly and efficiently



Table 2.3: The average dimensions of different generations of container vessels.

| Generation | Capacity in TEU | LOA (m) | Beam (m) | Draught (m) |
|--------------------------|------------------------|----------------|-----------------|--------------------|
| First (1968) | 1,100 | (NA) | (NA) | (NA) |
| Second (1970–1980) | 2,000–3,000 | 213 | 27.4 | 10.8 |
| Panamax (1980–1987) | 3,000–4,500 | 294 | 32.0 | 12.2 |
| Post-Panamax (1988–1995) | 4,000–5,000 | 280–305 | 41.1 | 12.7 |
| Fifth (1996–2005) | 6,400–7,500 | 300–347 | 42.9 | 14.0 |
| Sixth (2006–2007) | 8,000–9,000 | 330–380 | 47 | 14.5 |
| Seventh (2007–2013) | 12,500–15,000 | 380–400 | 58 | 15.0 |
| Near future (2013–2014) | 18,000 | 400 | 58 | 16.0 |

Source: OSC (2002) and Drewry (2011).



Breakbulk Vessels

carry non-containerized general cargo

As containerization proceeded, these ships were **forced off major trade routes** by more efficient containerships and ro/ro ships.

Today, breakbulk vessels remain in operation on secondary and tertiary routes.

F A S I S T A N B U L

| | | | | | |
|---------------------|--------------|-----|-------|----------|--------|
| Capacity | At 14 T | 450 | Teus | G.R.T. | 6638 |
| | Total Intake | 560 | Teus | N.R.T. | 3737 |
| | | | | S. DWT | 9729 |
| Speed | Service | 14 | Knots | L.O.A. | 126.08 |
| | Maximum | 15 | Knots | Draft | 8.26 |
| | | | | Beam | 18.6 |
| | | | | Geared | Yes |
| Charter Rate | 8,314 \$ | | | Cellular | No |

| Port Name | Dist Miles | T I M E (hours) | | | | | | Cumul Days | Port | | |
|--------------|-------------|-----------------------------|--------------------------|-------------------------|-----------------------------|-----------------------------|------------------------------|-----------------------------|------------------|-------------|----------|
| | | Sea | Manouv | Wait | Berth | Port | Total | | Cost | Moves | Product. |
| D M T | | | 2 | 0 | 46.7 | 48.7 | 48.7 | 2.0 | 3,540 \$ | 700 | 15 |
| LPI | 590 | 42.1 | 2 | 0 | 12.5 | 14.5 | 56.6 | 4.4 | 1,800 \$ | 150 | 12 |
| CNZ | 548 | 39.1 | 2 | 0 | 22.7 | 24.7 | 63.9 | 7.0 | 4,600 \$ | 250 | 11 |
| ODS | 173 | 12.4 | 2 | 0 | 27.3 | 29.3 | 41.6 | 8.8 | 12,000 \$ | 300 | 11 |
| BRG | 299 | 21.4 | 2 | 0 | 12.0 | 14.0 | 35.4 | 10.3 | 14,000 \$ | 120 | 10 |
| LPI | 478 | 34.1 | 2 | 0 | 11.7 | 13.7 | 47.8 | 12.2 | 1,800 \$ | 140 | 12 |
| D M T | 590 | 42.1 | | | | | 42.1 | 14.0 | | | |
| Reserve | | | | | | | | | | | |
| TOTAL | 2678 | 191.3 7.97 | 12 0.50 | 0 0.00 | 132.8 5.53 | 144.8 6.03 | 336.1 14.00 | Hours Days | 37,740 \$ | 1660 | |

| Vessel Consumption (t/day) | | | Voyage Consumption | | | Bunker Price | | Place |
|----------------------------|---------|----|--------------------|-------|--------------|--------------|-----------|-------|
| | FO | DO | FO | DO | FO | DO | | |
| Sea | 180 cst | 0 | 135.5 | 0.0 | 114 \$ | 208 \$ | | |
| Man | 17 | 0 | 4.3 | 0.5 | | | | |
| Port | 8.5 | 1 | 0.0 | 5.5 | | | | |
| | 0 | 1 | | | Total | FO | 15,931 \$ | |
| | | | Total | 139.7 | 6.0 | DO | 1,255 \$ | |

| VOYAGE COST SUMMARY | | | SLOT COST | | |
|---------------------|---------------------|-----|-----------|------|--------|
| CHARTER HIRE | 116,437 \$ | 68% | % | Teus | Cost |
| BUNKER COST | 17,186 \$ | 10% | 100% | 450 | 381 \$ |
| PORT COST | 37,740 \$ | 22% | 95% | 428 | 401 \$ |
| | | | 90% | 405 | 423 \$ |
| VOYAGE COST | 171,363 \$ | | 85% | 383 | 448 \$ |
| | | | 80% | 360 | 476 \$ |
| YEARLY COST | 4,466,103 \$ | | 75% | 338 | 508 \$ |



Specialized Vessels

- Tailored for certain functions such as transporting vehicles to overseas markets like those described under the heading of **ro/ro**.
- Specialized heavy-lift vessels are used to carry extremely large and heavy items.
- There are also **customized ocean vessels** for carrying livestock, and reefer containerships with plug-in facilities for maintaining low temperatures in fruit, vegetable and meat containers.



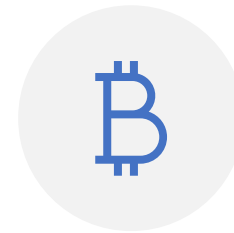
Combination Vessels



ARE DESIGNED TO TRANSPORT **BOTH LIQUID AND DRY BULK** CARGOES. IF BOTH ARE CARRIED SIMULTANEOUSLY, THEY ARE SEGREGATED IN SEPARATE HOLDS AND TANKS. COMBINED CARRIERS REQUIRE SPECIAL DESIGN AND ARE EXPENSIVE.



ARE OF NUMEROUS TYPES AND CONFIGURATIONS, INCLUDING RO/RO-LO/LO; THREE-WAY COMBINATION SHIPS FOR CONTAINERS, RO/RO AND BREAKBULK CARGO; AND **LASH SHIPS FOR CARRYING COMBINATION CARGOS**. AN UNUSUAL TYPE IS THE OBO (**OIL/BULK/ORE**), WHICH CARRIES BULK, OIL OR LIQUID PRODUCTS.



IN FINDING THE **SPECIFIC HYBRID SOLUTION** TO PARTICULAR TRADING CIRCUMSTANCES, CARGO MIX AND OPERATIONAL FLEXIBILITY MUST BE EXAMINED IN TERMS OF PRICE CHARGED, AVAILABILITY AND LOCATION OF THE SHIP, OPERATING AND CAPITAL COST DIFFERENCES, AND ANY RESULTING CHANGE IN OVERALL VESSEL PRODUCTIVITY






Gearless carriers

are bulkers without cranes or conveyors.

These ships depend on **the shore-based equipment** of the ports they visit for loading and unloading.

Due to their large size, they can only dock at the largest and most advanced ports.

The use of gearless bulkers avoids the costs of installing, operating, and maintaining cranes.

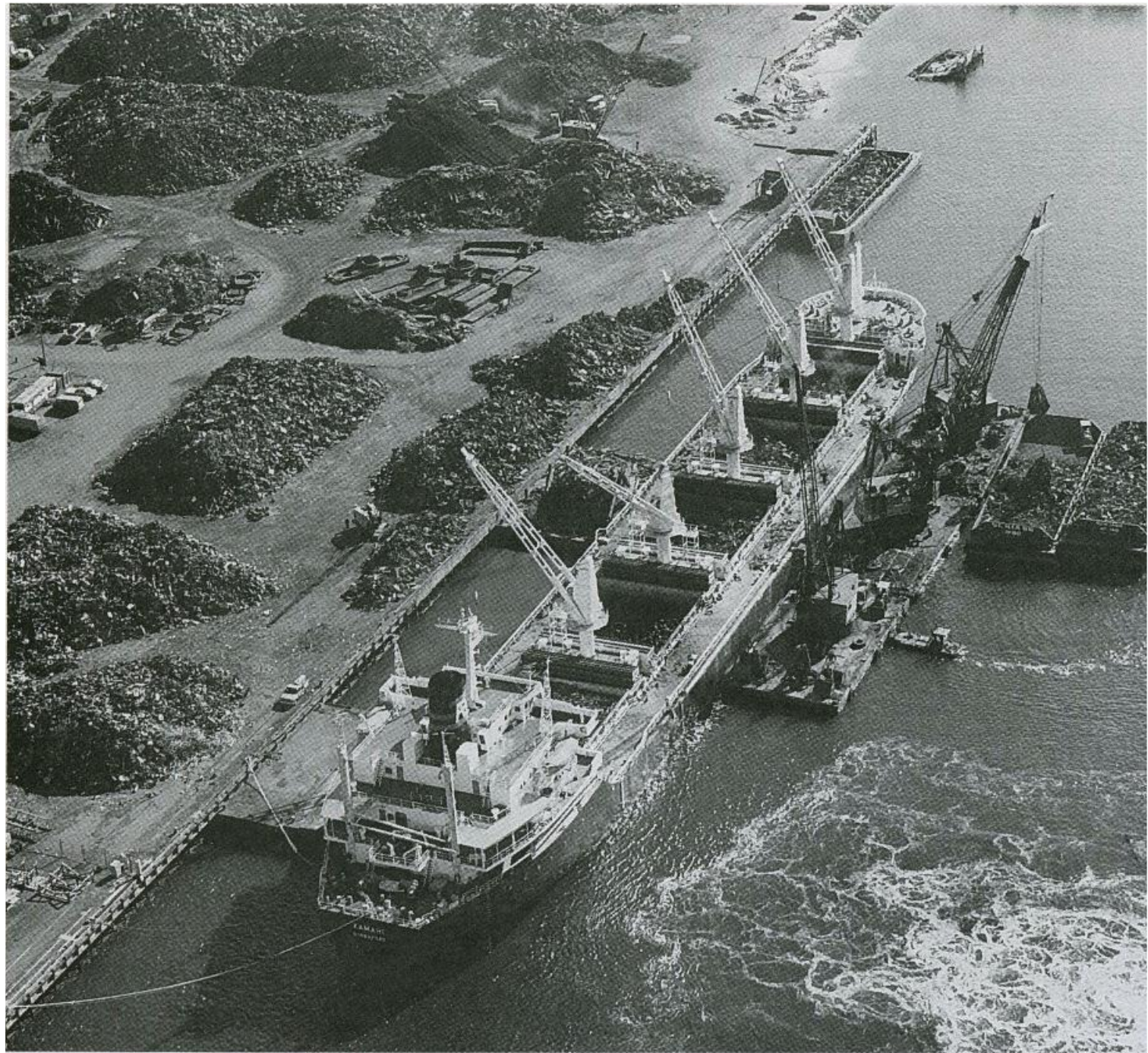


Dry Bulk and Tanker Vessels

Bulk ocean vessels are constructed for transporting **basic commodities** like coal, grain, bauxite and iron ore, or primary products like wool and cotton.

Petroleum and other liquid bulk commodities and products are transported in vessels called tankers, specifically designed for these types of cargos.

In a few, but **growing** number of instances, bulk commodities are being **containerized** for carriage in containerships such as cacao and coffee.

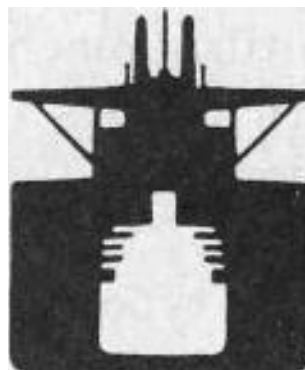
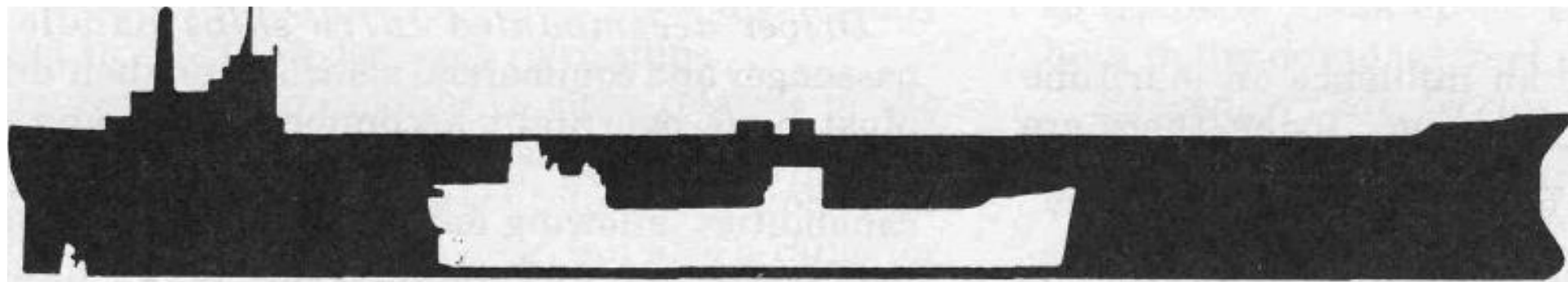




BIBO or
"Bulk In,
Bags Out"

bulkers are equipped to
bag cargo as it is loaded.

In one hour, this kind of
ship can load and
package 300 tons of bulk
sugar into 50 kg sacks



A World War II T-2 tanker (503 feet) compared to a modern 1,000-foot VLCC containership.
Drawing courtesy of *A Half Century of Marine Technology*, by Steven Spear, published by the Society of Naval Architects and Marine Engineers.

Merchant oil tankers

- A wide range of hydrocarbon liquids ranging from crude oil to refined petroleum products.
- Their size is measured in deadweight tons (DWT).
- Crude carriers are among the largest, ranging from 55,000 DWT Panamax-sized vessels to ultra-large crude carriers (ULCCs) of **over 440,000 DWT**.
- Supertanker is an informal term used to describe the largest tankers. Today it is applied to very-large crude carriers (**VLCC**) and **ULCCs** with capacity over 250,000 DWT.
- These ships can transport two million barrels of oil. **By oil consumption of Spain and the UK** way of comparison, the combined is about 3.2 million barrels (510,000 m³) of oil a day.
- On the other end of the journey, they often pump their cargo off to smaller tankers at designated lightering points off-coast.



Containerships

Ships

Containers

Size categories

Suezmax example

| Built | Name | Length overall (m) | | Length overall (ft) | | Beam (m) | Beam (ft) | |
|-----------------------|---|--------------------|-------|---------------------|-------|----------|-----------|--------|
| | | Maximum TEU | GT | Owner | | | | |
| 2015 (Switzerland) | MSC Oscar[1] | 395.4 | 1,297 | 59 | 194 | 19224 | 193000 | MSC |
| 2014 (China) | CSCL Globe[2] | 400 | 1,300 | 58.6 | 192 | 19100 | 187541 | CSCL |
| 2013 | Magleby Maersk[3] Maersk (Denmark) | | 398 | 1,306 | 58 | 190 | 18270 | 174500 |
| 2014 | MSC Newyork[4] MSC (Switzerland) | | 399 | 1,309 | 54 | 177 | 18270 | 176490 |
| 2013 | Madison Maersk[5] Maersk (Denmark) | | 398 | 1,306 | 58 | 190 | 18270 | 174500 |
| 2013 | Mærsk Mc-Kinney Møller[6] Maersk (Denmark) | | 398 | 1,306 | 58 | 190 | 18270 | 174500 |
| 2013 | Majestic Mærsk[7] Maersk (Denmark) | | 398 | 1,306 | 58 | 190 | 18270 | 174500 |
| 2013 (Denmark) | Mary Mærsk[8] | 398 | 1,306 | 58 | 190 | 18270 | 174500 | Maersk |
| 2013 (Denmark) | Marie Mærsk[9] | 398 | 1,306 | 58 | 190 | 18270 | 174500 | Maersk |
| 2012 | CMA CGM Marco Polo[10] CMA CGM (France) | | 396 | 1,299 | 54 | 177 | 16020 | 175343 |
| 2013 | CMA CGM Alexander von Humboldt[11] 153022 CMA CGM (France) | | | 396 | 1,299 | 54 | 177 | 16020 |
| 2013 | CMA CGM Jules Verne[12] CMA CGM (France) | | 396 | 1,299 | 54 | 177 | 16020 | 153022 |



Container

Includes any equipment used **to unitize cargo**, all types of containers and/or flats with iso accepted.

The acronym **ISO** stands for the International Organization for standardization with headquarters in Geneva.

The ISO freight container refers to a container complying with the ISO container standards in existence at the time of its manufacture.

In 1960's, export shipments often relied on conventional (break bulk) vessels. The cargoes were placed alongside a vessel for hoisting on board. The **stevedores (dockers) were often employed** to carry cargoes on and off the vessel.

20' Standard Container



□ **Cubic Capacity:** 33 m³ (1 172 ft³)

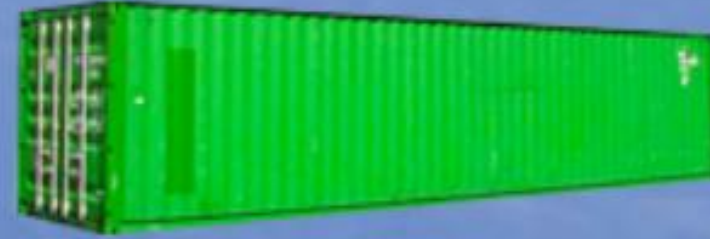
□ **Inside Dimensions:**

Length: 5.895 m (19' 4 1/8")

Width: 2.350 m (7' 8 1/2")

Height: 2.392 m (7' 10 1/8")

40' Standard Container



□ **Cubic Capacity:** 67 m³ (2 390 ft³)

□ **Inside Dimensions:**

Length: 12.029 m (39' 5 1/2")

Width: 2.350 m (7' 8 1/2")

Height: 2.392 m (7' 10 1/8")

Container inside dimensions

Load to prepare in a container ?

- **This order to Singapore is about**
 - 800 products packed in 32 outer cases not stackable
 - To be loaded on euro pallets
 - Outer case
 - weight 565 kg
 - L 0.60 x l 0.40 x h 1.50 m
 - Europallet
 - 0.80x 1.30 x 0.15 m
 - Maximum load 2.5 t
 - Gross weight 30 kg
 - 20' container dimensions
 - as before

- How many pallets do we need
- How many pallets in a 20' container
- Add any useful comment



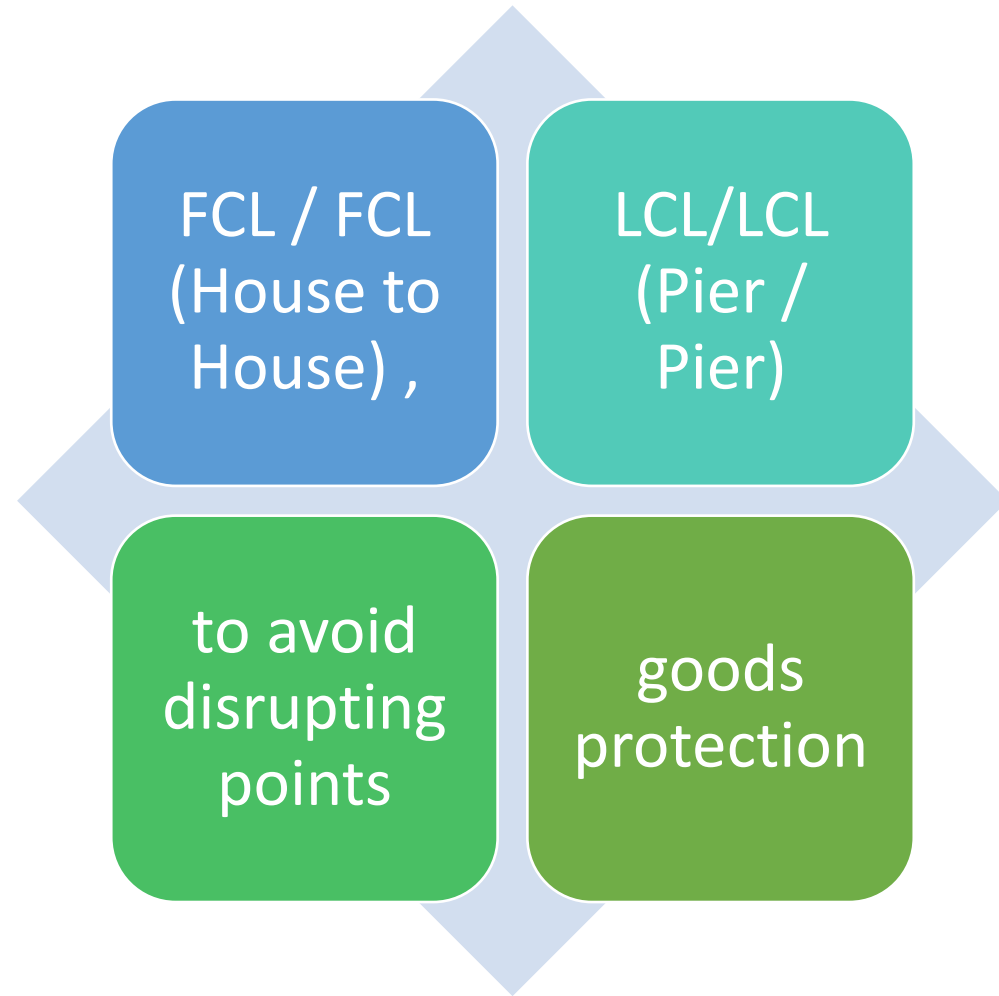
The loading and unloading

vessels consumed too much time, which caused dockside bottlenecks and delayed shipments.

With the increased use of containers the **congestion was decentralized and transferred** from the docks or piers to the container freight stations or terminals.

Carry **standardized** containers that greatly facilitate the loading and unloading of cargo and intermodal transfers

The time a ship has to stay in a port is reduced



Suez Canal bridge



Suez max



Suezmax is a naval architecture term for the largest ships capable of transiting the Suez Canal fully loaded, and is almost exclusively used in reference to tankers.



The current channel depth of the canal allows for a maximum of 16 m (53 ft) of draft, meaning many fully laden supertankers are too deep to fit through, and either have to unload part of their cargo to other ships ('transshipment') or to a pipeline terminal before passing through, or alternatively avoid the Suez Canal and travel around the Cape of Good Hope instead. Currently, the canal **is deepened to 20-23 m.**



The typical **deadweight of a Suezmax ship is about 150,000 tons** and typically has a beam (width) of 46 m (151 ft). Also of note is the maximum head room - 'air draft' - limitation of 68 meters,

Special containership

- The **Panamax size ship** : less than 294 m length and 32.20 m width
- In 1988 : 292 m length, 32 m width for 4000 containers loaded
- Panamax is determined principally by the dimensions of the **canal's lock chambers**, each of which is 33.53 metres (110 ft) wide by 320.0 metres (1050 ft) long, and 25.9 metres (85 ft) deep. The usable length of each lock chamber is **304.8 meters** (1000 ft). The available water depth in the lock chambers varies, but the **shallowest** depth is at the south sill of the Pedro Miguel Locks and is **12.55 metres** (41.2 ft) at a Miraflores Lake level of 16.61 metres (54 feet 6 in).

Overpanamax ships



They are unable to cross Panama canal



In 1996 with overpanamax ships, their size reaches 320 m length, 43 m width for 7000 containers



The container ships used in the international traffic are designed with **the cells (compartments with cell guides)** resembling a honeycomb wherein the containers are placed, thus named cellular container ships.



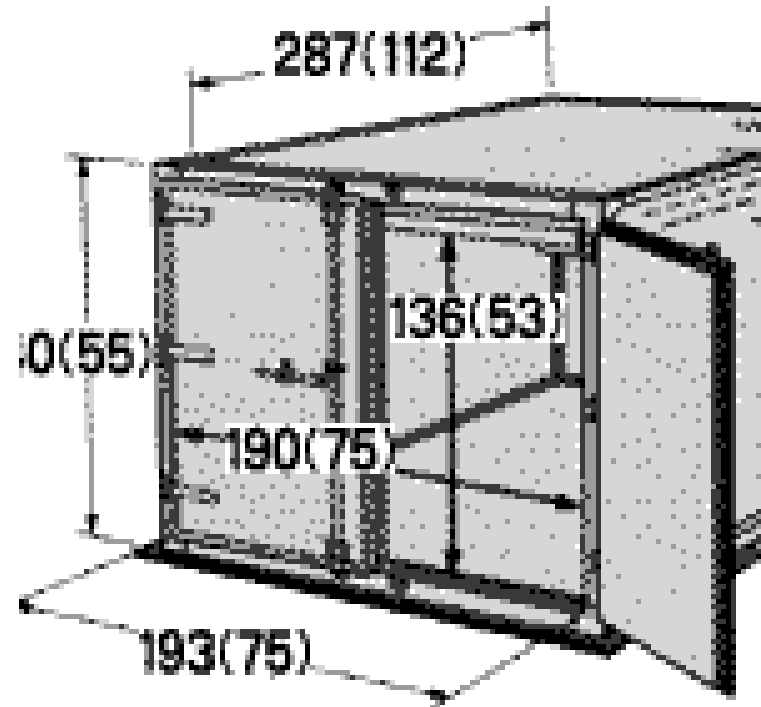
The ships are bigger and faster nowadays especially those used in the deep sea voyage (long haul). Those rated below 20 knots are commonly used in the short sea voyage (short haul).

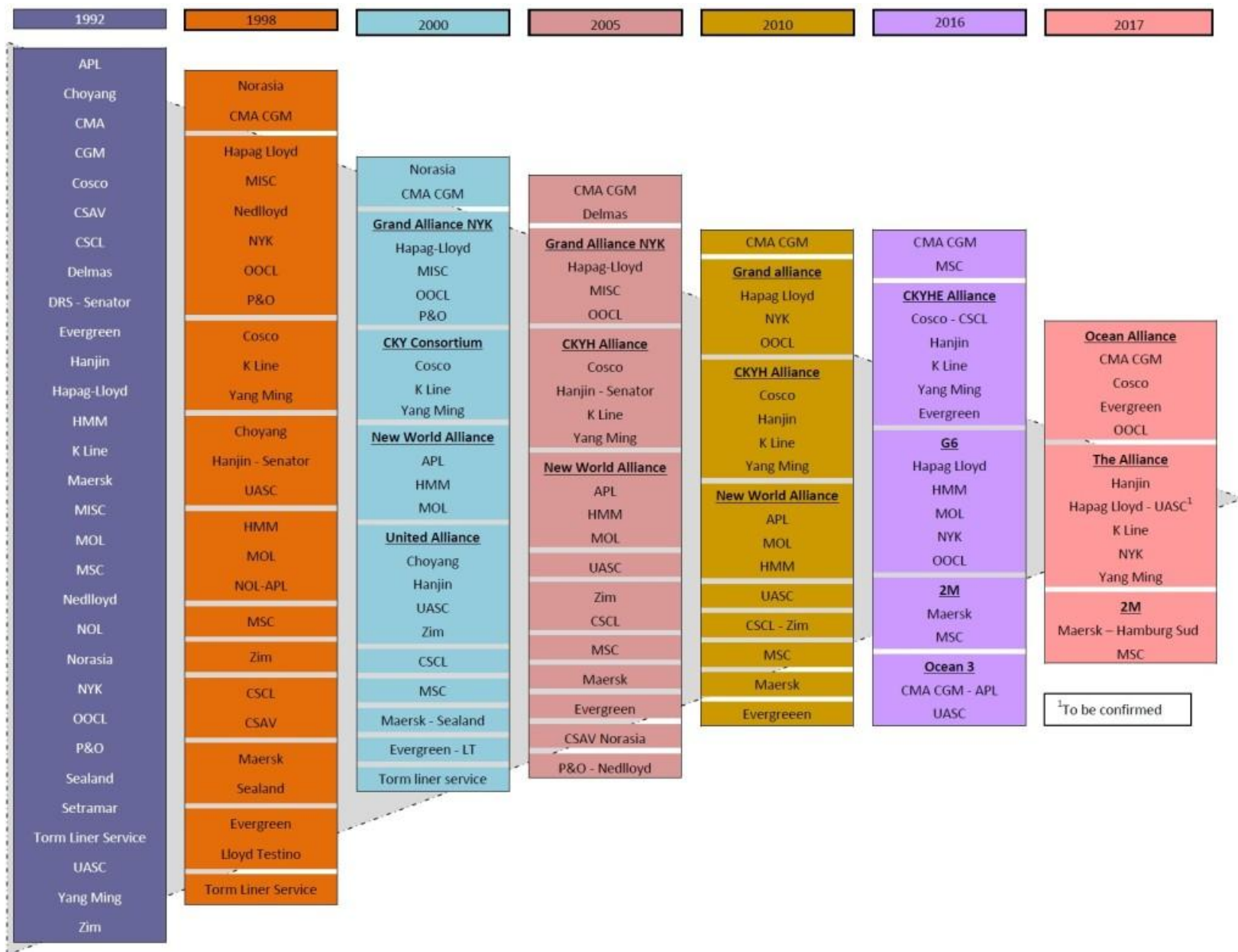


Some rated 24 Knots have a carrying capacity of 4000 to 4.900 TEUs and load to 75000 metric tons and more

TRANSPORT COST

- Sea freight
 - Alliances
- Freight calculation
 - Bulk
 - Container
- Road transport cost
- Asking for a quotation





Suez max



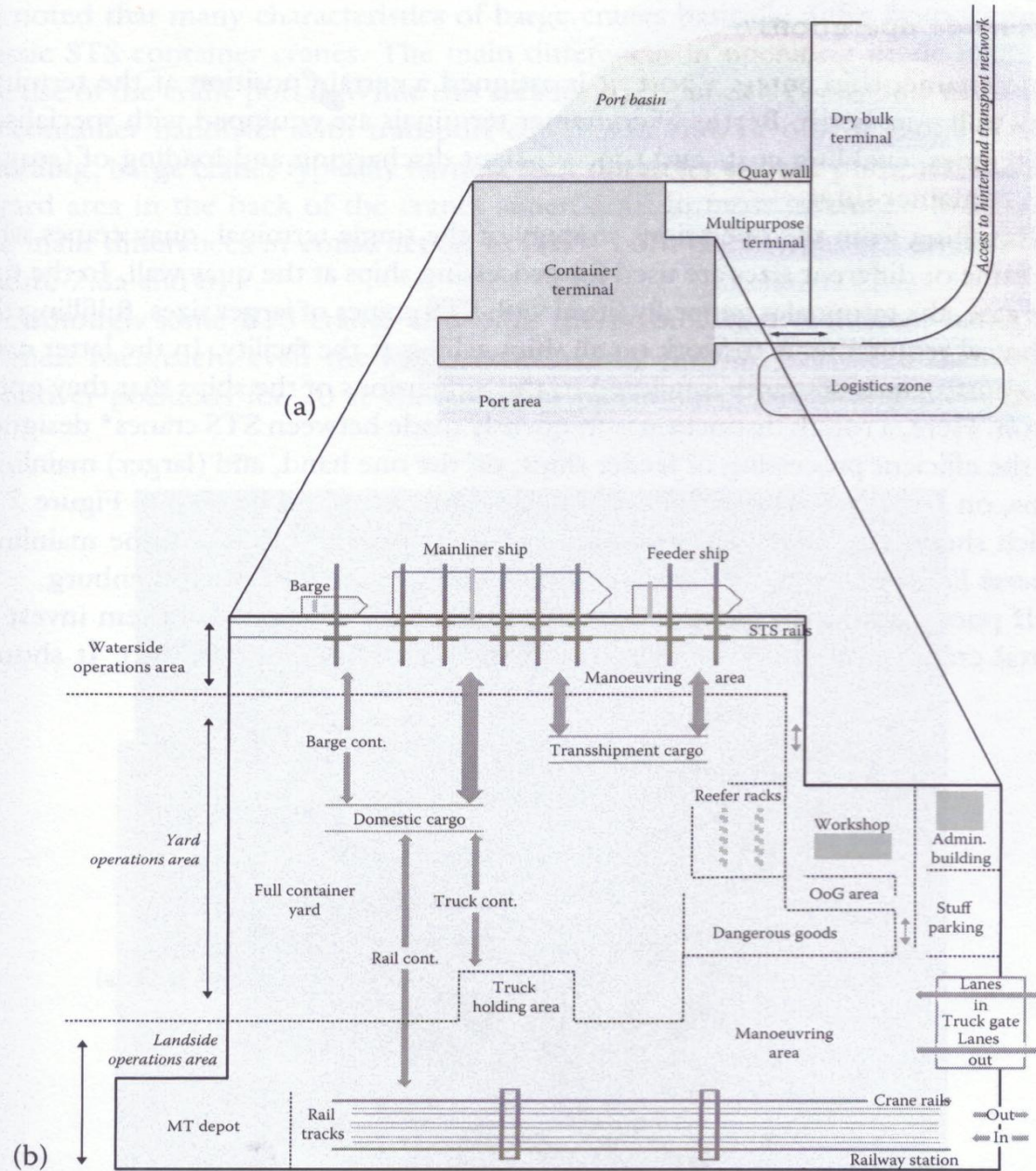
Suezmax is a naval architecture term for the largest ships capable of transiting the Suez Canal fully loaded, and is **almost exclusively used in reference to tankers.**



The current channel depth of the canal allows for a maximum of 16 m (53 ft) of draft to 22m, meaning many fully laden supertankers are too deep to fit through, and either **have to unload part of their cargo to other ships ('transhipment')** or to a pipeline terminal before passing through, or alternatively avoid the Suez Canal and travel around the Cape of Good Hope instead. Currently, the canal is being deepened to 18–20 m.



The typical deadweight of a Suezmax ship is about 150,000 tons and typically has a beam (width) of 46 m (151 ft). Also of note is the maximum head room - **'air draft' - limitation of 68 meters**



Container terminal



Table 7.2 Key figures for selected container ports

| Characteristic | Port | | | | | |
|-----------------------------|--------------------------------|-------------------------------|------------------------------|----------------------------------|-------------------------------|-----------------------------|
| | Port of Singapore ^a | Port of Shenzhen ^b | Port of Hamburg ^c | Port of Los Angeles ^d | Port of Klaipeda ^e | Port of Riga ^f |
| # terminals | 7 | 4 | 4 | 8 | 2 | 2 |
| # berths ^g | 57 | 58 | 25 | 31 | 6 | 2 |
| quay length | 17.350 m | 17.505 m | 7.570 m | 9.336 m | 1.908 m | 645 m |
| # STS cranes | 212 | 175 | 80 | 72 | 9 ^h | 7 ⁱ |
| terminal area | 700 ha | 792 ha | 440 ha | 684 ha | 54 ha | 125 ha |
| mio TEU (2014) ^j | 33,87 | 24,03 | 9,73 | 8,33 | 0,49 | 0,39 |
| Transshipment share | 85% (2013) ^k | 50% (2013) ^k | 36% (2015) ^l | <10% (to date) ^m | <10% (to date) ^m | <10% (to date) ^m |

a PSA Singapore, 2016.

b Zheng and Park, 2016.

c Hamburg Port Authority, 2016.

d Port of Los Angeles, Container, <https://www.portoflosangeles.org/>, 2016.

e Drungilas, 2015.

f Freeport of Riga Authority, 2009.

g Berth length: about 300m

h Thereof 4 mobile cranes.

i Thereof 1 mobile crane.

j World Shipping Council, Top 50 world container ports, <http://www.worldshipping.org/about-the-industry/global-trade/top-50-world-container-ports>, 2016.

k Marine Information Service, 2015.

l Hafen Hamburg Marketing, 2016.

m Rodrigue, J.P., The geography of transport systems: Levels of transshipment incidence, https://people.hofstra.edu/geotrans/eng/ch4en/conc4en/transshipment_incidence.html, 2016.

Key figures
for selected
container
ports

- Bulk sea freight services
 - Liquid / non liquid freight



We Are Maersk

Journey to some of the busiest city centers and most remote places on earth. Discover what we do and why it matters.



3-road freight



Cross border deliveries



Road freight



Transit distance



Cartage



Drayage



Inland freight

Cross border deliveries

the delivery of export goods between mainland European countries and between north American countries.

About 50 to 80% of cross border deliveries are completed using **road freight**.

Generally a **transit distance** within 100 kilometers using road freight is competitive compared to rail and air freight.

The delivery charge is called the **cartage** or trucking fee.

The hauling charge for transporting the ocean freight container on land, normally not including the loading and unloading of the cargo, is called **drayage**.

Together with waterway freight and rail freight they are known as **inland freight**.

4- RORO vessels

Trucks can drive onto built in ramps and roll off at destination.

The cargo on a trailer may be **accompanied** by a driver who completes the trip to the final destination,

or another driver continues the journey with the same trailer at certain juncture to the final destination,

or a subsequent carrier collects the cargo and trailer or the cargo only and continues the transit to the final destination such as in the case of a transshipment.

5- Rail freight

- Rail cars
- TOFC
- COFC
- Double stack train system
- Rail sidings

Rail freight

- Flat cars can be 40' to 89' long and trains can run at 120 kms. per hour.
- Some rail cars are specially designed to carry road trailers in a road rail service or **TOFC** (trailer on flat car) service, which is often referred to as the piggyback.
- In a **COFC** (container on a flat car) service for example using 50 flat cars each with a 60 ton capacity, the combined flat cars may carry loads weighing up to 3000metric tons, which is far more than a truck or an airplane can carry.
- The USA Canada and other countries have a **double stack train system** that moves more freight. The 80' feet and longer container flat cars may carry 8 TEUs when the ocean containers are double stacked.
- Large shippers who have **rail sidings** at their facility, may arrange directly with the rail carrier to have the rail cars moved to their facility for loading.

Shipper's choice

Pre and post carriage conditions

Transshipment

Transit time

Frequency

Security and safety

Available lines

A

Early Containerships (1956-)
500 – 800 TEU



137x17x9 (LOA – Beam – Draft)
meters

Containers across

200x20x9

Fully Cellular (1970-)
1,000 – 2,500 TEU



215x20x10

Containers high on deck →
Containers high below deck →

B

Panamax (1980-)
3,000 – 3,400 TEU



250x32x12.5

Panamax Max (1985-)
3,400 – 4,500 TEU



290x32x12.5

17 bays

C

Post Panamax I (1988-)
4,000 – 6,000 TEU



300x40x13

17 bays ⁹/₅

Post Panamax II (2000-)
6,000 – 8,500 TEU



340x43x14.5

20 bays ⁹/₆

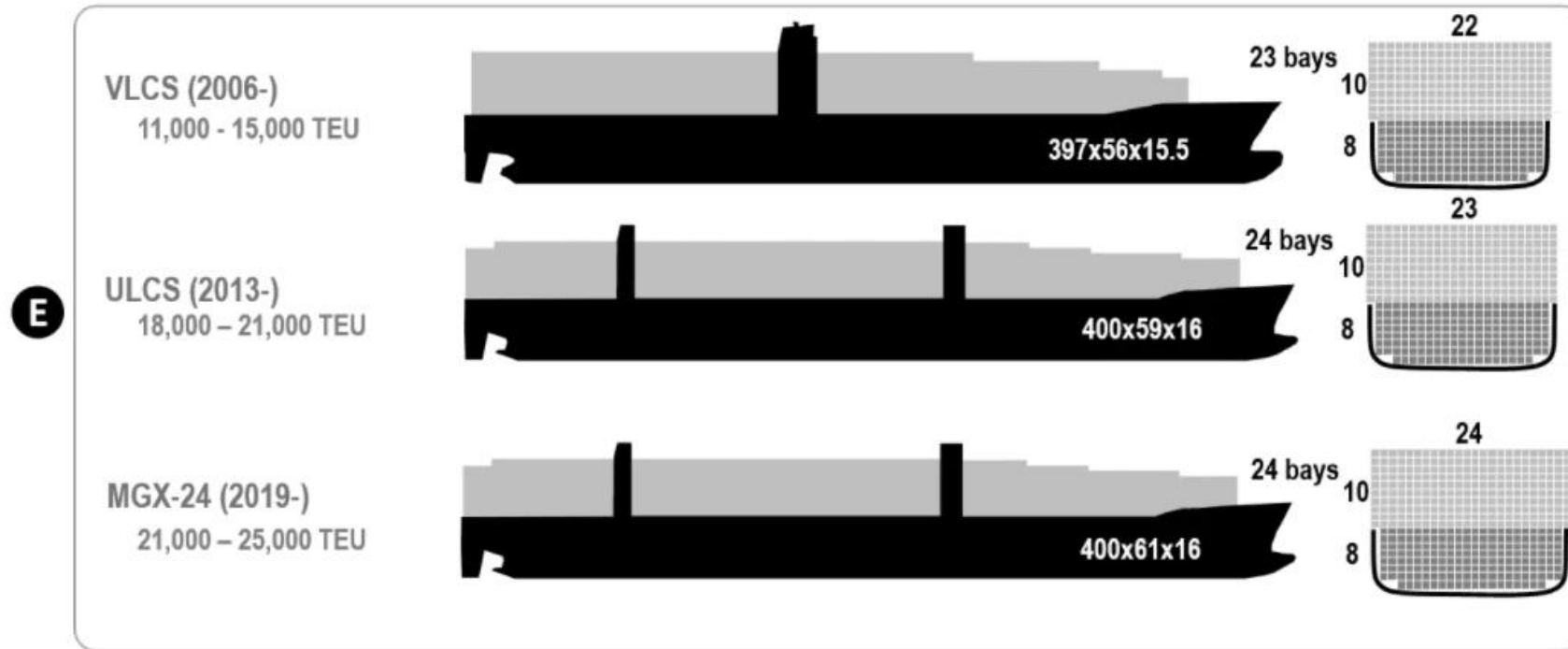
D

New-Panamax (2014-)
12,500 TEU



366x49x15.2

22 bays ¹⁰/₆



Geography of transport systems Jean-Paul Rodrigue



Charter contract

Related products
Utilization rate
Charter party



Charter

tramp
Time period
Bareboat charter contract

Ship
owning
charges

Salaries of crew members

Supplies

Insurance

Ship
choice

A compromise

Ship rent

Offer and demand

Size, capacity, speed

Cargo gear for handling on board

Useful and maximum capacity

Vessel stability parameters

consumption

Pavillion

Fuel choice

- Heavy fuel oil and diesel oil
- Quality charter of supplies

Contract deal

RE : M/V VESSEL NAME

WE ARE PLEASE TO OFFER FIRM ON THE ABOVE MENTIONED VESSEL FOR REPLY HERE DEC 31ST -1.00 HRS AM FRENCH TIME

-NEGOTIATIONS TO BE KEPT STRICTLY PRIVATE AND CONFIDENTIAL NOT TO BE DISCLOSED TO ANY THIRD PARTY

-DELIVERY : APS FOS SUR MER ATDNSHINC

-LAYCAN : 27-28TH JANUARY 1997-00.00/24.00HRS

-TC PERIOD : 6 MOS IN CHARTERS OPTION 6 ADD MOS, 15 DAYS MOLCHOPT ON FINAL PERIOD.

OPT FOR 6ADD MOS TO BE DECLARED 5 MOS AFTER ACTUAL DELY.

-TRADING : FULL MED INCL ADRIATIC, BLACK SEA, RED SEA ALWAYS WITHIN IWL

VIA

SAFE PORT(S) SAFE BERTH(S).

INTENTION WITHOUT COMMITMENT FOS SUR MER / BARCELONA /

VALENCE / GENOA / ALGIERS / ORAN AND MAYBE MAROCCO.

-REDELIVERY : DOP ONE SAFE PORT FULL MED OR BLACK SEA OR RED SEA IN CHOPT.

-HIRE : USD 6 100 -PDPRINCLOT

-LESS : 3.5 PCT ADDCOM (PLS ADVISE TTL COM)

-SUB DETAILS BASED ON CHRS ASBATIME EXECUTED PROFORMA

-SUB CHRS BOD TO BE LIFTED 2 WORKING TIME DAYS AFTER FIXING MAIN TERMS END OF OFFER

COMMENTS

PLS BEAR IN MIND 'PRIM VIVID ' REPORTED ON THE MARKET FIXED FOR 6+6 MOS AT 6100 USD HAVING A MUCH LOWER SPEED OF 14.5 KN .THEREFORE ABOVE RATE IS MARKET LEVEL.

BETS REGARDS

contre-offre est la suivante :

Citation :

RE : M/V VESSEL NAME

THANKS TO YOUR OFFER TO WHICH OWNERS NOW REVERTING AS FOLLOWS:

WE COUNT RAS FOLLOWS FOR RPLY 10.30 HRS

ACC/EXC

M/V SUZANN -DETAILS AS BELOW-

-LAYCAN 20/28 JAN

-PERIOD 8 MOS-OPT FOR 6 ADD MOS TO BE DECLARED 4 MOS AFTER ACTUAL DELY

-REDELIVERY -DOP ONE SAFE PORT FULL MED

-HIRE : USD 6550-1ST PERIOD -USD 6650 2ND PERIOD

-SUB ALL FURTHER DETS.

LATEST POSITION -ETS SKIKDA ARND 13/14 JAN

COMMENTS :

IN ORDER TO SPEED UP DID VERY BEST TO MEET CHRYS BEST POSSIBLE

THE SHIP SAILED CAEN LAST NITE FOR DISCH 4 PORTS ALGER -

SO PLS DE BEST AND OBTAIN THE ABV REQUIRED LAYCAN AND RVT

BEST CLOSEST POSSIBLE-

DETAILS M/V SUZANNE HAS BEEN SENT BY PREVIOUS FAX.

Fin de citation

Sea freight

W/M weight or
measure

Comparative
relation

Charge basis

Metric ton

Units of weight or
measure used in
the freight cost
calculation

Mode of
transportation

- Weight - measure

Weight or measure

- The freight rate on export goods is often based on **W/M weight or measure** that is based on the weight or the volume of cargo (cube or measurement of cargo).
- The rate uses the **comparative relation** between weight and volume of cargo.
 - A cargo that is large in relation to its weight is charged according to its total cube, while a cargo that is heavy in relation to its size is charged according to its gross weight.
- The unit of ton being used in freight cost calculation may differ among carriers.
 - A **metric ton** (2204.6 lbs or 1000 kgs),
 - A short ton (2000 lbs or 907 kg)
 - Or a long ton (2240 lbs or 1016 kg)

Weight or measure 2

| Mode of transportation | weight | measure |
|-------------------------------|----------------------|---------------------------------------|
| Ocean freight | 1 MT 1000 kg | 1 CBM 35.3 CU FT |
| AIR FREIGHT | 1 MT 1 KG 1 LB | 6 CBM 6000 CU CMS 166 CU INS |
| ROAD AND RAIL FREIGHT | 1 MT 1 KG 1 LB | 3.3 CBM 3300 CU CMS 91.3 CU INS |



Measure
unit

MT metric ton

Kg kilogram

Lb pound

Cbm cubic meter

Cu cms cubic

Cu ft cubic feet

Cu ins cubic inches



Sea freight

- Attractive freight rates to fill their ships
- World service
- Pools
- consortiums





- **POOLS**

- considering huge investments needed to build and to run big ships like container ships or tanker ships, some companies buy together these kinds of ship.

- **CONSORTIUMS** : COMPANIES CREATING A POOL, GO FURTHER AND CREATE A COMMON COMMERCIAL SERVICE TO FIND FREIGHT : FOR INSTANCE SCANDUTCH OR TRIO ...

- Strategic alliances are powerful (except MSC) but unstable
- 

Freight calculation

- ▶ Volume of freight on a given route
- ▶ Kind of cargo
- ▶ Bulk transport cost
- ▶ Case sample
- ▶ Container transport cost
 - ▶ Flat rate
 - ▶ Positioning cost
 - ▶ Loading cost
 - ▶ FCL versus LCL
 - ▶ Full payload



THE FREIGHT RATE IS OFTEN INFLUENCED BY THE **VOLUME OF TRAFFIC ON A GIVEN ROUTE.**



WHEN AN EXPORTER CONTACTS THE CARRIER FOR THE FREIGHT RATE THE INFORMATION NORMALLY REQUIRED OF AN EXPORTER IS THE **KIND OF CARGO** AND ITS INTENDED DESTINATION.



BULK TRANSPORT COST



COMMODITIES NOT SHIPPED THROUGH A CONTAINER ARE CONCERNED.



CONSIDERING VOLUME AND WEIGHT OF A SHIP, THE FOLLOWING EQUIVALENCE IS ACCEPTED : 1 CBM = 1 TON



THE HIGHEST WILL BE KEPT TO CALCULATE FREIGHT COST.

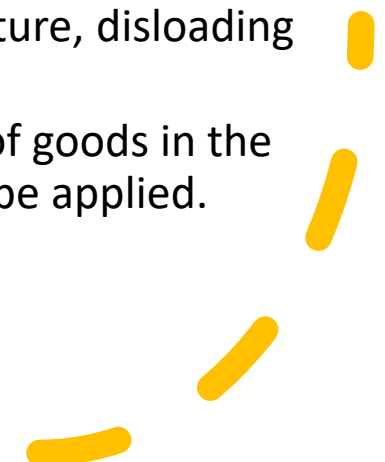


FOR INSTANCE, A SPRAYING DEVICE IS MEASURED BY : 7 CBM AND 3 TONS. WHAT WOULD BE THE UNIT KEPT FOR THE CALCULATION ?





- **CONTAINER TRANSPORT COST**

- a **flat rate** is calculated for each container, taken into consideration :
 - the link,
 - nature of the goods,
 - offer and demand situation (by instance Singapore).
 - We will not fail to add the **positioning cost** (transport from the container pool to the shipping place), transport to the shipping port, surest Aries (if the container needs more than 4 hours to be loaded and to clear the goods),
 - **loading cost** at the port of departure, disloading cost at the port of arrival.
 - In case you have different kinds of goods in the container, a bulk tarification will be applied.
- 

Freight calculation

LCL freight rate

Carrier's container freight rate

Container freight station

Example

Risk of damage and loss

CY versus CFS

- Company yard
- Container freight station – premises – legal limitation

CY/CY-CY/CFS- CFS/CY-CFS/CFS

Turn over rate of containers

- 24-48 hours – demurrage-substantial amount of business



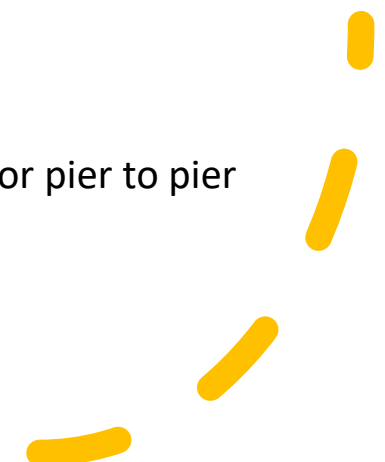
FCL the whole container is intended for the consignee.



The FCL means the load reaches its allowable maximum of full weight or measurement.

However the FCL in the ocean freight does not always mean packing a container to its **full payload** or full capacity.



- **CY versus CFS**

- The **company yard** is the delivery or receipt of a whole container from or at shipper's or the forwarder's or the consignee cargo yard or premises.
 - The **Container freight station** is operated by the carrier for the receipt, forwarding, and assembling or disassembling of cargo :
 - The kind of cargo and quantity does not warrant the use of a whole container
 - The shipper's or the consignee's **premises** are inaccessible by container due to poor road conditions or
 - The overall load of vehicle exceeds the **legal limitation**
 - **CY/CY** : door to door or house to house container service
 - **CY/CFS** : door to port container service
 - **CFS / CY** : port to door container service
 - **CFS / CFS** : port to port container service or pier to pier container service
- 

- 
- **Turn-over rate of containers**
 - The carrier allows the shipper to retain (hold) the container at their premises normally for **24-48 hours** only, in order to maximize the turn rate of the container.
 - An overtime use charge, know as **demurrage**, is collected on overstayed containers.
 - In special cases such as when the shipper or consignee is doing a **substantial amount of business** with the carrier, some carriers may allow a longer time without charging demurrage.
- 

Freight calculation




In roll on roll off shipment



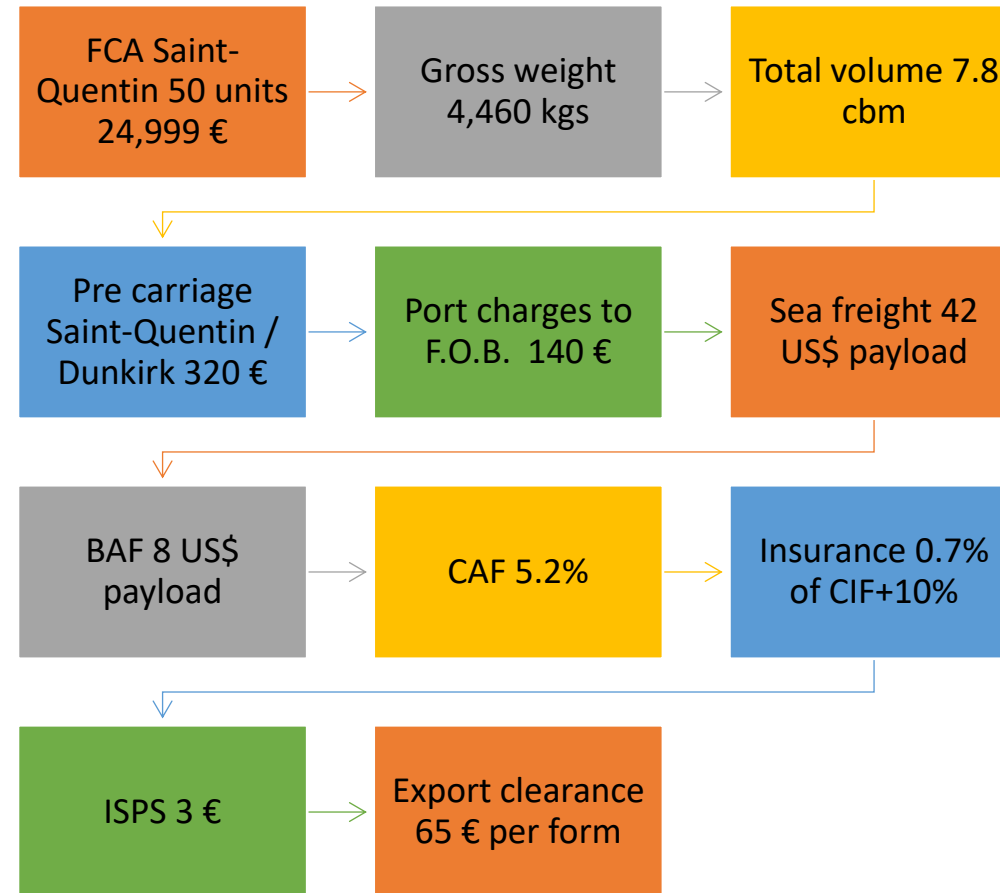
Adjustments

- BAF – CAF
- Sea freight basis
- Possible rebate
- Fidelity – promise



- 
- **In roll on Roll off shipment** (you load the trailer directly in the ship)
 - A METER COST WILL BE APPLIED.
 - **Adjustments**
 - **B.A.F.** : BUNKER ADJUSTMENT FACTOR WILL BE APPLIED BY INSTANCE IF OIL PRICE INCREASED DRASTICALLY,
 - **C.A.F.:** CURRENCY ADJUSTMENT FACTOR WILL BE APPLIED FOR INSTANCE IN CASE OF DROP OF US DOLLAR AGAINST EURO ...
 - THESE ADJUSTMENTS ARE CALCULATED ON **SEA FREIGHT BASIS**.
 - **Possible rebate**
 - YOU CAN BENEFIT OF **FIDELITY REBATE** WITH MOST OF CONFERENCE SERVICE FROM 8 TO 9.5% OF FREIGHT COST.
 - ANOTHER REBATE CAN BE MADE AVAILABLE FOR **A PROMISE** TO USE A COMPANY OR A SERVICE. THE RESULT IS TO GET REDUCED FREIGHT RATES HOWEVER VOLUME NEEDS TO BE SIGNIFICANT.

Freight calculation CIF Kaoshiung



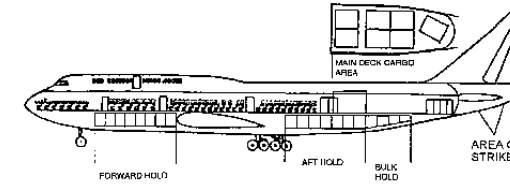
Seaway quiz
[QuizMaritime.pdf](#)

Air shipping

- Developing countries
 - Ineffective to protect
- International airfreight
 - And concentration
- Developing airfreight
 - U.L.D. ex. 317.5x243.8x299.7cm
- Commodities using air transport
 - Expensive value
 - Fragile
 - Perishable
- Sea air

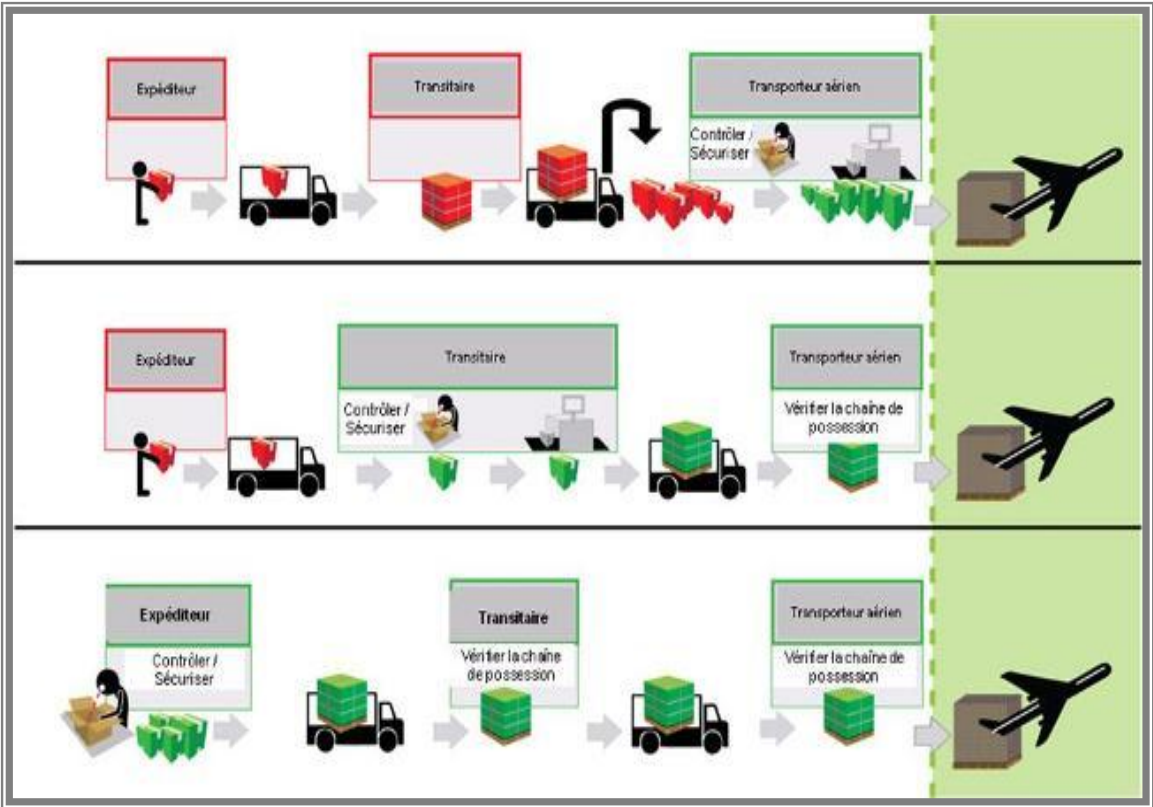


Air Shipping



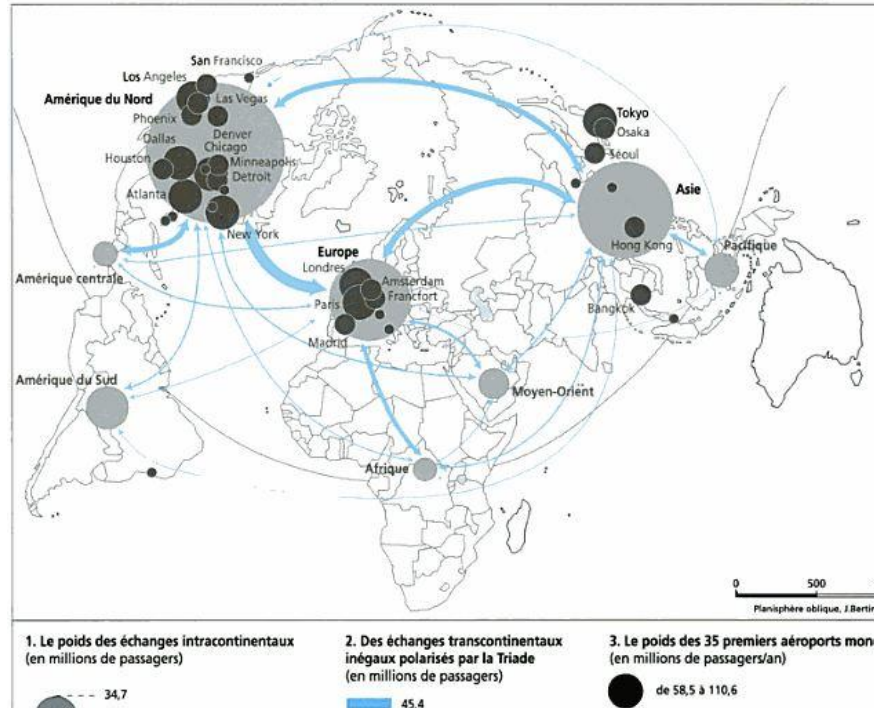
- Cargo handling at airports
 - Traditional airports
 - Freight for domestic flights
 - Freight for international flights
 - Terminals and equipment
 - International shipment
 - Classification of handling equipment
 - Intermodal air surface containers
 - Small package express equipment
 - Intermodal airports and equipment





A CONNECTION
IS NEEDED

La révolution du transport aérien : une interconnexion en réseaux très hiérarchisée

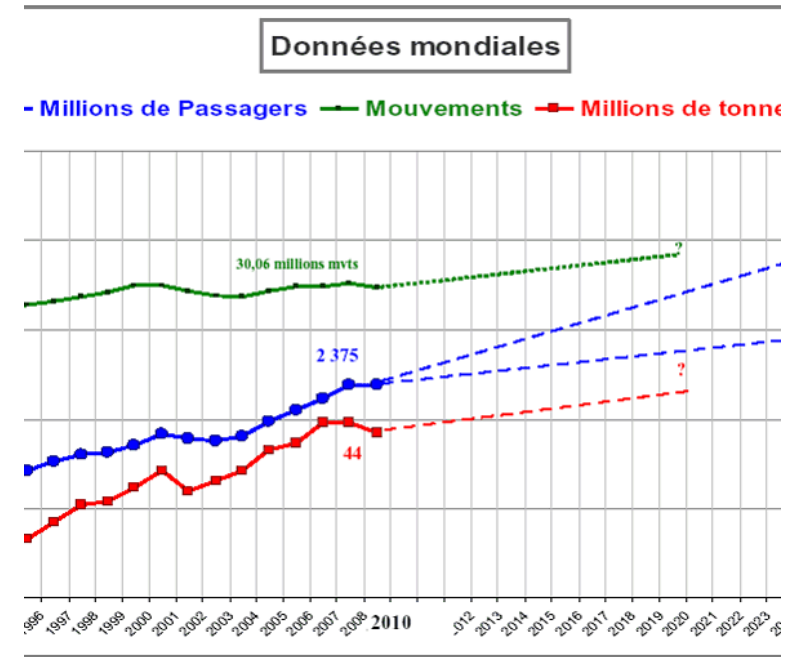


A POLARISED
CONNECTION

AN INCREASING KEY ROLE

- 4% OF GOODS CARRIED WORLDWIDE
- however...
- 10 % OF VALUE...

croissance de 3,5 % par an → doublement €



IATA CONVENTION



- Conventions
 - IATA
 - OACI
 - DGAC IN FRANCE
 - EU REGULATION
- alliances

IATA CONVENTION

- Conventions
 - IATA
 - Some agreements are outside iata convention : bilateral or by governments
- Deregulation in the U.S.
- Outsiders increasing development



IATA CONVENTION

- Alliances
 - Skyteam example
 - Air France and 11 members
 - Star Alliance 26 members
 - One World 15 members



A FREE SKY

- FLIGHT RIGHT
- TECHNICAL RIGHT
- TERRITORY OF ORIGIN
- THIRD STATE TO THIRD ONE

INTERNATIONAL
REGULATION OF
AIR TRANSPORT

INTERNATIONAL REGULATION OF AIR TRANSPORT

- Overflight rights
 - To land in an third part country for technical reasons
 - To drop off passengers or freight in a third country coming from the departure country
 - The same when the country of destination is yours
 - Or from one third country to another one, one needs to be member of the convention
- Controlled airspace
- Restricted areas
- Hazardous Areas
- Mandatory Radio Use Areas
- Mandatory transponder (signal) area



A FREE SKY

Air regulation

Authorized
aircrafts

- Nationality
- Location
- Dimensions
- Printing types

Air regulation



INTERNATIONAL REGULATION OF AIR TRANSPORT

- OACI
 - navigation AND MANAGEMENT USE OF WHAT DOES FLY
- NON GOVERNMENTAL ORGANISATIONS : IATA et ATAF
 - IATA
 - International Air Transport association
 - TO PROMOTE TRANSPORT
 - TO SUPPORT AIR TRANSPORT DEVELOPMENT
 - PARTNERSHIP WITH oaci
 - Cargo Account Settlement System CASS
 - IATA Agreement

Air regulation

- OACI Organisation de l'aviation Civile Internationale
 - Flying and technical management
 - 200 Member States
 - Security
 - Hazardous goods

INTERNATIONAL REGULATION OF AIR TRANSPORT

- Dgac example Autorisation in France
 - Liable for security and safety
 - infrastructures
 - Trainings: pilots and air control
 - Prevention of negative impacts
 - Operation license (moral and financial)
 - Air Carrier certificate (technical guarantees)
 - Maintenance and Repair Overhaul
- EU regulation

International transport regulation

Contents

- Ability to be air carrier
- Air carrier certificate
- Licence authorisation
- Authorisation to carry

Air transport regulation

Changing points

- Transport documents: A.W.B. But not only, substitution transport
- Carrier responsibility
- Damage during transport
- Exoneration responsibility of the carrier : nature, inherent vice to the goods, packaging, public authority act
- Maximum indemnity
- Responsibility for delay

About the demand

Varsaw convention, Montreal (successive carriage, 22 SRD per kg but excluding freight cost including commission)

Deregulation

- US
 - Collapse in freight rates together with stopping some lines
- EU
 - Eu license and State members limits

Demand

- Per ton or per loading unit: 1 t=6 cbm
- Expected traffic : +4% per year till 2030

EXAMPLE : France / other countries worldwide: more than 1 287 937 TONs

DEMAND

First approach, difficult connection with other transport modes packing

Bulk

Container

Consolidation

Express parcel

Integrated service

Concentration and alliance, cargo 20% of air traffic

Dangerous Goods

Hazard and Handling Labels

Hazard Labels

| | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|
| <p>Class 1</p> | <p>Class 2</p> | <p>Class 3</p> | <p>Class 4</p> | <p>Class 5</p> |
| <p><small>* Articles bearing the Explosive labels shown above and falling into Divisions 1.1, 1.2, 1.4F, 1.5 and 1.6 are normally forbidden.</small></p> | | | | |
| | <p>Class 6</p> | <p>Class 7</p> | <p>Class 8</p> | <p>Class 9</p> |

Handling Labels and Markings

Minimum size for hazard labels 100 x 100 mm. For full information on hazard and handling labels for dangerous goods refer to the current edition of the IATA Dangerous Goods Regulations.

For further information on Dangerous Goods, contact us at dangood@iata.org. Order products online at www.iataonline.com or visit www.iata.org.

www.iata.org/labels

Source: IATA, IATA - Product Labels

Class 1 Explosives



Subclass 1.1:
Explosives with a mass explosion hazard



Subclass 1.2:
Explosives with a severe projection hazard



Subclass 1.3:
Explosives with a fire



Subclass 1.4:
Minor fire or projection hazard



Subclass 1.5:
An insensitive substance with a mass explosion hazard



Subclass 1.6:
Extremely insensitive articles

Class 2 Gases



Subclass 2.1:
Flammable Gas



Subclass 2.2:
Non-Flammable Gas



Subclass 2.3:
Poisonous Gases

Class 3 Flammable liquids



Class 4 Flammable solids or substances



Subclass 4.1:
Flammable solids



Subclass 4.2:
Spontaneously combustible solids



Subclass 4.3:
Dangerous when wet

Class 5 Oxidizing substance and organic peroxides



Subclass 5.1:
Oxidizing agent



Subclass 5.2:
Organic peroxide oxidizing agent

Class 6 Toxic and infectious substances



Subclass 6.1:
Poison



Subclass 6.6:
Biohazard

Class 7 Radioactive



Class 8 Corrosive substances



Class 9 Miscellaneous dangerous substances and articles



Air freight security

Key

- X-raying control
- Approved control companies
- Known consignor agreement is needed

Air freight security

Key

- The cost increases without known consignor
- Includes also the need for an approved agent
- Specified goods, obligation of known consignor

FLCI
ONLINE

Patrice ALQUIER



AIR SECURITY

ROAD SECURITY
SCREENING CHECKPOINT

AIR CARGO
SCREENING



HAULIER

REGULATED
AGENT

SECURED
RESTRICTED AREA

AIRCRAFT
OPERATOR

KNOWN
CONSIGNOR



KNOWN
SUPPLIER

CHARGEUR
CONNU

AGENT
HABILITÉ

ZONE DE SÛRETÉ
À ACCÈS RÉGLEMENTÉ

FOURNISSEUR
CONNU

DÉCLARATION DU
TRANSPORTEUR

DÉCLARATION DE
SÛRETÉ DU FRET AÉRIEN

GENDARMERIE DES
TRANSPORTS AÉRIENS

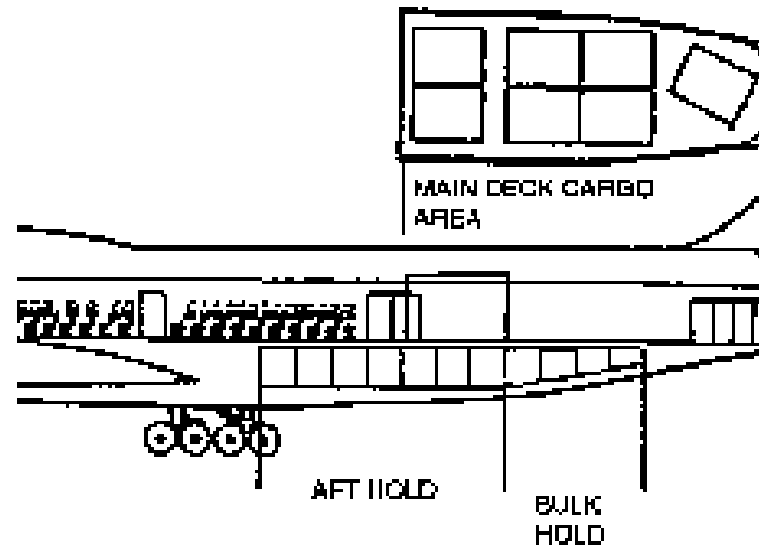
Technics

- An aircraft is identified: Name, address, NATIONALITY
- COMBINED AIRCRAFTS
 - LUGGAGE AND POST PARCELS ARE A PRIORITY
 - Airbus a300b AND b747 combi
- ALL CARGO AIRCRAFTS
 - MAIN DECK AND UNDER DECK
- COMBINED PLANES EXAMPLES
- SHORT , MEDIUM, long SERVICES
- SOME dc3 a 2,3 t TILL antonov 125 AND a380 Ao 150 t of freight



Technics

- Substitution transport
 - Competitive advantage
- products
 - Bulk, CONTainer, consolidation, express parcel, integrated service
- World fleet
 - Air companies
 - AIR France KLM, JAPAN AIRLINES, LUFTHANSA, KOREAN AIR



Technics

Competitivity

- AIR France TRANSIT HUB IN ROISSY
- Tracking
- Issuing and control efficiency of the air transport document

Distributors

- 94% market share = air forwarding agent
- The 5 first companies 62% of total turn over



AIR FREIGHT

LOADING

- NON DIVIDED CARGOES
- GENERAL CARGOS

Unit loading devices

- Time to pack diverse packages together

Full loads

- On pallets or full containers
- Real drop in freight rates





AIR FREIGHT

10 or
20'
pallets

- Aluminium made
- Safety cage
- 16 to 24 mm deep
- Util volume till 5,92x2,3x2,35 i.e. one container
- till 28 850 kg



To sum up

- Under deck container
- Deck container
- Pallets with securing package



handling

- U.L.D. LOADING
 - By the neck, by the deck gate, by a rear door, by an under deck gate
- Horizontal loading
- Airport choice



Airport
infrastructures

- Handling air stations
- In bond warehouses and regular warehouses
- Landing lines

Leading cargo
airports

HK, Memphis,
Shanghai, Séoul,
Anchorage, Paris,
Francfort, Dubai,
Tokyo, Louisville

Constraints

- Itinerary and the airport
- Companies and aircrafts
- Technical constraints : goods and plane



Air lines

- Attached services: more and more haulage, storage, marking...

Forwarding agents

- Approved IATA (AWB)
- Approved DGAC (security)
- Clearing agent

Handling companies

- Handling, storage
- Freight safety

integrators

- Door to door service



Transport contract



Achievement

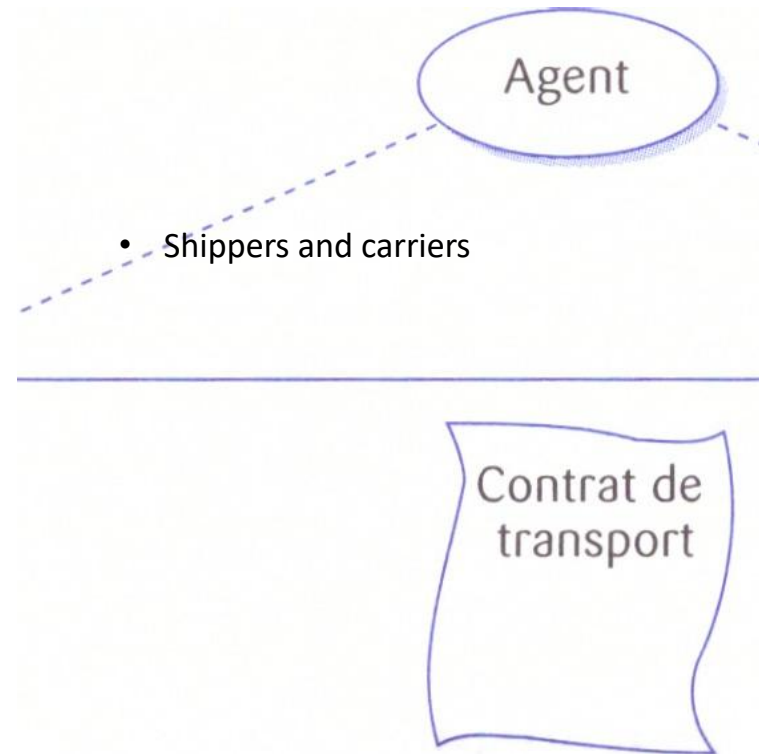
proof

Carrier responsibility

Intermodal transport

Transport contract

- Air forwarder
 - Promoting and selling air freight, to pay for
 - mandatory
 - forwarder
- ataf agent
- Exclusive air way bill
 - Air company chosen by the agent



Transport contract

| |
|--|
| Issue till 14 copies |
| Remittance to consignee |
| Particular shipments, several successive and combined air transports |
| Original copies |
| Non negotiable |
| Master airway bill |
| Formalities at arrival |
| |
| |
| |
| |

- House Airway Bill
- Exclusive AWB
- International transportation

- The Airway bill
 - Boxes
 - Transport contract proof
 - This not an ownership proof of the goods
- Useful as
 - Instruction document
 - Accompanying document
 - An invoicing proof
- copies

The image shows a standard Airway Bill (AWB) form, which is a complex document used in international shipping. It is divided into several sections:

- Header Section:** Contains the origin and destination, flight number, and date of departure.
- Shipper and Consignee Information:** Fields for the name and address of the sender and receiver.
- Weight and Volume:** A table for recording the weight and volume of each piece of cargo.
- Rate and Charges:** A table for recording the applicable rates and any additional charges.
- Remarks:** A section for providing additional details about the cargo or the shipment.
- Signature and Stamp:** A section for the carrier's signature and official stamp.

The form is filled with text and numbers, indicating it is a sample or a real document. The text is somewhat small and difficult to read, but the overall structure is clear.

Boxes


- Shipper
 - Cannot be to order
 - Flight and successive TRANSPORTS
 - Declared value
 - Insurance value
 - Attached documents
 - pricing
-
- Value according incoterm

COPIES

- Original copies : carrier, shipper, consignee
- Delivery receipt
- Airport of destination
- Other carriers
- Issuing carrier

Transport contract

- INSTRUCTIONS FORM

| 083 JNB 0000011 | | Shipper's Name and Address | | Shipper's Account Number | | Not Negotiable | |  | |
|---|-----------------|--|--------------------|-------------------------------|-------------|--|---|--|--|
| Mario as Shipper | | 77 Home address | | | | Air Waybill Issued by SOUTH AFRICAN AIRWAYS South Africa | | Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity | |
| Consignee's Name and Address | | Consignee's Account Number | | | | It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required. | | | |
| Mario as Consignee | | 88 The street | | | | Accounting Information | | THIS IS A KNOWN SHIPPER - KNOWN SHIPPER CERTIFICATION NUMBER: 112233445566 | |
| Issuing Carrier's Agent Name and City | | Demo Agent 22 Rivonia Rd Sandton | | Agents IATA Code | | Account No. | | | |
| Airport of Departure (Addr. of First Carrier) and Requested Routing | | O.R. TAMBO INTERNATIONAL JNB | | Reference Number | | Optional Shipping Information | | | |
| to | | By First Carrier Routing and Destination | | to | | by | | to | |
| LHR | | SOUTH AFRICAN AIRWAYS | | | | | | | |
| Airport of Destination | | Requested Flight Date | | Amount of Insurance | | INSURANCE - If Carrier offers insurance, and such as insurance to be requested in accordance with conditions thereof, indicate amount to be insured in figures in box marked 'Amount of Insurance' | | | |
| HEATHROW, GB | | | | NIL | | | | | |
| Handling Information | | | | | | | | SCI | |
| No. of Pieces RCP | Gross Weight kg | Rate Class | Commodity Item No. | Chargeable Weight | Rate Charge | Total | Nature and Quantity of Goods (incl. Dimensions or Volume) | | |
| 1 | 100.00 | K | | 100.0 | 9.00 | 900.00 | test 1p 11x11x11 | | |
| 1 | 100.00 | | | | | 900.00 | Volumetric Weight: 0.2 | | |
| Prepaid | | Weight Charge | | Collect | | Other Charges | | | |
| 900.00 | | | | | | | | | |
| Valuation Charge | | Tax | | Total Other Charges Due Agent | | Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations | | | |
| 0.00 | | 0.00 | | 0.00 | | Fanie Reynders (Demo Agent) Demo Agent | | | |
| Total Other Charges Due Carrier | | Total Prepaid | | Total Collect | | Signature of Shipper or his Agent | | | |
| 0.00 | | 900.00 | | 0.00 | | | | | |
| Currency Conversion Rates | | Charges in Dest. Currency | | Executed on (Date) | | at (Place) | | Signature of Issuing Carrier or its Agent | |
| | | | | 30/10/2008 | | O.R. TAMBO | | | |
| For Carrier's Use only at Destination | | Charges at Destination | | Total Collect Charges | | | | | |
| | | | | | | | | | |

LIABILITIES

SHIPPER LIABILITY

- OBLIGATIONS : to pack and to mark, information, to pay the price
- DUTIES

Liabilities for

Loss

Delay

Responsibility exoneration

Claim against the carrier

Responsibility limit

Insurance

Property transfer

FCA SALE

CIP SALE

DAP AND DDP SALES

INSURANCE OF CARRIER LIABILITY

CLAIMS TO THE INSURANCE COMPANY

PRICING

PRICING

COMMON

- ACCORDING TO WEIGHT CLASSES
- PAYING FOR

SPECIAL RATES

- Co rates
- Class rates
- PRICES PER LOAD UNIT, pivot weight and maximum weight

Pricing

Weight/volume 1t=6 cbm

Général

- Weight classes : less than 45 kg, from 45 to 100, from 100 to 300, from 300 to 500, more than 500
- Chargeable : from 45 to 100 kg 8 € , from 100 to 300 : 6 €, weight 75 kgs as $x=600/8$
- La messagerie / back to back (port dû) / le groupage

Special tariffs

- Co rates : commodity
- Class rates : commodity and depending on specific destination
- Unit loaded device price : ULD

Pricing

- ULD, example
- Shipment from Paris to New-York, type UAA,
- 50 cartons of chairs 11 cbm and 2172 kg

Pallet basis 88'' x 125'' ,

Maximum volume 12,4 cbm Maximum weight 3765 kg Empty weight 239 kg Pivot weight 1980 KG, Chargeable minimum 2300 EUR, per kg

More than pivot weight 1 € per kg

- Shipment weight is 2172 kg

i.e. 192 kg more than pivot weight X 1 EUR (2172-1980)x 1 €

La tarification

Les surcharges et frais annexes

- Les frais obligatoires : taxes LTA, aéroport, sureté, surcharge carburant, du risque, ad valorem
- Conjoncturelles
- Les frais annexes
- Les codifications

PRICING

OVERCHARGES AND OTHER COSTS

- TEMPORARY: bunker, Security tax
- ATTACHED COSTS : AWB tax, security tax, Ad valorem and treatment tax
- CODES

EXTRA COSTS

- AC ANIMAL CONTAINER
- AS ASSEMBLY SERVICE FEE
- AW AIR WAY BILL FEE PACKAGING
- CD CLEARANCE AND HANDLING DESTINATION
- DB DISBURSMENT FEE
- DF DISTRIBUTION SERVICE FEE
- GT GOVERNMENT TAX
- LA LIVE ANIMALS

EXTRA COSTS

- MAI MISCELLANEOUS DUE AGENT
- MC MISCELLEANEOUS DUE CARRIER
- RA DANGEROUS GOODS SURCHARGESD SURFACE CHARGE
DESTINATION
- SI STOP IN TRANSIT
- SQ STORAGE ORIGIN
- SP SEPARATE EARLY RELEASE
- SS SIGNATURE SERVICE
- SU SURFACE CHARGES
- UH ULD HANDLING

TRANSPORT ORGANISATION

CONSOLIDATION

- INTEREST
- MODALITIES



AIR FREIGHT CHARTERING

SECURED PAYMENT WITH AIR FREIGHT

COMMERCIAL
INVOICE


CASH AGAINST
PAYMENT

LETTER OF
CREDIT

- Shipper advantage

POSTAL PARCEL

- WHAT IS AT STAKE WITH EXPRESS SERVICE 0 to 30 kg
- TRADITIONAL SERVICE
 - SERVICES
 - WEIGHT AND dimensions
 - DELAY
 - CLEARANCE

| LA POSTE  | | FRANCE | | DÉCLARATION EN DOUANE | | CN 23 | |
|--|-------------|--|-----------------------|---|---------------------------------------|---|--|
| Expéditeur | Nom | | | Procédure simplifiée postale n° (facultatif) | | | |
| | Société | | | N° de l'envoi (code à barres, s'il existe). Peut être ouvert d'office | | | |
| | Adresse | | | | | | |
| | Code postal | Ville | | | | | |
| Destinataire | FRANCE | | | | | | |
| | Nom | | | | | | |
| | Société | | | Référence de l'importateur (code fiscal/n° de TVA/code de l'importateur/procédure simplifiée postale n°) (facultatif) | | | |
| | Adresse | Ville | | N° de téléphone/fax/e-mail de l'importateur (si connus) | | | |
| | Code postal | PAYS | | | | | |
| Description détaillée du contenu (1) | | Quantité (2) | Poids net (en kg) (3) | Valeur (5) | Pour les envois commerciaux seulement | | |
| | | | | | N° tarifaire du SH (7) | Pays d'origine des marchandises (8) | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | Poids brut total (4) | Valeur totale (6) | Frais de port/Frais (9) | | |
| Catégorie de l'envoi (10) | | Echantillon commercial | | Explication : | | Bureau d'origine/Date de dépôt | |
| <input type="checkbox"/> Cadeau | | <input type="checkbox"/> Retour de marchandise | | | | | |
| <input type="checkbox"/> Document | | <input type="checkbox"/> Autre | | | | | |
| Observations (11) : (p. ex. marchandise soumise à la quarantaine/à des contrôles sanitaires, phytosanitaires ou à d'autres restrictions) | | | | | | Je certifie que les renseignements donnés dans la présente déclaration en douane sont exacts et que cet envoi ne contient aucun objet dangereux ou interdit par la législation ou la réglementation postale ou douanière. | |
| | | | | | | Date et signature de l'expéditeur (15) | |
| <input type="checkbox"/> Licence (12) | | <input type="checkbox"/> Certificat (13) | | <input type="checkbox"/> Facture (14) | | | |
| N° (s) de la/des licences | | N° (s) du/des certificats | | N° de la facture | | | |



BY EXPRESS OR AIR OR SEA

POSTAL SHIPMENT

- Europe
follow up ex.
colissimo

Intermediary
offers

DHL EXPRESS

BORDEREAU D'EXPEDITION

1 Expéditeur / Sender

NOM / NAME FONTAINE L I J E
 PRENOM / FIRST NAME R A Y M O N D D A N I E L
 ADRESSE / ADDRESS B D L E V A R D L A T R I Z I E F
 I L O T 1 6 / 2 7 H H 7 1 1
 A B T D J A N 2 7 (C I)

2 Destinataire / Consignée

NOM / NAME
 PRENOM / FIRST NAME J E A N - C L A U D E
 ADRESSE / ADDRESS 4 5 R u e D u
 F R A N C E

3 Information de l'expédition / Shipping Information

CHEQUES poids net MC Valeur du bien en 782 €
 Livraisons (44/45) Express 48h à Demande 09h / Départ 901 / 10 / 31

4 Frais d'expédition / Shipping value

| DETAILS - PRIX TTC (€) | |
|---|--------|
| TRANSPORT aérien <i>(En fonction de la destination)</i> | 50,00 |
| ASSURANCE <i>(0,5% de la valeur du colis)</i> | 100,00 |
| LIVRAISON ASS. devises <i>(En fonction de la distance)</i> | 30,00 |
| RESTE A PAYER | 100,00 |

QUIZ AIR

[Quiz3air.pdf](#)

THE FORWARDING AGENT

- A coordinator of transport
- Clearing agent
 - Formalities
- Consolidator
- Freight forwarder
- Pricing
 - Export
 - import
- Criteria of choice
- Selection
 - Geographical
 - Mean of transportation
 - specialty



Case : a freight consolidation

Vamos consolidator 'buys' 100 containers of 20' from RS Shipping on vessel S/S/ AMIGO voyage no 8 the route is from Antwerp to Vera Cruz (importing country) at a discounted box rate of US\$ 1300/ container. To explain the case, it is assumed that the freight is charged on measure basis only, instead of weight or measure, and assumed that the capacity of a 20' container is 33 cbm.

As such Vamos consolidator 'buys' a total fixed shipping space of 3,300 cbm at the ocean freight cost of US\$39.394/CBM.

If the shipper VIXTOOL books 10 cbm of space for its product directly with RS Shipping, on the same vessel and voyage number, the LCL rate is US\$55/CBM. If the shipper KRUGER books a 20' container directly with RS Shipping the FCL flat rate is US\$1500/container which is US\$45.455/CBM.

In case Kruger is able to load 28 cbm only due to the odd sized export packages, the freight cost is US\$53.571/CBM.

In general the CBM cost of FCL is lower than the LCL.

Vamos consolidator, which does not operate or own any ships, offers VIXTOOL and other LCL shippers to transport their goods at US\$ 54/CBM against US\$55/CBM from RS Shipping.

VAMOS offers KRUGER and other FCL shippers at US\$1,450/container against the US\$1,500/container from RS Shipping.

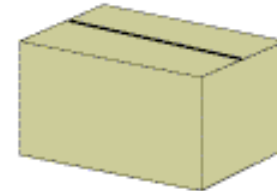
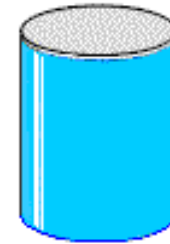
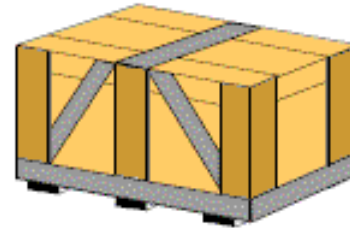
In practice, the consolidator 'selling' at the same rate as the shipping company is not uncommon.

Vamos groups all LCLs of individual shippers into FCLs, and then delivers all FCLs to RS Shipping in one lot, that is 100 containers of 20' or less, if the space is not fully 'sold'.

In such a case, VAMOS consolidator operates as a NVOCC and issues freight forwarder bill of lading to each shipper, without receiving a commission from RS Shipping.

INTERNATIONAL PACKAGING ISSUES

- Main goal
- Stresses in intermodal movements
 - Insufficiency of packing
 - Major maritime casualties
 - Climate
- Case of a Taiwan firm
- Weight of packaging, a dual purpose



TRANSPORT RESPONSIBILITY

- Transport liability
 - Liability insurance
 - Carrier insurance
 - Quay insurance
 - Warehousing insurance
- Transport risks
 - Damage
 - delay
 - Forwarding agent's responsibility
 - Various sea transport guarantees



Risks that can be covered

Fire or explosion

Vessel sunk, burnt ...

Land conveyance overturned or derailed

Collision or contact of vessel with any external objects except water

Discharge of cargo at port of distress

Earthquake, volcanic eruption

Malicious damage : theft

Delay

Inherent vice or nature of the subject matter insured

Willful misconduct of the assured

General average sacrifice

Jettison (délestage)

Entry of sea, river or lake into vessel or place of storage

Total loss of any package lost overboard, or dropped while loading on to

Piracy

War

Strikes riots and civil commotions includes terrorsits or any persons acting from a political motive

Use of any atomic or nuclear weapon

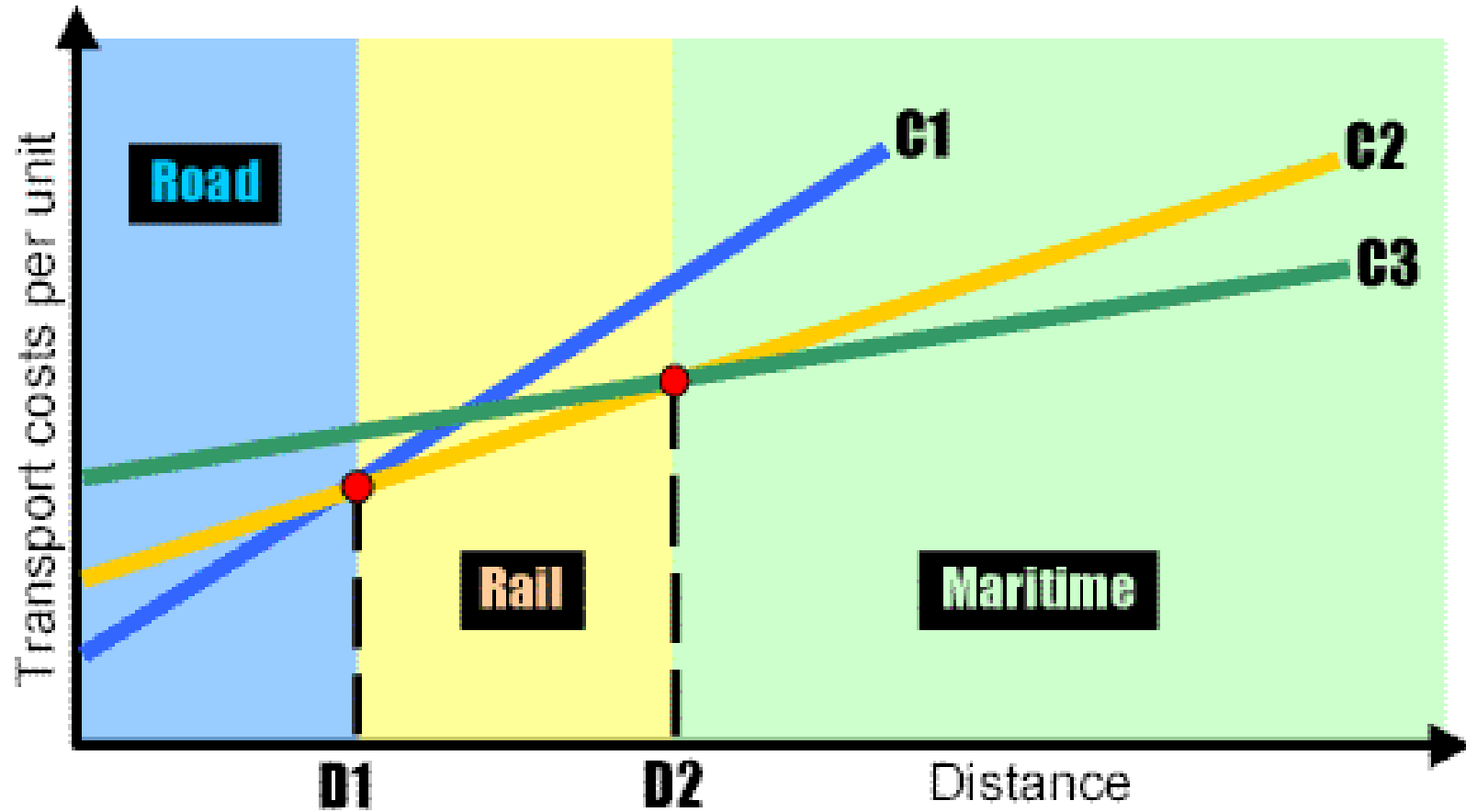
Ordinary leakage, ordinary loss in weight or volume

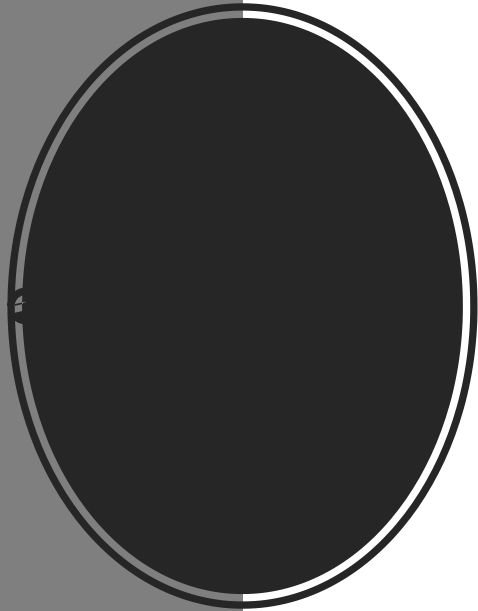
Insufficiency of packing

Unseaworthiness of vessel at the time of loading

Insolvency or financial default of the owners or operators of the vessel

Intermodal costs





PIONEER SHIPPING LOGISTICS INC. SEAWAY BILL (NON NEGOTIABLE COPY)

| | | | | |
|--|-------------------------------------|--|--|--------------------|
| SHIPPER EXPORTER KLARA HOBZA C/O SIBONY 63 FLUSHING AVE, UNIT 200STE 323A BROOKLYN NY 11205 | | BILL OF LADING NO. NYCHAM10054 | EXPORT REFERENCES LOT #:OE-10054 | |
| CONSIGNEE KLARA HOBZA C/O TILL KRAUSE LORSENPIATZ 4 22767 HAMBURG TEL: 40-3861-9754 FAX: 4037503069 Contact: KLARA HOBZA C/O TILL KRAUS | | IN WITNESS WHEREOF, THE UNDERSIGNED SIGNING ON BEHALF OF PIONEERSHIPING INC. HAS SIGNED THREE (3) BILLS OF LADING, ALL OF THE SAME TENOR AND DATE, ONE OF WHICH BEING ACCOMPLISHED, THE OTHERS TO STAND VOID. | | |
| NOTIFY PARTY | | ATTENTION OF SHIPPER. THE TERMS AND CONDITIONS OF THE ORDER BILL OF LADING UNDER WHICH THIS SHIPMENT IS ACCEPTED ARE PRINTED ON THE BACK HEREOF. NOTE: UNLESS OTHERWISE SPECIFIED THE CHARGES LISTED ABOVE DO NOT INCLUDE CUSTOMS CLEARANCE AND SIMILARY NON TRANSPORTATION CHARGES WHICH ARE FOR THE ACCOUNT OF THE CARGO. | | |
| PLACE OF RECEIPT NEW YORK | CARGO INSURANCE | B/L EXPRESS RELEASED FREIGHT PREPAID | | |
| EXPORTING CARRIER DUBLIN EXPRESS | PORT OF LOADING NEW YORK | ONWARD INLAND ROUTING | | |
| PORT OF DISCHARGE DUBLIN | PLACE OF DELIVERY HAMBURG | BOOKING NO. 384732NYHAM | | |
| MARKS AND NUMBERS | NO OF PKGS | DESCRIPTION GOODS | GROSS WT | MEASUREMENT |
| KLARA HOBZA | 7 CTN | 7 CARTONS STC: PERSONAL EFFECTS AES ITN:X20090914033918 | 109.43 KGS | 1.30 CBM |
| CONTAINER NO. NYKU5724883 | SEAL# | | | CFS/CFS |
| THESE COMMODITIES TECHNOLOGY OR SOFTWARE WERE EXPORTED FROM THE U.S. IN ACCORDANCE WITH THE EXPORT ADMINISTRATION REGULATIONS. THESE COMMODITIES LICENSED BY THE U.S. FOR ULTIMATE DESTINATION DIVERSION CONTRARY TO U.S. LAW PROHIBITED. THE SCREENS OF THE O/H PROPERLY ENDORSED SHALL BE REQUIRED OF THE PROPERTY. INSPECTION OF PROPERTY COVERED BY THIS B/L WILL NOT BE PERMITTED UNLESS PERMISSION IS ENDORSED ON THIS ORIGINAL BILL OF LADING OR GIVEN IN WRITING BY THE SHIPPER. | | | | |
| To Obtain Delivery Contact WORLD NET LOGISTICS(GERMANY) DIEPENAU 28195 BREMAN, GERMANY TEL: 49-421333088-12 FAX: 49-42133308 | | ON BOARD DATE 09/26/09 | SHIPPER REFERENCE | |
| | | B/L ISSUED IN NEW YORK | EXCESS VALUE | |

SongAnhlogs.com

BIMCO LINER BILL OF LADING
CODE NAME: "CONLINEBILL 2000"



Amended January 1950; August 1952; January 1973;
 July 1974; August 1976; January 1978; November 2000.

| Shipper (full style and address) | | B/L No. | | Reference No. | |
|---|---|------------------------------------|-----------------------------|-------------------------|--|
| Consignee (full style and address) or Order | | Vessel | | | |
| Notify Party (full style and address) | | Port of loading | | | |
| | | Port of discharge | | | |
| PARTICULARS DECLARED BY THE SHIPPER BUT NOT ACKNOWLEDGED BY THE CARRIER | | | | | |
| Container No./Seal No./Marks and Numbers | Number and kind of packages, description of cargo | Gross weight, kg | Measurement, m ³ | | |
| <p>SHIPPED on board in apparent good order and condition (unless otherwise stated herein) the total number of Containers/Packages or Units indicated in the box opposite entitled "Total number of Containers/Packages or Units received by the Carrier" and the cargo as specified above, weight, measure, marks, numbers, quality, contents and value unknown, for carriage to the Port of discharge or so near thereto as the vessel may safely get and be delivered, to be delivered in the like good order and condition at the Port of discharge unto the lawful holder of the Bill of Lading, on payment of freight as indicated to the right plus other charges incurred in accordance with the provisions contained in this Bill of Lading. In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its stipulations on both Page 1 and Page 2, whether written, printed, stamped or otherwise incorporated as they were all signed by the Merchant. One original Bill of Lading must be surrendered duly endorsed in exchange for the cargo or delivery order, whereupon all other Bills of Lading to be void. IN WITNESS whereof the Carrier, Master or their Agent has signed the number of original Bills of Lading stated below right, all of this tenor and date.</p> | | | | | |
| Carrier's name/principal place of business | | Date shipped on board | | Place and date of issue | |
| | | Number of original Bills of Lading | | | |
| | | Pre-carriage by** | | | |
| Signature | | Place of receipt by pre-carrier** | | | |
| or for the Carrier | | Place of delivery by on-carrier** | | | |
| (Master's name/signature) | | as Master | | | |
| (Agent's name/signature) | | as Agents | | | |

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 The International Maritime Council
 (BIMCO), Copenhagen, 2000.

*As defined hereinafter (Cl. 1)
 **Applicable only when pre-carriage is arranged in accordance with Clause 8

BIMCO LINER BILL OF LADING
Code Name: "CONLINEBILL 2000"

1. Definition.
"Merchant" includes the shipper, the receiver, the consignee, the consignee, the holder of the Bill of Lading, the owner of the cargo and any person entitled to possession of the cargo.

2. Notification.
Any mention in this Bill of Lading of parties to be notified of the arrival of the cargo is solely for the information of the Carrier and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

3. Liability for Carriage Between Port of Loading and Port of Discharge.
(a) The International Convention for the Unification of Certain Rules of Law relating to Bills of Lading signed at Brussels on 25 August 1924 (the Hague Rules) as amended by the Protocol signed at Brussels on 23 February 1968 (the Hague-Visby Rules) and as enacted in the country of shipment shall apply to this Contract. When the Hague-Visby Rules are not enacted in the country of shipment, the corresponding legislation of the country of destination shall apply, irrespective of whether such legislation may only regulate outward shipments.

When there is no enactment of the Hague-Visby Rules in either the country of shipment or in the country of destination, the Hague-Visby Rules shall apply to this Contract save where the Hague Rules as enacted in the country of shipment or, if no such enactment is in place, the Hague Rules as enacted in the country of destination apply compulsorily to this Contract. The Protocol signed at Brussels on 21 December 1979 (the SDR Protocol 1979) shall apply where the Hague-Visby Rules apply, whether mandatorily or by this Contract.

The Carrier shall in no case be responsible for loss of or damage to cargo arising prior to loading, after discharging, or with respect to deck cargo and live animals.

(b) If the Carrier is held liable in respect of delay, consequential loss or damage other than loss of or damage to the cargo, the liability of the Carrier shall be limited to the freight for the carriage covered by this Bill of Lading, or to the limitation amount as determined in sub-clause 3(a), whichever is the lesser.

(c) The aggregate liability of the Carrier and/or any of its servants, agents or independent contractors under this Contract shall, in no circumstances, exceed the limits of liability for the total loss of the cargo under sub-clause 3(a) or, if applicable, the Additional Clause.

4. Law and Jurisdiction.
Disputes arising out of or in connection with this Bill of Lading shall be exclusively determined by the courts and in accordance with the law of the place where the Carrier has his principal place of business, as stated on Page 1, except as provided elsewhere herein.

5. The Scope of Carriage.
The intended carriage shall not be limited to the direct route, but shall be deemed to include any proceeding or re-landing or stopping or slowing down at or on any ports or places for any reasonable purpose connected with the cargo (including bunkering, loading, discharging or other cargo operations and maintenance of Vessel and crew).

6. Substitution of Vessel.
The Carrier shall be at liberty to carry the cargo or part thereof to the Port of discharge by the aid of (Bills of Lading) or other bills of lading or by other means of transport, proceeding either directly or indirectly to each port.

7. Transhipment.
The Carrier shall be at liberty to tranship, re-land and/or store the cargo either on shore or on board and forward the same to the Port of discharge.

8. Liability for Pre and Post-Carriage.
When the Carrier arranges pre-carriage or carriage from a place other than the Vessel's Port of loading or on-carriage of the cargo to a place other than the Vessel's Port of discharge, the Carrier shall contract with the Merchant's Agent only and the Carrier shall not be liable for any loss or damage arising during any part of the carriage other than between the Port of loading and the Port of discharge even though the freight for the whole carriage has been collected by him.

9. Loading and Discharging.
(a) Loading and discharging of the cargo shall be arranged by the Carrier or his Agent.
(b) The Merchant shall, at his risk and expense, handle and/or store the cargo before loading and after discharging.
(c) Loading and discharging may commence without prior notice.
(d) The Merchant or his Agent shall tender the cargo when the Vessel is ready to load and as fast as the Vessel can receive including, if required by the Carrier, outside ordinary working hours notwithstanding any custom of the port. If the Merchant or his Agent fails to tender the cargo when the Vessel is ready to load or fails to load as fast as the Vessel can receive the cargo, the Carrier shall be relieved of any obligation to load such cargo. The Vessel shall be entitled to leave the port without further notice and the Merchant shall be liable to the Carrier for deadfreight and/or any overtime charges, losses, costs and expenses incurred by the Carrier.
(e) The Merchant or his Agent shall take delivery of the cargo as fast as the Vessel can discharge including, if required by the Carrier, outside ordinary working hours notwithstanding

any custom of the port. If the Merchant or his Agent fails to take delivery of the cargo the Carrier's discharging of the cargo shall be deemed fulfilment of the contract of carriage. Should the cargo not be taken within a reasonable time, the Carrier may sell the same privately or by auction. If the Merchant or his Agent fails to take delivery of the cargo as fast as the Vessel can discharge, the Merchant shall be liable to the Carrier for any overtime charges, losses, costs and expenses incurred by the Carrier.
(f) The Merchant shall accept his reasonable proportion of unidentified loose cargo.

10. Freight, Charges, Costs, Expenses, Duties, Taxes and Fines.
(a) Freight, whether paid or not, shall be considered as fully earned upon loading and non-refundable in any event. Unless otherwise specified, freight and/or charges under this Contract are payable by the Merchant to the Carrier on demand, interest at Libor (or its successor) plus 2 per cent, shall run from fourteen days after the date when freight and charges are payable.
(b) The Merchant shall be liable for all costs and expenses of fumigation, gathering and sorting loose cargo and weighing onboard, repacking cargo and repacking packing due to accepted causes, and any extra handling of the cargo for any of the abovementioned reasons.
(c) The Merchant shall be liable for any dues, duties, taxes and charges which under any denomination may be levied, inter alia, on the basis of freight, weight of cargo or tonnage of the Vessel.
(d) The Merchant shall be liable for all fines, penalties, costs, expenses and losses which the Carrier, Vessel or cargo may incur through non-observance of Customs House and/or import or export regulations.
(e) The Carrier is entitled in case of incorrect declaration of contents, weights, measurements or value of the cargo to claim double the amount of freight which would have been due if such declaration had been correctly given. For the purpose of ascertaining the actual facts, the Carrier shall have the right to obtain from the Merchant the original invoice and to have the cargo inspected and its contents, weight, measurement or value verified.

11. Lien.
The Carrier shall have a lien on all cargo for any amount due under this contract and the costs of recovering the same and shall be entitled to sell the cargo privately or by auction to satisfy any such claim.

12. General Average and Salvage.
General Average shall be adjusted, stated and settled in London according to the York-Antwerp Rules 1904, or any modification thereof, in respect of all cargo, whether carried on or under deck, in the event of accident, danger, damage or disaster before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which or for the consequence of which the Carrier is not responsible by virtue of contract or otherwise. The Merchant shall contribute with the Carrier in General Average to the payment of any sacrifice, losses or expenses of a General Average which shall apply to the cargo if incurred, and shall pay all special charges incurred in respect of the cargo, if a salvaging vessel is called or operated by the Carrier, salvage shall be paid for as fully as if the salvaging vessel or vessel belonged to strangers.

13. Both-to-Blame Collision Clause.
If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, negligence or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the Merchant will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her Owner in so far as such loss or liability represents loss of or damage to or any claim whatsoever of the owner of the cargo paid or payable by the other or non-carrying vessel or her Owner to the owner of the cargo and set-off, recouped or recovered by the other or non-carrying vessel or her Owner as part of his claim against the carrying vessel or Carrier. The foregoing provisions shall also apply where the Owner, operator or those in charge of any vessel or vessel or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

14. Government directions, War, Epidemics, Ice, Strikes, etc.
(a) The Master and the Carrier shall have liberty to comply with any order or directions or recommendations in connection with the carriage under this Contract given by any Government or Authority, or anybody acting or purporting to act on behalf of such Government or Authority, or having under the terms of the insurance on the Vessel the right to give such orders or directions or recommendations.
(b) Should it appear that the performance of the carriage would expose the Vessel or any cargo onboard to risk of seizure, damage or delay, or to the risk of warlike operations, blockade, riots, civil commotions or piracy, or any person onboard to risk of loss of life or freedom, or that any such risk has increased, the Master may discharge the cargo at the Port of loading or any other safe and convenient port.
(c) Should it appear that epidemics, quarantine, ice, labour troubles, labour obstructions, strikes, lockouts (whether

onboard or on shore), difficulties in loading or discharging would prevent the Vessel from leaving the Port of loading or reaching or entering the Port of discharge or those discharging in the usual manner and departing therefrom, all of which liability and without unreasonable delay, the Master may discharge the cargo at the Port of loading or any other safe and convenient port.
(d) The discharge, under the provisions of this Clause, of any cargo shall be deemed full fulfilment of the contract of carriage.
(e) If in connection with the exercise of any liberty under this Clause any extra expenses are incurred they shall be paid by the Merchant in addition to the freight, together with return freight, if any, and a reasonable compensation for any extra services rendered to the cargo.

15. Defences and Limits of Liability for the Carrier, Servants and Agents.
(a) It is hereby expressly agreed that no servant or agent of the Carrier (which for the purpose of this Clause includes every independent contractor from time to time employed by the Carrier) shall in any circumstances whatsoever be under any liability whatsoever to the Merchant under this Contract of carriage for any loss, damage or delay of whatsoever kind arising or resulting directly or indirectly from any act, neglect or default on his part while acting in the course of or in connection with his employment.
(b) Without prejudice to the generality of the foregoing provisions in this Clause, every assumption of liability, limitation, exclusion and (they have) contained in any bill of lading, receipt and (they have) certificate of whatever nature, applicability to the Carrier and to which the Carrier is entitled, shall also be available and shall extend to every such servant and agent of the Carrier acting as aforesaid.
(c) The Merchant acknowledges that no claim shall be made against any servant or agent of the Carrier and, if any claim should nevertheless be made, to indemnify the Carrier against all consequences thereof.
(d) For the purpose of all the foregoing provisions of this Clause the Carrier is or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all persons who might be his servants or agents from time to time and all such persons shall to this extent be or be deemed to be parties to the Contract of carriage.

16. Stowage.
(a) The Carrier shall have the right to stow cargo by means of containers, trailers, transportable tanks, flats, pallets, or similar articles of transport used to consolidate goods.
(b) The Carrier shall have the right to carry containers, trailers, transportable tanks and covered flats, whether stowed by the Carrier or received by him in a stowed condition from the Merchant, on or under deck without notice to the Merchant.

17. Shipper-Packed Containers, Trailers, Transportable Tanks, Flats and Pallets.
(a) If a container has not been filled, packed or stowed by the Carrier, the Carrier shall not be liable for any loss of or damage to its contents and the Merchant shall cover any loss or expense incurred by the Carrier, if such loss, damage or expense has been caused by:
(i) negligent filling, packing or stowing of the container;
(ii) the contents being unsuitable for carriage in container; or
(iii) the unsuitability or defective condition of the container unless the container has been supplied by the Carrier and the unsuitability or defective condition would not have been apparent upon reasonable inspection at or prior to the time when the container was filled, packed or stowed.
(b) The provisions of sub-clause (a) of this Clause also apply with respect to trailers, transportable tanks, flats and pallets which have not been filled, packed or stowed by the Carrier.
(c) The Carrier does not accept liability for damage due to the unsuitability or defective condition of reefer equipment or trailers supplied by the Merchant.

18. Return of Containers.
(a) Containers, pallets or similar articles of transport supplied by or on behalf of the Carrier shall be returned to the Carrier in the same order and condition as handed over to the Merchant, normal wear and tear excepted, with interiors clean and within the time prescribed in the Carrier's tariff or otherwise.
(b) The Merchant shall be liable to the Carrier for any loss, damage to, or delay, including demurrage and detention incurred by or sustained to containers, pallets or similar articles of transport during the period between handing over to the Merchant and return to the Carrier.

ADDITIONAL CLAUSE
U.S. Trade, Period of Responsibility.
(i) In case the Contract evidenced by this Bill of Lading is subject to the Carriage of Goods by Sea Act of the United States of America, 1936 (U.S. COGSA), then the provisions stated in said Act shall govern before loading and after discharge and throughout the entire time the cargo is in the Carrier's custody and in which event freight shall be payable on the cargo coming into the Carrier's custody.
(ii) If the U.S. COGSA applies, and unless the nature and value of the cargo has been declared by the shipper before the cargo has been handed over to the Carrier and inserted in the Bill of Lading, the Carrier shall in no event be or become liable for any loss or damage to the cargo in an amount exceeding USD 500 per package or customary freight unit.

Code Name: "COMBICONBILL"
Shipper

BL No.



Negotiable
COMBINED TRANSPORT BILL OF LADING
Revised 1995

Reference No.

Consigned to order of

Notify party/address

Place of receipt

Ocean Vessel Port of loading

Port of discharge Place of delivery Freight payable at Number of original Bills of Lading

Marks and Nos. Quantity and description of goods Gross weight, kg, Measurement, m³

Particulars above declared by Shipper

Freight and charges

RECEIVED the goods in apparent good order and condition and, as far as ascertained by reasonable means of checking, as specified above unless otherwise stated.
The Carrier, in accordance with and to the extent of the provisions contained in this Bill of Lading, and with liberty to sub-contract, undertakes to perform and/or in his own name to procure performance of the combined transport and the delivery of the goods, including all services related thereto, from the place and time of taking the goods in charge to the place and time of delivery and accepts responsibility for such transport and such services.
One of the Bills of Lading must be surrendered duly endorsed in exchange for the goods or delivery order.
IF WITNESSED where TWO (2) original Bills of Lading have been signed, if not otherwise stated above, one of which being accomplished the other(s) to be void.

Shipper's declared value of
subject to payment of above extra charge.

Place and date of issue
Signed for
..... as Carrier

Note:
The Merchant's attention is called to the fact that according to Clauses 10 to 12 and Clause 24 of this Bill of Lading, the liability of the Carrier, in most cases, limited in respect of loss of or damage to the goods and delay.

by
As agent(s) only to the Carrier

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(BIMCO), Copenhagen, 1995



Asking for a
quotation

Seller

Load

**Insurance
information**



Seller

- Company
- Name of contact
- Occupation of contact
- Email
- Company phone
- Cell phone
- Fax
- Postal address
- Zip code
- City
- Country
- Company website
- European vat no





Load

- Description
 - Number of pallets / of parcels
 - Unit weight (tone) , Length (m), Width (m)
 - Height (m), Volume (m)
 - Regulated product : yes no
 - Should it be yes, kind of product
 - Packaged product, Paletized product
 - Company for delivery, Adress for delivery
 - Zip code for delivery, City of delivery
 - Country of delivery
 - Expected date of delivery
 - Type of favourite transportation : none, sea, rail, air, road, barging
- 



Insurance information

- Cargo insurance : yes , no
- Coverage required
- Insurance value to be covered



Transport quiz
[QuizTransport.pdf](#)