



Autumn 2014

The year is moving forward and nature is again showing who is in control. When it comes to the movement of freight we can take control once the order is placed. Whether import or export-international or coastal, we can take control of your freight movement at a competitive rate. Think FOB for your Freight and Customs requirements.

#### Sustainability awareness

With March comes our annual audit for our carboNZero certification. In today's world many organisations use Sustainability as a marketing tool. We know of some who live the ideal and continually look for new ways to enhance their position to benefit the organisation and environment. As New Zealand's only International Freight Forwarder and Customs Broker to be certified carboNZero (since 2009) we provide a service that ticks the sustainability boxes. Those with sustainability as part of their marketing should contact us or we would welcome a referral to any organisation that is in that category.

#### Exports to China

We have been reminded that Chinese Customs have been enforcing the 24 Hour Rule with effect from 1st January 2014. Your Shipper's Letter of Instruction (SLI's) therefore, must be submitted for destination China at the latest, 48 hours *prior to the vessel's arrival at the NZ\_Port of Loading*. Please be aware that the potential fines are significant and no exceptions are made. Any costs incurred or arising as a result of late submissions will be for the Shipper's account.

#### Exports to Japan

From 1 March 2014, changes to Japan Customs' filing rules on Maritime Container Cargo Information took effect. Japan Customs previously required the captains of cargo vessels to report their cargo information 24 hours prior to their entry into Japan. The new system will now require detailed information to be electronically reported 24 hours prior to the departure of vessels from the ports of loading. Japanese authorities have advised "*The penalties associated with non-compliance are up to \$5K USD per violation and can be prison time of hard labor*"

#### Peak Season Surcharge

The shipping lines have advised a Northbound Peak Season Surcharge on cargo to Asian ports. This is effective from 1<sup>st</sup> February 2014 until further notice. Call us for specific details.

#### Collusion enquiry

18 months after EU competition authorities raided the offices of major shipping lines suspected of collusion in rate setting, they came up with no charges they are prepared to release. They found that they did what they always do-publish announcements of rate increases. If this is done in concert with other lines, it can be called "rate signaling" and constitutes an offence in EU

competition law. Sounds a bit like New Zealand's fuel pricing!

### Insurance

*"an arrangement by which a company undertakes to provide a guarantee of compensation for specified loss, damage in return for a payment of a specified premium"*

The need to insure cargo is frequently raised in this forum. It has again been highlighted by the "Svendborg Maersk" loosing 517 containers (mainly 40') overboard when the vessel was caught up in a fierce storm in the Bay of Biscay on February 14<sup>th</sup>. A 40' container carrying about 11,000,000 cigarettes washed up Axmouth Beach Devon a week later. (Police were at the beach to deter pillage)

If you don't currently insure your freight, talk to us and we can arrange it for you.

### MPI Container checks

The recent Queensland Fruit Fly scare in Whangarei coupled with White Peach Scale insects and eggs found in a consignment of kiwifruit imported from Italy highlights the need to be vigilant when carrying out Transition Facility inspections. The single fruit fly caused massive disruptions in Whangarei and comes with a cost. The last scare in Avondale in 2012 cost \$1.35million.

### Port of Auckland

Auckland's Queens Wharf area has a webcam [link](#) that allows a visual of the day as it has progressed. It is worth a look and especially fascinating when you consider that as recent as 1930 Mt Victoria at Devonport was the signal station where the arrival of vessels was signaled by flags.

### 39°28'30"S 176°55'8"E

Famous for its Art Deco architecture, Napier boasts a deep water port able to take vessels up to 12 metres draft. The port was originally at Ahuriri but was moved to the current deep water site in 1886. During the 1931 Napier earthquake the port and town were destroyed with the town being largely rebuilt in the Art Deco style of the era. This style remains in the city centre and beyond with the city often being referred to as the Art Deco Capital of the World.

Napier is the 4<sup>th</sup> largest container port in the country handling 206,272 TEU in 201. Log exports rose 23% over 2012 volumes with 1.2m tonnes. Napier handles 10% (by weight) of New Zealand's exports and general cargo, bulk of break bulk makes up 60% of the ports cargo (by weight)

Napier with its twin city Hastings is the centre of fruit and grape growing and is renowned for its wine.

### Seasonal Quote

The future rewards those who press on. I don't have time to feel sorry for myself. I don't have time to complain. I'm going to press on.

Barak Obama 1961-

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