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Ocean Fast Facts

As of 2007, which seaport was the seventh largest in Europe and the largest in Italy with a 2007 throughput of 3.7 million TEU's from more than 3,000 ships?

- A. Port of Venice
- B. Port of Roma
- C. Port of Genoa
- D. Port of Gioia Tauro

[Click here to see the answer!](#)

Correct Answer: D. Gioia Tauro

As Italy's premier port, Gioia Tauro represents more than a third of Italy's national traffic. Gioia Tauro specializes in transshipment activities for cargoes between the Mediterranean and the Americas and Asia. The main terminal operator at Gioia is *The Medcenter Container Terminal*.

Sources: http://en.wikipedia.org/wiki/Gioia_Tauro



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BUZZ WORD

Importer Security Filing (ISF) or "10+2"

January 2010 has arrived and this month's buzz word is time appropriate, considering the end of the "flexible ISF enforcement" by United States Customs and Border Patrol of the 10+2 filing requirements.

The last remaining days of "fine" free ISF filings are upon the importer community. Importers have until January 25th to ensure they are compliant in transmitting timely and accurate ISF data for import shipments 24 hours prior to lading on board vessels bound for the USA.

AIT would like to remind importers that the United States Customs and Border Patrol will start administering financial penalties with a minimum of \$5,000 for every violation effective January 26th. AIT has been working over the past year with U.S. Customs and Border Patrol, agent partners, carriers and importers alike to ensure timely and correct ISF filings. For more information, please visit:

http://www.cbp.gov/linkhandler/cgov/newsroom/publications/trade/import_sf_carry.ctt/import_sf_carry.pdf and http://www.cbp.gov/xp/cgov/trade/cargo_security/carriers/security_filing/

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Question: When is a "GRI" not a "GRI"? When it's an "ERC."

During mid-December, the ocean carriers on the Trans Pacific import trade to the USA, represented primarily by



the Transpacific Stabilization Agreement (TSA) member carriers, announced a sort of general rate increase (GRI). This GRI didn't come in the form of a standard general rate increase, but has been proposed in the form of a "Emergency Revenue Charge," or ERC.

The "ERC" is another name for a general rate increase and this charge will be applied to all tariff and service contract rates as follows:

- US \$320 per 20 standard container, open top, flat rack and reefer
- US \$400 per 40 standard container, open top, flat rack and reefer
- US \$450 per 40 high cube and high cube reefer
- US \$505 per 45 high cube

AIT will provide all updates to customers and advise of any changes should they occur. Should you have any questions about the ERC, contact your AIT representative or visit the following web link:

http://www.tsacarriers.org/pr_121509.html

The TSA member list of carriers includes the following carriers: APL, Ltd., China Shipping Container Lines, CMA-CGM, COSCO Container Lines, Ltd., Evergreen Line, Hanjin Shipping Co., Ltd., Hapag Lloyd AG, Hyundai Merchant Marine Co., Ltd., Kawasaki Kisen Kaisha, Ltd. (K Line), A. P. Moller Maersk (Maersk Line), Mediterranean Shipping Co., Nippon Yusen Kaisha (N.Y.K. Line), Orient Overseas Container Line, Inc., Yangming Marine Transport Corp. and Zim Integrated Shipping Services

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[U.S. to Asia Rate Watch](#)

On December 21, the Westbound Transpacific Stabilization Agreement, representing 10 container lines, recommended a general rate on dry cargo effective Feb. 15, 2010. The proposed increase is a part of a 2010 rate plan aimed at securing quarterly increases throughout the year.

The proposed February increases are as follows:

- \$100 per 40-foot container and \$80 per 20-foot container via the ports of Los Angeles and Long Beach;
- and \$150 per 40-footer and \$120 per 20-footer for shipments from other U.S. ports and on intermodal moves from inland points.



The WTSA carriers advised cargo demand is rising but that trans-Pacific eastbound and westbound rates remain depressed. WTSA members are APL, Cosco Container Lines, Evergreen Line, Hanjin Shipping, Hapag-Lloyd, Hyundai Merchant Marine, "K" Line, NYK Line, Orient Overseas Container Line and Yang Ming.

Source: <http://www.joc.com/node/415417>

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[January Congestion Alert!](#)

At press time, certain port locations were reporting congestion. Port areas subject to possible congestion:

- Colombia (Buenaventura)
- India (Kolkata)
- North African Ports (Tripoli / Algiers)

- Venezuela Ports (Puerto Cabello)

Please be advised that ocean carriers may temporarily enact "Port Congestion Surcharges" in times of peak volumes.

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Heavy or oversized cargo? AIT can help!

AIT offers a variety of options for heavyweight and oversized cargo going to various destinations around the globe. Whether it's oversized electrical machinery or heavy weight stone blocks, AIT can review your special cargo requirements and tailor a solution to fit your needs. And always remember, when requesting rates for oversized or heavy cargo, provide specific commodity descriptions, weights and dimensions and if possible photos or diagrams of your cargo in order to ensure accurate quotations and proper handling of your cargo.

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HOT SPOTS in 2010 - AIT can take you there!

January is a time of daydreaming of warm and tropical places... an escape from the winter cold, perhaps? Or sending your cargo somewhere warm? Well, hot or cold, AIT Ocean Systems offers global service to destinations of many latitudes.

We'd like to remind you of some of the global "hot spots" where AIT is waiting to handle your freight in 2010:

- Brazil
- Japan
- Vietnam
- Australia / New Zealand
- China
- Italy
- Germany
- India

While AIT handles countless other locations throughout the globe, we have access to several carrier service and pricing options for these locations. Check with your AIT representative for more information.

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January Ocean Export Update = full vessels on from the USA

As the New Year began, many of AIT's primary ocean carriers continued to report export sailings to Europe and Asia at near or full capacity during December. As reported in the December 2009 AIT Customer eNewsletter, sailings southbound from the United States to Australia and Brazil remain full. Additionally, outbound vessels to Europe and Asia remain near capacity or overbooked in some situations.



In order to help manage full vessels, carriers remain strict with recently enacted policies such as no documents no load policies, or "no docs, no load" policies. Exporters are reminded that they must ensure documents are submitted for proper AES filings prior to vessel cut-offs to ensure sailing on originally booked vessels.

AIT would like to remind export customers to plan early for booking export shipments allowing a minimum of 48 to 72 hours for standard equipment and additional time for special equipment such as open tops or flat racks. Planning early will ensure equipment is available and vessel space can be accommodated by container size and type to satisfy your booking needs. Less than container load (LCL) booking availability remains wide open. AIT would like to remind our customers moving special equipment to also allow for ample planning and booking time for special equipment such as refrigerated and flat rack / open top equipment. Speak with your AIT representative to address your specific shipment needs, whether FCL, LCL or break-bulk.

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The Parting "Wave"

The year 2010 has arrived and with it, there is an underlying sense of optimism. Ocean carriers are in the midst of revenue recovery and maintaining full capacity to and from the United States. During the latter part of 2009, there were signs of recovery as ocean lines were successful in passing along many rate increases, especially from Asia while maintaining full ships. This will most likely remain the trend as the 2010 Peak Season approaches.

The year 2009 did not see several carrier failures, but the ocean freight industry in general often moves like vessels across the vast rolling seas... slowly. As the global economy continues to stabilize and companies start filling inventories and orders for raw materials and partially finished goods, there still may be consolidation by some ocean carriers during 2010. Ultimately, this leads to less competition or options for importers and exporters alike.

2010 promises to be an exciting year. The AIT Ocean Systems team is poised to meet the challenges and continue to provide multiple choices with the ability to offer pricing and service alternatives across our carrier base. We hope the competition remains high with many players, giving AIT and ultimately our customers choices; not just on price but on service.

The entire AIT Ocean Systems team looks forward to assisting you with your FCL, LCL and Breakbulk needs across the globe throughout 2010 and beyond, and as always the team thanks you for "sailing" with us. **Happy New Year!**

Preview February 2010 AIT Ocean eNewsletter:

An Iberian Port and HTS and You!

If you have any questions or comments regarding the Ocean eNewsletter, please contact [Kevin Krause](#) from the AIT Ocean Department.

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AIT ensures full **10+2 compliance** for its ocean import customers. [\[read the reminder here\]](#)

Paul Codere, Corporate Customs brokerage manager, discusses how the industry has adjusted to the ISF phase-in period and his advice for Customs brokers and importers once CBP begins full enforcement of the ruling. [\[read PDF\]](#)

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Halving Emissions by 2050 - Aviation Brings its Targets to Copenhagen

The International Air Transport Association (IATA) brought the aviation industry's environmental goals to Copenhagen. Airlines, airports, air navigation service providers and manufacturers are calling for a global approach to reducing aviation emissions and are united in a commitment: to improve fuel efficiency by an average of 1.5% per year to 2020; to stabilize carbon emissions from 2020 with carbon-neutral growth; and to a net reduction in carbon emissions of 50% by 2050 compared to 2005.



"We are the only global industry coming to Copenhagen with a strong track record and a commitment to cut our emissions in half by 2050. These goals clearly show that the aviation industry is even ahead of its regulators in its approach to climate change," said Giovanni Bisignani, IATA's Director General and CEO, as he presented the industry position to the United Nations Framework Convention on Climate Change (UNFCCC) in Copenhagen.

Bisignani's presentation was part of an official side meeting hosted by the International Civil Aviation Organization (ICAO), the UN's specialized agency for aviation. The Kyoto protocol gives ICAO the responsibility for aviation's international emissions. Throughout ICAO's 65-year history, it has worked with industry to create the global standards that governments around the world have implemented to ensure that aviation is safe, secure and efficient and environmentally responsible.

Bisignani urged governments to act. "The only way that we can meet our targets is by working in cooperation with governments through ICAO. I call on governments in Copenhagen to give ICAO a clear mandate to report back to COP-16 with a Global Sectoral Approach that will enable the aviation industry to deliver real results against concrete targets," said Bisignani.

A Global Sectoral Approach, through ICAO, to manage aviation's emissions will ensure a level playing field. The approach consists of three main elements:

- Full accounting for aviation's emissions as a global industrial sector, not by state
- Global coordination of economic measures to ensure that aviation will not pay more than once for its emissions
- Access to global carbon markets

Accommodating the Needs of Developing Nations

A Global Sectoral Approach through ICAO can accommodate the needs of developed and developing nations.

"A good precedent is when ICAO tackled the tough issue of noise, working with the industry. We set global standards that accommodated the needs of developed and developing nations. Today air transport is 75% quieter than four decades ago. Working together in a similar way, we can meet our environmental challenges," said Bisignani.

A Strategy Already Delivering Results

The aviation industry is already working towards its climate change goals through its four pillar strategy. The strategy focuses on investing in new technology, flying smarter, building efficient infrastructure, and taking advantage of positive economic measures.

"This united industry strategy is not just words. Shortening routes, spreading best practice in fuel management and using more efficient ways to land are among the measures that we are implementing to reduce emissions. Since 2004, our four pillar strategy has saved over 70 million tons of CO₂. Last year aviation's carbon footprint was just under 670 million tons of CO₂. That will shrink by 7% this year-5% from the recession and 2% as a direct result of our strategy," said Bisignani.

Looking forward, Bisignani highlighted the potential of sustainable biofuels. "A few years ago they were a dream. Today we can say that five airlines have tested them successfully. They are safe and they have the potential to reduce our carbon footprint by up to 80% over the lifecycle of the fuel. We expect certification by 2011 at the latest. We have been diligent with our homework. Now governments must create the right legal and fiscal frameworks to support their commercialization and distribution," said Bisignani.

Securing Aviation's Future - Environment and Safety Top Priorities

Montreal - The International Air Transport Association (IATA) reiterated its call for a global sectoral approach for aviation and climate change under the leadership of the International Civil Aviation Organization (ICAO). The call was made by Giovanni Bisignani, IATA's Director General and CEO in the sixth annual Dr. Assad Kotaite Lecture hosted by the Royal Aeronautical Society in Montreal.

As governments prepare to gather in Copenhagen for talks on climate change, Bisignani identified environmental responsibility as a top priority for aviation, alongside safety and security. The aviation industry is globally united with a commitment to stabilize emissions with carbon neutral growth from 2020 and a 50% net reduction in carbon emissions by 2050.

"Aviation is a global industry that moves with global standards. Our commitment to reducing emissions includes all the value chain-manufacturers, airports, air navigation service providers and airlines-and crosses all geographies. Because our businesses operate across borders, aviation has a unique track record of finding global solutions to even the most difficult issues. For example, under ICAO's leadership, we found a solution to noise that accommodated the needs of developed and developing nations. We are a model for industry-government cooperation within the United Nations framework. Aviation will be the only industry bringing a global solution to Copenhagen," said Bisignani.

A global sectoral approach would account for aviation's carbon emissions at a global level as an industrial sector, not by state. This would ensure that aviation is fully accountable for its emissions, and through access to global carbon markets would pay for its emissions once, not several times over.

Cooperation between industry and government to secure aviation's future was the theme of Bisignani's remarks which focused on long-term strategic industry issues. "Flying is the safest way to travel precisely because of industry cooperation with governments though ICAO," said Bisignani.

Improvements in safety must be data-driven. IATA is launching a Global Safety Information Center to house IATA safety information in a single online database. Bisignani supported ICAO Secretary-General Raymond Benjamin's call for even greater sharing of safety data. "To make a safe industry even safer we must cooperate and share data. The upcoming ICAO high level meeting on safety (March 2010) will be a great opportunity to take this forward with concrete plans to amalgamate safety data from audits and inspections conducted by ICAO, FAA, EASA and IATA to improve safety by identifying trends and potential hazards," said Bisignani.

Bisignani also paid tribute to Dr. Kotaite, who previously held the ICAO posts of Secretary General and President of the Council. "I am reminded of the great leadership role played by my friend Dr. Kotaite in a career that spanned over half a century. He was fundamental in bringing people together to build ICAO into the respected institution that it is today. Within the ICAO framework, governments and industry chose to cooperate. They built this great industry on global standards and set a successful precedent to continue addressing important issues such as safety and environment," said Bisignani.

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Hanjin Launches Carbon Calculator

Web-based tool finds amount of emissions per transportation segment

Hanjin Shipping on Dec. 23 added a "carbon calculator" to its Web site to let customers know the amount of emissions generated by their cargo for any given transportation segment.



The Clean Cargo Working Group helped the company to develop the supply chain carbon calculator. Its accuracy was verified by Korean Register, a not-for-profit ship classification society.

Customers can calculate the amount of CO2 emissions of their cargo by inputting the origin, destination and weight of their shipment. The tool quickly selects one or more possible lanes, calculates the emission on the vessel and adds a further calculation for inland transportation for a total.

For example, a 10 ton cargo from Los Angeles to Hong Kong will travel 11,971 kilometers on the YPS route and generate 987 kilograms of CO2. An alternate route from Long Beach is also listed via the SJX route.

If the cargo must go from Long Beach to Guangzhou, China, the calculator adds the 215 km. direct trip by truck and 178 kg. of carbon emissions.

Hanjin also developed a "Green House Gas Monitoring System," which calculates and manages the amount of the company's green house gas emission. With the two tools, Hanjin Shipping said it will contribute to the global efforts to cope with climate changes and save costs by improving energy efficiency and reducing CO2 emission.

The carbon calculator is online: <http://www.hanjin.com/eservice/en/co2/Co2.do>

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Air Carriers Sign Deals for Synfuels

Top cargo, passenger airlines among 15 lining up alternative fuels

Fifteen major airlines, including top cargo carriers, signed what the Air Transport Association calls "groundbreaking" agreements to line up supplies of alternative aviation fuels with two producers.

The group includes FedEx Express, UPS Airlines, Lufthansa German Airlines, Atlas Air and Polar Air Cargo.

They and others signed memoranda of understanding with AltAir Fuels and Rentech for fuels that "will be more environmentally friendly, on a life cycle basis, than today's jet fuels," ATA said. The U. S. trade group also said these will be domestically produced fuels that "will create jobs and bolster U. S. energy independence."

AltAir plans to produce about 75 million gallons a year of jet fuel and diesel fuel derived from camelina oils or comparable feedstock, refined at a new plant that will be located at the Tesoro refinery in Anacortes, Wash.

Rentech's project in Adams County, Miss., expects to make 250 million gallons yearly of synthetic jet fuel derived mainly from coal or petroleum coke. Rentech plans to sequester carbon dioxide produced by its process, and further cut its carbon footprint by using biomass as a feedstock, ATA said.



The agreements that airlines inked establish "a framework for a large group of diverse carriers to negotiate a definitive fuel purchase agreement," said D. Hunt Ramsbottom, Rentech president and CEO.

At the Federal Aviation Administration, Administrator Randy Babbitt said the MOUs "reaffirm the airlines' commitment to a greener, more stable and secure energy future."

ATA said twelve airlines signed MOUs with both suppliers. They are Air Canada, American Airlines, Atlas Air, Delta Air Lines, FedEx Express, JetBlue Airways, Lufthansa German Airlines, Mexicana Airlines, Polar Air Cargo, United Airlines, UPS Airlines and US Airways.

In addition, Alaska Airlines and Hawaiian Airlines signed MOUs with AltAir, while AirTran Airways signed with Rentech.

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Transportation Study Urges Climate Adaptation

Improvements to transportation infrastructure could reduce long-term costs

Strengthening the transportation system's resilience may reduce long-term costs from climate change, according to a study by transportation specialists Cambridge Systematics.

In a white paper prepared for the Bipartisan Policy Center's National Transportation Policy Project, researchers identify areas for federal policy action to be implemented through the anticipated surface transportation authorization, climate and energy legislation, and executive actions.

The study highlights the need for further research on the predicted impacts of climate change, especially on roads, rail lines and airports in coastal zones, which are most vulnerable to climate change.

When the recently expired surface transportation bill is reauthorized, climate adaptation strategies targeted at the federal-aid transportation system should be incorporated, the study said.

Strategies include planning requirements for climate adaptation, National Environmental Policy Act-related guidelines, and Department of Transportation research recommendations.

The study recommends that Congress fund climate research, planning and capital investment in transportation resilience.

The study, funded by The Rockefeller Foundation, is available online:

<http://bipartisanpolicy.org/library/research/transportation-adaptation-global-climate-change>

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Passport to Partnership: Marexport Global Forwarding

Christine Nicholson, corporate public relations coordinator for AIT Worldwide Logistics, recently sat down with Marcello Sterri, airfreight managing director at Marexport Global Forwarding, to ask him a few questions during his recent visit to AIT's headquarters in Itasca, Illinois.

Nicholson: Describe the size and scope of your company.

Sterri: Marexport is a 4PL logistics provider headquartered in Genoa, Italy, with 2 other branch offices in Milan and Livorno and a network including Barcelona, Ipswich, Casablanca, Shanghai, Ho Chi Minh, and Montevideo. We opened our doors for business in 1947 and currently work with a staff of approximately 55 employees. Marexport's 2009 estimated annual earnings amounts to \$50 million.

We rely on the services of our Milan branch to provide rapid deliveries for various types of cargo, including perishables and particularly delicate commodities.

Marexport offers warehousing and consolidation services through an extensive network of warehouses located in Italy's main industrial centers.

Marexport provides integrated logistics services for national and international transport operations that are fully optimized and compliant with all government regulations.

Nicholson: Does Marexport specialize in any particular vertical markets or industries?

Sterri: Marexport is highly specialized in the project business. We are also involved in a lot of cross-booking activity. We have dedicated teams and programs for the fashion, pharmaceuticals and chemicals industries, and are a leader in the paper market.

Because of the increase in raw materials in recent years, Marexport has also become an important player in the business of plastic scraps.

Nicholson: What factors do you attribute towards Marexport's tremendous growth and success?

Sterri: Factors that have contributed to our growth and success include maintaining a positive and proactive ethical business approach, creating long-lasting relationships with customers and partners, developing tailored transportation solutions crafted to meet customer requirements and sustaining a flexible and entrepreneurial business model.

Nicholson: What is the selection process involved in selecting your global partners?

Sterri: First, we must consider the potentiality of the local partner - strength, size and scope. Are they fully compliant and cooperative with all government and international trade regulations? Do they follow through on commitments and respect their customers and partners? I take that very seriously.

A particularly promising partnership is one that shares the same business beliefs and goals. You must be able to work as a team to learn from and rely on each other's experiences in your respective markets. The partnership is for mutual benefit, not individual benefit - enlarge the base of your

business together.

Nicholson: In your opinion, what is the best way to identify foreign market opportunities?

Sterri: Gain a competitive advantage by getting closer and closer to your overseas partners to build trust, uncover business opportunities, cultivate customer relationships and push your common business efforts. Build new traffic, market penetration and account activity together. Take mutual ownership of the business generated from your partnerships.

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Can your budget afford a \$5,000 filing penalty?



As the **January 26, 2010** enforcement of the Importer Security Filing (ISF or 10+2) nears, timely receipt of information and documentation from overseas suppliers, shippers and cargo agents has never been more critical.

Because non compliance (including data errors and/or late transmissions) can result in severe financial penalties between **\$5,000 and \$10,000** per shipment, AIT is dedicated to ensuring all documentation is accurately transmitted to Customs 24 hours before cargo is laden onto the exporting vessel.

As the global trade community adjusts to these industry-changing security regulations, depend on AIT, a licensed Customs Broker and NVOCC, to offer the internal processes, resources and capabilities necessary to file all required elements in order to ensure full 10+2 compliance.

For more information, contact AIT's Customs Brokerage Team, your Account Executive or review the 10+2 section, under International Services, on AIT's website.

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we deliver.

Ready or not, here it comes

How the global supply chain community has prepared for 10+2

The global logistics industry has had a full year to adjust to industry-changing Importer Security Filing (ISF, or 10+2) regulations before they become fully enforced by U.S. Customs and Border Protection (CBP) on Jan. 26, 2010.

Aimed at preventing acts of terrorism, the 10+2 ruling requires ocean cargo information to be transmitted to Customs at least 24 hours before being loaded onto a vessel in the foreign port.

"Because noncompliance in the form of data errors and late transmissions can result in severe financial penalties between \$5,000 and \$10,000 per shipment, timely receipt of information and documentation from overseas suppliers, shippers and cargo agents has never been more critical for the global supply chain community," says Paul Codere, corporate Customs brokerage manager for AIT Worldwide Logistics, Inc.

Smart Business spoke with Codere about how the industry has adjusted to the ISF phase-in period and his advice for Customs brokers and importers once CBP begins full enforcement of the ruling.

Why did Customs give the industry a trial period with the ISF regulations?

Customs afforded the entire industry a yearlong delayed compliance period to acclimate to the new mandates. The intent behind this initiative was for the international trade community to take the full 12 months to work together in educating themselves on complying and cooperating with 10+2. Importers have been warned of infractions rather than being fined so that, ultimately, it will only mean business as usual when full enforcement begins.

First, importers had to decide whether or not they were going to complete their ISF compliance individually or with the security filing assistance of agents like Customs brokers, who have the internal processes, resources and capabilities necessary to file the sensitive data requirements.

Working together to streamline their security filing procedures, brokers, agents and importers have been held responsible for organizing data, implementing a software solution to facilitate the process, and transmitting timely and



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accurate 10+2 filings to U.S. Customs.

Collectively, the implementation of 10+2 has been quite a challenge for the industry. Customs has advised mitigating factors for when they begin enforcing bond guidelines and deadlines, and I am quite confident that the steep financial penalties will absolutely drive 10+2 compliance.

Customs has stated that without fines, the industry might not take ISF seriously.

What has been the most complicated part of this trial period process with the final rule?

Complications can arise when working with an importer to gain a comprehensive understanding of all possible commodity requirements/classifications for the importation of their goods. While Customs brokers are able to ascertain much from the documentation required for the filings, importers must be able to provide them with information pertaining to all parties involved in the manufacture, sale and transportation of their shipments, particularly if they aren't working with one of your agents.

At the end of the day, you are only as good as the information you have. The

challenge has become obtaining information from importers with a minimum of extra work for all involved.

Customs relies on the accuracy of this data. If the importer has control of its supply chain, knows its suppliers and has investigated the commodity it intends to import, there shouldn't be any major setbacks in organizing the data and completing timely and accurate ISF transmissions.

What is your advice for Customs brokers who are tasked with the ISF filing responsibility?

My advice is quite simple — be prepared. There's no reason for panic. You must consider all possible shipment scenarios where the process could fall apart, and you must have appropriate action plans in place.

With less inventory being warehoused, the industry has been seeing more and more urgent freight; lead time on orders is down and the lead time on the availability of ISF information will also be shortened. If an order must ship last minute, then, in some situations, it could be suggested that a portion of the most urgent commodities move via air.

Yes, it's a far more costly solution, but the goods will arrive on time and it will give the ISF filer time to ensure 10+2 compliance for the remainder of the shipment that will be transported via ocean.

In the event that the ISF data isn't transmitted to CBP timely or accurately, importers will be assessed fines of \$5,000 to \$10,000, or the importer could push its shipment off to a later vessel, causing significant delays. Because shippers should be assisting in preventing these situations, importers should make them aware that if they do not provide accurate and timely transmissions, there will be severe penalties in the form of bill-backs for fines and loss of business.

If followed correctly, 10+2 will accomplish its objective in creating a more secure global supply chain for the international forwarding community. <<

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