

OVERSEAS TRANSPORT & CONTAINER TERMINOLOGY



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Household effects can be transported internationally by various types of services depending on the quantity of effects, the speed of delivery required, routing and cost considerations. The terminology applied to the various modes of transport available can be confusing, and to assist you we have prepared the following summary for your information:

SEA FREIGHT

With sea freight, your household effects are loaded into large steel containers, which are then carried to your new destination by modern container ships. There are two main sizes of containers used for household effects shipments, 20ft and 40ft. Sea freight charges are calculated on the overall volume of your household effects being transported within the container. There are 3 common methods of sea freight:

1. Full Container Load (FCL)

This term applies to a container loaded on a 'sole use' or 'exclusive use' basis. FCL's can usually be positioned and loaded at your home, sealed in your presence, delivered directly to the port of export, and shipped on the best available vessel to coincide with your arrival in your new destination.

On arrival at your new port (except for Australia), the container can usually be delivered directly to your new residence for unpacking, subject to local Customs and Ministry of Agriculture requirements, providing it is a direct delivery from dockside and not via storage. There may be instances where a sole use container is more economical than sending a smaller LCL consignment, even if you do not fill the container.

2. Groupage Consignment

This is a very popular option to our main destinations as it is cheaper than sending a whole container just for your goods. With this service, your household effects are loaded and shipped with other household consignments in a shared container, when there is sufficient volume to fill a container.

We will give an estimated time of shipment based on our average transit times eg: approximately 4 - 6 weeks to Sydney or 10 - 12 weeks to London, but please note this is an estimate. Sometimes the container will be filled and shipped earlier, but occasionally volumes build slower to fill the container and the container is delayed.

3. Baggage Consignment

This is similar to Groupage consignment, but each package must be able to be carried by one person (max 25kg). At the destination the items will be Customs cleared and delivered, but not unwrapped.

4. Less than a Container Load (LCL)

Your household effects, after packing, are loaded into purpose built crates and then sent through a general freight forwarder for shipment to your new destination, via steel shipping containers to the nearest port. This service is beneficial for small volume consignments to a country with lower traffic volumes to or from New Zealand.

LCL is a safe service if organised and packaged correctly, but it does cost a little more per cubic metre than a Groupage consignment due to extra packaging costs, higher crated volume, higher freight cost and higher destination service charges. The only extra risk is the goods can be loaded into a container with many different types of freight, unlike Groupage consignments where we load only 'like freight'. We organise many LCL consignments around the world which run very smoothly.

5. Roll on Roll off (RORO)

This is where a vehicle, boat or machinery is driven or craned onto a ship. We do offer this service for larger goods but prefer the safety of shipping personal cars inside shipping containers. There is far less risk of damage in a container.

AIR FREIGHT

Following the packing and collection of your effects, they are then delivered to the airline, secured in enclosed airline pallets (Igluos), loaded into the cargo hold of the aircraft and flown directly to the nearest airport of your destination. On arrival, if required, we will arrange collection, Customs clearance and delivery to your new home.

Air freight has the advantage of speed and is a great idea for essential items you will need immediately, until your sea freight goods arrive. All air freight charges are calculated on weight or a volume/weight ratio, whichever is greater, ie 1m3 will be charged at 167kg even if the actual weight for your 1m3 is only 105kg.