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## □ About containers

Container (CONTAINER) is a container, designed for use and facilitates mechanical operation and transportation of large cargo containers. Because it looks like a box and can be assembled in groups for transportation, it is called "container". Containers are made of a mix of materials such as aluminum, steel, plywood, and fiberglass made. It has certain strength and rigidity and good sealing performance.

### **Advantages of container transportation**

- Improve loading and unloading efficiency and alleviate port congestion;
  - Save packaging materials and reduce cargo damage;
- Shorten the transit time of goods and speed up the turnover of vehicles and ships;
- Mechanization of vehicle and ship loading and unloading operations saves labor<sup>3</sup> intensity.

Dry cargo container



Open top container



**Frame container**



**Refrigerated container**



# Container

## First set of tags:

Container owner code: the code of the container owner, which is represented by 4 Latin letters; the first 3 digits are specified by the container owner and registered with the International Container Bureau; the fourth digit is U, which means the shipping container code.

For example: the container owner code of China Ocean Shipping (Group) Company is COSU



## The second group of marks:

Nationality code - represented by 3 Latin letters, indicating the country of registration of the container. Size code: composed of 2 Arabic numerals, used to indicate the size of the container. Example

For example: 20 means a container that is 20 feet long and 8 feet high. Box type code: two characters represent "box type number" and "box type identification". Such as: G1"G": "Container type number" indicates that the container type is "general-purpose container (without ventilation device)". "1": "Box type logo" indicates the characteristics of the box type, which means that there is a breathable cover on the top of the goods.



# Container

## The size of containers:

### The third group of marks:

Maximum gross weight (MAXGROSS): Also known as rated weight, it is the sum of the container's own weight and the maximum allowable cargo capacity. The maximum total weight unit is in kilograms (KG) and pounds (LB) at the same time marked self-weight (TARE): is the empty weight of the container

20''

40''

45''



集装箱长度尺寸	集装箱类型 (中文)	集装箱类型 (英文)	集装箱类型代码	集装箱尺寸类型码
20英尺	干货箱	general purpose container	GP	22G1
	干货高箱	high cube container	GH (HC,HQ)	25G1
	挂衣箱	hanger container	HT	22V1
	开顶箱	open top container	OT	22U1
	冷冻箱	reefer container	RF	22R1
	冷高箱	reefer high cube container	RH	25R1
	油罐箱	tanker container	TK	22T1
	框架箱	flat rack container	FR	22P1
40英尺	干货箱	general purpose container	GP	42G1
	干货高箱	high cube container	GH (HC,HQ)	45G1
	挂衣箱	hanger container	HT	42V1
	开顶箱	open top container	OT	42U1
	冷冻箱	reefer container	RF	42R1
	冷高箱	reefer high cube container	RH	45R1
	油罐箱	tanker container	TK	42T1
	框架箱	flat rack container	FR	42P1
45英尺	干货箱	general purpose container	GP	L2G1
	干货高箱	high cube container	GH (HC,HQ)	L5G1
	挂衣箱	hanger container	HT	L2V1
	开顶箱	open top container	OT	L2U1
	冷冻箱	reefer container	RF	L2R1
	冷高箱	reefer high cube container	RH	L5R1
	油罐箱	tanker container	TK	7 L2T1
	框架箱	flat rack container	FR	L2P1

## Test questions:

container size (inner diameter): 20GP: 5.9/2.35/2.39 M40GP: 12.01/2.35/2.36M40HQ: 12.01/2.35/2.69M

### Questions:

1)

A customer is going to export a batch of cryolite to Rotterdam. The size of the goods after pallet wrapping is 1.1\*1.1\*1M, and the weight of each pallet is 1.2 tons.

-How many pallets can a 20GP container hold at most?

-How many pallets can a 40GP/HQ container hold at most?

2)

A customer in the park has a batch of goods, and the A+B type goods need to be exported in complete sets, and the goods are now givenThe model of the goods, how many sets of goods can a 20GP container hold at most? (light cargo, cargoObjects can be stacked, not upside down)

### Cargo model:

A: length, width and height: 0.75\*0.33\*0.59 M

B: length, width and height: 0.25\*0.26\*0.41

## Answers:

A: length, width and height: 0.75\*0.33\*0.59 M

Length:  $0.75*6=4.5$  Length:  $0.33*1=0.33$

Width:  $0.33*7=2.31$  Width:  $0.75*3=2.25$

Height:  $0.59*4=2.36$  Height:  $0.59*4=2.36$

$6*7*4=168$  pieces

$1*3*4=12$  pieces

Model A can hold:  $168+12=180$  pieces

B: length, width and height: 0.25\*0.26\*0.41M

Length:  $0.26*4=1.04$

Width:  $0.25*9=2.25$

High:  $0.41*5=2.054*9*5=180$

Model B can hold: 180 pieces

Total:

Length:  $4.5+0.33+1.04=5.87$

Width: 2.25 max

High: 2.36 max







Container cargo delivery point: The container yard (CONTAINER YARD, CY) is the place where empty containers (EMPTY CONTAINER) and heavy containers (LOADED CONTAINER) are handed over and kept, and it is also a place where containers are reloaded and transported. The container freight station (CONTAINER FREIGHT STATION, CFS) is the place where LCL cargo is handed over and kept, as well as the place where LCL cargo is packed and unpacked.

Handover of container cargo  
Container packing method:  
• Full container load (FULL CONTAINER LOAD, FCL) refers to the container cargo that is responsible for packing and counting, filling out the packing list, and sealing the seal. Usually there is only one consignor and one consignee.  
• LCL (LESS CONTAINER LOAD, LCL) refers to the container cargo that the carrier's container freight station is responsible for packing and counting, filling in the packing list, and sealing the logo. Usually the quantity of each shipment is small, so the goods in the container loaded with LCL will involve multiple shippers and multiple consignees.

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## □ Shipping routes

The formation of shipping routes:

In waters around the world, under the constraints of natural conditions such as harbors, currents, wind direction, water depth and distance on the earth's surface, a certain route for ships to navigate is called a route. Among many different shipping routes, the sea transport carrier considers the subjective and objective factors comprehensively, and the operating route selected to achieve the maximum economic benefit is called the route.(1) Safety factors(2) Freight factors(3) Port factors(4) Technical factors

## **Features of shipping routes:**

The shipping route is the link that connects various elements, the track that the ship follows in the system, and plays a connecting role in the shipping space system. The routes of sea transportation are distributed between the oceans, which is also the advantage of sea transportation over other modes of transportation. How to make the most effective use of this advantage is an important issue in system organization. The route is constrained by other factors in the system. When selecting a route, the conditions of the cargo, ships and ports must be taken into consideration, and a reasonable choice can only be made after a comprehensive evaluation of the system organization. This is a relatively passive factor.

Types of shipping routes: Compared with other modes of transportation, the route of maritime transportation has the characteristics of less investment and natural formation, and is also more affected and restricted by natural conditions. This influence and restriction is obviously reflected in the classification of routes. According to different classification standards, sea transportation routes can be divided into different types.

### **1. According to water area**

- 1) Ocean routes are also called ocean routes.
- 2) Near-ocean routes refer to sea transport routes between the seaports of a country and the seaports of neighboring countries.
- 3) Coastal routes refer to the transportation routes between ports in the coastal area of a country.
- 4) The round-the-world route refers to the route that connects the Pacific Ocean, the Atlantic Ocean and the Indian Ocean for navigation.

### **2. According to the effective time of the route**

- 1) Seasonal flights
- 2) Perennial routes

### **3. According to capacity, distance and volume**

- 1) Trunk routes
- 2) Branch routes

### **4. According to the form of organization**

- 1) Direct routes
- 2) Transit routes

### **5. According to the departure time**

- 1) Regular routes (liner routes)
- 2) Irregular routes

### **6. According to climate and weather conditions**

- 1) Climate routing (climaticrouting)
- 2) 2) weather route (weatherroute)

# The world's main shipping routes (including ports)

## 1. North Atlantic Route:

Western Europe (Rotterdam, Hamburg, London, Copenhagen, St. Petersburg; Northern Europe, Stockholm, Oslo, etc.) - North Atlantic Ocean - East Coast of North America (New York, Quebec, etc.), South Coast (Port of New Orleans, via the Strait of Florida) .

## 2. The Asia-Europe route is also called the Suez Canal route:

East Asia (Yokohama, Shanghai, Hong Kong and other ports, passing through Taiwan, Bashi Channel, etc.), Southeast Asia (Singapore, Manila, etc.) - Malacca Strait - Indian Ocean (South Asia Colombo, Mumbai, Calcutta, Karachi etc.) - Mandeb Strait (Aden) - Red Sea - Suez Canal (Alexander) - Mediterranean Sea (Tunisia, Genoa) - Strait of Gibraltar - English (Dover) Channel - Western European countries.

## 3. Cape of Good Hope route:

West Asia (Abadan, etc., via the Strait of Hormuz), East Asia, Southeast Asia, South Asia - Indian Ocean - East Africa (Dar es Salaam) - Mozambique Channel - Cape of Good Hope (Cape Town) - Atlantic Ocean - West Africa (Darol)-Western Europe, giant ships with a load capacity of more than 250,000 tons cannot pass through the Suez Canal, and need to bypass the Cape of Good Hope at the southern tip of Africa

## 4. North Pacific route:

East Asia, Southeast Asia - Pacific Ocean - West Coast of North America (San Francisco, Los Angeles, Vancouver, Seattle, etc.) is an international trade route between Asia and North American countries. With the economic development of East Asia, the The volume of trade continues to increase.

## 5. Panama Canal route:

East coast of North America—Panama Canal (Panama City)—ports on the west coast of North America.

## 6. South Pacific route:

the passage between countries in the Asia-Pacific region (Sydney, Wellington) - the Pacific Ocean (Honolulu) - the west coast of South America (Lima, Valparaiso, etc.).

## 7. South Atlantic route:

Western Europe - Atlantic Ocean - East Coast of South America (Rio de Janeiro, Buenos Aires, etc.) sea passage.

## 8. Arctic Ocean route:

East Asia (Vladivostok) - Pacific Ocean - Bering Strait - Arctic Ocean - Northern Europe (Murmansk) - Atlantic Ocean - Western Europe

Among them, routes 1, 2, 3, and 4 are the busiest routes in the world. The North Atlantic route is the busiest maritime transportation route in the world. The Cape of Good Hope route is the route with the largest oil transportation volume, known as the "sea lifeline" of Western countries.

□ Sea freight by FCL



## Rules for any mode or modes of transport:

**EXW** – Ex Works (named place of delivery)

Often used when making an initial quotation for the sale of goods without any costs included, EXW means that the seller makes the goods available at their premises or at another named place (works, factory, warehouse etc). The seller does not need to load the goods on any collecting vehicle, nor does it need to clear the goods for export.

**FCA** – Free Carrier (named place of delivery)

FCA can have two different meanings, each with varying levels of risk and cost for the buyer and seller. FCA (a) is used when the seller delivers the goods, cleared for export, at a named place which is their own premises. FCA (b) is used when the seller delivers the goods, cleared for export, at a named place which is not their premises. In both instances, the goods can be delivered to a carrier nominated by the buyer, or to another party nominated by the buyer.

**CPT** – Carriage Paid To (named place of destination)

Under CPT the seller pays for the carriage of goods up to the named place of destination.

**CIP** – Carriage and Insurance Paid to (named place of destination)

Similar to CPT with the exception that the seller is required to obtain minimum insurance for the goods while in transit.

**DAP** – Delivered at Place (named place of destination)

The seller is deemed to have delivered when the goods are placed at the disposal of the buyer on the arriving means of transport and ready for unloading at the named place of destination. Under DAP terms, the seller needs to manage all risks involved in bringing the goods in.

**DPU** – Delivered at Place Unloaded (named place of destination)

This Incoterm requires that the seller delivers the goods, unloaded, at the named place. The seller covers all the costs of transport (export fees, carriage, unloading from main carrier at destination port and destination port charges) and assumes all risk until arrival at the destination place.

**DDP** – Delivered Duty Paid (named place of destination)

The seller is responsible for delivering the goods to the named place in the country of the buyer, and pays all costs in bringing the goods to the destination including import duties and taxes. The seller is not responsible for unloading.

## Rules for sea and inland waterway transport:

**FAS** – Free Alongside Ship (named port of shipment)

The seller delivers when the goods are placed alongside the vessel (e.g., on a quay or a barge) nominated by the buyer at the named port of shipment. The risk of loss of or damage to the goods passes when the goods are alongside the ship, and the buyer takes on responsibility for all costs from that moment onwards.

**FOB** – Free on Board

The seller delivers the goods on board the vessel nominated by the buyer at the named port of shipment or procures the goods already so delivered. The risk of loss of or damage to the goods passes when the goods are on board the vessel, and the buyer takes on responsibility for all costs from that moment onwards.

**CFR** – Cost and Freight

The seller delivers the goods on board the vessel. The risk of loss of or damage to the goods passes when the goods are on board the vessel. The seller must contract for and pay the costs and freight necessary to bring the goods to the named port of destination.

**CIF** – Cost, Insurance and Freight

The same as CFR with the addition that the seller must also obtain minimum insurance cover against the buyer's risk of loss of or damage to the goods during the carriage.

Business

Quotation

Orders

Booking

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After the freight forwarding company accepts the entrustment, according to the relevant information provided by the cargo owner, it will book the space booking (space booking) with the shipping company or its agent during the cut-off period of the ship it operates or represents. The so-called cut-off period refers to the deadline for the ship to accept the booking. If the cut-off period is exceeded, if the space is still redundant or the shipping schedule is delayed for some reason, the shipping company agrees to accept the booking again, which is called "loading".

Loading

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Loading is divided into internal and external.

Internal generally refers to packing in warehouses or docks.

External is The original cabinet of the car is dragged to the customer's door.

Booking → The shipping company release the container → the pier make schedule → Fleet locker → Job number, box volume, box lock

**Loading in port:**

It is necessary to confirm with the logistics company the time when the goods will be delivered to the designated warehouse, and inform the delivery driver of the vehicle number, name and contact information (unloading fee prepaid or paid); The logistics company is required to provide the goods warehouse purchase order, and the goods are put into the warehouse with the warehouse entry number and arranged for packing.

**Loading in factory:**

Send the towing plan to the logistics company one day in advance, inform the team of the loading address, the contact phone number of the loading factory, and the size of the goods to be loaded; if you arrange the towing by yourself, you need to inform the logistics company of the team and vehicle that will pick up the box 2 hours in advance Number.

## Declaration

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If it is legally inspected goods, before the goods are packed, a full set of original inspection declaration documents should be prepared and handed over to the logistics company for inspection; legally inspected goods need a customs clearance form before they can be declared; illegally inspected goods do not. After preparing a full set of original customs declaration documents (packing list, invoice, contract, customs declaration power of attorney, if it is a legal inspection, a customs clearance form is required), provide the declaration elements, the shipping unit and the source of the customs declaration according to the actual shipment of goods, If it is CNF, the declared freight should be provided; if it is CIF, the declared freight and insurance should be provided; The customs declarer of the logistics company will check all the customs declaration documents, and at the same time check the entered data of the water transport platform for declaration. After customs declaration and release, the logistics company will print the customs release slip on the water transport platform system, send the release slip to the shipping company and confirm its receipt; at the same time, it will inform our company of the release status of the goods

## B/L

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The bill of lading (Bill of lading B/L) is a document issued to the shipper by the carrier of the goods or its agent after receiving the goods. The bill of lading describes the rights and obligations between the parties involved in the transportation of goods, such as the carrier, the shipper and the consignee. The legal holder of the bill of lading is the owner of the goods, so the bill of lading is the most important document among all shipping documents.

The role of the bill of lading:

-The bill of lading is the receipt for the goods issued by the carrier or its agent, which proves that the carrier has received the goods according to the contents listed in the bill of lading.

-The bill of lading is a document of title to the goods (Documents of title), that is, a document of title.

-The bill of lading is the evidence of the contract of carriage concluded between the shipper and the carrier (Evidence of contract of carrier)

- After the container is boarded, the barge company will send the actual shipment mail, and the operator will arrive at Shanghai according to the estimated time of the barge. Come and ask for a sea-going ship.

- The corresponding operator will make the manifest and submit it to the customs broker to make the customs seal. After the customs seal is completed, send it to the shipping company and the port area respectively. The corresponding person in charge of the Shanghai Customs Transit Section.

- After confirming that the container is on the barge, if you need to issue a barge bill of lading, you can sign a one-way (barge) bill of lading. Generally, there are three originals and three copies. If foreign customers have other requirements, please communicate with the logistics company in advance for confirmation.

## Shipment and modification

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- Ask the logistics company 2 days in advance of the date of sea-going, and let them inquire whether the barge has arrived in Shanghai and unloaded on the corresponding wharf, and check whether the customs transit department has received the customs seal and transferred to the customs for release; if the container has been unloaded normally and has been transferred to the customs Release, and check whether the sea-going ship sails normally on the day the ship sails or the next day.
- If you fail to catch up with the allocated sea vessel, the logistics will notify the shipping company to make adjustments. Refitting procedure: provide the change notice required by the shipping company and the certificate of non-boarding as required, and send the original copy to the person in charge of the customs transfer department to arrange for refitting.

## Issue the bill of lading

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The logistics company is required to check the content of the bill of lading displayed according to our requirements, and inform it to confirm whether the bill of lading requires telex release or the original bill of lading. Issuance of the bill of lading: Person authorized to issue the bill of lading: the carrier himself, the master of the cargo vessel or an agent authorized by the carrier. The agent has no right to sign the bill of lading, so the bill of lading must be issued with the special authorization of the carrier.

### **The bill of lading issued shows:**

The bill of lading issued by the carrier (COSCO) shows: COSCO AS CARRIER

The bill of lading signed by u agent (HITAL) shows: HITAL AS AGENT FOR COSCO AS CARRIER

### **• Telex release:**

- According to the requirements of the shipper or freight forwarder, the original bill of lading is not issued or the issued original bill of lading is withdrawn at the port of shipment, in order to
- Notify the destination agent by email or fax to release the goods to the consignee on the original bill of lading, or the person endorsed by the consignor (instruction bill of lading).

- Electric discharge process: When the consignor applies for telex release, he is usually required to issue the company's original letter of guarantee, or endorse on the copy of the relevant bill of lading.

### **Contents of the letter of guarantee:**

- The consignor's name, voyage number, bill of lading number, date of commencement of voyage and freight forwarding unconditional exemption clause.
- If after signing the original bill of lading to the consignor, the consignor submits an application for telex release, and the full set of original bill of lading must be withdrawn.

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