

July 2005 International Trade Newsletter

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BDG Canadian Air, LTL and FTL Services

BDG offers a full range of air and truck brokerage and border clearances services to / from Canada.

- LTL
- FTL
- Air
- On-Line Track and Trace
- All Provinces
- Border Brokerage

For a rate quote contact our Canadian Team at 847-760-0030 or domestic@bdginternational.com

BDG Import Storage Reduction

An important metric in measuring the performance of BDG's Import department is the percentage of shipments that encounter storage. We are proud to say that over the holiday weekend of July 04, 2005, none of our clients experienced charges related to storage on either ocean or air shipments. BDG's import team is structured to minimize the potential additional costs for storage charges.

Storage has become an important issue in the last 6 months with ocean shipments. Most Rail Roads are now providing only 2 free days at the ramp. This has been done to alleviate congestion and decrease the turn around time per container.

When we first learned of this change we implemented a policy to reduce the possibility of storage. Since that time we have refined this procedure and have created a new position within our import team designed to reduce the possibility of storage on both ocean and air shipments.

New Zealand Quarantine Declaration

New Zealand has implemented a new Quarantine Declaration, which must be completed by BDG prior to the shipment's arrival in New Zealand. A sample has been provided below.

Appendix I Quarantine Declaration to Accompany Containers to New Zealand

Packer or Exporter Letterhead

Quarantine Declaration for Containers

Vessel Name:

Voyage Number:

Container Number or Numbers:

Cleanliness and Restricted Packing and Packaging Declaration

1. Cleanliness

At the time of packing, the container/s were inspected internally and externally, and are clean and free from contamination with live organisms, material of plant or animal origin, soil and water. Yes/No

2. Packaging Materials

Has any soil, peat, raw green or contaminated moss, used sacking material, hay, straw, chaff or any packing material contaminated with the above been used within the container/s listed above? Yes/No

3. Wood Packaging

Has any wood packaging been used within the container/s such as cases, crates, pallets or wood used to separate, brace, protect or secure cargo in transit? Yes/No

3a. If yes to 3 above, has the wood been treated? Yes/No

3b. If yes to 3a above, how was the wood treated?

3c. Is a certificate for the treatment of this wood available? Yes/No

I certify that the above is true and correct.

Signed

Name

Designation

Date

Airline Fuel Surcharges

We have been receiving notices from the airlines indicating Fuel Surcharge Increases. The rates are now between .45/kg and .55/kg with minimums of \$5.00

2005 Peak Season Congestion

A lot has happened in the past 6 months to reduce the port congestion experienced by importers in 2004.

Last years container shortage was caused by an unexpected 14 percent surge in imports from Asia and a spike in global steel demand that limited the ability of container manufacturers in China to produce new boxes.

This year import volumes from Asia have increased at a more manageable 8 and 10 percent. The steel shortage is over; containers are being built as quickly as they are needed.

Ocean and Rail carriers have made operational changes that should mitigate the worst effects of a trade imbalance that during the peak season will approach 3 inbound loads for every one outbound.

Since the Spring the shipping lines have been repositioning empty containers back to Asia to build a stock pile for export-oriented manufacturers in the region.

Carriers are taking steps of being selective as to the destination for which they will accept export loads. Low paying commodities such as waste paper are being turned away to destinations in Southeast Asia so the containers can be repositioned back to China.

The Railroads are making changes to improve equipment flows on their networks by charging imbalance surcharges. These surcharges encourage ocean lines to return empties to the ports that they originated from.

As mentioned earlier the railroads are also shortening the amount of free time allowed for storing containers at yards.

The unions and port managers have increased in the number of trained longshoreman to handle container flows.

USA Enforces ISPM 15 Wood Regulations

Beginning September 16, 2005 the USA will implement the ISPM 15 wood regulations. Shipments not complying to these regulations will be rejected by USDA officials and be required to be re-exported from the USA. Please visit our web-site to learn more about the latest regulations.

http://www.bdginternational.com/woodregs/wood_regs.htm

Vancouver Port Strike Update

Vancouver Terminal has just confirmed that due to lack of space at their facility, no new local cargo will be allowed to discharge at the terminal.

- Vanterm origin IPI cargo continues to move smoothly at this time. It has been reported however that CNRR is refusing all diversions from local IPI due to a shortage of rail cars and or space at Eastern Canadian ramps. CN ramps in Calgary and Edmonton have become very congested as a result of above normal volumes of import cargo from Western Canada.

- Currently no new meetings have been scheduled between the two sides. It is believed that as a result of mounting pressure, the Canadian government might consider legislating back to work orders to the truckers in an attempt to put an end to this situation. No official announcement to this effect however has been issued.

BDG International has provided International Freight Forwarding, NVOCC, Custom House Broker, and Duty Drawback Specialist services since 1983. BDG offers international transportation worldwide via air or ocean. Our services include complete export/import documentation and customs clearance support to clients throughout the USA.

We invite you to contact our offices with any questions you may have.

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