SECOND EDITION • **2023**



Logistics Handbook

THE ILS COMPANY
INTERNATIONAL LOGISTIC SOLUTIONS

THE ILS COMPANY
INTERNATIONAL LOGISTIC SOLUTIONS

The ILS Company (International Logistic Solutions) is a leading third-party Logistics (3PL) company, which provides global, cost competitive, and integrated logistics services to help customers maintain the efficiency of your supply chain management. With cross-border expertise, The ILS Company offers freight brokerage in the USA and Mexico, international freight forwarding services, as well as warehouse services. Their creative and talented people, innovative technologies, and solid relationships with carriers can help your business meet its goals.

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Logistics Handbook

SECOND EDITION 2023

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INTERNATIONAL **TRADE ACRONYMS**

ACH: Automated Clearing House ADB-: Asian Development Bank
AEP: Asian Environmental Program (USAID program)
AES: Automated Export System
AfDB- : African Development Bank
AFTA: Asian Free Trade Agreement
AID: US Agency for International Development (or USAID)
AIT: American Institute in Taiwan
AmCham- : American Chamber of Commerce
APEC: Asia-Pacific Economic Conference
ASEAN: Association of South East Asian Nations
B/L: Bill of Lading
BENELUX: Belgium, Netherlands and Luxemborg
BIS: Bureau of Industry and Security (part of US Dept. of Commerce)
BISNIS: Business Information Service of the Newly Independent States
BIT: Bilateral Investment Treaty
BOP: Balance of Payments
BXA: Formerly Bureau of Export Administration (part of US Dept. of Commerce)
BIS-: Bureau of Industry and Security
C&F: Cost and Freight
CAFTA-DR: US-Central American/Dominican Republic Free Trade Agreement
CBI: Carribean Basin Intiative
CBW: Chemical/Biological Weapon
CCL: Commerce Control List
CEFTA: Central European Free Trade Area
CFR: Cost & Freight
CG: Consul General
CIF: Cost, Insurance & Freight
CIP: Carriage and Insurance Paid to (Name Place of Destination)
CoC: Chamber of Commerce
COM: Chief of Mission
CPT: Carraige Paid to (name Place of Destination)
C-TPAT: Customs-Trade Partnership Against Terrorism
CVD: Countervailing Duty
DCM: Deputy Chief of Mission
DCR: Domestic Content Requirement
DDP: Delivered Duty Paid (Name Place of Destination)
DDU: Delivered Duty Unpaid (Name Place of Destination)
DEC: District Export Council
DFZ: Duty Free Zone
DOC-: Dept. of Commerce
EAC: US Export Assistance Center
EAR: Export Administartion Regulations
EBRD: European Bank for Reconstruction and Development
EC: European Commission or European Community
ECCN: Export Control Classification Number
ECL: Export Control List
EFTA: European Free Trade Association
EU: European Union
EXIM: Export Import Bank of the United States
EXW: Incoterm for ExWorks
FAO: UN Food and Agriculture Organization
FAS: Foreign Agricultural Service (part of USDA)/Free Alongside Ship (Name Port of Destination)

INTERNATIONAL **TRADE ACRONYMS** (cont)

FCA:	Free carrier (Name Place)
FCS:	Foreign Commercial Service (part of US Dept. of Commerce)
FDI:	Foreign direct investment
FEU:	Forty-foot Equivalent Unit
FOB:	Inco term for Free on Board
FOREX:	Foreign Exchange
FSN:	Foreign Service National
FSO:	Foreign Service Officer
FSU:	Former Soviet Union
FTA:	Free trade agreement
FTAA:	Free Trade Agreement of the Americas
FTZ:	Free Trade Zone
FX:	Exchange rate
G7:	Group of 7 nations (US, UK, France, Canada, Germany, Italy and Japan)
GATT:	General Agreement on Tariffs and Trade
GDP:	Gross Domestic Product
GKS:	Gold Key Service (by the US Dept of Commerce's Foreign Commercial Service)
GNP:	Gross National Product
GSP:	Generalized Systems of Preferences/ Gross State Product
GST:	Goods and Services Tax
HS:	Harmonized System
IADB (or IDB):	Inter-American Development Bank
IAEA:	International Atomic Energy Agency
IBOR:	Interbank Offered Rate
IBRD:	International Bank for Reconstruction and Development (World Bank)
IC:	Import Certificate
ICC:	International Chamber of Commerce
ICJ:	International Court of Justice
IESC:	International Executive Service Corps
IFC:	International Finance Corporation (part of World Bank)
ILO:	International Labor Organization
IMF:	International Monetary Fund
IML:	International Munitions List
INV:	Invoice IPR: Intellectual Property Rights
IsDB:	Islamic Development Bank
ISO:	International Standards Organization
ITA:	International Trade Administration (part of Dept. of Commerce)
ITAR:	International Trade in Arms Regulations
ITC:	International Trade Commission/International Trade Center/International Transaction Number
JETRO:	Japanese External Trade Organization
JIT:	Just in Time
JV:	Joint Venture
KOTRA:	Korean Trade Promotion Corporation
L/C:	Letter of Credit
LDC:	Less developed country
LIBOR:	London Interbank Offered Rate
MDB:	Multi-lateral development bank
MFN:	Most Favored Nation
MIGA:	Multilateral Investment Guarantee Agency (part of the World Bank)
MNC:	Multinational Corporation

INTERNATIONAL **TRADE ACRONYMS** (cont)

MOU:	Memorandum of Understanding
NAFTA:	North American Free Trade Agreement
NAICS:	North American Industry Classification System
NATO:	North Atlantic Treaty Organization
NGO:	Non-Governmental Organization
NIC:	Newly Industrialized Country
NIS:	Newly Independent States
NTB:	Non-Tariff Barrier
NTBD:	National Trade Data Bank
NTM:	New to Market
NVOCC:	Nonvessel Operating Common Carrier
OAS:	Organization of American States
OAU:	Organization of African Unity
OBL:	Ocean Bill of Lading
OECD:	Organization of Economic Cooperation and Development
OFAC:	Office of Foreign Assets Control (part of US Treasury)
OPEC:	Organization of Petroleum Exporting Countries
OPIC:	Overseas Private Investment Corporation (part of US Government)
PIERS:	Port Import/Export Reporing Service
POE:	Port of Entry RWA: Returned without Action
SABIT:	Special American Business Internship Training Program (US Government Program)
SACU:	Southern African Customs Union
SCO:	Senior Commercial Officer
SDR:	Special Drawing Rights
SED:	Shippers Export Declaration
SEZ:	Special Economic Zone
SIC:	Standard Industrial Classification Code
SITC:	Standard International Trade Classification
SNAP:	Simplified Network Application Process (Electronic Commerce License Application)
SWIFT:	Society for Worldwide Interbank Financial Telecommunications
TDA:	US Trade Development Agency
TEU:	Twenty-foot Equivalent Unit
TIC:	Trade Information Center (part of US Dept. of Commerce)
TM:	Trade Mission
TNC:	Transnational Corporation
TOR:	Terms of Reference
USAID:	US Agency for International Development (or AID)
USCIB:	US Council for International Business
USEAC:	US Export Assistance Center
USIA:	US Information Agency
USML:	US Munitions List
USTR:	US Trade Representative
UTC:	Universal Time Coordinated (Greenwich Mean Time)
VAR:	Value Added Reseller
VAT:	Value-Added Tax
WCO:	World Customs Organization
WTO:	World Trade Organizationaa

INCOTERMS 2020

By the International Chamber of Commerce (ICC)

TRANSPORT OBLIGATIONS, COSTS AND RISKS

SELLER'S BUYER'S MIXED OR SHARED

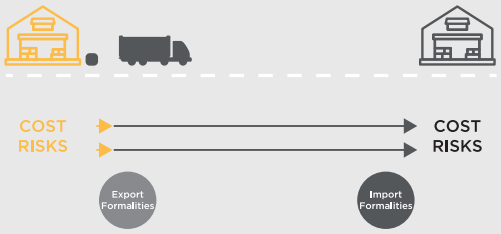
RULES FOR ANY MODE OR MODES OF TRANSPORT

SELLER BUYER

EXW
EX WORKS

At the named place of delivery
Incoterms® 2020



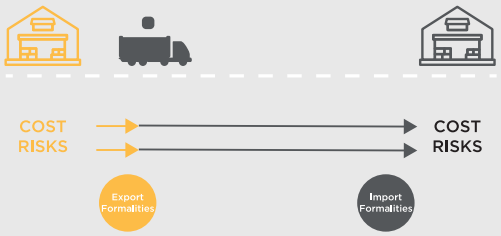


FCA
FREE CARRIER

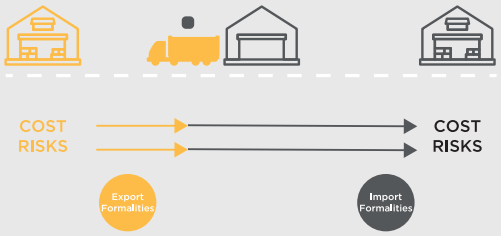
At the named place of delivery
Incoterms® 2020



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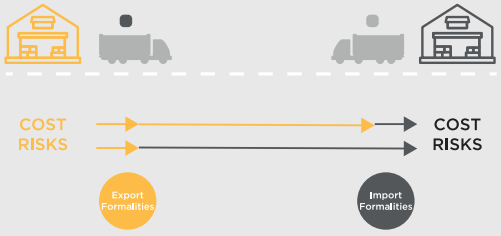
2



CPT
CARRAIGE PAID TO

At the named place of destination
Incoterms® 2020

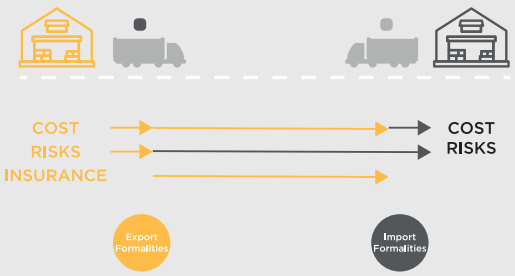




CIP
CARRIAGE AND INSURANCE PAID TO

At the named place of destination
Incoterms® 2020



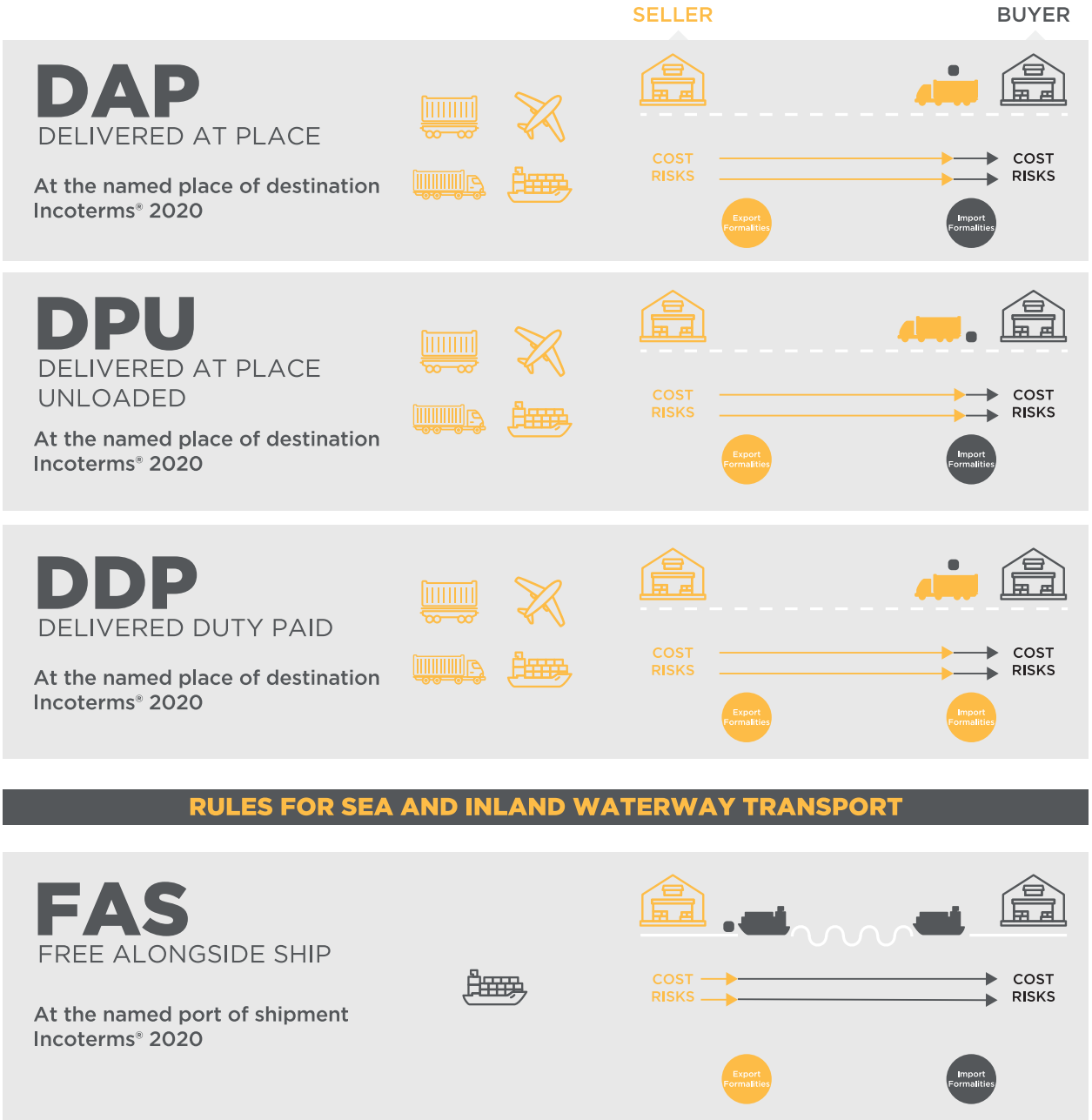


INCOTERMS 2020 (cont)

By the International Chamber of Commerce (ICC)

TRANSPORT OBLIGATIONS, COSTS AND RISKS

SELLER'S BUYER'S MIXED OR SHARED



INCOTERMS 2020 (cont)

By the International Chamber of Commerce (ICC)

TRANSPORT OBLIGATIONS, COSTS AND RISKS

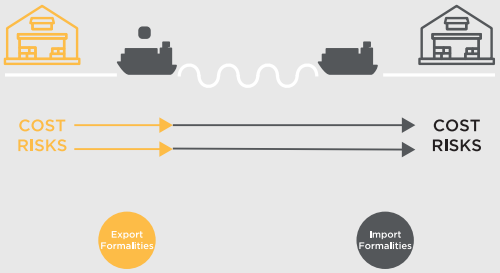
SELLER'S BUYER'S MIXED OR SHARED

SELLER BUYER

FOB
FREE ON BOARD

At the named port of shipment
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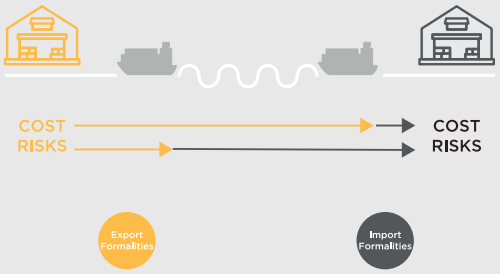




CFR
COST AND FREIGHT

At the named port of destination
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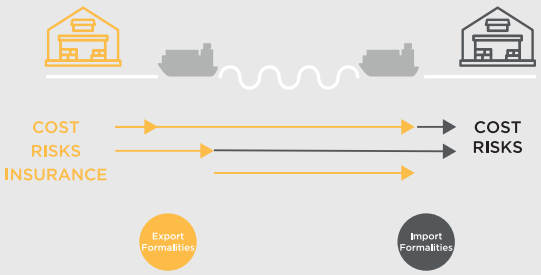




CIF
COST, INSURANCE AND FREIGHT

At the named port of destination
Incoterms® 2020





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EQUIPMENT DESCRIPTION & SPECS **(GROUND/OCEAN)**

A. Specialized Equipment

Trailer dimensions provided below are typical. Equipment can and does vary slightly, particularly in height. If height is critical make sure to check with the transportation company prior to pick up.

Dry Van

Dry Van Trailers are available from 48' to 53'. This trailer keeps material dry and clean but has limitations as to what kind of freight it can haul.

- Air ride available.
- Maximum Legal Acceptable Weights: 45,000 lbs
- Maximum Legal Acceptable Dimensions (Feet – Inches): Length: 52.5', Width: 8' 5" (100"), Height: 9' 2" (110"), Door height: 102"





Flatbed

The standard flatbed is best used when height is not a factor. The bed height is generally 60' to 62', leaving 8' 4" to 8' 6" of height available for legal shipments.

- Maximum Legal Acceptable Weights: 48,000 lbs.
- Maximum Legal Acceptable dimensions (Feet – Inches) Length: 48', Width: 8.5' (102"), Height: 8.5' (102")

Step – Deck (Drop-Deck)

This trailer is used to haul units that are too high for standard flatbed to transport safely down the highway. The step-deck trailer can transport pieces up to 10'.

- Maximum Legal Acceptable Weights: 48,000 lbs.
- Maximum Legal Acceptable Dimensions (Feet – Inches) Length: 37', Width: 8.5' (102"), Height: 10' (120"). Front Deck: Length: 11', Width: 8.5' (102"), Height: 8.5' (102")



EQUIPMENT DESCRIPTION & SPECS **(GROUND/OCEAN)** (cont)

Double-Drop (Lowboy)

The double drop trailer can legally and safely haul units up to 11’ 8”. Loading and unloading can be more difficult, also double drop trailers are not as widely available as standard flatbeds; this tends to make them more expensive to use.

· Maximum Legal Acceptable Weights: 45,000 lbs.
· Maximum Legal Acceptable Dimensions (Feet – Inches) Length: 29’, Width: 8.5’ (102”), Height: 11.5’ (138”).

Front Deck: Length: 10’, Width: 8.5’ (102”), Height: 8.5’ (102”)

Rear Deck: Length: 9’, Width: 8.5’ (102”), Height: 10’ (120”).





RGN

The double drop with detachable deck also known as RGN accommodates freight with the maximum legal weight of 44,000 lbs.

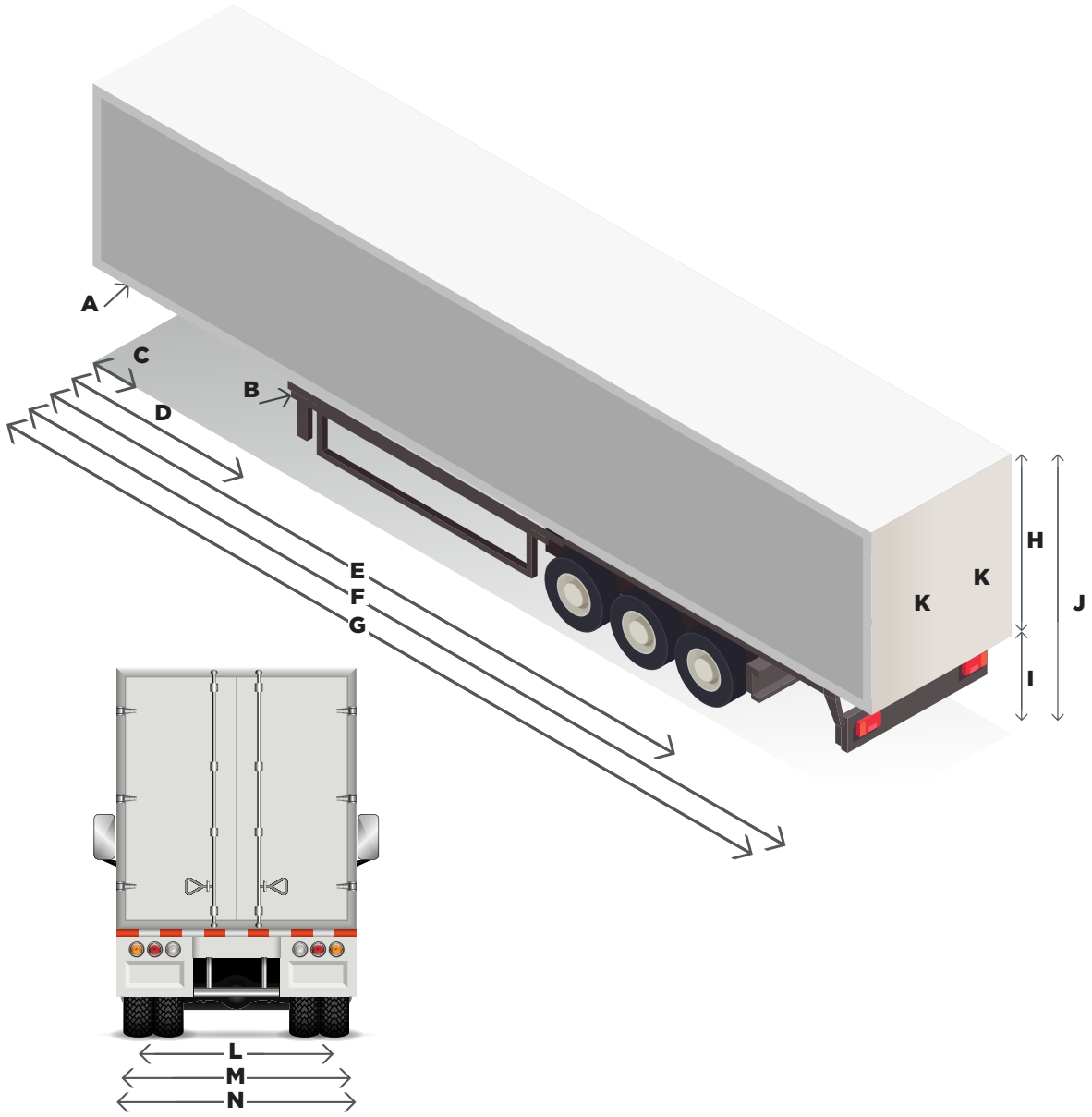
· Maximum Legal Acceptable Weights: 44,000 lbs.
· Maximum Legal Acceptable Dimensions (Feet – Inches) Length: 29’, Width: 8.5’, (102”), Height: 12’ (144”)1.

Front Deck: Length: 10’, Width: 8.5’ (102”), Height: 8.5’ (102”).

Rear Deck: Length: 9’, Width: 8.5’ (102”), Height: 10’ (120”)

Oversized loads can be transported by obtaining permits from each US state; however the permitting process from each state can be time-consuming and costly. Such permits for “over-dimensional loads” over 13”6” high or 8’ 6” wide may also impose restrictions on what routes may be driven, hours when the shipment can move, and wide variety of other safety precautions.

A GUIDE TO **TRUCK TRAILERS**



A Kingpin
B Landing Gear
C Distance to Kingpin
D Distance to Landing Gear
E Wheelbase
F Length Overall
G Length Interior
H Door Opening
I Floor Height
J Height Overall
K Swing Doors
L Track
M Width Interior
N Widht Overall

Notes:

· Truck trailers can vary significantly depending on the manufacturer and load requirements and the state roadway regulations, make sure to check the state you are in for regulations and guidelines.

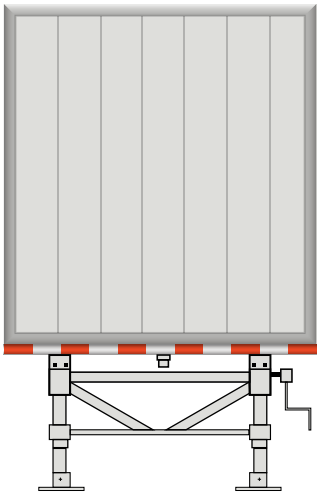
· This is only a guide, and should not be used as a final word in dock planning.

· Be sure to verify incoming freight trailers with the customer to ensure all scenarios are covered

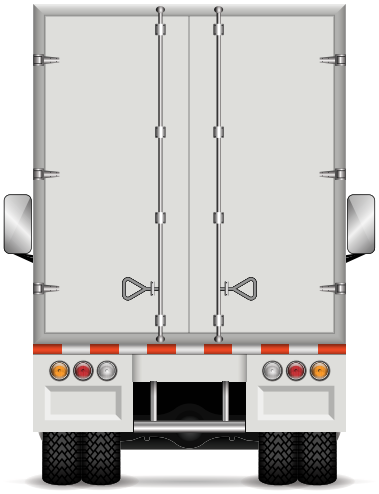
A GUIDE TO **TRUCK TRAILERS** (cont)

Standard Freight Trailer





Front view - Trailer above
"Landing gear" below



Rear view
(Note swing doors)

- Used to carry most freight (boxed, crated, palletized, etc)
- Common lengths: 28', 32', 36', 40', 42', 43', 45', 48', 53'
- Common widths: 96" – 102" (8'—8.5')
- Common heights: 12.5' – 13.5'
- Common axle/wheel ratios: 2 axle/8-wheel, heavy loads use 3 axle/12 wheel or 4 axle/ 16 wheel configurations

A GUIDE TO **TRUCK TRAILERS** (cont)

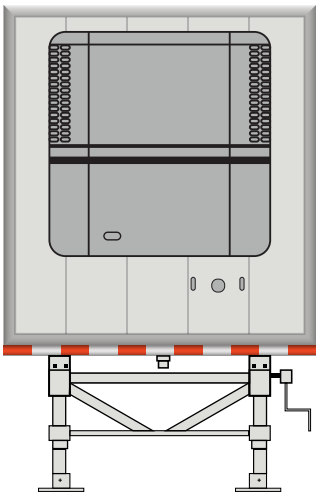
Common dimensions of standard truck trailers

OVERALL			INTERIOR			REAR SWING DOOR		CAPACITY	TARE
Length	Width	Height	Length	Width	Height	Width	Height	Volume	
40′	96″	12′ 6″	39′ 6″	92.5″	94.5″	92″	92″	2,398 cu ft	11,300 lbs
	96″	13′ 0″	39′ 6″	92.5″	100.5″	92″	98″	2,550 cu ft	11,400 lbs
	96″	13′ 6″	39′ 6″	92.5″	106.5″	92″	104″	2,702 cu ft	11,500 lbs
42′ / 43′	96″	12′ 6″	41′ 6″/42′ 6″	92.5″	94.5″	92″	92″	2,549 cu ft	11,800/12,000 lbs
	96″	13′ 0″	41′ 6″/42′ 6″	92.5″	100.5″	92″	98″	2,711 cu ft	11,900/12,100 lbs
	96″	13′ 6″	41′ 6″/42′ 6″	92.5″	106.5″	92″	104″	2,873 cu ft	12,000/12,200 lbs
45′	96″	12′ 6″	44′ 6″	92.5″	94.5″	92″	92″	2,701 cu ft	12,400 lbs
	96″	13′ 0″	44′ 6″	92.5″	100.5″	92″	98″	2,873 cu ft	12,500 lbs
	96″	13′ 6″	44′ 6″	92.5″	106.5″	92″	106″	3,044 cu ft	12,600 lbs
	102″	13′ 6″	44′ 6″	92.5″	106.5″	98″	106″	3,242 cu ft	12,950 lbs
48′	96″	13′ 6″	47′ 6″	92.5″	106.5″	92″	106.5″	3,250 cu ft	13,200 lbs
		13′ 6″	47′ 6″	98.5″	100.625″	98″	100.625″	3,464 cu ft	13,500 lbs
	102″	13′ 6″	47′ 6″	98.5″	108″	98″	108″	3,509 cu ft	13,500 lbs
53′	102″	13′ 6″	47′ 6″	98.5″	107.375″	94″	102″	3,489 cu ft	14,400 lbs
48′ Wedge	102″	13′ 6″	47′ 6″	98.5″	Front 108″	98″	110″	3,542 cu ft	13,500 lbs
				98.5″	Rear 110″				
53′ Wedge	102″	13′ 6″	52′ 6″	98.5″	Front 108″	98″	110″	3,914 cu ft	14,400 lbs
					Rear 110″				

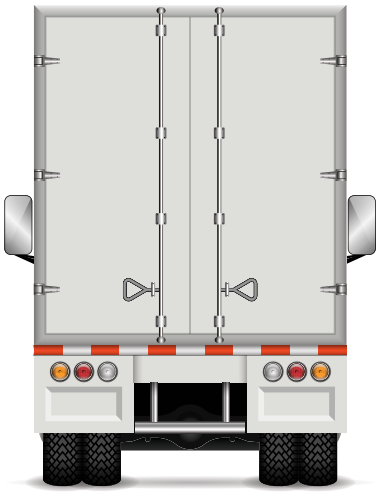
A GUIDE TO **TRUCK TRAILERS** (cont)

Reefer (refrigerated) truck trailer





Front view
(Note refrigeration unit at top)



Rear view
(Note swing doors)

- Reefers are refrigerated by a unit commonly at the front of the trailer and are insulated to transport perishable goods
- Common lengths: 28', 32', 36', 40', 48', 53'
- Common widths: 96"—102" (8'—8.5')
- Common heights: 12.5"—13.5"
- Common axle/wheel ratios: 2 axle/8-wheel, heavy loads use 3 axle/12 wheel or 4 axle/ 16 wheel configurations

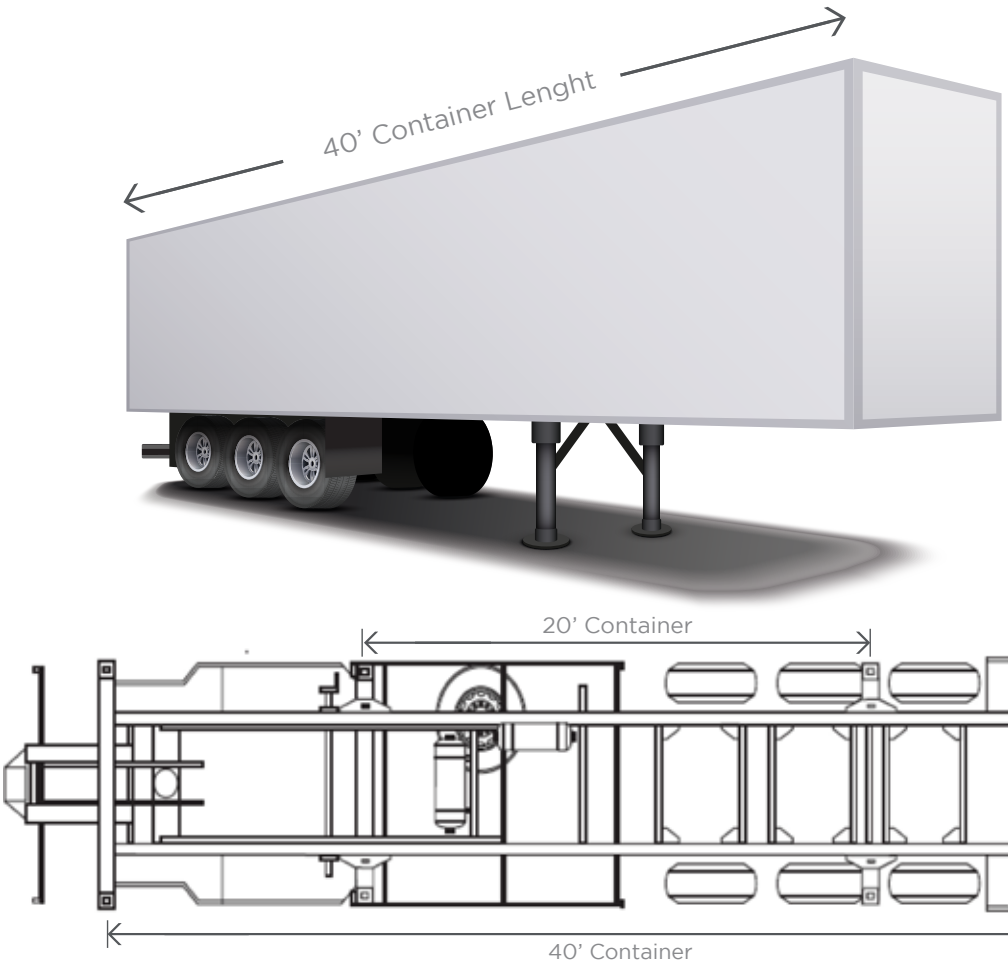
A GUIDE TO **TRUCK TRAILERS** (cont)

Common dimensions of reefer truck trailers

TYPE	OVERALL			INTERIOR			VOLUME	AIRFLOW	REFRIGERATION CAPACITY
	Length	Width	Height	Length	Width	Height	(approximate)	(approximate)	
Single or Multi Temp	28′	96″	13′ 6″	27′ 3″	90″	104.5″	1,780 cu ft	2,500 - 3,500 cfm	20,000 - 60,000 BTU
Single or Multi Temp	32′	96″	13′ 6″	31′ 3″	90″	104.5″	2,040 cu ft	2,500 - 3,500 cfm	20,000 - 60,000 BTU
Single or Multi Temp	36′	96″	13′ 6″	35′ 3″	90″	104.5″	2,300 cu ft	2,500 - 3,500 cfm	20,000 - 60,000 BTU
Single or Multi Temp	40′	96″	13′ 6″	39′ 3″	90″	104.5″	2,560 cu ft	2,500 - 3,500 cfm	20,000 - 60,000 BTU
Single or Multi Temp	48′	96″	13′ 6″	47′ 3″	90″	104.5″	3,080 cu ft	2,500 - 3,500 cfm	20,000 - 60,000 BTU
Single or Multi Temp	53′	102″	13′ 6″	52′ 3″	97.4″	104.5″	3,693 cu ft	2,500 - 3,500 cfm	20,000 - 60,000 BTU

A GUIDE TO **TRUCK TRAILERS** (cont)

Container skeletal carrier



Top view
(Note positioning for 20’ and 40’ containers)

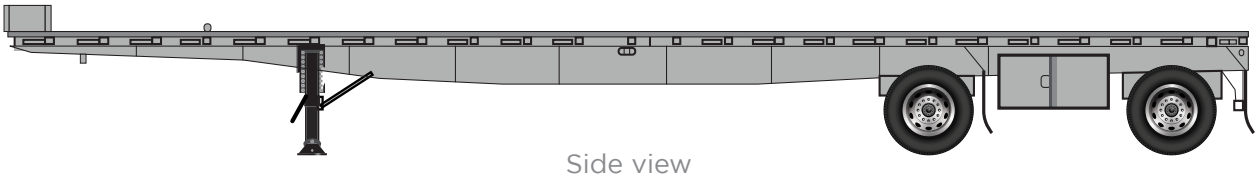
- These trailers are designed to transport international cargo containers that can often range from 20’— 45’ in length
- Some skeletal containers come in adjustable configurations to accommodate a wide range of containers
- Brackets mounted on the trailer keep the container in place for roadway travel
- Common axle/wheel ratios: 2 axle/8-wheel, heavy loads use 3 axle/12 wheel or 4 axle/ 16 wheel configurations

Common dimensions of container skeletal carriers

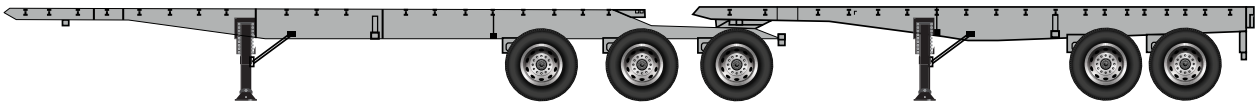
OVERALL			CONTAINER SIZES	TARE	NET CAPACITY	GROSS CAPACTITY
Length	Width	Height				
41.5’	98”	51.45”	20’- 40’	12,100 lbs / 5,500 kg	71,390 lbs / 32,450 kg	83,600 lbs / 38,000 kg

A GUIDE TO **TRUCK TRAILERS** (cont)

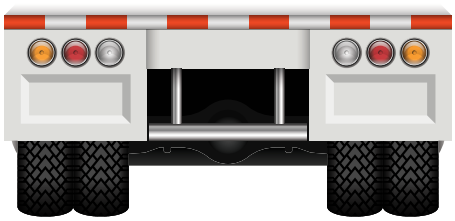
Platform (flat bed) trailer



Side view



Tandem Side view



Platform Trailer
Rear view

- These trailers are designed to accommodate oversize cargo that wouldn't normally fit into standard sized freight trailers
- Platform trailers are also designed for transporting materials that must be loaded/unloaded from the top or side of the trailer
- Common lengths: 26', 40', 42', 45', 48'

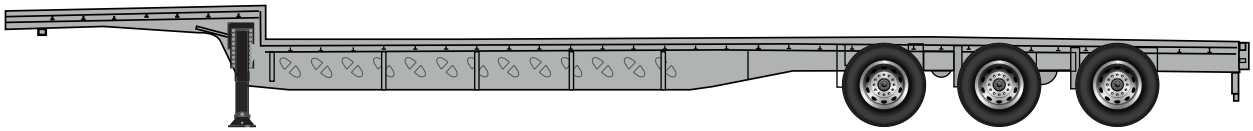
A GUIDE TO **TRUCK TRAILERS** (cont)

Common dimensions of platform trailers

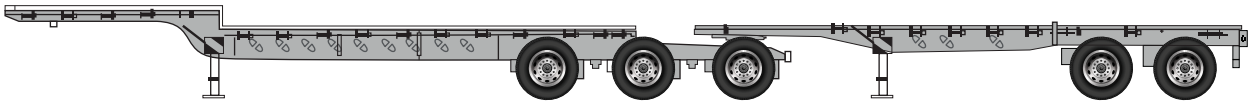
TYPE	OVERALL		TARE	WEIGHT CAPACITY
	Length	Width		
Platform	26'	96"	6,100 lbs.	50,000 - 55,000 lbs.
Platform	40'	96"	10,800 lbs.	50,000 - 55,000 lbs.
Platform	42'	96"	11,050 lbs.	50,000 - 55,000 lbs.
Platform	45'	96"	12,420 lbs.	50,000 - 55,000 lbs.
Platform	45'	102"	12,870 lbs.	50,000 - 55,000 lbs.
Platform	48'	102"	13,430 lbs.	50,000 - 55,000 lbs.
Platform	48' triaxle	102"	15,460 lbs.	50,000 - 55,000 lbs.
Extendible	40'-65'	96"	15,900 lbs	NOTE: Extendible Length/Weight Capacity (decreases in extended position) 40'/80,000 lbs 50'/48,000 lbs 55'/35,000 lbs 60'/30,000 lbs 65'/27,000 lbs 70'/25,000 lbs
Extendible	40'-65'	102"	16,500 lbs	
Extendible	45'-70'	96"	16,800 lbs	
Extendible	45'-73'	96"/102"	16,990/17,250 lbs	
Extendible	48'-76'	96"/102"	17,400/17,650 lbs	
Extendible-Single Drop	45'-65'	96"	17,500 lbs	
Extendible-Triaxle	45'-75'	102"	22,570 lbs	

A GUIDE TO **TRUCK TRAILERS** (cont)

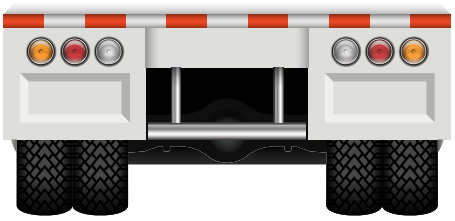
Platform dropdeck/Gooseneck trailers



Gooseneck Trailer Single



Gooseneck Trailer Tandem



Gooseneck Trailer
Rear view

· Designed to accommodate oversized or special cargo much the same as a platform trailer
· Common lengths: 40', 42', 45', 48'

Common dimensions of gooseneck trailers

TYPE	OVERALL		TARE	WEIGHT CAPACITY
	Length	Width		
Dropdeck	40'	96'	12,800 lbs.	70,000 lbs.
Dropdeck	42'	96'	13,200 lbs.	70,000 lbs.
Dropdeck	45'	96'	13,600 lbs.	66,000 lbs.
Dropdeck	48'	196'	13,060 lbs.	66,000 lbs.
Dropdeck	48'	102'	13,350 lbs.	66,000 lbs.
Dropdeck	48'	102'	14,100 lbs.	66,000 lbs.
Dropdeck	40'	96'	15,900 lbs.	70,000 lbs.
Dropdeck	40'	96'	16,500 lbs.	70,000 lbs.
Dropdeck	40'	102'	16,800 lbs.	70,000 lbs.
Dropdeck	41.5'	102'	16,990/17,250 lbs.	70,000 lbs.

A GUIDE TO **TRUCK TRAILERS** (cont)

Tanker trailers



Tanker Trailer
Rear View

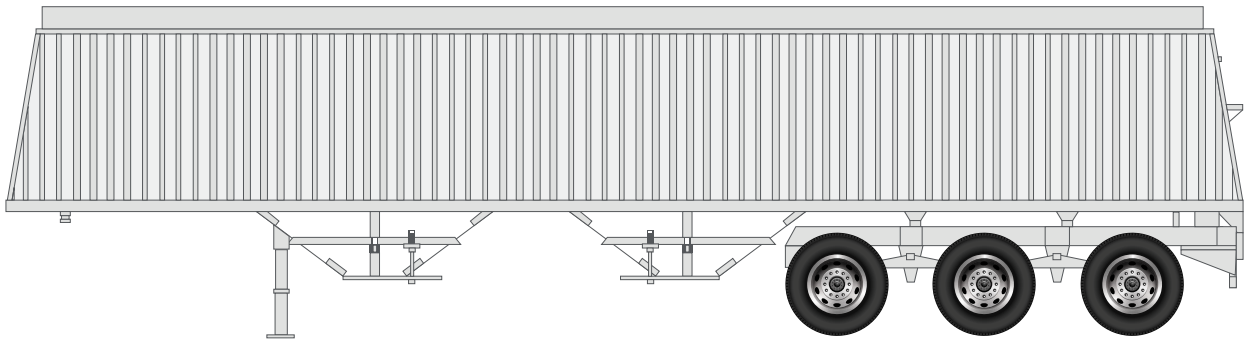
- These containers are designed to carry fluid cargo
- Some cargos in tanker containers are specially designed and painted so they can withstand the effects of corrosive liquids
- Common lengths: 40', 42', 43', 45' 48', 53'
- Common axle/wheel ratios: 2 axle/8-wheel, heavy loads use 3 axle/12 wheel or 4 axle/ 16 wheel configurations

Common dimensions of tanker trailers

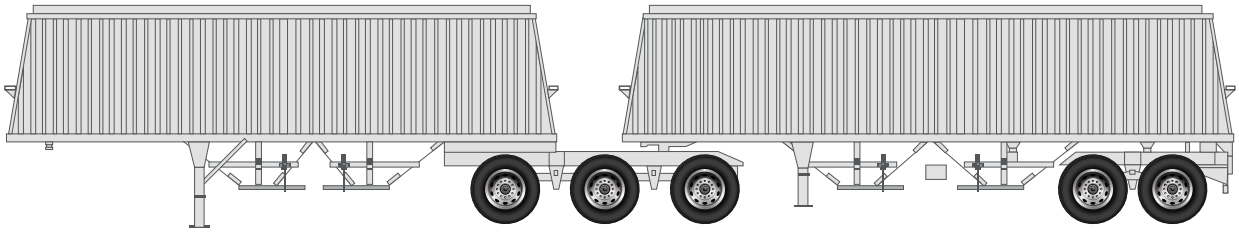
OVERALL			TARE	BULKHEAD	CAPACITY
Length	Width	Height			
28'-53'	96"102"	12'-13' 6"	Varies	1-7	3,000-9500 gallons

A GUIDE TO **TRUCK TRAILERS** (cont)

Dry bulk trailers (hoppers)



Dry Bulk (Grain) Trailer - Single



Dry Bulk (Grain) Trailer - Tandem

- These containers are made to transport dry, free-flowing commodities like grain, gravel, or sand
- Common lengths: 26'— 42'
- Common widths: 96"—102"
- These trailers often used rolled tarpaulin tops instead of hard tops
- Unloading may be done by hopper or conveyor

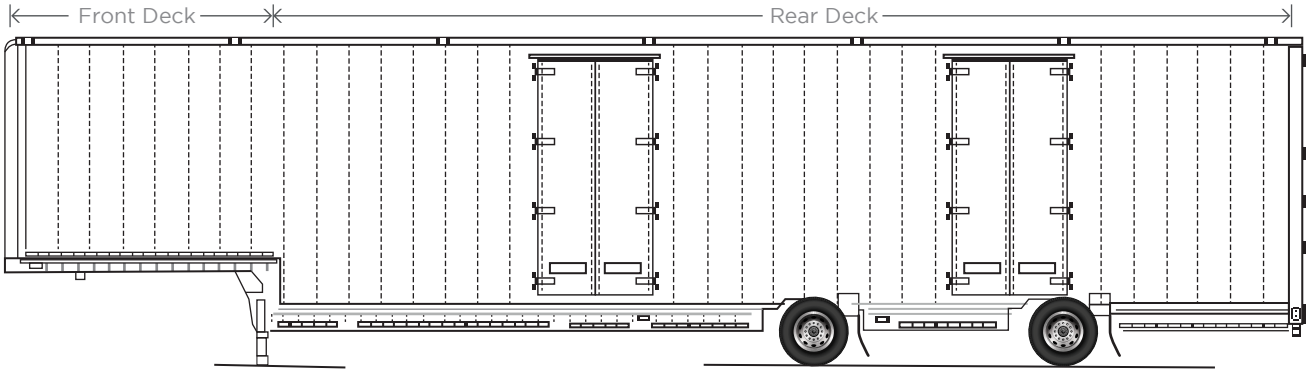
A GUIDE TO **TRUCK TRAILERS** (cont)

Common dimensions of dry bulk trailers

TYPE	OVERALL			OVERALL (rear unit)			TARE WEIGHT	CAPACITY		HOPPERS	
	Length	Width	Height	Length	Width	Height		Lead unit	Rear unit	Lead	Rear
Single (closed end)	42′	102″	132″ (75″ wall)	-	-	-	13,800 lbs	2,150 cu ft	-	2	-
Single (open end)	45′	102″	136″ (79″ wall)	-	-	-	12,900 lbs	2,138 cu ft	-	3	-
Single (open end)	36′	102″	132″ (75″ wall)	-	-	-	10,100 lbs	1,700 cu ft	-	2	-
Single (open end)	40′	102″	132″ (75″ wall)	-	-	-	10,500 lbs	1,900 cu ft	-	2	-
Single (open end)	42′	102″	132″ (75″ wall)	-	-	-	10,900 lbs	2,000 cu ft	-	2	-
Tandem (open end)	27′ 10″	102″	140″ (83″ wall)	30′	102″	140″ (83″ wall)	20,500 lbs	1,485 cu ft	1,605 cu ft	2	2
Tandem (open end)	36′	102″	124″ (67″ wall)	40′	102″	124″ (67″ wall)	20,000 lbs	1,500 cu ft	1,700 cu ft	2	2
Tandem (closed end)	28′	102″	136″ (79″ wall)	30′	102″	136″ (79″ wall)	22,800 lbs	1,365 cu ft	1,450 cu ft	2	2
Tandem (closed end)	36′	102″	124″ (67″ wall)	40′	102″	124″ (67″ wall)	21,000 lbs	1,500 cu ft	1,700 cu ft	2	2

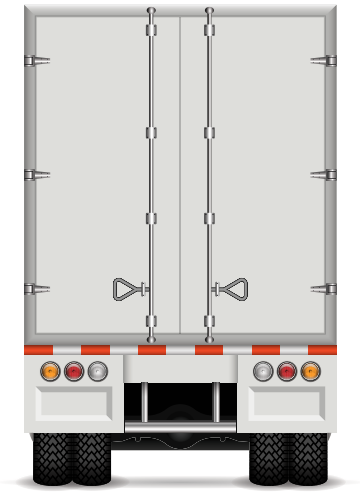
A GUIDE TO **TRUCK TRAILERS** (cont)

Deep drop furniture/Electronics trailers





Standard Freight Van
Rear View
(Note higher deck
and lower overall height)



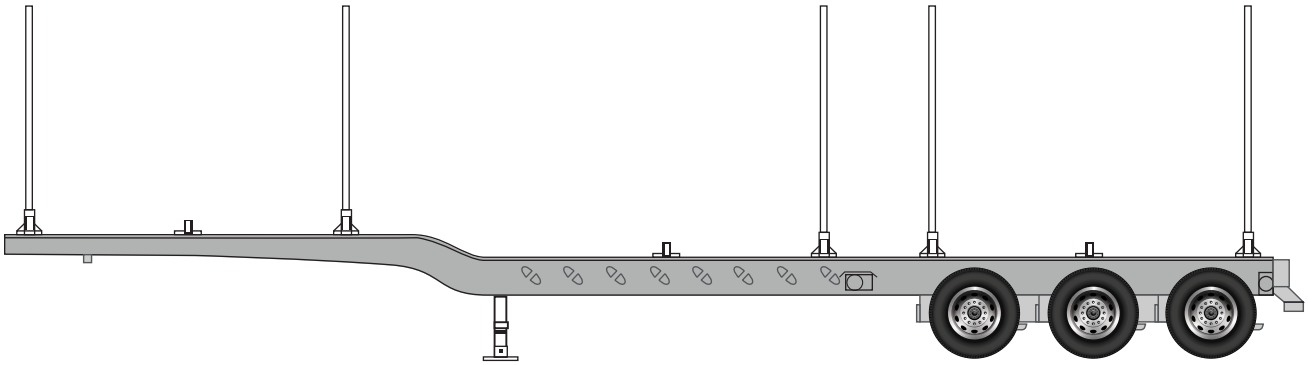
Deepdrop Furniture Van
Rear View
(Note lower deck
and greater overall height)

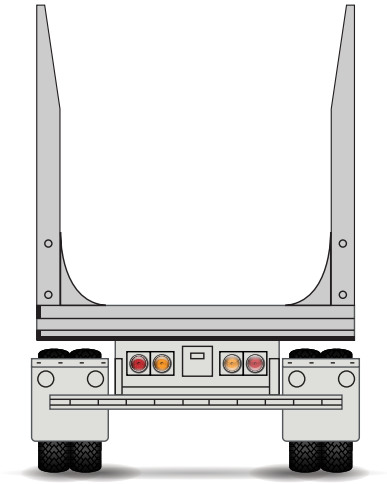
- These trailers are designed to transport relatively large, bulky, and light cargo
- Common lengths: 45', 48', 53'
- Standard heights: 13' 6"
- Standard widths: 96"— 102"
- Lower rear deck to facilitate greater cargo capacities
- Often these will have air ride suspensions to protect fragile cargo

OVERALL			INTERIOR			REAR SWING DOOR		VOLUME	TARE
Length	Width	Height	Length	Width	Height	Width	Height		
45'	96"	13' 6"	44' 7"	92.5"	106"/123"	92"	119"	3,420 cu ft	13,500 lbs
48'	102"	13' 6"	47' 7"	98.5"	106"/122"	98"	118"	3,789 cu ft	14,250 lbs
53'	102"	13' 6"	52' 7"	98.5"	106"/119"	98"	119"	4,395 cu ft	15,000 lbs

A GUIDE TO **TRUCK TRAILERS** (cont)

Timber trailers (loggers)





Timber (Logger) Trailer
Rear View
(Note stakes for holding
logs in place)

- These are basically flat bed trailers with vertical stakes to hold logs in place
- Common lengths: 40'—53' (singles) 28'—32' (tandems)
- Common axle/wheel ratios: 2 axle/8-wheel, heavy loads use 3 axle/12 wheel or 4 axle/ 16 wheel configurations
- Some loggers are equipped with cranes for loading and unloading timber

A GUIDE TO **TRUCK TRAILERS** (cont)

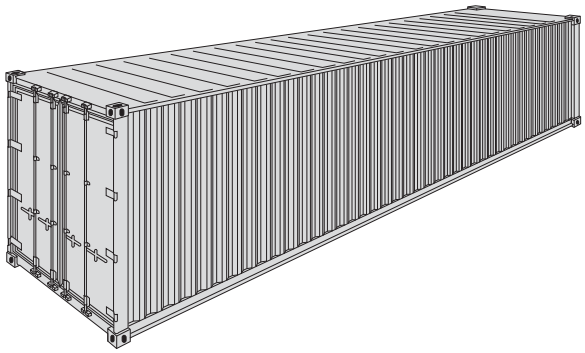
Common logger dimensions

OVERALL			WHEEL BASE	AXLES	DROP	STAKE HEIGHT	CAPACITY
Length	Width	Height					
48′	102″	12′ 9″	37′ 6.5″	5	50″	8′ 7″	25,000 lbs (actual load dependent upon diameter and shape of logs)
48′ 8″	102″	13′ 10″	38′ 1.5″	3	59.5″	8′ 10.5″	25,000 lbs (actual load dependent upon diameter and shape of logs)
48′ 8″	102″	13′ 10″	38′ 1.5″	3	55.75″	9′ 3″	22,500 lbs (actual load dependent upon diameter and shape of logs)
50′	114″*	15′*	38′ 1.5″	3	58″	10′ 2″	22,500 lbs (actual load dependent upon diameter and shape of logs)

* Non-US interstate highway configuration.

OCEAN CONTAINER
TYPES AND INTERNAL DIMS

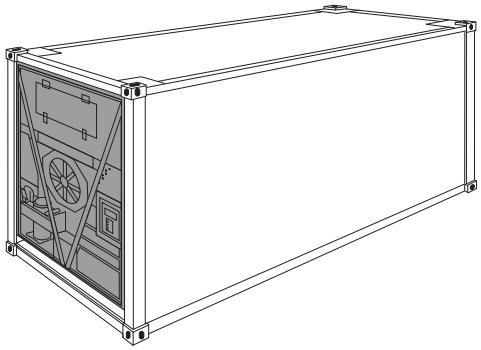
Dry containers



Dry / Steel		Door openings (mm)		Internal dimensions (mm)			Weight (kg)			Volume (m³)
Type	Size	Width	Height	Length	Width	Height to load line	Max. Gross	Tare	Max. Payload	Capacity to load line
20″ std	20′ x 8′ x 8′ 6″	2,340	2,274	5,896	2,350	2,385	27,000	2,150	24,850	33
40″ std	40′ x 8′ x 8′ 6″	2,339	2,274	12,035	2,350	2,393	32,500	3,700	28,800	67
40″ high	40′ x 8′ x 9′ 6″	2,340	2,577	12,035	2,350	2,697	34,000	3,800	30,200	76
45″ high	45′ x 8′ x 9′ 6″	2,340	2,585	13,556	2,352	2,697	32,500	4,800	27,820	86

Dry / Aluminium		Door openings (mm)		Internal dimensions (mm)			Weight (kg)			Volume (m³)
Type	Size	Width	Height	Length	Width	Height to load line	Max. Gross	Tare	Max. Payload	Capacity to load line
40″ wide door	40′ x 8′ x 8′ 6″	2,343	2,278	12,056	2,347	2,379	32,500	2,790	29,710	67
40″ high	40′ x 8′ x 9′ 6″	2,343	2,584	12,056	2,347	2,684	32,500	2,900	29,600	76
45″ high	45′ x 8′ x 9′ 6″	2,340	2,584	13,582	2,347	2,696	32,500	3,900	28,600	86

Refrigerated container

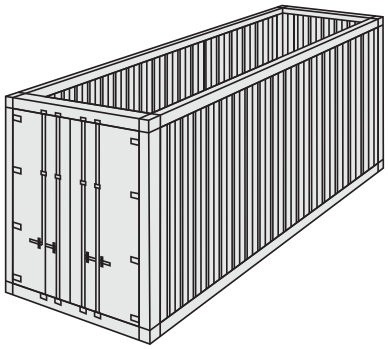


Reefer / Steel		Door openings (mm)		Internal dimensions (mm)			Weight (kg)			Volume (m³)
Type	Size	Width	Height	Length	Width	Height to load line	Max. Gross	Tare	Max. Payload	Capacity to load line
20″ std	20′ x 8′ x 8′ 6″	2,294	2,201	5,451	2,290	2,156	30,480	2,930	27,550	27,9
40″ high	40′ x 8′ x 9′ 6″	2,278	2,473	11,578	2,280	2,425	34,000	4,500	29,500	64

Dry / Aluminium		Door openings (mm)		Internal dimensions (mm)			Weight (kg)			Volume (m³)
Type	Size	Width	Height	Length	Width	Height to load line	Max. Gross	Tare	Max. Payload	Capacity to load line
20″ std	20′ x 8′ x 8′ 6″	2,286	2,188	5,430	2,286	2,155	27,000	2,750	24,250	26,8
40″ std	40′ x 8′ x 8′ 6″	2,294	2,174	11,577	2,294	2,110	32,500	3,900	28,600	56,1
40″ high	"40′ x 8′ x 9′ 6″	2,290	2,535	11,577	2,294	2,409	32,500	4,150	28,350	64,1

OCEAN CONTAINER
TYPES AND INTERNAL DIMS (cont)

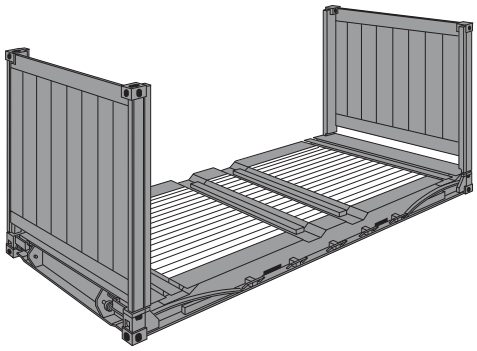
Open top container



Open-tops / Steel		Internal dimensions		Door openings (mm)			Top openings (mm)		Weight (kg)			Volume (m³)
Type	Size	Length	Width	Height	Width	Height	Length	Width	Max. Gross	Tare	Max. Payload	Capacity
20' open-top	20'x 8'x 8'6"	5,919	2,340	2,286	2,286	2,251	5,425	2,223	24,000	2,177	28,230	32
40' open-top	40'x 8'x 8'6"	12,043	2,338	2,272	2,289	2,253	11,622	2,162	30,480	4,300	28,700	64

Open-tops / Aluminium		Internal dimensions		Door openings (mm)			Top openings (mm)		Weight (kg)		Volume (m³)	
Type	Size	Length	Width	Height	Width	Height	Length	Width	Max. Gross	Tare	Max. Payload	Capacity
20' open-top	20'x 8'x 8'6"	5,893	2,346	2,353	2,338	2,273	5,488	2,230	30,480	2,250	21,823	32

Flat rack container



Flat rack / Steel		Internal dimensions (mm)						Weight (kg)		
Type	Size	Length	Width	Height	Lenght between headers	lenght between corner posts	width between corner posts	Gross	Tare	Max. Payload
20' fixed-corner	20' x 8" x 8" 6'	5,935	2,398	2,327	5,935	5,693	2,106	24,000	2,560	21,440
20' collapsible	20' x 8' x 8' 6"	5,966	2,418	2,286	5,850	5,422	2,058	30,480	2,970	27,510
40' fixed-corner	40' x 8' x 8' 6"	12,080	2,438	2,103	12,080	11,796	2,114	30,480	5,480	25,000

Open-tops / Steel		Internal dimensions (mm)		Door openings (mm)		Top openings (mm)		
Type	Size	Length	Width	Concentrated (kg/sq.feet)	on mid 10 ft	Max. Gross	Tare	Max. pay load
40 atd	40'x 8'x 20' 3/8"	12,052	2,438	4,535	12,148	44,440	4,860	39,580

BORDER CROSSINGS
USA/ MX

Documents necessary for northbound and southbound Shipping to & from Mexico

Shipping to/from Mexico is not as difficult as you would expect, but there is a process to follow, we will help you prepare accordingly:



1 Identify all the parties involved in your import/export transaction: Exporter of record, Importer of record, Mexican Custom Broker, American Custom Broker and Transportation Company.

2 Identify all the paperwork needed to complete the transaction: Commercial invoice with corresponding Harmonized Code (HTS), Packing List, Pedimento, inbond, entry/E-manifest.

3 Here is a brief overview of the border crossing process:



a. Once shipment arrives to the border, you must wait until the paperwork is ready to begin with the clearing process: Pedimento; provided by the Mexican Custom Broker, Entry/AES File; provided by the American Custom Broker and E-manifest (only on northbound shipments); provided by the transportation company.



b. The clearing process: Once you have all the paperwork ready it's time to begin the clearing process, get in line at MX and US Customs; if selected, your shipment can undergo inspection at either US or MX customs, before the final clearance the shipment can possibly undergo a DOT inspection (only northbound shipments).



4. Once your shipment has gone through all the necessary inspections at both customs, your shipment is cleared and ready to go to its final destination.

Do you need help understanding what happens at the USA-Mexico border with your freight? If so, The ILS Company has you covered.

We will guide you through the successful import and export at the US - Mexico border

MEXIGO™ with ILS
YOUR CROSS-BORDER LOGISTICS PARTNER

Scan Me!

IMPORT/EXPORT **GUIDELINES**

The ILS Company' import and export services are designed to facilitate international door to door shipments.

In the last year our import and export infrastructure declared over 63,328 shipments entering and leaving Mexico.

If you are thinking about shipping into Mexico, ILS is your answer. We take the time to analyze your unique situation before we propose a solution. Our services can be as simple as guiding you to collect and present complete Customs documentation or tailored to include Customs filing, bonds, duties and taxes as well as Customs Broker selection. We will help you remain compliant with Mexico's importing regulations so that you can reach more than 110 million potential customers in Mexico.

General Import Clearance Information

Clearance Process

Registration requirements. A company seeking to import goods into Mexico must have a tax number and must also be registered as an importer. In theory, this measure allows the customs authorities to better monitor the trade in goods and prevents contraband. The registration procedure is relatively simple, but it may take some weeks. Sector-specific registration is a major concern.

Persons who want to import certain sensible goods are required to be registered in one of 32 (approximately) specific sectors (e.g. automotive goods, steel, tools, electronic appliances, bicycles, toys, textiles, apparel, footwear). In addition to being registered, importers also need to secure the services of a licensed custom broker.

Customs brokers. A licensed customs broker must submit the customs declaration. The broker must have a power of attorney from the importer. From the business point of view, the customs broker provides advice on trade and customs matters. From the tax point of view, the customs broker is liable for any misbehavior concerning the application of the proper customs procedure, the tariff classification of the goods, the correct payment of duties and taxes and the strict compliance with non-tariff barriers.

Duty payment. Once the customs broker calculates the applicable duties and taxes, they are paid at the commercial banks located at the ports of entry by the broker who collects the money from the client.

Value Added Tax (VAT). Customs authorities collect a value added tax (VAT) upon entry of the goods into Mexico.

Customs fees (DTA, PRV). In addition, Mexican customs charges a customs processing fee (DTA) of 0.8% and a pedimento validation fee (PRV) fee of 0.176%.

Document Requirements

Import/Export Documentation. The Mexican Law is very strict regarding the proper submission of customs documentation.

Customs declaration. The import declaration is especially detailed and it is submitted both in electronic and printed manners.

Invoices. The invoice evidences the sale for export to the country of importation. Thus, the invoice is essential to determine the transaction value of the goods. The customs regulations are very detailed concerning the information that the invoice must contain. Foreign sellers or shippers must exercise care in preparing invoices.

Invoice requirements checklist:

- Place where the invoice is issued
- Date in which the invoice is issued
- Seller's name
- Seller's full address
- Importer's name
- Importer's full address (no PO Box)
- Detailed description of the goods (including grade or quality) (avoid using codes)

IMPORT/EXPORT **GUIDELINES** (cont)

- What the product is
- What material it's made of
- Schedule B or HTS code
- Intended use
- Country of manufacture
- Any identification numbers such as serial, par and model numbers of each good (if applicable)

- Quantities in weights and measures
- Unit prices
- Total value of the invoice

Special information may be required on certain goods or classes of goods in addition to the information normally required on the invoice (see Individual information, below). In order for the importers to avoid difficulties and delays the following information should also be included:

- Invoice number
- Seller's tax identification number
- Commercial terms (e.g. CIF, FOB)
- Currency
- Country of origin
- Total weight
- Total number of packages; and marks and numbers of the packages

Mexico Import Regimes.
Mexican legislation contemplates 6 Customs import regimes

1. Definitive
It is used for foreign products that will remain in the country for an unlimited time.

2. Temporary
When foreign products will remain in Mexico for a limited amount of time and with a specific objective. Temporary imports are divided into:

- **Temporary imports to return abroad in the same condition** (the products do no suffer any alteration)
- **Temporary import for manufacturing, transformation or repair** in Maquila or export programs.

3. Fiscal Depot
Authorization to store goods in General Depot Warehouses, without a time limit as long as you pay for storage services. When you withdraw the merchandise that was imported, you must pay the corresponding taxes and fees.

4. Transit
As the name states, it consists of moving goods between customs, under fiscal control. It is divided in two:

- **Internal:** From one Mexican Customs to another one.
- **External:** Foreign merchandise destined abroad, that passes through a Mexican Customs.

5. Preparation, transformation or repair in a fiscal controlled area
When merchandise is introduced to be modified to be exported to another country or returned abroad.

6. Foreign Trade Zone
It consists of entering merchandise into strategic fiscal enclosures for a limited time to store, handle, guard, display, sell, distribute, produce other products, transform or repair them.

Managing your obligations to pay duties and taxes

When importing goods into Mexico, importers may be required to pay a: General Importation Duty (IGI), Value Added Tax (IVA/VAT), Right to Customs Processing (DTA) and/or a Special Tax on production and services also known as excise tax (IEPS).

Mexico has signed multiple Free Trade Agreements (FTAs), which provide for preferential duty rates on foreign trade operations with many more countries. FTAs

IMPORT/EXPORT **GUIDELINES** (cont)

signed by Mexico include the North American Free Trade Agreement (NAFTA) and agreements with the European Union (EU), the European Free Trade Association (EFTA), and Japan, among many other countries. Most FTAs provide 0% duty rates for almost 90% of the goods to be imported into Mexico.
General Import Duty rates range from 0% to 35%, but most imports fall within the range of 3% to 20% (exceptionally, certain food products, shoes, and textiles pay higher duties).

When importing in a definitive regimen all applicable duties and taxes are due at the time of the import. Temporary imports under IMMEX and similar programs are subject to the general 16% VAT rate. Such imports may qualify for VAT or IGI relief when obtaining special certification from the tax authorities related to the adequate control of such imports. The relief is applied in the form of an immediate VAT credit when clearing customs, which means that the temporary import is done on a cashless basis for VAT and temporary imports are exempt from customs duties.

Importers may also take advantage of tariffs' reductions with Programs of Sectorial Promotion (PROSEC). These programs were created to give preferential treatment to certain industry sectors (such as automotive, textile and electronics). Companies with a PROSEC authorization can get preferential import tariffs. Alternative companies may also use "Identifiers" if applicable to lower assigned rates.

How to calculate

IGI = Customs value * tariff
IVA = Customs value + calculated IGI + DTA) / 16%
DTA = $408 MXN (Rate expires December 31, 2023)

CARTA PORTE **KEY POINTS**

The Carta Porte document entered into effect on November 30, 2021, as announced on the SAT Portal (Tax Administration Service) on May 1, 2021, and its issue will be mandatory as of January 1, 2022. This document is a tax receipt for the goods being carried, which is included in the Digital Tax Receipt sent via the internet (CFDI). The Carta Porte has taken over the role of the traditional transfer invoice and logistcs letter.

The CFDI is used to prove the legal possession an ownership of items by supplying information of products transported via different modes of transportation.

In addition, companies who provide services for the transportation of goods (through multiple modes of transportation) may issue a CFDI of the Income type with the Carta Porte addition, which protects and declares legal possession of the items.

Who should be the one to sign the document?

The transport service provider must issue the CFDI of income with Carta Porte before transporting commodities or merchandise by any mode of transport (land, rail, sea, air, or river).

When the owner of products or commodities takes them to the appropriate destination with their vehicles, the CFDI of transfer with Carta Porte must be provided, and the owner of the items is required to issue the document.

CARTA PORTE **KEY POINTS** (cont)

Implication for taxes

It's worth nothing that, as of January 1, 2022, transportation services for items or merchandise having solely CFDI of income (and no Carta Porte) will no longer be tax deductible.

The following fines will be levied if the CFDI with Complement Carta Porte is not provided, delivered, or made available to clients when required, or if the issued document does not conform with the relevant tax requirements:

• Any taxpayer who is required to produce a Carta Porte but fails to do so faces fines ranging from MX$17,020 to MX$93,330.

The tax authorities may close the taxpayer's establishment for three to fifteen days if the offense is repeated.

• Fines for taxpayers taxed under Title IV, Chapter II, Section II of the Income Tax Law range from MX$1,490 to MX$2,960.
The tax authorities may close the taxpayer's establishment for a period of three to fifteen days if the offense is repeated.

Because of the consequences of non-compliance, businesses that transfer goods or commodities (either directly or through a carrier) must evaluate all options for complying with this new tax obligation as soon as possible.

WEIGHT/DIMS LIMITATIONS **IN US HIGHWAYS**

USA – Summary

The United States have a federal set of standards that specify the 'minimum maximums' that must be allowed on federally funded highways, which include the interstates and national network of highways. On these roads, there is a standard set of rules that truck drivers can follow that are common across the country. These are the well known weight limits of:

- **Gross Weight: 80,000 lbs**
- **Single Axle Weight: 20,000 lbs**
- **Tandem Axle Weight: 34,000 lbs**

Along with these weight limits, there are bridge laws which restrict the spacing and weight of axle groupings. The longer and the more axles a truck has, the more weight that it can carry. The bridge formula defines this relationship.

State laws

In 1992, the ISTEA act 'froze' the weight laws that were in place in various states. What this meant was that states that had more liberal weight laws before this act were put into place, were allowed to keep these higher weight laws in place, even on federally funded highways. States are always free to keep higher weights in place on state roads that they finance themselves.
Some of the notable states that allow higher weight limits than 80,000 lbs on federal or state roads are:

Michigan

Allows up to 11 axles on a single combination, and a theoretical maximum of 164,000 lbs gross truck. Because these limits are grandfathered, these trucks can travel on both interstate and state roads.

WEIGHT/DIMS LIMITATIONS **IN US HIGHWAYS** (cont)

South Dakota

Has no gross weight limit, and no limit on the number of axles you can put on a truck, as long as the combination follows the bridge formula. 17 axle trucks carrying mainly agricultural products are common in the state, with gross weights exceeding 170,000 lbs.

New England States

In the New England states of Maine, New Hampshire, it is common to operate 6-axle semi trucks on the interstate and national network system of highways at a weights of 99,000 – 100,000 lbs. The neighboring state of Vermont also allows trucks up to 99,000 lbs as well, but these heavy trucks are not allowed to operate on the interstates and are restricted to state roads.

New York

State laws in New York allow for permitting of divisible loads. Truckers can operate a 6 axle truck at 107,000 lbs or a 7 axle truck with a gross weight of 117,000 lbs. You can also operate Long Combination Vehicles on the Thruway.

What Is an Oversize Load?

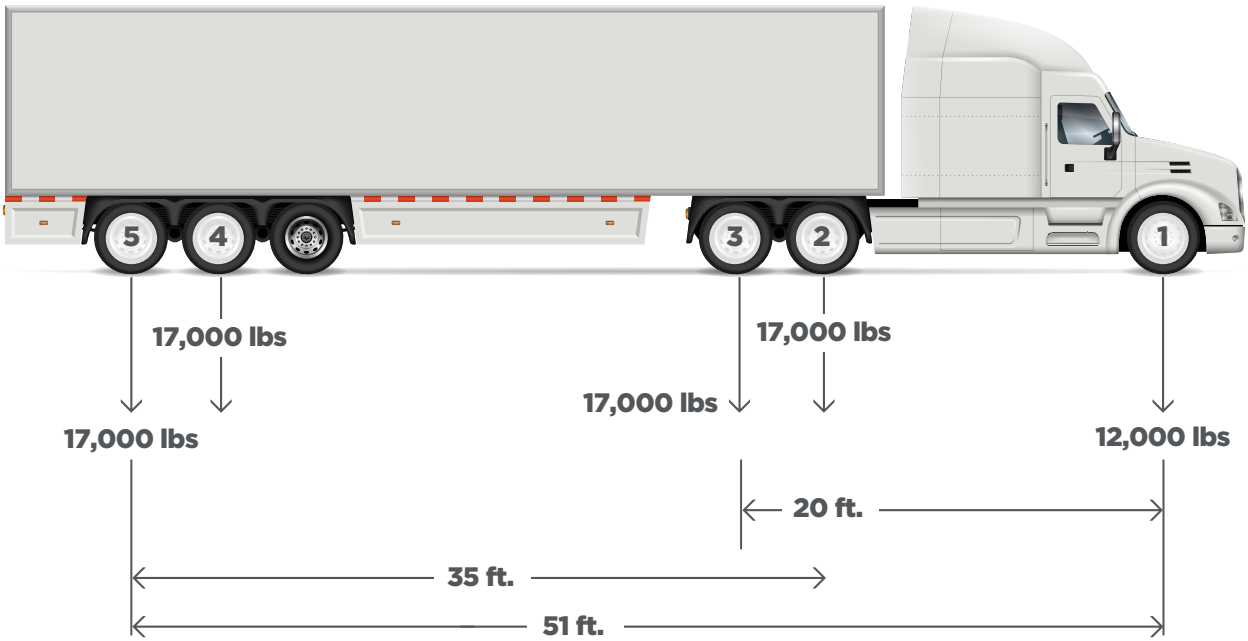
The trailer is 8.5 feet wide, but the tires are more than 9 feet wide and are permitted as an Oversize Load.In road transport, an oversize load (or overweight load) is a load that exceeds the standard or ordinary legal size and/or weight limits for a specified portion of road or highway. Examples of oversize loads include construction equipment (bulldozers, etc.), pre-built homes, construction elements (bridge beams, generators), wind generator propellers, even tires for quarry and mining equipment, and much more.
The legal dimensions and weights vary between states and a vehicle that exceeds the legal dimensions usually requires a permit defining the size, weight, and nature of the load and the origin and destination of the load. Fees for permits are determined by the nature of the load and may vary from state to state. The permit usually specifies the route the load must follow as well as the dates and times during which the load may travel, and the safety equipment required.
This vehicle has two tandem axles and a steer axle. The gross weight of 80,000 pounds is distributed properly across the axles. There are federally mandated maximum weight limits for the NN (23 CFR Part 658.17). For example, the CFR limits weights to 20,000 lb. per single axle, 34,000 lb. per tandem axle, and 80,000 lb. gross vehicle weight. The vehicle gross weight may be exceeded, by permit, provided the maximum weight on any axle or axle group is not exceeded.

The requirements for oversize/overweight trucking operators are twofold: (1) ensuring that the load can be moved safely and legally from its point of origin to its destination, and (2) obtaining the necessary state permits to move the load.

For larger oversize loads, such as widths up to 15 feet or heights exceeding 13.5 feet, a route survey may be required prior to the haul. It must be determined that overhead utility lines, bridges and overpasses, overhead signs, etc., do not pose a contact hazard. For overweight loads, it must be determined that trucks do not overstress bridges and overpasses, and that weight is properly distributed across the axels to protect roadways.

WEIGHT/DIMS LIMITATIONS
IN US HIGHWAYS (cont)

Axle spacing



WEIGHT/DIMS LIMITATIONS **IN US HIGHWAYS** (cont)

National Network Vehicle Size and Weight Standards

Overall Vehicle Length	No Federal length limit exists for most truck tractor-semitrailers operating on the NN. Exception: On the NN, combination vehicles (truck tractor plus semitrailer or trailer) designed and used specifically to carry automobiles or boats in specially designed racks may not exceed a maximum overall vehicle length of 65 feet, or 75 feet, depending on the type of connection between the tractor and the trailer (See 23 CFR 658.13 for more information).
Trailer Length	Federal law provides that no State may impose a length limit of less than 48 feet (or longer if provided for by grandfather rights) on a semitrailer operating in any truck tractor-semitrailer combination on the NN. (Note: A State may permit longer trailers to operate on its NN highways.) Similarly, Federal law provides that no State may impose a length limit of less than 28 feet on a semitrailer or trailer operating in a truck tractor-semitrailer-trailer (twin-trailer) combination on the NN.
Vehicle Width	On the NN, no State may impose a width limit of more than or less than 102 inches. Safety devices (e.g., mirrors, handholds) necessary for the safe and efficient operation of motor vehicles may not be included in the calculation of width.
Vehicle Height	No Federal vehicle height limit exists. State standards range from 13.6 feet to 14.6 feet.
Vehicle Weight	Federal weight standards apply to commercial vehicle operations only on the Interstate Highway System, which consists of approximately 50,000 miles of limited access, divided highways that span the Nation. Off the Interstate Highway System, States may set their own commercial vehicle weight standards. Federal standards for commercial vehicle maximum weights on the Interstate Highway System are as follows: Single Axle – 20,000 lbs.; Tandem Axle – 34,000 lbs.; GVW – 80,000 lbs. The Federal Bridge Formula, which was introduced in 1975 to reduce the risk of damage to highway bridges by requiring more axles, or a longer wheelbase to compensate for increased vehicle weight, may require a lower GVW; depending on the number and spacing of the axles in the combination vehicle.

WEIGHT/DIMS LIMITATIONS
IN MX HIGHWAYS

Maximum vehicle gross weight authorized by vehicle and road class

Vehicle	Number of axes	Number of tires	GVWR (t)			
			ET & A	B	C	D
B2	2	6	19,0	16,5	14,5	13,0
B3	3	8	24,0	19,0	17,0	16,0
B3	3	10	27,5	23,0	20,0	18,5
B4	4	10	30,5	25,0	22,5	21,0

Maximum gross vehicle weight authorized per vehicle class and road

Vehicle or vehicular configuration	Number of axes	Number of tires	GVWR (t)			
			ET & A	B	C	D
C2	2	6	19,0	16,5	14,5	13,0
C3	3	8	24,0	19,0	17,0	16,0
C3	3	10	27,5	23,0	20,0	18,5
C2-R2	4	14	37,5	35,5	NA	NA
C3-R2	5	18	44,5	42,0	NA	NA
C3-R3	6	22	51,5	47,5	NA	NA
C2-R3	5	18	44,5	41,0	NA	NA
T2-S1	3	10	30,0	26,0	22,5	NA
T2-S2	4	14	38,0	31,5	28,0	NA
T3-S2	5	18	46,5	38,0	33,5	NA
T3-S3	6	22	54,0	45,5	40,0	NA
T2-S3	5	18	45,5	39,0	34,5	NA
T3-S1	4	14	38,5	32,5	28,0	NA
T2-S1-R2	5	18	47,5	NA	NA	NA
T2-S1-R3	6	22	54,5	NA	NA	NA
T2-S2-R2	6	22	54,5	NA	NA	NA
T3-S1-R2	6	22	54,5	NA	NA	NA
T3-S1-R3	7	26	60,5	NA	NA	NA
T3-S2-R2	7	26	60,5	NA	NA	NA
T3-S2-R4	9	34	66,5	NA	NA	NA
T3-S2-R3	8	30	63,0	NA	NA	NA
T3-S3-S2	8	30	60,0	NA	NA	NA
T2-S2-S2	6	22	51,5	NA	NA	NA
T3-S2-S2	7	26	58,5	NA	NA	NA

CONVERSION **CHARTS**

Weights and measures

English units

Longitud – Length
1 pie – foot = 0,3048 metros – meters
1 pie – foot = 12 pulgadas – inches
1 yarda - yard = 3 pies – feet
1 milla – mile = 1760 yardas - yards
1 milla nautica - nautical mile = 6080 pies – fee

Volumen - Volume
1 pie cubico - cubic foot = 1728 pulgadas cubicas - cubics inches
1 yarda cubica - cubic yard = 27 pies cubicos - cubic feet
1 barril - barrel = 5,8 pies cubicos - cubic feet
1 tonelada registro - register ton = 100 pies cubicos - cubic feet

Capacidad - Capacity
1 cuarto - quart = 2 pintas - pints
1 galon - gallon = 4 cuartos - quarts
1 barril - barrel = 36 galones - gallons

Superficie - Area
1 pie cuadrado - square foot = 144 pulgadas cuadradas - square in.
1 yarda cuadrada - square yard = 9 pies cuadrados - square feet
1 acre - acre = 4840 yardas cuadradas - square yards
1 milla cuadrada - square mile = 640 acres – acres

Peso - Weight
1 onza - ounce = 437 1/2 granos - grains
1 libra - pound = 16 onzas - ounces
1 cuarto - quarter = 28 libras - pounds
1 tonelada - ton = 2240 libras - pounds

Metric system

Longitud - Length
1 milimetro - milimeter = 100 micrones - micrometers
1 centimetro - centimeter = 10 milimetros - milimeters
1 decimetro - decimeter = 10 centimetros - centimeters
1 metro - meter = 10 decimetros - decimeters
1 Decametro - Decameter = 10 metros - meters
1 Hectometro - Hectometer = 10 Decametros - Decameters
1 Kilometro - Kilometer = 10 Hectometros - Hectometers

Volumen - Volume
1 centimetro cubico - cu. cm = 1000 milimetros cubicos - cu. mm
1 decimetro cubico - cu. dm = 1000 centimetros cubicos - cu. cm
1 metro cubico - cu. m = 1000 decimetros cubicos - cu. Dm
1 Decametro cubico - cu. Dm = 1000 metros cubicos - cu.m

Capacidad - Capacity
1 centilitro - centiliter = 10 mililitros - mililiters
1 decilitro - deciliter = 10 centilitros - centiliters
1 litro - liter = 10 decilitros - deciliters
1 Kilolitro - Kiloliter = 1000 litros - liters
1 Kilolitro - Kiloliter = 1 metro cubico - cubic meter

Peso - Weight
1 onza - oz = 28,349 gramos - grams
1 libra - lb = 453,592 gramos - grams
1 tonelada - ton = 2000 libras - lbs

Superficie - Area
1 centimetro cuadrado - sq. cm = 100 milimetros cuadrados - sq. mm
1 decimetro cuadrado - sq. dm = 100 cm. cuadrados - sq. cm
1 metro cuadrado - sq. M = 100 decimetros cuadrados - sq. dm
1 Decametro cuadrado - sq. Dm = 100 metros cuadrados - sq.m
1 Hectometro cuadrado - sq. Hm = 100 Decametros cuadr. - sq. D
1 Kilometro cuadrado - sq. Km = 100 Hectometros cuadr. - sq. Hm

Peso - Weight
1 gramo - gram = 1000 miligramos - miligrams
1 Decagramo - Decagram = 10 gramos - grams
1 Hectogramo - Hectogram = 10 Decagramos - Decagrams
1 Kilogramo - Kilogram = 10 Hectogramos - Hectograms
1 Tonelada - Ton = 1000 Kilogramos - Kilograms

Trabajo y Energia - Work and Energy
1 Joule = 107 Ergios - Ergs = 0,239 calorias - cal
1 caloria - cal = 4,184 J (Joule)
1 Btu (British termal unit) = 252 calorias - cal = 1054 J
1 kilowatt.hora - kilowatt.hour (KWh) = 3,60 x 106 J
1 electron voltio - electron volt (eV) = 1,60 x 10 -19 J

Potencia - Power
1 watt (W) = 1 J/s
1 Ergio/s - Erg/s = 0,0000001 watt
1 HP (horsepower) = 0,746 kilowatt (KW)

Other measures

Unidades de Masa
Kilogramo (Kg)
1 Tonelada (t) = 1000 Kg
1 Quintal (Qm) = 100 Kg
1 Gramo (g) = 0,001 Kg

Unidades de Tiempo
Segundo (s)
Minuto (mn) = 60 s
Hora (h) = 3600 s
Dia (d) = 86400 s

Velocidad
Metro por segundo (m/s)
Centimetro por segundo (cm/s) = 0,01 m/s
Nudo = 1852 m/h

Tension y Presion
Pascal (Pa)
bar = 100000 Pa
baria (dyn/cm2) = 0,1 Pa

Cantidad de Calor
Caloria (cal) = 4,1855 J (Joule)
Termia (th) = 4,1855.106 J (Joule)
Frigoria (fg) = 4,1855.103 J (Joule)

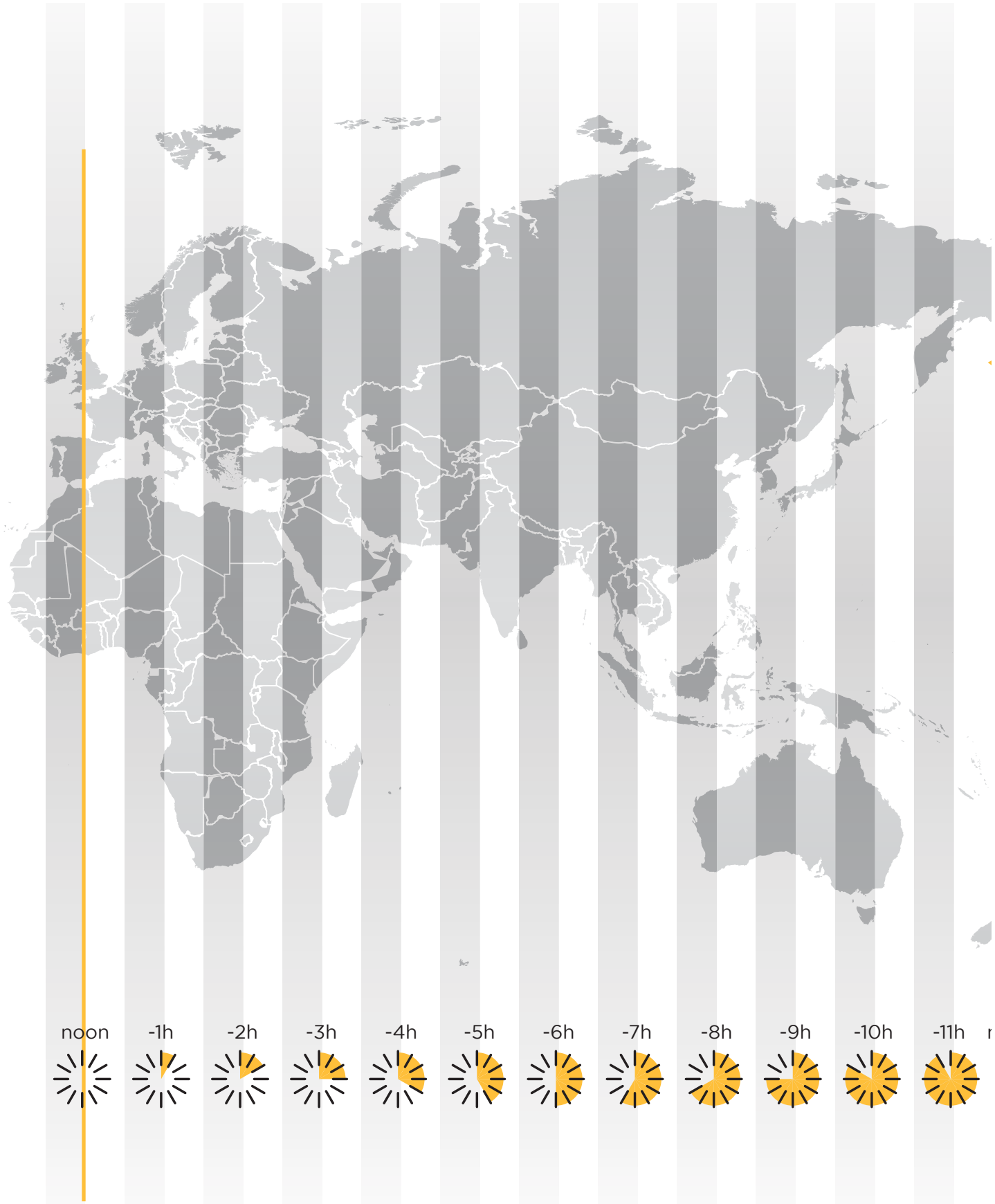
Fuerza - Force
1 Newton (N) = 105 dinas - dynes (dyn) =
0,2248 libras - lb
1libra - lb = 4,448 N

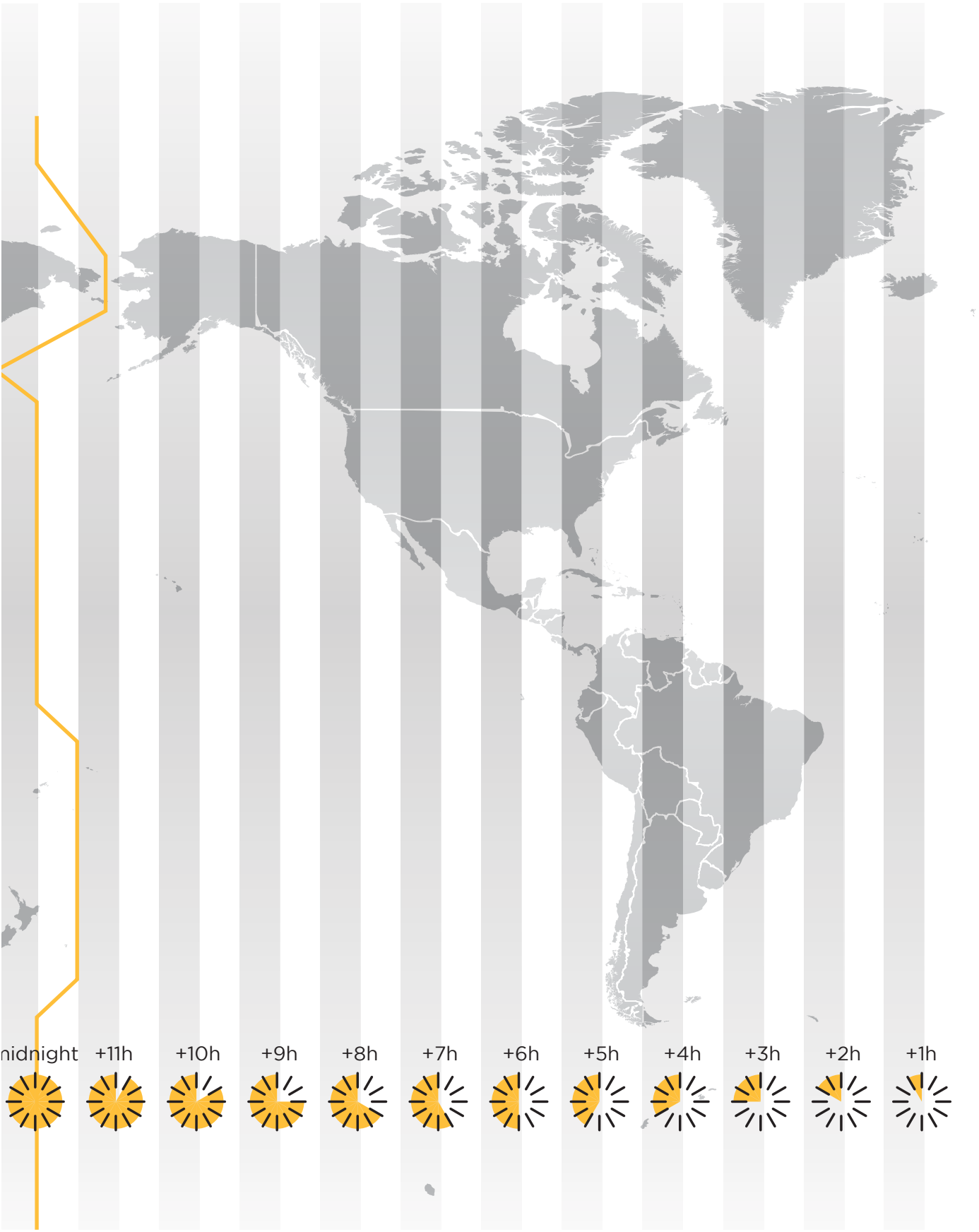
Unidades Calorificas - Conversiones de Temperatura - Grado Kelvin (ºK)
(1,8 x ºC) + 32 = ºF (Farenheit)
Grado Celcio (ºC)
0,555 (ºF - 32) = ºC (Celcius)
Grado Farenheit (ºF)

Aceleracion
Metro por segundo c/ segundo (m/s2)
gal (cm/s2) = 0,01m/s2


Efficient, Reliable, and Compliant:
Our Logistics Services Have It All
Compliance with regulations can be a point of differentiation in a competitive market. With The ILS Company, you can demonstrate a commitment to ethical and responsible practices.
Keep your business on track
ilscompany.com/shippers-us-mexico/
IATA
Accredited Agent
MEMBER OF X2 ELITE Professional Global Logistics
WCA INTER GLOBAL
CERTIFIED ISO 9001:2015 COMPANY
CTPAT YOUR SUPPLY CHAIN'S STRONGEST Link.
TSA CERTIFIED INDIRECT AND BONDED CARRIER
Pacific Southwest Minority Supplier Development Council

WORLDWIDE MAP OF LOCAL **TIME ZONES**




midnight
+11h
+10h
+9h
+8h
+7h
+6h
+5h
+4h
+3h
+2h
+1h

WORLDWIDE

AIR AND OCEAN PORTS

Sea Port and Container terminals



MEXICO AND USA
AIR AND OCEAN PORTS
Sea Port and Container terminals



WAREHOUSING **ACRONYMS**

Active Stock: Stock in active pick locations and ready for order fulfilment.

Aisle: Any passageway within a storage area.

ATA: Actual Time of Arrival.

ATD: Actual Time of Departure.

Backorder: A piece of stock ordered but out of stock and promised to be shipped when the item of stock becomes available.

Bar Coding: A way of encoding data for fast and accurate readability. Bar codes are a series of alternating bars and spaces representing encoded information which is read by scanners.

Compliance: All products, services, processes and documentation comply with specific requirements.

Consolidation: Combining two or more shipments.

Cross Docking: Merchandise that is received at the warehouse or DC is not put away but prepared for shipment to retail stores.

Cycle Count: Systematic counting of a portion of the total stock on a certain day, so all stock can be counted without disruption to the warehouse.

DC: Distribution Center

FIFO: First In First Out – using stock based on when it was received.

Fulfillment: Fulfilling a customer order.

Landed Cost: Cost of product including logistic costs.

Merge in Transit: Merging shipments from suppliers sent directly to the store.

Order Picker: A staff member that is assigned to make withdrawals of warehousing units.

Pallet: Is a flat transport structure that supports goods in a stable fashion while being lifted by a forklift, pallet jack, front loader, work saver, or other jacking device, or a crane.

Pallet Picking: Retrieval of full pallets.

Perpetual Stock Taking: Stock record keeping system where every transaction both in and out is recorded.

Physical Stock Taking: Counting all stock within a warehouse in a single event – also known as a wall to wall count.

Picking: A staff member pulls the relevant stock items from storage areas to complete a customer order.

Pick List: A list of stock items to be picked to fill an order.

POD: Proof Of Delivery

RFID: Radio Frequency Identification – electromagnetic field to identify and track tags on objects.

RTV: Return To Vendor

SKU: Stock Keeping Unit, this is a product or service identification number assigned to a unique item by a retailer. The SKU can be a number used internally or may be linked to the UPC (Universal Product Code) or EAN (European Article Number).

UPC: Universal Product Code, this is a 12 digit code which is split into 4 parts. The first part is a single digit used to identify the remaining digits. E.g. 0 would designate a regular UPC code where a 3 would show a National Drug Code and 5 would identify a coupon or voucher.
The next 5 digits show the identification of the manufacturer and the following five is the item number. A single digit at the end is a character check used to validate the code when scanned.

WAREHOUSING **ACRONYMS** (cont)

VMI: An inventory management system in which a supplier assumes responsibility for the timely replenishment of a customer's stock.

WMS: Warehouse Management System – systems used to effectively manage processes, activities within the warehouse.

Set Up Fees: Account Set Up and System Integration (this is the cost of setting up your account).

Inbound Shipping: This is the cost to send your product from supplier/manufacturer to the fulfillment center.

Receiving IN Fee: This is the cost of receiving your product into inventory, inspecting it, counting it, and placing it in the warehouse.

Storage and Warehousing: This is the cost of storing your product in the warehouse on pallets, the floor, or bins.

Pick and Pack and Order Fulfillment: This is the cost of physically going to the warehouse to pick, package, and prepare the order for shipment.

Box Fees: This is the cost of any additional packaging or boxes used to prepare your orders for shipment.

Order Insert Fees & Custom Labeling: This is the cost of adding any promotional or marketing inserts into the package, or labeling the package in any special way.

Outbound Shipping OUT Fee: This is the cost of shipping your product from the warehouse to the end customer.

Returns Fees: This is the cost of receiving and returned product, inspecting it, and either returning it to inventory or disposing of it.

Kitting Fees: This is the cost of any special kitting or assembly projects in order to prepare your products for shipment – these are usually quoted out on a time and cost basis.

Account Management Fees: This is the cost of any customer service work or overall company management that the fulfillment firm provides for your account.

Rack location: A particular place or position on rack.

Floor space: A continuous area or expanse of floor which is free or available.

Packing list: A packing list is a document that includes details about the contents of a package.

PACKAGING **RECOMMENDATIONS**

These recommendations are not to be considered approved carrier packaging specifications. Following part or all of these guidelines will not guarantee the automatic approval of a damage claim by any carrier.

Air

· Maximums size of packages has to be clarified with the airline
· Goods are not allowed to be bigger than the packaging, E.g. pallet smaller than good
· Packages have to be safe from manipulation (See 3.1)
· Exact size and weight of packages labelled
· Delivery slip and labels are need for all packages
· IPPC – labels needed for packing wood
· Air freight safety regulations have to be followed

Manipulation-safe packaging

· All kinds of goods going with air freight, which are on a palette, have to have been wrapped in non transparent foil
· Cardboard boxes must be packed manipulation safe, with all open sides taped shut
· This goes for all cardboard box sized
· Delivery slip
· All packages have to have labels about size and weight
· IPPC labels on packing wood

Ocean

· The kind and intensity of strain on the goods during oversea transports must be researched during packaging
· Strain during oversea transports are: rain, sea water, different climate zones, high humidity, and high salt content in the air
· During the long transports in the containers, the packed goods are under a high strain from shocks, and vibrations
· Goods that are packed have to be dry
· Packing wood with a maximum of 20% residual moisture
· Corrosion protection with the dry bag method. For the transport and storage the goods have to have enough dry bags, the amount is relative to the residual moisture inside of the aluminum foil, and has to be good for 12 months (optional 24 months). Calculation according to DIN 55474
· There are two methods of packaging: ground packaging and crate packaging
· Packing wood must be IPPC – treated and labelled, also inside of the package
· The sea freight packaging should be done by a specialized contractor (Packaging company / Exporter)

Ground

· Store goods on palettes or other suitable packing methods, so that they are secure from outside influences
· Goods not stored on palettes or other suitable packing methods, are not allowed to exceed 35 kg

PACKAGING **RECOMMENDATIONS** (cont)

· Appropriate labelling is also needed
· Wood palettes and other wood used for packing has to be IPPC treated and labelled
· Each package has to have a delivery slip
· The gross weight and size of a package has to be clearly labelled. Bigger packages have to also have the balance point, and areas for chains and fork lifter labelled on them.

LTL

LTL shippers are encouraged to load their goods onto pallets or into crates prior to pickup. Heavier items should be placed on the bottom of the pallets or crates, while lighter items should be placed on the top. It's also best practice to include at least one large label on each handling unit in the shipment.

Why this step is important: Freight is typically handled a number of times throughout the LTL shipping process. Properly packaged goods can be protected from bumps, drops and the adjacent freight along the way.

The bill of lading needs to be attached to the packaged freight, as well as any labels that would help the carrier know how to handle the package such as "Do Not Stack", "Fragile", "This side up", and "Handle with Care". These labels give drivers and dockworkers indicators as to how to move the freight without damaging it.

SECURITY **BEST PRACTICES**

Make sure all lists of company individuals responsible for contact, in the event of suspicious activity or emergency, are up to date. All entities that monitor your alarm/access activity need to have access to these up-to-date lists.

Encourage local law enforcement agencies to make extra patrols in the areas where your facilities are located – as well as make it as easy as possible for them to "see" your critical access areas.

Transportation

Monitor developments and confirm if destination facilities in the area will be impacted and have alternate plans for secure staging locations outside of the storm's path.

We suggest confirming that a given receiver's hours of operation are consistent with scheduled delivery times and planning for secure parking locations in the event a shipment will have to stop for an extended period of time.

The use of covert GPS tracking as part of a layered security program to mitigate the risk of theft is strongly encouraged. In the event the cargo is stolen, the ability to provide real-time, accurate location coordinates to law enforcement is an essential component of a successful recovery.

In order to mitigate criminal attempts to exploit cargo and warehouse facilities during an extended holiday or natural disaster we recommend that you ensure security protocols are up-to-date and in line with industry best practices.

Facilities

Conduct a personal inspection of both the outside and inside of your facilities before securing them. Remove/repair anything that would assist a perpetrator in his/her illicit activity. For example: exterior lighting that doesn't work, gates/doors/windows left unsecured, keys left in forklifts inside, etc.

Prior to securing a facility for unattended periods check to make sure all alarms, CCTV recording equipment, and any sources of auxiliary power are all in good working order. With anything that is battery powered, those batteries should be tested for effectiveness.

Treat all premises alarms (no matter the number or closeness in frequency) as if they are all actual penetration attempts. Responses should be made accordingly.

AIR SHIPMENT HOW TO CALCULATE CHARGEABLE WEIGHT FOR AIR FREIGHT SHIPMENTS

The Chargeable Weight of Air Freight shipments are calculated as the Actual Weight (Gross Weight) or the Volumetric (also called Volume or Dimensional) Weight of the shipment, whichever is the greater. This uses an estimated weight that is calculated based on the dimensions (length, width and height) of a package (shipments are always shown in the order of L x W x H). Typically, large items with a light overall weight take up more space on an aircraft than a small, heavy item. That's why the Airlines charge according to Chargeable Weight.

Chargeable weight is commonly used by air freight forwarders, domestic motor carriers and brokers to calculate their air freight and/or domestic trucking charges. They use a dimensional factor to determine the

AIR SHIPMENT HOW TO CALCULATE CHARGEABLE WEIGHT FOR AIR FREIGHT SHIPMENTS (cont)

"volume" or "volumetric" or "dimensional" weight of the cargo. The domestic air cartage motor carriers in the USA use a different dimensional factor than airlines which is listed below as well.

For those of you who simply want the formulas without a detailed explanation, here you go: The formula for calculating the volume/dimensional weight for all commodities is 366 cubic inches per kilogram, 166 cubic inches per pound or 6,000 cubic centimeters per kilogram.

For calculating the volume weight using inches, multiply the length by the width by the height (L x W x H) in inches to obtain the cubic inches, then:

· To obtain the dimensional weight in pounds using inches, divide the cubic inch result by 166.
· To obtain the dimensional weight in kilograms using inches, divide the cubic inch result by 366.

For calculating the volume weight using centimeters, multiply the length by the width by the height (L x W x H) in centimeters to obtain the cubic centimeters, then divide the result by 6,000.
Some definitions and formulas to start:

Chargeable Weight: the greater of actual weight vs. volume weight of a shipment. Chargeable weight is an equilibrium point where the actual weight and volume weight of cargo balance out for the airline, BUT, keep in mind that if the actual weight of the cargo is higher than the "equilibrium point", the air freight charges are billed on that actual weight.

Volume/Volumetric/Dimensional Weight: Cargo weight based on dimensions of the cargo
Actual Weight: Actual weight of the cargo weighed on a scale
Lb or lbs: pounds
Kg or kgs: kilograms
Cft or ft³: cubic feet
Cbm or m³: cubic meters
Tonne or mt: metric ton 1,000 kgs / 2,204.6 lbs

Basic Conversions:
1 inch= 2.54 centimeters (cms) / 1 cms= 0.393701 inches
1 lbs= 0.453592 kgs / 1 kgs= 2.20462 lbs

Imperial shipping factor examples:
167 in^3/lb = 10.4 lb/ft^3

Metric shipping factor examples:
5000 cm^3/kg = 200 kg/m^3
6000 cm^3/kg = 166.667 kg/m^3
7000 cm^3/kg = 142.857 kg/m^3

Note: all dimensions and weights are rounded to the nearest whole number.

Combining dimensions in inches and weight in kgs: (L x W x H)/366 (this is commonly done in U.S. exports since dimensions are provided in inches but charges for air freight are always in kgs)

How do I Calculate Volumetric Weight to determine the Chargeable Weight of my Air shipment?

Example 1 – Actual Weight is Greater than Volume Weight:
ABC Company is going to ship some cargo from Los Angeles to Shanghai. The shipment consists of 5 boxes/cartons, each weighing 30kgs, and each measuring 50 x 40 x 40 cms / 19.685 x 15.748 x 15.748 inches.

Actual Gross Weight = 5 boxes x 30kgs each = 150 kgs

Volumetric Weight in kgs using centimeters = (50 x 40 x 40cm) x 5 boxes / 6000 = 67kgs

Volumetric Weight in kgs using inches = (20 x 16 x 16) x 5 boxes / 366 = 67kgs

Result: 150 kgs is greater than 67 kgs so the Chargeable Weight will be 150 kgs which, in

AIR SHIPMENT HOW TO CALCULATE CHARGEABLE WEIGHT FOR AIR FREIGHT SHIPMENTS (cont)

this case, is the Actual Weight.

Example 2 – Volume Weight is Greater than Actual Weight:

ABC Company is going to ship some cargo from Los Angeles to Shanghai. The shipment consists of 3 boxes/cartons, each weighing 10kgs, and each measuring 50 x 40 x 40 cms / 19.6 x 15.7 x 15.7 inches.

Actual Gross Weight = 3 boxes x 10 kgs each = 30 kgs

Volumetric Weight in kgs using centimeters = (50 x 40 x 40cm) x 3 boxes / 6000 = 40 kgs

Volumetric Weight in kgs using inches = (19.6 x 15.7 x 15.7) x 3 boxes / 366 = 40 kgs

Result: 40kgs is greater than 30kgs so the Chargeable Weight will be 40kgs which is also the Volume Weight.

How does DHL/Fedex/UPS/TNT/Canada Post calculate Air Freight Charges?

Centimeters / Kilograms:

DHL: (L cm A— W cm A— H cm)/5000 or 4000 depending on certain import/country criteria.

FedEx: (L cm A— W cm A— H cm)/6000 (new) or /5000 (old, still used in Asia) for international shipments, (L cm x W cm x H cm)/7000 for domestic shipments.

UPS: (L cm A— W cm A— H cm)/6000 or /5000 depending on certain import/country criteria.

Canada Post (L cm A— W cm A— H cm)/6000 or (L in A— W in A— H in)/166

Inches / Pounds

FedEx Express & UPS: (L in A— W in A— H in)/139

FedEx Ground & UPS Ground: (L in A— W in A— H in)/139

FYI: The above calculations are for informational purposes only. The divisors are subject to change by the carriers. Please visit their respective websites for more information.

OCEAN – LCL: **EQUATION TO CALCULATE CBM'S**

The method of calculation of volume of cargo under sea LCL shipment.

CBM means Cubic Meter. However, the total weight of cargo should not exceed 1 ton. That means, if the cargo weight is above 1,000 kgs, the volume of cargo is treated on the basis of weight. In short, freight forwarders charges LCL rate on the basis of 'per CBM' or per weight of 1,000 kgs (1 ton) which ever is higher.

CBM – cubic meter is calculated by multiplying length, width and height of packages of goods. For example, if the length, height and width of a cargo is 2.3 meters, 1.4 meters and 2 meters respectively, the volume of cargo is 2.3 X 1.4 X 2.00 = 6.44 CBM.

If you have the measurement in inches or centimeters, first you need to convert in meters and then calculate CBM which will be easier for you. **If freight forwarder quote a rate of USD 10.00 per CBM, the rate will be 6.44 CBM X USD 10.00 per CBM = USD 64.40.**

If the weight of the said package is 7 tons (7,000 kgs), the freight on LCL is calculated on the basis of weight. That is, 7 tons X USD 10.00 = USD 70.00. So, weight of 1 ton (1,000 kgs) is treated as 1 cbm. **In other words, the LCL freight is calculated on the volume of 1 CBM or weight of 1 ton (1,000 kgs) which ever is higher.**

18-POINT INSPECTION

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INTERNATIONAL LOGISTIC SOLUTIONS

TRACTOR AND TRAILER INSPECTION CHECKLIST

BILL OF LADING	
CARRIER	
DRIVER	
TRAILER PLATES	
TRAILER NUMBER	

SEALS NUMBER

SEAL 1:	SEAL 2:

HIGH SECURITY SEALS? ☐ YES ☐ NO

INSPECTED BY:

SUPERVISED BY:

TRACTOR INSPECTION

Date:	Time:

TRAILER INSPECTION - INSIDE

Date:	Time:

TRAILER INSPECTION - OUTSIDE

Date:	Time:

GENERAL PHYSICAL INSPECTION

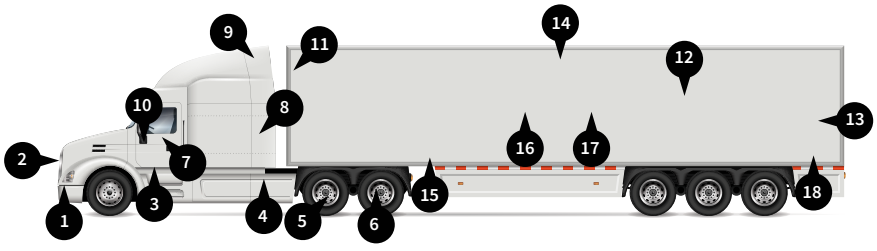
PLEASE MARK AS INDICATED ☑ COMPLY ☒ NO COMPLY

AREAS OF INSPECTION	CONDITION	AREAS OF INSPECTION	CONDITION
1 BUMPER		11 FRONT WALL	
2 ENGINE		12 INSIDE	
3 FLOOR (TRACTOR)		13 OUTSIDE/INSIDE DOORS (INCLUDING RODS, HASPS, RIVETS)	
4 FUEL TANKS			
5 TIRES		14 CEILING/ROOF	
6 DRIVE SHAFTS		15 FLOOR (TRAILER)	
7 CAB		16 RIGHT SIDE WALL	
8 AIR TANKS		17 LEFT SIDE WALL	
9 EXHAUST		18 AGRICULTURAL INSPECTION	
10 DOORS		CLEAN ☐ DIRTY ☐	

COMMENTS:

WAS VVTT PROCESS CARRIED OUT?

YES NO



PALLETS POSITION INSIDE THE TRAILER

1	3	5	7	9	11	13	15	17	19	21	23	25
2	4	6	8	10	12	14	16	18	20	22	24	26

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USEFUL APPS

The following list contains select links to US and Mexico authorities, national, regional, international and professional organizations, as well as other industry stakeholders providing important information on tools, tariffs, safety and guidelines:

a. Rutas de punto a punto (Secretaría de Comunicaciones y Transportes)
http://app.sct.gob.mx/sibuac_internet/ControllerUI?action=cmdEscogeRuta

b. Rand McNally
https://fleet.randmcnally.com/page/transportation-logistics

c. Policía Federal Carreteras
https://play.google.com/store/apps/details?id=com.denuncia.ciudadana.pfcarreteras&hl=en

d. Policía Federal Reporte Ciudadano
https://play.google.com/store/apps/details?id=com.denuncia.ciudadana&hl=es_419

d. WCS Permits
https://wcspermits.com/

USEFUL WEBSITES

a. Hazmat types
https://www.mfnfamily.com/en/hazmat-definitions

b. US HTS Tariff website
https://hts.usitc.gov/

c. MX HTS Tariff website
http://www.siicex-caaarem.org.mx/

d. Ventanilla única
https://www.ventanillaunica.gob.mx/vucem/index.html

e. CTPAT Guidelines (CBP website)
https://www.cbp.gov/border-security/ports-entry/cargo-security/c-tpat-customs-trade-partnership-against-terrorism/apply/security-criteria

f. SCT website
https://www.gob.mx/sct

g. FMCSA website – Check carrier safety info
https://www.fmcsa.dot.gov/

h. Webpages for MX and US Fuel
USA: https://www.eia.gov/petroleum/gasdiesel/
Mexico: https://www.gob.mx/cre

USEFUL WEBSITES (cont)

i. Currency converter
https://www.xe.com/currencyconverter/

j. CBM Calculator
https://www.cbmcalculator.com/

k. USA Port of entry locator
https://www.cbp.gov/contact/ports

l. Commercial, passenger and pedestrian US port of entry wait times
https://bwt.cbp.gov/

m. World airport listings
https://www.aeropuertosdelmundo.com.ar/americadelnorte/mexico/

WORLDWIDE
HOLIDAYS 2024

JANUARY

1 ALL COUNTRIES	21 DO
6 ES DO IT	26 IN
8 CO JP	29 DO
15 US	30 CR

FEBRUARY

5 MX	14 CN BR TW
9 KR TW	15 CN
10 BR CN KR HK SG TW	19 US
11 BR CN KR HK JP SG TW	27 CR DO
12 AR EC US BR CN KR HK JP PE SG TW UY	28 TW
13 AR EC CN BR SV HK JP TW	29

MARCH

1 KR	29 DE AR BR CL CO CR EC SV ES GT HK PE UK DO SG
18 MX	30 AR CL CO GT HK MX
19 CR	31 AR BE CO IT
20 JP	
25 CO	
26 SV	
28 CO AR CR SV GT PE DO MX	

APRIL

1 DE BE HK IT UK	19 UY
2 AR	21 BR
4 TW CN HK	25 IT
11 CR	29 JP

MAY

1 ALL EXCEPT EC, US, JP & UK	19 BE
3 EC JP	20 DE BE
4 JP	21 CL
5 JP	23 IN
6 JP UK	24 EC
9 DE BE PE	25 AR
13 CO	27 US UK
15 HK	

JUNE

2 IT	20 AR CL
3 CO	29 PE
6 KR	30 GT
10 CN HK TW	
17 AR	
19 UY	

Consider the following dates on which operations are suspended or are very reduced

DE	ALEMANIA
AR	ARGENTINA
BE	BELGICA
BR	BRASIL
CL	CHILE
CN	CHINA
CO	COLOMBIA
KR	COREA DEL SUR
CR	COSTA RICA
EC	ECUADOR
SV	EL SALVADOR
ES	ESPAÑA
US	ESTADOS UNIDOS
GT	GUATEMALA
HK	HONG KONG
IN	INDIA
IT	ITALIA
JP	JAPON
MX	MEXICO
PE	PERU
UK	REINO UNIDO
DO	REPUBLICA DOMINICANA
SG	SINGAPUR
TW	TAIWAN
UY	URUGUAY

WORLDWIDE
HOLIDAYS 2024

JULY

1 HK CO	18 UY
4 US	20 CO
9 AR	21 BE
15 JP	25 CR
16 CL	28 PE
	29 PE

AUGUST

2 CR IN	16 DO CR
6 SV	24 CR
7 CO	25 UY
9 SG EC	30 PE
12 JP	
15 BE CL KR IN IT ES AR CO CR	

SEPTEMBER

2 US	19 CL
7 BR	20 CL
15 SV GT	23 JP
16 KR JP MX	24 CR DO
17 CN KR TW	
18 CL KR HK	

OCTOBER

1 HK CN	8 PE
2 CN	9 KR
3 CN DE KR	10 TW
4 CN	11 HK EC
5 CN	12 BR CL ES
6 CN	14 CO JP
7 CN	20 GT

NOVEMBER

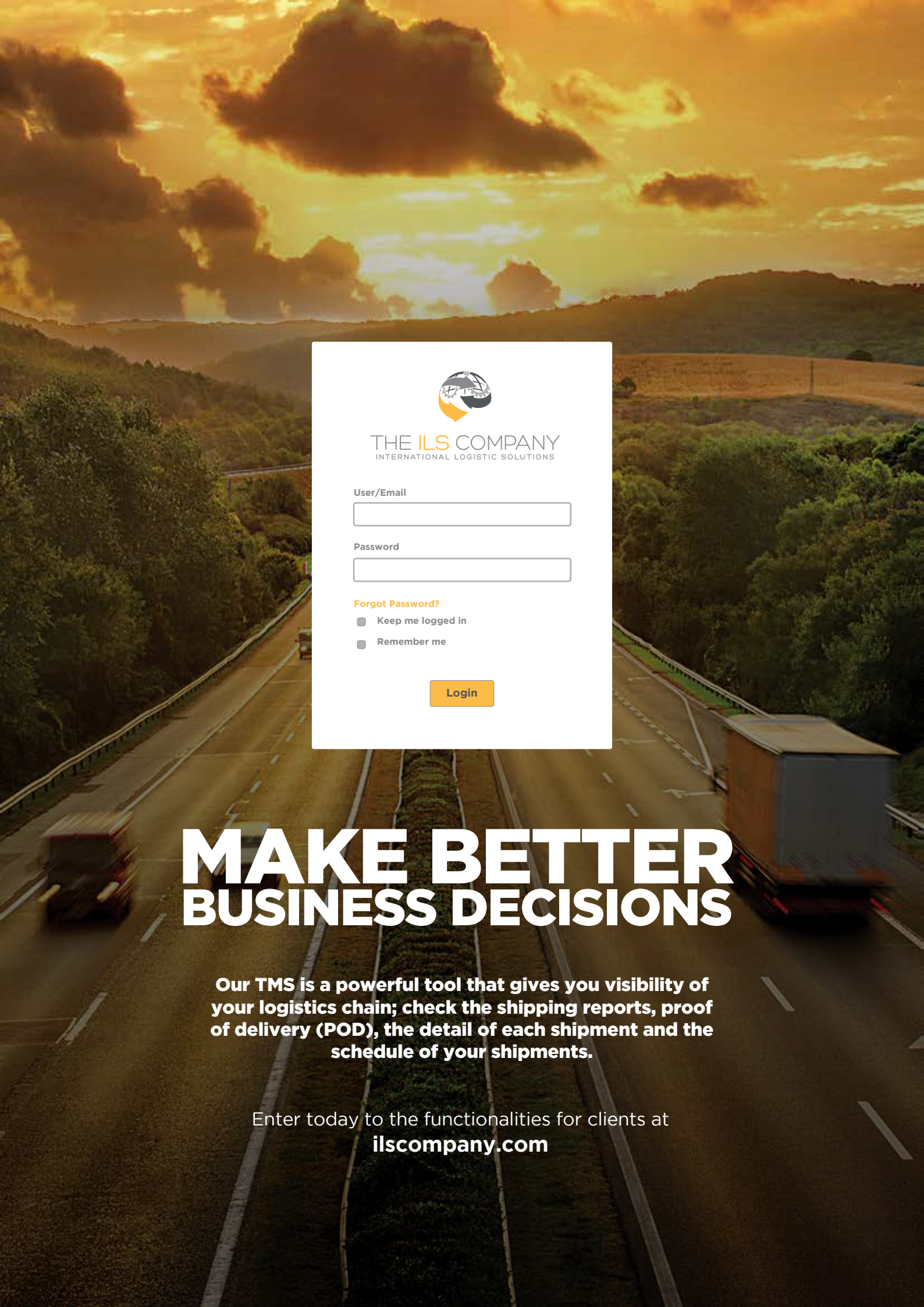
1 BE CL ES GT IT PE EC SV	11 BE US
2 BR CR UY	15 BR
4 CO DO EC JP	18 CO MX
6 CR	20 AR
	23 JP
	28 US

DECEMBER

6 ES	25 ALL EXCEPT CN AND TW
8 AR CL IT PE CO CR ES	26 DE HK UK
	31 CR

Consider the following dates on which operations are suspended or are very reduced

DE	ALEMANIA
AR	ARGENTINA
BE	BELGICA
BR	BRASIL
CL	CHILE
CN	CHINA
CO	COLOMBIA
KR	COREA DEL SUR
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EC	ECUADOR
SV	EL SALVADOR
ES	ESPAÑA
US	ESTADOS UNIDOS
GT	GUATEMALA
HK	HONG KONG
IN	INDIA
IT	ITALIA
JP	JAPON
MX	MEXICO
PE	PERU
UK	REINO UNIDO
DO	REPUBLICA DOMINICANA
SG	SINGAPUR
TW	TAIWAN
UY	URUGUAY


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Remember me
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