



MORE THAN JUST A FREIGHT BROKER

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1. INTRODUCTION

Over time, the definition of “freight forwarder” has gone through many changes, while always keeping the essential core concept of “provider of logistics solutions”.

Therefore, the value of a freight forwarder is, and always has been, the capability to give solutions to whatever adversity that could be faced further than to coordinate a freight. Following this topic, the aim of my dissertation is to demonstrate that the forwarder is not a mere collaborator, but rather to be a strong partner to overcome any challenge in a freight. A partner who will use their technical know-how and network of contacts by doing their bests to ensure that goods will be safely arrived at their destination.

To illustrate the above, I have chosen two scenarios in which freight is handled by a third party, to demonstrate the necessity of a freight forwarder even being not involved in the freight. In those cases, my work as a freight forwarder was required to manage complex situations were only the figure of a freight forwarder could properly solve.

First, I present the quotation process and the handling operation of an enormous petroleum coke crane with pieces larger than 50 m and wider than 5 m. Second, I will expose the desperate request of help from an importing company in Europe. Many containers were arriving to Barcelona port carrying electrical bicycles, which were supposed to arrive not only to Spain, but also to Italy, Germany and France. All them considered Dangerous Goods cargo but lacking the necessary documentation.

2. EXPORT CASE: B/B SPAIN- RUSSIA

2.1 Background

The north of Spain is well known around the world for its heavy industry machinery manufacture. An important percentage of the industrial machinery is destined to the export and it is quite usual to see abnormal cargo moving by the highways.

While it is true that Russia is a strong competitor, Spain's high level of specialization in this sector was it possible for Spain to sell an enormous petroleum coke crane to Russia.

Even though European Union works to have a common transport laws, special regulations for abnormal cargo are completely different for each country. In Spain, also each region has its own regulations and procedures, as well as different police organizations, which increases the complexity to move abnormal cargo between the different regions within Spain.

Most of Spanish ports are used to manage Break Bulk (BB) abnormal cargo. Thus, there are a great diversity of specialized trucking companies.

2.2 Commodity: Petroleum Coke Crane

The characteristics of the Petroleum Coke Crane¹ are shown below.

- Conveying Capacity: 350 Tons per Hour (TpH)
- Coke Crane Capacity: 20 Tons (TN)
- Lifting Height: 22 meters (m)

The crane was built to handle and move green petroleum coke, which is an abrasive and corrosive material. Due to the hard environmental conditions of the destination, the crane was properly designed and protected in order to work under temperatures between -50 °C and +38 °C.

2.3 Shipment Terms

The shipment terms are shown below.

- Pick up location: Zaragoza, Spain
- Loading Port: Sagunto or Bilbao, to be determined
- Destination Port: Azov, Russia
- Delivery location²: Tyumen, Russia
- FOB FREE IN, LSD+W³ for receiver's account Berth in Shipper's, SSHEX⁴.
- Final shipment details: 2658.07 Cubic meters (CBM), 406,79 Tons (TN), 40

Packages

¹ See Appendix I for the coke crane picture

² See Appendix II for the full trip Zaragoza - Tyumen

³ Lashing, Securing, and Dunnage + Welding

⁴ Saturdays, Sundays and Holidays Excluded

- Freight Forwarder appointed by the consignee, Vessel Accum⁵, IMO 9505314.

2.4 Quotation and shipper approach

First, an initial meeting was performed to obtain the cargo details. Even though the shipment was not ready, they were able to give me an estimated total volume and weight, 2640 CBM and 389.73 TN. In addition, I was advised about the details of two special packages, which were 50 meters long. The details of the other pieces of the crane were shared at a later stage.

Once the approximate cargo details together with the chosen vessel specifications were shared, I had the possibility to start looking for port terminals that could handle and store part of the project cargo in Sagunto and Bilbao ports. Not all terminals are adequate to handle these special packages or cannot store volumes of 2640 CBM.

While we were starting to negotiate with the different port terminals, I received the first official packing list. This new packing list included many other special pieces, which required special transport. With this updating, I was able to organize the loading plan and inland quotation for the two loading port options.

2.4.1 Loading Plan

In order to prepare the loading plan, the limitations according to Spanish law and the distribution of parts at shipper's facilities were taken into account.

⁵ See Appendix III for Nominated Vessels

- Spain maximum authorized vehicle gross mass is 40 TN, and 44 TN with a tri-axle truck.
- Spain maximum authorized vehicle length is 16.6 meters long.

Consequently, the pieces larger than 20 meters or wider than 3 meters must be handled as an abnormal cargo. In addition, as the tractor with the platform, weight is already 16 TN, most of the transports would be finally considered as abnormal ones.

2.4.2 Transport operative requirements and related evaluations.

For pieces 1 to 5⁶, special transport requirements were needed.

Package number	Package type	Gross weight (Kg)	Dimensions			Volume (m ³)
			Length (cm)	Wide (cm)	High (cm)	
1	SPECIAL	50000	1070	579	447	276.93
2	SPECIAL	59000	4962	269	310	413.78
3	SPECIAL	58000	4962	398	315	622.09
4	SPECIAL	39000	1629	227	330	122.03
5	SPECIAL	40000	1548	311	364	175.24

Packages 2 and 3⁷ were around 50m long, thus, depending on the route section one pilot car or one pilot card and one escort vehicle were needed. In addition, a hydraulic dolly was required.

For all the pieces listed in the above table, a “Direct to vessel loading” or a self-unloading truck had to be available with a second movement alongside ship on the loading date.

⁶ See Appendix IV for the whole coke crane packing list.

⁷ See Appendix V for the pieces 2,3 (50m long)

I estimated 22 trips⁸ to pick-up all the pieces, supposed to be carried out during the two weeks before the departure of the vessel in order to respect the vessel schedule.

The most difficult transport was the one of piece n. 1 due to its width and high. Thus, I decided to do it the last Friday before vessel departure to give the shipper enough time to focus on the preparation of the loading and lashing. It was crucial to match the delivery at the terminal with the arrival date of the vessel in order to do a direct loading on board.

Once the loading plan was prepared, and once I had a clear overview of the needed authorizations, I finally negotiated with different special transport trucking companies in order to be sure to find the best-customized solution to carry out the operation.

Among these companies was already familiar with the shipper's business. They used to offer them domestic transport. That was therefore a crucial point for my final decision in their favour.

2.4.3 Customs brokerage

In order to avoid delays in the Laytime due to possible customs inspections, I decided to do separate customs clearance operations (splitting the commercial documents according to the order of the transports' arrangements and of the entry of the pieces into the terminal).

⁸ See Appendix VI for the trucks loading plan.

Consequently, customs authorities would have been able to inspect each entry of pieces instead of inspecting all of them, when vessel would have been already at the port.

2.4.4 Terminal capacity and needs

Both chosen terminals in Bilbao and Sagunto ports asked us to send the pieces as late as possible, especially the big ones. Many vessels arrive on daily basis and having additional 2640 CBM stored in the terminal could have blocked up the regular operations.

The entire operation would have been finally coordinated directly with the terminal. The vessel agent was not involved in the coordination of it. They would have been only in charge of giving us the entry documentation at the port.

2.4.5 Additional services and Contingency plan

No surveyor was needed to be contracted by us because the shipper appointed own engineers to supervise the loading.

However, I offered them a contingency plan in relation to the lifting points should a problem arise in the land side.

Since I know that there is always the possibility that things might not go as planned or expected, I thought that despite centres of gravity were clear, additional lifting points might be needed.

Freighter companies usually hire a welder in order to fix the goods to the B/B vessel. However, this welder usually works inside the vessel and not at the terminal. For

this reason, In order to be prepared for the eventuality, I proactively offered a welder's service in case of need of additional lifting points. Therefore, I sent them the possible charges in a separate quotation, together with the possible material needed (rings, metals, tin, etc.).

2.4.6 Quotation structure

My conviction is that customers need a clear and simple quotation, even when complex operations are involved. This is why I think that we have to avoid letterings like "subject to" or "if applicable" as much as possible. A Freight Forwarder has the knowledge to conclude whether a cost it is applicable or not, or in this case, for example, the estimated total amount of a crane working hours needed. I am in favour of mentioning that extra charges might be applicable if any accident occurs, or unpredictable operations finally have to be carried out. Nevertheless, we, as freight forwarders, have enough knowledge and must be ethical enough to include all the main items/charges in the quotation if we know already that they will be applied.

To be consequent with the above, I calculated that two working days were needed, so I quoted accordingly. I also took into account some terminal handling extra hours, in order to try not to invoice any additional fee to the customer in the probable case of a delay. Only the idle time of the terminal, which was the only part out of our direct control, was not included in the main part of the quotation.

Quotation was issued as per below:

Transport from Zaragoza to Sagunto/Bilbao : EUR XXXXX

THC Packages, non special : EUR XXXXX (XX * XX W/M)

THC Packages, special : EUR XXXXX (XX * XX W/M)

Custom clearances : EUR XXX

HANDLING AND COORDINATION : EUR XXXX

FOB FREE IN, LSD + W for receiver's account, Berth in a. hartrodt España Option,
SSHEX, AAAA⁹

Idle Time: XXX x HOUR

Extra Working day: XXXX

NIGHT +75%, WEEKEND +100%, WEEKEND NIGHT +150%

2.5 a. hartrodt España, the nominated freight forwarder

Finally, a. hartrodt España was chosen and appointed as the freight forwarder for this project. Sagunto was finally chosen as the Port of Loading of the shipment. I started contacting all the involved parties in order to fix the dates and to coordinate the transport accordingly. At the same time, our trucking service provider started asking the authorities for all for the permissions.

2.6 Show Time

All transports went as planned despite some not noteworthy unavoidable issues. Some of the special transports arrived at terminal when it was already closed (out of

⁹ Always Afloat Always Accessible

working hours). Therefore, I had to personally call the director in order to let the trucks get in, even if we had to wait for the following day to have them unloaded.

The order of the loaded trucks was changed without notice, so we could not arrange a direct to vessel delivery, and we had to leave the pieces several days at the terminal. Once inside, in order to facilitate the handling of the pieces, our customer finally gave us some supporting legs to hold up some pieces at the terminal, which helped us a lot.

Last piece, which was 5.57 meters wide and 4.47 meters high, took approx. 6 days to arrive to Sagunto port. It arrived on Tuesday, perfectly on time for the expected vessel arrival. However, since the loading operations started concretely on Friday, I had to ask to the trucking company to leave the chassis inside the terminal.

We had some problems with customs. An inspection was required for the last piece and I personally attended the inspection¹⁰, together with our Valencia sales executive and our customs broker. We showed to them the crane layout and all the documentation related to the sale. They also wanted to see some pieces personally, so we went with them to carry out the physical inspection.

The tensest moments started when the Captain informed the new vessel ETA, August 1st at 02.30 PM; one day later than expected. Additionally, a new loading¹¹ and sequence plan¹² were shared with us. New estimated plan to open hatch covers was 6 hours versus the initially communicated 30 minutes. Consequently,

¹⁰ See Appendix VII for Customs inspection terminal Piece 1

¹¹ See Appendix VIII for Vessel loading plan

¹² See Appendix IX for the finally vessel loading sequence plan.

nervousness skyrocketed because the new ETA left only one working day for loading operations.

On Friday, operations started slower than expected therefore, the extra hand would not be enough to finish the loading operations on time.

Moreover, on Sunday, the terminal had scheduled to operate a vessel from of a regular line, which was preferential for loading. Therefore, in order to offer to our costumer a solution, I asked them to talk to the consignee to know if their preference was to pay the 150 % surcharge for a Saturday work or if consignee would have paid the Laycan until Monday.

Finally, they decided to pay the extra surcharge for the Saturday work. However, once operations went further it got better: we saw that, with three more hours we could probably finish the vessel loading. Thus, we convinced the terminal to keep working until vessel was completely loaded and the whole operation was completed successfully.

3. IMPORT CASE: ELECTRICAL BICYCLES KOREA-EUROPE

3.1 Background

A German company located in different European countries bought 1800 electric bicycles in order to satisfy the European demand. Selling terms: CFR European port. The shipper decided to send all the containers to Barcelona.

One month later, 12 containers arrived to Barcelona port, all of them considered Dangerous Cargo, with final destinations all over Europe.

When the German company got in touch with me, the first lot of containers were already at Barcelona port without the needed documents.

3.2 Getting some additional information

After having some conversations with the German company, I finally got the destinations for all the containers:

2x 40 HC Place of delivery: Barcelona

2x 40 HC Place of delivery: France

1x 40 HC Place of delivery: Italy

5 x 40 HC Place of delivery: Germany

2x 40 HC Place of delivery Barcelona city limits

3.3 Dangerous Good regulations, requirements and special provisions.

Battery powered equipment UN number 3171 is considered dangerous cargo Class 9 by the International Maritime Organization (IMO). It is regulated in the International Maritime Dangerous Goods code (IMDG).

Special Provisions (SP) related to the UN3171 :

SP961 Foresees exceptions for vehicles that are transported on a vessel in an area specifically designed for that purpose. Example: Roll on Roll of vessels. This was not our case.

SP962 Foresees Exception of marking, labelling and placating under the following conditions:

- Vehicles and engines must not show signs of leakage.
- Vehicles and engines fueled by flammable liquids must not have their fuel tanks more than $\frac{1}{4}$ full or 250L maximum.
- Vehicles and engines fuelled by flammable gas must have their shut off valves closed.
- Lithium batteries must meet UN38.3 testing criteria.

However the SP962 do not exempt to respect all the others obligations of the IMDG.

For the UN number 3171 rules, requirements and obligations are the same ones in the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and in the IMDG.

3.4 Customs

It is interesting to know that Free Trade Agreement (FTA) between European Union (EU) and South Korea applies since 2011 and it was formally ratified in December 2015. It was the first agreement between EU and any Asian country. This stimulate the commerce and competition between companies from both countries.

In Spain, same as all European countries, a national or registered foreign tax number for the importer is required, in order to carry out an import customs clearance on

behalf of this importer. Unfortunately, in Spain, it can take several months to get a foreigner tax number. If the forwarder/customs broker decides to fiscally represent the importing company, it is then considered the responsible party in front of the tax authorities.

In order check the applicable customs filters and duties, we consulted Taric¹³ (multilingual database integrating all measures relating to EU customs tariff, commercial and agricultural legislation). Electrical bicycles with Harmonized System (HS) code 87116010 are Duty free in Europe. Only VAT (Value Added Tax) is applied as a local refundable tax.

In Spain, filters in Transit also apply, which means that a T1 document cannot be issued without first completing the required customs inspection and procedures locally.

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3.5 Documental situation

3.5.1 Already at Port of discharge -

- 2x 40DV destination Spain
 - Dangerous Goods Documentation was available.
 - Commercial Documentation ready.
 - Local Documentation not ready.

¹³ See Appendix XII for Taric consultation HS code 87116010

Importer did not have access to the Spanish administration web site, so they were not able to fill in the Power Of Attorney (POA) via the official channel. Thus, we offered them to send the POA by the manual way. Which means that we needed the company constitutive documents, the signature and the id card of the director or owner.

- 2x 40DV destination France
 - Dangerous Goods: ready.
 - Commercial Documentation: ready.
 - Local required documentation: not ready.

We asked our French office to deal with the final importer to get the missing documentation.

- 1x 40HC destination Italy
 - Dangerous Goods: not ready.
 - Commercial Documentation: not ready.
 - Local required documentation: not ready

We asked our Italian office to deal with the final importer to get the missing documentation.

3.5.2 Estimated arrival for the following week

- 5x 40 HC destination Germany
 - Dangerous Goods: ready
 - Commercial Documentation: not ready.
 - Local required documentation: not ready.

We asked our German office to deal with the final importer to get the missing documentation.

- 2 x 40 DV destination Spain.
 - Dangerous Goods: ready
 - Commercial Documentation: ready.
 - Local required documentation: not ready.

By solving the problem with the first two containers, these would also be solved.

Apart from the particular documental situation of every shipment, all of them were consigned with a direct B/L to the commercial broker. Therefore, I asked them for an official appointment letter.

Some of the documentation needed time to be prepared, thus, we offered customer to unload the containers in our partner's (Dangerous Goods) bonded warehouse, in order to avoid the considerable costs of terminal storages and shipping line demurrages.

Additionally as per ADR regulation, one dangerous Goods Declaration per container/truck was needed. Consequently, we asked the shipper to issue it accordingly.

[3.6 Merchant haulage deliveries - Arguing with the shipping line.](#)

In Spain all the shipping lines tend to be against the merchant haulage, especially on the import side. They do their best to discourage freight forwarders to do the transport with their own truckers, forcing them to arrange the deliveries in carrier

haulage usually offering a poor service. This is a bad praxis reported several times by the freight forwarders' associations.

In front of the customer, truckers are the freight forwarder's "business card", and for a freight forwarder which offers high level service it is important to have the possibility to arrange a transport with its own partners.

Additionally, in this case, an international bonded transport was involved; this means that if something had happened during the transport, we would have been considered responsible economically and legally towards Spanish customs for the applicable taxes.

After several days of discussion, we agreed that the shipping line could arrange the transport by signing a letter of indemnity, taking the whole responsibility. Finally, they decided to allow us to arrange the on-carriage in merchant haulage.

3.7 Import Operations

Our priority was to have the containers out of the port quick as possible. Storage cost at port for an IMO 40 HC is expensive and Port Authorities were pushing us to get the containers out of the port facilities. However, we had to be careful and study every step. Every failed movement or a wrong warehouse choice would have meant lot of additional surcharges. I consequently decided to treat every lot as separate shipment considering the individual requirements.

3.2.3.1 Destination France 2x40HC DG

For France destination, there was no need to send the container to be unloaded in our Dangerous Goods bonded warehouse. The documentation was ready and the distance was assumable.

We arranged the T1¹⁴ document with the B/L and comercial documentation and it took about 3 days to arrive at final destination. The only problem was the one related to driving hours' limitation.

With the current situation, of lack of equipment, shipping line local offices would not allow us to deliver the empty container to another country. Therefore, another 2 days were needed to deliver back the empty containers to Barcelona port.

2.2.3.2 Destination Spain 2 x 20HC DG

We presented the customs clearance to the authorities with all needed documentation (MB/L, HB/L and comercial invoice). Then, customs authorities asked for physical inspection. Hence, we arranged the container transfer to the scanner area. Afterwards, once we had the green light from customs authorities we could deliver the containers to the final destination.

3.2.3.3 Destination Italy 2 x 20HC DG

The importer did not have the import licence. We assisted them in order to get it but issuance is still pending. Meanwhile, we have done a T1 up to our Dangerous Goods bonded warehouse. Once import licence will be ready, a new T1 will be issued and the goods will be delivered to Italy.

¹⁴ Document customs transit

3.2.3.3 Destination *Germany* 5 x 20HC DG

Hannover was the final destination of the five containers, 1650 km far from Barcelona. Consequently, I decided to unload the containers in our warehouse in order to send the trucks to Germany with an additional stop in Hannover customs for the clearance. In this case two T1 documents were needed.

Customs authorities decided this time to check more in details all the documents related to this shipment, so they stopped two of the five containers. They asked for additional information about the electric bicycles, and they finally required scanner inspection for both.

After arranging the transports to the scanner area. After receiving the green light from the customs authorities, we could finally unload the containers, generate the T1 documents and successfully arrange the deliveries to final destination.

4. CONCLUSION

A web page, app or any software will never be considered a forwarding service in and of itself, unless there is a human mind behind it. We should only consider them carriers with additional services. Of course, some of these tools will take a certain share of the market, mainly of those where only price matters. But they will never be able to substitute the real figure of the freight forwarder.

Even if I have not managed the ocean freight in these two cases, there is not another professional figure who is able to offer the service that I have offered to the customers. This is the real freight forwarder 3.0.

The freight forwarder 3.0 is the one able to adapt to every single client, the one who is able to combine traditional tools and knowledge with the new technologies to offer the best possible service to the final customer.

Besides the difficulty of both cases, it has been my intention to highlight our routine problems. Problems that any freight forwarder around the globe has to face every day, despite the complexity of the shipment.

This is why I would like to empathize the importance of our profession, our resilience and our skills to solve problems for every shipment. Reminding ourselves, how much we love our work and how interesting our industry is. Especially in these difficult times of equipment shortage, lack of space, unfair competition and the bad practices of some carriers.

We must keep overcoming setbacks through collaboration and fair and sustainable services and logistics. Only by doing this will we retain our worth and it will be the next brick in the world we want to build.

5. ACKNOWLEDGEMENT

Firstly, I would like to thank all the Associations involved, for giving me the opportunity to present my dissertation and to give voice to the passion I feel for my job. It is a great honor to participate in this contest.

I also would like to thank the whole a. hartrodt family, those great experts who have taught me every day, with professionalism and human sense, who inspired me with their vision.

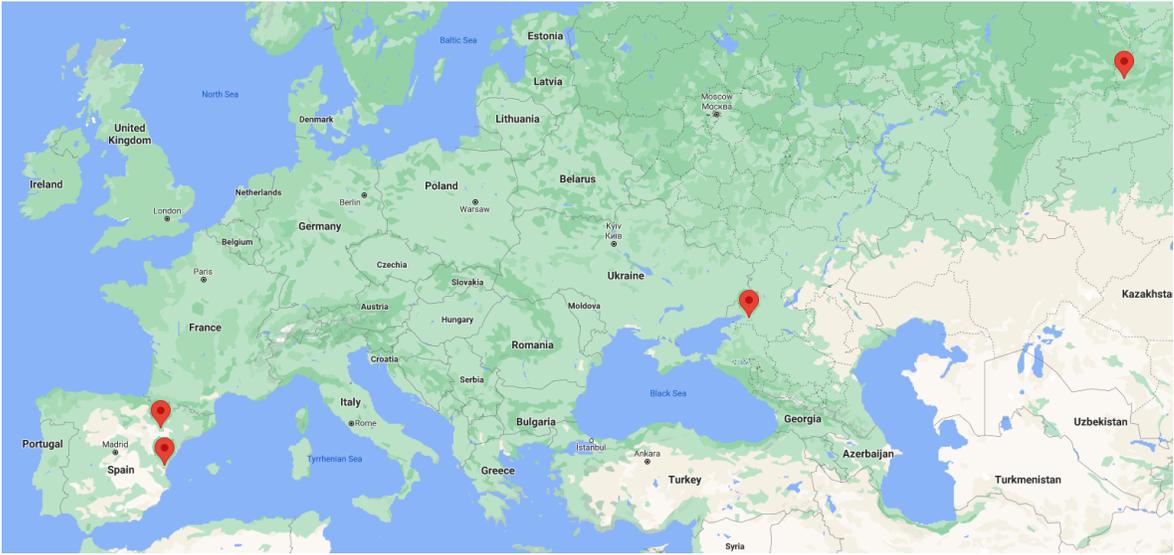
Finally, I would like to thank who every day contributes to the growth of my resilience skills and fighting spirit.

6. APPENDIX

I. Petroleum coke crane



II. Full trip



III. Nominated Vessel / Final vessel

Nominated vessel : ACCUM vessell IMO 9505314



Final vessel : MV CSHILLPLATE, IMO : 9505285



IV. Packing list - COKE CRANE

Package number	Package type	Gross weight (Kg)	Dimensions (cm)			Volume (m ³)
			Length	Wide	High	
1	SPECIAL	50000	1070	579	447	276.93
2	SPECIAL	59000	4962	269	310	413.78
3	SPECIAL	58000	4962	398	315	622.09
4	SPECIAL	39000	1629	227	330	122.03
5	SPECIAL	40000	1548	311	364	175.24
6	UNPACKED	4238	918	134	122	15.01
7	SPECIAL	9710	1489	91	194	26.29
8	SPECIAL	9890	1489	100	184	27.40
9	SPECIAL	32000	2197	277	383	233.08
10	SPECIAL	10500	745	263	385	75.43
11	WOODEN CASE	7075	598	363	328	71.20
12	SPECIAL	5270	1620	295	204	97.49
13	SPECIAL	14500	537	483	285	73.92
14	WOODEN CASE	6680	973	223	236	51.21
15	WOODEN CASE	5560	973	223	236	51.21
16	WOODEN CASE	2160	818	208	166	28.24
17	WOODEN CASE	1460	573	208	166	19.78
18	WOODEN CASE	5860	977	158	187	28.87
19	WOODEN CASE	2589	418	253	201	21.26
20	WOODEN CASE	4220	433	277	187	22.43
21	WOODEN CASE	2420	678	188	168	21.41
22	WOODEN CASE	5000	428	308	206	27.16
23	WOODEN CASE	1560	334	260	196	17.02
24	WOODEN CASE	3680	823	153	256	32.24
25	WOODEN CASE	2880	823	153	256	32.24
26	WOODEN CASE	2140	557	163	228	20.70
27	WOODEN CASE	1500	173	93	141	2.27
28	WOODEN CASE	2762	508	178	157	14.20
29	WOODEN CASE	595	278	277	198	15.25
30	WOODEN CASE	491	233	137	207	6.61
31	WOODEN CASE	491	253	238	208	12.52
32	BUNDLE	16434	1220	110	24	3.22
33	BUNDLE	9535	1220	73	24	2.14
34	WOODEN CASE	1070	133	93	136	1.68
35	WOODEN CASE	3512	253	92	148	3.44
36	WOODEN CASE	4885	253	162	171	7.01
37	BUNDLE	2365	1220	60	40	7.01
38	WOODEN CASE	162	93	141	2	1.56
39	WOODEN CASE	123	108	151	2	2.06
40	WOODEN CASE	123	108	151	2	2.06
41	6 PALLETS	1068	NA	NA	NA	6.27

V. Transport, piece 2,3 (50m long)



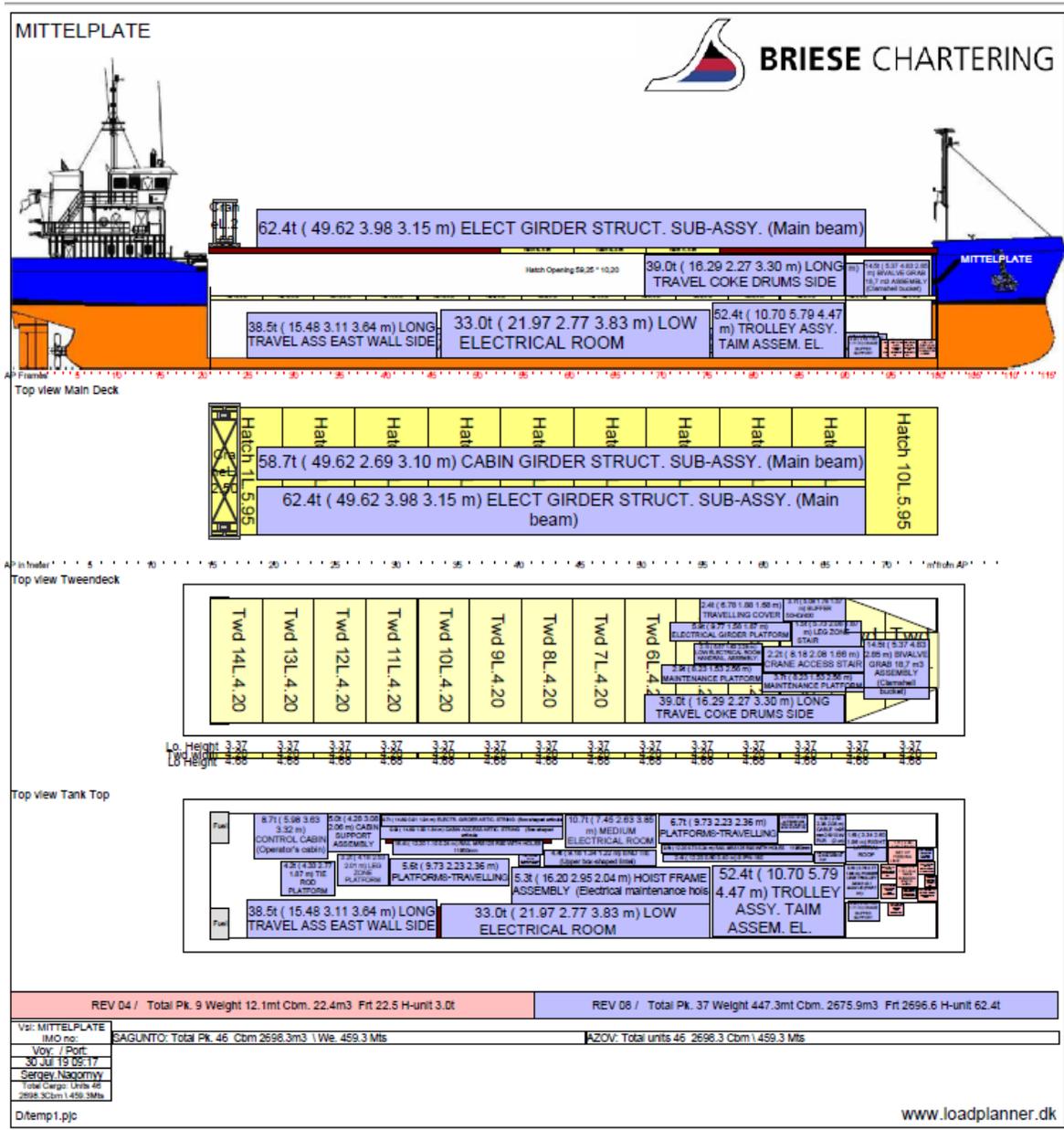
VI. Trucks loading plan

PKG N	PKG TYPE	Gross	length	Width	hight	m3	Vy N
1	SPECIAL	50000	1070	579	447	276.93	T19
2	SPECIAL	59000	4962	269	310	413.78	T3
3	SPECIAL	58000	4962	398	315	622.09	T11
4	SPECIAL	39000	1629	227	330	122.03	T4
5	SPECIAL	40000	1548	311	364	175.24	T5
20	WOODEN CASE	4220	433	277	187	22.43	T6
6	UNPACKED	4238	918	134	122	15.01	
7	SPECIAL	9710	1489	91	194	26.29	T7
8	SPECIAL	9890	1489	100	184	27.40	
9	SPECIAL	32000	2197	277	383	233.08	T1
10	SPECIAL	10500	745	263	385	75.43	T2
29	WOODEN CASE	595	278	277	198	15.25	T8
11	WOODEN CASE	7075	598	363	328	71.20	
12	SPECIAL	5270	1620	295	204	97.49	T9
13	SPECIAL	14500	537	483	285	73.92	T10
26	WOODEN CASE	2140	557	163	228	20.70	
14	WOODEN CASE	6680	973	223	236	51.21	T20
27	WOODEN CASE	1500	173	93	141	2.27	
15	WOODEN CASE	5560	973	223	236	51.21	T12
30	WOODEN CASE	491	233	137	207	6.61	T13
16	WOODEN CASE	2160	818	208	166	28.24	
17	WOODEN CASE	1460	573	208	166	19.78	T14
21	WOODEN CASE	2420	678	188	168	21.41	
18	WOODEN CASE	5860	977	158	187	28.87	T15
31	WOODEN CASE	491	253	238	208	12.52	
19	WOODEN CASE	2589	418	253	201	21.26	
22	WOODEN CASE	5000	428	308	206	27.16	T16
23	WOODEN CASE	1560	334	260	196	17.02	
24	WOODEN CASE	3680	823	153	256	32.24	T17
28	WOODEN CASE	2762	508	178	157	14.20	
25	WOODEN CASE	2880	823	153	256	32.24	
35	WOODEN CASE	3512	253	92	148	3.44	T18
36	WOODEN CASE	4885	253	162	171	7.01	
33	BUNDLE	9535	1220	73	24	2.14	
37	BUNDLE	2365	1220	60	40	7.01	
32	BUNDLE	16434	1220	110	24	3.22	T21
34	WOODEN CASE	1070	133	93	136	1.68	
38	WOODEN CASE	162	93	141	2.12	1.56	
39	WOODEN CASE	123	108	151	2.01	2.06	T22
40	WOODEN CASE	123	108	151	2.01	2.06	
41	6 PALLETS	1068	X	X	X	6.27	

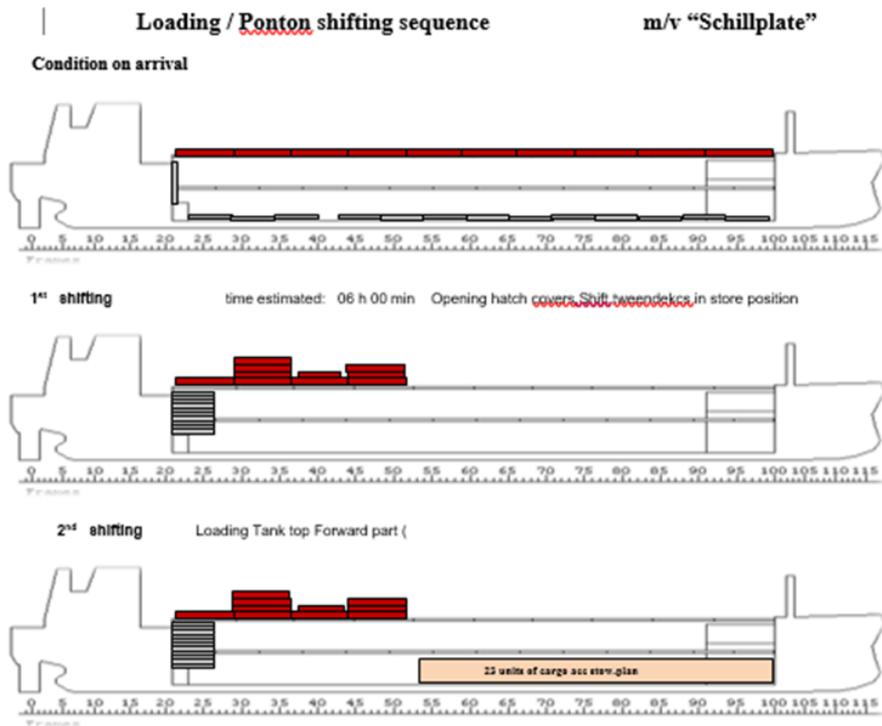
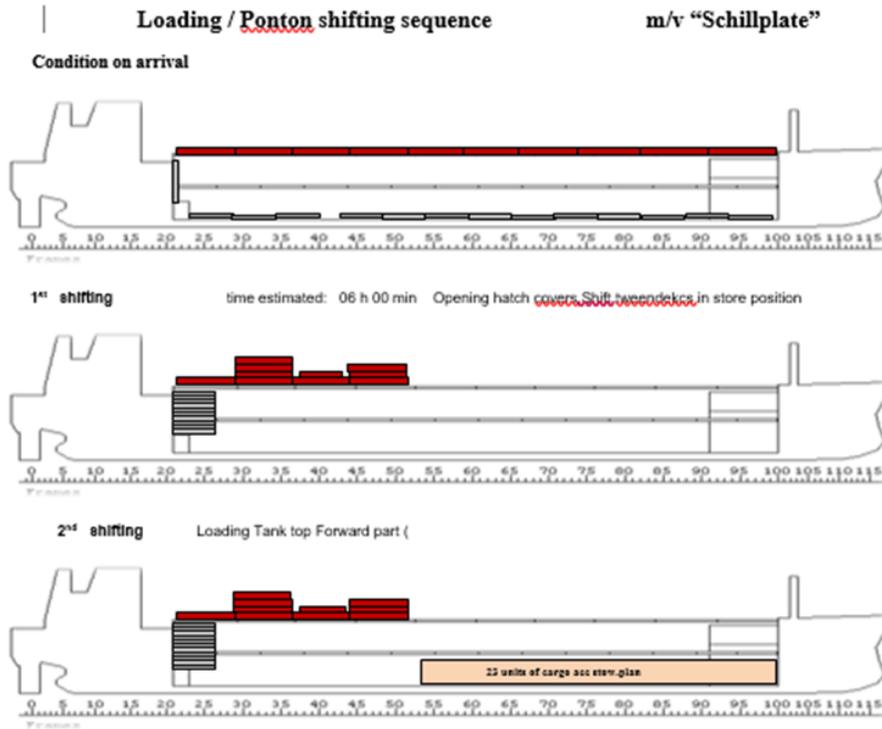
VII. Customs inspection terminal Piece 1



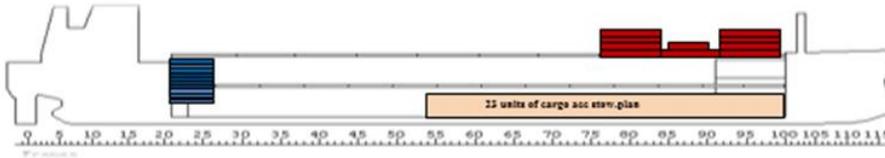
VIII. Vessel loading plan



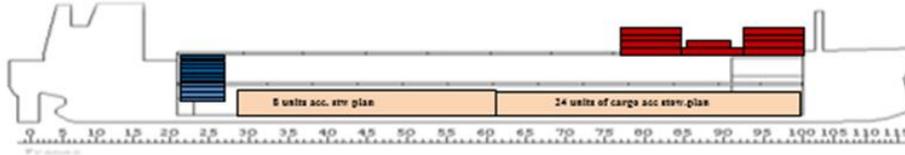
IX. Definitive Vessel loading sequence plan



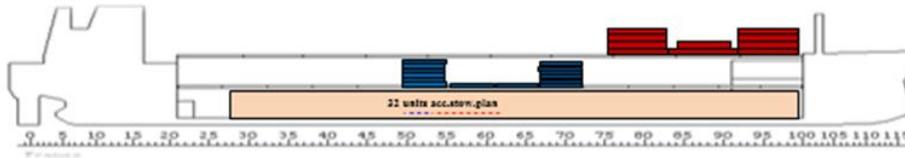
3rd shifting time estimated: 00 h 40 min Shifting hatch covers



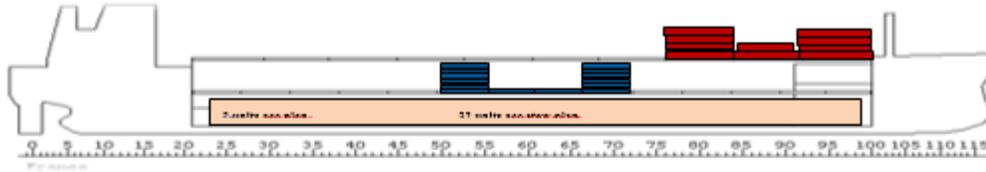
4th shifting Loading Aft part, 8 units (Low electr. room, Plat travelling, Rail MR\$125 with holes, Cabin access, arct. string, Electr. order arct. string, Leg zone platform, Cabin support ass., Tie rod platform)



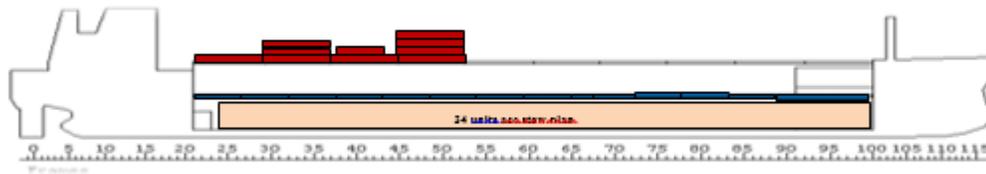
5th shifting 01 h 45 min Shifting poolcoke (Box 6 and 9)



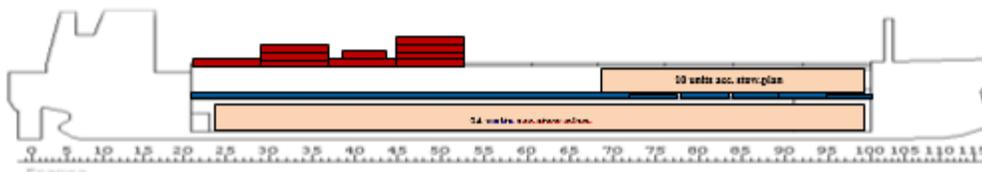
6th Shifting Loading Tank top Aft part 2 units (Long travel ass east wall side, control cabin)



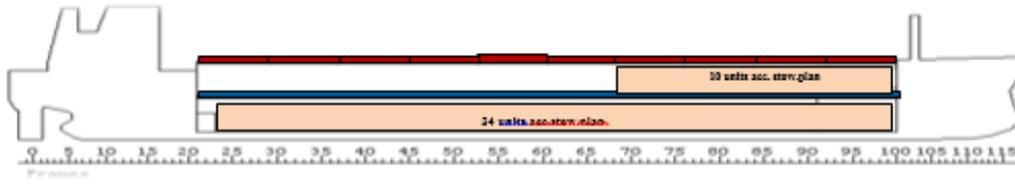
7th Shifting Shifting Pontons and hatches 01 h 45 min



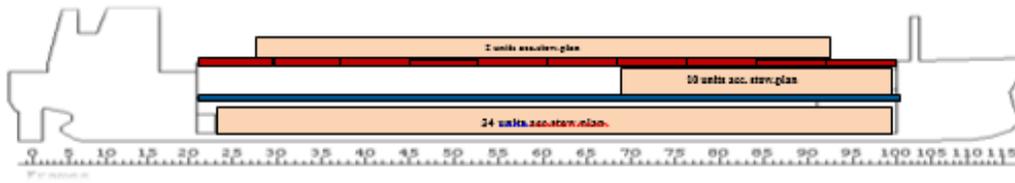
8th Shifting Loading Tweendeck fore part 10 units



9th Shifting Closing hatch covers 00 h 30 min



10th Shifting Loading Weather deck 2 units (Electr.girder structer.ass., Cabin girder structer)



X. Photos at terminal



XI. Loading photos



XII. Taric consultation HS code 87116010

8711 60 - **With electric motor for propulsion :**

8711 60 10 ▾ - - Bicycles, tricycles and quadricycles, with pedal assistance, with an auxiliary electric motor with a continuous rated power not exceeding 250 watts

ERGA OMNES (ERGA OMNES 1011)

→ Import control - waste (18-08-2016 -) (CD572) (CD573) (CD574) (CD577) [R1013/06](#)
[Show conditions]

→ Third country duty (01-01-2017 -) : **6.00 %** [R1821/16](#)

→ Anti-dumping/countervailing statistic (20-10-2017 -) [R1036/16](#)
Excluding: China (CN)

Korea, Republic of (South Korea) (KR)

→ Tariff preference (01-07-2011 -) : **0 %** [D0265/11](#)