

OCEAN

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Idle Ship Capacity is dwindling ... What does this mean?

Throughout the month of May, ocean industry headlines have reported that the number of "idle" or "parked" vessels is decreasing as ocean carriers launched new services to keep pace with rising cargo demand in the summer peak shipping season.

The Journal of Commerce and IFW-net both reported on May 25th and May 26th respectively that according to Alphaliner, a Paris based consultant company, the number of idle container ships shrunk by nearly one million TEU, or 20-foot equivalent units over the past six months.



As of the 3rd week of May, the vessels that remain "unemployed" stood at 549,000 TEUs, which is down from the peak number of over 1.522 million TEUs during December 2010.

While these signs point to positive future trends for available space and capacity, carriers will continue to be conservative in terms of how much and where the capacity will be deployed. This conservative approach is intentional as carriers dig their way out of the "red."

To date, most of the capacity that has already returned to service has been in the Asia to Europe trade. While importers in the USA are currently in need of space and equipment, carriers are advising that additional vessels and equipment will be deployed in the next 30 to 60 days in the Asia to USA trade. They have indicated a similar scenario in the export trades from USA to Asia and Europe, although the effects will not be immediate. Patience will remain the virtue for import and export sea cargo for the next 6 months.

Sources: <http://www.joc.com/maritime/idle-box-ship-fleet-shrinks-million-teus>
<http://www.ifw-net.com/freightpubs/ifw/index/carriers-increase-capacity-and-rates-for-peak-season>

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June Congestion Alert!

At press time, the following port locations were reporting congestion:

- **China** = Remains at critical congestion stages as peak season commences. North China (Qingdao, Xingang, Tianjin, Shanghai and Ningbo) remain the most congested.
- **Korea** = As a transshipment point, Busan remains heavily congested for relay cargo.
- **Peru** = The port of Callao recently reopened after a port strike. Residual delays and congestion might apply.
- **Jamaica** (Kingston) = for both transshipment / relay and direct cargo.
- **Colombia** (Buenaventura)
- **Greece** (Piraeus)
- **South African ports**
- **North African ports** (Tripoli / Algiers)
- **Venezuela ports** (Puerto Cabello / Guanta). Venezuela shipments require prior approval.
- **West Africa** (Luanda / Angola)
- **Nigeria** (Tincan / Apapa)
- **Haiti** (Port au Prince) Limited port operations are handling goods in addition to disaster relief supplies at this time.

Please be advised that ocean carriers may temporarily enact "Port Congestion Surcharges" in times

of peak volumes. Contact your AIT representative in the event of any questions or concerns.

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[Update: United States Gulf Ports Status](#)

As of press time, the sea ports of New Orleans and Houston do not yet report any delays, re-routes or closures due to the recent Deepsea Horizon oil rig spill and clean up efforts in the Gulf of Mexico. The Alabama State Port Authority, which operates the sea port of Mobile, reports that the Port of Mobile remained open.



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[The Parting "Wave"](#)

Throughout the month of May, the AIT ocean pricing and operations team were actively seeking and securing space for import and export shipments alike. Ocean exports from the USA around the globe are also very much in full swing and it appears 2010 will be a strong year for ocean exports. AIT is definitely in the middle of the action and can pursue various alternatives with our vast array of available carriers in our network. On behalf of the entire AIT Ocean Systems team, thank you for your ongoing support!

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

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AIR

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Temporarily down, but never out

As reported in previous editions of the AIT eNewsletter, the past 24 months have undoubtedly presented several worldwide challenges to the air cargo industry. For starters, several carriers and airlines experienced RIF's and strikes - some were threatened and some materialized: Lufthansa underwent a pilot's strike and British Airways a cabin crew strike; The unions representing Air France-KLM threatened to walk in protest of the company's plan on reforming its medium-haul operations; Cathay Pacific threatened a strike; and SAS avoided a strike by making a settlement with pilots and cabin crews to freeze salaries and reduce pensions.

We endured the earthquakes in Haiti and Chile, the volcanic eruption in Iceland. During the same week as the volcano eruption, India and Bangladesh were hit by a deadly storm, the Qinghai province of China was devastated by a 6.9 earthquake and Rio de Janeiro suffered more than 300 landslides in torrential rain.

Now, we are suddenly forced to contend with the next big crisis - the BP oil spill.



We have been battling a roller coaster economy in the US and worldwide. Meanwhile, the European Union has been attempting to keep the euro stable while simultaneously financially supporting some of its member states like Greece, Spain and Portugal in order to stop total collapse.

To cut their losses, some carriers either cut capacity by parking planes, reducing their flights or simply canceling flights as a short-term fix. As a long term solution, many carriers are merging while other airlines are outsourcing services to GSA's or outside contractors. An innovative long term solution is currently taking place in Hong Kong, where a US\$ 206 million revamp of Chek Lap Kok's air traffic control system could shave 15% off aircraft taxi times. The solution saves not only on time, but also on cost for the carriers who use this airport.

The various airline strikes got the carriers thinking ahead and preparing a contingency plan in the event a strike really does occur. Lufthansa had such a plan in place during their pilot strike and because they had taken preventative steps to re-route cargo as needed, they only experienced two freighter cancellations during that period. It was a win/win solution for the carrier and customer alike during a precarious time.

As a result of the havoc caused by the volcanic ash in Europe and elsewhere, the AEA (Association of European Airlines) has lost confidence in the simulation forecasting by the VACC (Volcanic Ash Advisory Council) that they have relied on in the past. As a result, they are now looking outside their own area at other regions of the world who deal with volcanic ash eruptions to learn new methods of dealing with an incident like that in the future. In addition, the IATA (International Air Transport Association), consisting of 230 airline members, has called on the European governments and air navigation service providers to develop a more precise procedure to identify ash contaminated air space and allow more flights.

According to an article in Air Cargo World, a survey of small and medium-sized business (SME's) indicates that US exporters remain upbeat, despite the economy. While 85% say the economy was their top concern, more than 78% still said they are confident international sales leads will materialize. Most would prefer to expand their business to Europe (36%), followed by Asia (22%) and through North America connections (22%).

According to Cargo News Asia, recovery is underway as the airfreight traffic rises. Hong Kong Cargo Terminals handled 10,080 tons of freight, setting a new record for daily volume by breaking the 10,000 mark.

Also last month, Asia Airfreight Terminal, the second air cargo handler in Hong Kong airport, reported tonnage of 60,044 tons, a growth of 65% compared with the same period last year. Hong Kong's freight surge, which came at a time when the market is traditionally rather quiet, was the latest indication that airfreight traffic has turned around from the slump we were experiencing a year ago.

Hong Kong's cargo growth is not an isolated phenomenon. The latest statistics from IATA show a 28.1% rise in global air cargo traffic in March. This pushed load factors up to 57.1%, the highest level recorded by IATA since November 2002. Asian and North American carriers are also pleased by the fact that westbound traffic across the Pacific, which has long been a cause for concern, has picked up as well.



When Corning, the industrial glassware and ceramics manufacturer, resorted to air transport in order to get its products to Asia during the first quarter of the year, our industry experienced another big win and positive sign of recovery. China accounts for 60% demand for one of Corning's main products - liquid crystal display glass. Traders and manufacturer's reliance on air transport demonstrates how much more competitive this industry is becoming. At the same time, it also reveals their irritation at the ocean carriers for what they perceive as an artificial capacity shortage and rate increases. These factors have translated into much more significant use of air transportation.

Cathay Pacific has left the 2009 slump behind and is back in expansion mode, with Miami being one of the hottest destinations for the Hong Kong based airline at the moment.

Rampant demand exists among consumers in Latin America for consumer electronics produced in Asia. Demand is particularly strong in Brazil; however, neighboring South American countries are also hungry for electronics, predominantly flat panel TV's.

As the long stage length rules out direct flights between production centers in China and Korea and markets in South America, US transit points are handling large volumes of this traffic. Miami, the premier gateway for Latin America, saw international air freight volumes soar 38.1% in March - more than five times the growth rate in domestic cargo that passed through the airport.

Despite the doom and gloom outlined above, through it all, two things become incredibly apparent. One, we truly are a global economy very much reliant on each other regardless of where we are positioned on the planet; and two, our will and spirit to overcome challenges is evident in many of the innovative solutions we have put into place for every obstacle put in our way.

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PREPARING FOR TAKEOFF: A THOUGHT TO PONDER

The optimist invents the airplane and the pessimist the parachute.

- Gil Stern

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If you have any questions or comments regarding the Air eNewsletter, please contact [Kathleen Lally](#) from the AIT International Air Department.

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U.S. Export Controls

Associated Press - On Monday, May 24, China pressed the United States at a high-level dialogue to end export curbs on "dual use" technology with possible military applications.

Beijing has pressed for years to ease such controls, saying high-tech exports could help to narrow the U.S. trade deficit with China. American officials say the controls affect few products and are needed to ensure national security.



"During this dialogue, we hope to hear from the U.S. side in detail its timetable and roadmap for gradually removing barriers to high-tech exports to China," said Vice Premier Wang Qishan at a meeting with Treasury Secretary Timothy Geithner and other U.S. officials.

Washington is in the midst of a review of its export controls, which are meant to deny China's military access to technology that might aid its modernization. They apply to goods such as supercomputers, lasers, navigation systems and high-performance materials used in missiles.

U.S. Commerce Secretary Gary Locke said during a visit to Beijing last week that less than 1 percent of U.S. exports fall under the controls and 98 percent of requests for export licenses are granted.

Locke said the review of the system was expected to be completed by summer and Washington would then decide whether to change its controls.

- AP, May 24, 2010

This press release brought to mind Defense Secretary Robert M Gates' April 20th address to the Business Executives for National Security, which called for an overhaul of current US export licensing controls. Gates pointed to cases where the system didn't work and proposed a tiered approach that would allow the US to tighten restriction on the more sensitive crucial technologies while easing it on others.

The Administration's plan is to replace the current system (a merging of bureaucracies within Commerce, Defense, State, and other Federal Departments, Bureaus, and Agencies) with a single licensing agency and one list of the controlled/restricted commodities that would streamline the process and reduce confusion. At the same time, creation of a single enforcement agency would better ensure compliance with all necessary export restrictions.

Visit one of the links below to read articles on Secretary Gate's speech:

<http://www.washingtonpost.com/wp-dyn/content/article/2010/04/20/AR2010042005104.html>

<http://www.aolnews.com/nation/article/defense-secretary-gates-calls-out-dangerous-gaps-in-us-military-exports/19447744>

<http://thehill.com/business-a-lobbying/93353-gates-makes-pitch-for-major-reforms-of-us-controls-on-sensitive-exports>

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Import safety, a Customs (CBP) Priority Trade Issue (PTI)

CBP states that "the Import Safety Priority Trade Issue is designed to ensure that unsafe products do not enter the commerce of the United States by working collaboratively and collectively with other government agencies, other foreign governments and the trade to better define and assess risk through increased automation and the sharing of information to encourage greater use of partnership and best practices to protect the U.S. consumer."

The three areas of most concern to international trade are as follows:

- CPSIA (Consumer Product Safety Improvement Act), a partnership with CPSC (Consumer

Product Safety Commission) to ensure the safety of merchandise intended to be used by children (12 years and under) and of some other merchandise (i.e. All-Terrain Vehicles, ATVs) used by domestic consumers.

- TSCA (Toxic Substance Control Act), a partnership with EPA (Environmental Protection Agency) to enforce the requirements of importing and exporting chemical substances.
- BTA (BioTerrorism Act), a partnership with FDA (Food & Drug Administration) to closely monitor the movement of biologicals and food stuffs.

There are frequent updates as to which commodities are regulated and the requirements of the regulations. The below links are kept current by the various federal agencies.

PTI page: http://www.cbp.gov/xp/cgov/trade/priority_trade/

CBP Import Safety - Main Page: http://www.cbp.gov/xp/cgov/trade/trade_programs/is_initiatives/

CPSIA: <http://www.cpsc.gov/ABOUT/Cpsia/cpsia.html>

TSCA: <http://www.epa.gov/oppt/import-export/>

Bioterrorism:

CBP site - http://www.cbp.gov/xp/cgov/trade/trade_programs/is_initiatives/bioterrorism/

FDA site - <http://www.fda.gov/EmergencyPreparedness/Counterterrorism/BioterrorismAct/default.htm>

FDA Prior Notice of Food Page - <http://www.fda.gov/Food/GuidanceComplianceRegulatoryInformation/PriorNoticeofImportedFoods/default.htm>

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Classification in Harmonized System (HS)

Used by more than 200 countries and economies as a basis for their Customs tariffs and for the collection of international trade statistics, the HS is a multipurpose international product nomenclature developed by the World Customs Organization (WCO). The intent is for the tariff of all member countries to be identical for the first six digits.

The US has one version for exports (Schedule B) and another more detailed version for imports (HTSUS). Knowing the classification in one version will assist with classification in the other version. The site for the HTSUS also incorporates a search function.

Another classification aid is CROSS (Customs Rulings Online Search System) which gives access to legal decisions/rulings that CBP uses to classify merchandise.

Schedule B: <http://www.census.gov/foreign-trade/schedules/b/index.html>

HTS online reference tool: <http://hts.usitc.gov/>

CROSS: <http://rulings.cbp.gov/>

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If you have any questions or comments regarding the Compliance eNewsletter, please contact [Paul Codere](#) from the Customs Brokerage Department.

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June 1st Conditions: Ocean Imports from Asia

May was quite a challenging month for importers moving cargo from Asia, particularly from Central and North China ports. For the most part, the carriers were successful with their implementation of general rate increases (GRIs). Additionally, ocean lines were moving cargo with priority of historical and regular import business.



As the June 1st and 15th Peak Season approaches, a backlog of 3-4 weeks booking for repeat account business has been observed. The majority of ocean carriers have also advised clients to forecast 3-4 weeks if possible in order to secure partial equipment and space availability.

While several carriers have reported additional capacity entering the trade, it will likely only increase in line with the historical peak volumes in the next 30 days - not enough to offset demand and "clear the docks" of the cargo that is sitting in Asian ports.

The areas most impacted at this time include Central and North China ports such as Shanghai, Tianjin / Xingang, and Ningbo. South China is nearly as backlogged and relay ports such as Busan, Korea have reported lengthy delays on direct and transshipment cargo that is routed from Asia ports via Busan to ports in North America. Carriers also report that the volume "crunch" will remain through Peak Season; or at least until November when the holiday rush subsides.

As mentioned in previous editions of the AIT eNewsletter, existing and new customers can minimize "rolled" cargo by specifying the container size and type of their shipments.

Customers should speak with their AIT representative to best assess their shipment forecasting needs and ensure cargo gets loaded to the scheduled ship in order to make a required ETA. Several importers have had to pay (or have even offered to pay) additional fees well over market levels in order to book their cargo for a sailing earlier than 3 to 4 weeks, which remains the trend as June 1 approaches.

As one final reminder, rate and service conditions are always subject to change. Please speak with your AIT representative to evaluate current market situations that may impact your ocean cargo movement.

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Up, Up and Away - Airline Updates

Air France - KLM reported a loss of \$1.95 billion for the financial year to March 31. Cargo's operating loss was \$545 million. The group CEO, Pierre-Henri Gourgeon, said the cargo division "suffered terribly" in the recession. KLM is now focusing on filling the bellyhold and combi capacity. Meanwhile, Air France has sold two new B777 freighters and have leased out two B747's. The group aims to improve its financial performance this year by limiting capacity group to 1% for passenger and no increase in cargo capacity is slated.



(Air Cargo World 5/26/2010)

American Airlines has increased flights from Dublin to Chicago from 4/weekly to daily for its summer schedule. Cargo capacity will be increased to 12,000 per flight beginning on June 10 when AA services will be upgraded from B757 to B767-300 aircrafts.

(Cargo News Asia 5/3/2010)

The ACCC (Australian Competition and Consumer Commission) is continuing its pursuit of a cargo cartel involved in price-fixing related to fuel surcharges. This time it is against **Air New Zealand**. The

airline became the 15th carrier to face ACCC proceedings that have netted over \$40 million in fines and penalties to date. Other airlines that faced the ACCC include **Japan Airlines, Singapore Airlines, Cathay Pacific, Emirates, Garuda, Thai Airways, Korean Air Lines and Malaysia Airlines**. In December 2008, Qantas was fined \$17.7 million and British Airways fined 44.4 million. February, 2009 **Air France, KLM, Martainair** and **Cargolux** paid penalties of between \$2.6 million and \$4.4 million.

(Air Cargo World 5/26/2010)

Continental Airlines and United Airlines - On May 3, Continental announced that they have agreed to merge as equals with United. Completion of the merger will make it the biggest airline in the world. The plan is to keep the United Airlines name and headquarters will remain in Chicago.

Due to China's governmental decree, the country's three main airlines - **Air China, China Eastern** and **China Southern** - must merge their cargo operations. This government move has been made in an attempt to challenge foreign carrier's dominance of the market. Presently, 70% of international air cargo in China is carried by foreign airlines. A task force comprised of the airline and state officials has been formed to work on the structure of the proposed joint venture and it is believed the headquarters will be based on Shanghai. If the plan goes ahead as would seem likely with Chinese government's backing, the joint venture between **Cathay Pacific** and **Air China**, which was aiming to service China's Yangtze River Delta region, is put at risk. A Cathay spokesperson, however, has said that their target to have a joint venture in operation by summer remains unchanged.

(Air Cargo News 5/26/2010)

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President Obama and trucking industry agree on new fuel standards

A fully loaded 80,000-pound tractor-trailer gets perhaps five miles per gallon of costly diesel fuel. If the truck is properly maintained. Going downhill. With a tailwind. Maybe.

President Barack Obama wants to change that. And, somewhat surprisingly, the American trucking industry largely agrees.

In a Rose Garden ceremony on May 21 with a handful of top U.S. trucking industry and heavy truck manufacturers on hand, President Obama signed a presidential memorandum that for the first time would set mileage and pollution limits for big trucks. The rules are set to take effect with the 2014 model year.

Although heavy trucks comprise just 4 percent of vehicles, they account for perhaps as much as 21 percent of air pollution from mobile sources. Heavy trucks consume 16 percent to 22 percent of this nation's fuel, or about 54 billion gallons of fuel annually. When diesel reached its peak in 2008, the U. S. trucking industry had a fuel tab that exceeded \$150 billion. Although this year's figure cannot be determined precisely, the tab will approach that again.

After labor and equipment, fuel is the third-highest cost for a motor carrier. The average truckload carrier spends about 12 to 14 percent of its revenue on fuel, with the average LTL carrier spending perhaps 6 percent (The difference is because of the longer lengths of haul of a TL carrier, typically over 1,000 miles).

With the White House under pressure from environmentalists after the catastrophic BP oil spill in the Gulf of Mexico, the president chose to go the executive order route on truck mileage standards. That was an end-run around Congress, which could have been expected to dither for years (if not decades) on the issue. Instead, the presidential memorandum directs the U.S. Department of Transportation and the Environmental Protection Agency to develop national standards for fuel economy and greenhouse gas emissions for heavy- and medium-duty trucks.

"The nation that leads in the clean energy economy will lead the global economy," Obama declared on May 18. "I want America to be that nation."

Although a Class 8 truck is cleaner now that it has ever been, the nation's 7 million commercial trucks are hardly pristine. According to the EPA, commercial trucks account for 21 percent of all greenhouse gas emissions in the transport sector even though they are roughly 4 percent of all vehicles.

"This is a small but commendable step," Michael Levi, an energy and climate change expert with the Council of Foreign Relations, told the New York Times. "The oil spill can help focus people's attention, but it will take something else to close the deal."

That "something else" could be the surprising support of the organized trucking lobby. For an industry that fought deregulation, anti-lock brakes and other initiatives when they were first proposed, the trucking industry seems unusually sanguine and even supportive of the president's proposal.

Hours after the president's announcement where he was flanked by top executives of the trucking industry and its suppliers, the American Trucking Associations issued a press release trumpeting the announcement that the President "effectively endorses the ATA Sustainability Task Force recommendation" of 2008 that called for national fuel economy standards for trucks to reduce greenhouse gas emissions.

ATA Chairman Tommy Hodges, who also is chairman of Titan Transfer, Shelbyville, Tenn., attended the Rose Garden ceremony along with the heads of Daimler Trucks North America, Volvo North American Trucks, Cummins and Navistar International.

The trucking industry is determined "to be at the front of the fuel economy issue," Hodges said. He said ATA would have "significant input" on the final rule to develop what the industry hopes will be beneficial and affordable fuel efficiency standards.



That input will be part of an effort in Washington to issue a final rule by July 30, 2011.

Source: *Logistics Management*, May 25, 2010

http://www.logisticsmgmt.com/article/green_logistics_trucking_news_president_obama_and_trucking_industry_agree_o/

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Lacey Act

The Lacey Act combats trafficking in "illegal" wildlife, fish, and plants. In an effort to curb illegal logging worldwide, the importation into the US of wood and many products containing wood now requires documentation as to the country of harvest of the wood/vegetable material. This regulation is enforced by the Animal and Plant Health Inspection Service (APHIS) of the U.S. Department of Agriculture (USDA).



The oldest wildlife protection statute in the US, the Lacey Act was enacted in 1900 and has been amended many times, most significantly in 1969, 1981, 1989, and 2008. The most recent amendments expanded its protection to a broader range of plants and plant products making it illegal to import, export, transport, sell, receive, acquire, or purchase any plant that was harvested or traded in violation of domestic or international laws.

APHIS recently declared that there will be a two month grace period through July 01, 2010, before Lacey Act declarations must be made using "standardized metric units" (kilograms, meters, square meters, and cubic meters) that "reflect the actual plant content in the product and not necessarily the product as a whole." Data using units of measure that "do not adequately address the 'quantity of plant material' required by the Act." (i.e., pieces, number, or dozens) were originally scheduled to be eliminated as of May 01, 2010, but APHIS granted the grace period to allow members of the trade community time to make the necessary changes to their declaration procedures.

Earlier this year, phase four enforcement of the Lacey Act added certification requirements for merchandise classified in the following HTSUS headings: 4421 (other articles of wood), 6602 (walking sticks, whips, crops), 8201 (hand tools), 9201 (pianos), 9202 (other stringed instruments), 9302 (revolvers and pistols), 9305.10.20 (parts and accessories for revolvers and pistols), 9401.69 (seats with wood frames), 9504.20 (articles and accessories for billiards), and 9703 (sculptures).

Below are links to the USDA Lacey Act and CBP Lacey Act pages:

http://www.aphis.usda.gov/plant_health/lacey_act/index.shtml

http://www.cbp.gov/xp/cgov/trade/trade_programs/entry_summary/laws/food_energy/amended_lacey_act/

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Which two Kuwaiti seaports combined handle over 750,000 TEU annually?

- A. Mina Al-Ahmadi and Doha
- B. Shuwaikh and Shuaiba
- C. Shuaiba and Doha
- D. Kuwait City and Shuwaikh

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

Correct Answer: B. Shuwaikh and Shuaiba

Since 2006, the ports of Shuwaikh and Shuaiba have handled an estimated annual 750,000 plus TEUs of combined imports and exports for the country of Kuwait.

These ports remain a key entry point for cargo entering Kuwait and through points into Iraq. Kuwait's largest port is actually Mina Al-Ahmadi, which handles most of Kuwait's oil exports but is not a significant handling port for containerized ocean cargo.

Sources: http://www.worldportsource.com/ports/KWT_Port_of_Shuwaikh_1591.php
<http://en.wikipedia.org/wiki/Shuwaikh>
<http://en.wikipedia.org/wiki/Kuwait>
http://en.wikipedia.org/wiki/Transportation_in_Kuwait



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