



Cleve Bulletin

April 2008

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CUIT number required for exports to Argentina

With immediate effect, Argentina Customs require use of the CUIT numbers on all bills of lading. The CUIT number is a Government Tax Identification Number for Argentina companies.

We hereby ask you to mention this CUIT number on your b/l instructions for both the consignee as well as the notify party for all future shipments to Argentina. Please check with your buyers / agents to learn about their CUIT numbers. In case that consignee is a private person, it is required to use the passport number instead of a CUIT number.

Please be guided accordingly.

Sailings and Surcharges

Although we are sending out our updated sailings and actual surcharges every two weeks, we would like to remind you that both our sailings as well as the current surcharges can also be found on our website.

Airfreight Promo

For the month of April 2008, we have selected Capetown as our special airfreight destination.

For rate enquiries (> 300 kgs), contact Ms. Minouche Ros by phone or by e-mail.

E-mail: m.ros@cleve.nl
Phone: +31-(0)10-4284781



Airfreight



Anniversary

On the 25th of March we celebrated the fact that Maranke van Zuijlen has been working at our Rotterdam office for 5 years.

Maranke is handling the exports of FCL containers!

Congratulations!

New E-mail address Nomination desk

Please be advised that we have created an email address for our nomination desk, which is as follows:

nomination@cleve.nl

All questions regarding your FOB import shipments, you can send to this address. Please add this address to your address book for your future convenience.

Tariff Currency from Europe to Australia / NZ

As per carriers announcements, we have also decided to change the currency of our export rates for the trade Europe - Australia / NZ. As per April 1st, 2008 the new rates will be effective. Please check your 2nd quarter tariffsheet to see the new euro rates.



WWW.CLEVE.NL / WWW.CLEVE.BE



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

ROTTERDAM CFS LCR

c/o Cleve & Zonen
A. Plesmanweg 151, Portno. 2360
Rotterdam-Waalhaven ZZ
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 !

CFS Estron

c/o Cleve & Zonen
Shannonweg 84, Portno. 5064
3197 LH Rotterdam - Botlek
Open from 07:30 till 15:30 hrs.
Delivery till 15:00 hrs !

ANTWERP

CFS Conquest

c/o Cleve & Zonen
Kruisweg 11, Haven 650
2040 Antwerp
Belgium
Open from 8.00 till 15.45 hrs.

Services

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

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

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

Reminder: regulations Brazilian Customs

Please note that the Brazilian Customs House published a (revised) instruction Normative number 800 which deals with the electronic control of movement of vessels, cargoes and empty units in the Brazilian ports.

As from February 11th 2008, manifest and b/l must contain the following information:

- a) NCM number (goods code), minimum of 4 digits (the first four digits) or optionally 08 digits. For each item of cargo stuffed in the container the NCM number must be informed accordingly.
- b) Gross weight in Kilogramme - Cargo + package (without the container tare).
- c) The cargos measurement must be informed in m3 as well as the type of package (boxes, pallets, big bags, etc...).
- d) The consignee and notify names must be mentioned correctly as well as their respective addresses.
- e) CNPJ s number. This code is the identification of the importer and Notify in the Customs House.
- f) For the shipments consigned to the order of shipper the carrier must inform in the SISCARGA the respective importers name, the deadline imposed is 72 hours prior vessels arrival, otherwise, the BL will be automatically blocked in the system and so, there will be delays to release/pick up the goods.

Therefore, we strongly recommend to avoid acceptance of bs/l consigned to the order of shipper.

As the above is compulsory drafts delivered by the shippers are to be properly filled in. If such procedures are not adhered to / followed, we and other customers will face a lot of problems (delays on vessels arrival, delays to pick up the goods and fines).

Please provide this information latest three days after the sailingdate.

In case you have doubts or questions, please do not hesitate to contact our Customer Service department.

Fuel Surcharge

With reference to airfreight shipments most of the airlines have again announced an increase of the fuel surcharge. Please take note that effective April 1st, 2008 the fuel surcharge will be:

EUR 0,90 per kilo

Some airlines will charge EUR 0,95 per kilo as per April 9th 2008. We will inform you accordingly in our quotations !

Request from our ops. dept. : IMO to Tunis

We would like to draw your attention to the fact that we need the following documentation for IMO shipments to Tunis:

- Lettre d' engagement
- value of the cargo

Thank you for your cooperation!



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Ian's Column

Having been part and parcel of the transport industry for a few years I have seen deepsea container ships grow from a modest 2200 teus to 13,500 teus today. And everyone wonders where the end of this development might lie.

If ships space keeps pace with a growing economy it remains a healthy proposition but newbuildings require a substantial period between the initial planning and their final insertion into their trade route. This causes overtonnaging in certain areas and in particular in those areas where there is already a natural imbalance like the Far East trade, it has a profound downward pressure on rates.

Looking at rate developments in this trade over the years, eastbound to the Far East has seen a steady downward trend. Infact apart from a few upsurges a couple of years ago, rates have only gone down. During my Far East years as an owner, at the beginning of the 1980's, rates hovered around \$1200-1500 for a 20' and a 40' fetched around \$2500/2700. A far cry from today's rates!

Going back to this period an anecdote springs to mind. The line I worked for introduced its first cellular vessel, 2800 teus and when it arrived in Hamburg the newspapers reported, "die Riesen kommen!". For those readers who are less conversant with the German language, "the giants are coming!" The owner ofcourse wished to capitalise on this PR chance and arranged for a famous Singaporean restaurant to do the catering onboard for the shippers parties during vessels maiden trip along the European coastal ports. A Singaporean filmteam also followed the vessel along the coast for the production of a promotional film and one early Saturday morning they arrived at Amsterdam airport where they were picked up and taken to the ECT awaiting vessel's arrival. Shots were made of vessel entering the mouth of the river on the seaboard and later the mooring at ECT was filmed.

The film director also wanted to have some real Dutch shots in the movie so, yes you can guess, to the windmills at Kinderdijk we went. As the director wanted to have some shots of the interior and no windmill was open for visiting, we decided to go to Delfshaven, an ancient part of Rotterdam from where, by the way, the Pilgrimfathers sailed for the United States in 1620. In that same part an old windmill had recently been completely restored and this was the target of our visit to Delfshaven. As we went inside and looked up at the very tall ladder the film director immediately admitted fear of heights. Nonetheless he and the rest of the team climbed up the ladder and took a few shots. Now going down was a different story and by this time the shirt of the filmdirector was soaked! I was standing by his side and whispered in his ear "Just imagine if you fall down, it will be splashed all over the newspaper: "Singaporean falls to his death in Dutch windmill", you'll be famous in the whole of South East Asia." He never made it into the newspapers...

ECT Dwell Time reduction

With reference to our earlier message, listed in our September 2007 bulletin, we would like to inform you that Rotterdam container terminal operator, ECT, has again decided to adjust the cargo opening time as well as the cargo closing time.

The following measures will be implemented in order to reduce the container dwell time:

Cargo Opening Time

As of May 1st, 2008, the cargo opening time will be revised to 8 days before Estimated Time of Arrival of the outgoing vessel, in stead of the previous announced 7 days. This measure will apply for all containers delivered by truck, barge, rail and feeder.

Cargo Closing Time

As of May 1st, 2008, the administrative and physical cargo closing time (cut-off) for deep sea vessels will be 24 hours before Estimated Time of Arrival of the vessel.

The closing times are very strict and therefore we request you to respect our CFS closing times as well. Please contact our Customer Service department in case you have any doubts with regards to our CFS closing times.

Your colleagues want a Cleve bulletin?

Would you like to add (new) colleagues to our Cleve bulletin mailinglist ? Then please provide us with the following information:

1. First name
2. Surname
3. E-mail address

We will make sure that your colleague(s) will receive the Cleve bulletins as well.



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