



T.T.S. Shipping Ltd - A guide to booking.

Making a booking

Once a booking is made with TTS or one of our agents overseas that booking is FIRM. We no longer accept reservations. You must be aware that when a booking is made if it is not fulfilled OR if we are unable to replace missing volumes then **dead-freight will be charged**. Likewise, if you are unable to fulfil a booking, we will not accept replacement volumes without accepting 'sub-space' parcels first.

Responsibility of party making the booking:

It is the responsibility of the party providing volume information for Bill of Lading and manifest purposes to ensure that such information is accurate. Whilst we may measure your cargo from time to time, we rely on your honesty. TTS will take such measures as are reasonable to check the accuracy of the information provided, however, please be aware that there are safety, legal and insurance issues involved. In the event of a claim or legal action arising as a result of any wrongful declaration or mis-described cargo then **all parties involved in providing the information** will be liable.

Tolerances on which volume is to be declared:

Unseasoned timber:

The volume declared should be based on the actual (cut) size of the timber. We understand there are times when timber may shrink and/or there may be sawing inaccuracy and as a result we will accept the following MAXIMUM tolerances between cut sizes and shipped sizes.

Dimensions up to 49mm - minus 1mm.

Dimensions 50/99mm - minus 2mm

Dimensions 100/149mm - minus 3mm

Dimensions 150/199mm - minus 4mm

Dimensions 200mm and over - minus 5mm

Machine rounded Poles & Posts:

The ACTUAL diameter and MAXIMUM lengths are to be declared. Freight will be charged on the timber content. The freight rate per m3 will take into account air space within each pack.

Cundy Peeled:

As per machine rounded poles & posts the MAXIMUM lengths are to be declared and the diameters must be based on the mid-point in the range – IE:

50/75mm – 62.5mm

75/100mm – 87.5mm

100/125mm – 112.50mm

125-150mm – 137.50mm

150/175mm – 162.50mm

175-200mm – 187.50mm

Basis on which volume is to be declared (Treated tiling battens).

TTS will permit 1 mm from the thickness and 3 mm from the width for tiling battens- IE

25 x 50 mm = 24 x 47 mm 25 x 38 mm = 24 x 35 mm

19 x 50 mm = 18 x 47 mm 19 x 38 mm = 18 x 35 mm

Failure to correctly declare tiling battens correctly will result in freight being charged on the nominal size – IE without any tolerance.

Basis on which volume is to be declared. (Other products).

For Kiln Dried and/or planed cargo the ACTUAL volume is to be declared.

For garden furniture / fencing panels the maximum PACK length/breadth/height is to be declared. Freight will be charged on the multiple of these dimensions.

The manifested volume must be based on the above; we will not agree to use any other figure.

TTS (SHIPPING) LTD
CHARTER HOUSE 14 PARK ROAD MELTON MOWBRAY LEICESTERSHIRE LE13 1TT ENGLAND
TELEPHONE: +44-(0)1664-410441 E.MAIL: ops@tts.co.uk

Registered in England No. 2195747 Reg. Office: St. George's House, 215/219 Chester Road, Manchester M15 4JE
Directors: D Bryce FICS FIFP (Secretary) J Bryce A Chamberlin J Keep

All business is undertaken subject to BIFA Standard Trading Conditions other than any warehouse or storage service which is subject to UKWA Standard Trading Conditions. These Conditions contain clauses which may limit or exclude our liability. Details are available upon request



Sticked Every Layer (SEL)

We request that packs are not shipped with laths every layer. In circumstances where this is necessary packs will be subject to a freight surcharge of GBP5/M3 for square timber products and GBP10/M3 for rounded pole products. Goods must be declared as SEL at the point of bookings to assist with vessel intake calculations. Goods that are not declared as SEL and are later found to be will be subject to the full surcharge plus a GBP50 administration fee per B/Lading.

Pallet Material / Smaller Packs:

Smaller packs require additional resources to handle. For this reason, all packs under 2m3 will be subject to the Pallet Material freight rate. In order to assess this, we consider the total volume of a single B/Lading against the number of packs to calculate the average volume of each pack.

Measuring of cargo.

We will undertake spot checks on cargo. Free access to booked cargo must be given to our staff pre-loading. Free access to measure cargo (if required) is a condition of us accepting your booking and is a part of the cargo's readiness for shipment. Where such access is not freely given, we reserve the right not to load and to charge dead-freight if we are unable to replace the cargo in time.

Non-conformance/penalties.

Freight will be charged on the full size of the timber for cargo under-declared (outside the above tolerances). This will also include an administration fee of GBP50 Per B/Lading.

Packaging.

Sticks, bearers etc. should be kept to the minimum. If, when inspecting cargo, our staff find oversize or too much packaging material has been used, photographs will be taken, the relevant party advised and a friendly request will be made that improvements are made. However, repeat offending items will be subject to a freight surcharge.

All packs must be banded appropriately for break bulk sea carriage. We reserve the right to charge for re-banding where it is deemed insufficient or if an excessive quantity of packs needs to be re-banded.

Haulage

As long as a spec is 40m3 minimum and the lengths fit to a UK truck size there will be no minimum haulage charges. For example a spec of 8 x 4.5 m and 4 x 4.2 meters, not exceeding a gross weight of 27,000 kgs would fit and fill a UK truck. As a guide on normal KD (appreciate timber is a natural product so weights will always vary slightly) it is possible to load around 50 to 53 cbm per load as long as the lengths fit to a UK trailer which has a usable length of 13.2 meters (basis on 13.6 meter trailers). TB goods will obviously provide much lower truck intakes. The alternative for shippers here is to build the minimum haulage charges into contracts or change to FOM only terms. With the terminals busier than ever it is really important to clear balances as quick as possible so we always look to avoid balances left in port for next sailings wherever possible. We do this by either charging minimum haulage up to next full load (i.e 40m3,80m3,120m3) OR crediting haulage on any balance so receivers can make their own plans to collect as if balance reverts to FOM. **RENT WOULD BE PAYABLE ON ANY BALANCES**

Acceptance of these terms.

By making a booking with TTS you, your mill/supplier and/or agent accept the above terms.

Melton Mowbray – 20th June 2022



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