



## BDG International, Inc.

### April 2002 International Trade News Letter

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#### BDG International's Service Spotlight: On-line - Air Freight Track and Trace

BDG has just added on-line air freight track and trace capability to our website. This service will enhance our current track and tracing procedure. As in the past BDG will e-mail or fax flight information to your office. We will monitor all shipments daily until they arrive at destination. Our staff will notify shippers of any changes in Estimated Day of Arrival. The web site track and trace tool adds a level of convenience to our clients and consignees. Shipper and Consignees can now access shipment information day or night to learn of the status of their shipment.

Please note that when accessing the on-line track and trace you are connecting directly to the airlines track and trace web site. The information provided by the airline is only as good as that specific carrier's updating frequency. The track and trace information is entered manually by airlines customer service representatives. Most airlines are still not using the IATA standard bar code reading technology. In 1999 BDG implemented the IATA bar code technology. All shipments through BDG are bar coded. For the few airlines that do use this technology the tracing will be more timely.

To access BDG's on-line track and trace visit our web site at [www.bdginternational.com](http://www.bdginternational.com) and click on the track and trace button. From there choose the airline that is handling your shipment, enter the air waybill and the results of the track and trace will appear.

## New Canadian Import Regulations

Effective April 1st, there are new regulations being implemented by Canadian Customs that impact all shipments imported into Canada. This program is called AMPS and can impose significant fines for noncompliance. For all shipments, the Canadian equivalent of the Tax I.D. (IRS) number and the correct HTS (Schedule B) commodity number for the goods must appear on the commercial invoice. There are also extensive regulations concerning the country of origin markings on the goods themselves. Anyone shipping to Canada needs to become aware of these regulations to avoid delays and possibly significant fines. There are two websites that contain all the info needed. Both are Adobe Acrobat documents that can be printed. If you don't have the Acrobat Reader, you can go to Adobe's website and download it for free: [www.adobe.com/products/acrobat/readstep2.html](http://www.adobe.com/products/acrobat/readstep2.html)

Overview of AMPS (9 pages)

[www.cole.ca/english/forms/ampsplan.pdf](http://www.cole.ca/english/forms/ampsplan.pdf)

Detailed list of fines & penalties (52 pages)

[www.cole.ca/english/forms/ampspenalty.pdf](http://www.cole.ca/english/forms/ampspenalty.pdf)

## **OCEAN IMPORT AND EXPORT: FASTER L.A. PORT TO L.A. RAIL RAMP MOVEMENT**

The Alameda Corridor is scheduled to open on April 15th, 2002. The Alameda Corridor is an intermodal transportation link between Los Angeles and Long Beach and the rail yards. This link is a 20-mile stretch between the ports and the rail container yards.

The purpose of the Corridor is to quicken the transfer from the ocean ports to the rail yards, decrease pollution in L.A. and ease traffic congestion.

The rail cargo link has had a total cost of 2.5 billion dollars. Bonds have paid for 48% of the cost. The rest will come from other sources. One of these being a fee called the Alameda Corridor Fee which is essentially a user fee paid per container on all containers coming in and out of the port of L.A. and Long Beach. This includes containers that do not even use the Alameda Corridor.

Waterborne Containers: \$15 per loaded TEU (.75 cents per foot)  
\$4 per TEU (empty) (.20 cents per foot)

Non-Waterborne Containers: \$4 per TEU (loaded or Empty)

This Corridor is its own identity, governed by the Alameda Corridor Transportation Authority (ACTA). The different rail lines have signed an agreement with the Corridor for usage called the Alameda Corridor Use and Operating Agreement. The rail lines have two choices. They would have to absorb the fees or pass them on to the next user, which is normally the ocean line or intermodal broker. They, in turn, will pass the fees on to the shipper of record (person paying the freight bill).

Is this going to reduce major delays?

It is possible with a smoother transition of containers from the ports to the rail yards; there will be less chance of backlogs. However, the dependency of the Corridor will be high. If there is a problem within the Corridor, weather related, earthquake related, union related it could still cause large backlogs. The goal is that the congestion is reduced and when there is a problem it can be handled quicker.

In general, you will see this rate included in the ocean freight rate and it will not be broken out. If we have quoted you in the past and you do see a small variation.

Should we use other ports? Though large L.A. and Long Beach still move freight quite efficiently. Outside of strikes and an earthquake here and there through history the service has been good. Other ports such as Oakland, Portland, Tacoma and Seattle do not always offer the sailings that we need or the rates.

### **Airline Fuel Surcharges On The Increase**

Many airlines are re-instituting a fuel surcharge. Fedex is currently 0.05 per kg., Lufthansa will be 0.05 per kg. starting 4/15. Northwest will be 0.05 starting 4/15. Expect others to follow.

## International Transportation Quotation Requests

Quotations can be requested via our web site: [www.bdginternational.com](http://www.bdginternational.com) or feel free to contact us via phone, fax, or e-mail.

BDG International is an International Freight Forwarder, NVOCC, Custom House Broker, and Duty Drawback Specialist. We provide international transportation worldwide via air or ocean. Our services include complete export/import documentation support.

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

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