



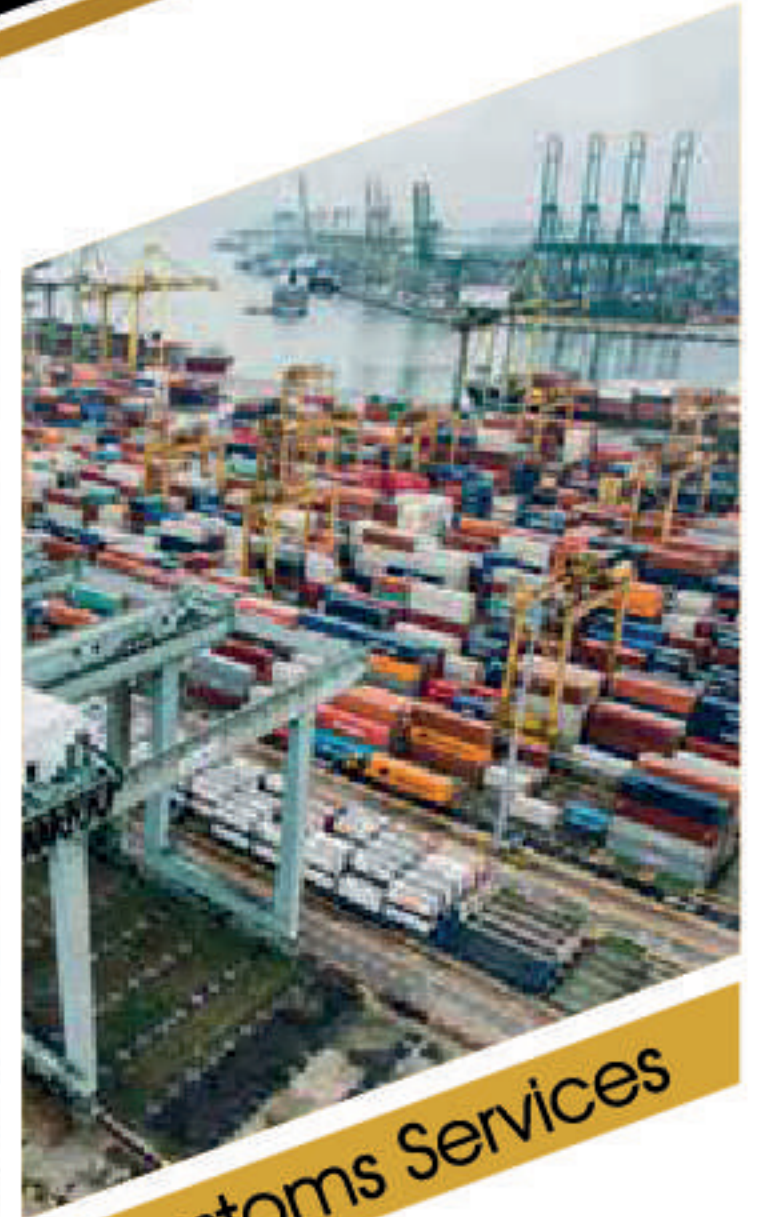
Air Freight Services



Sea Freight Services



Road Services



Customs Services



Exhibitions



Warehouses



Personal Effect



Packing

ABOUT US

At TMLS, we're committed to providing innovative supply chain solutions that challenge the status quo. As a global industry leader with more than 20 years of logistics experience, we're proud to support industry and trade in the global exchange of goods.

OUR VISION

Customers are the life line for any business and we constantly work towards strengthening our customer relationships and developing newer ones. We strive to meet and exceed customer expectations by developing and delivering highly attractive and innovative products and services.

Our vision emphasizes that we want to be the first choice of peoples in case of choice for freight forwarding provider not only for all their shipping needs, but also as an employee or investor.

OUR MISSION

Our mission is to constantly exceed customer expectations by providing superior freight forwarding and global transportation solutions including air, ocean, and customs brokerage and logistics services.

OUR VALUES

Trust and Openness. Mutual Respect. Quality
Excellence. Customer Orientation

**CREATIVE FOR SHIPPING AND LOGISTICS
CARRYING CARGO WITH CARE**

Time matters for everyone And it matters for your cargo.

We handle all air shipments to all destinations and from all origins: Import / Export / Handling / Transit shipments.

With its expertise of the Middle East, Europe, Africa, North & South America, Asia & Pacific

We deal with a wide variety of goods, including hazardous goods and we regularly manage oversize shipments.

We essentially use direct services but, in case of need or request, we can also arrange services which may need trans-shipments.

تعد شركة TMLS رائدة في مجال الشحن الجوي من خلال شبكة الوكلاء الخاصة بها في جميع أنحاء العالم والتي تتيح لها القيام بشحن جميع البضائع الواردة والصادرة بين جميع المطارات حول العالم. كما تملك فريق عمل متخصص للتعامل مع الشحنات الخطرة وكذلك الشحنات ذات الأوزان والأحجام الشاذة. تعتمد شركتنا بشكل أساسي على استخدام خدمات طيران مباشرة كما يمكننا عمل الحجوزات الغير مباشرة للشحنات في حال طلب العميل ذلك.

SEA FREIGHT SERVICES



We handle all sea shipments to all destinations and from all origins: Import / Export / Handling / Transit shipments.

With its expertise of the Middle East, Europe, Africa, North & South America, Asia & Pacific

The TMLS's experienced team offers you a full range of forwarding services to organize safe, efficient and cost effective transport of your goods in:

- **FCL:** Full Container Load
20' standard, 40' standard, 40' high cube, 20'/40' open top/hard top/flat racks, ...etc

Temperature controlled cargo: 20', 40' reefer, 40' reefer high cube

- **LCL:** Less Container Load
- **RO/RO:** Roll on /Roll Off
- Breakbulk cargo



Looking for the lowest shipping costs?



Choose our sea freight services.



- بشكل آمن وبتكلفة نقل مناسبة :
- ١- شحنات الحاويات ٢٠ قدم و ٤٠ قدم بأشكالها وأنواعها.
 - ٢- البضائع المجمعة بنظام LCL.
 - ٣- تأجير السفن « بضائع عامة - صب - صب سائل ».
 - ٤- سفن نقل المعدات ووسائل النقل.

تعد شركة TMLS رائدة في مجال الشحن البحري من خلال شبكة الوكلاء الخاصة بها في جميع أنحاء العالم والتي تتيح لها القيام بشحن جميع البضائع الواردة والصادرة والتراخيص بين جميع الموانئ البحرية حول العالم. تقدم شركة TMLS من خلال فريق عمل متخصص على نطاق واسع من الخدمات اللوجيستية



Through our knowledge of the Egyptian transportation market, TMLS can offer you the best solution per lane or destination. As a result, you get the best service and quality.

Our Egyptian road forwarding services include:

- Full truck loads, partial truck loads, bulk, temperature controlled transportation.
- We have a fleet of specialized trucks these give you the possibility to transport your products no matter the size or the weight.
- We can make on-time deliveries anywhere with complete and precise traceability, in close communication with our customers.

من خلال معرفتنا بسوق النقل في مصر نستطيع
تقديم حلول اللوجيستية من
إلى إم إل إس تقديم كافة الخدمات
خلال خدمة جيدة وبجودة عالية.

خدمات الطرق التي تقدمها الشركة تشمل :

لدينا أسطول من وسائل النقل التي تتيح لنا نقل
كافة أنواع البضائع بمختلف أحجامها وأوزانها بطرق
آمنة لضمان وصولها إلى مخازن العميل في التوقيت
المناسب مع ضمان مستوى الخدمة.



CLEARANCE SERVICES



CUSTOMS SERVICES:

The TMLS offers complete documentation and customs services for worldwide importing and exporting by Air and Sea.

We are also recognized as an approved sender and recipient with the Egyptian customs authorities.

CAPABILITIES:

We have the capability to:

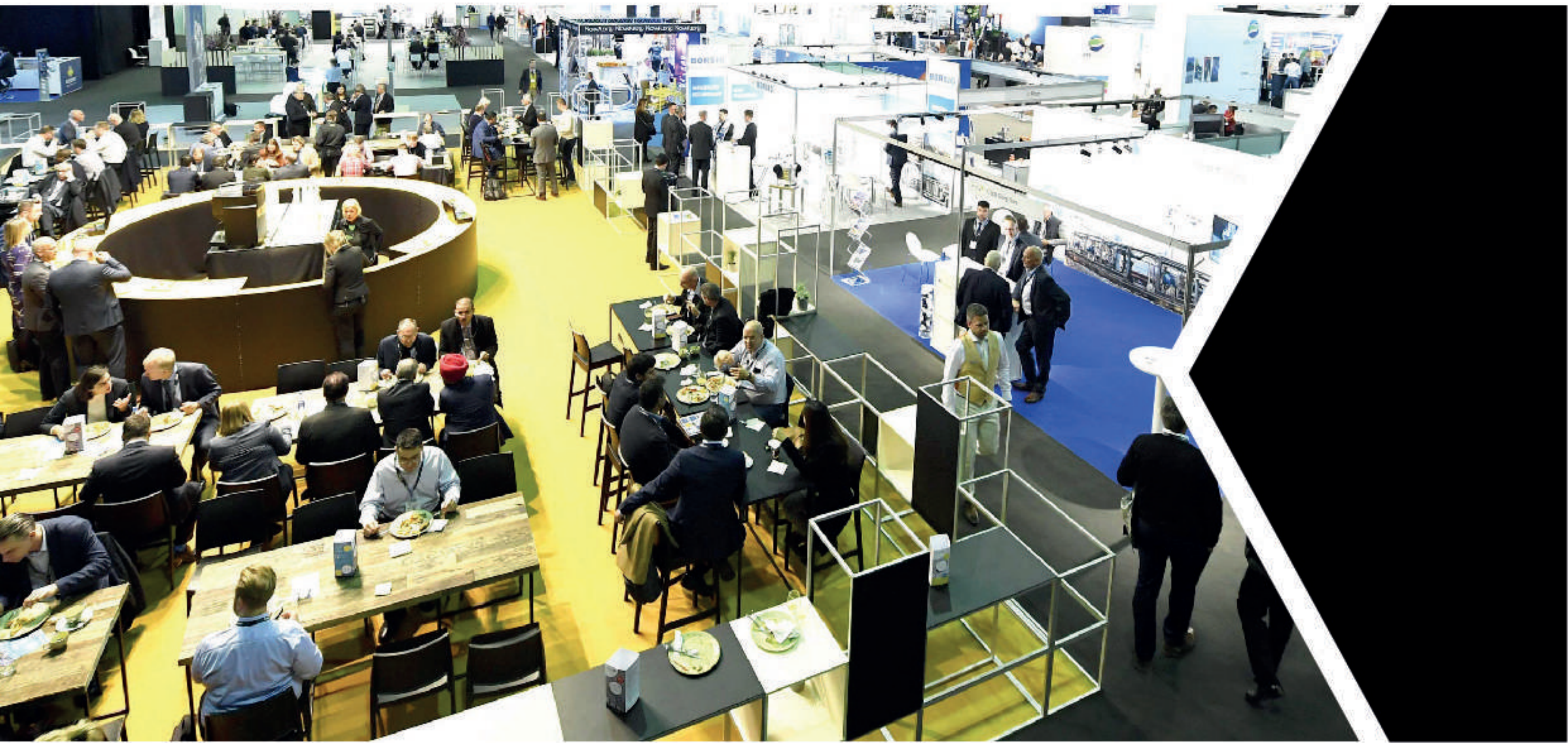
- Handle the necessary import and export procedures to meet customer needs except for products under excise duty.
- Draw up specific documents related to customs such as transit, Certificate of origin, Form 13, repair and return formetc.
- Provide bonded storage.



نحن نقدم كافة الإستشارات والخدمات الجمركية بجميع الشحنات الصادرة والواردة في جميع الموانئ المصرية البحرية والجوية.

الإمكانات والقدرات :

- تعد TMLS مكتب تخليص معتمد لدى سلطات الجمارك المصرية.
- كما تملك الخبرات لتنفيذ عملية التخليص للشحنات الصادرة والواردة وفقاً لمتطلبات العميل.
- عمل الإفراج عن البضائع تحت النظم الجمركية المختلفة.



A successful event starts with the delivery of your shipment on time.

From your door, to the event site, from 1 box to palletized cargo, full-less containers. We provide freight forwarding, customs clearance, and delivery to the event site and once the event is finished, we can recover your materials and ship them back to your door or next show destination.

إن الخطوة الأولى في نجاح أي حدث هو وصول الشحنة الخاصة بك في الوقت المناسب من مكان شحنها إلى موقع الحدث مهما كان حجمها ووزنها. نحن نقدم للعميل كافة الخدمات اللوجيستية اللازمة لنقل الشحنات من مكان استلامها وحتى داخل المعرض مع الالتزام بالجدول الزمني وكذلك إعادة شحنها مرة أخرى بعد انتهاء المعرض سواء إلى مكان استلامها الأصلي أو جهة العرض التالية.

Our **Total Service** in- out includes:

- Packaging
- Pick up
- Warehousing
- Clearance
- Shipping
- Delivery to booth

وتشمل خدماتنا بالداخل والخارج الآتي:

- ١- التعبئة والتغليف.
- ٢- النقل الداخلي.
- ٣- التخزين.
- ٤- التخليص.
- ٥- الشحن.
- ٦- التوصيل للجهة المطلوبة.





WAREHOUSE



Warehousing & storage is a fast moving, highly skilled discipline within the logistics industry. We can provide you with pro-active solutions to your warehousing, storage & distribution requirements that can be used as a competitive advantage for your business.

We operate modern warehouse facilities at different locations in Egypt. Our service offering comprises of:

- Warehousing
- Distribution
- Pick & Pack
- Packing
- Labeling
- Return Processing
- Inventory Management
- Transportation Management



إن سرعة وإنضباط العملية التخزينية في الخدمات اللوجيستية الصناعية تتطلب مهارات خاصة.

ونحن نقدم خدمات استباقية في تخزين البضائع ومتطلبات التوزيع .. التي تخدم عملائنا وتتيح لهم فرص عمل تنافسية في الأسواق.

حيث نقوم بتشغيل المستودعات بأحدث نظم التشغيل وفي أماكن مختلفة داخل أنحاء مصر لتشمل خدماتنا الآتي:

- ١- خدمات التخزين.
- ٢- التوزيع.
- ٣- التجميع والتغليف.
- ٤- التغليف.
- ٥- معالجة البضائع.
- ٦- إدارة المخازن.
- ٧- إدارة النقل.



DOOR TO DOOR



PERSONAL EFFECTS



**BECAUSE WE ARE AT YOUR DISPOSAL,
WE KEEP ON YOUR CONVENIENCE**



الأمنعة الشخصية

« لأننا في خدمتكم فإننا حريصون دائماً على راحتكم »

أيما يجب عليك نقل البضائع الخاصة بك أو تخزينها فإن TMLS تقدم طرق متطورة وفعالة لتلبية كافة الاحتياجات اللازمة لنقل أمتعتك الشخصية. شبكة وكلائنا في جميع أنحاء العالم مجتمعة مع خدمات النقل الدولي التي نقدمها تتيح لنا تسليم أمتعتك الشخصية في الوقت والمكان المناسب في جميع أنحاء العالم بمستوى خدمة متقدمة وفعالة.

Wherever your goods must be moved or stored, we can develop the most efficient and effective way to meet your requirements.

Our network of worldwide distribution facilities, combined with our global transportation services, provide time definite delivery nearly anywhere in the world for reliable management of service level agreements.



TMLS Equipment Specifications



UPGRADED 20'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
19' 4"	7' 7"	7' 10"	7' 6"	7' 6"	1,150 Cft	5,060 Lbs	61,996 Lbs
5.900 m	2.311 m	2.390 m	2.286 m	2.280 m	32.63 Cu.m	2,300 Kgs	28,180 Kgs

HIGH CUBE 40'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
39' 5"	7' 8"	8' 10"	7' 8"	8' 5"	2,694 Cft	8,750 Lbs	58,450 Lbs
12.036 m	2.350 m	2.697 m	2.338 m	2.585 m	76.3 Cu.m	3,970 Kgs	26,510 Kgs



OPEN TOP 20' (UPGRADED ALSO AVAILABLE)

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
19' 4"	7' 7"	7' 8"	7' 6"	7' 2"	1,136 Cft	5,280 Lbs	47,620 Lbs
5.894 m	2.311 m	2.354 m	2.286 m	2.184 m	32.23 Cu.m	2,400 Kgs	21,600 Kgs

OPEN TOP 40'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
39' 5"	7' 8"	7' 8"	7' 8"	7' 5"	2,350 Cft	8,490 Lbs	58,710 Lbs
12.028 m	2.350 m	2.345 m	2.341 m	2.274 m	65.5 Cu.m	3,850 Kgs	26,630 Kgs



FLAT RACK COLLAPSIBLE 20'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
18' 6"	7' 3"	7' 4"	-	-	-	6,601 Lbs	61,117 Lbs
5.618 m	2.208 m	2.233 m	-	-	-	2,750 Kgs	27,730 Kgs

FLAT RACK COLLAPSIBLE 40' (STAK BED)

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
39' 7"	6' 10"	6' 5"	-	-	-	12,787 Lbs	85,800 Lbs
12.080 m	2.126 m	2.043 m	-	-	-	5,800 Kgs	39,000 Kgs



CHASSIS 33' TRI-AXLE

LENGTH	TARE WEIGHT	MAXI CARGO
OVERALL EXTENDED 41' 3"	10,900 Lbs	44,500 Lbs *
Lunghezza massima 12.6m	4,950 Kgs	20,185 Kgs **

CHASSIS 40' GOOSENECK

LENGTH	TARE WEIGHT	MAXI CARGO
OVERALL EXTENDED 41' 3"	6,500 Lbs	44,500 Lbs *
Lunghezza massima 12.6m	2,950 Kgs	20,185 Kgs **



* As per USA Road Limitation

** COMA DA LIMITAZIONI AUTOSTRADALI USA

STANDARD 20'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
19' 4"	7' 8"	7' 10"	7' 8"	7' 6"	1,172 Cft	4,916 Lbs	47,900 Lbs
5.900 m	2.350 m	2.393 m	2.342 m	2.280 m	33.2 Cu.m	2,230 Kgs	21,770 Kgs

STANDARD 40'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
39' 5"	7' 8"	7' 10"	7' 8"	7' 6"	2,390 Cft	8,160 Lbs	59,040 Lbs
12.036 m	2.350 m	2.392 m	2.340 m	2.280 m	67.7 Cu.m	3,700 Kgs	26,780 Kgs



REEFER 20'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
17' 8"	7' 5"	7' 5"	7' 5"	7' 3"	1,000 Cft	7,040 Lbs	45,760 Lbs
5.425 m	2.275 m	2.260 m	2.258 m	2.216 m	28.3 Cu.m	3,200 Kgs	20,800 Kgs

REEFER 40'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
37' 8"	7' 5"	7' 2"	7' 5"	7' 10"	2,040 Cft	10,780 Lbs	56,276 Lbs
11.793 m	2.270 m	2.197 m	2.282 m	2.155 m	57.8 Cu.m	4,900 Kgs	25,580 Kgs

REEFER 40' HIGH CUBE

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
37' 11"	7' 6"	8' 2"	7' 6"	8' 0"	2,344 Cft	9,900 Lbs	57,561 Lbs
11.557 m	2.294 m	2.500 m	2.294 m	2.440 m	66.6 Cu.m	4,500 Kgs	25,980 Kgs



FLAT RACK 20'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
18' 5"	7' 3"	7' 4"	-	-	-	5,578 Lbs	47,333 Lbs
5.620 m	2.200 m	2.233 m	-	-	-	2,530 Kgs	21,470 Kgs

FLAT RACK 40'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
39' 7"	6' 10"	6' 5"	-	-	-	12,081 Lbs	85,800 Lbs
12.080 m	2.438 m	2.103 m	-	-	-	5,480 Kgs	39,000 Kgs



PLATFORM 20'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
19' 11"	8' 0"	7' 4"	-	-	-	6,061 Lbs	52,896 Lbs
6.058 m	2.438 m	2.233 m	-	-	-	2,750 Kgs	24,000 Kgs

PLATFORM 40'

INSIDE LENGTH	INSIDE WIDTH	INSIDE HEIGHT	DOOR WIDTH	DOOR HEIGHT	CAPACITY	TARE WEIGHT	MAXI CARGO
40' 0"	8' 0"	6' 5"	-	-	-	12,783 Lbs	86,397 Lbs
12.18 m	2.40 m	1.95 m	-	-	-	5,800 Kgs	39,200 Kgs

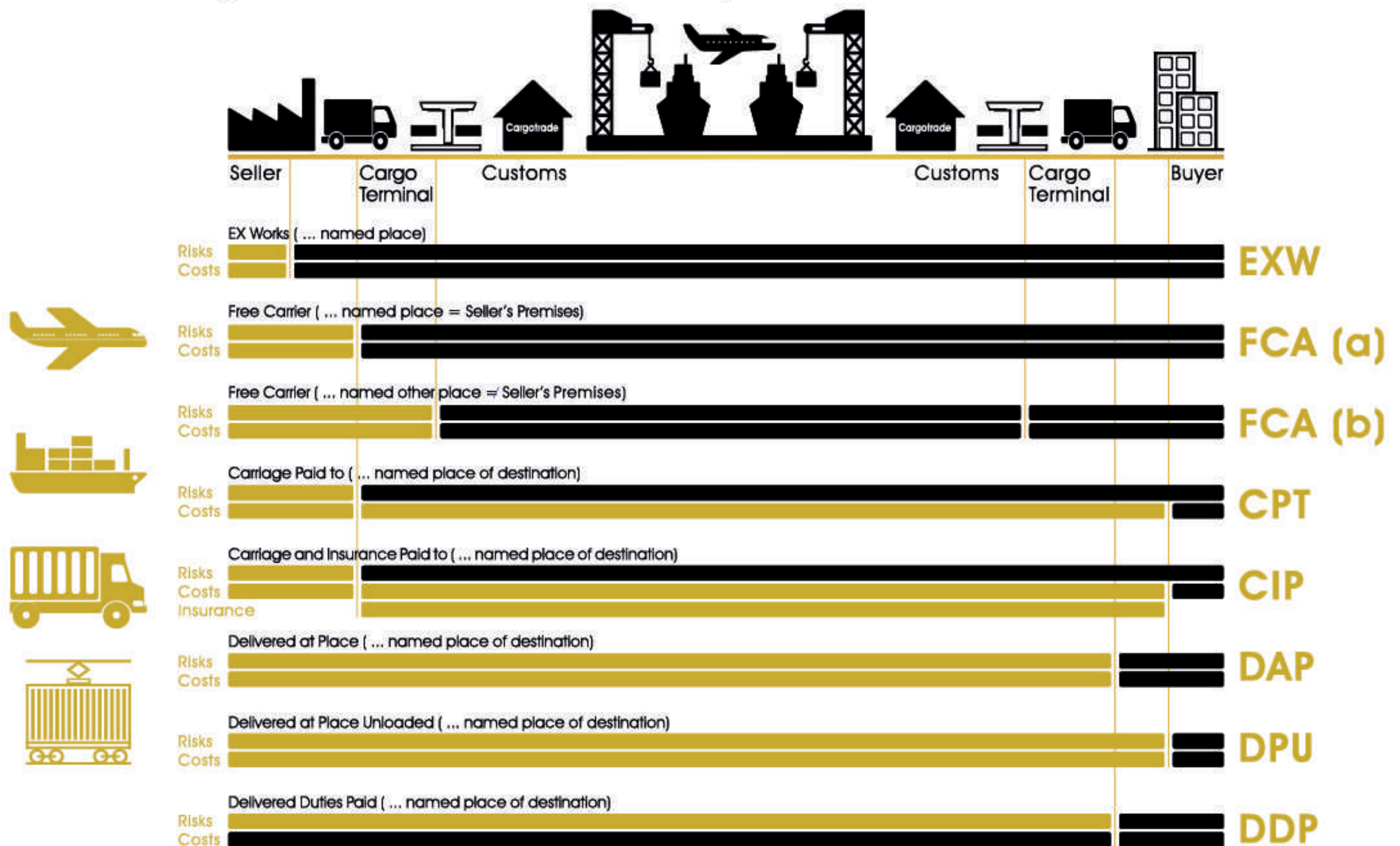
CHASSIS 23,5'

LENGTH	TARE WEIGHT	MAXI CARGO
OVERALL UNEXTENDED 23' 6"	6.600 Lbs	35.500 Lbs
OVERALL EXTENDED 27' 2"		39.500 Lbs
Lungh. massima esteso 7.20 m	2.995 Kgs	16.100 Kgs
Lungh. massima esteso 8.30 m		17.920 Kgs

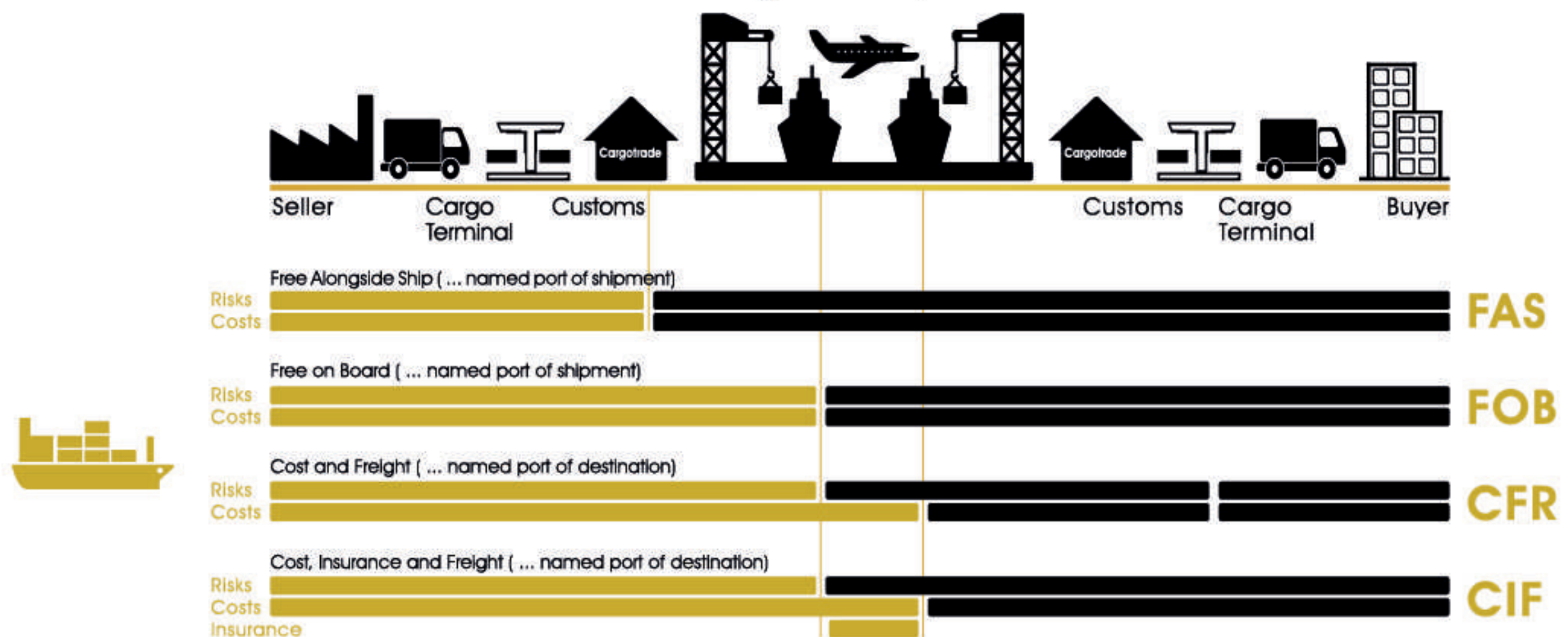
IMPORTANT NOTE: the average specifications below are given as an indication only. Great variations can be found between series and makes. Should a client have specific requirements his trucker will be responsible to ensure that the container he is picking up fits this requirement.

Incoterms® 2020

Rules for any mode or modes of Transport



Rules for Sea and Inland Waterway Transport



Seller
Buyer

Risks

The possibility that an event may occur which could cause loss of or damage to the goods is a "risk". Buyers and / or sellers can protect themselves against risks by transport insurance

Costs

Covers all costs except costs of documents. Sales and purchase contracts should clearly state which costs on transfer of the goods are for account of buyer and / or seller.

Insurance

Transport insurance is the responsibility of the seller.

Remark: For detailed explanation reference is made to international Chamber of Commerce (ICC) publication INCOTERMS® 2020. This document is provided to our customers for informational purposes only. Please refer to the official text of the ICC for a full and detailed description of all rights and liabilities arising from the use of the aforementioned incoterms (<https://iccwbo.org>).

Abbreviations

BAF Bunker Adjustment Factor. Freight adjustment factor to reflect current cost of bunkers.

B/L Bill of lading - acts as a receipt for the cargo and contains the terms of the contract of carriage and is a document of title to the goods.

Bonded Warehouse A place of security approved by the custom authorities for the depot, keeping and securing of goods liable to excise duty, without payment of this duty.

Box A colloquial name for a container.

Break Bulk Cargo Goods shipped loose in the vessel's hold and not in containers.

CABAF Currency and bunker adjustment factor, a combination of **CAF** and **BAF**.

CAF Currency adjustment factor - adjusts the freight to reflect currency exchange fluctuations.

C&D Collect and delivery - carriage from/to customer's premises to/from **CFS** (see hereunder).

C&E Customs and Excise.

C&F Cost and Freight - a conventional port-to-port INCOTERM of sale, more correctly known as **CFR** (see below).

CFR Cost and Freight - (see above).

CFS Container Freight Station - a place for the packing and unpacking of LCL consignments. Sometimes known as **C/B** in the U.K.; **Depots** in other parts of the world; and **ICD** in the U.K. and the Indian Subcontinent.

CIF Cost, Insurance and Freight - (see above).

CIP See above under Incoterms.

CPT Carriage Paid To - a new combined transport Incoterm replacing **CFR** where **CT** is involved but applicable to all modes of transport, it used to be **DCP**. Particularly appropriate for combined transport.

CY Container Yard - collection and distribution point for **FCL** (see below) containers.

Certificate of Origin A document certifying the country of origin of goods which is normally issued or signed by a Chamber of Commerce or Embassy.

Closing Date Last date for which goods can be accepted for a nominated sailing.

DGN Dangerous Goods Note.

Delivery Order A document authorising delivery to a nominated party of goods in the care of a third party. This document can be issued by a carrier on surrender of the original bill of lading and then used by the merchant to transfer title by endorsement.

Demurrage A charge raised for detaining a vessel, cargo or **FCL** or carrier's containers and/or trailers for a longer period than provided for in the tariff or contract.

Depot A **CFS**, (see above).

Detention A charge raised for detaining cargo, containers or trailers for a longer period than provided for in the tariff.

Documentary Credit The basis of international trade by means of which payment is made against surrender of specified documents.

Drawback Repayment of a duty upon re-exportation of goods previously imported.

ETA Estimated Time of Arrival - indicates the estimation of the date/hour, the carrier believes the cargo, vessel or container will arrive at a nominated point/port.

ETD Estimated Time of Departure (see ETA).

FAK Freight All Kinds - a system whereby freight is charged per container, irrespective of nature of goods and not according to tariff.

FCL Full Container Load - an arrangement whereby the shipper utilises all the space in a container which he packs himself. "FCL door (or house)/LCL depot" would describe a movement where a haulier, who was the sub-contractor of the carrier, took an empty container to a shipper's premises for packing by the shipper and then to haul the loaded container back to the container yard. At the importing end, the loaded container would then be unpacked at the CTO's depot by the sub-contractor of the carrier, who would effect delivery to the consignee's premises. "FCL port (or pier)/ FCL depot" is when the carrier receives from the shipper at the vessel's side a container packed by the shipper and delivers same to the consignee at the importing depot for the consignee to take it to this premises for unpacking and subsequent return of the empty container to carrier's depot.

FMC Federal Maritime Commission - US Federal Authority governing sea transport.

FOB Free On Board - a conventional port-to-port INCOTERM term of sale (see above).

Feeder Vessel A short-sea vessel used to fetch and carry goods and containers to and from deep-sea ports/vessels.

Freight The amount of money payable for the carriage of goods. Sometimes erroneously used to describe the goods which are more correctly described as "cargo" in marine transportation.

Freight Ton The weight/volume on which freight is charged.

GA General Average.

GATT General Agreement on Tariffs and Trade - an international multilateral agreement embodying a code of practice for fair trading in international commerce with headquarters in Geneva.

GCA Gold Clause Agreement - an agreement relating to the interpretation of COGSA 1924 and the Hague Rules between certain insurers, cargo interest and British shipowners, agreed in 1950 but abandoned on the 31st May 1988.

Groupage Consolidation of several LCL consignments into a container.

H/L Heavy Lift.

House or Door A movement starting or finishing at the customer's premises. Thus, "House/House" or "Door/Door" starts at the shippers premises and ends at the consignee's premises.

IMDG Code International Maritime Dangerous Goods Code - contains the IMO recommendations for the carriage of dangerous goods by sea.

IMO International Maritime Organisation - a UN body charged with the duty of making safety and anti-pollution conventions and recommendations concerning sea transport.

ISO International Standards Organisation - a body responsible for, inter alia, setting standards for container construction.

INCOTERMS International Rules for the Interpretation of Trade Terms - at current comprising 13 terms (listed above) for foreign trade contracts, compiled by ICC.

L/C Letter of Credit - a document in which the terms of documentary credit transactions are set out.

LCL Less than Container Load - when a parcel is too small to fill a container which is a grouped by the carrier at a **CFS** with other compatible goods for the same destination. "LCL door/LCL depot" is effected when the carrier collects the cargo from the shipper, takes it to his depot for groupage and delivers to the consignee at the import depot.

L/I Letter of Indemnity - sometimes also called a letter of guarantee, it allows the consignee to take delivery of his goods without the surrendering of the original bill of lading which has been delayed or become lost.

LO-LO Lift On Lift Off - a containership onto which and from which containers are lifted by crane (as apposed to RORO).

Liner A vessel plying a regular pattern of a trade on a defined route under a published sailing schedule.

Liner Terms Freight payable which includes the cost of loading and unloading.

MMO Multi Modal Operator.

Manifest List of goods or passengers on a vessel.

Measurement Ton 1 cubic metre - one of the alternative bases of a freight tariff.

NVOC(C) Non Vessel Operating (Common) Carrier - a carrier issuing bills of lading for carriage of goods on vessels which he neither owns nor operates.

Notify Party The party to whom the ANF (see above) is sent.

O/H Overheight - a container with goods protruding above the top of the corner posts.

OOG Out of Gauge - goods whose dimensions exceed those of the container in which they are packed.

O/W Overwidth - a container with goods protruding beyond the sides of the container/flat rack onto which they are packed.

P&I Club Protection and Indemnity Association - the carrier's mutual liability insurer.

POD Place of Delivery - the place where the goods are delivered and carrier's liability ends. It can also mean Proof of Delivery and then it means a signed receipt acknowledging delivery.

Port or Pier A movement starting or finishing at the vessel's side, as in the times of break bulk cargoes, so that the inland movement prior and subsequent to sea carriage is effected by the merchant. It is possible to encounter movements involving more than one of these mentioned, Thus, "door(or house) /

depot" would describe a movement starting at the shipper's premises and ending at the CFS. Once the details in respect of LCL or FCL are added to the bill of lading a full picture of the type of movement contemplated by the shippers is possible.

Principal Carrier The carrier who issues the CTD, regardless of whether or not the goods are carried on his own, a third party's or a consortium member's vessel.

RN Release Note - a receipt signed by the customer with the acknowledgement of delivery of his goods.

RO-RO A ferry type vessel, onto which goods and containers can be driven usually via a ramp.

Reefer A refrigerated vessel or container.

SOB Shipped On Board - an endorsement on the "received for shipment" bill of lading confirming that the goods have been loaded on board.

Shipper The person who tenders the goods for the carriage, not to be confused with the party issuing the bill of lading or the vessel's operator who is the carrier.

Shut-out Goods not carried on the intended vessel.

Slot The place on board a vessel occupied by a container.

Straight bill of lading A peculiar American term for a negotiable bill of lading, like a "Waybill", governed by the US Pomerene Act.

Stuffing/Stripping The action performed when packing or unpacking a container.

TEU Twenty-Foot Equivalent Unit - i.e. $1 \times 20\text{ft} = 1\text{TEU}$, $1 \times 40\text{ft} = 2\text{TEU}$.

THC Terminal Handling Charge - a charge for handling container at the ocean terminals.

TIR Transport International Routiers - a system involving the issue of a carnet to road hauliers which allows loaded vehicles to cross national frontiers with minimum customs formalities.

Tariff The terms and conditions and scale of charges - in the US trade the tariff must be notified in advance to the FMC (see above).

Terminal The port or depot at which containers are loaded or unloaded onto or from container vessels, railways or trucks.

UNCITRAL United Nations Commission on International Trade Law.

UNCON Uncontainerable Goods - see as well Breakbulk, goods which because of their dimension cannot be containerised and which are therefore carried "breakbulk".

Waybill A bill of lading that acts as receipt for the goods and evidence of the contract of carriage. A waybill is a bill of lading that is not a document and can thus be defined as follows:-

a waybill is a receipt for goods;
a waybill is evidence of the contract;
a waybill is a non-negotiable document.

Under a waybill delivery will be effected to a nominated consignee upon proof of identity. As a title it presents a personal contract between the shipper and the carrier only. There is (at present) no mandatory law or convention and the parties have absolute freedom of contract.

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