



FCL Y LCL:

HOW TO CHOOSE THE RIGHT WAY TO MOVE YOUR CARGO

IT'S NOT ABOUT WHICH ONE IS BETTER, BUT WHICH ONE MATCHES YOUR VOLUME, YOUR BUDGET AND YOUR TIMELINES.



MORE THAN 80% OF GLOBAL MERCHANDISE TRADE MOVES BY SEA. UNDERSTANDING THESE TWO MODES IS THE FIRST STEP TOWARD CONTROLLING YOUR IMPORT COSTS.

FCL FULL CONTAINER LOAD

YOU RENT THE ENTIRE CONTAINER. ALL THE CARGO INSIDE IS YOURS. IT IS SEALED AT ORIGIN AND NOT REOPENED UNTIL DESTINATION.

LCL LESS THAN CONTAINER LOAD

YOU RENT ONLY THE SPACE YOU USE. YOUR CARGO TRAVELS ALONGSIDE THAT OF OTHER IMPORTERS INSIDE THE SAME CONTAINER. YOU PAY PER CUBIC METER.

FCL **ONE CONTAINER. ONE SHIPMENT. ONE OWNER.**

WITH FCL YOU CONTRACT THE FULL UNIT. YOUR MERCHANDISE IS LOADED DIRECTLY INTO THE CONTAINER AT YOUR WAREHOUSE OR YOUR SUPPLIER'S, A NUMBERED SECURITY SEAL IS APPLIED, AND THAT SEAL STAYS INTACT UNTIL IT IS OPENED AT DESTINATION. NO ONE ELSE HANDLES YOUR CARGO ALONG THE WAY. IT IS THE STANDARD MODE WHEN YOUR VOLUME JUSTIFIES FILLING (OR NEARLY FILLING) A UNIT.

KEY FEATURES

1. TOTAL EXCLUSIVITY ONE SHIPPER, ONE CONSIGNEE, ONE SEAL. LESS HANDLING AND FEWER TOUCHPOINTS.
2. FLAT RATE PER CONTAINER QUOTED PER UNIT (FLAT RATE), NOT BY VOLUME. THE MORE YOU FILL, THE LOWER YOUR COST PER CUBIC METER. A DIRECT ECONOMY OF SCALE.
3. SHORTER TRANSIT NO WAITING TIME FOR CONSOLIDATION AND NO DECONSOLIDATION PROCESS AT DESTINATION. THE CONTAINER DEPARTS AND ARRIVES AS A SINGLE PIECE.
4. LOWER RISK OF DAMAGE YOUR CARGO ISN'T STOWED NEXT TO SOMEONE ELSE'S MERCHANDISE, DOESN'T MOVE THROUGH INTERMEDIATE WAREHOUSES, AND DOESN'T DEPEND ON HOW YOUR NEIGHBOR PACKED.
5. MORE CONTROL OVER PACKING YOU DECIDE STOWAGE, SECURING AND SPACE UTILIZATION TO SUIT YOU, WITH NO THIRD-PARTY CONSOLIDATION RULES.
6. EQUIPMENT FLEXIBILITY ACCESS TO SPECIALIZED CONTAINERS: REEFER, OPEN TOP, FLAT RACK, TANK.

CONSOLIDATED CARGO. YOU PAY ONLY FOR WHAT YOU USE.

LCL

WITH LCL YOUR CARGO IS GROUPED WITH THAT OF OTHER IMPORTERS INSIDE THE SAME CONTAINER. THE PROCESS TAKES PLACE AT A SPECIALIZED WAREHOUSE CALLED A CFS (CONTAINER FREIGHT STATION): THERE THE CARGO IS RECEIVED, MEASURED, THE STOWAGE IS PLANNED AND THE CONTAINER IS CONSOLIDATED. AT DESTINATION THE REVERSE OPERATION IS PERFORMED AND EACH SHIPMENT IS SEPARATED FOR INDIVIDUAL DELIVERY.

KEY FEATURES

1. YOU PAY FOR SPACE, NOT PER UNIT THE RATE IS CALCULATED PER CUBIC METER OR PER TON. NO PROHIBITIVE MINIMUM VOLUME.
2. W/M RULE WHICHEVER WEIGHS OR MEASURES MORE THE CHARGE IS APPLIED TO THE GREATER OF THE TWO VALUES, UNDER THE STANDARD EQUIVALENCE.
3. CONSOLIDATION AND DECONSOLIDATION INCLUDED FULL SERVICE OF RECEIVING, MEASURING, STOWING, CONSOLIDATING AT ORIGIN AND SEPARATING AT DESTINATION.
4. SCHEDULED DEPARTURES CONSOLIDATORS OPERATE ON FIXED SCHEDULES (TYPICALLY WEEKLY) WITH A CUT-OFF: THE DEADLINE TO DELIVER YOUR CARGO TO THE CFS. MISSING THE CUT-OFF USUALLY MEANS WAITING FOR THE NEXT SAILING.
5. INVENTORY FLEXIBILITY SMALLER, MORE FREQUENT ORDERS. LESS CAPITAL TIED UP IN THE WAREHOUSE AND BETTER TURNOVER.
6. IDEAL FOR TESTING A MARKET LETS YOU VALIDATE A PRODUCT, A SUPPLIER OR A ROUTE BEFORE COMMITTING TO LARGE VOLUMES.

AT LINK AND CONNECT WE DON'T SELL YOU A MODE: WE ANALYZE YOUR CARGO, YOUR ROUTE AND YOUR TIMELINES, AND TELL YOU WHICH ONE WORKS BEST FOR YOU. WE OPERATE BOTH FCL AND LCL WITH FULL CONSOLIDATION AND DECONSOLIDATION SERVICE, AND WE ACCOMPANY THE SHIPMENT FROM START TO FINISH.