



A-Z Reference Guide for
International Logistics



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Our Services - Dedicated Logistics Specialists

From the early days of Transland Logistics Ltd, we've always had a strong inclination towards time-critical freight. It all began with a simple idea: to provide trustworthy and swift logistics solutions. Whether it was the speedy dispatch of a dedicated van for urgent needs such as AOG (Aircraft On Ground) or manoeuvring 7.5-tonners across Europe for events and exhibitions, we were there, ensuring goods reached their destinations.

Our experience ranges from delivering Formula One parts directly to the racetrack, through to moving sustainable toilet rolls around Europe as well as delivering customised re-usable cups for festivals and sporting events. Whether it's a double-manned mission for those time-sensitive deliveries or tailored trailer swap solutions for seamless transfers, our capability is as diverse as the products we handle.

We understand that every delivery site presents its own unique challenges. From navigating the stringent guidelines of Amazon fulfilment centres, where even a minor misstep can result in rejection, to adapting to the rural countryside where access restrictions can be challenging. Our adaptability doesn't end there. Delivering to the intricate confines of the London Underground demands an in-depth understanding of site restrictions and a commitment to precision. When working with DLS, our aim is to stay true to our name; giving you access to a pool of dedicated logistics specialists. We look to understand your specific needs and work with you to provide innovative and flexible solutions dealing with the inevitable challenges that arise within supply chain and logistics.

As we evolve into Dedicated Logistics Specialists (DLS), our focus remains intact, but our scope is broadening. Road freight is where our heart is, but we're not limited to it. From Air/Sea freight, arranging domestic US shipments, to exploring options like OBC (On Board Carrier), we've strived to adapt to the diverse needs of our clients.

Our vision for the future is simple: we aim to grow and diversify. Plans are in motion to collaborate with air and sea departments to offer you more comprehensive solutions. Domestic transfers, in further territories, and exploring multi-modal freight options - we're open to discussions and finding the right fit for our customers.

At DLS, our commitment is unwavering. If you choose us, rest assured we're dedicated to getting it right. Should challenges arise, we won't back down. We'll be there, offering advice and finding solutions. And if we believe there's someone else better suited for your needs, we'll guide you there. Because at the end of the day, it's about ensuring your goods get where they need to be.

So, whenever you're pondering over your logistics needs, remember we're here, ready to help. Reach out and let's discuss the best ways to move your goods. With DLS, you're choosing a partner, not just a provider.

Postcode map United Kingdom 2 digit



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Vehicles Up to 3.5 Tonnes

When arranging transport by road, vehicles under 3.5 tonnes offer a versatile and accessible means to manage lighter, smaller shipments. With various styles and sizes available, figuring out a suitable vehicle for your cargo requires a keen understanding of the capacities and limitations of each.

Standard Curtain-sided Vans:

Dimensions: L 4.2m x W 2.2m x H 2.2m/2.5m

Weight Capacity: ~1 - 1.2 tonnes

Payload: 8 Euro pallets or 6 UK pallets

Pros: Ease of loading/unloading, especially where side access is requisite.

Cons: Risk of theft is greater than on a hard-sided vehicle.

Long and Wide Curtain-sided Vans:

Dimensions (Long) : L 4.8m x W 2.2m x H 2.2m/2.5m

Dimensions (Wide) : L 4.2m x W 2.4m x H 2.2m/2.5m

Weight Capacity: ~1 - 1.1 tonnes

Payload: 10 Euro pallets or 8 UK pallets

Pros: Additional space facilitates transportation of larger, bulkier items.

Cons: Risk of theft is greater than on a hard-sided vehicle.

Panel/Box Vans:

Dimensions: L 3.9-4.1m x W 1.7m x H 1.7m

Weight Capacity: ~1.3 - 1.4 tonnes

Payload: 5 Euro pallets or 3 UK pallets

Pros: Enhanced security and item protection due to the enclosed nature.

Cons: Internal wheel arches may restrict space, and loading might be constrained without side access.

Vans are widely recognised for their pivotal role in time-critical freight delivery, yet many overlook their cost-effectiveness for transporting lightweight shipments that maximise volume capacity, particularly over shorter distances. Not only do vans offer a direct route to destination without the need for transshipping—enhancing speed and reducing handling risks—but they also present a more environmentally friendly option due to their smaller carbon footprint compared to larger vehicles.

Vehicles Over 3.5 Tonnes

Vehicles over 3.5 tonnes provide greater cargo capacity and a more economical way of shipping your goods, assuming that the space is effectively used.

Articulated Lorries:

Dimensions: L 13.6m x W 2.4m x H ~2.7m

Weight Capacity: ~24 tonnes

Payload: 34 Euro pallets or 26 UK pallets

Pros: Substantial payload capacity suitable for extensive cargo.

Cons: May be constrained by civic restrictions due to size.

Mega Lorries:

Dimensions: L 13.6m x W 2.4m x H ~2.8 - 3.2m

Weight Capacity: ~24 tonnes

Payload: 34 Euro pallets or 26 UK pallets

Pros: Additional height accommodates taller cargo.

Cons: Potential restrictions in areas with height limitations.

7.5-Tonne Vehicles:

Dimensions: L ~6/6.2m x W 2.4m x H ~2.4m

Weight Capacity: ~3-3.5 tonnes

Payload: 15 Euro pallets or 12 UK pallets

Pros: Combines robust capacity with easier navigation of urban environments.

Cons: Not readily available for international shipments. These are generally used for domestic delivery rounds.

While each of the different vehicle types have their own benefits and drawbacks, we would recommend being flexible in the type of vehicle being booked, wherever possible, as this will help to maximise cost efficiency in your logistics operations.

Note: If the loading or unloading point have access restrictions, certain vehicle sizes may not be suitable and you should always advise your logistics provider of this prior to booking collection.

Postcode map Portugal 1 digit



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Tail-Lift Vehicles

Ensuring that cargo, particularly hefty or voluminous items, can be handled efficiently and safely, tail-lift vehicles emerge as a prudent choice. Predominantly utilised for loads that are cumbersome to manage manually, these vehicles facilitate effortless on-boarding and off-boarding of goods.

Pros:

Accessibility: Tail-lifts enable cargo loading/unloading in the absence of a loading dock.

Versatility: Usable across diverse cargo types, providing flexibility in operations.

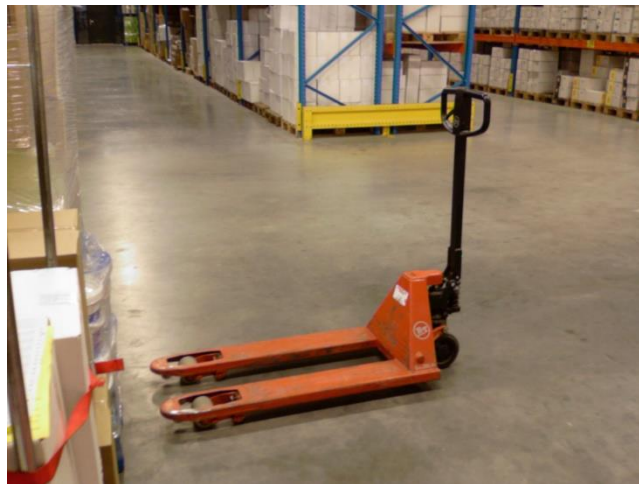
Safety: Minimises manual handling of goods, reducing the risk of injury.

Cons:

Weight: Tail-lifts add to the vehicle's weight, potentially reducing available payload.

Availability: International tail-lift operations may be constrained due to these vehicles being more commonly used in domestic operations.

Time: Employing the tail-lift can introduce additional time to loading/unloading processes (pallet trucks/pump trucks)



Pallet jack : By Sterkebak - Own work, CC BY 3.0,
<https://commons.wikimedia.org/w/index.php?curid=354463>

Note: If a pallet is too big to get the whole base on a tail-lift, then the driver has the right to refuse loading/unloading as it becomes a health and safety risk. This is at the discretion of the driver, so if you are in this situation, it is best practice to highlight this with your logistics provider, prior to booking transport.

Specialist Vehicles

In instances where conventional freight vehicles may not suffice, specialist vehicles, customised to tackle unique logistic requirements, may be required.

Refrigerated Vehicles:

Purpose: To maintain a specific temperature, ensuring perishables fresh and viable.

Consideration: Ensure precise temperature control and monitoring to safeguard against spoilage.

HIAB Vehicles:

Purpose: Facilitate the lifting and transportation of heavy, bulky cargo.

Consideration: Requires trained operators and adherence to stringent safety protocols.

Low-Loaders:

Purpose: Apt for heavy machinery or items that require a low loading height.

Consideration: Navigate routing to avoid low clearance obstacles and ensure load security.

Hazardous Material Vehicles:

Purpose: Safely transport potentially dangerous goods adhering to regulatory compliance.

Consideration: Ensure that vehicles, routes, and handling align with legal and safety requisites.

12 tonne / 18 tonne:

Purpose: Suitable for some access restrictions (common for retail shopping centers). These are larger than a 7.5 tonne but smaller than artic.

Consideration: These vehicles are not as widely used by international hauliers, and are more commonly used in domestic distribution networks. Prices for these are determined by availability.

Specialist road freight vehicles, with their unique capabilities, are not as commonly available as standard transport options, necessitating advanced booking to secure their services. This scarcity often translates into higher operational costs, a factor that can significantly impact budget considerations for any project. Therefore, opting for more conventional vehicles where possible can mitigate these costs and simplify logistical planning, ensuring both efficiency and cost-effectiveness in freight transportation.

Postcode map France 2 digit



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Pallet Specifications

Pallets, being essential to the functionality of road freight logistics, serve as the sturdy base upon which goods are secured and transported. Their utility in facilitating smooth operations, safeguarding cargo, and enhancing storage and transport efficiency is undeniably crucial.

Standard Pallets (Std): Typically measuring 1200x1000mm, these pallets are widely used in the UK and globally, favored for their robustness and versatility.

Euro Pallets: A bit smaller than their standard counterparts, measuring 1200x800mm, these pallets are prevalent in Europe and are recognised for their uniformity and compatibility with Euro stacking equipment.

Specialist Crates: Specifically designed to accommodate unique, often delicate or high-value items, such as machinery, artwork, or antiques, ensuring optimal protection during transport.

Overhang Pallets: These involve goods that extend beyond the pallet's physical dimensions, necessitating additional considerations for safe transport and handling.

The Impact of Brexit: ISPM 15 Compliance

Post-Brexit, ISPM 15 (International Standards for Phytosanitary Measures No. 15) has risen prominently in pallet usage considerations between the UK and EU. This regulation demands that wooden pallets be heat-treated or fumigated to prevent the international spread of pests and diseases, underscoring an additional layer of complexity and compliance in cross-border freight.

The nature of goods distinctly influences how they are palletised. For instance, fragile and valuable items like specialist vases necessitate protective wrapping, strategic positioning, and potentially custom crating. In contrast, durable, heavy items like screws may demand standard pallets without the need for additional protective measures.

Understanding the multifaceted world of pallets – from varied types and sizes to regulatory compliances and tailored packing methodologies based on cargo nature – is pivotal in ensuring the safe, efficient, and compliant transit of goods across borders. Striking a balance between robust protection and economic efficiency, while adhering to regulatory norms, forms the bedrock of successful, palletised road freight logistics.

Packaging

When transporting goods, ensuring the safety and integrity of products is paramount. Proper packaging and strategic loading can make a world of difference. Let's delve into two distinct examples that highlight the importance of these elements.

The first is a consignment of Champagne bottles. The delicate glass requires meticulous handling and packaging.

Fragility Consideration: Champagne bottles are delicate. Proper cushioning using bubble wrap or foam inserts can prevent any direct impact or shock during transport.

Stacking: These bottles should be packed upright in strong boxes with internal dividers. It's advised not to stack these boxes too high to prevent pressure on the bottles at the bottom. Clearly mark boxes with "Fragile" and "This Side Up" labels.

Protection during Emergencies: In the event of abrupt stops, the packaging should be tight enough to prevent movement within the box but cushioned enough to absorb any shocks.

The second is a heavy load of building materials including a large quantity of bricks.

Though they might seem rugged, building materials have their vulnerabilities, especially in mixed loads.

Weight and Distribution: Heavy items like bricks should be loaded first and distributed evenly across the lorry's floor to maintain balance. This ensures the vehicle remains stable, especially during turns or sudden stops.

Stacking with Mixed Loads: If transporting mixed items like aluminium sheets or solid beams, these should be placed on top of the heavier bricks. However, ensure there's no sharp edge that might dent or damage the softer materials.

Emergency Stops: In case of sudden stops, materials might shift. Use strong straps or load bars to secure items. Additionally, interlocking bricks can create a more stable structure, reducing the risk of them toppling.

Vehicle Type and Facilities: Consider the vehicle's suspension and flooring. A lorry with air suspension might offer smoother transport. Also, ensure loading/unloading facilities are suited for heavy items to prevent any damage during these processes.

General Considerations:

Weight Distribution: Balance is key. Evenly distribute weight to ensure the lorry isn't lopsided, which could pose risks, especially on turns.

Loading/Unloading Facilities: The presence of ramps, forklifts, and other equipment can ensure safe and efficient handling of goods.

Vehicle Selection: Depending on the nature of goods, vehicles with specialised features like padded walls or adjustable shelving might be beneficial.

Further considerations:

Anti-slip mats: Can be helpful for larger items, increasing their traction.

Padding: Filling empty spaces can help reduce the chance of items moving in the event of a sudden brake.

Strapping: Sometimes straps can be invaluable in securing items. Just like in knot tying, the method of strapping can be crucial. In some cases cross strapping may be the most secure option for example.

Sustainability considerations:

Sustainability is increasingly at the forefront of considerations when manufacturers design packaging. The adoption of eco-friendly materials not only reflects a commitment to environmental responsibility but also serves as a financial strategy, especially as certain plastics now attract higher taxes. Balancing protection and presentation of the product with minimal environmental impact is the modern packaging challenge.

When selecting packaging for goods, it's essential to consider both the protective and cost aspects. The thickness of a cardboard box, for instance, can vary from 1-ply, which offers basic protection, to more robust options like 2-ply or even higher. While thicker boxes can better safeguard contents from external pressures and mishandling, they also tend to be more expensive. Additionally, the choice of internal cushioning – be it styrofoam pieces, airbags, or other materials – plays a pivotal role in preventing damage to delicate items during transit. It's crucial to weigh the initial investment in higher-quality packaging against the potential costs associated with damaged goods and the subsequent time spent addressing customer complaints and processing returns. In many cases, spending slightly more on robust and effective packaging can offset future expenses and protect a company's reputation, leading to increased customer trust and long-term savings.

The next page shows an example of the meticulous detail that has gone into, specialist packaging design from Rawlings to ensure smooth transportation of empty Champagne bottles.

| | | | | | |
|--------------|-------------------|--------------|--------|--------------|-------------------|
| item no.: | 078-07-31-01-1232 | finish no.: | 31 | designation: | 0,75 l. Sekt weiß |
| drawing no.: | 0932 W/1 M | drawing no.: | B/317a | | |

| | | | |
|----------------------------|--------------|--------------------------|-----------|
| bottle height | 296.6 mm | | |
| bottle diameter | 84.5 mm | | |
| bottle weight | 640.00 g | | |
| packaging scheme | 14 / 13 x 13 | | |
| bottles/tier | 176 | | |
| tiers/pallet | 7 | | |
| bottles/pallet | 1232 | <input type="checkbox"/> | strapping |
| total pallet weight | 816 kg | | |
| pallet height | 224 cm | | |
| plastic pads/pallet | Böden / | 0 | |
| comments | | | |

pallet tag-info color: _____ printouts: 1

comments:

note text: _____

pos.: PZ 6. Lage

pallet drawing

lid

top

middle

bottom Wellpappe 7 a KL 1210x970x111

on layer

top

middle

bottom Wellpappe 7 a KL 1210x970x111

on pallet

top

middle Wellpappe 7 a KL 1210x970x111

bottom FLACHFOLIE GENADELT 1200 MM BREIT / 70MY

pallet type

Glashüttenpalette

| | | | |
|------------------|--|----------------------------|----------------------------------|
| shrinking | <input type="checkbox"/> double-shrink-wrapped | shrinking type: | Normalschrumpf |
| | <input checked="" type="checkbox"/> double at bottom | shrinking foil: | Schrumpfschlauch 1345x1020x100my |
| | <input type="checkbox"/> protection houd | shrink foil length: | 3,05 meter |

job change: _____

Line: _____

signature: _____

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Understanding Road Freight: FTL, PTL/LTL & Groupage

Understanding the nuances of Full Trailer Load, Part Trailer Load/Less than Trailer Load, and Groupage is paramount in optimizing logistics operations and managing costs efficiently. Here's a brief guide on these distinct freight options and their benefits and drawbacks.

FTL (Full Trailer Load)

Full Trailer Load refers to a shipment where one consignor sends goods, occupying the entire space of a trailer, often to one consignee. It is a preferred choice for transporting a large volume of goods.

- + **Speed:** FTL shipments usually involve direct routes with no stops, ensuring faster delivery times.
- + **Security:** Reduced handling minimises the risk of damages or losses during transit.
- + **Flexibility:** FTL offers flexibility allowing customization to specific needs
- **Cost:** FTL can be cost-prohibitive for smaller shipments as the cost is borne by one consignor.
- **Availability:** High demand for FTL during peak seasons might lead to availability constraints.

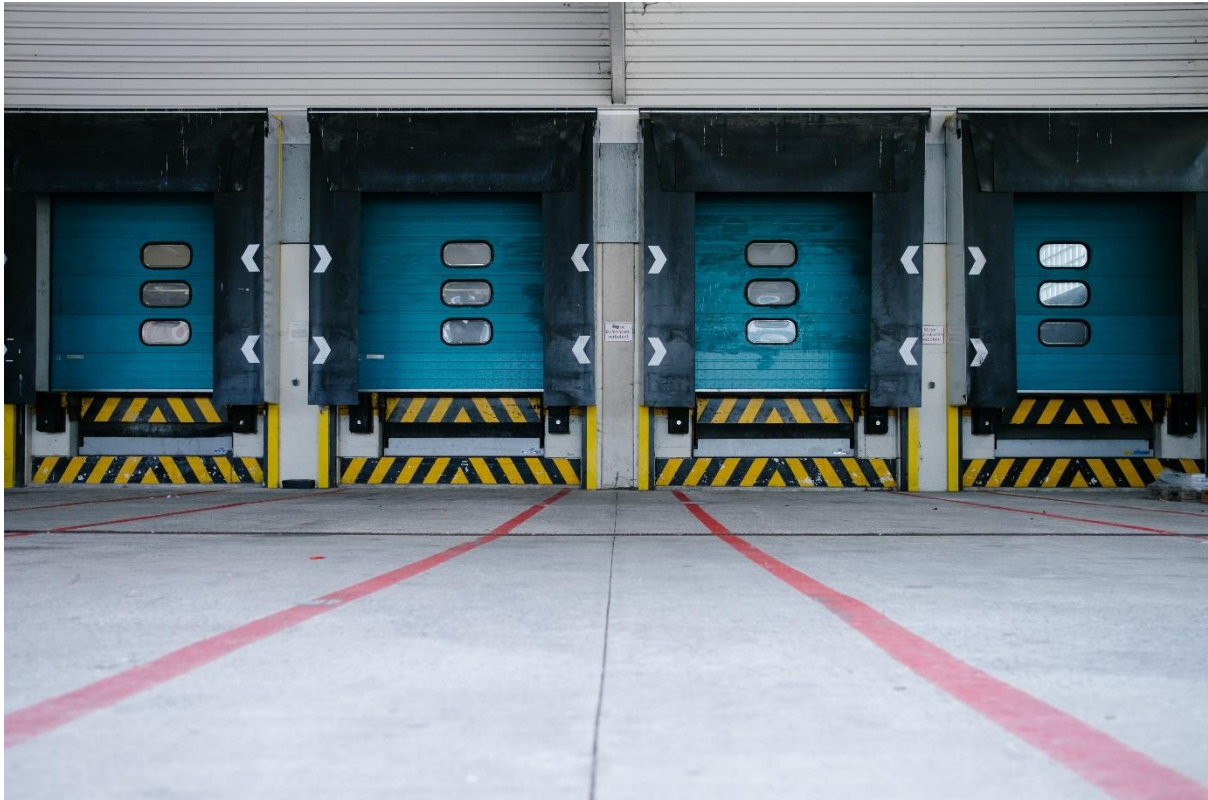
PTL/LTL (Part Trailer Load)

PTL occupies part of a trailers space, ideal for shipments that do not require a full trailer. It is worth noting that, depending on size and destination, PTL options might not be readily available. If you have a shipment taking up 10 LDM, hauliers might only offer an FTL solution because of the large size. Conversely, if you have a shipment that is significantly smaller, you might not find any PTL options because it's not viable for the hauliers route. Also with smaller PTL shipments you should consider the service level. There could be 10 or more other shipments which may have customs problems out of your control, or a higher priority for the lorry than your shipment.

- + **Cost-Efficient:** PTL allows shippers to pay only for the space occupied, making it economical for smaller consignments.
- + **Flexibility:** PTL offers versatility to businesses with varying shipment volumes, allowing them to scale up or down based on demand.
- **Time-Consuming:** Multiple stops for loading and unloading might prolong delivery times.
- **Increased risk of Damage:** More handling points increase the risk of damages or losses.
- **Availability:** It can sometimes be challenging to find PTL options depending on area and availability

Groupage

Groupage is an economical freight method where multiple smaller shipments from different consignors are consolidated, it can be useful for very small consignments. This logistics practice enables businesses to share space within vehicles, effectively splitting the transportation costs among multiple shippers.



To help visualise the pros and cons of groupage shipment please see the example below:

Initial Collection: A pallet is initially collected from the postcode PL6 (Plymouth) in the UK.

First Transshipment Point: The pallet is then transshipped in Plymouth to a centralised warehouse in SL3 (Slough), where it remains for *two days*, awaiting consolidation with other freight destined for similar locations.

Consolidation and Crossing Borders Second Transshipment Point: Post consolidation, the pallet, now part of a groupage, is loaded onto a different vehicle and crosses the border to a warehouse in Calais, France.

Third Transshipment Point: Upon arrival in Calais, the pallet is again transshipped to another vehicle, moving it to a second warehouse within France (Lyon), aligning it closer to its final destination.

Fourth Transshipment Point: The pallet experiences another transshipment in Lyon, where it is loaded onto a different vehicle bound for a warehouse in Marseille, drawing it even nearer to its endpoint.

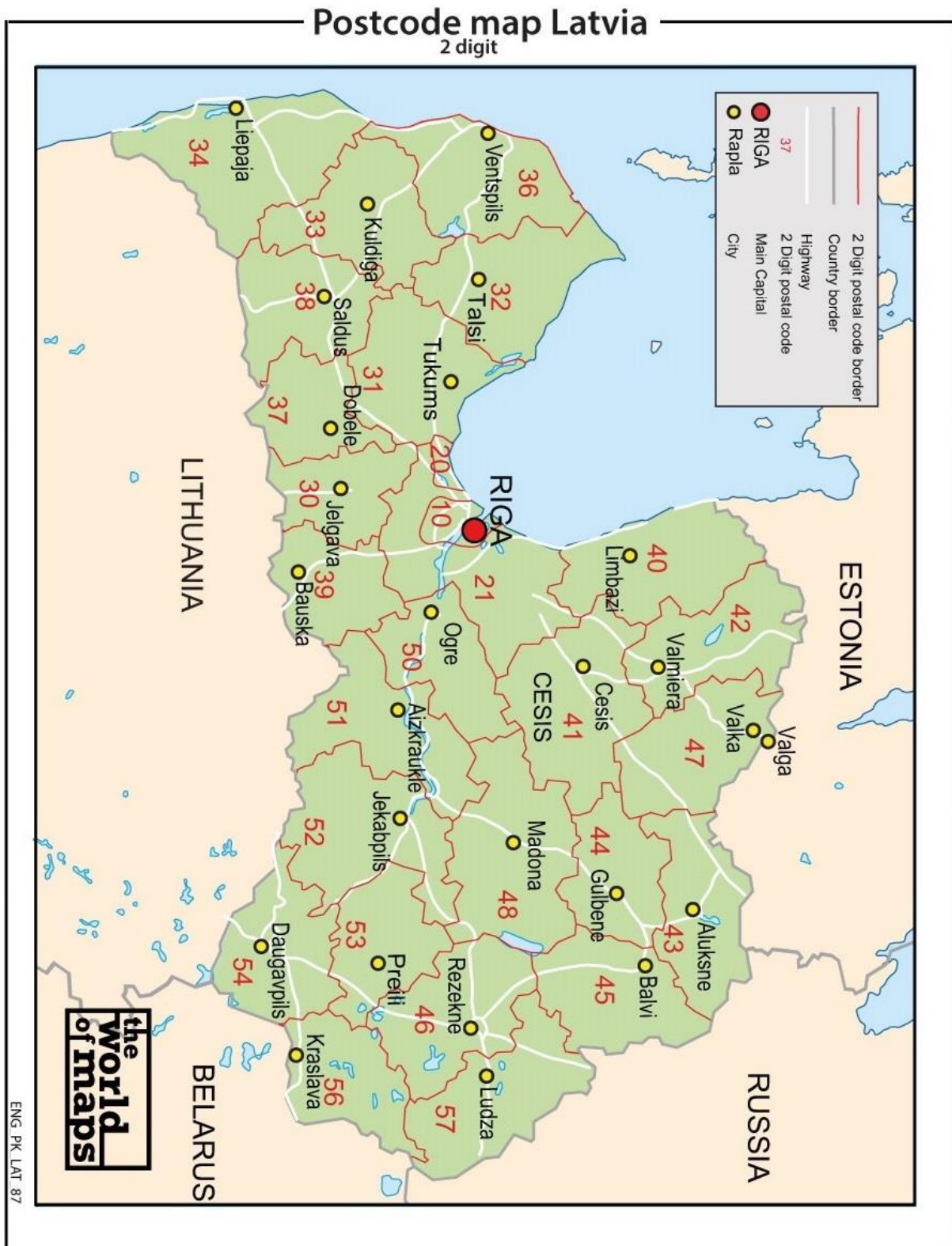
Out for delivery: For its final leg of the journey, the pallet is loaded onto the final vehicle, experiencing its fourth unload, arriving at its ultimate destination in Avignon, France.

Each transshipment in a groupage journey represents an opportunity to increase (or decrease depending on the groupage operator and their flow of goods) optimisation but also introduces additional handling, with potential implications on extending transit time and the integrity of the freight. While the process is cost-effective and opens up possibilities for smaller consignments, each transshipment point and the additional handling involved could increase the risk of damage or delay.



In the described scenario, the journey commences with a route meticulously planned for efficiency to the delivery point; however, determining the true efficiency of this route involves navigating numerous variables. For instance, the vehicle might bypass the delivery point, reaching a penultimate stop first and potentially spending days in the warehouse before concluding its journey. Furthermore, when calculating environmental impacts the trailers optimization can't be assumed. It could be at full capacity or nearly empty. This is significantly influenced by the provider's customer base and the seasonal flux of merchandise. Undoubtedly, when a groupage network operates above 95% capacity efficiency throughout the entire journey, it represents an exceptionally proficient method of international goods transportation, excelling in both cost and environmental impact.

In conclusion, groupage can be an economical option for smaller shipments that are not time-critical. However, there is an increased risk of damage to goods and unforeseeable delays to shipments as there are additional steps and trans-shipment.



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Unaccompanied Freight and Multi-Modal Transport

Unaccompanied freight refers to the transportation of goods without an accompanying driver, predominantly utilizing various shipping methods. In this model, trailers, containers, or swap bodies are transported via ferry, rail, or other modes while drivers remain at origin/destination points, a method often leveraged for its efficiency, cost-effectiveness, and as a means to mitigate driver shortages.



Cost-Efficiency: Reduces the costs related to driver accommodation, subsistence, and potential delays during transit.

Driver Welfare: Addresses driver well-being by minimizing extensive travel and ensuring more stable schedules.

Flexibility: Offers enhanced flexibility in transportation schedules, mitigating dependency on driver availability and regulations.

Security: Often entails enhanced security for goods, as the necessity for intermediate stops is vastly reduced.

Multi-modal transport involves utilizing various modes of transport (road, rail, sea, air) within a single journey to transport goods from the sender to the receiver. This integrative approach aims to exploit the advantages offered by different transport modes, providing a balance between speed, cost, and environmental impact.

The Synergy of Unaccompanied and Multi-Modal Freight

When unaccompanied freight and multi-modal transport are fused, a strategic logistics methodology is formed, which allows for goods to be moved in a manner that maximises efficiency while minimizing costs and carbon footprint. This methodology often involves:

Enhanced Flexibility: Utilizing various transport modes can ensure continuity even amidst disruptions in one mode.

Minimised Costs: Exploiting the cost benefits of different transport modes, economical sea freight for bulk goods or faster air freight for time-sensitive items.

Reduced Carbon Footprint: Leveraging modes such as rail for portions of the journey to diminish environmental impact.

Optimised Security and Safety: The minimised handling of goods, due to the reduced need for transshipping between modes, diminishes the risk of damage or loss.

While this amalgamation of unaccompanied and multi-modal freight brings advantages, it is vital to navigate through challenges like coordinating schedules across different modes and ensuring the integrity of goods throughout the journey.

Imagine a consignment of automotive parts being shipped from the UK to Spain. The goods might commence their journey via road (with a driver) to a UK port, then transition to an unaccompanied sea freight to Spain, where they are put on a train to get closer to delivery. Finally, the goods will be collected by another driver for the final road leg to the destination. This exemplifies a practical integration of unaccompanied and multi-modal transport, ensuring efficiency, cost management, and environmental responsibility.

In embracing the potent combination of unaccompanied and multi-modal transport, businesses can unlock new avenues for enhancing logistical efficiency, reducing costs, and augmenting their commitment to sustainability. This duality not only amplifies logistical prowess but also serves as a resilient foundation in navigating the evolving landscape of global trade.

Multimodal and unaccompanied freight methods often have longer transit times compared to accompanied shipments. These methods involve multiple modes of transportation or the transfer of goods without a driver accompanying the cargo throughout its journey. As a result, there are increased handover points, waiting times, and potential delays. Thus, when opting for these methods, it's essential to factor in the extended durations to ensure timely deliveries and meet set deadlines, it might not always be a viable option.

Postcode map Netherlands 2 digit



Air Freight

Air freight transports goods rapidly and securely, as shown by examining a route from London to Tokyo. In air freight, packages are consolidated with other goods at a secure facility, loaded into specialised containers called Unit Load Devices, and subjected to stringent security checks before being loaded onto the aircraft. A direct flight between these locations lasts approximately 12 hours, but transit stops may be involved in some routes, necessitating security checks at each point. Upon arrival, goods must clear customs, where documents are verified and applicable duties and taxes are paid. Post-clearance, the cargo is deconsolidated and delivered to the final address.



Sea Freight

Sea freight is a more economical option, ideal for transporting large volumes of goods, illustrated by a journey from Southampton to Sydney. In this mode, packages are consolidated into containers at the departure port, securely stacked onto the vessel, and travel for approximately 45 days, stopping at various ports for transshipment or refuelling. Goods may be transferred to different vessels at these ports depending on the shipping line's schedule and final destination. Upon reaching Sydney, the goods undergo customs inspection, and after the payment of duties and taxes, containers are moved to a deconsolidation warehouse for final delivery routing.

Air freight, with its quick transit times and high security, is suitable for perishable, valuable, or time-sensitive shipments, albeit at a limited capacity and higher cost compared to other freight options. Conversely, the extensive capacity and cost-effectiveness of sea freight make it preferable for less time-sensitive shipments, offering a balance between time, cost, and capacity for different logistical needs.

Required Information for Quoting

Are you planning a shipment but need to find out the cost and availability of its delivery?

In order to get as accurate and prompt a quote as possible, you should provide your freight forwarder with the following:

What are the goods?

- A description of what is being transported.
- How is it packed? IBCs, euro-pallets etc.
- Quantity? eg. 24 UK standard pallets
- Weight and dimensions? Eg. 24 x (120x100x200), 500kg each
- Is it stackable or fragile?
- Do the goods have specific requirements such as a tail lift or refrigeration? Curtain or Box?
- Are there hazardous materials requiring a DGN (dangerous goods note)

Route Points

- The collection address
- The delivery address
- Any additional drop off/loading points
- If shipment requires stopping off at a particular customs stop
- Incoterms. DAP, DDP etc.

Time Considerations

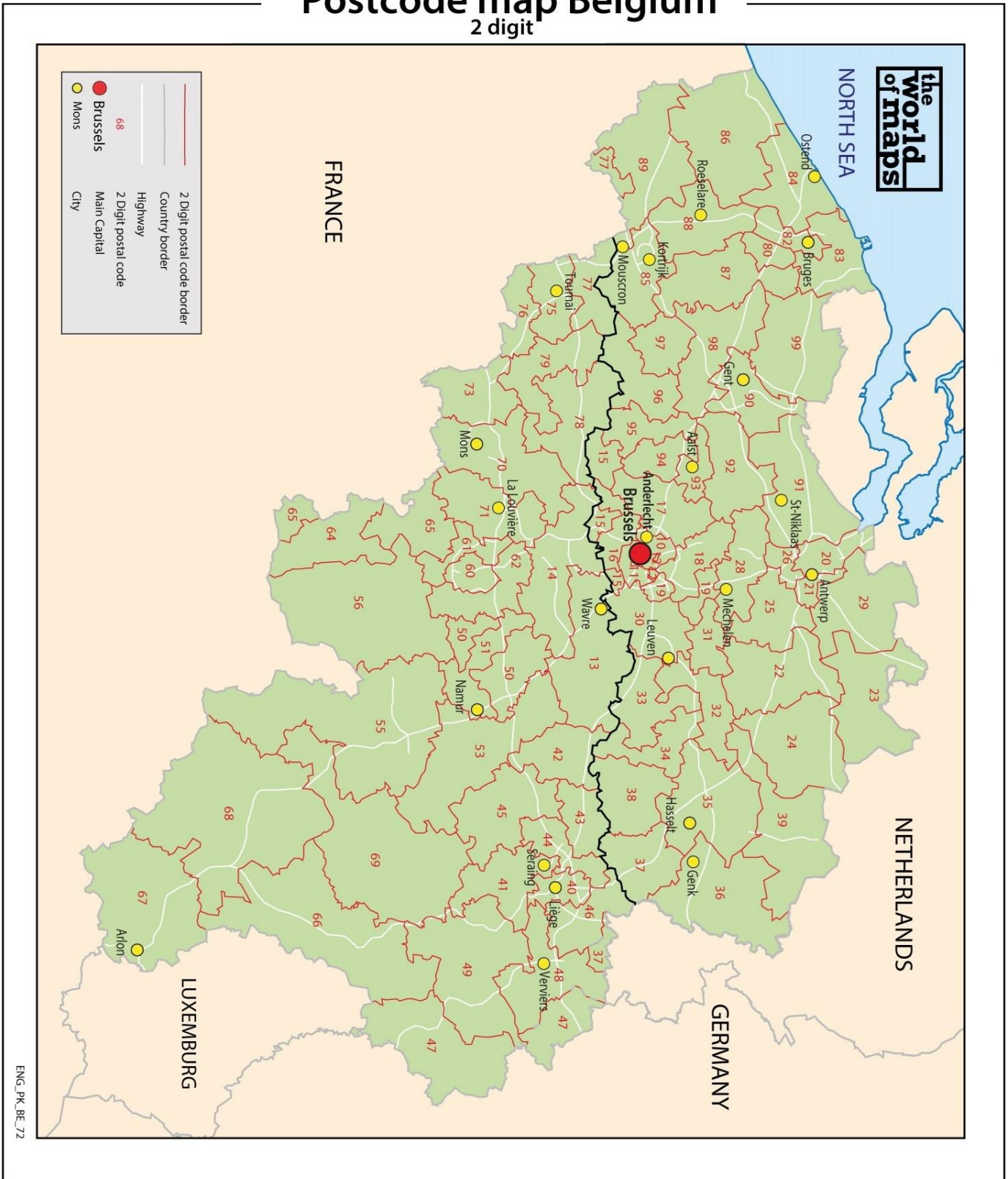
- Are the goods time sensitive? Do they need to be delivered or picked up on a specific day?
- Do any collection or drop-off points need to be booked in or have strict loading hours?

Customs and Value

- Customs compliant invoice (see page 30) – Whilst not required for quoting, it will be needed to book and could change how your provider suggests moving your goods.

Providing comprehensive and accurate details upfront allows the freight forwarder to understand the service required and to identify any potential challenges, resulting in a more accurate, reliable, and faster quotation process. Please bear in mind when sending a quote to a freight forwarder, having more time to find a well suited haulier can improve service quality. But please do not hesitate to get in touch about time-critical situations.

Postcode map Belgium 2 digit



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Things to consider when arranging transport

There are many important considerations when arranging transport. Here are a few quick things to consider:

- Loading/Unloading access for vehicle
If the loading point is down a country lane, larger vehicles such as artics might not be able to get access.
- Loading/Unloading vehicle size restrictions
If the delivery site is in a shopping centre, there could be height restrictions meaning only vehicles that are 7.5 tonnes or smaller can be used.
- Loading/Unloading collection/delivery times
Although a site may be open 24/7, those qualified to operate machinery required to load/unload will not. So not relaying information about strict time slots could result in delays.
- Loading/Unloading facilities (forklift, pump truck, loading bay, tail lifts etc.)
Is certain equipment required to load/unload the goods? Are qualified staff going to be available to load/unload?
- Special vehicle requirements for goods
Refrigeration, mega trailers, ramps etc.
- Special requirements for driver
Is an ADR qualified driver required for example? (see page 75) Does the delivery deadline require double-manned transit?
- Packaging requirements specific to goods (see page 11)
Are the goods packaged securely for transit? If goods are being transshipped, you may want sturdier packaging.
- Weight distribution on trailer
Efficient weight distribution can improve safety for both the goods and driver.
- Side loading/unloading requiring curtain side
If the goods are of a particular shape they may require loading/unloading through the side (or even through the roof).
- Insurance cover
Is the value within the CMR weight limit linked to SDR? (see page 80).
- Customs compliant docs
Do you have all the required paperwork for collection, clearance and delivery?
- If there is damage, it must be noted on the CMR.
For example, if something is damaged, you might mark "goods unloaded, 1 pallet showing damage, unchecked at time of loading".

Step by Step Process for Export and Import

1. **Submit Information for Quote (refer to page 23):** Send all necessary details to the logistics provider. This includes the size, weight, quantity, any special vehicle requirements, any special information about the cargo such as hazardous load information or required temperature, whether it can be stacked or not, preferred dates and times for loading/delivery.
2. **Quotation Received:** Receive the quote from the logistics provider based on the information provided.
3. **Quote Approval:** if satisfied with the quote, formally accept it.
4. **Invoice Submission:** Send the relevant invoice to the logistics provider so they can plan work proactively.
5. **Schedule Collection:** Coordinate with the logistics company to finalise and book a collection date (and time slot if required).
6. **Inform Clearing Agents:** If you are working with nominated clearing agents, make sure they have been informed about the plates and crossing details the logistics company has provided.
7. **Collection:** Load goods when collection vehicle arrives.
8. **Initiate Customs Procedures:** Start the customs process. This may vary based on the requirements and details of the shipment. This process (as well as steps 6, 9 & 10) may be handled entirely by your logistics provider
9. **For T1 Shipments:**
 - a. LRN & Customs Point: Once you have the LRN (Local Reference Number) the driver can collect the T1 from a customs office or authorised location.
 - b. GMR: All clearance docs for the trailer are linked to a GMR/customs envelope, which is scanned like a barcode when crossing.
 - c. Entry into new customs zone: Driver gets either a green or orange light. Green to proceed, orange for a vehicle inspection and the driver must go to customs office to rectify issues.
 - d. Discharge T1: Once at the destination country, the vehicle will need to go to the assigned NCTS location to discharge the T1 before delivery. If delivery site is an approved location, this can be done there.
10. **For customs upon entry:**
 - a. Scan Barcode: If not a T1 shipment, scan the barcode when you reach the ferry.
 - b. GMR: All clearance docs for the trailer are linked to a GMR/customs envelope, which is scanned like a barcode when crossing.
 - c. Entry into new customs zone: Driver gets either a green or orange light. Green to proceed, orange for a vehicle inspection and the driver must go to customs office to rectify issues.
11. **Delivery:** The items are delivered to the specified address.
12. **Completion:** The driver will get the CMR (Consignment Note) signed upon successful delivery, which confirms receipt of the goods.

Northern Ireland Protocol, TSS and the Windsor Framework

The UK's departure from the EU initiated a sequence of regulatory and logistical adjustments in trade, particularly affecting Northern Ireland due to its unique geographical and political position. Below is a chronology of the key developments that shaped trade post-Brexit, addressing the Northern Ireland Protocol, the Trader Support Service (TSS), the emergence of the Windsor Framework, and the broader implications for shipping to both Northern Ireland and the Republic of Ireland.

Brexit's Immediate Consequences

Brexit marked the beginning of a new era in the UK's trade relations. Its immediate effect was the need to redefine the trading arrangements between Great Britain and the island of Ireland, taking into account the historical, political, and economic nuances of the region.

Introduction of the Northern Ireland Protocol

The Northern Ireland Protocol was introduced to manage the complex trade dynamics resulting from Brexit, with the aim to prevent the establishment of a hard border between Northern Ireland and the Republic of Ireland. While it maintained Northern Ireland's place within the UK customs territory, it also required adherence to some EU customs rules for goods entering from Great Britain, which necessitated new checks and controls. This came into effect 1st January 2021. Under the terms of Article 18, the Northern Ireland Assembly has the power (after 31 December 2024) to decide whether to terminate or continue the protocol arrangements.

Trader Support Service (TSS)

An attempt to mitigate the complexities arising from the Protocol, the UK government set up the Trader Support Service. The TSS was designed to help traders navigate the new requirements, providing guidance and assistance with the necessary customs declarations. TSS was set up in 2020 as a free-to-use service, educating business on the processes of trading goods into Northern Ireland and supporting them to complete declarations without needing to engage directly with HMRC systems.

Operational Challenges and Renegotiation

The new trade framework introduced by the Northern Ireland Protocol did not come without challenges. There were logistical hurdles for businesses, leading to calls for renegotiation of the terms to facilitate smoother trade operations.

The Windsor Framework

The Windsor Framework emerged as a response to these challenges, aiming to refine and adjust the trading arrangements post-Brexit. It sought to balance the ease of trade with the legal and practical realities brought about by the UK's exit from the EU. It was agreed in March 2023 and was implemented in October 2023. It is too early to quantify its effects at the time of writing.

Article 18 and Future Decisions

An important feature of the Northern Ireland Protocol is the inclusion of Article 18, which allows the Northern Ireland Assembly to vote, after 31 December 2024, on whether to continue or discontinue the protocol's arrangements. This provision underscores the evolving nature of post-Brexit trade relations and the potential for future changes based on the political will in Northern Ireland.

Trade Specifics for Northern Ireland and the UK

When it comes to the movement of goods, no import or export clearance is needed for trade between Northern Ireland and the rest of the UK, easing internal UK trade. However, imports into Northern Ireland from Great Britain require a TSS declaration, reflecting the unique hybrid trading status of Northern Ireland following Brexit.

Road Freight to the Republic of Ireland

The situation for shipping goods to the Republic of Ireland also necessitates consideration. Road freight from Great Britain into the Republic must comply with EU customs regulations. The Republic of Ireland, being a full EU member state, follows the standard EU customs protocols, a factor that companies engaged in such trade must account for in their logistics planning. The only nuance is that you need to have a PBN (pre-boarding notification), which is unique for trade into Ireland from a place outside the customs territory of the EU.

In summary, the post-Brexit trade scenario between Great Britain, Northern Ireland, and the Republic of Ireland has been one of ongoing adjustment and refinement. From the Northern Ireland Protocol to the Windsor Framework, each development reflects attempts to balance regulatory compliance with trade fluidity. As such, businesses and stakeholders continue to adapt to these frameworks while considering the potential for future changes in this dynamic trading landscape.



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Buyer

Paris company 2
 22 Rue de Paris,
 Paris,
 75009,
 France
 0044 XXXX XXX XXX
 email@domain.com

Invoice No 224969
 Invoice Date 02/11/2023
 Packing Slip No 24854
 Packing Slip Date 02/11/2023
 Order Ref No DLS123456
 Customer Order CUS1234 / CUS7654
 Customer VAT No GB XXXXXXXXXX
 Customer EORI No GB XXXXXXXXXXXXXXXX

| Part No | Description | Quantity | Unit Price | Line Value | Total Net Weight Kgs | Total Gross Weight Kgs |
|--|-------------------------------------|----------|------------|------------|----------------------|------------------------|
| T505X | (detailed description of item 1) | 6 | £1000 | £6000 | 6000 | 6600 |
| | Commodity Code: 8436 1000 00 | 9 | COO: GB | | | |
| C12 | (detailed description of item 2) | 1 | £5000 | £5000 | 1000 | 1150 |
| | Commodity Code: 8436 990 090 | | COO: CN | | | |
| | CPC 10 00 001 | | | | | |
| | Inco terms - DAP | | | | | |
| <p>The exporter of the products covered by this document EORI Number (your EORI No) declares that, except where otherwise clearly indicated, these products are of GB preferential origin.</p> <p>{ your address } - Dated: { date of invoice } Producer/Exporter - { your company name & address }</p> | | | | | | |
| | { Your name } | | | | | |
| | { position at company } | | | | | |

Delivery to:

Paris company 2
 22 Rue de Paris,
 Paris,
 75009,
 France
 0044 XXXX XXX XXX

| | | | |
|-------------|----------------|-----------------------|----------------|
| Goods Total | £11,000 | Number of Parcels | 7 euro pallets |
| Freight | Free of Charge | Nett Weight (Kg) | 7000 |
| SUBTOTAL | £11,000 | Packaging Weight (Kg) | 750 |
| TOTAL DUE | £11,000 | Gross Weight (Kg) | 7750 |

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Compliant Commercial Invoice

ITEMS IN RED ARE REQUIRED FOR CUSTOMS

1. Your VAT Number
2. Your EORI Number
3. Invoice Number
4. Accompanying packing slip Number (if relevant)
5. Order Reference Number
6. Customer VAT Number
7. Customer EORI Number
8. Commodity codes for each unique item
9. Quantity of each item
10. Total value of each line (quantity x unit price)
11. Total Net Weight
12. Total Gross Weight
13. Country of Origin (in this case China)
14. CPC code used to indicate specialised clearing methods
15. Incoterms
16. The preferential origin duty statement with exporters EORI number
17. Your company address
18. Date of invoice
19. Company name and Address
20. Your name
21. Your position at company

Postcode map Spain 2 digit



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Understanding HS Codes

Harmonised System (HS) Codes serve as the universal economic language and code for goods, instrumental in international trade. Instituted by the World Customs Organization (WCO), HS Codes are a numerical system that aims to classify traded products and create a foundation for customs tariffs, forming an integral element in the facilitation of global trade.

The importance of HS Codes is widely acknowledged because they serve multiple purposes:

Facilitating Trade: They standardise the classification of products, simplifying the process of export and import across global borders.

Customs Tariffs: They determine the applicable tariff rates and are crucial in calculating the customs duties on goods.

Trade Data: HS Codes are pivotal in monitoring and analysing international trade statistics.

Regulatory Compliance: They assist in ensuring that traded goods adhere to trade regulations and restrictions.

| Commodity 8436 9900 90 | | Copy commodity code |
|-------------------------------|--|-------------------------------------|
| Commodity | 8436 9900 90 | |
| Classification | Parts > Other > Other | |
| Commodity valid from | 1 July 2016 | |
| Supplementary unit | There are no supplementary unit measures assigned to this commodity ▶ What are supplementary units? | |
| Date of trade | 23 October 2023 | Change |
| Filter by country | All countries | Change |

URL: <https://www.gov.uk/trade-tariff>

See a few examples of HS codes below:

080430: This code is commonly utilised for fresh or dried pineapples.

220421: Pertains to wine made from fresh grapes, excluding fortified wines.

870323: Refers to passenger vehicles with a cylinder capacity between 1500cc and 3000cc.

Every code, specific and detailed, is structured to deliver precise information about the product, aiming to avoid ambiguity in international trade transactions.

For Imports to the UK, HS codes will be 10 digits long and for Exports from the UK, 8 digits long. It is always best practice to provide a 10 digit HS code on your commercial invoice.

For individuals and businesses in the UK engaging in international trade, the government has provided a valuable resource: The Trade Tariff Tool. This platform allows traders to search or browse tax, duty, and VAT details along with obtaining commodity codes for goods. The ease of accessibility and comprehensiveness of this tool can significantly streamline the process of locating accurate HS Codes for varied products. See url at bottom of this page.

Fluctuations and Variations in HS Codes

It's imperative to note that HS Codes aren't a static entity. They can undergo changes, spurred by varying factors like alterations in industry, technology, or trade patterns. The WCO reviews the HS Codes every five years, potentially leading to changes that reflect the contemporary nature of global trade.

Moreover, while the initial 6 digits of HS Codes are universally consistent, countries may append additional digits to classify goods more specifically as per their individual customs and trade requirements. For instance, while the code for a type of machinery might be represented by the same initial 6 digits worldwide, the USA might add 4 more digits, and the European Union might add 2, each revealing more granular information pertinent to their respective customs protocols.

HS Codes serve as the backbone of international trade, embedding efficiency and standardization into global trading practices. Whether it's determining tariffs, ensuring regulatory compliance, or facilitating smooth trade, the coherent and organised nature of the HS Code system has improved the consistency and precision in international commerce.

Note: This page is intended for general informational purposes and does not substitute professional advice. Ensure to consult a trade expert for detailed guidance tailored to your specific trading needs and scenarios.

UK Gov Trade Tariff website:

<https://www.gov.uk/trade-tariff>

Navigating Deferred VAT/Deferment Accounts

When engaging in international trade, one of the predominant concerns for traders involves managing the financial aspects effectively, particularly the payment of VAT (Value Added Tax) and customs duties. The UK, among other countries, provides a solution through the provision of Deferred VAT/Duty Accounts. This facility allows traders to defer the payment of VAT and duties, offering them greater flexibility and enhanced cash flow management.

Why opt for Deferred VAT/Duty Accounts?

The primary advantages of utilizing Deferred VAT & Duty Accounts are chiefly:

Improved Cash Flow: Traders can conserve immediate cash outflows by delaying tax and duty payments.

Streamlined Processes: The deferral account consolidates payments, simplifying administrative tasks and reducing the frequency of transactions.

Facilitation of Trade: Smoothens import processes by mitigating immediate financial burdens on traders.

Setting up a Deferred VAT/Duty Account involves a series of steps

Application: Traders must apply to the local customs authority, providing requisite details and fulfilling specified criteria.

Guarantee: Often, traders must provide a financial guarantee to secure potential debts, though specific requirements may vary.

Authorization: Once approved, traders receive an authorization code and details regarding payment and account management.

Upon successful account setup, the following aspects become pivotal in its operation:

Usage: Traders utilise the Deferred Account to manage and delay VAT and duty payments related to imports.

Monthly Statement: Typically, a monthly statement is provided, detailing the accrued VAT and duty charges.

Payment: A consolidated payment for the accrued charges is usually required to be made the following month.

Concessions and Special Circumstances

It's vital to acknowledge that circumstances such as global crises or economic downturns can trigger temporary concessions. For example, during certain periods, the UK government has offered deferment extensions and reductions in financial guarantees to assist businesses during economically challenging times.

Managing Compliance

Compliance management is essential in effectively utilizing Deferred VAT/Duty Accounts:

Timely Payments: Ensure the adherence to payment deadlines to maintain account standing and avoid penalties.

Accurate Records: Maintain comprehensive records of all transactions, deferred amounts, and payments.

Audit Preparedness: Be prepared for potential audits by customs authorities to validate compliance and accuracy.

The Potential Challenges

While Deferred duty accounts offer numerous advantages, challenges can emerge, such as navigating through the administrative complexity, managing financial guarantees, and ensuring that payments are timely and accurate to prevent repercussions.

Embracing Deferred duty accounts can undoubtedly help traders with financial flexibility, rendering the facilitation of smoother and more economically efficient import processes. Meticulous management and unwavering compliance are key to optimizing its benefits and ensuring that trading operations unfurl seamlessly amidst the complexities of international commerce.

Before the implementation of CDS (see page 39), when all imports were done on the CHIEF system (see page 38), owners of a DAN (Deferment Account Number) had to provide a signed letter, authorising the clearing agent to use their DAN. Now with imports on CDS, DAN owners have to authorise their clearing agent on the CDS portal.

Postcode map Italy 2 digit



ENG_PK_ITA_86

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CHIEF (Customs Handling of Import and Export Freight)

The Customs Handling of Import and Export Freight (CHIEF) system was an instrumental part of the UK's trade infrastructure. Established in the early 1990s, this electronic service provided a streamlined method for managing the declaration of goods crossing the UK border, handling both imports and exports.

Throughout its operation, CHIEF interfaced with other systems and databases, including those maintained by shipping agents, freight forwarders, and other trade intermediaries, illustrating its embeddedness in the larger trade ecosystem.

As the world of trade evolved, so did the systems supporting it. The introduction of CDS signified the end of the CHIEF era, but the foundations laid by CHIEF, and the lessons learned from its operation, have significantly informed the design and implementation of CDS.

The importance of CHIEF to businesses and stakeholders was multifold:

Efficiency and Speed: By navigating the CHIEF system effectively, goods could be cleared more quickly, ensuring timely deliveries and satisfied stakeholders.

Compliance and Accuracy: The system ensured that all necessary information regarding a shipment was accurately recorded, minimizing the risk of legal complications or discrepancies.

Financial Clarity: CHIEF calculated and tracked duties and taxes, providing transparency and certainty for businesses in their financial planning.

Security and Inspection: By flagging potentially suspicious shipments, CHIEF played a role in ensuring the security of trade and reducing the risk of illicit activities.

Even though the UK has transitioned to the more advanced CDS system, the influence of CHIEF in setting a high standard for customs operations remains evident.

On March 30, 2024, the long-standing CHIEF system is set to formally close for exports, mandating businesses to transition to using CDS for their export declarations. This change follows the shift on September 30, 2022, when import declarations were transitioned from CHIEF to the new CDS system. However, it's essential to note that these dates have previously been subject to change by the government. As such, while they are accurate at the time of writing, there may be further revisions in the future.

CDS (Customs Declaration Service)

Succeeding the CHIEF system, the Customs Declaration Service (CDS) is a testament to the evolving nature of international trade. Built to manage the increasing complexity and volume of modern trade, CDS introduces a suite of enhanced features and functionalities.

International Alignment: CDS was built keeping in mind the World Customs Organization's standards, making it easier for the UK to harmonise its trade practices with international standards.

Future-proofing: One of the most significant advantages of CDS is its scalability and adaptability. As trade patterns change and new challenges emerge, CDS can be updated and adjusted without overhauling the entire system.

Support & Training: Recognizing the shift in processes and the potential challenges faced by businesses transitioning from CHIEF to CDS, extensive support and training materials were made available. These resources, often in the form of online guides, workshops, and seminars, aim to facilitate a smoother transition to the new system.

The value of CDS to the trade community includes:

User Experience: CDS offers a modernised, intuitive interface, simplifying the process of submitting declarations and reducing errors. It also has a unique online portal for each company to record international movement of goods.

Rich Data Insights: Designed to capture granular data on shipments, CDS allows businesses to delve deeper into their trade patterns, offering insights for strategic planning.

Adaptability: With the capacity to evolve with changing international trade regulations, CDS ensures that the UK remains at the forefront of global customs standards.

Integration Capabilities: The system is designed to seamlessly integrate with other trade-related platforms and systems, providing an interconnected ecosystem for businesses to navigate.

Note: Following the implantation of CDS anyone with a DAN (Deferment Account Number) must authorize any clearing agents to use their DAN on their CDS Portal.

DAN (Duty Deferment Account Number)

A Duty Deferment Account Number (DAN) acts as a customs "credit account." Rather than necessitating immediate payment of customs duties upon goods' importation, businesses with a DAN have the leverage to defer these, which offers a strategic edge in managing financial resources.

A Duty Deferment Account Number is not just a mechanism for financial flexibility but also a reflection of trust between the trader and the customs authority:

Application & Eligibility: Obtaining a DAN isn't automatic; businesses typically undergo rigorous checks and need to provide financial guarantees. This process ensures that only reputable businesses benefit from the deferred payment system.

Monitoring & Regulation: Authorities closely monitor DANs. Any discrepancies or delays in payment can lead to penalties, or in extreme cases, revocation of the DAN. This stringent monitoring underscores the system's importance in maintaining a fair and transparent customs regime.

Evolving Dynamics: As global trade norms change, so do the rules around duty deferment. Keeping abreast of these changes is crucial for businesses to maintain the benefits associated with their DAN.

The DAN system offers myriad advantages for stakeholders:

Cash Flow Optimization: Deferring duty payments means businesses can better align their expenditure patterns, especially if revenue from goods sold is expected at a later date.

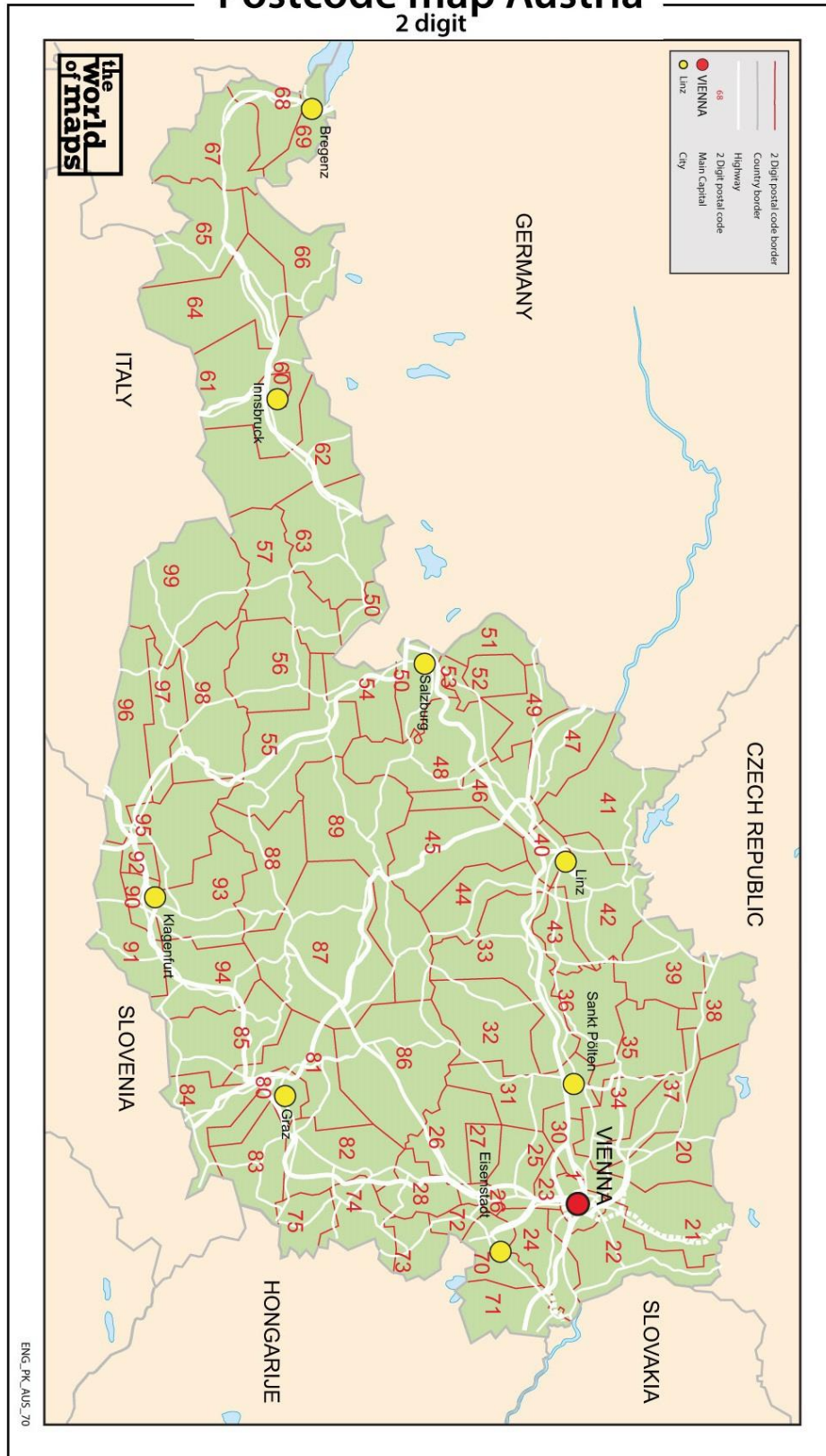
Operational Streamlining: Through DAN, companies can consolidate their customs payments into periodic payments, simplifying accounting processes and financial tracking.

Enhanced Competitiveness: Swift customs clearance processes facilitated by DAN can be a significant advantage, especially in sectors where time is a critical factor.

Financial Predictability: With regular and consolidated payment cycles, businesses can forecast their financial obligations more accurately, enhancing stability.

Following the implementation of the CDS system over CHIEF for import declarations, every UK company now benefits from automatic deferred VAT. This means that the advantage of deferment accounts has shifted; it no longer encompasses VAT, focusing primarily on duty. For a clearing agent to utilise a customer's deferment account number, they must receive explicit authorisation from the deferment account holder via their CDS online portal.

Postcode map Austria 2 digit



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Airworthiness

In the complex web of international trade, airworthiness isn't solely an aviation term; it also emerges significantly in customs, particularly when discussing the importation and exportation of aircraft parts. In a customs context, airworthiness is often utilised to avail VAT (Value-Added Tax) and duty reductions or exemptions for imported aircraft parts meant for repair, maintenance, or upgrade of an aircraft, underpinning the safeguard of international standards of air safety.

The concept of airworthiness in customs is particularly crucial when it comes to fiscal considerations, such as VAT and duty. In many jurisdictions, aircraft parts that are imported for maintenance purposes and which adhere to airworthiness standards might be eligible for reduced or zero-rated VAT. Essentially, when parts are certified airworthy, or required to maintain airworthiness, they can often be imported under a relief from duties and taxes, based on specific customs regimes, thereby reducing operational costs for airlines and maintenance, repair, and overhaul (MRO) organizations.

Customs regimes universally prioritise safety and compliance in aviation. Thus, when aircraft parts, including engines or other vital components, are imported to preserve or re-establish the airworthiness of an aircraft, they are frequently treated preferentially in a fiscal sense to support aviation safety and continuous, non-interrupted airline operations. To navigate through these fiscal benefits, businesses typically must adhere to stringent documentation practices, ensuring all imported parts are certified and utilised expressly for maintaining the airworthiness of an aircraft.

Strategically leveraging airworthiness for VAT and duty reductions not only safeguards fiscal health for airlines and MRO entities but also fortifies the reliability and safety of international air logistics. Ensuring thorough documentation, adherence to both local and international regulations, and navigating through customs with precision, enhances the scope of maintaining a fleet's airworthiness while also safeguarding economic efficacy. As global trade and regulatory landscapes continue to evolve, staying abreast with the intertwining facets of airworthiness, customs, and fiscal considerations will remain pivotal in sustaining a balanced, compliant, and economically viable air logistics operation.

Compassion for Drivers

Navigating the Hidden Obstacles on the Road

Road freight drivers often undertake extended, strenuous journeys to ensure the safe and timely delivery of goods across the country and beyond. Beyond the visible challenges of weather and road conditions lie the hidden hurdles that make their voyages even more taxing. Extended periods away from loved ones, unpredictable schedules, and often, the lack of access to basic amenities such as clean restrooms and nutritious meals, can paint a less-than-rosy picture of life on the road.

A Struggle Often Unseen: Lack of Basic Amenities and Extended Isolation

It's not uncommon for drivers to encounter establishments where they are denied access to fundamental facilities, such as toilets or resting areas, particularly at loading/unloading points. Such instances, coupled with extended periods of isolation away from family and social circles, can have a profound impact on their mental and physical well-being. Their sacrifices and struggles, often concealed behind the scenes of our logistics operations, warrant recognition and an empathetic approach from those they interact with along their routes.

Empathy in Action: Nurturing Compassion at Loading/Unloading Points

In recognizing these challenges, personnel at loading/unloading points become pivotal figures in mitigating some of the difficulties drivers face. A considerate and respectful interaction, ensuring swift and efficient loading/unloading, and granting access to basic facilities can provide much-needed respite to drivers. A thoughtful gesture, a friendly exchange, or a simple thank you can go a long way in breaking the monotony and hardship of their lengthy, isolated journeys.

The Compounded Benefits of Kindness and Consideration

A culture that fosters empathy and respect towards drivers doesn't merely uplift their spirits but also echoes positively through the operational chain. Drivers who feel seen, appreciated, and respected are likely to experience increased job satisfaction and motivation, inherently contributing to enhanced safety and efficiency on the roads. This, in turn, not only ensures the wellbeing of our logistics backbone but also fortifies the reliability and success of our supply chains.

Turning Compassion into Standard Practice

It is our collective responsibility to ensure that the unsung heroes of our logistics chains – the drivers – are met with the compassion, respect, and kindness they rightfully deserve. By integrating empathy into our practices, we can mitigate the challenges they encounter daily, affirming their indispensable role and ensuring that their well-being is placed at the forefront of our logistical operations. Let us honor their sacrifices and efforts with actions that speak louder than words – through genuine, tangible acts of appreciation and care.

Please put yourself in the drivers shoes for these starkly contrasting scenarios that drivers live everyday:

John, a seasoned driver hailing from Eastern Europe, arrived at his destination after a grueling 12-hour drive. Although his English was limited and fatigue was visibly etching lines onto his face, the urgency of the delivery forced him to push beyond legal driving limits. Upon arrival, an urgent need to use the restroom and a gnawing hunger pervaded his senses, yet he was met with an unwelcome reception. The staff, eager to conclude their workday, imposed upon him the immediate need to assist with loading the truck, disregarding his physical state and evident needs. His requests, punctuated by broken English, for a brief respite to use the amenities and grab a quick meal were briskly dismissed. Instead, he found himself engulfed in a tangle of miscommunication, mounting frustration, and a dire neglect for his well-being, reflecting a stark neglect for the humanity behind the wheels of our supply chains.

Contrastingly, Ana, another freight driver, experienced a starkly different scenario upon her arrival at a different facility. Her journey, albeit just as long and taxing, was met with a compassionate approach from the ground personnel. Upon her arrival, the staff approached her with warm smiles, using Google Translate to bridge the communication gap and ensure that her needs were recognised and addressed. They directed her to clean restroom facilities and offered options for nourishment from a well-stocked canteen and a food truck outside. Understanding the fatigue that comes with the journey, they provided her with the option to use shower facilities to refresh herself. When an unforeseen delay occurred, rendering the truck unloadable that day, the staff swiftly guided her to a secure location where she could park and spend the night comfortably. The warmth, understanding, and tangible actions not only provided Ana with the needed physical comfort but also resonated a deep respect and acknowledgment for her role, rekindling a sense of dignity and appreciation often overlooked in her journeys.



The two previous scenarios help to illustrate the tangible experiences of drivers amidst their journeys, highlighting the palpable impact of empathy, or the lack thereof, on their well-being and overall job satisfaction. These examples serve as mirrors reflecting the diverse experiences of drivers in the logistics chain, underscoring the imperative to prioritise compassion and respect as essential components within our operational practices.

While compassion and understanding are integral to fostering positive relationships with our road freight drivers, it's equally important to address the instances where a driver may not uphold the standards expected of them. If you ever encounter a situation where a driver's behavior is unsatisfactory, please contact DLS immediately. We will liaise with their management to ensure the matter is addressed promptly. While we are staunch advocates for driver compassion, we also prioritise our customers and do not condone subpar or inappropriate behavior from any driver. It's a two-way street: just as we expect kindness towards drivers, we also insist on professional and appropriate conduct from them, ensuring a harmonious and efficient working relationship for all involved.

Postcode map Poland 2 digit



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AEO (Authorised Economic Operator)

The AEO status represents a certification of reliability in the international supply chain, recognised globally as a mark of trustworthy operations in international trade. AEO is beneficial for securing and facilitating global trade, denoting that a business's customs controls and procedures are efficient and compliant.

AEO is not merely a certification but a testament to a company's diligent adherence to a robust and secure international trading framework. Companies with AEO status often experience:

Facilitated Trade: Through faster customs procedures and priority clearance.

Reduced Delays: Lesser physical and document-based controls.

Improved Security: By adopting globally recognised supply chain standards.

Enhanced Reputation: As an entity adhering to transparent and reliable international trade practices.

Types of AEO Certifications

AEOC (Customs Simplifications): Primarily focused on facilitating simplified customs declarations and adherence to customs rules.

AEOs (Security and Safety): Concentrated on enhancing the security and safety of the international supply chain and ensuring compliance with relevant regulatory norms.

Businesses can opt for one or both, depending on operational needs, and strategic objectives.

Acquiring and Maintaining AEO Status

Procuring AEO status entails:

Robust Application: Demonstrating financial solvency, a robust record of compliance, and proficient management of logistics and security.

Audit and Verification: Undergoing thorough audits of operational processes, security measures, and compliance mechanisms.

Continuous Adherence: Ensuring ongoing adherence to regulations and enhancing practices as per evolving trade norms.

Maintaining AEO status necessitates continuous compliance, with businesses periodically undergoing evaluations to ensure persistent adherence to stipulated standards. AEO status elevates a business by:

Mitigating Delays: Accelerating cargo movement, thus reducing time in transit.

Enhancing Predictability: Facilitating smoother, more predictable trade flows.

Boosting Competitiveness: Leveraging streamlined processes to enhance operational efficiency and reduce costs.

Building Trust: Establishing the entity as a secure and reliable trade partner, opening avenues for enhanced collaboration and business development.

Bonded Warehouses

A bonded warehouse provides a secure space where goods can be stored, manipulated, or undergo manufacturing operations without payment of duty. These facilities play a pivotal role in international trade, providing businesses with a strategic solution to manage, store, and handle their goods while optimizing cash flow and reducing storage costs.



Key Features of Bonded Warehouses

Duty Deferral: Goods stored in a bonded warehouse are not subject to import duties or taxes until they are removed and officially imported into the domestic market.

Security: Enhanced security measures ensure that goods are stored safely, reducing the risk of theft or damage.

Flexibility: Importers and exporters can store goods for a specified period, allowing flexibility in deciding when to pay import duties and managing market conditions effectively.

Value-Adding Activities: Certain activities like repackaging, sorting, and labelling can be performed in a bonded warehouse, adding value to stored products without incurring duties.

Benefits of Utilizing Bonded Warehouses

Cash Flow Management: Duty payments are postponed until goods are removed from the warehouse, aiding businesses in managing their cash flow effectively.

Strategic Planning: It provides an opportunity for businesses to strategically plan the release of their products into the market, aligning with demand and price fluctuations.

Reduced Costs: Businesses can minimise their storage and duty costs by utilizing the facilities and benefits offered by bonded warehouses.

Enhanced Inventory Management: Optimise inventory management by regulating the release of goods based on market conditions and logistical considerations.

Considerations for Using Bonded Warehouses

Regulation Adherence: Ensure strict adherence to customs regulations and compliances, which govern the operations of bonded warehouses.

Cost-Benefit Analysis: Evaluate the potential savings against the costs associated with using bonded warehouses to ascertain financial viability.

Time Limits: Be mindful of the time limits that goods can remain in bonded storage to avoid penalties or compulsory removal.

Documentation: Ensure accurate and complete documentation to facilitate smooth operation and compliance with customs requirements.

Bonded warehouses emerge as a significant facilitator in global trade, providing tangible benefits for importers and exporters in managing duties, securing goods, and optimizing logistical operations. Ensuring a thorough understanding of regulatory requirements and strategic implementation, businesses can leverage bonded warehouses to enhance their international trading activities and fortify their supply chain strategies.

Postcode map Norway 2 digit



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Understanding CMR

The CMR (Convention on the Contract for the International Carriage of Goods by Road) is a pivotal aspect of road freight when transporting goods between the United Kingdom and European Union countries. The CMR document serves as a consignment note and a contractual agreement, stipulating the terms and conditions under which the goods are transported.

What is a CMR Document?

A CMR document is a standardised form, typically comprising of three parts: one for the sender, one for the receiver, and one retained by the carrier. It outlines the details of the goods, the involved parties, the agreed transport, and any special instructions or agreements. It provides proof of the contract of carriage and receipt of goods and outlines the responsibility and liability of each party involved in the transportation of goods.

For customers, understanding and properly completing the CMR document is crucial as it:

Acts as Legal Proof: It serves as legal evidence of the contractual agreement between the sender, the carrier, and the receiver.

Outlines Liability: It details the responsibility of each party, ensuring protection in case of loss, damage, or delay.

Facilitates Claims: In the event of discrepancies or damage, the CMR document is essential for resolving disputes and processing claims.

Customers need to ensure that the CMR document accurately includes:

- Description of goods, including quantity, weight, and volume.
- Sender's and receiver's details, including names and addresses.
- Agreed pick-up and delivery locations.
- Special transport requirements, if any, like temperature control.

The CMR document is a cornerstone in international road freight between the UK and EU, providing a legal framework and clarity on the contractual agreement between the parties involved. Customers engaged in transporting goods should be meticulous in providing accurate details in the CMR document, as it is instrumental in safeguarding their interests and facilitating resolution in case of discrepancies or damages during the shipment process. By understanding its significance and ensuring accuracy in its completion, customers can ensure smoother, more secure international road freight transactions.

PRO TIP: Please make sure the CMR is signed and if there is any damage, it is marked as damaged with as much detail as possible on the CMR before the driver is allowed to leave. Also it is useful to get photo evidence before unloading. You must notify the carrier within 14 days of delivery to ensure the best chance of a successful claim.

Example CMR Key

1. Consignor (Name, Address and Country)
2. Consignee (Name, Address and Country)
3. Delivery Address
4. Location and date of collection by driver
7. Quantity and type of goods (e.g. 12 pallets)
8. Method of packing - It is best practice to include this information but it is not essential, especially if you have provided a packing list
11. The total gross weight of the goods
13. Any specific instructions by the sender, such as "must use anti-slip matting", "must use 16 straps minimum", "strict delivery time agreed" etc.
16. Carrier of the goods (Name, Address and Country)
22. Stamp and/or signature of the sender upon handing over goods and date
23. Stamp and/or signature of carrier of goods upon receipt
24. Stamp and/or signature of receiver of goods upon receipt and date

When dealing with complex consignments, such as one collection leading to four separate deliveries, it's vital to have a separate CMR for each shipment. This approach ensures accurate documentation for each delivery's specific requirements, contents, and conditions.

In situations where multiple CMRs and loads are present on a single vehicle, proper labeling is essential. For example, if a vehicle transports 26 pallets, a clear labeling strategy, like numbering the pallets from 1-26, becomes crucial. These numbers can then be referenced on the respective CMRs, indicating which pallets are for which customer; for instance, customer 1 is assigned pallets 1-6. Adopting this method not only simplifies the delivery process but also reduces potential mistakes, guaranteeing that each customer receives exactly what they ordered, promoting reliability and effectiveness in road freight activities.

1 Exempleire pour expéditeur / Exemplaar voor afzender / Exemplar für Absender

LETTE DE VOITURE - DOCUMENT DE TRANSPORT
VRACHTBRIEF - VERVOERDOCUMENT
FRACHTBRIEF - TRANSPORTDOKUMENT

CMR **AVC-2002**

Code transporteur Vervoerderscode No Nr
 Code Frachtführer

Atzender (naam, adres, land)
 Consignor (name, address, country)

Geadresseerde (naam, adres, land)
 Consignee (name, address, country)

Plaats (bestemd) voor de aflevering der goederen
 Place of delivery of the goods

Plaats en datum van inontvangstneming der goederen (plaats, land, datum)
 Place and date of taking over the goods

Bijgevoegde documenten
 Annexed documents

Merken en nummers
 Marks and Nos

Aantal coli
 Number of packages

Wijze van verpakking
 Method of packing

Aard der goederen
 Official transport designation

Statistisch nummer
 Statistical number

Bruto gewicht in kg
 Gross weight in kg

Volume in m3
 Volume in m3

Instructies afzender
 Sender's instructions

Speciale overeenkomsten
 Special agreements

Tijdstempel
 Timestamp

Aankomst
 Arrival

Vertrek
 Departure

Totale tijd
 Total time

Laadadres
 Load address

Losadres
 Unload address

Opgemaakt te
 Established in

Reimboursment
 Reimbursement

Ontvangst der goederen, datum
 Goods received, date

Plaats
 Place

de
 am

Handtekening en stempel van de afzender
 Signature and stamp of the sender

Handtekening en stempel van de vervoerder
 Signature and stamp of the carrier

Handtekening en stempel van de geadresseerde
 Signature and stamp of consignee

NL

Indien de overeengekomen plaats van inontvangstneming en van aflevering van de zaken zijn gelegen in twee verschillende landen zijn het CMR-Verdrag alsmede in aanvulling daarop de Algemene Vervoercondities 2002, laatste versie, van toepassing.

Indien de overeengekomen plaats van inontvangstneming en van aflevering van de zaken zijn gelegen in Nederland zijn de Algemene Vervoercondities 2002, laatste versie, van toepassing. De Algemene Vervoercondities 2002, laatste versie, zijn door sVa / Stichting Vervoeradres gedeponneerd ter griffie van de arrondissementsrechtbank te Amsterdam en Rotterdam.

Les parties contractées se ligues grassees solivent être remplies par le transporteur / De dit onlijnde vakken moeten ingevuld worden door de vervoerder / Die mit fet gedruuden Linien eingeramnten Rubriken müssen vom Frachtführer ausgefüllt werden

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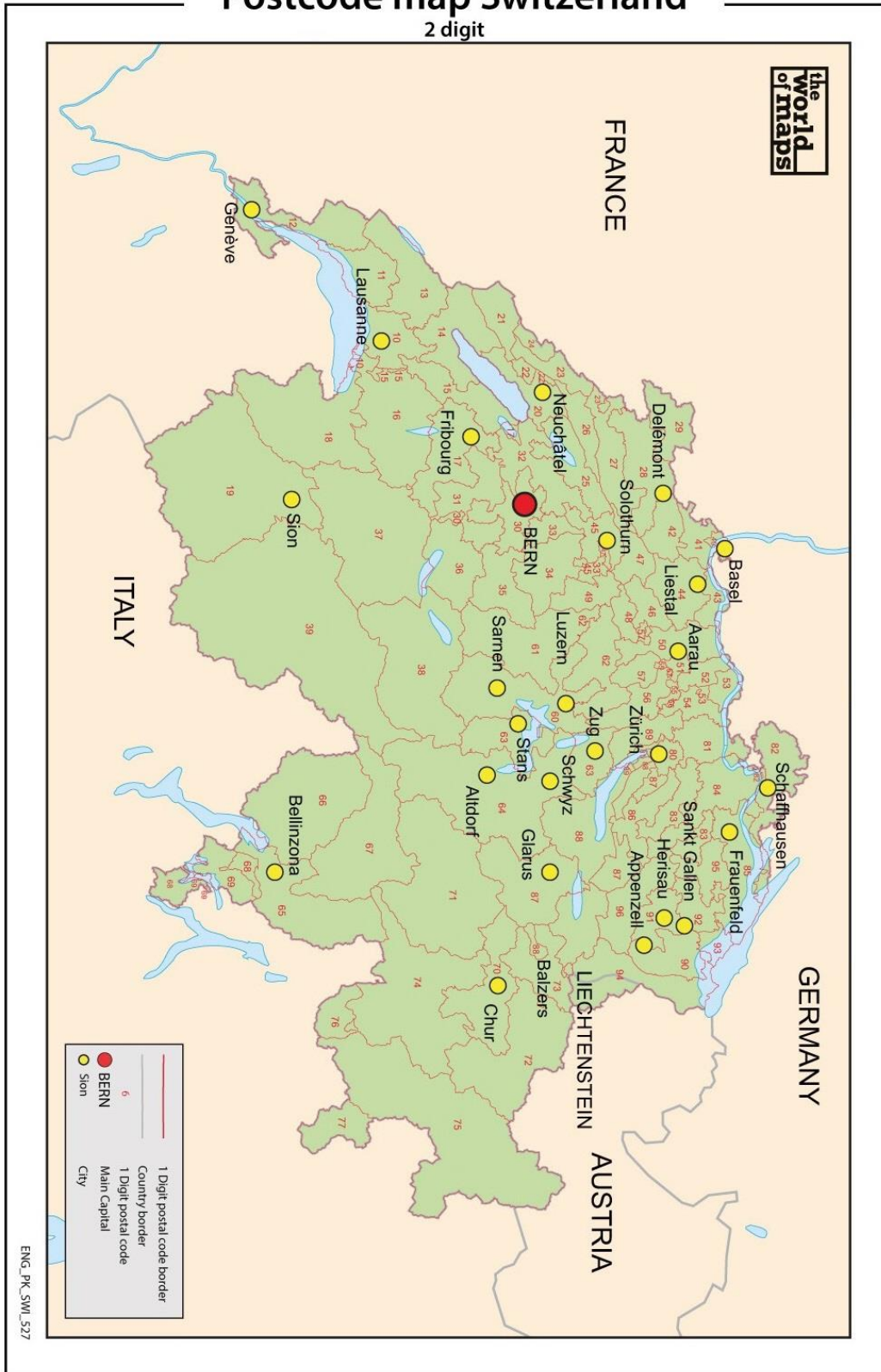
A remplir sous la responsabilité de l'expéditeur / in is vullen onder verantwoordelijkheid vande afzender / Ausfüllen unter der Verantwortung des Absenders

Versie 14.1

Approved by

Postcode map Switzerland

2 digit



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What is a Transit Document (T1)?

While there are various types of transit documents available, the T1 is the predominant document used for the majority of procedures.

A T1 document is a transit document used under the Common Transit Convention (CTC) to move goods between the UK and the European Union. It's primarily used for goods under customs control, enabling the movement of non-EU goods to pass through EU countries without paying import duties and VAT until they reach their final destination.

The use of T1 documents is crucial for customers and freight forwarders as it ensures the smooth flow of goods and avoids delays and complications at the border. It acts as a control document, allowing customs authorities to track the movement of goods and ensuring that duties are correctly applied at the final destination.

Imagine a manufacturer in Leeds, UK, is exporting machinery parts to a buyer in Milan, Italy. The freight forwarder generates a T1 document to allow these non-EU goods to transit through various EU countries without any custom barriers, before reaching the final destination. The goods can be transported through France and Switzerland, with customs clearance and duties applied only once they reach Milan.

A T1 is more commonly associated with exporting goods from the UK to the EU post-Brexit, as the UK is now "a third country" to the EU, necessitating the movement of goods under transit procedures to avoid immediate import duties and VAT. When importing into the UK from the EU, there are different procedures and reliefs available, making the T1 less common for imports.

For customers involved in the export of goods from the UK to the EU, understanding the purpose and correct use of T1 documents is crucial. Ensuring the accurate completion of the T1 document aids in avoiding delays, complications, and unexpected costs, allowing for a more streamlined and efficient transit process through different EU countries until the goods reach their final destination.

T1's have to be collected and discharged at authorised loading/unloading locations or Inland Border Facilities (IBF). If at an IBF (which is the norm) you need to consider location as it could affect the distance travelled, also, you need to anticipate delays caused by the driver waiting in a queue. For more information refer to page 73 on authorised loading points.

When might a T1 document be used for importing into the UK?

A T1 document is typically associated more with exports from the UK; however, there are specific circumstances under which it might be instrumental for importing goods into the UK. These instances are usually rare but are crucial to understand for seamless international trade operations.

1. Transit through Multiple Territories:

When goods imported to the UK are transiting through multiple customs territories, a T1 document is essential. It allows the goods to move under suspension of duties and taxes through different territories until they reach the UK, their final destination.

2. Temporary Storage or Segregation:

Goods under a T1 document may require temporary storage in the UK before reaching their final destination. This is especially relevant for mixed consignments that necessitate segregation at different locations within the country.

3. Deferred Duty Payment:

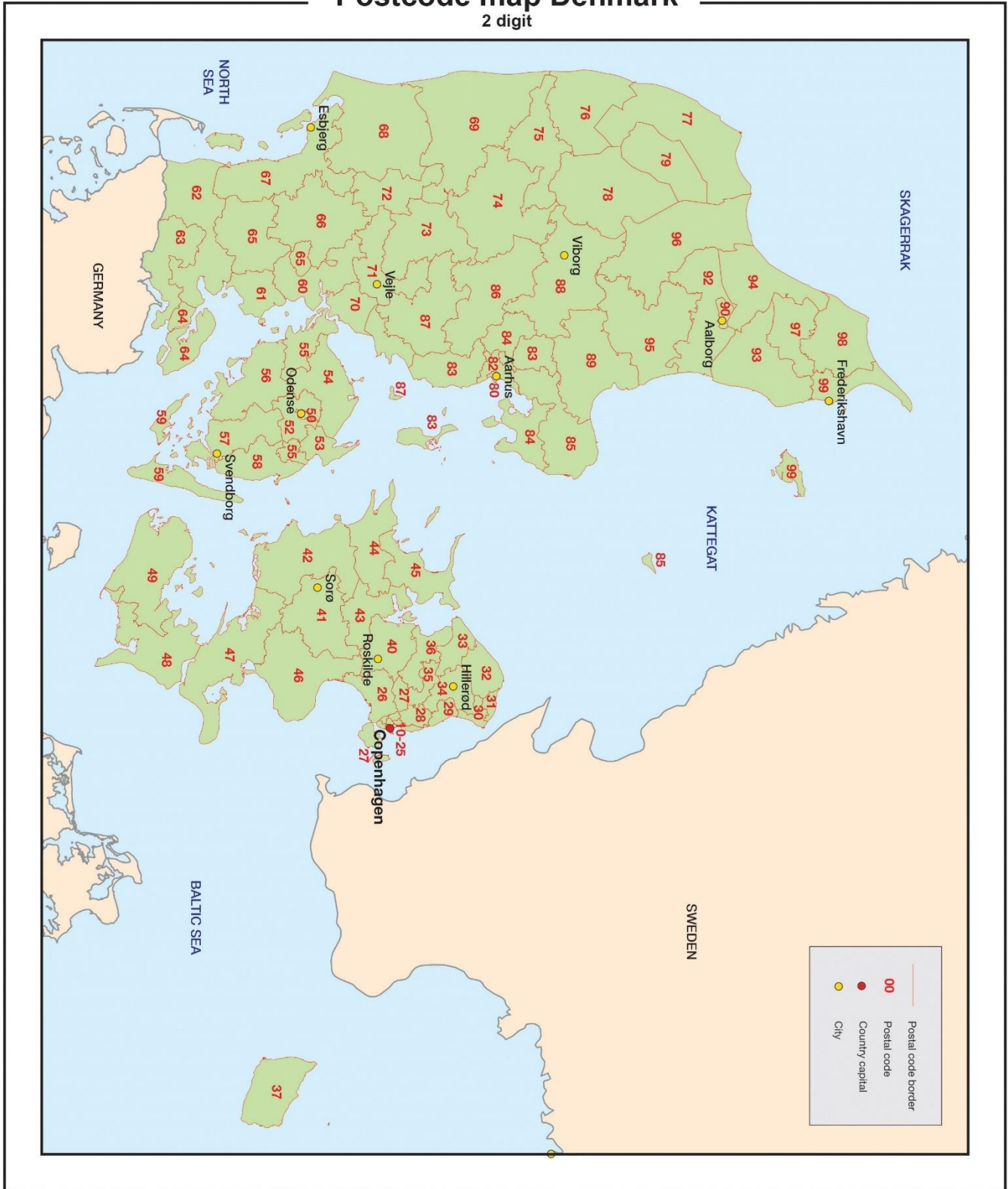
For importers wishing to defer the payment of customs duties and taxes until the goods have reached their final destination in the UK, a T1 document is indispensable. It helps in improving cash flow for businesses dealing with imports.

4. Importing into Bonded Warehouses for Re-export:

When goods are imported into a bonded warehouse in Europe and are intended to be re-exported out of Europe into the UK, a T1 document becomes crucial. In such scenarios, the goods are not cleared into Europe as the seller or sender of the goods intends to avoid paying duties within the European territories. The T1 document allows for the suspension of customs duties and taxes, enabling the goods to be stored temporarily in the bonded warehouse until they are re-exported to the UK, thus offering a cost-effective solution for the sender or seller in international trade transactions.

While the use of T1 documents is less common for imports into the UK, it remains crucial under specific circumstances. Whether it's navigating through multiple customs territories, managing temporary storage, deferring duty payments, or accommodating specialist logistical needs, a T1 document is a key facilitator in ensuring smooth and compliant import operations into the UK.

Postcode map Denmark 2 digit



T1 Declaration

LRN – Local Reference Number

1 – Declaration Type / Additional Declaration type

2 – Export name & Address / Exporter ID / Seller Name & Address / Seller ID

6 – Total packages 5 – Commodity code

8 – Importer Name & Address / Importer ID / Buyer Name & Address / Buyer ID

15a – Country of despatch / export code (GB)

17a – Country of destination code (DE / ES / FR ETC)

18 – Identity of means of transport on arrival (Truck number)

56 – Other incidents during carriage

31 – Goods description / Type of packages / Number of packages / Shipping marks / Customs code

33 – Commodity code / Commodity additional code

35 – Gross Mass 38 – Net Mass

40 – Simplified declaration / previous documents

44 – Documents certificates authorisations / Additional information


55 – Transhipments

50 – Principal

52 – Guarantee

53 – Office of destination (and country)



| | | | | | | |
|--|---|--|--|--|---|--|
| A | Transit - Accompanying Document | 2 Consignor / Exporter | 1 REGIME T1 | MRN  | | |
| | | 3 Forms 001 001 | 5 Items | 6 Total Packages | LRN | |
| | | 8 Consignee No. | Return copy has to be sent to the office: | | | |
| | | 15 Country of dispatch/export | 17 Country of destination | | | |
| A | 18 Identity and nationality of means of transport at departure | 56 Other incidents during carriage Details and measurements taken | | G CERTIFICATION BY COMPETENT AUTHORITIES | | |
| 31 Packages and description of goods | Marks and numbers - Container No(s) - Number and kind | 32 Item 001 No | 33 Commodity Code | 35 Gross mass (kg) | 38 Net mass (kg) | |
| 44 Additional information/ Documents produced/ Certificates and authorisations | 40 Summary declaration/Previous document | | | | | |
| 55 Transhipments | Place and country: | Place and country: | Ident. and nat. new means transp: | | | |
| | Ident. and nat. new means transp: | Ident. and nat. new means transp: | Ctr: <input type="checkbox"/> (1) Identity of new container: | | | |
| | Ctr: <input type="checkbox"/> (1) Identity of new container: | Ctr: <input type="checkbox"/> (1) Identity of new container: | (1) Enter 1 if YES or 0 if NO. | | | |
| F CERTIFICATION BY COMPETENT AUTHORITIES | New seals: Number Signature: | Identity: Stamp: | New seals: Number Signature: | Identity: Stamp: | Data already recorded into the System: <input type="checkbox"/> | |
| | <input type="checkbox"/> Data already recorded into the System: | <input type="checkbox"/> Data already recorded into the System: | 50 Principal | | | |
| 51 Intended offices of transit (and country) | C OFFICE OF DEPARTURE | | | | | |
| 52 Guarantee not valid for | Code | | 53 Office of destination (and country) | | | |
| D CONTROL BY OFFICE OF DISPATCH/EXPORT | | | I CONTROL BY OFFICE OF DESTINATION | | | |
| Result: | | | Date of arrival: | | | |
| Seals affixed Number: | | | Examination of seals: | | | |
| Identity: | | | Remarks: | | | |
| Time limit (date): | | | Return Copy sent on after registration under No | | | |
| | | | Signature: Stamp: | | | |

Export Declaration on CDS

- 1 – Declaration Type / Additional Declaration type
- 2 – Export name & Address / Exporter ID / Seller Name & Address / Seller ID
- 6 – Total packages
- 7 – Trader Reference
- 8 – Importer Name & Address / Importer ID / Buyer Name & Address / Buyer ID
- 14 – Declarant Name & Address / Representative name & Address / Representative ID / Representative Status
- 15a – Country of despatch / export code (GB for export)
- 17a – Country of destination code (DE / ES / FR ETC)
- 18 – Identity of means of transport on arrival (Truck number)
- 19 – Container
- 21 – Nationality of active means of transport crossing the border
- 22 – Total Amount shown on Invoice
- S13 – Countries of routing
- 23 – Exchange rate
- 24 – Nature of transaction (IE Sale / Samples ETC)
- 25 – Border Transport mode (Maritime / rail / air / ro-ro – ETC)
- 26 – Inland Transport mode (Rail / ro-ro – ETC)
- 30 – Goods location
- 31 – Containers / Goods description / Type of packages / Number of packages / Shipping marks / Customs code
- 33 – Commodity code / Commodity additional code
- 34A – Country of origin / 34B – Country of preferential origin
- 35 – Gross Mass
- 36 – Preference
- 37 – Additional procedure code
- 38 – Net Mass
- 40 – Simplified declaration / previous documents
- 41 – Supplementary Units
- 44 – UNDG code / Office of presentation / Supervising office
- 46 – Statistical Value
- 29 – Office of exit
- 49 – Identification of warehouse
- 52 – Guarantee Type / Guarantee Reference / Access code
- 54 – Place and date / Signature and name of declarant / Representative



Export

[1] Declaration [1/1] | [1/2] EX A MRN:

| | | |
|---|---|--|
| [3] Forms [1/4] 1 1 [5] Items [1/9] 1 [6] Total packages [6/10] | [7] Reference [2/4] | |
| [2] Exporter [3/1] No [3/2] | | |
| [8] Consignee [3/9] No [3/10] | Carrier [3/31] | No [3/32] |
| [14] Declarant [3/17] No [3/18] | [14] Representative [3/19] | No [3/20] |
| [15a] Dispatch/export country [5/14] | [17a] Destination country [5/8] | [14] Representative status [3/21] |
| [18] Departure transport [7/7] | [513] Countries of routing [5/18] | |
| [21] Border transport [7/14] | [21] Ctry [7/15] | [22] Invoice total [4/10] [4/11] |
| [25] Border transport mode [7/4] | [26] Inland trpt mode [7/5] | [19] Ctr [7/2] |
| [30] Location of goods [5/23] | [23] Exchange rate [4/15] | [24] Nature of transaction [8/5] |
| [31] Container numbers [7/10] | [40] Simplified declaration/Previous documents [2/1] Z DCR | [D] Seals [7/18] |
| [44] Authorisation Holders [3/39] | [44] Additional Fiscal References [3/40] | [45] Additional Supply Chain Actors [3/37] |
| [32] Item No [1/6] 1 | | |
| [31] Packages – number [6/10], kind [6/9] and shipping marks [6/11] | [31] Description of goods [6/8] | CUS code [6/13] |
| [33] Commodity [6/14] | EU add. code(s) [6/16] | National add. code(s) [6/17] |
| [37] Procedure [1/10] | Add. procedure code(s) [1/11] | [34a] Origin country [5/15] |
| [40] Simplified declaration/Previous documents [2/1] | [15a] Dispatch/export country [5/14] | [17a] Dest ctry [5/8] |
| | [35] Gross mass (kg) [6/5] | [17a] Net mass (kg) [6/1] |
| | [41] Suppl. Units [6/2] | [44] UNDG code [6/12] |
| | [46] Statistical value [8/6] | [529] Trpt MoP [4/2] |
| | | [24] Trans nature [8/5] |

Acceptance date/time
 Declaration status
 Status date/time
 Departure date/time

| | | |
|--|--------------------------------|--|
| [29] Office of exit [5/12] | [529] Trpt chgs MoP [4/2] | LRN [2/5] |
| [44] Office of presentation [5/26] | [44] Supervising office [5/27] | Specific circumstance indicator [1/7] |
| [52] Guarantee Type [8/2] Reference [8/3] Other reference Access code Curr | | [49] Identification of warehouse [2/7] |
| | | [54] Place and date |
| | | Signature and name of declarant/representative [1/8] |

Export Declaration on Chief

- 1 – Declaration Type / Additional Declaration type
- 2 – Export name & Address / Exporter ID / Seller Name & Address / Seller ID
- 6 – Total packages 7 – Reference numbers
- 8 – Importer Name & Address / Importer ID / Buyer Name & Address / Buyer ID
- 14 – Declarant Name & Address / Representative name & Address / Representative ID / Representative Status
- 15 – Country of despatch / export code (GB for export)
- 17 – Country of destination code (DE / ES / FR ETC)
- 18 – Identity of means of transport on arrival (Truck number)
- 19 – Container 20 – Delivery terms 21 – Nationality of active means of transport crossing the border
- 22 – Total Amount shown on Invoice 23 – Exchange rate
- 24 – Nature of transaction (IE Sale / Samples ETC)
- 25 – Border Transport mode (Maritime / rail / air / ro-ro – ETC)
- 26 – Inland Transport mode (Rail / ro-ro – ETC) 30 – Goods location
- 31 – Containers / Goods description / Type of packages / Number of packages / Shipping marks / Customs code
- 33 – Commodity code / Commodity additional code 34A – Country of origin / 34B – Country of preferential origin
- 35 – Gross Mass 36 – Preference 37 – Additional procedure code 38 – Net Mass
- 40 – Simplified declaration / previous documents 41 – Supplementary Units
- 44 – UNDG code / Office of presentation / Supervising office 46 – Statistical Value
- 47 – Tax type / Tax base / Tax Rate / Payable tax amount / Total 29 – Office of exit
- 49 – Deferred payment 49 – Identification of warehouse 50 – Principal



Import

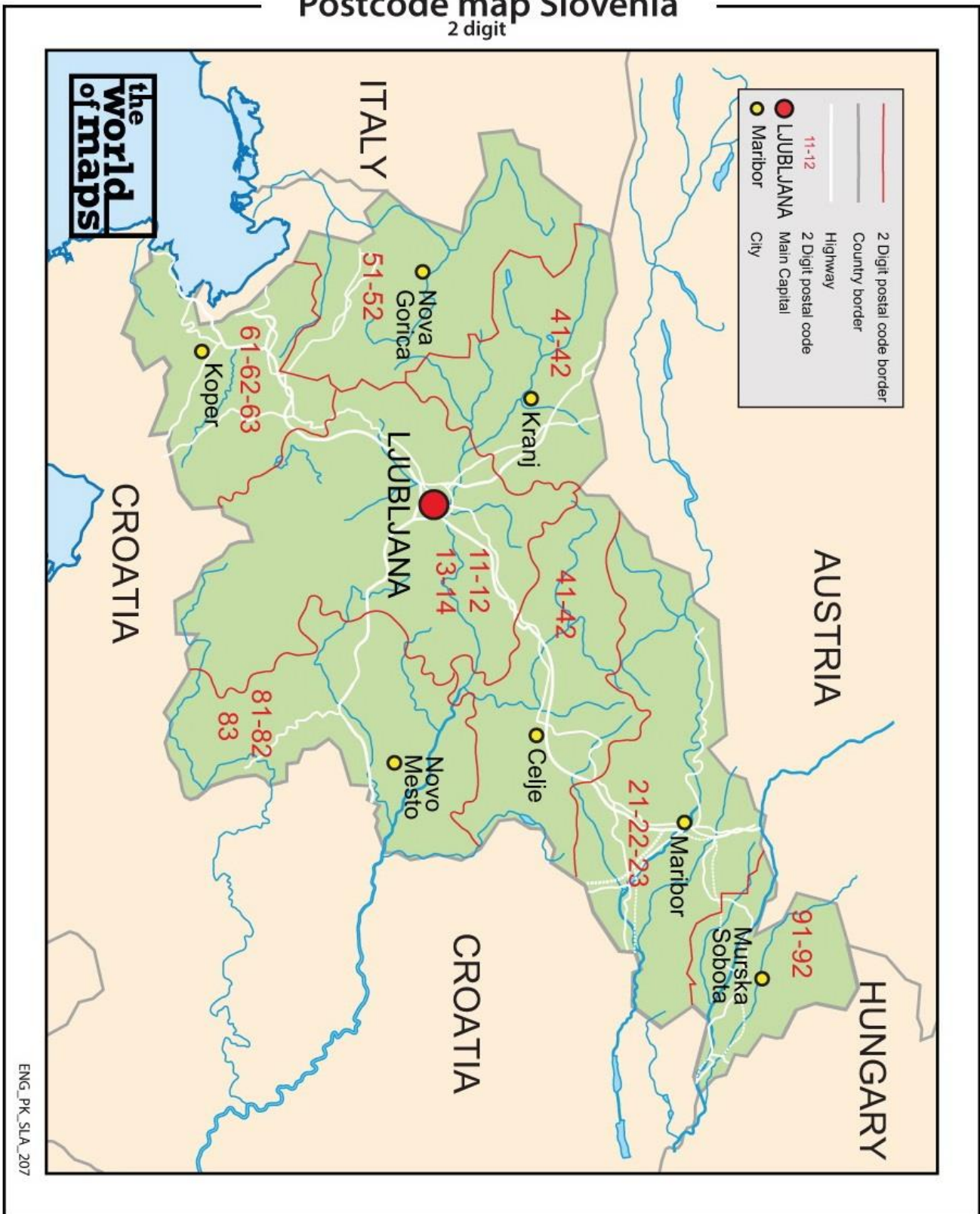
[1] Declaration [1/1] | [1/2] MRN:

| | | | | | | | | | |
|---|----------------|--|--|-------------------------------------|----------------------------------|---|------------------------|--------------------------|-------------------------|
| [3] Forms [1/4] 1 | | [5] Items [1/9] 1 | | [6] Total packages [6/10] | | [7] Reference [2/4] | | | |
| [2] Exporter [3/1] No [3/2] | | | | [2] Seller [3/24] No [3/25] | | | | | |
| [8] Importer [3/15] No [3/16] | | | | [8] Buyer [3/26] No [3/27] | | | | | |
| [14] Declarant [3/17] No [3/18] | | | | [2] Representative [3/19] No [3/20] | | | | | |
| [15a] Dispatch country [5/14] | | [17a] Destination country [5/8] | | [14] Representative status [3/21] 0 | | | | | |
| [18] Arrival transport [7/9] | | | | [20] Delivery terms [4/1] | | | | | |
| [21] Border transport nationality [7/15] | | | [19] Ctr [7/2] 0 | | [22] Invoice total [4/10] [4/11] | | | | |
| [25] Border transport mode [7/4] | | [26] Inland transport mode [7/5] | | [23] Exchange rate [4/15] | | [24] Nature of transaction [8/5] | | | |
| [30] Location of goods [5/23] | | | | [35] Gross mass (kg) [6/5] | | [27] Place of loading [5/21] | | | |
| [31] Container numbers [7/10] | | [40] Simplified declaration/Previous documents [2/1] | | | | [45] Additions and deductions [4/9] | | | |
| [44] Authorisation Holders [3/39] | | | [44] Additional Fiscal References [3/40] | | | [45] Additional Supply Chain Actors [3/37] | | | |
| [32] Item No [1/6] 1 | | | | | | | | | |
| [31] Packages – number [6/10], kind [6/9] and shipping marks [6/11] | | | | [31] Description of goods [6/8] | | | | | |
| [33] Commodity [6/14] TARIC code [6/15] | | EU add. code(s) [6/16] | | National add. code(s) [6/17] | | [15a] Dispatch country [5/14] [17a] Destination country [5/8] | | | |
| | | | | [34a] Origin country [5/15] | | [34b] Pref. origin country [5/16] | | | |
| [37] Procedure [1/10] | | Add. procedure code(s) [1/11] | | [35] Gross mass (kg) [6/5] | | [36] Preference [4/17] | | | |
| | | | | [38] Net mass (kg) [6/1] | | [39] Quota [8/1] | | | |
| [40] Simplified declaration/Previous documents [2/1] | | | | [41] Suppl. Units [6/2] | | [43] Valn. Method [4/16] | | | |
| | | | | [42] Item price [4/14] | | [45] Valuation ind [4/13] | | | |
| | | | | [46] Statistical value [8/6] | | [24] Nature of trans. [8/5] | | | |
| [47] Calculation of taxes | | | | | | | | | |
| Type [4/3] | Tax base [4/4] | Pref [4/17] | Tax rate [4/5] | Curr | Payable amount [4/6] | MoP [4/8] | Deduct (relief) amount | Total tax assessed [4/7] | Specific tax base [4/4] |

| | | | |
|--|--------------------------------|--|----------------|
| Acceptance date/time | Tax type | Amount Assessed | Amount Payable |
| Declaration status | | | |
| Status date/time | | | |
| Bank ID | Total | | |
| Bank Reference | | | |
| Payment Reference | | | |
| | | LRN [2/5] | |
| [44] Office of presentation [5/26] | [44] Supervising office [5/27] | [48] Deferred payment [2/6] | |
| [52] Guarantee Type [8/2] Reference [8/3] Other reference Access code Curr Amount Office | | [49] Identification of warehouse [2/7] | |
| | | [54] Place and date | |
| | | Signature and name of declarant/representative [1/8] | |

Postcode map Slovenia

2 digit

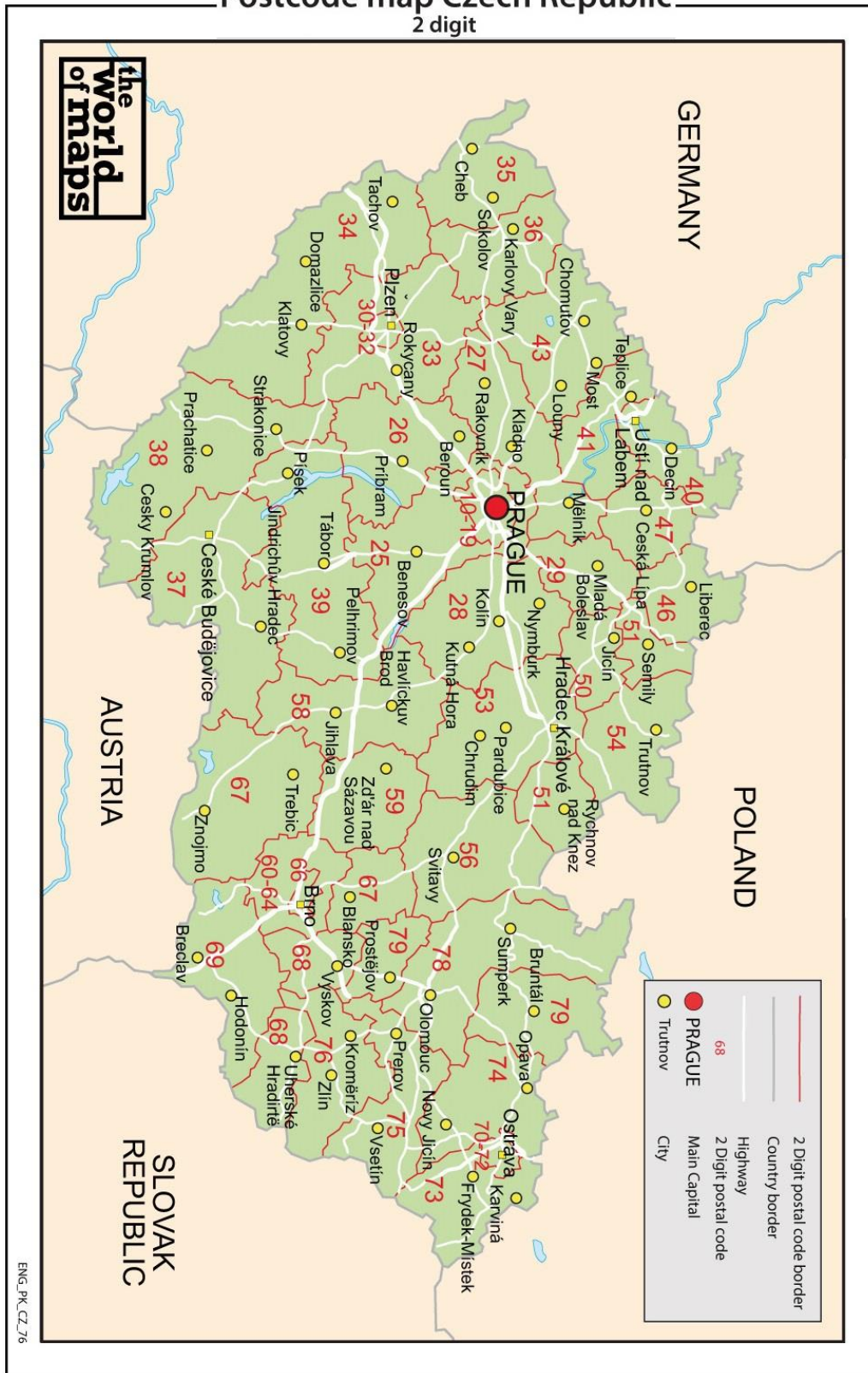


ENG_PK_SLA_207

Dedicated Logistics Specialists Ltd
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 VAT: GB374914470

Acc No: 83360229
 Sort: 20-33-83
 IBAN: GB52BUKB20338383360229
 SWIFT/BIC: BUKBGB22
 EORI: GB374914470000

Postcode map Czech Republic 2 digit



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Example Import Document – Private Information has been removed.
Key elements highlighted.


COMMUNAUTÉ EUROPEENNE

| | | | | |
|--|--|--|-------------------------------------|-----------------|
| | | A BUREAU D'EXPEDITION/EXPORTATION/ DE DESTINATION 2309458513 Bureau de dédouanement : FR620001 Calais port tunnel | | |
| 1 DECLARATION | | EU | D | |
| | | 4 | | |
| A DECLARATION D'IMPORTATION | 2 Expéditeur/Exportateur N° | 1 | | |
| | 3 Formulaires | 1 2 | | |
| | 4 List. chargem | | | |
| | 5 Articles | 6 Total des colis | 7 Numéro de référence | |
| | 1 | 23 | IC2310-009 | |
| | 8 Destinataire N° | 2 | | |
| | 9 Responsable financier | N° | | |
| | 10 Pays p. dest. d. prov | 11 Pays trans- /prod- | 12 Elements de la valeur | 13 P.A.C |
| 14 Déclarant/Représentant N° | 15 Pays d'expédition/d'exportation Royaume-Uni | | 17 Code P. destination PL | |
| | 16 Pays d'origine | 17 Pays de destination Pologne | | |
| | 20 Conditions de livraison DDP | | | |
| 18 Identité et nationalité du moyen de transport au départ / à l'arrivée | 19 Ctr. | 22 Monnaie et montant total facturé | 23 Taux de change | |
| | 0 | EUR 39 613,05 | 1 | |
| 21 Identité et nationalité du moyen de transport actif franchissant la frontière | Données financières et bancaires | | | |
| | NL | | | |
| 25 Mode transport à la frontière | 26 Mode transport intérieur | 27 Lieu de chargement/déchargement | | |
| 1 | 3 | | | |
| A | 29 Bureau de sortie/d'entrée FR620001 | 30 Localisation des marchandises 17590232900473/1 17590232900473/1 | | |
| 31 Coils et désignation des marchandises | 32 Article | | 33 Code des marchandises | |
| | 1 | | 0203191100 | |
| | 34 Code P. origine a GB | | 35 Masse brute(kg) | 36 Préférence |
| | | | 18 203,8 | 3 00 |
| | 37 régime 42 00 | | 38 Masse nette (kg) | 39 Contingent |
| | | | 1000 | 17 605,8 |
| 40 Déclaration sommaire/Document précédent ZZZ Z 623626 | | | | |
| 44 Mentions spéciales/Documents produits/Certificats et autorisations | 41 Unités supplémentaires | | | |
| | 42 Prix de l'article 39 613,05 | | | |
| | 43 Code M.E. 1 | | | |
| | 44 Ajustement | | | |
| 46 Valeur statistique 39 613 | | | | |
| 47 Calculs des impositions | Type | T. Com. | Base d'imposition | |
| | A505 | B00 | 39 720 | |
| | G065 | | 17 | |
| | Valeur en douane : | | 39 613 | |
| | Total : | | 107 | |
| Statut | | MP | | |
| NC | | C | R | |
| 48 Report de paiement | | 49 Identification de l'entrepôt | | |
| CE: AWTV COD: AWTW | | | | |
| B DONNEES COMPTABLES | | | | |
| A.T. | 107 | T.V.A. | 0 | |
| Risque garanti | 0 | D48 | 0 | |
| Montant Total à payer (risque garanti sur CE) | | | 107 | |
| Montant utilisé CE : | cautionné (C) : | | 107 | |
| | non cautionné (NC) : | | 0 | |
| D/J | | CONTROLE PAR LE BUREAU DE DEPART/ DE DESTINATION | | |
| résultat : | | Cachez : | | |
| Scellés apposés : | | 54 lieu et date: | | |
| marques : | | Date d'édition: 09/10/2023 17:04 | | |
| Délai (date limite): | | Date prévisionnelle : 25/10/2023 20:21 | | |
| Signature: | | Etat de la déclaration : ANTICIPE | | |
| | | Type de la procédure : Delta C domicilié | | |
| | | signature et nom du déclarant/représentant | | |
| | | 12 | | |

Key for import clearance:

1. Exporter name and address
2. Recipient name, address & their VAT number
3. Customs Broker name, address & their VAT number
4. Mode of crossing e.g port or tunnel
5. Destination country
6. Incoterm for the shipment e.g DDP or DAP
7. Currency and total amount from the Invoice
8. Nationality of transport
9. Regime of the shipment e.g R42 or R40
10. Details of fiscal representative if applicable
11. Amount of duties & taxes applicable
12. Signature of customs broker

Example Export Document – Private Information has been removed.
Key Elements Highlighted.

| COMMUNAUTÉ EUROPÉENNE | | TYPE DE DECLARATION (1) | | MRN | | |
|--|-------------------------------|---|-----------------|--|-------------------|---|
| DOCUMENT D'ACCOMPAGNEMENT EXPORT (EAD) | Expéditeur/Exportateur (2) N° | | EU | A | Autre SCI (S32) |  23FRD2650090994617 |
| | 1 | | 1 | 1 | --- | |
| | Destinataire (8) N° | | Formulaires (3) | | Déclar.Séc. (S00) | |
| | 2 | | 1 1 | | --- | |
| Déclarant/Représentant (14) N° | | Articles (5) | | Total des colis (6) | | Date d'émission : 2023/09/28 |
| 3 | | 1 | | 5 | | Bureau de douane : |
| N° agrément : 00005999 - Mode de représentation : représentant indirect | | Numéro de référence (7) | | Réf. interne : AEX230600 | | 2309099461 |
| Identité du moyen de transport au départ (18) | | Code mode de paiement frais de transport (S29) | | Code P. export. (15) | | Code P. destination (17) |
| --- | | --- | | a FR 4 | | a GB 5 |
| Mode transport à | | Localisation des marchandises (30) | | Numéro des scellés commerciaux (S28) | | |
| 3 la frontière (25) | | LESQUIN | | --- | | |
| Bureau de sortie (29) | | | | | | |
| Colis et désignation des marchandises (31) | | Masse brute (kg) (35) | | | | |
| Marque et numéros - No(s) conteneur(s) - Nombre et nature Désignation commerciale de la marchandise : SAVONS Marques et Numéro : PALETTES Nombre et Nature : 5 - PX | | 1141,65 | | 6 | | |
| Art. No (32) | | Nombre et nature des colis, pièces, marques et numéros des colis (31/1) | | Désignation des marchandises (31/2) | | |
| 1 | | 5 PX PALETTES 7 | | SAVONS | | |
| Expéditeur/Exportateur (2) | | Destinataire (8) | | Code marchandises (33) | | |
| 8 | | 9 | | 33049900 00 0000 0000 | | |
| Identité du moyen de transport au départ (18) | | Code marchandises (33) | | Déclaration sommaire / Document précédent (40) | | |
| --- | | --- | | 380 Z FAC23001868 | | |
| Numéro de référence unique de l'envoi (7) | | Documents produits / Certificats (44/1) | | No(s) conteneur(s) (31/3) | | Numéro des scellés commerciaux (S28) |
| --- | | N380 - FAC23001645 C100 - FRREX20215319 Dispositions tarifaires particulières : Y900 | | --- | | --- |
| Mentions spéciales (44/2) | | Procédure (37) | | Pays d'export. (15a) | | Pays de dest.in. (17a) |
| --- | | 10 00 000 | | --- | | --- |
| Cd. ONU (44/4) | | Code mode de paiement frais de transport (S29) | | Type de déclaration (1) | | Valeur statistique (46) |
| --- | | --- | | --- | | 4 608,00 |
| | | | | | | Masse brute (kg) (35) |
| | | | | | | 1 141,650 |
| | | | | | | Masse nette (kg) (38) |
| | | | | | | 902,870 |
| | | | | | | 10 |

Key for export clearance:

1. Exporter name and address
2. Recipient name, address & their VAT number
3. Customs Broker name, address & their VAT number
4. Country of export
5. Country of destination
6. Gross weight of consignment
7. Number of pallets
8. Exporter name and address
9. Recipient name, address & their VAT number
10. Net weight of consignment

Postcode map Sweden 2 digit



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NCTS (New Computerised Transit System) & Authorised Locations/Customs Offices

NCTS stands for New Computerised Transit System. It is a computer-based system that allows traders to submit and manage customs transit declarations electronically, facilitating the movement of goods between countries within the European Union (EU) and between the EU and the common transit countries (Iceland, Norway, Liechtenstein, Switzerland, Turkey, North Macedonia, and Serbia). It provides an efficient and streamlined process for traders, reducing the need for paperwork and manual intervention.

What is an NCTS Customs Office?

An NCTS Customs Office is a designated location where the goods under transit are officially received and checked against the transit declaration. These offices are responsible for controlling the transit procedure and ensuring that all the customs duties, taxes, and other formalities have been properly completed. They play a crucial role in ensuring smooth and legal transit of goods. All customs offices have an NCTS code starting with the 2 letter country code of the location. See below example

Dover : GB000001

Calais: FR800001

Benefits of getting set up as an authorised loading/unloading point

Streamlined Operations: Expedited loading/unloading processes, reducing wait times and enhancing operational efficiency.

Customs Simplification: Simplified customs procedures and reduced administrative burden due to a predefined and accepted set of processes.

Flexibility: Offers more flexibility in managing logistical operations and allows more control over the loading and unloading of goods.

Cost Efficiency: Possible reductions in customs duties and taxes, and lower overall logistical costs due to streamlined operations.

Enhanced Security: Enhanced security procedures and controls, reducing risks associated with the transit of goods.

Priority Handling: Goods will receive priority handling and processing by your staff, minimizing delays.

Extended Operating Hours: Potential for extended operating hours, allowing for more flexibility in scheduling transports.

Increased Business Opportunities: Attraction of more business due to the reliability and efficiency gains, and improved customer service.

Increased Credibility: Enhanced reputation with customs authorities and business partners due to the commitment to compliance and security.

Access to Special Procedures: Possibility to access special customs procedures and simplifications, depending on the country's regulations.

Authorised Loading and Unloading Points

Authorised Loading and Unloading Points are specific locations where goods under a customs transit operation can be loaded or unloaded. These points are crucial as they allow for the control and regulation of goods moving across borders, ensuring the correct implementation of customs procedures and compliance with relevant laws.

What are Authorised Loading and Unloading Points?

These are designated locations, often within the premises of companies, where goods can be legally loaded or unloaded under customs supervision during their transit. They have been approved by the relevant customs authorities to handle goods in transit, ensuring that all customs formalities are adhered to, and any applicable duties and taxes are correctly applied.

The Process to Becoming an authorised point

Application: Entities wishing to become an authorised loading/unloading point must submit a formal application to the relevant customs authority, providing all the necessary information and documentation.

Assessment: The customs authority will assess the application, considering factors such as the applicant's compliance history, the security of the location, and the suitability of the facilities for handling goods.

Inspection: Customs officers may conduct a physical inspection of the proposed site to ensure it meets all the requirements for handling, storing, and securing goods.

Approval: If the application and inspection are satisfactory, the customs authority will grant authorization, allowing the entity to operate as an authorised loading/unloading point.

Ongoing Compliance: Authorised entities must adhere to all relevant customs laws and regulations and may be subject to periodic audits and inspections to ensure ongoing compliance.

By following these steps, companies can become authorised loading/unloading points, playing a vital role in the smooth and legal transit of goods between the UK and Europe, and within the customs territories.

Useful Links

NCTS customs: <https://www.tariffnumber.com/offices>

DGN (Dangerous Goods Notes)

Transporting hazardous materials between the EU and the UK necessitates the precise and accurate completion of a Dangerous Goods Notice (DGN), a paramount regulatory requirement aimed at ensuring the safety and compliance of such shipments in road freight.

The Role of DGN

The DGN is a declaration specifying the nature, amount, and inherent risks of the hazardous goods in transit. This document is foundational to the lawful and safe conveyance of dangerous goods, as it assists in the proper handling, storage, and transport of these materials, protecting people, property, and the environment from potential harm.

Essentials of DGN Classification:

Every dangerous good is assigned a unique classification code, comprising:

UN Number: A four-digit number by the United Nations (e.g. UN1203 for petrol).

Proper Shipping Name: A universally recognised standard name (e.g. Gasoline for UN1203).

Class: Represents the type of danger (e.g. Class 3 for flammable liquids).

Packing Group (PG): Indicates the level of danger: I (high), II (moderate), III (low).

Scenario & Importance:

Let's consider a fictional company, ABC Chemicals Ltd., transporting flammable liquids from Norwich to Berlin. An incomplete or incorrectly classified Dangerous Goods Note (DGN), like misstating the class or not mentioning flammability, can lead to mishandling and serious consequences. For instance, if hazardous materials on a ferry were to explode due to such errors, there could be severe legal repercussions, potentially including charges related to loss of life. Therefore, the precise detailing in the DGN is crucial to prevent mishaps and legal repercussions.

Resource for Compliance:

A meticulously completed DGN is pivotal for customers of freight forwarders when transporting hazardous materials, ensuring compliance, safety, and smooth transit in road freight between the EU and the UK. Utilizing available resources and understanding the classification codes can aid in preventing inaccuracies and contributing to a safer and efficient logistics ecosystem.

Please see the example on the following page showing a compliant and completed DGN

Example DGN

| © SITPRO 2009 | | DANGEROUS GOODS NOTE | | | |
|---|--|--|---|--|------------------------------|
| Exporter Chem Int Ltd, 26 West Road, London E5 2JA | | 1 Customs reference/status | | 2 | |
| Consignee Magyar and Okuba Industries, 22 Rue de Usine Lorraine, 55190 | | 3 Booking number 4 Exporter's reference LIFC-2464/400012ABR | | 5 Forwarder's reference | |
| Freight Forwarder DLS Ltd | | 6 DSHA Notification (in accordance with DSHA Regulations (as amended) given by: Shipper Cargo agent Transport operator Shipper line | | 6A | |
| Other UK transport details (e.g. ICD, terminal, vehicle bkg. ref., receiving dates) | | 7 International carrier | | 8 | |
| Vessel Port of loading | | 9 I hereby declare that the contents of this consignment are fully and accurately described below by the proper shipping name, and are classified, packaged, marked and labelled/placarded and are in all respects in proper condition for transport according to the applicable international and national governmental regulations and in accordance with the provisions shown overleaf. The shipper must complete and sign box 17. | | 10A | |
| Port of discharge Destination | | 10 TO THE RECEIVING AUTHORITY Please receive for shipment the goods described below subject to your published regulations and conditions (including those as to liability) | | 11 | |
| Shipping marks SPECIFY: UN No, PROPER SHIPPING NAME, CLASS/DIVISION(S), PACKING GROUP. ADDITIONAL INFORMATION MAY BE REQUIRED DEPENDING ON THE MODE AND/OR SUBSTANCE. | | 12 Number and kind of packages; description of goods | 13 Net weight (kg) of goods | 13A Gross weight (kg) of goods | 14 Cube (m³) of goods |
| UN2811 Toxic solid, organic, N.O.S. (2-Diisopropylaminoethyl chloride hydrochloride) 6.1, PG I, (C/E) | | 4 | 6 1000 kg | 7 1180 kg | 8 4.23 m3 |
| 29 Plastic drums x 25 kg ,11 fibre drums x 25 kg | | 5 | 9 Packed on 3 Pallets Pallet 1, 1.15 x 1.15 x 1.2 m Pallet 2, 1.15 x 1.15 x 1 m Pallet 3, 1.15 x 1.15 x 1 m | | |
| CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have been packed/loaded into the container/vehicle identified below in accordance with the provisions shown overleaf. THIS DECLARATION MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY THE PERSON RESPONSIBLE FOR PACKING/LOADING | | 10 Name of Company Chem Int Ltd | | 15 Total gross weight of goods | |
| 11 Name /Status of Declarant Alex Smith / Logistics Manager | | 12 Place and date SW22 22/11/23 | | 13 Signature of declarant <i>Alex Smith</i> | |
| 16 Container identification number/ vehicle registration number | | 16A Seal number(s) | | 16B Container/Vehicle size and type | |
| 16C Tare (kg) | | 16D Total gross weight (including tare) (kg) | | 17 Name and telephone number of shipper preparing this note Chem Int Ltd +44 7500 476 523 | |
| HAULIER DETAILS 18 Haulier's name Logistics Company Ltd 19 Vehicle reg. no. 4P6 2856 20 Driver's signature <i>Dimitri Kanan</i> | | RECEIVING AUTHORITY REMARKS Receiving the above number of packages/containers/trailers in apparent good order and condition unless stated hereon Receiving authority signature and date | | 14 Name/status of declarant Alex Smith / Logistics Manager 15 Place and date SW22 22/11/23 16 Signature of declarant <i>Alex Smith</i> | |

630 Non-completion of any boxes is a subject for resolution by the contracting parties

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 SITPRO APPROVED LICENSEE No. 25

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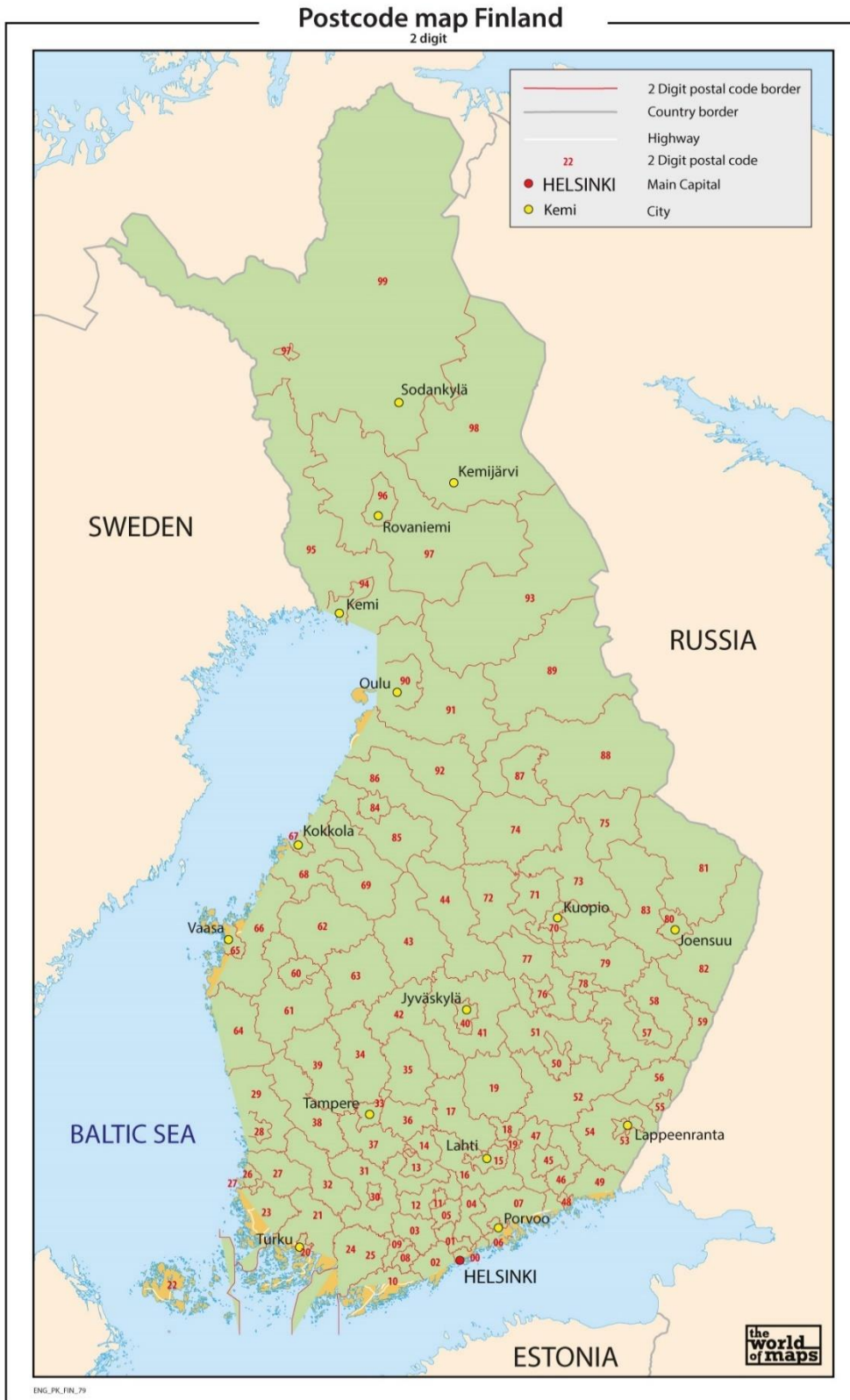
Acc No: 83360229
 Sort: 20-33-83
 IBAN: GB52BUKB20338383360229
 SWIFT/BIC: BUKBGB22
 EORI: GB374914470000

Example DGN Key

1. Exporter Name and Address
2. Consignee Name and Address
3. Exporters Reference Number
4. UN number, proper name, class division, packing group
5. Internal packaging/containers info
6. Total Line Net Weight
7. Total Line Gross Weight
8. Cubic metre of goods
9. Outer Packaging
10. Exporter name
11. Name of declarant and status
12. Location and date
13. Signature of Declarant
14. Exporter name and number
15. Name of declarant and status
16. Location and date
17. Signature of Declarant
18. Haulier company name
19. Vehicle Registration
20. Signature of driver

| | 15 | Total gross weight of goods | Total cube of goods |
|----|----|-----------------------------|---------------------|
| 10 | | | |
| 11 | | | |

In the example on the previous page the DGN Total Gross Weight and Total Cube were left blank. Because there is only 1 type of HAZ (UN/Class/PG) you can get away with this. If you had multiple lines then you would have to fill these boxes in with accurate information.



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Risk Insurance

In the complex and ever-changing field of logistics, securing transactions and shipments against potential threats becomes paramount. Risk Insurance emerges as a financial safeguard, designed to shield businesses from fiscal setbacks arising from the mishandling, damage, or loss of goods during transit, especially in the high-stake scenarios of international trade.

Tailored Policy Choices: Ensure optimal coverage, synchronizing with identified risks and operational demands.

Claim Management: Simplifying processes for easier claim handling.

Marine Insurance

Marine Insurance, dedicated to consignments conveyed via oceanic routes, serves as a bulwark against the various perils of seaborne trade, which could range from storm-induced damages to navigational errors. It underscores security from the point of origin to the determined destination, safeguarding the financial integrity of businesses and ensuring the safeguarding of goods against maritime-specific risks.

Robust Coverage: Including protection against a plethora of sea-related dangers.

Legal Adherence: Ensuring compliance with international maritime law and conventions.

Transit Insurance

When the journey of goods extends beyond the maritime domain, Transit Insurance comes into play, offering a protective shield against potential hazards encountered across varied modes of transportation - sea, land, and air. This ensures that from the initial point of departure to the final point of delivery, goods remain covered, guarding against potential transit-induced fiscal repercussions.

Multi-modal Security: Extending coverage across multiple transport mediums.

Claim Assurance: Facilitating efficient claims for incidents across the entire transit route.

In an industry synonymous with potential uncertainties, Risk, Marine, and Transit Insurance weave a safety net that enables businesses to operate within the international trading arena with an assured sense of security and financial stability. Carefully deciphering the specifics of each insurance type and consulting with a seasoned insurance professional is advised.

Note: We strongly advise that if the value of your goods substantially exceeds the coverage limit of the CMR insurance, you secure your own goods-in-transit insurance depending on your circumstances. This would be an annual insurance policy as opposed to insuring on a shipment by shipment basis. This secures full protection for higher-valued shipments and provides peace of mind during transit.

CMR Insurance: Claims, Weight, and Special Drawing Rights (SDRs)

CMR insurance refers to a specific type of coverage designed for carriers involved in the international transport of goods by road. It is based on the CMR Convention. No matter the mode of transport, if goods are crossing an international border, it is a legal requirement that the carrier has CMR insurance, so your goods will always have a minimum level of insurance cover provided. Let's delve deeper into the claims aspect, particularly focusing on how it is intricately linked to weight and Special Drawing Rights (SDRs).

Weight and SDRs

Claim Limitation and Weight: CMR Insurance typically restricts the claim amount, basing it on the weight of the goods transported. The liability for loss or damage is conventionally limited to a certain amount per kilogram of gross weight lost or damaged.

Role of SDRs: The liability limit is often expressed in terms of SDRs (Special Drawing Rights), an international monetary resource in the International Monetary Fund that operates as a supplement to the existing reserves of member countries.

Elaborating the Claim Mechanism

SDRs Conversion: The SDR value fluctuates daily and is based on the exchange rates of major international currencies. When calculating claims, the value of SDRs is converted into the national currency, considering the rate on the day of the damage or loss.

Per Kilogram Limit: The CMR Convention stipulates a maximum liability of 8.33 SDRs per kilogram of gross weight lost or damaged. Thus, the claim amount is determined by multiplying the weight of the goods by the aforementioned limit and the conversion rate of SDRs.

For example To calculate the claim limit based on the weight for CMR Insurance, we use the rate of 8.33 Special Drawing Rights (SDRs) per kilogram of gross weight. However, it's important to note that the exchange rate between SDRs and any currency (like GBP - British Pound Sterling, and EUR - Euro) can fluctuate. As I cannot provide real-time data, I'll proceed with a hypothetical situation based off a claim on a shipment with a weight of 10,000 kg using recent conversion rates.

Calculation of SDR Value:

*Claim Limit in SDRs = Gross Weight (kg) of 10,000 × 8.33 SDRs
= 83,300 SDRs*

Assuming that 1 SDR = 1.07 GBP (hypothetical) and 1 SDR = 1.23 EUR (hypothetical)

Claim Limit in GBP = Claim Limit in SDRs × Conversion Rate (SDR to GBP)

= 83,300 SDRs × 1.07 GBP/SDR = 83,131 GBP

Claim Limit in EUR = Claim Limit in SDRs × Conversion Rate (SDR to EUR)

= 83,300 SDRs × 1.23 EUR/SDR = 102,459 EUR

Again, it's crucial to check the current exchange rate between SDRs and GBP/EUR for accurate calculations. Moreover, considering the complexity and varied scenarios in claims and compensations, the actual claimable amount can depend on numerous factors, such as the specifics of the insurance policy, the nature of the goods, and detailed circumstances of the loss or damage.

Total Claim Amount: It's imperative to note that the total claim amount might not fully compensate for the lost or damaged goods' actual value, acting as a partial financial recovery mechanism.

Navigating Through Exceptions

Unlimited Liability: Scenarios may unfold where carriers might be subjected to unlimited liability. Such scenarios encompass instances where the damage or loss is resultant from the carrier's wilful misconduct or negligence.

Consignor's Errors: If loss or damage arises from faults in packaging or labelling, which are the consignor's responsibility, the carrier might be exonerated from liability, impacting the claim process.

Explicit Declaration: In situations where the value of the goods considerably exceeds the per kilogram limitation, shippers might opt for declaring a higher value and paying a supplementary fee to increase the liability cap.

Navigating Claims Beyond Weight and SDRs

Documentation: Meticulously documented evidence of the value of goods, the extent of damage, and communication with the carrier can pave the way to substantiate claims effectively.

Legal Counsel: Engaging legal assistance, particularly in complex or high-value claims, ensures accurate navigation through the regulatory and procedural intricacies.

Insurance Upgrade: Opting for an upgraded insurance policy, which provides comprehensive coverage beyond the conventional limitations of CMR insurance, shields against extensive financial repercussions.

Specialist Goods Inspection: In the event of a claim, both the customer and the liable insurance party may engage an expert witness to inspect the damaged goods to offer an impartial and technical perspective on the loss or damage. This can substantiate the claim, providing tangible evidence and expert testimony regarding the condition and usability of the goods.

Costs and Liabilities of Disposal: Damaged goods, especially those that are irreparable or unusable, might incur disposal costs. This factor should be explicitly stated in the claim, ensuring that all financial implications – from the loss of the goods to the expenses involved in their disposal – are comprehensively covered in the compensation sought.

While CMR Insurance provides a structured and internationally recognised mechanism to manage claims and liabilities, understanding the interplay of weight, SDRs, and exceptional scenarios propels informed decision-making in choosing the right coverage and adeptly navigating the claims process.

Low-Value/High-Weight Goods and CMR Coverage:

When transporting goods that are of low value but have a high weight, insurance considerations might differ compared to high-value items. For many shipments within Europe, especially over-the-road transport, the CMR often provides basic liability coverage. This convention outlines the responsibilities and liabilities of parties involved in the road transport of goods. For goods that are low in value, this standard liability might be sufficient to cover potential losses or damages, negating the need for additional insurance. However, it's always essential to evaluate the specifics of the CMR coverage in relation to the nature and value of your goods before deciding against additional insurance.

Consequential Loss and Insurance Limitations:

Most standard insurance policies, especially in the realm of freight and transport, have exclusions pertaining to consequential losses. This means that while the direct damages or loss of goods might be covered, any indirect losses arising from that event are typically not. For instance, if a shipment of products is delayed, the insurance might cover the value of those products if they're lost or damaged, but not the lost profits or reputational damage that might result from failing to deliver to a customer on time.

Consequential loss, also known as indirect loss, refers to the secondary implications that occur due to an insured event, beyond the immediate or direct impact. This could include loss of profits, loss of contracts, or additional costs incurred as a result of the disruption. These losses are not caused directly by the insured event but are a consequence of it. Given the complexity and potentially high costs associated with consequential losses, it's crucial for businesses to be aware of the limitations of their insurance policies and consider additional coverage options or contractual stipulations if needed.

EUR1 & REX

Understanding the EUR1 Movement Certificate

The EUR1 Movement Certificate serves as a pivotal document in international trade, acting as tangible evidence of the origin of goods. For UK exporters, it's instrumental in enabling products to be imported into certain countries at a reduced or zero rate of import duty under preferential trade arrangements. The EUR1 is a document for goods, facilitating smoother trade flow while strengthening economic ties between trading nations.

The Role of EUR1 in UK Exports

Utilizing EUR1 certificates is particularly advantageous for UK exporters, especially post-Brexit, where trade dynamics have witnessed a paradigm shift. By leveraging preferential trade agreements with specific countries or trading blocs, UK businesses can harness the potential of enhanced market access and competitive pricing. The importance of the EUR1, therefore, extends beyond mere compliance and enters the realm of strategic trade, optimizing cost-effectiveness while adhering to international trading norms.

When and Why to Use a EUR1 Certificate

Accessing Preferential Trade Benefits: Utilizing the EUR1 allows UK exporters to capitalise on reduced or nil duty rates, enhancing the competitiveness of their goods in partner markets.

Geographical Relevance: Primarily employed in scenarios where goods are exported to countries that have preferential trading arrangements with the UK, such as nations within the Pan-Euro-Mediterranean (PEM) zone.

Validation of Goods' Origin: It serves to verify that the exported goods have been produced, manufactured, or sufficiently worked upon in the UK, ensuring adherence to rules of origin stipulations.

Enhancing Trade Compliance: In an era of complex international trade protocols, employing the EUR1 reinforces adherence to regulatory standards, mitigating risks of non-compliance.

The Procedural Dynamics of EUR1 Usage

For an exporter, obtaining and utilizing an EUR1 involves:

- Accurately determining whether their goods meet the rules of origin.
- Properly completing and signing the EUR1 document, ensuring all details are precise and verifiable.
- Submitting the certificate to the customs authorities, typically at the point of export, to obtain necessary endorsements.
- The validated EUR1 certificate accompanies the goods, or is sent to the importer, to be presented to the customs authorities in the importing country, thereby facilitating the preferential duty rate.

The EUR1 Movement Certificate is more than an administrative formality; it is a strategic tool in the UK exporter's toolkit. By comprehensively understanding when and how to effectively deploy the EUR1, exporters not only uphold compliance but also carve pathways into new markets with financial prudence and enhanced competitiveness.

The REX System

Embarking further on the journey of international trade, the Registered Exporter (REX) system emerges as a pivotal element, especially when discussing the EUR1 Movement Certificate. The REX system is employed by countries participating in the Generalised Scheme of Preferences (GSP), facilitating exporters in affirming the origin of their goods in a simplified and efficient manner. Let's delve into the essence of REX numbers and their interfacing with the EUR1 certificates in global trade.

The REX system allows exporters to self-certify the origin of their goods, thereby eliminating the need for official certification from local chambers of commerce under certain conditions. A REX number is a unique identification assigned to registered exporters, enabling them to make out statements on origin on commercial documents.

Unlike the EUR1, which requires endorsement from customs authorities, the REX system empowers exporters to declare the origin of their goods autonomously, facilitating swifter and more seamless trade transactions.

Particularly relevant for exporters dealing with countries part of the GSP, the REX system accentuates their capability to trade under preferential tariff treatments with enhanced efficiency.

The REX system and the EUR1 Movement Certificate collectively serve as facilitators to optimise trade by enabling exporters to effectively leverage preferential trade agreements. The utilization of REX for GSP countries and EUR1 for PEM (Pan-Euro-Mediterranean Convention) zone countries allows exporters to strategically navigate through varying trade landscapes with augmented competence.

Integrating knowledge and applicability of both the EUR1 and REX systems allows exporters to flexibly adapt to the origin declaration mechanisms of different trading partners, ensuring that their goods are compliant with varied regulatory frameworks.

Diversification of Market Access: By understanding and adeptly applying both the EUR1 certificates and REX numbers, UK exporters can diversify and deepen their market access, mitigating trade barriers and optimizing cost efficiencies across a myriad of global markets.

The Application and Registration for REX

Eligibility: The REX system is generally accessible to exporters dealing with consignments valued over a certain threshold (e.g., €6,000 in the EU), thereby allowing for self-certification of origin for higher-value trade.

Registration Process: Obtaining a REX number entails a registration process, wherein exporters are required to provide detailed business and product information to the respective competent authorities. Once validated, the REX number serves as a permanent identifier for the exporter in all subsequent trade transactions under the GSP.

Utilization: The REX number is utilised by incorporating it into commercial documents, ensuring that the importer at destination can avail the preferential tariff treatment under the GSP much like the preferential origin statement.

Postcode map Greece 2 digit



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OBC (Onboard Courier)

The Onboard Courier service in the logistics sector is the epitome of personalised and secure transit solutions. It entails having a dedicated courier accompany a shipment personally, ensuring its safe and timely delivery. This service is especially crucial when transporting sensitive, critical, or valuable items where the risk of loss, damage, or delay needs to be minimised.

An Onboard Courier will carry the shipment as hand-carry luggage, assuming responsibility for its security and integrity throughout transit. The OBC service offers real-time tracking and updates, giving clients peace of mind knowing the exact whereabouts of their consignments.

Consider a scenario where a legal firm needs to send important, time-sensitive documents from London to New York. The firm employs an OBC service to ensure the secure and swift delivery of these documents. The onboard courier takes charge of the consignment, maintains its custody throughout the journey, navigates customs clearance, and personally delivers it to the recipient, minimizing the risk of mishandling or delays.

OBC is ideal for shipments that are of high value or require immediate delivery, such as legal documents, prototypes, or critical medical supplies. The primary advantage of using an onboard courier is the enhanced security and reduced transit times, making it the go-to choice for industries like legal, medical, automotive, and fashion where precision and time are of the essence.

In short, the Onboard Courier is a specialist logistics service offering unparalleled security and speed for the transit of critical shipments. With a dedicated courier accompanying the consignment every step of the way, clients can rest assured about the safety and timely delivery of their valuables, making OBC an indispensable option for sectors dealing with high-value, sensitive, or urgent items.

ATA Carnet

The ATA Carnet is an invaluable tool in international trade, often described as a 'passport for goods'. It simplifies customs procedures, allowing for goods to travel duty-free and tax-free between countries temporarily. Typically, goods covered by a Carnet include professional equipment, commercial samples, and exhibition items. This makes the ATA Carnet particularly useful for entities like theatre companies, bands on global tours, or businesses showcasing products at international exhibitions, ensuring they can freely move their items without incurring duties, only to bring them back home.

Streamlining Customs Procedures: The ATA Carnet eliminates the necessity for customs declaration, thereby fast-tracking the clearance process and minimizing administrative hassle for road freight operators.

Financial Prudence: By negating the need to pay duties and import taxes on goods intended for re-export, it safeguards businesses against undue financial strain and enhances budget adherence in international operations.

Broad Spectrum Applicability: It envelops various types of goods, such as professional equipment, commercial samples, and items intended for exhibitions, paving the way for versatile international operations without being encumbered by different custom protocols in each country.

Global Outreach: Recognised in over 75 countries, the ATA Carnet serves as a universal key, unlocking easy transit across major international markets and ensuring that road freight operators can navigate multiple borders with a standardised documentation process.

For example, when a band tours internationally, every piece of equipment that crosses borders needs a hassle-free process to ensure shows go on without a hitch. Similarly, businesses displaying products at global exhibitions can leverage the Carnet to demonstrate their offerings without getting entangled in complex customs procedures.

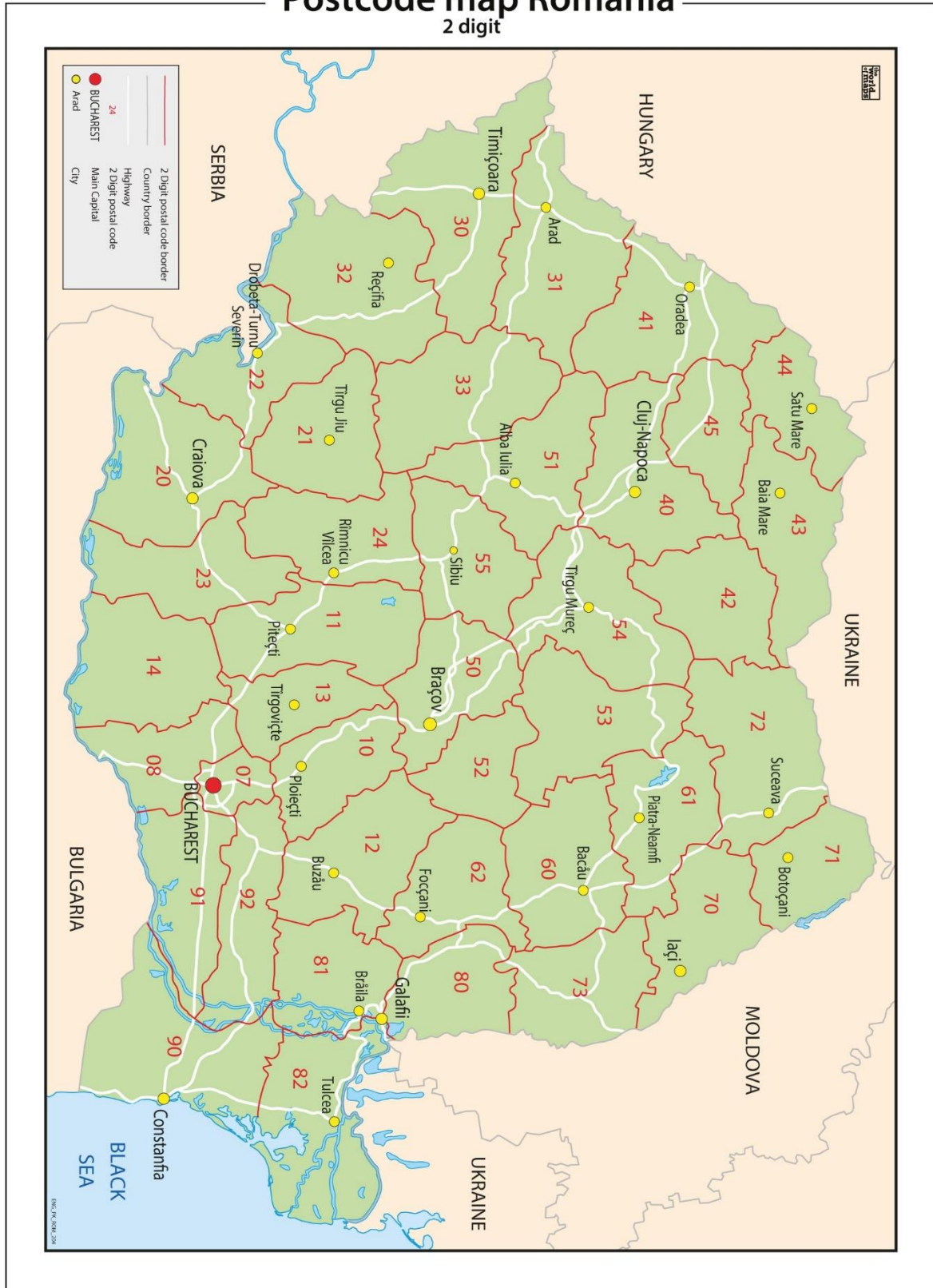
Upon commencing an international road freight operation, logistics managers must ensure:

Accurate Documentation: Detailing all items and ensuring their precise description in the Carnet to avoid discrepancies and subsequent complications at border checkpoints. One essential aspect of using an ATA Carnet is ensuring its presentation at every border crossing, barring intra-EU member countries. It must be stamped both during entry and exit, ensuring goods' rightful transit. Moreover, the Carnet holds a one-year validity, meaning all related activities must conclude within this period.

Validity Adherence: Being mindful of the Carnet's one-year validity and ensuring all transit and operations are concluded within this timeframe.

Secure Retention: Preserving and safely storing the Carnet, as it must be presented at every border crossing, both during entry and exit.

Postcode map Romania 2 digit



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Regime 40 and Regime 42

In the post-Brexit trading landscape, UK businesses keen on optimising exports to Europe need to delve deep into two significant customs regimes: Regime 40 and Regime 42. This article underscores their relevance, tailored for UK exporters who have astutely secured an EU EORI number to ensure seamless trade.

Regime 40: Direct Importation into Europe

Regime 40 addresses goods that UK businesses export to the EU. These goods clear customs in Europe and then proceed to the final EU customer. The key things to remember are: Relevant for UK companies holding both GB and EU EORI numbers and that permits deferment of customs duties and VAT until the goods arrive at their final EU address.

Regime 42: Triangular Operations in Europe

Under Regime 42, goods from UK exporters are first channelled to an EU entity. These goods undergo customs clearance in the EU using the UK enterprise's EU EORI number before reaching the final EU client. The key points here are that it enhances VAT procedures, with VAT settled in the EU state where the goods undergo customs formalities and that it offers UK businesses a dual advantage, allowing them to function as both sellers and re-exporters without the need for goods to revert to the UK.

While securing an EU EORI number is a wise move, opting for a French VAT number, in conjunction with a French EORI number, offers additional benefits:

Central European Access: Given France's geographical centrality, it provides an optimal entry point to the broader EU market.

Simplified VAT Reclaim: With a French VAT number, businesses can expediently reclaim VAT, improving cash flow.

Why Dual EORIs Are Useful for UK Exporters

Efficiency: Leveraging Regime 40 and 42 streamlines customs and VAT undertakings, cutting down administrative hassles.

Cost-Savings: The potential to postpone or minimise customs duties and VAT outlays translates to enhanced fiscal health for businesses.

For UK exporters setting sights on a substantial European market footprint, comprehending the nuances of Regime 40 and 42 is useful. Couple this with the proactive step of acquiring a French VAT and EORI number, businesses are well-poised to navigate evolving trade norms, ensuring agility, compliance, and a competitive edge.

Driving Hours

Understanding and adhering to legal driving hours is crucial for the smooth transit of goods between the UK and European countries. It ensures the safety of drivers and other road users and helps in maintaining the structural and operational integrity of the vehicles involved. Below, we explore the regulations surrounding driving hours and breaks, focusing on both van and lorry drivers, and delve into dual-driver operations for time-critical loads.

Legal Driving Hours and Required Breaks

Driving Limits

Daily Driving Limit: Typically, a driver should not exceed 9 hours of daily driving, extendable to 10 hours not more than twice a week.

Weekly Driving Limit: The maximum weekly driving limit is usually 56 hours.

Fortnightly Driving Limit: Over two consecutive weeks, driving should not exceed 90 hours.

Breaks and Rests

Breaks: After 4.5 hours of driving, a break of at least 45 minutes is mandatory. This break can be split into a 15-minute break followed by a 30-minute break.

Daily Rest: Drivers should have a daily rest period of at least 11 hours, reducible to 9 hours not more than three times between weekly rests.

Weekly Rest: A regular weekly rest period of at least 45 hours should be observed.

Dual-Driver Operations for Time-Critical Loads

For time-sensitive consignments, utilizing two drivers can be a practical approach to ensure the prompt delivery of goods while adhering to legal driving hours and required breaks. While double-manned driving can maximize driving hours within the legal limits, it doesn't mean that one driver can rest while the other drives. Each driver must complete their required rest periods with the vehicle stationary, ensuring compliance with the rest period regulations.

Implications for Van and Lorry Drivers

While the above guidelines are primarily tailored towards lorry drivers, van drivers, especially those driving vehicles over 3.5 tonne vehicles, are also subject to the same regulations. Vehicles up to 3.5 tonnes have less stringent regulations at time of writing. For all drivers, strict adherence to these guidelines is imperative, not just for legal compliance, but also for ensuring the well-being of the drivers and the safety of the roads.

Note: Given the dynamic nature of legal frameworks and regulations, it is always recommended to refer to the latest guidelines issued by relevant transport authorities in both the UK and Europe and ensure all drivers are appropriately briefed and trained on the prevailing rules and regulations.

For further insight into the daily schedule and responsibilities of a driver, please see the information below. A tachograph is a device installed in vehicles, which automatically records the speed and distance travelled, as well as the driver's activity and rest periods. This ensures compliance with transport regulations, helping to maintain road safety standards.

Taking a Break

For every 4½ hours of driving, a 45-minute break is mandatory. This can be split into two segments: an initial 15-minute break, followed by another 30-minute break during the driving period.

Documentation Essentials

Drivers should use a tachograph, calibrated to their digital smart card, to ensure accurate mode switches. They must be able to present the records of the day, and those from the past 28 days. Tachograph readings and digital memory data should be given to employers within 42 days. Employers are required to download and store this data at least once every 28 days, and vehicle units should be downloaded every 90 days.

Speed Control

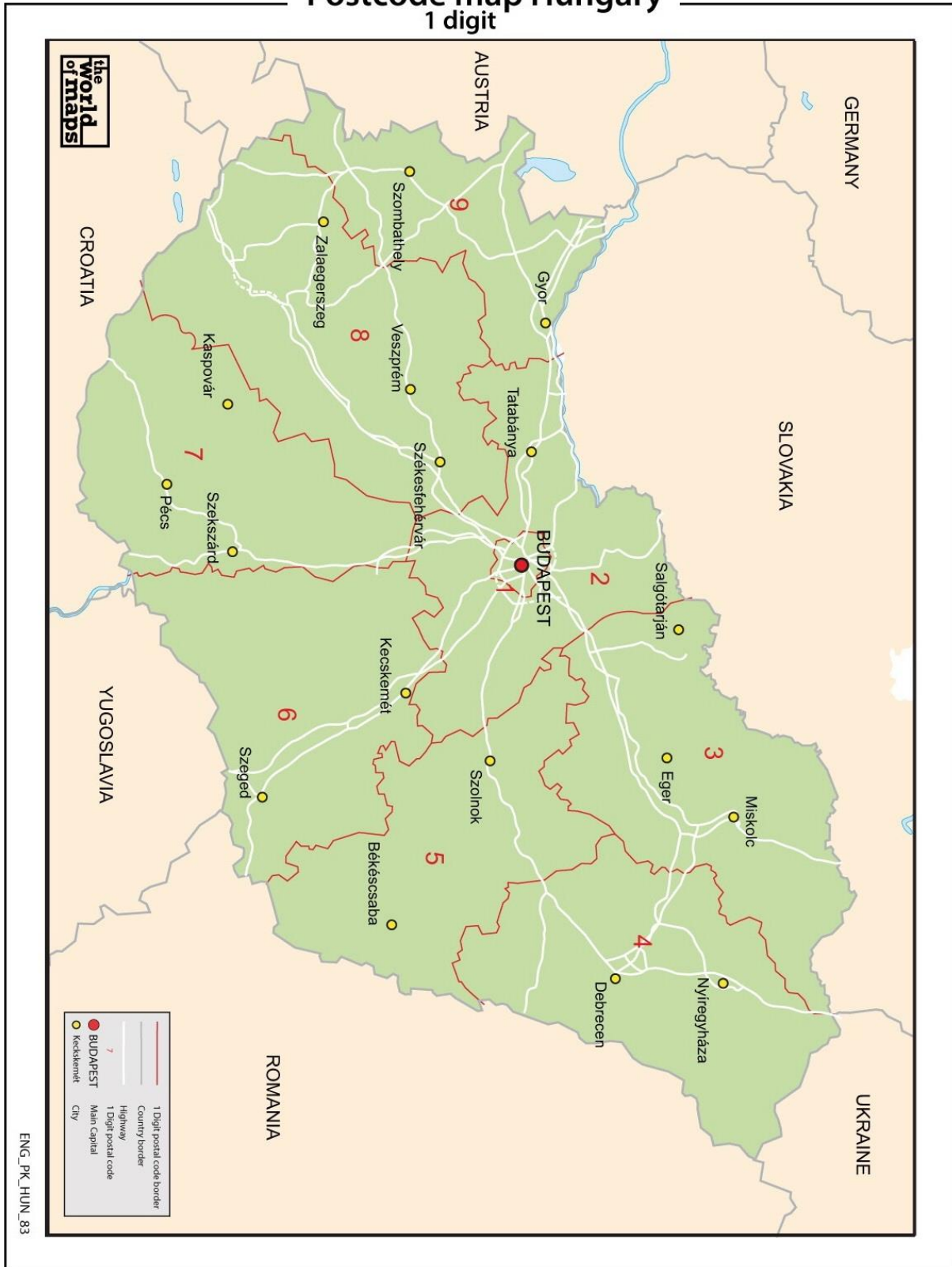
Goods vehicles weighing over 3.5 tonnes, registered after 1 October 2001, should have a speed limiter ensuring speeds don't exceed 90kph. For vehicles between 7.5 and 12 tonnes, registered between October 2001 and October 2004, their limiters should be adjusted from 60mph to 90kph.

Digital Monitoring

For vehicles equipped with digital tachographs, it's essential for operators to ensure drivers possess a valid smart card. Driving an in-scope vehicle without one is a violation. Once issued, drivers should always have this card on hand during their shifts, irrespective of the vehicle's tachograph type.

| | Basic | Allowed Changes |
|--|------------------------------|---|
| Daily Driving (Between two periods of rest) | 9 hours | Twice in a specified week, it can be extended to 10 hours max. |
| Daily Rest | 11 Hours | Three reductions allowed per specified week to at least 9 hours. Alternatively, can be segmented into 3 hours followed by another 9 hours, termed as "Divided Daily Rest". |
| Weekly Rest | 45 Hours | Can be shortened to 24 hours. Over two successive weeks, two full rests or a combination of one 24-hour rest and one full 45-hour rest are essential. Adjustment needed by the end of the 3rd week. |
| Continuous Driving | 4 ½ Hours | No changes allowed |
| Weekly Driving | 56 Hours | No changes allowed |
| Fortnightly Driving | 90 hours in successive weeks | No changes allowed |

Postcode map Hungary 1 digit



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British International Freight Association (BIFA)

BIFA is the principal body representing the freight forwarding community in the UK. It plays a crucial role in setting the industry standards and providing support in compliance, training, and advocacy for its members, ensuring seamless and efficient international trade.

Role and Importance for Customers

Quality Assurance: BIFA membership is synonymous with quality and reliability. For customers, engaging with BIFA members assures professionalism and adherence to recognised industry standards.

Dispute Resolution: BIFA offers mechanisms for resolving disputes between customers and freight forwarders, adding an extra layer of security and assurance for customers.

Information Source: Customers can access a wealth of information related to freight forwarding and logistics, keeping them informed of industry best practices, regulations, and developments.

Road Haulage Association (RHA)

RHA represents companies operating commercial vehicles in the UK with the primary aim of transporting goods by road. It is instrumental in advocating for the rights and interests of the road transport sector.

Role and Importance for Customers

Operational Efficiency and Safety: RHA ensures that its members operate their fleets efficiently, safely, and profitably, reflecting positively on service quality and reliability experienced by customers.

Advocacy and Legislation: RHA actively engages with legislative bodies, influencing policies and regulations impacting road transport. This advocacy ensures that customer interests are also considered in legislative dialogues.

Industry Insights: Through RHA, customers can gain insights into the operational aspects of road haulage, enhancing their understanding of logistical constraints, challenges, and opportunities in goods transportation.

Understanding the functionalities and offerings of BIFA and RHA empowers customers of freight forwarders to make informed decisions and select service providers who are compliant, reputable, and operate under recognised professional standards.

For more information visit:

<https://bifa.org/>
<https://www.rha.uk.net/>

The International Federation of Freight Forwarders Associations (FIATA)

FIATA, headquartered in Zurich, Switzerland, plays a significant role in international freight forwarding, providing structure and guidance. Established in 1926, it shapes the policies and mechanisms that underpin this sector of global trade.

Global trade is an integral part of our world, and FIATA assists freight forwarders by establishing standardised documentation, providing training, and promoting regulatory adherence. Key documentation such as the FIATA Bill of Lading ensures the efficient movement of goods across international boundaries.

Education is a priority for FIATA. Their diploma and training initiatives impart practical skills, covering subjects from customs protocols to logistics management. This maintains a consistent standard of expertise worldwide.

FIATA represents the interests of freight forwarders globally, collaborating with international bodies to ensure beneficial policies and forward-thinking innovations for the sector. They also advocate for sustainability and ethical practices in logistics, recognizing the importance of these principles in today's business landscape.

For a deeper dive into sustainability in logistics, refer to page 105.

FIATA's commitment to global standards, education, and sustainable practices makes it a central figure in international freight forwarding. It helps ensure the efficient operation of global trade, connecting nations and cultures.

For more insights into FIATA's initiatives and standards, visit their official website: <https://fiata.org/>



Portal Systems

In today's fast-paced logistics landscape, the importance of efficient scheduling and communication cannot be overstated. This is where portal systems like the Carrier Appointment Request Portal (CARP) from Amazon come into play. These portals are digital platforms designed to streamline the process of booking delivery slots and arranging collections, ensuring that the flow of goods remains smooth and predictable.

What Are Portal Systems Used For?

Scheduling Deliveries: One of the primary uses of these portals is to allow carriers to book specific times for their deliveries. This ensures that receiving docks are not overwhelmed and can efficiently manage the inflow of goods.

Arranging Collections: Just as with deliveries, carriers can schedule specific times to collect goods, ensuring that they don't waste time waiting and can optimise their routes for the day.

Communication: These portals act as a communication bridge between the carrier and the company. Any changes in schedule, special requirements, or other important details can be communicated seamlessly.

Visibility and Tracking: Many of these portals provide tracking capabilities, giving both the company and the carrier visibility into where goods are at any given moment.

Compliance and Reporting: These systems often have features that ensure compliance with company policies and provide reporting capabilities, helping both sides understand trends, bottlenecks, and areas of improvement.

Examples of Portal Systems:

Amazon's CARP (Carrier Appointment Request Portal): Used predominantly by Amazon, CARP allows carriers to schedule delivery appointments, ensuring that Amazon's vast and busy warehouses can effectively manage the flow of incoming goods.

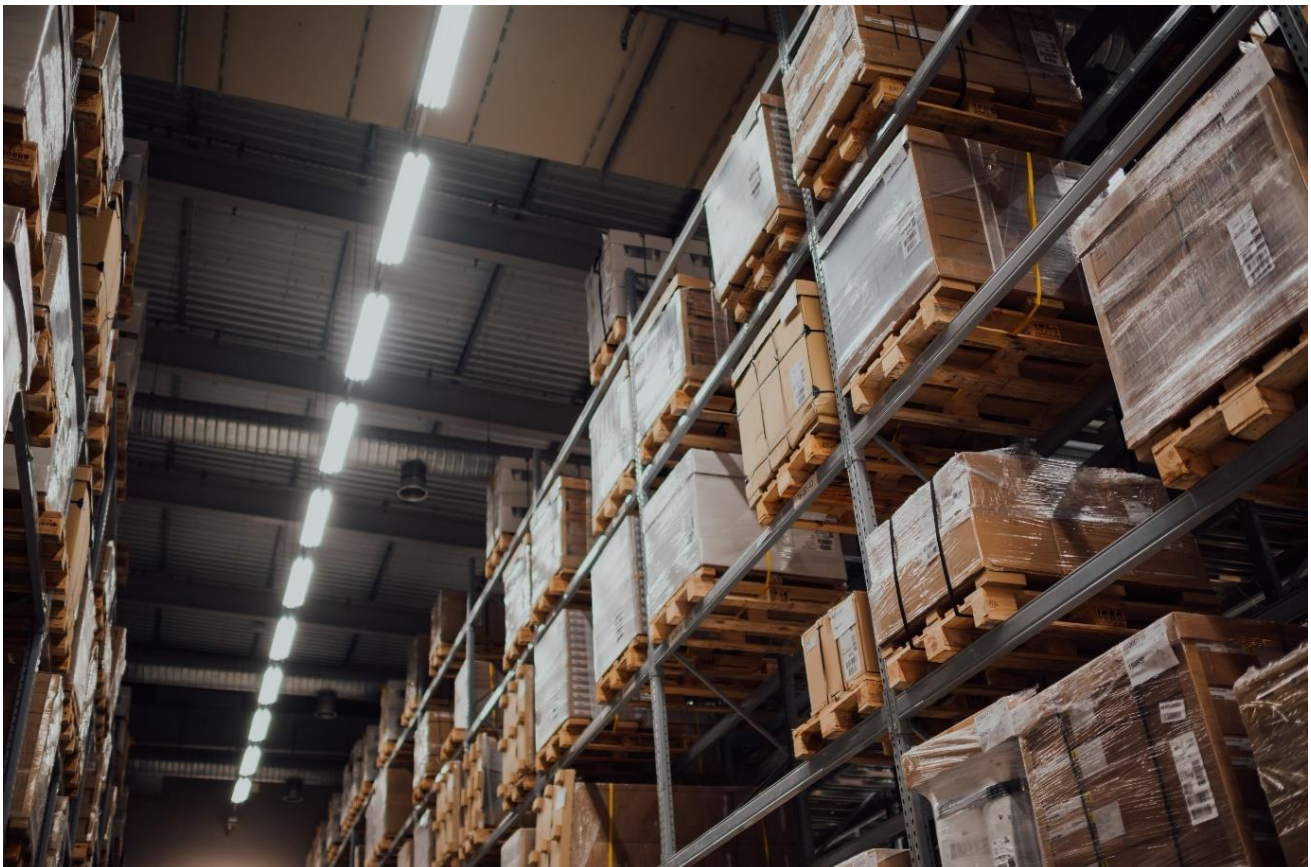
Paragon's ePOD (Electronic Proof of Delivery): UK-based Paragon offers an ePOD system that provides real-time delivery updates, electronic signatures, and photographic evidence. This ensures that carriers and companies can effectively manage and track deliveries throughout their journey.

Why Are These Systems Important?

In the realm of logistics, time is often equated with money. Delays can lead to increased costs, dissatisfied customers, and lost opportunities. By using portal systems, companies and carriers can ensure that they are on the same page, reducing the chances of miscommunication and inefficiencies.

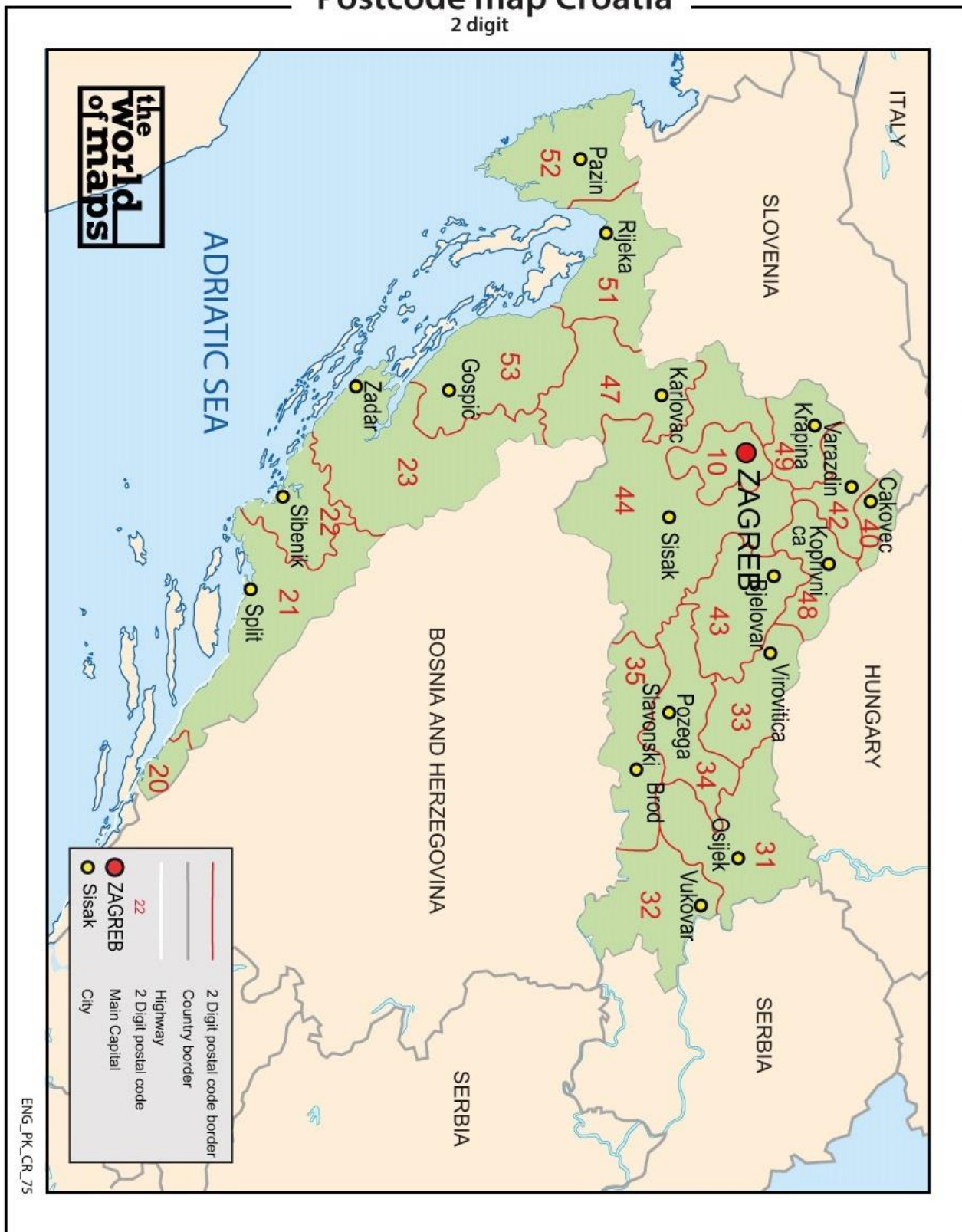
For third-party logistics providers (3PLs) or other carriers, understanding and effectively using these portals is crucial. Different companies might have their own systems, each with its own set of requirements and features. Being adept at navigating these systems can provide a competitive advantage and ensure a smoother, more predictable logistics operation.

In conclusion, portal systems are more than just a scheduling tool and they are becoming ever more prevalent in modern logistics, ensuring that goods move efficiently, predictably, and transparently in an increasingly complex supply chain environment.



Postcode map Croatia

2 digit



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Cross Contamination & Ferry Crossing Restrictions

Ensuring the integrity of goods during transport is essential, and mitigating cross-contamination is an important factor, especially in the transport of food items, pharmaceuticals, and other sensitive goods.

Defining Cross Contamination: This refers to the unintended transfer of substances from one shipment to another, which can compromise the safety, quality, or usability of the goods involved.

Vehicle Cleaning and Maintenance: Ensuring vehicles are thoroughly cleaned and maintained is vital to prevent remnants from previous shipments from affecting subsequent loads.

Segregation: Strategically separating goods types, especially those that are prone to emitting odors or particles, safeguards against unintended transfer between consignments.

Temperature Control: Maintaining appropriate temperatures prevents condensation, mitigating risks related to moisture-induced contamination.

An example of where you might need to consider cross contamination would be any food stuffs intended for human or animal consumption. You wouldn't want to ship this with say Hazardous chemicals or loose raw materials etc.

Considerations for Ferry Crossings

Ferry Crossing Restrictions: Certain goods, especially hazardous materials, are subject to strict controls and may even be prohibited on certain ferry routes.

Safety and Security: Ensuring that goods are stowed securely to prevent movement during transit is crucial, considering the dynamic environment of sea travel.

Weather Dependent: Sea conditions can significantly influence ferry schedules, introducing potential delays into road freight timelines.

Compliance with Legal Standards

Adhering to legal standards for both contamination prevention and ferry crossings is non-negotiable, ensuring safety, compliance, and maintaining the integrity of shipped goods.

Hazardous Material Regulations: Ensure full compliance with regulations governing the transport of hazardous materials, particularly when navigating ferry crossings.

Sanitation Protocols: Adhere to stringent sanitation and handling protocols, especially when dealing with food, pharmaceuticals, or other contamination-sensitive consignments.

Documentation: Maintain meticulous documentation pertaining to the nature of the goods, ensuring accurate declarations at checkpoints and ferry terminals.

Temperature-Controlled Road Freight

Temperature-controlled road freight serves as a crucial link in maintaining the quality and integrity of perishable goods during transport. Utilizing specialist vehicles and technologies, it ensures products like food, pharmaceuticals, and sensitive electronics are delivered in optimal condition by maintaining a stable environment throughout the journey.

Refrigerated Vehicles: Ranging from small vans to large trucks, these vehicles are equipped with refrigeration units to maintain specific temperatures.

Temperature Monitoring: Modern technologies enable real-time tracking of the internal environment, ensuring stability and compliance with required standards.

Insulated Containers: These prevent temperature fluctuations, safeguarding the goods against external weather variations.

Key Customer Considerations

Packaging: Employ thermally protective packaging to provide an additional layer of security to your goods.

Precise Temperature Requirements: Clearly specify the temperature range required for your goods to maintain their quality.

Documentation: Ensure all necessary documentation, especially pertaining to perishable goods, is accurate and readily available.

Legal and Industry Standards

Good Distribution Practice: Particularly vital for pharmaceuticals, ensuring that goods are consistently stored, transported, and handled under suitable condition.

Food Safety Standards: Regulations to prevent foodborne diseases by controlling the safety of food products throughout the entire supply chain.

Risks and Mitigations

Breakdowns: Ensure the freight forwarder has contingency plans, like backup vehicles or emergency response teams, to manage unexpected breakdowns or delays.

Transit Times: Opt for direct routes whenever possible to minimise transit time and potential exposure to fluctuating external conditions.

Loading/Unloading: Swift and efficient processes at these points will minimise the time goods spend outside of the controlled environment.

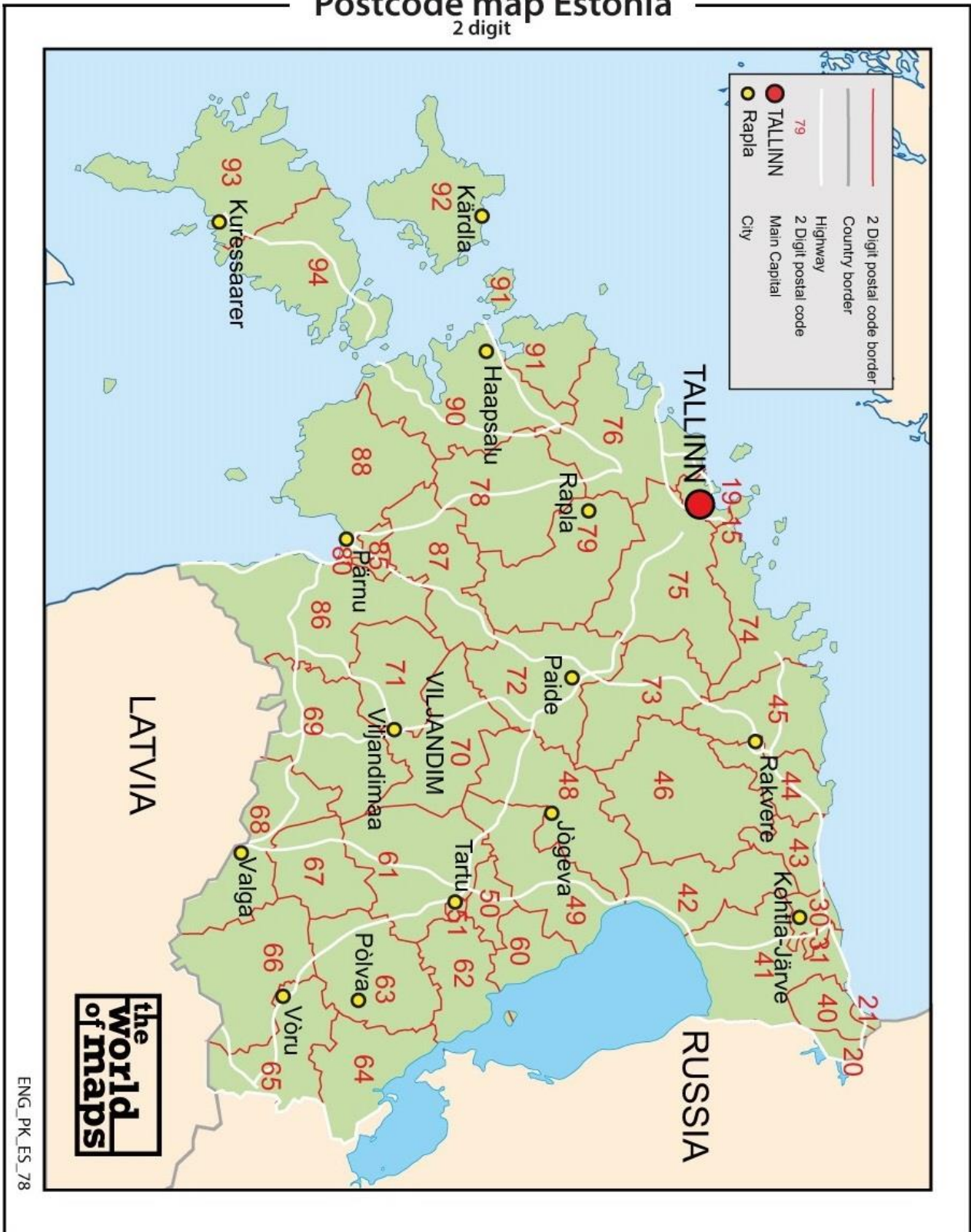
Involvement of Customs

Especially in the context of Brexit, understanding and adhering to customs requirements is pivotal. Ensure adherence to regulations and tariff codes, particularly for perishable items, to avoid delays which could compromise the integrity of the goods.

Temperature-controlled road freight is indispensable in preserving the quality of sensitive goods, relying on specialist vehicles, adherence to standards, and mitigative strategies to safeguard against risks. Ensuring meticulous planning, strict adherence to temperature requirements, and swift customs clearance will guarantee the optimal transport of your temperature-sensitive goods from origin to destination.



Postcode map Estonia 2 digit



Seasonal Fluctuations

Seasonal fluctuations wield a notable impact on road freight, affecting vehicle availability, traffic flow, and customs procedures (by increasing volumes). Acknowledging these variances enables shippers and receivers to anticipate challenges and devise strategies to optimise transport even amidst peak periods.

Case Study: The Spanish Fruit Season

High Import Demand: The harvesting season in Spain sees a spike in the demand for transport from Spain to the UK, ensuring fresh produce reaches UK markets promptly.

Unbalanced Vehicle Availability: High demand for vehicles going one way (Spain to the UK) isn't mirrored in the opposite direction, leading to potential disparities in freight charges and vehicle availability.



Black Friday & Other Holiday Peaks

Surge in E-Commerce: Black Friday, Cyber Monday, and other holiday sales lead to a substantial upswing in e-commerce activities.

Logistics Pressure: The surge translates to an increased demand for transport vehicles, potentially limiting availability and escalating costs.

Planning Ahead: Advanced booking and flexible transport dates can mitigate the heightened demand and cost implications during these peak seasons.

Other variables that can lead to variation in availability include but are not limited to:

Weather-Related Disruptions: Winter can bring disruptive weather patterns, necessitating robust contingency planning to manage potential delays.

Summer Vacations and shut-downs: The holiday season might mean reduced staff, both in your operations and at customs, which could result in extended processing times.

Local Bank Holidays: Regional bank holidays can affect the operating hours of warehouses, factories and other collection and delivery points.

Strategic Planning for Seasonality

Advance Bookings: Early vehicle booking can safeguard against limited availability during peak seasons.

Flexible Timing: If possible, adjust shipping schedules to leverage off-peak periods, availing of potentially lower rates and greater availability.

Transparent Communication: Keep channels open with your logistics provider to stay abreast of any disruptions or changes in scheduling.

Customs Considerations

Prioritise Documentation: Ensure all paperwork is meticulously prepared and compliant to prevent delays, especially during peak seasons where customs might be handling a high volume of consignments.

Leverage Technology: Employing digital platforms for documentation submission can streamline customs clearance, especially vital during busy periods.

Mitigating the Financial Impact

Dynamic Pricing Strategies: Consider your pricing strategies in line with increased logistical costs during peak periods.

Inventory Management: Efficient inventory management ensures that storage and goods in transit are optimised to meet demand without overcommitting resources.

To conclude, effective navigation through seasonal fluctuations in road freight involves astute anticipation of demand, strategic planning, and a judicious approach to logistical and customs procedures. Employing a blend of foresight, flexibility, and adaptability ensures that your road freight needs are met, even amidst the varying demands and challenges introduced by seasonality.

Sustainability

Road freight forms a vital component of global supply chains, seamlessly bridging the gap between producers and consumers. Yet, it is irrefutable that the industry, while essential, is a considerable contributor to environmental impacts, primarily through greenhouse gas emissions. Thus, sustainability in road freight necessitates a close examination.

Sustainability vs. Efficiency

Balancing Act: Striving for sustainability without compromising on the efficiency and reliability of road freight introduces a multifaceted challenge.

Immediate Demands: While eco-friendly initiatives are crucial, meeting immediate logistic demands often necessitates traditional freight methods.

Consumer Impact: Ultimately, the onus partially falls on consumers, whose demands drive the frequency, speed, and methods of freight transport.

Tangible Measures toward Sustainability

Co-loading: Maximizing the utilization of space within vehicles not only enhances efficiency but also curtails the overall number of journeys required.

Route Optimization: Employing sophisticated routing algorithms that minimise travel distance and time is integral to reducing fuel consumption.

Alternative Fuels: Exploring and incrementally adopting alternative fuels, such as electricity and hydrogen, paves the way toward reducing carbon emissions.

Upcoming Proposals and Innovations

Electric Vehicles (EVs): The exploration and gradual integration of EVs into road freight fleets present a promising avenue toward diminishing carbon footprints.

Automated Systems: Implementing automated systems for enhanced route planning and vehicle maintenance schedules indirectly contributes to sustainability by optimising operational efficiency.

Policy Frameworks: Keeping a close eye on emerging policy frameworks, which might incentivise sustainable practices within the freight industry, is crucial.

Achieving a fully sustainable road freight network is complicated by many variables, including technological advancements, infrastructural developments, economic considerations, and societal expectations.

Technological Limitations: The limited range of EVs and the scarcity of charging infrastructures are practical constraints that currently limit widespread adoption.

Financial Implications: The financial viability of adopting new technologies and practices plays a pivotal role in their practical implementation.

Operational Viability: Ensuring that sustainable practices do not compromise on the timeliness and reliability of freight delivery is paramount.

Efficiency is Paramount

Repercussions of Inefficiency: A 95% full electric lorry that is late, or whose goods arrive damaged, necessitates additional journeys, paradoxically escalating the environmental impact.

Consumer Satisfaction: Maintaining a high level of consumer satisfaction and operational reliability must not be overshadowed by sustainability pursuits.

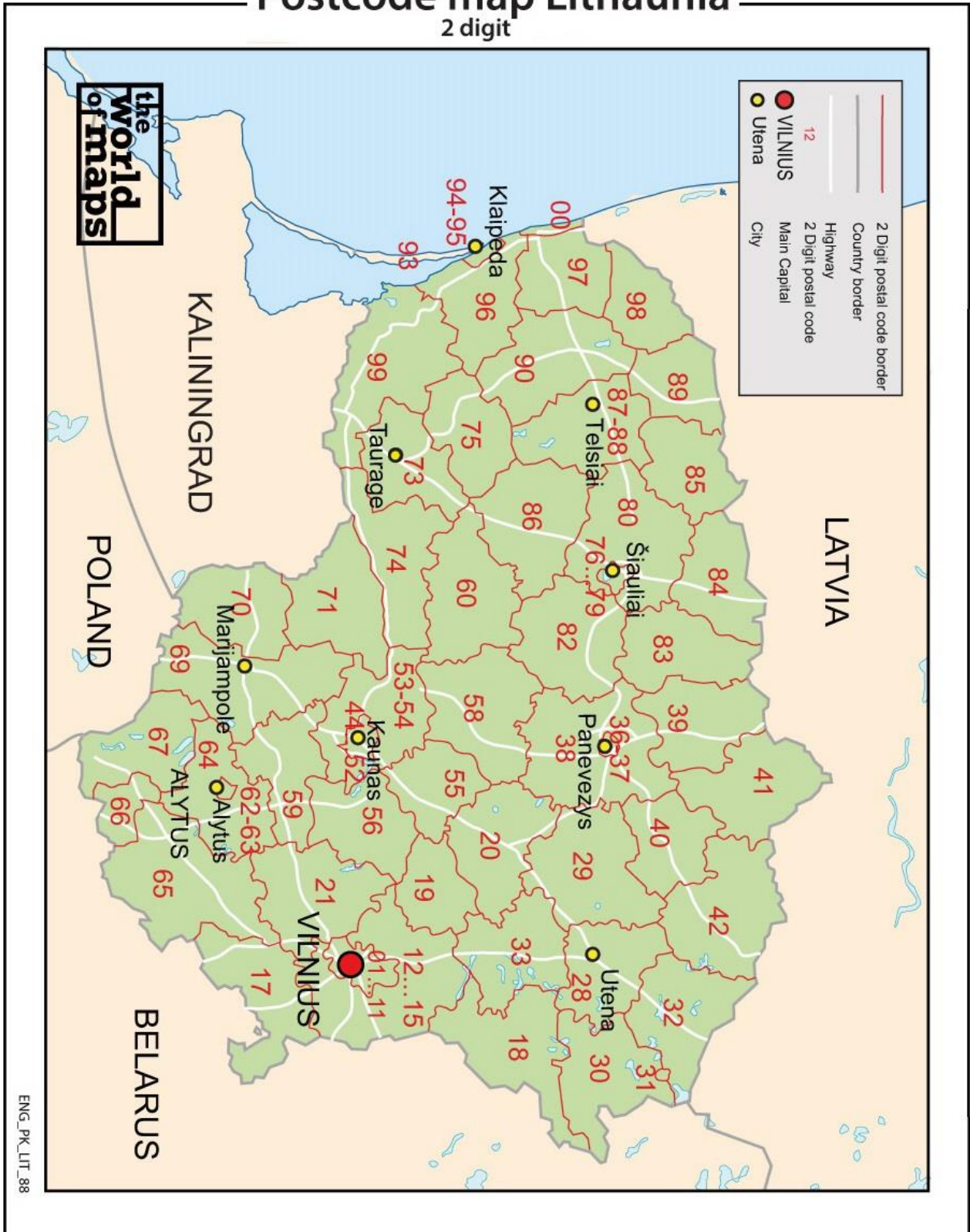
The journey toward sustainability in road freight is a collective endeavor, bridging the efforts of the industry, policymakers, and consumers. While immediate transformations might be constrained by various practical implications, a gradual, steadfast progression toward more eco-friendly practices, balanced meticulously with operational efficiency, can carve a pathway toward a more sustainable future.

In today's age of environmental consciousness, many customers prioritise businesses that are genuinely committed to sustainable and eco-friendly practices. However, it's crucial for consumers to be vigilant and discerning, as not all companies that project a 'green' image are genuinely dedicated to environmental responsibility. This deceptive tactic, known as "greenwashing," involves businesses exaggerating or falsely claiming to be environmentally friendly in order to attract conscious consumers and enhance their market image.

For instance, a company might heavily advertise a singular eco-friendly product line while the vast majority of its products remain unsustainable, or they may emphasise the recyclability of their packaging without addressing the environmental impact of their production processes. Another common example is when a company uses vague or undefined terms like "green," "eco-friendly," or "all-natural" without providing any tangible evidence or certification to back up such claims. By doing so, these companies can mislead consumers into believing they are making environmentally-friendly choices, diverting attention from genuinely sustainable alternatives.

Postcode map Lithuania

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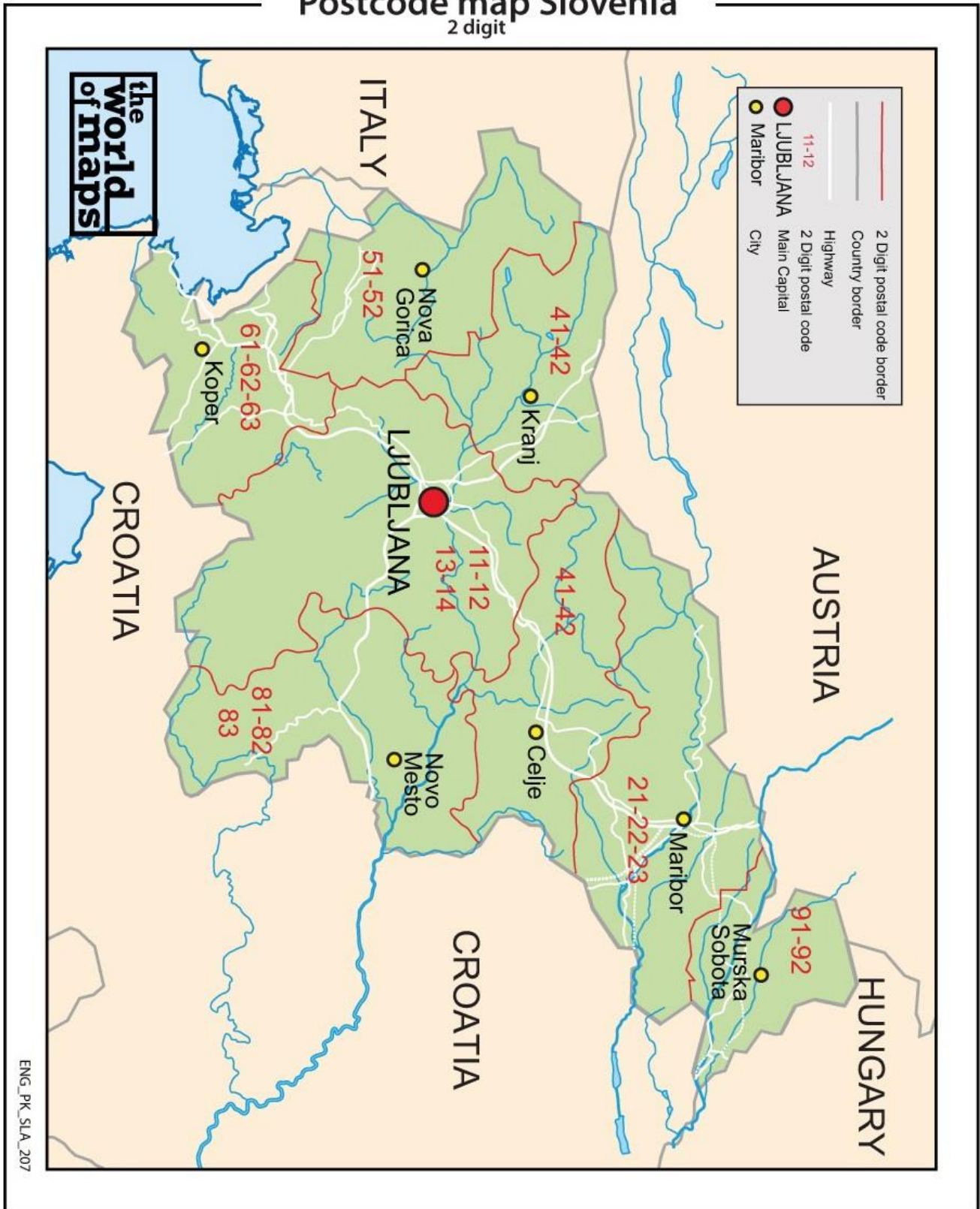
2 Letter Country Codes: EU, GB, NO & CH

- AT : Austria
- BE : Belgium
- BG : Bulgaria
- CH : Switzerland
- CZ : Czech Republic
- DE : Germany
- DK : Denmark
- EE : Estonia
- ES : Spain
- FI : Finland
- FR : France
- GB : United Kingdom
- GR : Greece
- HR : Croatia
- HU : Hungary
- IE : Ireland
- IT : Italy
- LT : Lithuania
- LU : Luxembourg
- LV : Latvia
- MT : Malta
- NL : Netherlands
- NO : Norway
- PL : Poland
- PT : Portugal
- RO : Romania
- SE : Sweden
- SI : Slovenia
- SK : Slovakia

2 Letter Country Codes: Rest of the World

AD : Andorra AF : Afghanistan, AG : Antigua and Barbuda, AI : Anguilla, AM : Armenia, AO : Angola, AR : Argentina, AS : American Samoa, AU : Australia, AW : Aruba, AX : Åland Islands, AZ : Azerbaijan, BA : Bosnia and Herzegovina, BB : Barbados, BD : Bangladesh, BF : Burkina Faso, BH : Bahrain, BI : Burundi, BJ : Benin, BM : Bermuda, BN : Brunei, BO : Bolivia, BR : Brazil, BS : Bahamas, BT : Bhutan, BW : Botswana, BY : Belarus, BZ : Belize, CA : Canada, CD : Congo (DRC), CF : Central African Republic, CG : Congo (Republic), CI : Côte d'Ivoire, CL : Chile, CM : Cameroon, CN : China, CO : Colombia, CR : Costa Rica, CU : Cuba, CV : Cape Verde, CY : Cyprus, DJ : Djibouti, DM : Dominica, DO : Dominican Republic, DZ : Algeria, EC : Ecuador, EG : Egypt, EH : Western Sahara, ER : Eritrea, ET : Ethiopia, FJ : Fiji, FM : Micronesia, FO : Faroe Islands, GA : Gabon, GD : Grenada, GE : Georgia, GF : French Guiana, GH : Ghana, GL : Greenland, GM : The Gambia, GN : Guinea, GP : Guadeloupe, GQ : Equatorial Guinea, GT : Guatemala, GW : Guinea-Bissau, GY : Guyana, HK : Hong Kong, HN : Honduras, HT : Haiti, ID : Indonesia, IL : Israel, IN : India, IQ : Iraq, IR : Iran, IS : Iceland, JM : Jamaica, JO : Jordan, JP : Japan, KE : Kenya, KG : Kyrgyzstan, KH : Cambodia, KI : Kiribati, KM : Comoros, KN : Saint Kitts and Nevis, KP : North Korea, KR : South Korea, KW : Kuwait, KY : Cayman Islands, KZ : Kazakhstan, LA : Laos, LB : Lebanon, LC : Saint Lucia, LK : Sri Lanka, LR : Liberia, LS : Lesotho, LY : Libya, MA : Morocco, MC : Monaco, MD : Moldova, ME : Montenegro, MG : Madagascar, MH : Marshall Islands, MK : North Macedonia, ML : Mali, MM : Myanmar, MN : Mongolia, MO : Macau, MP : Northern Mariana Islands, MR : Mauritania, MS : Montserrat, MU : Mauritius, MV : Maldives, MW : Malawi, MX : Mexico, MY : Malaysia, MZ : Mozambique, NA : Namibia, NC : New Caledonia, NE : Niger, NF : Norfolk Island, NG : Nigeria, NI : Nicaragua, NP : Nepal, NR : Nauru, NU : Niue, NZ : New Zealand, OM : Oman, PA : Panama, PE : Peru, PF : French Polynesia, PG : Papua New Guinea, PH : Philippines, PK : Pakistan, PM : Saint Pierre and Miquelon, PN : Pitcairn Islands, PR : Puerto Rico, PS : Palestinian Territories, PW : Palau, PY : Paraguay, QA : Qatar, RE : Réunion, RS : Serbia, RU : Russia, RW : Rwanda, SA : Saudi Arabia, SB : Solomon Islands, SC : Seychelles, SD : Sudan, SG : Singapore, SH : Saint Helena, SL : Sierra Leone, SM : San Marino, SN : Senegal, SO : Somalia, SR : Suriname, ST : São Tomé and Príncipe, SV : El Salvador, SY : Syria, SZ : Eswatini, TC : Turks and Caicos Islands, TD : Chad, TF : French Southern Territories, TG : Togo, TH : Thailand, TJ : Tajikistan, TK : Tokelau, TL : Timor-Leste, TM : Turkmenistan, TN : Tunisia, TO : Tonga, TR : Turkey, TT : Trinidad and Tobago, TV : Tuvalu, TW : Taiwan, TZ : Tanzania, UA : Ukraine, UG : Uganda, US : United States, UY : Uruguay, UZ : Uzbekistan, VA : Vatican City, VC : Saint Vincent and the Grenadines, VE : Venezuela, VG : British Virgin Islands, VI : U.S. Virgin Islands, VN : Vietnam, VU : Vanuatu, WF : Wallis and Futuna, WS : Samoa, YE : Yemen, YT : Mayotte, ZA : South Africa, ZM : Zambia, ZW : Zimbabwe.

Postcode map Slovenia 2 digit



Global Logistics



Express Transport



Sea Freight



Air Freight



European Road Freight



Events & Exhibition Logistics



Warehousing & Storage



Experts in UK, European and Global Freight

Barker and Hood Limited is an all-encompassing freight forwarder providing a full range of domestic, continental and international logistical services.

At Barker & Hood our philosophy, throughout our proud 40+ year history, has always been to work closely with all of our clients by having a thorough understanding of their logistical requirements.

This customer-focused, hands-on approach to the operation delivers the most precious commodity: peace of mind. Our client's rest easy in the knowledge that their logistical requirements are in safe hands.

We have 2 offices in the UK both strategically placed to provide excellent service across the UK. Our head office and warehouse in Witham is just 1 hour from London and less than 1 hour from Felixstowe and London Gateway, with great infrastructure links to the rest of the country, whilst our Manchester office is conveniently based within the World Freight Terminal of Manchester Airport.

As a certified and highly commended member of 5 global freight agent networks, we have access and direct contact with over 2000 partners in over 150 countries, giving us the ability to help you reach every corner of the globe.

We provide a comprehensive customs brokerage service for all your imported and exported cargoes via all UK air & sea ports.

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GLOBAL LOGISTICS

EXPRESS TRANSPORT

SEA FREIGHT

AIR FREIGHT

EUROPEAN ROAD

FREIGHT

EVENTS & EXHIBITION

LOGISTICS

WAREHOUSING &

STORAGE

CUSTOMS BROKERAGE





PCL is a family run business set up in the wake of Brexit to deliver a streamlined service in conjunction with the ever changing trade agreement.

Whether you import into the EU or export to the UK our experienced team are on hand to ensure a smooth and fast process for you/ your customers.

WHAT WE OFFER

BREXIT SOLUTIONS



24/7 SERVICE

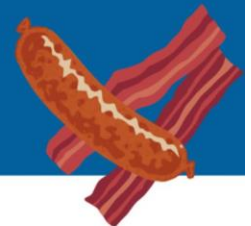
FULLY COMPLIANT CUSTOMS CLEARANCES



Our team have years of experience in the brokerage sector and pride ourselves in not only ensuring a fast smooth process into the EU but also that is fully compliant and in line with the ever changing Brexit regulations. Our team are also available to offer advice and consultancy on the matter.

SANITARY AND PHYTOSANITARY (SPS) GOODS CLEARANCES

Many have struggled since BREXIT with POAO imports into the EU. We have a fully comprehensive team based at multiple EU Ports specialising in clearing these types of goods. The team are able to pre-notify the Port of the shipments impending arrival, ensuring a smooth and quick process through the BCP and onto its destination.



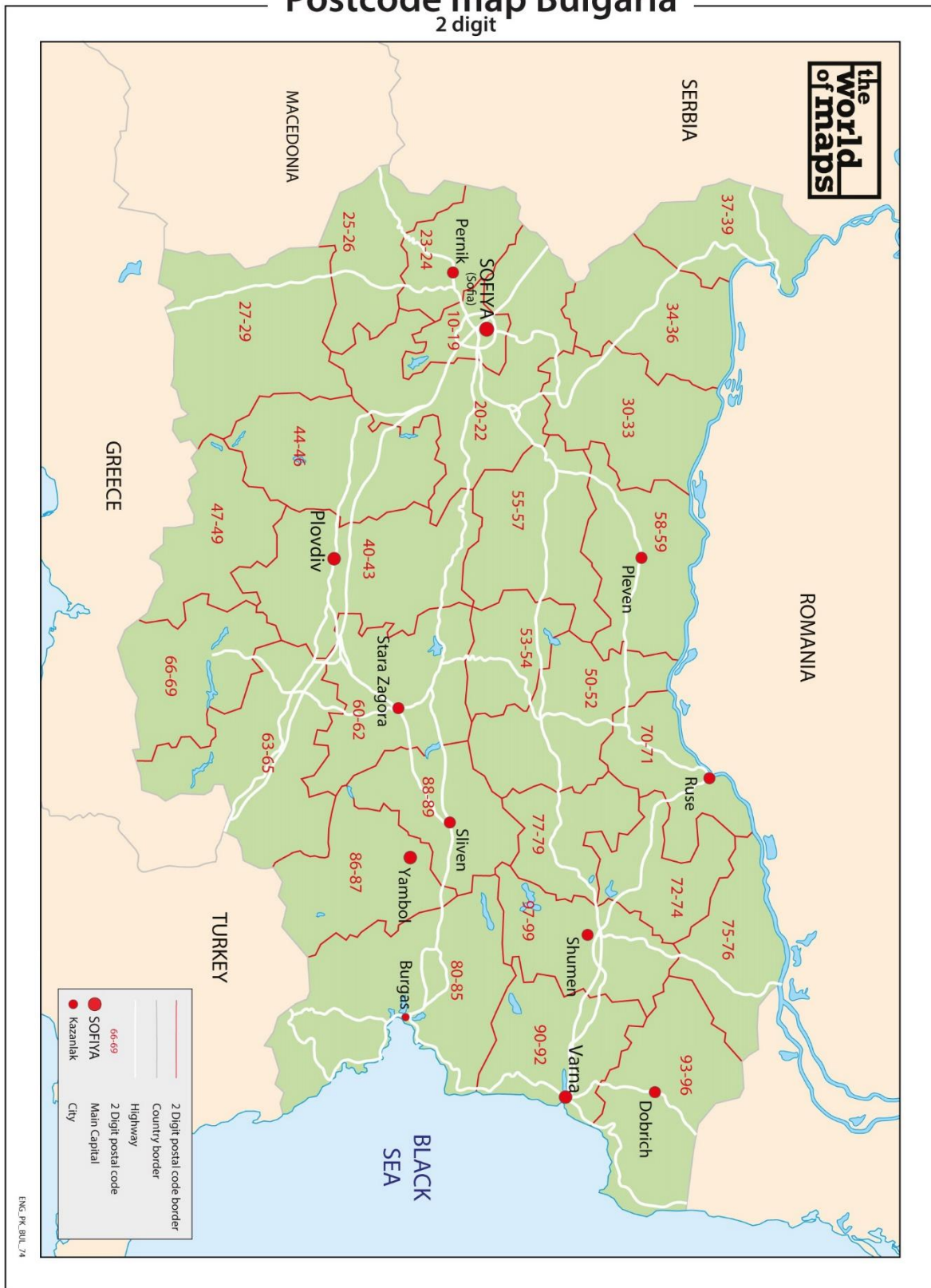
WAREHOUSE STORAGE



Our one stop shop solution enables you to ship and then store your shipments with us in our warehouses, located in Calais & Dunkerque just a few hundred metres from the Port.

Whether you're shipping general cargo or ambient products we are able to save you both time and money in numerous ways and make it far easier for you to find a haulier.

Postcode map Bulgaria 2 digit



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 SWIFT/BIC: BUKBGB22
 EORI: GB374914470000

Glossary

3PL - Third Party Logistics : A service that allows businesses to outsource various parts of their supply chain operations, including warehousing, distribution, and transportation.

4PL - Fourth Party Logistics : A service that manages and oversees the entire supply chain operation for a business, integrating 3PL services, technology, and other logistics solutions.

ADR - Accord Dangereux Routier: A treaty that outlines the requirements for the international transport of hazardous materials, ensuring safety and reducing the risk of accidents during road transport.

AEO - Authorised Economic Operator : A quality mark that can smooth day-to-day operations through Mutual Recognition Agreements (MRA). (see page 47 for more details)

Airworthiness : A special customs procedure, In relation to aircraft parts (see page 42 for more details).

AOG - Aircraft On Ground : Refers to a situation where a problem is serious enough that the aircraft cannot fly; it usually implies a high priority need for parts or services to return the aircraft to service.

ATA - Temporary Admission : A unique number for seamless German customs processes.

BAF - Bunker Adjustment Factor : A charge applied by shipping lines to adjust for fluctuating fuel prices in maritime freight.

Bank Holiday : A public holiday where institutions, including banks, are closed; can affect transit times due to altered opening hours. These can affect one or many countries.

BOL - Bill of Lading : A document outlining the contract between the consignee and the carrier.

Bonded Warehouse : A specially authorised warehouse considered outside of the customs territory. Allows specialist clearing procedures to be done (see page 48 for more details).

Box Van : A secure type of trailer that protects your cargo from the elements, suitable for fragile or high-value items.

Break Bulk Cargo : Goods that are loaded individually, and not in shipping containers or trailers.

Bulk Cargo : Large quantities of a single commodity, such as coal or grain, transported unpackaged in the hold of a ship.

Cabotage : Transport of goods between two places in the same country by a transporter from another country.

CAF - Currency Adjustment Factor : A surcharge imposed by carriers on freight charges to account for exchange rate fluctuations.

Cargo Insurance : Protection for the value of your goods during transit. (see page 79 for more details)

Cargo Manifest : A detailed list of all goods included in a shipment.

CARP - Carrier Appointment Request Portal : A specific portal system utilized by Amazon to allow carriers to efficiently schedule delivery and collection appointments, ensuring organized and timely management of goods at their warehouses. (see page 96 for more details)

Carrier : The company responsible for transporting goods.

Carton : A box or container usually made of paperboard or corrugated fiberboard, used for packing, shipping, and storing goods.

CDS Import - Customs Declaration Service Import : A service responsible for managing customs declarations, wherein importers declare goods entering a country, ensuring compliance with local laws and regulations and determining applicable duties and taxes.

CDS - Customs Declaration Service : The UK's digital system designed to handle customs declarations, replacing the older CHIEF system. (see page 39 for more details)

CFS - Container Freight Station : A facility for consolidating or de-consolidating freight shipments between transport legs.

CFR (incoterm) - Cost and Freight : The seller must pay the costs and freight necessary to bring the goods to a named port of destination.

Chassis : A special trailer or undercarriage used to transport ocean containers over the road.

CHIEF – Customs Handling of Import and Export Freight : A computerised system used by the UK to record the movement of goods by land, air, and sea and calculate customs duties. (see page 38 for more details)

CI - Commercial Invoice : A document detailing the transaction between a seller and a buyer.

CIF (incoterm) - Cost, Insurance, and Freight : The seller pays for the costs, insurance, and freight to bring the goods to the port of destination.

CIP (incoterm) - Carriage and Insurance Paid to : The seller delivers the goods to the carrier, pays for carriage and insurance to the named destination.

Clearing Agent : A professional who specializes in completing necessary documents, payments, and procedures for clearing goods through customs.

CMR - Convention on the Contract for the International Carriage of Goods by Road : A consignment note with transport and liability conditions. (see page 51 for more details)

Consequential loss : The secondary financial damages that occur due to an insured event, beyond its immediate or direct impact. These losses, which can include lost profits or additional incurred costs, are not caused directly by the event but are a consequence of it.

Consignee : The person or company receiving a shipment.

Consignor : The sender of a shipment.

Consolidation: Combining smaller shipments into a larger one for efficiency and cost-effectiveness.

Courier Network : A system where courier companies collaborate to provide efficient and extensive delivery services, often nationally or internationally.

CPC - Customs Procedure Code: in international trade, CPC generally refers to a system of codes used by customs authorities to identify the nature of the movement of goods (import, export, transit) and to apply the appropriate customs procedures, duties, taxes, and controls.

CPT (incoterm) - Carriage Paid To : The seller pays the freight for the carriage of the goods to the named destination.

Cross-Docking : A practice where incoming shipments are unloaded directly onto outbound vehicles with minimal or no warehousing and storage in between, facilitating swift and efficient transfer of goods from suppliers to customers or retailers.

CTC - Common Transit Convention : an international agreement that facilitates the movement of goods between member countries, simplifying transit procedures.

Curtainsider : A versatile type of trailer with a flexible curtain along the sides, allowing easy access to the cargo.

Customs Clearance : Ensuring goods comply with regulations before crossing the border.

DAN - Deferment Account Number : A unique identifier for businesses in the UK, allowing them to defer the payment of customs duties and taxes. (see page 40 for more details)

DAP (incoterm) - Delivered at Place : Seller is responsible for arranging carriage and delivery of goods.

DAT (incoterm) - Delivered at Terminal : The seller delivers the goods, once unloaded from the arriving means of transport, at a named terminal.

DDP (incoterm) - Delivered Duty Paid : The seller is responsible for all costs, risks, and import duties to bring the goods to the place of destination.

Deconsolidation Point : Where bulk shipments are separated into individual orders.

Demurrage : A fee for extended stays.

Detention : A fee for keeping the shipping container too long.

DGN - Dangerous Goods Note : A document providing specific details about the nature of dangerous goods being transported. (see page 75 for more details)

Direct Representation : Occurs when a customs broker or agent acts in the name of, and on behalf of, an importer or exporter, essentially representing their interests and responsibilities in customs procedures.

DPU (incoterm) - Delivered at Place Unloaded : The seller delivers and unloads the goods at a named place of destination.

Driving ban : A restriction prohibiting certain vehicles or all vehicles from operating on roads, typically during specific times or days.

Driving Time : The duration of driving recorded either by the tachograph or noted down manually. (see page 91 for more details)

Dropshipping : A retail fulfillment method where stores don't stock products they sell. Instead, when an order is made, it's purchased from a third party and shipped directly to the customer.

EAD - Export Accompanying Document : A proof from a competent customs office that an export is admissible.

EDI - Electronic Data Interchange : The structured transmission of data between organizations electronically.

EORI - Economic Operators Registration and Identification : An ID for smooth dealings with customs.

Euro Pallet : A standard European pallet dimension of 1200x800 mm, ensuring compatibility and stackability across various systems.

ETA - Estimated Time of Arrival : The projected time when a shipment will arrive.

ETD - Estimated Time of Departure : The planned time when a shipment will leave.

EUR1 : A document used in international commodity traffic, which serves as a proof of origin. (see page 83 for more details)

Exchange rate : The value of one currency in relation to another, used in international trade and financial transactions.

EXW - Ex Works : The buyer assumes all responsibilities and costs from the moment the goods are available for pick-up at the seller's premises.

FAS - Free Alongside Ship : The seller is responsible for delivering the goods, cleared for export, alongside the vessel at the named port.

FCA - Free Carrier : The seller hands over the goods, cleared for export, at a named place. Suitable for all modes of transport.

FCL : Full Container Load : A shipment that occupies an entire container.

FEU : Forty-foot Equivalent Unit : Represents a unit of measurement equivalent to one forty-foot shipping container.

Fiscal Rep - Fiscal Representative : A local entity that represents foreign companies for VAT purposes, managing VAT registrations, filings, and other related responsibilities.

FIFO : First In, First Out : An inventory method where the first items added are the first items removed.

Flatbed : A type of trailer with a flat, open deck, designed to transport oversized or heavy goods.

FOB - Free on Board : The seller's responsibility ends when the goods are loaded on the ship, with the buyer assuming all costs and risks thereafter.

Fork Lift and Fork Lift Extensions : A powered industrial truck used to lift and move materials, and its extensions are additional attachments to handle large or awkward loads.

Four-way pallet : A pallet designed to be lifted by its sides using a forklift or pallet jack from all four sides.

Freight Exchange Platform : An online service that allows shippers and transport providers to connect and agree on logistics services efficiently.

Freight Forwarder : A company that arranges the importing and exporting of goods.

Freight Quote : An estimate given by a carrier or a freight forwarder of the cost to ship a specific amount of cargo.

FTA - Free Trade Agreement : An accord allowing goods to move freely across borders without extra charges.

FTL : Full Truckload : A shipment that fills an entire truck. (see page 15 for more details)

GMR - Goods Movement Reference : A reference that links together all the customs declarations for a particular shipment.

Greenwashing : The practice of giving a false impression or providing misleading information about how a company's products are more environmentally friendly than they really are, often used as a marketing strategy to appeal to environmentally conscious consumers.

Groupage : The grouping together of several smaller consignments to form a full container load. (see page 16 for more details)

Gross Weight : The total weight of the vehicle and the freight.

GSP - Generalized System of Preferences : A trade program designed to promote economic growth in developing countries.

HIAB : A type of crane used for loading and unloading goods, typically mounted on a lorry.

HS Codes - Harmonised System Codes : Universal product codes for identifying goods internationally. (see page 33 for more details)

IBC - Intermediate Bulk Container : A container used for the transport and storage of fluids and bulk materials, typically designed to be moved with a pallet jack or forklift.

IBF – Inland Border Facility : a designated area, typically situated away from the actual border, where customs checks are carried out on goods.

Incoterms : International rules defining the responsibilities of sellers and buyers for the delivery of goods.

For more details, please refer to entries for: CIF, CPT, CFR, CIP, DAP, DPU, EXW, FAS, FCA, FOB, DDP, and DAT

Indirect Representation : A situation where a customs representative acts in their name but on behalf of another party, typically used in customs declarations.

Intermodal : Using more than one mode of transportation to move freight. (see page 19 for more details)

Last Mile Delivery : The final transport leg, delivering goods to the end user's door.

LCL - Less than Container Load : A shipment that doesn't fill a container and is combined with other shipments in a container.

Line stop : A halt or interruption in a production line, often due to equipment malfunctions or other unexpected issues. In such scenarios, a time-critical van can swiftly deliver essential parts or equipment, enabling a prompt restart of production.

Load Planning : Determining the most efficient way to load and unload goods.

Loading Bay : A recessed area or space in a warehouse where goods are loaded and unloaded from vehicles.

Loading Metres : A term used to calculate the space a consignment will occupy in a trailer, based on its length in metres.

Low Loader : A type of trailer designed with a low deck height, suitable for transporting tall or heavy cargo.

LRN – Loading Reference Number : A unique code for identifying your cargo during transportation.

LTL - Less Than Truckload : When a shipment doesn't require a full truck. (see page 15 for more details)

Mega Trailer : A larger trailer option, offering increased cargo space and often featuring a flexible roof to accommodate oversized goods.

MIT Insurance - Marine In Transit Insurance : A type of insurance policy designed to provide coverage for goods and cargo transported over water, protecting against loss, damage, or theft while the goods are in transit between the points of origin and final destination. (see page 79 for more details)

MRA – Mutual Recognition Agreement : An international pact between two or more countries to recognize each other's legal requirements and regulations, often to facilitate trade by minimizing duplicate conformity assessments on goods and services traded across their borders

MRN - Movement Reference Number : A unique customs identification number for each declaration submitted for importing.

MRO - Maintenance, Repair, and Operations : the activities and processes related to maintaining, repairing, and operating equipment and facilities in a business or organization to ensure smooth and efficient operations.

MSDS - The Material Safety Data Sheet : A vital document that provides detailed information on the properties, hazards, and safe use of chemical products. It's a go-to guide for understanding how to handle, store, and transport these products safely.

NCTS - New Computerised Transit System/NCTS Code : A system/code used to monitor the movement of goods between EU countries, reducing delays in customs. (see page 73 for more details)

NVOCC - Non-Vessel Operating Common Carrier : A firm that organises shipments for individuals or companies but does not own ships.

OBC - On-Board Courier : An individual who personally transports small, time-sensitive, high-value items on commercial aircraft to ensure secure and rapid delivery. (see page 87 for more details)

Pallet Network : A distribution system where independent transport companies collaborate to deliver small consignments more efficiently across a region or country.

Pallet Trucks : A hand-operated tool used to lift and transport palletised goods by inserting its forks under the pallet and manually pumping the handle to elevate it.

Palletizing : Loading and securing products onto a pallet for transport.

PBN - Pre-Boarding Notification : A 'virtual envelope' holding all the customs declaration details for your goods. (see page 28 for more details)

PEM – Pan-Euro Mediterranean Convention : a framework that establishes a network of Free Trade Agreements between the EU, the EFTA states, and several partners in the Mediterranean, Eastern Europe, and the Balkans.

PoA - Power of Attorney : Authorization to act on behalf of another in legal or customs matters.

PoD - Proof of Delivery : Documentation showing that a shipment has reached its destination.

Portal System : A digital platform used by businesses and logistics providers to streamline the scheduling, communication, and coordination of deliveries and collections in the supply chain. (see page 96 for more details)

Pump Trucks – see Pallet Trucks.

PVA - Postponed VAT Accounting : A mechanism allowing businesses to postpone the payment of import VAT.

Quarantine : Isolation of goods to prevent the spread of diseases or pests.

Reefer : A refrigerated shipping container for perishable goods.

Rest : A continuous span of time where the driver can use his time at his discretion without any obligations.

REX - Registered Exporter System: A system used by exporters to certify the origin of their goods, allowing for preferential tariff treatment under trade agreements. The origin statement provided by the REX serves as proof that the goods qualify for the preferential treatment. (see page 84 for more details)

Risk Insurance : A type of insurance serving as a financial safeguard against unforeseen and covered risks, which can include property damage, liability, and other forms of financial loss, by compensating the policyholder subject to the policy terms. (see page 79 for more details)

Rolling Cargo : Vehicles like cars, trucks, or trailers that are driven on and off a vessel.

SAD - Single Administrative Document : A form used for customs declarations in the EU.

SDR - Special Drawing Right: An international monetary resource in the International Monetary Fund that operates as a supplement to the existing reserves of member countries. The value of an SDR is determined based on a basket of key international currencies, and it can be exchanged among governments for freely usable currencies in times of need. (see page 80 for more details)

Shrink Wrap : A plastic film that can be heated, shrinks tightly over whatever it's covering, used in packaging to protect goods.

Shutdown : The deliberate closing of operations, like factories or plants, often for maintenance, holidays, or other reasons.

Stacking : Placing cargo items on top of each other for transport, using pallets or containers.

Sub Contractor : An individual or company hired by a general contractor to perform specific tasks as part of a larger project.

Sustainability : A multidisciplinary approach aimed at promoting the long-term health and well-being of the environment, economy, and society, typically through the responsible use of resources, conservation, and development practices that are environmentally friendly and socially equitable. (see page 105 for more details)

T1 - Transit Document : A document that facilitates the movement of goods through countries without clearing customs each time. (see page 55 for more details)

Tachograph : A device fitted to a vehicle that records its speed and distance, as well as the driver's activity, often used for compliance and safety reasons. (see page 91 for more details)

Tail-Lift : A mechanical device permanently fitted to the back of a van or lorry, used for lifting heavy goods from the ground to the vehicle level. (see page 7 for more details)

Tariff : A tax paid on imported or exported goods.

Tautliner : Another term for a curtainsider, a trailer with a flexible curtain along the sides for easy access to cargo.

Telematics : Technology used for monitoring a shipment in real-time.

TEU - Twenty-foot Equivalent Unit : A unit of measurement representing the cargo capacity of a container ship, based on the volume of a 20-foot-long intermodal container.

THC - Terminal Handling Charges : Fees charged by the terminal operator for handling cargo at the terminal.

Third Country : Refers to any country that is not a member of the EU; post-Brexit, the United Kingdom is considered "a third country," subjecting it to different trade rules and regulations when trading with EU member states.

TMS - Transport Management System : A system used for managing and optimizing all transport activities.

Transit Time : The total time that it takes for the shipment to arrive at the final destination from the point of origin.

TSS - Trader Support Service : A free service established by the UK government to guide and support businesses in the movement of goods between Great Britain and Northern Ireland. It assists with customs declarations, ensuring traders comply with the Northern Ireland Protocol. (see page 28 for more details)

Trans-Shipment / Trans-Shipping : The act of moving goods from one vessel or vehicle to another during the journey to the final destination.

Two-way pallet : A pallet designed to be lifted by a forklift or pallet jack from only two opposite sides.

UK Standard Pallet : A pallet with standard dimensions used in the United Kingdom, typically measuring 1200x1000 mm.

VAT - Value Added Tax : A consumption tax placed on a product whenever value is added at each stage of the supply chain.

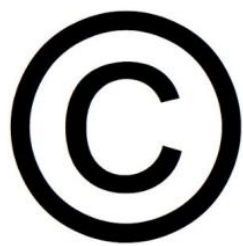
WCO - World Customs Organisation : An intergovernmental organization headquartered in Brussels, Belgium, dedicated to promoting international customs cooperation and effective customs administration. It provides leadership, guidance, and support to customs administrations worldwide to secure and facilitate legitimate trade, combat illicit trade, and ensure border security.

WMS - Warehouse Management System : A system for efficient management and storage of goods in a warehouse.

Yard : An open space adjacent to a warehouse or facility where vehicles can move, turn, and park.

This guide has been meticulously crafted to serve as a valuable resource for businesses and logistics experts involved in the import and export of goods, focusing primarily on road freight. While the information is accurate and relevant as of the time of writing, it's crucial to stay abreast of evolving legislation and regulations. Always verify current guidelines and avoid assuming that this document's content remains indefinitely accurate.

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