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News from Brussels

REGISTRATION OPEN FOR FFF16 "AIR CARGO LOGISTICS: GROUND FOR CHANGE?"



You can now [register](#) for the Freight Forwarders Forum 2016, entitled "Air Cargo Logistics: Ground for Change?", will be held on 16 November in partnership with Brussels Airport, at the nearby Van Der Valk Hotel. The event is organised with the support of Brussels Airport.

The event will in three sessions a number of important issues industry is faced with including: 'Embracing "e-business" – what's in it for the users?', 'Adding value to the Air Logistics Supply Chain' and increasing security through border management and efficient regulatory programmes.

We are pleased that we have the following high level speakers confirmed, **Ana Hinojosa**, Director Compliance and Facilitation, World Customs Organization, **Alain Lumbroso**, Economist, International Transport Forum, **Ariaen Zimmerman**, Executive Director of CargoIQ, **Steven Polmans**, Head of Cargo, Sales & Marketing Brussels Airport Company, **Markus Muecke**, Global Head Air Freight Procurement and product management, Panalpina, **Rob Dekkers**, Global Logistics and Distribution Leader, GE Healthcare, **Lothar Moehle**, Director Security Standardisation, DB Schenker, **Andreas Wilhelm**, Global Security Manager, Kuehne + Nagel, **Markus Flacke**, Managing Director of CHAMP Cargosystems GmbH CHAMP Cargosystems GmbH and **Gordon Wright**, Head Cargo Border Management, International Air Transport Association.



Christian Doeppen, professional journal and moderator and editor in Chief of the International Transport Journal, will be the moderator on the day.

For more information and for registration have a look at the conference pages at <http://www.clecat.org/news/events/freight-forwarders-forum-2016>

CLECAT LAUNCHES ITS NEW WEBSITE

We are happy to announce that the new CLECAT website – [clecat.org](http://www.clecat.org) is online. Go and have a look!

HIGH LEVEL CONFERENCE ON CUSTOMS: MAKING A DIFFERENCE IN MODERN TRADE

CLECAT President Steve Parker will be a key note industry speaker at the High Level Conference on “EU Customs – Making a difference in modern trade?” taking place on 7 September 2016 at the World Customs Organisation in Brussels.

The conference is to be opened by Commissioner Pierre Moscovici who is providing the opening address, and is co-organised by AmCham EU, CLECAT, EuroCommerce supported by EurTradeNet, the European Express Association, the Foreign Trade Association, IATA and the World Shipping Council.

So far more than 200 persons have registered for the event. The conference, which will be attended by leading company representatives, industry experts and top regulators, aims to challenge attitudes on the role customs play as an economic driver, both in Europe and on the global market. In particular, participants will seek to identify the areas that hold customs policy and procedure back from playing a more central and positive role in trade facilitation, without undermining the controls necessary for safety, security and equal treatment.

The event will also question whether the right balance between the objectives of the UCC has been obtained and what lesson can be learnt from the implementation of the UCC.

CLECAT’s Customs Committee will meet in the morning prior to the event to discuss in particular the issues related to the implementation of the UCC and elect its new Chairperson. Even with the UCC there are still too many possibilities for Member States to decide how they will interpret and implement certain rules. This non-uniformity results in uncertainty for traders and intra-EU competition.

DG MOVE REORGANISATION

DG MOVE has published its latest [organisation chart](#), which includes the appointment of Matthew Baldwin as Deputy Director General. Mr Baldwin’s remit covers the Directorates for Innovative and Sustainable Mobility; Logistics, Maritime & Land Transport and passenger rights; and Aviation and International Transport Affairs. He was previously Head of Cabinet to the former Financial Stability Commissioner Jonathan Hill, and prior to that Director for Aviation and International Affairs in DG MOVE.



FORWARDERS DANGEROUSLY EXPOSED BY HANJIN BANKRUPTCY

Hanjin filed for bankruptcy protection in Korea on Wednesday August 31st. The filing came just a day after the company creditors discontinued financial assistance of more than USD \$896 million to keep the company operating. The Korean bankruptcy court will determine whether Hanjin should be liquidated or given a chance to restructure.

[The Loadstar](#) reported that captains on bankrupt Hanjin Shipping vessels have been ordered to slow steam or stop altogether to avoid the risk of being served a writ during a port stay. Meanwhile, many ports around the world have refused to accept Hanjin-operated ships until they receive a bank guarantee for port and harbour dues – but are also reluctant to have a vessel arrested in their quaysides and threatening to block cargo operations.

The issue could leave freight forwarders dangerously exposed to losing payments already issued to the carriers, as well as to claims from shippers, law firm Holman Fenwick Willan (HFW) said in an advisory.

“Delays caused by Hanjin’s position, such as vessel arrest or the refusal of ports to let Hanjin vessels berth, may leave freight forwarders open to claims from their customers. Some freight forwarders have already moved to obtain redelivery of containers due to be shipped by Hanjin, in order to arrange carriage by another operator.

“In some instances, forwarders will have paid hire to Hanjin in advance, and forwarders will now be concerned about recovery of these sums. Some freight forwarders had reportedly in recent weeks already stopped booking slots on Hanjin vessels as a matter of company policy,” it said.

Compatriot Hyundai Merchant Marine (HMM), is understood to be taking up some of the slack of Hanjin’s demise by offering replacement services at “reasonable rates”, on selected routes, but HMM is a member of a different east-west vessel sharing alliance, so the effect on some routes could be limited.

Some reports have said HMM is preparing to deploy 13 vessels to the Asia-Europe and transpacific trades, many of which had been idled earlier in the summer as its G6 partners sought to replace its vessels with others to limit their exposure in the possible event of its bankruptcy.

Jens Roemer, Regional Managing Director Belgium, France & Switzerland of a. hartrodt, and a the FIATA WG Sea Chairman, advises that “official procedures will simply need to be followed with serious delays and extra cost for owners of cargo that is travelling on Hanjin Bill of Ladings. However, it will be crucial how alliance partners who have containers on Hanjin vessels are dealing with this unprecedented situation. Should they not be able to get access to their containers soon and to complete delivery of the containers as per related Bill of Lading, the business model of alliances and slot charter agreements may be questioned.”

The National Customs Brokers & Forwarders Association of America has issued [guidance](#) stating that “any supplier of goods to Hanjin’s vessels has a lien on the vessel to secure payment of what they are owed so there are potentially a lot of foreign creditors that exist. And, once one of the vessels is seized, it is likely that other foreign creditors would rush to do the same thing to protect their interests. This is when events could take on a life of their own and spin out of control. There is not much that can be done about shipments that are already on Hanjin vessels... If a vessel is arrested,



and Hanjin does not - or cannot - put up a bond to obtain its release, it is probable some third party will be appointed to arrange for disposition of the goods. The goods themselves will not be subject to a creditor's lien; however, freight charges owed on collect shipments will probably have to be paid because they will be considered Hanjin's assets. It is also probable that shippers may have to make their own arrangements for on-carriage of their containers. For containers that have been shipped with other carriers and loaded on Hanjin vessels pursuant to vessel sharing arrangements, the issue will be how much responsibility those carriers will take for making the arrangements for on-carriage in the event the Hanjin vessel is seized."

The NCBFAA recommends that forwarders "do not pay Hanjin for the transportation of cargo until goods are actually delivered into their possession and control. [They] also recommend that [forwarders] send notices out to [their] customers advising them of the situation."

NEW WARNING TO SHIPPERS ON MISDECLARING DANGEROUS GOODS IN OCEAN CONTAINERS

More than a quarter (27%) of all reported serious incidents on board containerhips in 2013-14 were attributable to cargo being misdeclared, it has been revealed.

The data was captured and analysed by the Cargo Incident Notification System (CINS) for the period.

The information alleges that the cause of several onboard container fires was the misdeclaration of a chemical used to clean swimming pools and to disinfect drinking water: calcium hypochlorite.

CINS was established in 2011, by five of the world's biggest ocean carriers, following concerns about an increase in the number of container fires on board their vessels, potentially causing injury or loss of life, loss or serious damage to ships, as well as environmental damage.

There are now 12 shipping line members, as well as advisory members including the International Group of P&I Clubs and the TT Club, and its brief is to analyse the information from the carriers and look for specific incidents that suggest trends or require immediate action.

Noting that around 10% of all container cargoes constitute dangerous goods, UK P&I Club risk assessor David Nichol has reminded shippers and other stakeholders in the supply chain of their legal responsibility to comply with the International Maritime Dangerous Goods (IMDG) Code, regarding the carriage of dangerous goods by sea.

"It is imperative for the safety of the ship and crew that all necessary steps are taken to handle and stow dangerous goods in such a way that reduces the risk of an emergency incident, and that in the event of a fire, the crew have the information they need to respond quickly with the appropriate fire-fighting measures," said Mr Nichol. "To enable this, a ship's master must be provided with a correct, universally recognised description of the goods and the potential hazards they may present."

Mr Nichol highlighted one particular issue of misdeclared dangerous goods that has been reported as the cause of several fires on board containerhips over the past few years: calcium hypochlorite.

In August last year, Maersk Line announced it would no longer accept bookings of the commodity for shipment on its vessels. This followed several incidents of fire breaking out in containers on board its ships which it attributed to the chemical.

They included July 2010, when a fire on board the Charlotte Maersk threatened the lives of crew and the safety of the ship while en route from Asia to Oman.



Calcium hypochlorite is commonly used to sanitise swimming pools, but it has many other industrial and domestic uses, such as cleaning moss and algae from paths and driveways. The chemical is designated as a Class 5.1 oxidiser in the IMDG Code – requiring special stowage under the appropriate UN number. There have been many instances where calcium hypochlorite has been misdeclared to a carrier, for example being described as bleaching powder, chlorinated lime or even just disinfectant. “It is a requirement of the IMDG Code that cargoes are declared by their proper shipping name,” reminded Mr Nichol.

Source: [The Loadstar](#)

NEW FMC ONLINE REGISTRATION RENEWAL SYSTEM FOR NON-U.S. BASED NVOCCS

As of August 3, 2016, non-U.S. based Non-Vessel-Operating Common Carriers (NVOCCs) registered with the FMC will manage their registration through a new online system. They will receive an email notification alerting them to their upcoming renewal date. The electronic filing system will no longer allow for paper, email or facsimile renewals. The email will provide all instruction on how to login and access the system.

The new renewal process will pre-populate Form FMC-65 utilising the most current information for the registered NVOCC on file. If the information is correct, the NVOCC, authorised tariff publisher or third-party filer will only need to click "submit" to complete the renewal. If any of the information is incorrect, the filer can make the appropriate changes before submitting. Confirmation of the renewal will be sent to the filer, and another message will be sent to indicate whether the submission was accepted or if more information is needed.

"Any non-U.S. based NVOCC not licensed with the Federal Maritime Commission (FMC) must file a registration Form FMC-65 (Non-U.S. based Unlicensed NVOCC Registration/Renewal), before performing services in the U.S. foreign ocean borne trades. A registration for an unlicensed, non-U.S. based NVOCC is effective for a 3-year period. There is no fee to file Form FMC-65 for a registration renewal."

In addition to this, the FMC includes this important note: "Failure to timely renew a registration by filing Form FMC-65 via the new automated renewal system can result in the termination or suspension of an NVOCC's registration."

Website: <http://www.fmc.gov/>

Road

CRISIS AT CALAIS: HAULIERS FEAR NEW BLOCKADE WILL BRING MORE ATTACKS ON TRUCKERS

Cross-Channel operations between Dover and Calais were set to descend into chaos today as French truck drivers and farmers created a blockade on the main A16 access road to the French port.

The hauliers and farmers are protesting against the French government's inability to close the notorious "Jungle" – a makeshift camp thought to house around 10,000 refugees and migrants trying to reach the UK – despite government assurances it would be closed by the end of October. As, in response to the blockade, Calais officials created a diversion through the town, updates from operator DFDS said ferries were operating as normal.



However, the UK's Road Haulage Association (RHA) claimed traffic crossing from the UK to France would find it "almost impossible" to leave Calais. RHA chief executive Richard Burnett said: "The inevitable repercussions of this will surely mean that the authorities on this side of the Channel will have no alternative but to deploy Operation Stack. This will bring yet further misery to hauliers bound for mainland Europe and, of course, for the people and businesses of Kent." "It appears that the proposals made by the minister were not enough to placate local Calais businesses and hauliers. We have been told that those taking part in the protest are in it for the long haul and they will stay there until they see action to dismantle the camp."

Loadstar, 5 September 2016

CHINA-RUSSIA TRADE CORRIDOR PILOT SHOWS READINESS FOR FUTURE

The China-Russia pilot trade caravan has achieved its objective to successfully test the 2,200km overland trade route between China, Mongolia and Russia, ahead of the upcoming implementation of the TIR System in China. It completed its journey in Ulan-Ude, the capital of the Russian Federal Republic of Buryatia, where the caravan was warmly welcomed at a closing ceremony by the Deputy Transport Minister of the Buryat government and delegations from Russia, China and Mongolia.

The pilot caravan was an important milestone in preparations for the implementation of TIR in China, which will facilitate trade between Asia and Europe. The world's only universal customs transit system, TIR has been in operation in Russia for over 30 years and in Mongolia for more than 10 years. China's recent ratification of the UN TIR Convention will significantly increase the potential volume of international trade in the region and provide new trade routes with access to the sea for Mongolia and other landlocked areas in Russia and Central Asia.

The caravan, organised by the transport ministries of the three countries and supported by IRU, comprised of nine trucks travelling together over the so-called ancient tea route. A roundtable in Ulan-Ude at the end of the journey brought together over 80 participants from public authorities and business to evaluate the caravan and to plan ahead for future co-operation between the three countries. Increased collaboration and information exchange between China, Mongolia and Russia on customs, administration, transport and technical needs will help continue the necessary harmonisation in transport regulations and processes.

IRU, 25th August 2016

Air

IATA CARGO XML STANDARD ACCEPTED BY THE U.S. CUSTOMS AND BORDER PROTECTION AGENCY

The International Air Transport Association (IATA) has announced that IATA's Cargo-XML messaging standard will be utilised by the U.S. Customs and Border Protection Agency (US-CBP) to collect advance cross-border data on US export shipments.

The new data format will make electronic communication between the US-CBP's Automated Commercial Environment (ACE) system, airlines and other air cargo stakeholders simpler and more efficient.

More information at: <http://www.iata.org/pressroom/pr/Pages/2016-08-08-01.aspx>



TIME TO LOOK BEYOND THE E-AWB – CHAMP

The air cargo industry needs to start looking beyond the electronic air waybill (e-AWB) as supply chains will rely increasingly on digital technology.

Speaking after attending an IATA e-AWB workshop in Atlanta, Markus Flacke, managing director at CHAMP Cargosystems said one of his reasons for attending the event was to promote the idea that the industry needed to look beyond the e-AWB. “We already see a lot of electronic data exchange happening in this industry,” he said. “We need to think already about the digitisation of this industry. “The e-AWB is only the first step into connectivity. Once you have established this connectivity a lot of items and discussions may become a lot easier. “We can link the information flow of the air cargo supply chain from a shipper all the way through to the consignee.”

Flacke joined CHAMP in 2014 and previously worked for Lufthansa Cargo. He said that since joining CHAMP, he has noticed a tremendous uptick in data volumes being pushed through its systems. “We have a lot of conversations in the background about how can we connect better, how can we collaborate and share data, how can we make this data inter-change better,” he said. Flacke identified a number of drivers that would lead to the uptake in digitisation.

He pointed out that the US was in the process of introducing ACE (Automated Commercial Environment) that will require the transmission of shipment data ahead of loading, requiring connection with US government systems. And while the US is leading the way, other countries are expected to develop similar regimes. The development of e-commerce is another reason for companies to improve the sophistication of their systems and processes. “E-commerce is a big opportunity for everyone in this industry, for everyone from the carrier to forwarder.” “But for that you need to be able to link your IT system with someone else’s IT system.”

“If you don't have that I think it will become very difficult to participate in the ever growing numbers of e-commerce shipments being transported by regular air cargo carriers and not necessarily put into regular cargo consolidation.” “The business intelligence that can be generated out of the digital data exchange is also becoming very interesting. Data analysis can be used to improve business processes and cargo flows, he said. “Our ultimate goal is to provide our customers with an analysis of their data that will help them to improve their business.

“When you think about the wealth of data that is generated by the air cargo supply chain, it is easy to imagine how it can help every supply chain participant to improve their business. “For example; understanding the booking behaviours of clients, shortening pre-booking cycles and supporting the potential for e-commerce.” However, he admitted that companies needed to change their attitude towards IT if they were to capitalise on its development. “It is important that these companies engage in digital transformation and really champion IT in their whole thinking, they need to rethink processes and really need to start not only ask ‘how do I take my air waybill into the digital world?’ but ‘how do I make my whole workflow more digital?’.”

Source: [Air Cargo News](#) (extract)

Note: Markus Flacke is speaker at the CLECAT FREIGHT FORWARDER FORUM 2016 – 16/11/2016



Customs

5TH INTERNATIONAL SINGLE WINDOW CONFERENCE

From the 5th to the 7th of September, the 5th Edition of the International Single Window Conference will take place in Marrakech, Morocco. The theme of this year conference is “Virtual Single Window for foreign trade: The requirement for an inclusive cooperation”.

The development of foreign trade and the means adopted are considered as a locomotive that will drive state economies to assume better position on the international scene and make it an important trading platforms between all countries of the world. This edition will be an opportunity to present the developments of the means created in the field of international trade through the exhibition of the latest innovative solutions, the exchange of experience and coordination of efforts between all participants.

This event will bring more than 40 international delegations including 18 African countries, as well as many national actors and international experts, international institutions such as: United Nations and World Bank, the World Trade Organization and the world Organization of customs and many national and international economic operators.

The voice of the freight forwarding community will be represented by Mrs Anne Sandretto, from TLF, who will speak on behalf of FIATA.

More information available [here](#).

General

TAPA RECORDS RISE IN CARGO CRIMES IN 2016

TAPA EMEA's IIS recorded 1,024 new cargo crimes in the first six months of 2016, a rise of 101% year-on-year. Losses with a value totaled €27,314,438. 10 year-on-year statistics for the first six months of 2016 that reconfirm the threat of freight thefts from supply chains in the EMEA region continues to rise:

- 1,024 - New cargo crimes reported in the first half of 2016 vs. 516 a year ago, up 101%
- €27,314,438 - Total value for all crimes with a loss figure in the first six months of 2016 compared to €18,554,863 in the same period of 2015
- 25 countries recorded freight thefts in Jan-Jun 2016 vs. 19 a year ago
- 50 major cargo crimes with losses in excess of €100,000 in the first half of 2016 vs. 27 in the opening six months of 2015
- 21 major cargo crimes occurred in the United Kingdom in the first half of 2016, the highest for any country in this period. Germany with nine was highest in the corresponding period of 2015
- 415 - The United Kingdom was the country with most recorded cargo thefts in this period, 39.8%. A year ago, the Netherlands was the country with the highest reported incident rate – 174 crimes or 33.% of the half-year total
- 11.9% of all products reported stolen in HY2016 were Food & Drink, the same as the highest product category a year ago, when Food & Drink accounted for 7.9% of incidents



- 54.2% of incidents involved Theft from Vehicle, 565 crimes in total. This was also the main incident type a year ago, then accounting for 270 or 52.3% of crimes
- 47.7% of freight theft incidents in the first six months of 2016 took place at Unsecured Parking locations – also the main location in HY2015 with a 46.3% share
- 64.9% of the M.O. recorded was Intrusion, also the most recorded modus operandi in this period a year ago when it was seen in 45.1% of cases

Source: TAPA EMEA IIS reports for Q1/Q2 2016 vs. Q1/Q2 2015

Forthcoming events

CLECAT MEETINGS

Customs and Indirect Taxation Institute

7 September, Brussels (morning)

Road Logistics Institute

20 October, Berlin

Sustainable Logistics Institute

20 October, Berlin

Supply Chain Security Institute

21 October, Berlin

Air Logistics Institute

21 October, Berlin

2016 FREIGHT FORWARDERS FORUM

16 November, Brussels (morning)

Board & General Assembly

16 November, Brussels (afternoon)

OTHER EVENTS WITH CLECAT PARTICIPATION

European Transport Forum

27 September, Brussels

FIATA World Congress

3-8 October 2016, Dublin

Conference 'Law and logistics: the way forward'

12/13 October 2016, Antwerp

GLEC event on launch methodology

15 November, Brussels

ELP Forum on the Future of Logistics

15 November, Brussels



2016 FREIGHT FORWARDERS FORUM

16 November, Brussels (morning)

FEPOR Second Annual Stakeholders' Conference

8 December, Brussels

EU Rail Freight Day

9 December 2016 Vienna, Austria.

EP/COUNCIL MEETINGS

European Parliament

Plenary Session

12-15 September, Strasbourg

3-6 October, Strasbourg

Transport and Tourism Committee

26 September, Brussels

Contact

Nicolette van der Jagt

Director General CLECAT

Rue du Commerce 77, B-1040 Brussels, Belgium

Tel +32 2 503 4705 / Fax +32 2 503 47 52

E-mail nicolettevdjagt@clecat.org / info@clecat.org

