



Cleve Bulletin

April 2006

Page	Contents
1	New service to Vitoria Airfreight Anniversaries
2	New Pakistan Customs regulation Inlands via La Guaira IMO goods via Montevideo US WPM Regulations Revised Dangerous cargo Indian weight restrictions

New service to Vitoria

On the 12th of April we will start with a new direct consolidation service to Vitoria (Brazil). This service will be on a fortnightly basis. First sailing will be with Mv "Grande Buenos Aires" closing 7th april.



For rates and bookings please contact our Customer Service desk 0031-10-4284600 or mail booking@cleve.nl.

Airfreight

Peter Groeneveld, one of the three people, who handle airfreight in our office recently passed his dangerous goods exams. With 88% he scored a very good result. Our airfreight people are constantly trained and as you may have experienced they are very keen on giving you the best possible service and rates. We kindly invite you to challenge them.



As you are used from us we select a destination every month to which we can provide you with special rates. This month we selected **NEW DELHI** as our special airfreight destination. For rates (>100 kg), please send your requests to m.ros@cleve.nl or call 0031-10-4284781.

Anniversaries

Two of our employees celebrated that they have been working for 5 years for our company Lars den Ouden, documentation USA, on the 5th of February and our export manager Wim van Heumen on the 22nd of March. Both of them received the golden 5 gulder coin and flowers.



Lars



Wim

Petra Valkenburg joined our organisation 12,5 years ago. When she left school she first started at the account department. She wanted to do something different within the company, so she was transferred to the documentation department. Nowadays she is planning our Short Sea destinations with great pleasure. To celebrate this everybody was treated with a very nice piece of pie.



Petra

In the afternoon Mr. G.B. van Pelt held a speech and handed over a present and of course flowers. After this ceremony there were drinks and snacks for everyone.

We hope Petra will stay within our organisation for at least another 12,5 years.

Congratulations!





Rotterdam office

Cleve & Zonen BV
Van Weerden Poelmanweg 14
3088 EB ROTTERDAM
P.O. Box 5428
3008 AK ROTTERDAM
Phone +31 (0)10 428 46 00
Fax +31 (0)10 429 83 42

Antwerp office

Cleve & Zonen BVBA
Transcontinentaalweg 2
2030 ANTWERP
Phone +32 3 541 74 34
Fax +32 3 542 20 44

Warehouses

LCR
Albert Plesmanweg 151,
Portno. 2360
Rotterdam
Open from 07.30 till 09.00, from
09.15 till 11.45 and from 12.30 till
15.00 hrs.

CFS Hollands Veem
c/o Cleve & Zonen
Boyneweg 1, Portno. 5084
3197 LK Rotterdam – Botlek
Open from 07.30 till 15.45 hrs.
Delivery till 15.00 hrs !

Conquest
Kruisweg 11
Haven 650
2040 Antwerp
Belgium

For bookings:
Customer Service Dept.
booking@cleve.nl

General information:
Customer Service Dept.
cs@cleve.nl

For tariffs:
Sales & Development Dept.
sales@cleve.nl



New Pakistan Customs regulation

We were informed by our Pakistan agent, that with immediate effect the Customs in Pakistan require a packing list and commercial invoice for all cargoes being imported into Pakistan. Please make sure both documents are attached to the cargo itself. Any fines or penalties that will arise due to missing documents, will be for the account of the shipper or consignee. Therefore we request you to strictly comply with this order.

Inlands via La Guaira

Please note that we can accept cargo for destinations, served via La Guaira again. However we have to check for possibilities each time. Please send your requests to our Customer Service department case by case.

Transshipment of IMO goods via Montevideo

Please be advised, that we are no longer accepting the following IMO classes for our transshipment services via Montevideo: 1 / 2.1 / 2.3 / 3.1 / 4.1 / 4.2 / 4.3 / 5.1 / 5.2 / 6.2 / 7

Other classes may be acceptable upon request. Please contact our Customer Service department, in order to get more information about this subject.

US Wood Packing Material Regulations Revised

Wooden Packing Materials (e.g. pallets, skids, crates, boxes and dunnage / blocking & bracing wood) imported into the United States must be heat treated or fumigated with methyl bromide and marked with the International Plant Protection Convention (IPPC) logo and appropriate country code designating the location of treatment.

The only acceptable indication of fumigation is the IPPC stamp on the actual wood itself.

US Customs have started enforcing these regulations at all US ports and now are ordering some containers to be returned where they find solid wood packing that does not have the stamp. US Customs may or may not allow the removal of the un stamped solid wood packing at this time. They are making exceptions presently but they are under no obligation to do so. Effective July 3rd 2006, zero exceptions will be allowed. Even if there is only one pallet not correctly stamped, US Customs may instruct the entire container to be returned to the origin port of loading.

Please inform all your staff and clients about these requirements.



Dangerous cargo

As you probably know, the Mv "Hyundai Fortune" was on fire last week. At the time of writing this article we do not exactly know what caused this fire, probably it has something to do with IMO cargo on board this vessel.



We would like to request you once again to make sure your documentation for IMO cargo is complete and right on time. We also would like to ask you to pay special attention to the packing of the IMO cargo as well, make sure the packing meets all UN requirements. This way we all can help to prevent things like this in future.

Indian weight restrictions

The maximum permissible weight of containers on Indian roads is 23 metric tonnes (incl. container tare weight). This is due to the fact that 95% of the multi axle vehicles on Indian roads are rated to haul 35 metric tonnes, excluding the weight of the trailer and the prime mover, the payload is 23 metric tonnes.

Containers moving by rail to ICD's can be heavier. However, once containers are discharged at ICD's the same weight limits would kick in when consignees move the boxes to their facilities. The rigour with which the weight limits are monitored may vary from State to State.

Concluding, containers arriving at Indian ports on/after May 1st 2006 need to observe the weight limits as above.

THANKS FOR YOUR SUPPORT !