

EXPORTER • MANUFACTURER • IMPORTER • WHOLESALE • TRADER

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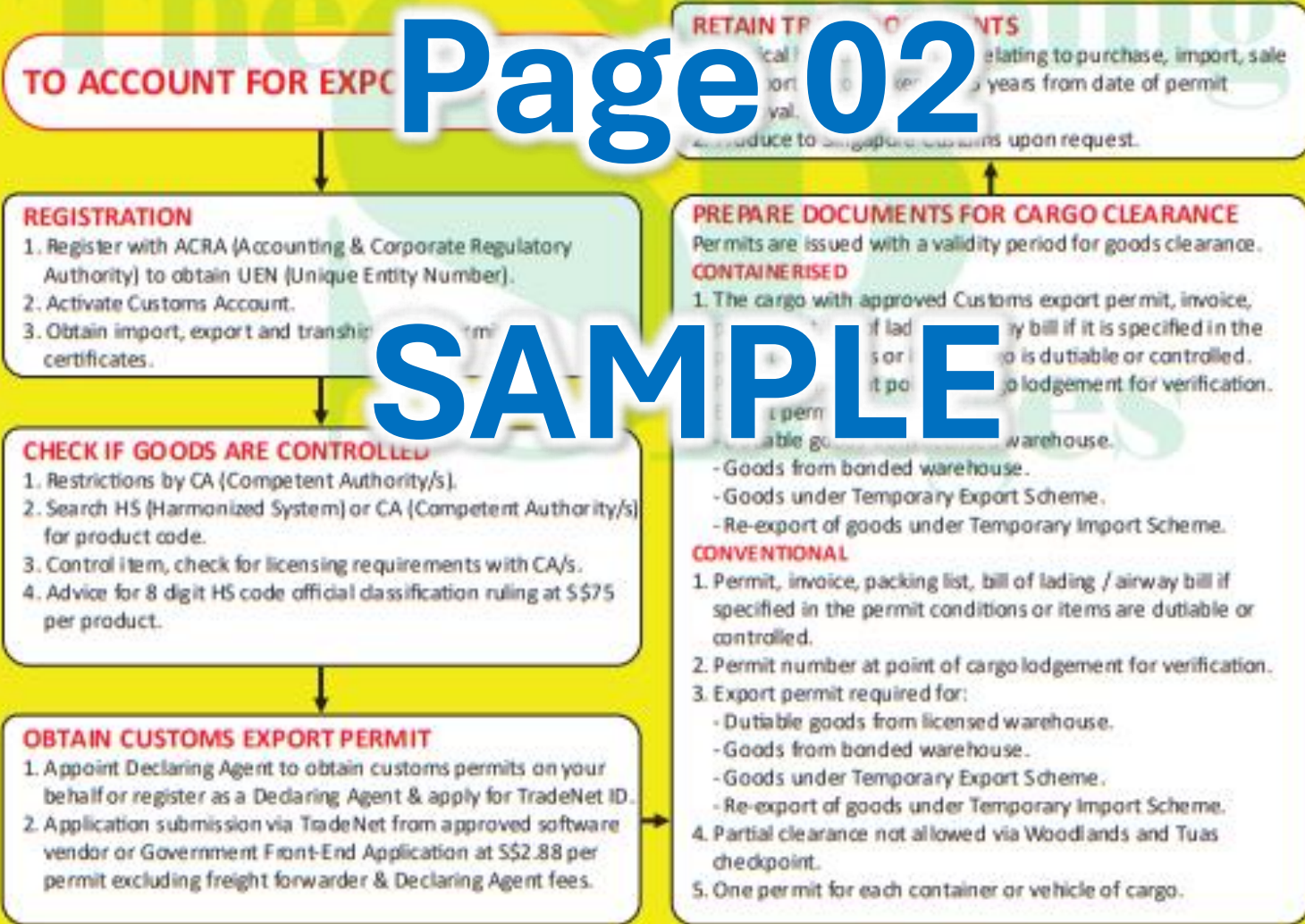
EXPORT OF GOODS CUSTOMS REGULATIONS

Information in this handbook are for general reference only. Refer to all regulatory bodies and organisations for up to date and exact definitions. E & OE.



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IMPORT OF GOODS CUSTOMS REGULATIONS

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ENTRY POINT / FTZ (FREE TRADE ZONE)

IMPORTS ARE OVERSEAS GOODS BROUGHT INTO CUSTOMS TERRITORY

DIRECT IMPORT

Required to make declaration to Singapore Customs

STORAGE

Goods must be brought into FTZ (Free Trade Zone) for storage / pending re-export

CUSTOMS LICENSED WAREHOUSE

CUSTOMS ZGS (ZERO GST) WAREHOUSE

DUTY & GST (GOODS & SERVICES TAX)

PAYABLE

GST > non-dutiable goods
GST and DUTY > dutiable goods for local consumption or released for local circulation

SUSPENDED

Goods in FTZ, U.S. Goods in FTZ, U.S. Goods in FTZ

NON-PAYABLE

Goods granted duty exemption or GST relief imported scheme

TIS - Temporary Importation Scheme
IRAS's Schemes
MES - Major Exporter Approved Import GST Suspension
MIS - Import GST Deferment

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TO ACCOUNT FOR IMPORT OF GOODS

RETAIN TRADE DOCUMENTS

1. Physical hardcopy or image relating to purchase, import, sale or export of goods kept for 5 years from date of permit approval.
2. Produce to Singapore Customs upon request.

REGISTRATION

1. Register with ACRA (Accounting & Corporate Regulatory Authority) to obtain UEN (Unique Entity Number).
2. Activate Customs Account.

CHECK IF GOODS ARE CONTROLLED

1. Search HS (Harmonized System) or CA (Competent Authority/s) for product code.
2. Control item CA indicated next to HS code.
3. Advice for 8 digit HS code official classification ruling at \$575 per product.

FURNISH SECURITY

1. For transaction involving dutiable goods, temporary import of goods for approved purposes and the operation of licensed warehouses and excise factories.
2. Banker's Guarantee, Finance Company Guarantee or Insurance Bond.

APPLY FOR IBG (INTER BANK GIRO)

1. Apply IBG with Customs to make payment of duties, taxes, fees, penalties and other charges by Customs.
2. Can authorise Declaring Agent to use your IBG for payment of duties and GST for your customs permit.

CARGO CLEARANCE

Permit and serial number are required. Time period for goods clearance.

CONTAINERISE D

Sea - printed permit not required.
Air/Land - permit, invoice, packing list, bill of lading / airway bill.

CONVENTIONAL

Goods, permit, invoice, packing list, bill of lading / airway bill.

CONSIGNMENT

Partial clearance - Present same permit for endorsement till consignment is completely cleared. Not allowed via Woodlands and Tuas checkpoint.

AIR IMPORTS GRANTED GST RELIEF AT AIRFREIGHT CENTRE

1. GST relief & permit waiver is granted on non-controlled & non-dutiable goods imported by air or post with a total CIF (cost, insurance & freight) not exceeding \$5400.
2. Clearance of air courier parcel / consignment by freight forwarder / handling agent is allowed to use a summary list together with the invoice and the house airway bill / consignment note for each parcel / consignment.

OBTAIN CUSTOMS IMPORT PERMIT

1. Appoint Declaring Agent to obtain customs permits on your behalf or register as a Declaring Agent & apply for TradeNet ID.
2. Application submission via TradeNet from approved software vendor or Government Front-End Application at \$2.88 per permit excluding freight forwarder & Declaring Agent fees.

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FREIGHT LINGO WHAT THE TERM MEANS

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FORWARDER

Provide services to transport cargo from one point to another from shippers. Arranges for transportation with one or more carriers to the final destination.

LCL

Less than container load - Cargo take up only a portion of the entire container. Shipped with other shippers' cargo in same container.

FCL

Full container load - Cargo occupies a full container. Cargo are stuff at supplier and trucked to container yard (CY). Container unloaded or trucked to the destination.

CONSOL

Consolidation - Cargo from two or more shippers are loaded into same container or pallet and send together as one shipment. Shipped by a consolidator.

GROUPAGE

Unit of goods transported in bundles to form a consolidated transport or combination of several smaller shipments into one single pallet to fill a container.



LOGISTICS

Overall process of managing how resources are acquired, stored, moving shipment from the point of origin to the point of destination.

3PL

Third party logistics - provide logistics services encompassing management, procurement, distribution, warehousing and fulfillment activities.

3PSCM

Third party supply chain management - value-added services for production or procurement of goods and services that integrate parts of the supply chain with 3PL.

OOG/ODC

Out Of Gauge / Over Dimension Cargo is cargo that cannot be loaded into containers. Flat rack will be used here.



CROSS TRADE

Movement of shipment between two countries. None of which the seller is locally based. Also known as triangle, 3rd party shipment or foreign-to-foreign shipment.

MLO

Main line operator - Deploying big vessels in the main, principal or long haul routes in a trade.

FEEDER

Feeder line operator - Collect shipping containers from different ports, transport them to main container terminals or hub for trans-shipment loading to MLO vessels.

NVOCC

Non Vessel Operating Common Carrier - Do not own vessels. Buy slots from MLOs and feeders. Have their own fleet of containers.

SOC

Shipper owned container - NVOCC, forwarder, beneficial cargo owner (BCO) has their own container.

SHIPPING AGENCY

Designated person or agency held responsible for handling shipments and cargo and the general interests of its customers at ports on behalf of ship owners, managers and charterers.

GSA

General Sales Agent - representative for an airline selling cargo space. GSA sell products from multiple airlines.



PREIGHTER

A passenger plane operated temporarily as a cargo aircraft by loading freight in the passenger cabin.

TRADENET

Allows parties from the public and private sectors to exchange trade information electronically. Reduces cost and time to prepare, submit and process trade documents. Integrates transshipment, import and export documentation processing.



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AIR FREIGHT TERMS

Understanding the terms within air transportation to manage operations.

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GSA

General Sales Agents are representatives of airlines for a specific region or country, responsible for the sales of all the airline's cargo space.

AWB

Air Waybill is a bill of lading which serves as a receipt for the shipper stating that the carrier has accepted the goods listed in the AWB and will carry the consignment to the airport of destination according to specified conditions.

MAWB

Master Air Waybill (MAWB) is issued by airlines. It has airline three numeric digits identification codes issued by IATA to non-US airlines and IATA Air Transport Association of America to US based airlines.

HAWB

House Air Waybill is issued by carrying airlines' agents, normally the air freight forwarders to their customers for the shipments.

ULD

Any type of container, container with pallet, aircraft container or aircraft pallet known as Unit Load Device to hold the cargo, handling, and securing.

TACT

The air cargo tariff is published by International Airlines Publications, an IATA company to regulate the pricing. The tariffs and rules outline the charges, fees, and regulations imposed by airlines and air cargo companies for shipping goods by air.

Tare Weight

The weight of a ULD and tie down materials without the weight of the goods it contains.

Consolidation

Individual small shipments from different customers are collated and consolidated into one lot and sent by the forwarder to the carrier for forwarding. Each small shipment or consignment will carry one HAWB. The consolidated lot will be under one MAWB.

Allotment

Cargo space reserved by airlines on behalf of the forwarders and/or shippers.

Carnet

Customs document permitting the holder to carry or send merchandise temporarily into certain foreign countries for display, demonstration, or other purposes without paying import duties or bonds.

Lower Deck

The compartment below the Main Deck of a freighter aircraft.

Main Deck / Upper Deck

A freighter aircraft has its entire upper deck equipped for main deck type of containers and/or pallets. A passenger aircraft has no upper deck and uses its rear part of the upper deck or belly for cargo loading.

STIG

Special Temporary Importation Goods (STIG) are generated temporarily as a means of allowing cargo in the passenger cabin.

IATA

International Air Transport Association is the association serving airlines, passengers, shippers, and cargo interests to promote safety, efficiency, and aids in settling airfares.

SAAA

Formerly known as Singapore Air cargo Agents Association, SAAA is established in 1971 and represents the interests of air freight forwarders in Singapore.

CCN

Cargo Community Network is a cargo community system for the air cargo industry. The initial PC based system allows electronic communication between freight forwarders and airlines to check flight schedules, electronic bookings for cargo space, prepare and submit documents such as MAWB and consol manifest. The latest web-based portal with additional function is CCNhub.



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SHIPPING DOCUMENTS

B/L, CI, COO, POA, PL

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BILL OF LADING TYPES

1. TO ORDER
2. STRAIGHT
3. CLAUSED
4. ELECTRONIC
5. NEGOTIABLE

MASTER B/L

Issued by : Shipping Line to customer
 Issued on : Pre-printed form of shipping carrier
 Shipper : NVOCC or its agent
 Consignee : Destination agent or NVOCC
 Notify Party : Same as consignee or any other party

HOUSE B/L

NVOCC/Forwarder to customer
 Pre-printed form of NVOCC/Forwarder
 Actual shipper/exporter
 Actual receiver/importer
 Same as consignee

SHIPPER/EXPORTER name, address, telephone & email		BOOKING NO. shipment no. with carrier	BILL OF LADING NO. no. to reference B/L
CONSIGNEE name, address, telephone, email/shipment final recipient		EXPORT REFERENCES such as PO no. to identify the shipment	
NOTIFY PARTY name, address, telephone, email of consignee's forwarding agent		FORWARDING AGENT details of freight forwarder including licence no.	
MODE OF INITIAL CARRIAGE from origin to port of loading		POINT & COUNTRY OF ORIGIN location & country cargo begins journey	
VESSEL NAME name of vessel & voyage number	PLACE OF INITIAL RECEIPT location where carrier take possession of cargo	FOR DELIVERY OF GOODS PLEASE PRESENT DOCUMENTS TO details of carrier's agent responsible for handling release at destination	
PORT OF DISCHARGE destination port	PORT OF LOADING cargo loaded aboard vessel	DOMESTIC ROUTING EXPORT INSTRUCTIONS terminal which the cargo will be loaded onto shipping vessel	
MARKS & CONTAINER NO. markings on outer packaging of cargo for identification	PLACE OF DELIVERY BY CARRIER place carrier deliver the cargo to	FREIGHT PAYABLE AT origin or destination, prepaid or pay upon a delivery at destination	TYPE OF MOVEMENT door to door, port to port, CFS to CFS
TOTAL NO. OF PACKAGES listed as NO. OF PACKAGES	NO. OF PACKAGES FCL, LCL, etc.	DESCRIPTION OF PACKAGES & GOODS contents, type of package, specifics of goods	GROSS WEIGHT and MEASUREMENT (CL) in dimensions of each package, FCL not needed for most cargoes
FREIGHT RATES, CHARGES, WEIGHTS &/OR MEASUREMENTS SUBJECT TO NET WORK SHIPMENT from the Merchant in apparent good order and ...			
CORRECTIONS list of freight charges such as ocean freight, terminal handling & other fees	PREPAID ocean freight & other charges at origin	COLLECT pay for ocean freight & other charges at destination	BY shipping line representative stamp & signature
		AS CARRIER	
DATED shipping line representative stamp & signature			

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CUSTOMS INVOICE (CI)
 of sale.
 - Required when payment is carried out via letter of credit.
 - Produced by buyer to the bank to release payment.
ACCURATE AND CLEAR
 - Seller bound by law, value determines import tax and duty
TRANSACTION
 - Invoice number, date, order number, value, currency, payment terms & conditions.
IMPORTER and EXPORTER INFORMATION
 - Exporter's basic and fiscal / Importer's fiscal
SHIPMENT
 - B/L number, commodity code, details of goods, number of packets, units, weight, incoterm used, origin, destination, insurance, export date, transportation mode, signature.

PACKING LIST / SHIPPING LIST / DELIVERY LIST / BILL OF PARCEL / PACKAGING SLIP (PL)
PURPOSE to:
 - Identify red-flagged package
 - Save time, reduce damage, no need open every package.
 - Checklist to verify all items delivered.
 - Issuance of BL and prevent shipment of prohibited items.
INFORMATION of:
 - Shipper, exporter, consignee, recipient, origin, destination
 - Detail of goods, total number, description, weight, volume, value, load, individual packages.
 - Commercial invoice number and Commodity code.
 - FCL needs content of each container for cargo identification and customs clearance and Container Seal No.

CERTIFICATE OF ORIGIN (COO)
 - Details of exporter, consignee, importer, cargo
 - Certify goods obtained, produced, manufactured or processed in a particular country
 - Identify country of cargo produced with a notarized COO
 - Mandatory for customs clearance and determine import taxes and duties payable.
 - Identify tax-exempt goods under special trade agreements between the countries of origin and destination.

POWER OF ATTORNEY FORM (POA)
 - Authorise freight forwarder or customs agent to act on behalf of a shipper
 - Issued by customs broker with your name, company name, address, stamp, dated & signed.

HARMONISED SYSTEM HS CODE

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COMMODITY DESCRIPTION AND CODING SYSTEM

An international 6-digit nomenclature (naming for goods) developed by the World Customs Organisation (WCO) for the classification of goods.

ASEAN HARMONISED TARIFF NOMENCLATURE (AHTN)

1. 8-digit HS nomenclature used by ASEAN countries.
2. Facilitates trade among ASEAN countries.
3. Uniform interpretation in goods classification.
4. Based on the 6-digit HS.

STRUCTURE

1. Goods are arranged in order of manufacturing stage.
2. Same order within each Chapter and its headings.
3. Classification of goods:
 - know your product
 - locate possible sections and chapters
 - identify 4 digit HS heading
 - determine 8 digit HS code
4. Never proceed directly to the lower level sub headings without first determining the appropriate HS heading.

CHAPTER	HEADING	SUBHEADING HS	SUBHEADING AHTN
21	06	90	11
1st two digits indicate chapter. Chapter consists of sections and sub-sections of titles.	2nd two digits indicate heading. Heading can be subdivided into subheadings indicated by dashes -	Heading can be subdivided into subheadings indicated by dashes -	Heading can be subdivided into subheadings indicated by dashes -

EXAMPLE:
NEITHER CRUSHED OR GROUND BLACK PEPPER
HS Code: 0904.11.20

PROCESS OF CLASSIFICATION

UNDERSTAND THE PRODUCT

APPLY GIR 1

APPLY GIR 2 to 5

APPLY GIR 6

1. Apply GIR - General Interpretative Rules. Uniform HS classification of goods.
 - Rule 1: Titles of sections, Chapters and Sub-Chapters
 - Rule 2: Incomplete or unfinished goods has essential character of complete or finished goods.
 - Rule 3: Most specific description headings preferred.
 - Rule 4: Goods cannot classified under rule 1, 2 and 3 to be under appropriate goods most akin.
 - Rule 5: Goods are cases for such as camera, etc.
 - Rule 6: Goods classification according to terms of headings and subheadings for legal purpose.
2. Step-by-step basis for the classification of goods and to ensure nomenclature.
3. GIR must be applied in sequential order.

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SAMPLE

HS Code	Description	Product Stage
09.04	- Pepper	RAW MATERIALS
09.04	- Pepper	UNWORKED PRODUCTS
0904.11	-- Neither crushed or ground	
09.04	- Pepper	SEMI-FINISHED PRODUCTS
0904.11	-- Neither crushed or ground	
0904.11.10	--- White	FINISHED PRODUCTS
0904.11.20	--- Black	
0904.11.90	--- Other	



FORWARDER LIABILITY LIMITS OF COMPENSATION

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Compensation for LOSS, DAMAGE and THEFT of SHIPMENT

Actual Carrier

1. Cargo delivered clean and on time to the carrier
2. Loss, damage or delay is claim against the carrier
3. Claim against carrier subjected to relevant international conventions
4. Origin agent not liable

Shipper and /or Consignee

1. Do not insure cargo
2. Expects the agent to take full financial responsibility for all risk to their cargo
3. Not aware the agents at fault will only be liable to their limits of liability

Agent or Third Party Handler

1. Cargo under agent or third party handler control
2. Liable for loss, damage or delay at agent's limits of liability for uninsured cargo
3. Actual carrier not liable for loss, damage or delay

Uninsured Lost Cargo or Stolen Cargo

Example of
Cargo Shipment

	US\$ 100.00
China	US\$ 3.00 per kilogram
General Limits	US\$ 500.00 per package
Europe	US\$ 5.60 (4 SDR per kilogram)
United Kingdom	US\$ 2.80 (2 SDR per kilogram)

What you
collect from
your agent
proven

SAMPLE

5.60
3 = U
5.6
United Kingdom 200 kg x US\$ 2.80 = US\$ 560



SDR (Special Drawing Rights): Based on a basket of five currencies
U.S. Dollar, Euro, Renminbi, Yen and Sterling Pound

Transfer Your Cargo Risk

All Risk Cargo Insurance

1. Protect your interest in your cargo
2. Relieves financial exposure from physical loss or damage
3. Cargo insured during and in transit
4. Specific in the policy terms, conditions and exclusions
5. Applicable for ocean, air and truck shipment
6. Ask freight agent to buy your appropriate cargo insurance



CARGO DENSITY WEIGHT & SIZE CALCULATION

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Calculating the Shipment Cargo Size and Dimensional Weight

CBM

CBM is the volume of the shipment.

This is the measure for a shipment in cubic meters.

Calculated by multiplying the external width, height and length of the shipment.

CBM Calculation

Shipment can be Rectangular, Cylindrical or Odd Shape Cargo.

Multiply shipment Length x Width x Height (Maximum external dimension).



Dimensional Weight

A measure for bulky but light shipments.

An example will be table tennis "ping pong" balls.

Chargeable* Weight

Shipment will be the greater of the dimensional weight or actual weight.

Chargeable Weight (RT)

Filling Up A Container

It is impossible to use every piece of container space.

The amount of unusable space depends on the size and shapes of the cargo items.

Filling up to 80% is a guide to use up all the container space.

Common Shipping Container Size

Container Size	Length (cm)	Width (cm)	Height (cm)	Capacity (CBM)	Maximum Weight (kg)
20' High Cube	2291	244	269	26-28 CBM	33 CBM
40' High Cube	1200	234	269	60-68 CBM	72 CBM
45' High Cube	1251	245	269	72-78 CBM	86 CBM

Freight Density Calculator

Example of a Cargo Shipment	Weight	500 kg
	Dimension	Length 0.42 m x Width 0.48 m x Height 0.48 m
	CBM	Length x Width x Height = 0.097 CBM
	Chargeable*	Weight 500 kg / 0.097 CBM = 5154.64 kg / CBM



ZERO-RATED GST Freight • Shipping • Logistics

Zero-rated GST is applicable for the transport of goods internationally by Sea Freight, Air Freight, Land Freight, and Freight-related services provided for transporting or arranging the transport of goods. Applicable within Free Trade Zone (FTZ) or designated area. This also applicable for international transportation services for both local and overseas customers.

Zero-rated GST applicable for:

1. From a place/origin out of Singapore to another place/destination out of Singapore.
2. From Singapore to another destination out of Singapore or international waters.
3. From a place/origin out of Singapore or international waters to Singapore.

Freight-related charges can be:

1. Fuel surcharge

Additional fee the shipping and transportation companies add to the base cost of their services to cover the fluctuating market price of fuel.

2. Terminal handling charges

Levied by terminal or port operators for the services involved in handling cargo containers at their facilities to cover the movement and management of goods.

3. Agency fees

Service charges collected by shipping agent or freight forwarder from shipping consignee, or carrier for managing and coordinating the complex tasks of goods shipment. Agent for their expertise, resources, and efforts in handling the

4. Demurrage charges

Shipping lines will impose this for the late collection of incoming shipping container or cargo for the delay in the shipment of outgoing goods

5. Detention charges

Shipping lines will impose this for the late return of the empty shipping container to the depot, or for late delivery of the laden container to the shipping line for export.

6. Documentation fees

Delivery order fee, air waybill fee, bill of lading fee, and other shipping documents fee.

7. Container service fees charged

Services and qualifying containers are zero-rated under Section 21(3)(a) of the GST Act.

7.1. Depot handling charge

Whenever a container enters/leaves the depot and surveying service on the container before it can be admitted or discharged from the depot.

7.2. Container repair charge

For repair of uneven floorboard, side panel contains hole, canvass is torn, etc.

7.3. Container washing charge

Cleaning the container that is returned in a dirty condition.

7.4. Removal charge

Removal of nails, dangerous goods sticker, rope, debris and tape from the container.

7.5. Cancelled shipment charge

A customer decides not to export the goods after a container has been removed depot and returned to depot.

7.6. Yard Lift-on / Yard Lift-off charge

For any lifting of the container.

7.7. Detention charge

Collected on behalf of the shipping lines for the late return of the empty container to the depot.

7.8. Dangerous Goods stickers

Purchased from the shipping lines to label containers containing dangerous goods.

Sections 21(3)(a) and 21(3)(c) of the Singapore Goods and Services Tax (GST) Act relate to the zero-rating of international transport services for goods, and related insurance or arranging services, respectively.

For actual definition and relevant information, refer to: <https://www.iras.gov.sg>

MAJOR EXPORTER SCHEME (MES)

Businesses granted the MES can import non-dutiable goods with GST suspended.
From 1 Jul 2006, such businesses also enjoy GST suspension on goods removed from a Zero GST warehouse.
The validity of any approved MES is usually 3 years and will be revoked any time for failure to satisfy any MES qualifying conditions.

Purpose

1. To ease the cash flow of businesses that import and export goods substantially.
2. Businesses do not have to pay GST upfront on imports.

When is MES granted for importing of goods?

1. Importing own goods while doing or furtherance of the business.
2. Re-import goods, that were previously sent overseas abroad for value-added activities, belonging to a local customer or GST-registered overseas customer.

If the overseas principal is not registered for GST:

3. Importing goods from overseas principal for sale in Singapore or re-export on behalf of the principal.
4. Importing goods from overseas principal which will later be re-exported.

Must keep separate records for goods belonging to principal.

Custody and possession of the goods always owned by overseas principals.

Treat any subsequent supply of goods as being made by you:

- a. To standard-rate (add GST) to the goods.
- b. To maintain the required records.

How to be qualified for MES?

1. GST-registered business.
2. Active and financially stable business.
3. Have been importing or will be importing goods for the business.
4. Zero-rated supplies must account for more than 50% of the total supplies, or zero-rated supplies is more than \$10m for the past 12 months.
5. Maintain good controls and records.
6. Compliance with IRAS on:
Timely filing of GST and income tax.
Paying GST, income tax, property tax and withholding tax.
7. Maintain good compliance record with Singapore Customs.
8. Comply with Comptroller of GST conditions that may be impose from time to time.

How to apply for MES?

1. Complete and submit the form GST F10: Application for Major Exporter Scheme.
2. A. Perform a self-review using the Assisted Self-Help Kit (ASK).
An individual accredited with Singapore Chartered Tax Professionals Limited as Accredited Tax Advisor (GST) [ATA (GST)] or Accredited Tax Practitioner (GST) [ATP (GST)]; or
An GST-registered business certified by an individual accredited with SCTP as ATA (GST) or ATP (GST), in adherence to the certification procedures set out in the GST ASK Annual Review Guide.
B. Commit to participate in the Assisted Compliance Assurance Programme (ACAP).
C. Perform a Post ACAP Review (PAR) and submit the "PAR Declaration" form (GST F28) for business with a valid ACAP status.
3. For approval of MES, a guarantee from a financial institution may be required before approval is granted. The guarantee is to cover a period of 2 years for GST registrations. In the case of GST schemes, the guarantee will cover the effective period of the GST schemes which may be from 3 to 5 years.

An approved MES entity can authorise up to 20 declaring agents (freight forwarders) to clear the goods, but the MES entity is accountable for all permits declared by the declaring agents.

For actual definition and relevant information, refer to: <https://www.iras.gov.sg>.

TRADE DECLARATION - TradeNet®

Used by businesses, traders, and government agencies to streamline and automate trade-related processes, from a one-stop electronic platform for the trade and logistics community.

TradeNet®

1. Singapore's National Single Window for trade declaration.
2. Platform for the trade and logistics to fulfil all import, export and transshipment related regulatory requirements.
3. Single point of entry for submission of a single declaration to multiple regulatory agencies.
4. Connects the trade community with over 35 government agencies and various Competent Authorities (Cas).
5. Integrates import, export and transshipment documentation processing procedures.
6. Enables the trade and logistics communities to fulfil their trade formalities.
7. Reduce cost and time to prepare, submit and process trade documents.
8. Expedites the clearance of cargo.
9. Allows fees and taxes to be deducted electronically.
10. Enables businesses to remain globally competitive by making trade faster and cheaper.
11. Singapore Customs and Competent Authorities can monitor movement of goods, enforce health, safety and other regulatory requirements.

Key benefits for business

1. Reduces Time and Speeds Clearance

Businesses submit a single electronic declaration instead of multiple paper documents.
Approval of over 90% of trade permit applications are processed and approved within 1 minute.
24/7 operation, ensuring cargo clearance is not restricted to office hours.

2. Lowers Cost and Increases Efficiency

A single electronic document replaces the need to prepare, print, and submit 2 to 25 different paper documents.
Cost of submitting a permit is significantly lower.
Interbank GIRO (IBG) payment of duties and taxes is automated and collected.

3. Improves Compliance and Reduces Risk

Integrated intelligence ensures businesses meet all regulatory obligations accurately, preventing costly delays and penalties.
The system integrates all the requirements and rules from Singapore Customs and the various (CAs) Competent Authorities.
The system uses declared information (Harmonised System or HS code) to automatically check if goods are controlled, dutiable, or require specific licenses from CAs before issuing the Cargo Clearance Permit (CCP).
Businesses can track the status of their permit applications in real-time, ensuring transparency and predictability in their supply chain operations.

4. Enhances Supply Chain Visibility

TradeNet® has evolved alongside related platforms like the Networked Trade Platform (NTP) to provide end-to-end digital connectivity.
The declared data, once approved, is shared digitally with port operators (PSA), terminal operators, and airlines, allowing for seamless cargo movement and quicker release upon arrival or departure.
Recognized globally as a major factor contributing to Singapore's status as a highly competitive and efficient global trading hub.

For actual definition and relevant information, refer to: www.customs.gov.sg and <https://www.tradenet.gov.sg>.

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COMPARISON OF SHIPPING METHODS

Primary differences between different methods of shipping goods lie in their cost, speed, capacity, and target market.

Comparison of Shipping Methods

Factor	Post	Courier	Air Freight	Sea Freight
Target User	Individuals Small e-commerce	E-commerce Individuals Small businesses	Businesses (B2B)	Businesses (B2B)
Speed	Slow to moderate (7-30 days)	Very fast (1-7 days)	Fast (1-7 days) Airport to Airport	Very slow (20-45+ days)
Cost	Low Small, lightweight items	Highest Premium service	High per kg	Lowest per container
Capacity	Small Packages Limited weight Limited size	Small to Medium Weight Medium to Large Volume	Medium to Large Weight Medium to Large Volume	Very Large Bulky Heavy Cargo
Tracking	Basic Limited tracking	Real-time Reliable tracking	Reliable Airport-to-Airport	Reliable Port-to-Port Tracking
Customs	Handled by postal service	Handled by the courier	Handled by freight forwarder	Handled by freight forwarder

Post (Postal Service)

This is generally the most economical option for individuals sending personal items or small e-commerce shipments that are not time sensitive. It involves using national postal systems which then hand off to the destination country's postal service. The process is straightforward but can have less predictable timelines and less detailed tracking compared to couriers.

Courier (Express Service)

Couriers offer premium, door-to-door service with end-to-end tracking. They are the fastest option, ideal for urgent, high-value, or time-sensitive shipments such as documents or fashion items. While costly, especially for heavier items, they handle much of the customs documentation, providing a seamless experience.

Air Freight

This involves transporting larger commercial shipments in the cargo holds of passenger planes or dedicated freighter aircraft. It is significantly faster than sea freight, typically delivering goods in 1 to 7 days, but it is considerably more expensive. Airfreight is suitable for high-value goods, perishables, or situations where speed is a priority, and the shipment volume is not massive.

Sea Freight

This is the most cost-effective solution for large, heavy, and bulk shipments, such as machinery, vehicles, or raw materials. Goods are packed into containers and transported on massive cargo ships. The major drawback is speed. Transit times can range from 3 to 6 weeks or more depending on the route and potential port congestion. It is the preferred method when time is not a critical factor.

Information in this guide is for general reference only. Refer to all regulatory bodies/organisations for up-to-date and exact definitions. E & EO.

HAZARDOUS GOODS SAFE TRANSPORT

The primary safety steps involve a shared responsibility among all parties, including shippers, carriers, etc. for the proper classification, packaging, documentation, and personnel training. Safety and compliance with regulations is mandatory for the safe transport and to avoid severe penalties, which can include fines and imprisonment.

TYPES

Class 1: Explosives	Class 2: Gases	Class 3: Flammable Liquids
Class 4: Flammable Solids	Class 5: Oxidizing / Organic Peroxides	Class 6: Toxic and infectious substances
Class 7: Radioactive materials	Class 8: Corrosive substances	Class 9: Miscellaneous dangerous goods e.g., lithium-ion batteries.

Hazardous Cargo / Dangerous Goods (DG) transport

To ensure safety through containment and hazard communication, the transport by air, sea, road, and rail is under strict UN, IATA, and IMO rules, proper classification, UN-approved packaging, marking/labelling of hazard class with UN number, complete DGN and SDS documentation, trained personnel, vehicle placarding (orange plates), and must be segregated from incompatible materials.

Regulations, UN Recommendations, IATA (Air), IMO (Sea), and ADR (Road/Rail)

AIR
Highly stringent. Regulated by the International Civil Aviation Organization (ICAO) Technical Instructions, stringent International Air Transport Association (IATA) regulations, and IATA Dangerous Goods Regulations. Requires performance-tested UN packaging, and sometimes excludes very hazardous items.

SEA
Governed by the International Maritime Dangerous Goods (IMDG) Code, developed by the International Maritime Organization (IMO).

ROAD
Governed by regulations like ADR (European Agreement Concerning the International Carriage of Dangerous Goods by Road). ADR is the acronym for the European Agreement Concerning the International Carriage of Dangerous Goods by Road.

RAIL
Regulated by RID regulations (Regulations Concerning the International Carriage of Dangerous Goods By Rail).

Key Safety Steps & Requirements

Classification & Identification

Correctly identifying the DG and assigning its UN number and hazard class.

Packaging

UN-certified packaging capable of transport shocks, pressure, and temperature, and appropriate for the hazard.

Marking & Labelling

Packages have clear hazard labels, UN numbers, and proper shipping names.

Documentation

Dangerous Goods Note (DGN) or consignment note detailing cargo, quantity, hazard, and emergency contacts.

Training

Packers, handlers, and drivers must be trained in DG regulations and emergency procedures.

Segregation

Keep incompatible substances apart during storage and transport, to prevent dangerous reactions.

Handling

Use appropriate Personal Protective Equipment (PPE) and follow procedures from the Safety Data Sheet (SDS).

Vehicles

Vehicles are roadworthy, carry safety equipment, properly placard with orange plates, and showing hazard info.

HAZARDOUS CARGO DANGEROUS GOODS

Information in this handbook are for general reference only. Refer to all regulatory bodies and organisations for up to date and exact definitions. E & OE



SAFE STORAGE DISTANCE (Meter)

CLASS

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13
GAS - FLAMMABLE	0M	0M	3M	3M	5M	5M	5M	3M	X	3M	5M		
GAS - NON FLAMMABLE NON TOXIC	0M	0M	0M	0M	5M	5M	5M	3M	X	3M	5M		
GAS - TOXIC	3M	0M	0M	0M	5M	5M	5M	3M	X	3M	5M		
GAS - OXIDISING	3M	0M	0M	0M	5M	5M	5M	3M	X	3M	5M		
LIQUIDS - FLAMMABLE COMBUSTIBLE	5M	5M	5M	5M	0M	3M	5M	5M	5M	X	5M	3M	
SOLID - FLAMMABLE	5M	5M	5M	5M	3M	0M	3M	5M	3M	X	3M	CHECK MSDS	
SPONTANEOUS COMBUSTIBLE	5M	5M	5M	5M	5M	3M	0M	5M	5M	X	3M	3M	
SOLID - DANGEROUS WHEN WET	5M	5M	5M	5M	5M	5M	5M	0M	5M	X	3M	5M	
OXIDISING AGENT	3M	3M	3M	3M	5M	3M	5M	5M	CHECK MSDS	X	3M	3M	
ORGANIC PEROXIDE	X	X	X	X	X	X	X	X	X	0M	X	3M	
TOXIC SUBSTANCE	3M	3M	3M	3M	5M	3M	3M	3M	3M	X	0M	5M	
CORROSIVE	5M	5M	5M	5M	3M	CHECK MSDS	3M	5M	3M	3M	5M	CHECK MSDS	

MSDS - Material Safety Data Sheet

MARINE INSURANCE CARGO / LIABILITY / HULL

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CARGO

Your goods are covered from the time they leave your premises until your customer receives the goods at their premises.

SINGLE VOYAGE MARINE CARGO

Insures cargo for a voyage that could be between two or more places from the time the cargo leaves the supplier's warehouse until it is delivered to the final consignee's warehouse.

GOODS-IN-TRANSIT

Insures goods that are moved on land conveyances such as trucks, vans and low loaders within Singapore and/or between Singapore and West Malaysia.

MARINE CARGO OPEN COVER

Covers all shipments on terms and conditions that are pre-agreed with the insurer.

PROJECT CARGO AND DELAY COVER

Cover shipments of large equipment that are moved for specific projects such as power plants or the setting up of industrial complexes. A delay in delivery of the cargo due to a problem during the voyage could result in financial loss for lost or damaged portion of the cargo whilst being either replaced or repaired.

TOWING RISKS

Tug and barge will reach ports and/or places that have a shallow draft. Most timber and coal mines are located in remote areas accessible via rivers. Machinery and equipment delivery mode.

COMPREHENSIVE EXPORTERS & PRODUCTS LIABILITY

Cover for exporting manufactured goods to complement the marine cargo



LIABILITY

Transportation, stevedoring, freight forwarding, ship repairs, all related services providers, marine advisers and terminals operators face a multitude of responsibilities and liabilities.

TRANSPORTER'S LIABILITY

For transporting cargo, cover your transport operator's liabilities.

PROFESSIONAL NEGLIGENCE INSURANCE

Protect marine surveyors and ship agents against claims for loss or damage by

WAREHOUSE TERMINAL OPERATORS

Cover legal liabilities, liability for damage to vessels, cargoes or property belonging to customers, third-party property damage and liability for death or bodily injury to third parties.

WHARVES LIABILITY

Covers and liabilities for loss or damage to vessels, their cargoes and wharves, piers and docks while loading onto and unloading from a vessel.

SHIP REPAIRERS LIABILITY

Cover legal liabilities to vessels under their care, third party property damage and for death or injury.



HULL

Cover financial loss from commercial vessels that are subject to a range of damages and liability risks.

HULL AND MACHINERY

Cover physical loss or damage to the hull and machinery of the ship.

INCREASED VALUE / DISBURSEMENT

In the event of the vessel becoming a total loss, additional claim limited to a percentage of the hull value against loss of revenue and increased costs arising out of an incident.

WAR RISKS

Cover physical loss or damage to vessel arising from war and strikes.

MORTGAGEES INTEREST

Cover outstanding monies due to banks or financial institutions in the event of non-payment of claim under a Hull & Machinery and/or Increased Value policy.

INVOCENT OWNERS INTERESTS

Cover bareboat charter. Ship owner is exposed if Hull & Machinery and/or Increased Value covers do not pay or respond due to void arrangements from an act by the disponent owner or bareboat charterer.

BUILDERS' RISKS

Cover vessel under construction. Exposure to fire, tidal wave, failure in launch, collision and sinking on a trial trip.

COMMERCIAL THIRD PARTY LIABILITY

Cover liabilities to third parties that are incurred by the ship owner or operator of the vessel. Damage to third-party property or bodily injury to third parties arising from incidents such as a collision with other vessels or removal of wreck.



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CARGO SHIP AND CARGO PLANE TYPES

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- Aframax** - Medium-sized tankers
- Chinamax** - Ship for certain routes with China
- Handymax** - For dry cargo
- Malaccamax** - Ship allowed crossing Strait of Malacca
- Panamax / New Panamax / Neopanamax**
 - Ship passing Panama Canal
- Q-Max** - LNG ship allowable size at Qatar's LNG terminal
- Seawaymax** - San Lorenzo sea route
- Suezmax** - Ship passing Suez Canal
- VLCC** - Very Large Crude Carriers
- ULCC** - Ultra Large Crude Carriers (Supertankers)

CONTAINER

1. Carries load in truck-size intermodal containers.
2. Regular schedule and common means of commercial intermodal freight transport.
3. Capacity is measured in:
 - TEU - Twenty foot equivalent units
 - FEU - Forty foot equivalent units
4. 90% of worldwide trades are transported.
5. Largest ships carry over 23,000 TEU.



CONVENTIONAL

1. Used for wide variety of cargo.
2. Cargo may exceed the loaded weight capacity of a container, heavy goods or steel material.
3. Do not have regular sailing schedule.
4. Port call depend on cargo readiness and conditions.
5. Carry packaged items like chemicals, foods, furniture, machinery, motor vehicle and military machineries.



RORO

1. Roll-on / roll-off are designed to carry wheeled cargo: Cars, trucks, buses, trailers, semi-trailer trucks and railroad carriages / trains.
2. Driven on and off the ship on their own wheels or using a towed platform vehicle.
3. Have built-in ramps.



BULK

1. Designed to transport unpackaged bulk cargo - grains, coal, ore, steel coils and cement in its cargo holds.
2. Make up 21% of the world's merchant fleets.
3. Size range from single-hold carriers to mammoth ships carrying 400,000 DWT - metric ton deadweight.
4. Some can unload their own cargo.
5. Some have the facilities to package the cargo as it is loaded.



LOLO

1. Lift On / Lift Off are vessels which use a crane to load and unload cargo - bales, machineries, bags, etc.
2. Conventional ship may have such crane.



TUG AND BARGE

1. Tugboats moor or berth by either tow or push a barge.
2. Barge are used to carry sand, machineries, containers to areas not accessible by bigger vessels.

HEAVY LIFT

1. Designed to move very large and heavy loads that cannot be handled by normal ships.
 - Type 1: Semi-submersible - vessel submerge to allow the cargo to move above it and re-floated with the cargo.
 - Type 2: Platform ship - equipped with heavy-lift crane.

GEARED

1. Equipped for loading and off-loading cargo at a port.



LNG

1. Transport LNG - liquefied natural gas.



TRAMPING

1. No fixed schedule or published ports of call.

CHARTERED

1. Hired for a particular voyage or on time charter.
2. Affreightment contract - the charterer agrees to pay a specified rate for carriage of the goods or use of the ship.

CARGO PLANE

1. Freighter, airlifter or cargo jet for carriage of cargo only.
2. A high-mounted tail to allow cargo to be driven directly into and off the aircraft or front open nose to load the cargo.



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WAREHOUSE

FTZ - FREE TRADE ZONE / ZGS - ZERO GST

Information in this handbook are for general reference only. Refer to all regulatory bodies and organisations for up to date and exact definitions. E & OE.

FTZ - FREE TRADE ZONE

1. Areas where goods are imported and sold or exported without the need to pay for customs or excise duties or GST
2. Encourage entre-pot trade and facilitate trans-shipment of overseas goods via Singapore
3. Goods are placed temporarily before being exported without customs clearance

FTZ in SINGAPORE

1. Brani Terminal
2. Keppel Distribution Park
3. Keppel Terminal
4. Tanjong Pagar Terminal
5. Jurong Port
6. Sembawang Wharves
7. Pasir Panjang Wharves and Terminal
8. Changi Airport Group
9. Changi Airport Cargo Terminal Complex

IMPORTED GOODS

1. Goods imported by sea & air must be deposited in a FTZ
2. If not practical, allowed to deposit the goods in Customs approved premises, licensed warehouses
3. Duty and GST are suspended for goods in the FTZ
4. Duty and GST payable when the goods:
 - ↳ Are consumed within FTZ
 - ↳ Leave FTZ/enter customs territory for local sales

DUTIABLE LIQUOR AND TOBACCO PRODUCTS

1. Stored temporarily in FTZ for up to 30 days before being transhipped or removed to licensed premises
2. If longer period is required, goods must be moved to the licensed premises
3. It is an offence for failure to deposit into licensed premises
4. No storage restriction on dutiable goods brought into the FTZ under "through" bill of lading or "through" airway bill

ZGS (ZERO GST) / BONDED WAREHOUSE

1. Singapore Customs approved area for storing non-dutiable goods with GST suspended
2. Can be the entire premises, part of premises or any places approved by the Singapore Customs
3. Warehouse cannot be used to store:
 - Dutiable goods
 - Locally acquired or manufactured goods
 - GST-paid goods

DEPOSITING GOODS IN LICENSED OR ZGS WAREHOUSE

1. GST & duty not payable for dutiable goods stored in a licensed warehouse
2. GST & duty payable when goods are removed for local use
3. GST not payable for non-dutiable goods stored in a ZGS warehouse, under Major Exporter Scheme and Import GST Deferment Scheme
4. GST payable for non-dutiable goods removed for local use

ZGS WAREHOUSE SCHEME

1. Allows companies to store imported non dutiable goods for an indefinite period of time
2. Area licensed by Singapore Customs – licensed premises
3. GST (Goods and Services Tax) suspended
4. GST payable when goods are removed for local use
5. GST not payable when goods are removed for export
6. GST not payable when supply or sale of these goods takes place while they are in the warehouse

ZGS LICENSE – TYPES

Level of facilitation and criteria dependent on the company's record-keeping and internal controls standard, increase from Type I to Type III.



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FOR LATEST AND UP TO DATE INFORMATION
GO <https://www.customs.gov.sg>

1. Valid IRAS account
2. Valid Customs account
3. Good IRAS and Customs compliance records
4. Secured premise with storage-based facilities
 - Location for warehousing of goods
 - Has authority and control over the premises
5. Possession of necessary agreement with the landlord security features or plans
6. All other security features or plans approved by Singapore Customs
7. Assessment by TradeFIRST – Trade Facilitation & Integrated Risk-based System

STORAGE OF LISTED GOODS

To mitigate money laundering and terrorism financing risks, ZGS warehouse licensees storing listed goods must:

1. Seek Customs' approval in writing to store listed goods
2. Obtain "intermediate" band and ZGS Type II licence
3. Maintain and update information on identity / beneficial ownership of person(s) with control over the listed goods
4. Screening, maintain and update records of customers who deposit the goods, beneficial ownership and person(s) with control over the listed goods

FILING OF SUSPICIOUS TRANSACTION REPORT

Reasonable grounds to suspect that any property is connected to criminal activity

1. Section 39 of Corruption, Drug Trafficking and Other Serious Crimes (Confiscation of Benefits) Act, Cap 65A
2. File STR (Suspicious Transaction Report) to STRD (Suspicious Transaction Reporting Office)
3. Provide information on property and financial transactions belonging to terrorist and acts of terrorism financing under Sections 8 and 10 of the Terrorism (Suppression of Financing) Act to the Police or to do so via a STR. Failure to do so may constitute a criminal offence

LAND TRANSPORT / HAULAGE

Understanding the equipment and term in land transportation.

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CROSS BORDER TRUCKING

The transport of a shipment from and to Singapore, Malaysia, and Thailand. Trucks from Malaysia are used to perform this service from Singapore.

PRIME MOVER

A specially designed and built heavy duty truck, mainly used to pull a shipping container loaded on a trailer from seaports to customer location or vice versa. For very heavy cargo, two or more prime movers are used to pull and push the cargo.



REFRIGERATED TRUCK

Also called a reefer truck. It can be a van or truck designed to carry perishable goods such as fruits, vegetables, seafood, meat, milk, pharmaceutical and other products at low temperatures. These trucks are fitted with a electric powered refrigeration system.



TRAILER

It is a metal frame or trailer with wheels designed to carry shipping containers over roads. Trailer size can be just for a 20 feet container or for a 40 feet container or two 20 feet containers. This act as the link between ships or trains and the destination of the goods.



HAZM

Vehicle for the movement of highly dangerous materials such as nuclear wastes and hazardous material is anything that can potentially cause harm to humans, animals, or the environment. Such materials include explosives, toxic solids, liquids, gases, petrol, and diesel.

LORRY / TRUCK / TRAILER

A large motor vehicle to transport and carry specialized cargoes or carry other type of loads. These trucks vary in size, power, and configuration, but most have body-on-frame construction. It can be a covered truck which shelters the goods from the environment or an open truck to carry any type of any odd shape cargoes. Some are fitted with Tail Gate for loading and unloading cargo from the truck.



AIR RIDE TRUCK

This truck has air suspension system to support the load on air-filled rubber bags rather than steel springs. This is to create a smooth ride to protect fragile goods such as glassware or electronics, by reducing the risk of compression damage and telescoping or the sliding around of objects into each other when the roads get bumpy for the cargo.

F-TRAILER ELLED MODULAR

It is a platform for heavy cargo transport such as on reaming equipment, cranes, motors, and other objects that are too big or heavy for trucks. The project cargo forwarding industry always mention "COMETTO" which is a brand that is widely used in Singapore and Malaysia.



HIAB CRANE TRUCK

A truck that has a modified chassis, and the crane is mounted on it. They are commonly used for the loading and unloading of freight cargoes and transportation of construction materials. HIAB is short for HYDRALISKA INDUSTRI AB, a Swedish brand name that has become synonymous with lorry-mounted cranes over time.

UNIT LOAD DEVICE ULD

Information in this handbook are for general reference only. Refer to all regulatory bodies and organizations for up to date and exact definitions. I & DE

1. An aircraft pallet, aircraft pallet net combination or an aircraft container.
 2. Removable aircraft parts conforming to aviation authorities' requirements.
 3. Structurally capable of restraining loads and protection to the aircraft systems and structure during flight.
 4. The only aircraft part that leave the control of the airline and return after passing through unregulated hands.
- Challenging for airlines to control and supervise since operations are outsourced to ground service providers.



AAF / LD-26

Internal Volume	Max Gross Weight	Max Height	Tare Weight	Tare Weight + Security Door	Internal Dimensions			Aircraft Type
					Top	Base	Height	
13.2 cu/m	4626 kg	162cm	250 kg	270 kg	206 x 401cm	206 x 302cm	152cm	All
466 cu/ft	10177 lb	64"	551 lb	594 lb	81" x 158"	81" x 119"	60"	



AAP / LD-9

Max Gross Weight		Max Height	Tare Wt	Internal Dimensions			Aircraft Type
Deck				Top	Base	Height	
Min	Lower						
6800 kg	4626 kg	162cm	225			All	
15210 lb	10177 lb	64"	473				



AAU / LD-29

Internal Volume	Max Gross Weight	Max Height	Tare Weight	Internal Dimensions			Aircraft Type
				Top	Base	Height	
14.2 cu/m	4626 kg	162cm	225	206 x 401cm	206 x 302cm	152cm	All
500 cu/ft	10177 lb	64"	473	81" x 158"	81" x 119"	60"	



AMA / M-1

Internal Volume	Max Gross Weight	Max Height	Tare Weight	Internal Dimensions			Aircraft Type
				Top	Base	Height	
17.5 cu/m	6800 kg	243cm	260 kg	229 x 305cm	229 x 305cm	229cm	B747 Main
617 cu/ft	15000 lb	96"	572 lb	90" x 120"	90" x 120"	90"	



AMD / M-1H

Internal Volume	Max Gross Weight	Max Height	Tare Weight	Internal Dimensions			Aircraft Type
				Height Tail Side	Base	Height	
18.9 cu/m	6800 kg	299cm	370 kg	290cm	229 x 305cm	229cm	B747 Main
703 cu/ft	15000 lb	118"	816 lb	114"	90" x 120"	90"	



AMP / LD-9

Internal Volume	Max Gross Weight	Max Height	Tare Weight	Internal Dimensions			Aircraft Type
				Door Opening	Base	Height	
11.5 cu/m	6804 kg	147cm	242 kg	292 x 141cm	317 x 244cm	160cm	All
406 cu/ft	15000 lb	58"	533 lb	11.5" x 5.5"	125" x 96"	63"	



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AKE / LD-3

Internal Volume	Max Gross Weight	Max Height	Tare Weight	Internal Dimensions			Aircraft Type
				Top	Base	Height	
4.2 cu/m	1587 kg	262cm	82 kg	140 x 291cm	140 x 142cm	157cm	All
150 cu/ft	3500 lb	84"	202 lb	55" x 75"	55" x 56"	62"	



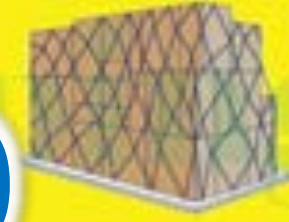
HMA

Internal Volume	Max Gross Weight	Max Height	Tare Weight	Internal Dimensions			Aircraft Type
				Top	Base	Height	
15.3 cu/m	3500 kg	243cm	1310 kg	218 x 305cm	218 x 305cm	229cm	All
538 cu/ft	7700 lb	96"	2882 lb	86" x 120"	86" x 120"	90"	



PLA / PLB

Internal Volume	Max Gross Weight		Max Height	Tare Weight	Internal Dimensions			Aircraft Type
	Main Deck	Lower Deck			Height Main D	Base	Height Lower D	
6.8 cu/m	3174 kg	162cm	162cm	162cm	30"	30"	30"	All
240 cu/ft	6982 lb	64"	64"	64"	30"	30"	30"	



PAG / LD-7

Internal Volume	Max Gross Weight		Max Height	Tare Weight	Internal Dimensions			Aircraft Type
	Deck				Base	Height Lower		
	Main	Lower						
10.48 cu/m	6000 kg	4626 kg	162cm	162cm	30"	30"	30"	All
370 cu/ft	13200 lb	10200 lb	64"	64"	30"	30"	30"	



PMC / P6P

Internal Volume	Max Gross Weight		Max Height	Tare Weight	Internal Dimensions			Aircraft Type
	Deck				Base	Height Lower		
	Main	Lower						
10.6 cu/m	6800 kg	5035 kg	299cm	120 kg	300 / 244cm	229 x 302cm	162cm	All
374 cu/ft	14960 lb	11077 lb	118"	265 lb	118" / 96"	90" x 119"	64"	



PGA / M-6

Internal Volume	Max Gross Weight		Max Height	Tare Weight	Internal Dimensions			Aircraft Type
	Main Deck				Base	Height Lower		
	Q7 / Q6	Q7 / Q6						
33.3 cu/m	11300 kg	299cm	540 kg	300 / 244cm	229 x 589cm	NA	B747	
1174 cu/ft	24860 lb	118"	1190 lb	118" / 96"	90" x 232"	NA	Main	



PZA / PRB

Internal Volume	Max Gross Weight		Max Height	Tare Weight	Internal Dimensions			Aircraft Type
	Main Deck				Base	Height Lower		
	Q7 / Q6	Q7 / Q6						
29.6 cu/m	11300 kg	300cm	430 kg	300 / 244cm	229 x 483cm	NA	B747	
1045 cu/ft	24860 lb	118"	902 lb	118" / 96"	90" x 190"	NA	Main D	



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CONTAINER TYPE AND SPECIFICATION

Information in this handbook are for general reference only. Refer to all regulatory bodies and organisations for up to date and exact definitions. E & OE.

CAPACITY Internal cubic metric volume - CBM
GROSS WEIGHT (RATING) Weight of container + payload - KG
TARE Weight of empty container - KG
PAYLOAD Weight of cargo - KG
MARKING Gross Weight, Tare & Payload are marked on container wall & door
IDENTIFICATION 4 letters (XXXX) identify owner / operator (inner & outer wall of container)
 7 numbers (#####) identify container (inner & outer wall of container)
 XXXXX XXXXX XXXXX in bill of lading to identify & track the container / cargo

DOORLESS



Guide for reference only. Refer to manufacturer and supplier of the container for dimension & specification.

GENERAL PURPOSE

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
20'	6058	2438	2591	5708	2348	2381	2348	2381	33.2	30480	2250	28230
20'HC	6058	2438	2896	5708	2348	2686	2348	2686	37.4	30480	2400	28080
40'	12192	2438	2591	11842	2348	2381	2348	2381	67.7	30480	2700	27780
40'HC	12192	2438	2896	11842	2348	2686	2348	2686	77.1	30480	2400	27680



REEFER

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
20'	6058	2438	2591	5428	2266	2240	2266	2240	27.5	30480	2688	27792
40'	12192	2438	2591	11562	2266	2240	2266	2240	59.4	30480	4200	26280
40'HC	12192	2438	2896	11562	2266	2516	2266	2516	67.7	30480	2400	27680
45'HC	13176	2438	2896	12826	2266	2516	2266	2516	77.1	30480	2400	27680



FLAT RACK

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
20'	6058	2438	1500	5708						30480	2400	28080
40'	12192	2438	1500	11842						30480	4400	26080



ROLL TRAILER / MAFI - Load onto RoRo Ship

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
20'	6058	2438	1500	5708						44130	4130	40000
40'	12192	2438	1500	11842						90000	8700	81300



TANK

Class	Tank Weight / Size	Tank Capacity
20'	4100 kg	24000 litres
30'	4020 kg	23000 litres
30'	3950 kg	21000 litres
30'	3850 kg	17500 litres



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DOUBLE DOOR

Class	MM									CBM	KG			
	External			Internal			Door Open				Capacity	Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H						
20'	6058	2438	2591	5708	2348	2381	2348	2381	33.2	30480	2350	28130		
20'HC	6058	2438	2896	5708	2348	2686	2348	2686	37.4	30480	2400	28080		
40'	12192	2438	2591	11842	2348	2381	2348	2381	67.7	30480	4050	26430		
40'HC	12192	2438	2896	11842	2348	2686	2348	2686	74	30480	4250	26230		



PALLET WIDE

Class	MM									CBM	KG			
	External			Internal			Door Open				Capacity	Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H						
20'	6058	2438	2591	5708	2348	2381	2348	2381	33.2	30480	2350	28130		
20'HC	6058	2438	2896	5708	2348	2686	2348	2686	37.4	30480	2400	28080		
40'	12192	2438	2591	11842	2348	2381	2348	2381	67.7	30480	3900	26580		
40'HC	12192	2438	2896	11842	2348	2686	2348	2686	74	30480	4250	26230		
45'	13276	2438	2896	12826	2348	2686	2348	2686	88.5	30480	4800	25680		



OPEN TOP

Class	MM									CBM	KG			
	External			Internal			Door Open				Capacity	Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H						
20'	6058	2438	2591	5708	2348	2381	2348	2381	31.8	30480	2500	27980		
20'HC	6058	2438	2896	5708	2348	2686	2348	2686	37.4	30480	2650	27830		
40'	12192	2438	2591	11842	2348	2381	2348	2381	69.9	30480	3990	26490		
40'HC	12192	2438	2896	11842	2348	2686	2348	2686	75.5	30480	4120	26340		



OPEN HARD-TOP

Class	MM									CBM	KG			
	External			Internal			Door Open				Capacity	Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H						
20'	6058	2438	2591	5708	2348	2381	2348	2381	31.8	30480	2700	27780		



OPEN 1 SIDE & 1 END

Class	MM									CBM	KG			
	External			Internal			Door Open				Capacity	Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H						
20'	6058	2438	2591	5708	2348	2381	SIDE		31	24000	3200	20800		
							5706	2176						
							END							
							2114	2187						



OPEN 1 SIDE

Class	MM									CBM	KG			
	External			Internal			Door Open				Capacity	Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H						
20'	6058	2438	2591	5708	2348	2381	SIDE		31	20950	3050	17900		
							5702	2176						
							END							
							2114	2187						



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OPEN 2 SIDE & 1 END

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
20'	6058	2438	2591	5708	2348	2381	SIDE 5702 2176		30.2	24000	3750	20250
		END 2114 2187										



OPEN 2 SIDE

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
20'	6058	2438	2591	5708	2348	2381	5840 1948		30.2	24000	3900	20100



BULK

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
20'	6058	2438	2591	5708	2348	2381	348 800		11480	2400	9080	
40'	12192	2438	2591	11842	2348	2381			22960	4800	18160	



HALF HEIGHT OPEN TOP

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
20'	6058	2438	1295	5708	2348	1085	2348 1085		14.9	30480	1850	28630



HALF HEIGHT OPEN SIDE

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
10'	2981	2438	1295	2631	2348	1085	2348 1085		7.4	11130	1350	9780



EXPLOSIVE

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
20'	6058	2438	2591	5708	2268	2112	5618 2076		28.2	24000	5600	18400



SPECIAL

Class	MM								CBM Capacity	KG		
	External			Internal			Door Open			Gross Weight	Tare	Pay Load
	L	W	H	L	W	H	W	H				
53'	16154	2438	2591	15804	2348	2381	2348 2381		89.9	30480	4850	25630
010'	6058	2438	2591	5844	2348	2280	2348 2280		32.8	30480	2600	27880
10'	2991	2438	2591	2641	2348	2381	2348 2381		15.3	10160	1300	8860



U.S.A. Domestic 53' Container

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INCOTERMS

CARGO RISK & COST RESPONSIBILITY

Information in this handbook are for general reference only. Refer to all regulatory bodies and organisations for up to date and exact definitions. I & DE

Origin										Destination			
Loading onto Carriage	Transport to Sea or Air Terminal	Export Duty, Tax & Clearing Custom	Sea or Air Terminal	Loading onto Vessel	Sea or Air Freight	Insurance	Mode of Transport	Freight Term	Transfer of Risk	Sea or Air Terminal	Delivery To	Unloading	Import Duty, Tax & Clearing Custom

EXW > Ex-Works - Place

Cost													
Risk													

FCA > Free Carrier - Place

Cost													
Risk													

FAS > Free Alongside

Cost													
Risk													

FOB > Free On Board - Port

Cost													
Risk													

CFR > Cost and Freight - Port

Cost													
Risk													

CIF > Cost, Insurance

Cost													
Risk													

CPT > Carriage Paid To - Place

Cost													
Risk													

CIP > Carriage and Insurance Paid To - Place

Cost													
Risk													

DAP > Delivered At Place - Place

Cost													
Risk													

DPU > Delivered At Place Unloaded - Place

Cost													
Risk													

DDP > Delivered Duty Paid - Place

Cost													
Risk													

■ Seller ■ Buyer

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BULK CARGO

Unpackaged goods, such as grains, coal, iron ore, cement, and fertilizers in large quantities. Will be transported in bulk carriers / dry bulk ships. Transporting requires understanding of the goods, proper handling, appropriate storage, transport methods to ensure safety and efficiency, and to protect the goods and vessel.

Solid Dry Bulk

Goods shipped in its raw and natural state without special packaging in specialized bulk carrier ships and stored in large cargo holds.

One risk factor is physical damage or loss that occur due to improper handling, stacking, during loading and unloading operations. Another is theft and hijack during transit.

Liquid Bulk

Liquids such as oil, chemicals, and liquefied gasses, stored in controlled conditions to prevent spills, leaks, and environmental contamination.

One risk factor is spillage or leakage from structural damage to the tanker, pipeline or human error during transit, unloading, loading, or environmental impacts that can result in financial losses. Another is theft and hijack during transit.

Bulk Cargo Types

- Break Bulk** - Shipped individually, loaded in containers or as bulk cargo. Special equipment and handling to load and unload items such as machinery, steel, pipes, and lumber.
- Neo Bulk** - Cargo shipped in large quantities, such as grains, minerals, ores, and other raw materials, transported in bulk carrier ships in a single voyage.
- Containerized** - Cargo can be loaded in standard containers or flexible intermediate bulk containers (FIBCs) to carry loose, granular materials such as grains, ores, chemicals, and other raw materials.

Industries That Use Bulk Cargo Shipping

- Chemical industry transporting goods globally.
- Mining industry transporting large quantities of minerals and ores such as iron, coal, and bauxite.
- Farming industry for livestock feed and crops such as wheat, corn, and soybeans.
- Energy industry, oil and gas sector transporting crude oil and natural gas from production sites to refineries.

Handling Of Bulk Cargo Shipments

- Identify and classify bulk cargo for necessary handling equipment, storage requirements, and hazards.
- Appropriate loading/unloading methods to determine the order the cargo is loaded for vessel's stability.
- Document such as bills of lading, weight certificates, and safety declarations comply with regulations.
- Select correct type of ship, appropriately sized, and equipped for the cargo that it will transport.
- Communication and coordination between all parties involved, the shipper, carrier, port authorities, and cargo handlers during pre-shipment planning, real-time monitoring during transit, and timely reporting of any issues or incidents to ensure a safe and successful bulk cargo shipment.

Bulk Cargo Shipping Costs Factors

- Dimensional weight (DW) vs Actual weight** - A theoretical weight based on shipment size to determine the amount of space the cargo will occupy. DW is often higher than actual weight, resulting in higher shipping costs for bulky, low-weight items. Shipping routes and ports that accommodate larger and heavier shipments are limited, increasing costs.
- Freight Class** - Classification system based on density, value, and handling requirements. Lower class item is dense, low value, stackable, and is cheaper to transport. Higher class is less dense, higher value, less stackable, and expensive to transport.
- Distance to Travel** - Farther the distance, the higher the price as fuel and transportation expenses increase.

PROJECT CARGO

Handling project cargo involves the management and transportation of oversized, heavy, or high-value equipment that exceeds standard shipping container dimensions. Successful handling requires a combination of meticulous planning, engineering, and high-tech equipment.

Key Steps in Project Cargo Handling

- Detailed Pre-Planning** - Every shipment begins with a comprehensive feasibility study and master plan that outlines delivery schedules and responsibilities.
- Technical Engineering** - Engineers calculate load distribution, center of gravity, and rigging points to ensure stability during lifting and transit.
- Route Planning** - Engineers plan the route to identify structural challenges, such as low bridges, overpasses, and narrow roads. Necessary local permits are obtained.
- Logistics Coordination** - Projects require a seamless coordination of sea, rail, and road transport, often involving specialized barges or heavy-lift vessels.

Essential Specialized Equipment

- Heavy-Lift Cranes** - Crawler, mobile, and gantry cranes capable of lifting hundreds of tons.
- Self-Propelled Modular Transporters (SPMTs)** - Multi-axle platforms used to move massive, irregularly shaped objects.
- Specialized Containers** - Flat racks and open-top containers for out-of-gauge items that cannot fit in standard boxes.
- Securing Gear** - Custom-built cradles, heavy-duty lashing, and shock-absorbing dunnage to prevent shifting.

Safety and Risk Mitigation

- Proactive Monitoring** - Implementation of GPS tracking and real-time sensors to detect cargo shifts or environmental changes during transit.
- Contingency Plan** - For unexpected weather, port congestion, or infrastructure failures.
- Personnel Training** - Certified operators and experienced project managers who understand the risks.
- Insurance** - High-value project cargo is typically covered by "all-risk" policies due to the extreme financial stakes.

ISPM 15 FUMIGATION & HEAT TREATMENT

Information in this handbook are for general reference only. Refer to all regulatory bodies and organisations for up to date and exact definitions. I & OE.
 International Standards for Phytosanitary Measures No. 15 is a set of regulations to prevent the spread of pests and diseases from the use of wood in packaging materials used in international trade.
 Fumigation is conducted by using methyl bromide in a sealed gas chamber or heat in a heating chamber.

IPPC International Plant Protection Convention

1. Wood 6mm and thicker must be free of pest & living organism.
2. When used to package and ship product between countries.
3. Prevent the transport and spread of disease and insect.
4. Prevent affecting plant and eco-system.

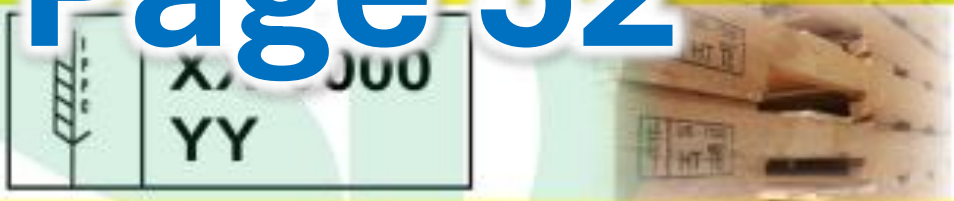
FUMIGATION (GAS)

1. Big shipment is covered and sealed completely on a flat surface.
2. Small shipment will be done in the fumigation chamber.
3. Fumigation carried out using fumigant gas known as methyl bromide.
4. Pallet and wood packaging are aerated for 24 hours after fumigation.

HEAT TREATMENT

1. Wood sterilization process using heat.
2. Heating at a minimum 56 degrees Celsius for at least 30 minutes.
3. Carried out in a heating chamber.
4. Preferred alternative over fumigation for pallets.

MARKING



IPPC XX 0000 YY

Certification list: HT Heat Treatment, MB Methyl Bromide Fumigation, DH Dielectric Heat Treatment

Treatment abbreviation code: HT Heat Treatment, MB Methyl Bromide Fumigation, DH Dielectric Heat Treatment


Brown Marmorated Sting Bug (BMSB)

1. "Hitchhiker" on imported goods, ships, vessels and aircrafts.
2. More than 300 agricultural and ornamental plants at risk.
3. Poses biosecurity risk to agriculture.
4. Feeding damage on a wide range of vegetable crops, fruit trees, and ornamentals.
5. Nuisance pest migrating seasonally into homes in large numbers seeking overwintering sites.



Khapra Beetle (Cabinet Beetle)

1. Top 100 invasive species. One of most destructive of grain products and seeds.
2. Infestations difficult to control. Can survive without food for long periods.
3. Prefer dry condition, low moisture food and resistance to many insecticides.
4. Infestation can spoil valuable trade goods.
5. Skin irritation and gastrointestinal distress from handling and consuming contaminated products.




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