



# CLEVE BULLETIN - SEPTEMBER 2010

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## Dangerous Goods to Guangdong Province

Since the 2010 Asia Games will be held in Gaungzhou (China) in November, the regulations regarding import of dangerous goods will be more strict than usual. For any dangerous goods shipments to Guangdong Province, we need to get approval from our Chinese partner prior to loading.

Please consult with our Customer Service department in advance, in order to avoid delays.

## Fumigation & IMO labels

We urgently draw our readers' attention to the below issues we frequently encounter upon delivery and inspection of your cargo;

### FUMIGATION

The rules issued under the ISPM-15 code are very specific in that fumigation Marks (ISPM-15) must be visible at all times on Wood Packaging Materials. Our warehouse will conduct an inspection on these marks on sight only. Non visibility will most likely result in rejection of your cargo for shipment. Fumigation certificates alone will not be sufficient and are not accepted to replace ISPM marks.

### LABELLING OF PACKAGES.( IMDG CODE CHAPTERS 5.2.1.1.& 5.2.1.2)

As far as we know this rule has been part of the IMDG code since 2006. However the Dutch authority called IVW (Traffic Inspection) has specifically showed much attention in their surveys to this particular rule, which a.o.,stipulate that "Labels shall be such that the information will still be identifiable on packages surviving at least three months immersion in the sea". An example given by authorities would be that paper labels on iron or plastic surfaces would not and therefor should be replaced by the plastified labels. We have accordingly instructed our warehouse in order to avoid high penalties to pay special attention to this chapter. For immediate corrective measures we have plastified labels available at our warehouse.



*Your experienced partner since 1934!*



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### Warehouses

#### **ROTTERDAM**

##### **CFS LCR**

Albert Plesmanweg 151  
Portnumber 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**

Boyneweg 1  
Portnumber 5084  
3197 LK Rotterdam-Botlek

Open from 07:30 till 15:45  
Delivery till 15:00 hrs !

##### **CFS ESTRON**

Shannonweg 84  
Portnumber 5064  
3197 LH Rotterdam-Botlek

Open from 07:30 till 15:30  
Delivery till 15:00 hrs !

#### **ANTWERP**

##### **CFS HANDICO**

Luithagen-Haven 12  
Portnumber 200  
2030 Antwerp

Open from 08:00 till 15:40



### **Anniversary**

This month we have celebrated the fact that Ms. Marijke v.d. Berg has been working for Cleve & Zonen for 12,5 years.

Marijke started to work at our import department for LCL cargo ex India. Nowadays she is handling the LCL cargo ex USA and Canada.



### **Dangerous Goods Declaration Regulation**

We wish to advise you some upcoming changes with regard to the declaration of Dangerous Goods (DG) cargo imported into and exported from the United States. The United States Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) has created a new regulation, HM-206F, regarding information required on a dangerous goods declaration, to be effective October 1, 2010 as follows:

***A shipper who is registered with an emergency response provider must be identified by name or contract number on the shipping paper immediately before, after, above or below the emergency response telephone number in a prominent, readily identifiable, and clearly visible manner that allows the information to be easily and quickly found.***

This information is intended to enable the emergency response information provider to identify the offeror on whose behalf it is accepting responsibility for providing emergency response information in the event of a hazardous materials incident and to obtain additional information about the hazardous material as needed.



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### Office details

#### **ROTTERDAM**

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### **CMA CGM Container Inspection Fee**

Effective 1-09-2010 ,Carrier CMA CGM announces to introduce a so called "Container Inspection Fee" (CIF) on all containers discharged at the port of Rotterdam.

Their explanation for this fee is:

Because of the high Global demand of empty equipment and thus to speed up the turn around time from time of empty re-delivery to the terminal and readiness for re-usage,they have decided to invest in their general container inspection process to ,Quote "speed up checking and decision making on maintenance and repairs when required ".Unquote

Accordingly they feel that these cost should be levied from the consignee..... in the POD. Fees mentioned are :

euro 20,- per 20"  
euro 30,- per 40"  
euro 40,- Reefer container.

If effectively introduced we will have no other choice than to consequently pass these cost onto the consignees as well.

So far no other carriers have announced to introduce similar Inspection Fees.

### **General Rate Increases per October 1st., 2010**

The majority of the Carriers, in order to restore their freight rates to a more sustainable level, will introduce General Rate Increases as per October 1st., 2010. Although, not all of them made up their minds yet, following increases have been brought under our attention:

Canada / U.S.A.	: Usd. 150,00/Usd. 300,00 per teu
South America	: Eur. 250,00/Eur. 400,00 per teu
Far East/Middle East	: Usd. 150,00 per teu

Further increases probably to follow. We will try our best to keep you informed about Carrier's further actions, recent trends of advices on short notice however makes it rather difficult.

*The latest Dutch forwarding conditions filed with the Registry of the District Court of Rotterdam shall apply to all our forwarding business, which will be mailed upon request.*