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## *NEWSLETTER Vol 1 Issue 1 – January 2011*

### WHAT'S NEW AT AMERI-CONNECT

**HAPPY NEW YEAR ! 2011**

**2010 WAS A FANTASTIC YEAR AND WE THANK YOU FOR YOUR SUPPORT!**

*Our goals in 2011 represent continued education, automation and the highest level of service to every client and partner of Ameri-Connect Freight Services Inc.*

*We encourage each client to view and use of on-line tracking system. It produces a number of handy reports and immediate view of your shipment status and documentation.*

*Contact your customer service representative for on-line security access.*

*Our team is growing and we have three new additions to our team:*

- 1) *Julia Hooper has joined our international export division and will be working with Anthony Desilva. Julia has 10+ years experience in Export and our industry. [jhooper@ameri-connect.com](mailto:jhooper@ameri-connect.com) ext 240*
- 2) *Cathy Liu has joined our International Import team and will be working with Dhimitri Ceco. Cathy has +8 year experience in both Import and Export in our industry. [cliu@ameri-connect.com](mailto:cliu@ameri-connect.com) ext 276*
- 3) *Bob Moore has joined our Trucking division and will be working with Pat Reid and Huma Javed. Bob has multiple years of training in organizing expedited shipments and people. [bmoore@ameri-connect.com](mailto:bmoore@ameri-connect.com)*

### Ocean Shipments: Update 2011

#### CHINESE NEW YEAR WILL BEGIN FEBRUARY 3 2011

- **Shanghai Tops Singapore in Container Volume**

The Port of Shanghai shot past the Port of Singapore in 2010 to become the world's busiest container port reports American Shipper. Shanghai saw container volume last year rise 16.2 percent to 29.1 million TEUs, surpassing Singapore's 28.4 million TEUs, up 9.7 percent from 2009. Shanghai's passing of Singapore was little surprise as it had been inching ahead of Singapore in monthly container counts through the second of 2010. Analysts have forecast for years that Shanghai would eventually pass Singapore due to its more even mix of import/export and trans-shipment cargo. Singapore relies almost wholly on trans-shipment. Additionally, some port experts claim Shanghai long ago passed Singapore considering that Singapore double counts its trans-shipments.

- **U.S. FMC to Review Slow-Steamming**

The U.S. Federal Maritime Commission Chairman says he would like to assess the economic effects of slow-steaming to ensure the practice is not causing "unreasonable constraints" on the international supply chain reports the Journal of Commerce. In a message this week, he said the FMC will devote a portion of its Jan. 26 meeting to looking at the economic effects of slow-steaming over the past year. In January 2010 the commission gave the Transpacific Stabilization Agreement, which comprises carriers in the eastbound Pacific trade, authority to discuss operating at lower speeds to save fuel and reduce air pollution. The chairman said the practice "affords substantial cost savings during this period of financial stress." At the FMC's Dec. 8 meeting, he signaled his intention to go further, saying the commission should look at "the effects on our supply chain, capacity, rates, fuel charges and emissions over the past year."

- **CTSA Notice – Currency Adjustment Factor October 1, 2010**

Major Trans-Pacific shipping lines of the Canada Transpacific Stabilization Agreement (CTSA), wish to advise their customers that effective October 1st, 2010, the Currency Adjustment Factor will be at the following level: 6% - *Currently at 5 %*

#### **GRI Announcement From Asia to Canada**

Most major Carriers has announced and implemented a GRI for the month of January.

20' - USD\$140.00  
40' - USD\$200.00  
40H USD\$200.00

This is applied to the basic Ocean Freight amounts.

## **Air Shipments: Update 2011**

- **Canada Reaches Open Skies Agreements with Jamaica, Trinidad and Tobago**

The Canadian government on Monday announced that open skies-type air transport agreements have been concluded with both Jamaica, and Trinidad and Tobago. The new agreements give airlines additional flexibility for route selection, frequency of service and price setting. Airports will also be in a position to better market their services. Air services between Canada and both Jamaica, and Trinidad and Tobago have been operated for several years. Liberalizing the transportation-economic regulatory framework that has governed air services to these countries is consistent with the government's Americas Strategy. The agreements are being applied on an administrative basis, which allows new air services to begin immediately.

- **Hamilton Airport Funds to Fuel Cargo Business**

Hamilton International Airport's plans to entice more air cargo operators to its runway could come to fruition by 2013 if funding is approved reports Air Cargo News. The airport, located in Ontario, Canada, pursues C\$25.3 million (US\$25.48 million) from Ottawa and the province for three airport infrastructure projects, which could start in the first half of the year. The first phase of the proposed plans, which will total C\$38 million, comprises a C\$6 million cargo apron and taxiway, a C\$12 million multi-tenant cargo facility and a C\$20 million runway extension. The funding will be shared equally between the provincial and federal levels of government and TradePort International Corporation.

The new infrastructure would allow more air cargo operators to land in the city with the new cargo apron, creation of a refrigerated cross-dock for perishable items such as pharmaceutical products and extension of the existing runway by 3,000 feet southwest, allowing it to handle larger aircraft and ease landings during low visibility, crosswind conditions. Seasonal weather has impacted business with heavy snow or rain often diverting carriers to other airports to the US. The extra space and facilities mean Hamilton will be a more reliable airport during inclement weather.

The proposed 40,000m<sup>2</sup> cargo apron and widened taxiway are also intended to keep cargo carriers from relocating to another airport. The proposed multi-tenant cargo facility will consist of an 80,000-square-foot cross-dock, a cargo-receiving area for transitioning goods from aircrafts to trucks and vice-versa with the ability to refrigerate perishable cargo such as flowers and fruits. The airport plans to seek funding for the remaining project in two years

## Customs Issues

- **CBSA New Guide: Other Government Departments and Agencies: Reference List for Exporters**

To help ensure that prohibited and controlled goods are not illegally imported into Canada, the Canada Border Services Agency assists other federal government departments and agencies by administering and enforcing legislation and regulations on their behalf. Inquiries about these exporting regulations should be directed to the relevant department or agency. A list of some of the most commonly exported commodities that may require permits and/or certificates from other federal government departments and agencies has been provided in the BSF5131 guide.

The guide is available on CBSA's website at: <http://www.cbsa-asfc.gc.ca/publications/pub/bsf5131-eng.html>

## Over the Road/Rail Update:

- **U.S. DOT Launches Trucker Safety Program**

The U.S. Transportation Department's Federal Motor Carrier Safety Administration on Tuesday officially launched a new program to improve commercial truck and bus safety. The hallmark of the Compliance Safety Accountability (CSA) program is the Safety Measurement System (SMS), which will analyze all safety-based violations from inspections and crash data to determine a commercial motor carrier's on-road performance. The safety program will also allow FMCSA to reach more carriers earlier and deploy a range of corrective interventions to address a carrier's specific safety problems. SMS uses seven safety improvement categories called BASICs to examine a carrier's on-road performance and potential crash risk. The BASICs are: Unsafe driving, Fatigued driving (hours-of-service), Driver fitness, Controlled substances/alcohol, Vehicle maintenance, Cargo-related, Crash Indicator

## International Business

- **Emerging Markets Are Gaining in Importance to Canada's Exporters**

Canada has long been a trading country of a special kind. Whatever's happening in the rest of the world, we typically prospered or withered along with one dominant customer, the U.S. But not

quite so much anymore, it seems. In October, our exports to the U.S. shrank in importance to 72 per cent of the total -the lowest level in 18 years -even as they edged up a bit in dollar terms

- **EU Customs: New Security Rules Enter Fully Into Force on 1 January 2011**

From 1 January 2011, traders will have to make an electronic declaration to Customs with security data on goods before they leave or enter the European Union. The aim of this measure is to increase security in international trade, by enabling customs to carry out better risk analyses on the basis of the information received in advance and therefore to better target controls. Traders have benefited from a transitional period to adapt their electronic systems to these new rules since July 2009.

From 1 January 2011, all traders involved in customs transactions and international logistics will have to provide EU Customs with security data through electronic declarations, before goods are brought into, or out of, the European Union. In addition, a uniform set of EU risk-criteria will be applied by Member States when carrying out Customs controls on goods entering or leaving the EU. Recent air cargo security incidents have shown that the reinforcement of Customs risk analysis systems is essential for good security. Access to security data at an early stage, i.e. before goods physically arrive at the border will allow cargo movements to be more efficiently screened and enable Customs authorities to carry out better risk analyses. As such, Customs will be better able to focus controls on high risk cargo, while quicker processing and release of goods at entry or exit will help to ensuring smooth trade.

The type of security data requested from the traders varies according to the means of transport and the reliability of traders involved in the operation. It can include, for example, a description of the goods, information on the consignor or exporter, the route of the goods, and any potential hazards. The time limits for submitting advance security data also vary according to the means of transport: from 24 hours in advance of loading for maritime cargo to 1 hour before arrival for road traffic or even less for certain air transport. Since 1 July 2009, it has been possible for traders to submit their advance declaration on an optional basis. From 1 January 2011, it will be compulsory

## **Other Business:**

- **Harper Government's Consumer Product Safety Act Passes Parliament**

The Canadian government announced that the Canada Consumer Product Safety Act (CCPSA), has been passed by Parliament and, upon Royal Assent, would become law. The new *CCPSA* will better protect the health and safety of Canadians by:

- prohibiting the manufacture, importation, advertisement or sale of any consumer products that pose an unreasonable danger to human health or safety;
- requiring industry to report when they know about a serious incident, or death, related to their product to provide government with timely information about important product safety issues;
- requiring manufacturers or importers to provide test/study results on products when asked;
- allowing Health Canada to recall dangerous consumer products; and
- raising fines and penalties for non-compliance.

An accelerated implementation plan is being developed in order to facilitate the *Canada Consumer Product Safety Act* coming into force in the next few months.

## U.S. Updates - Business - Government

- **U.S. Food Safety Overhaul to Become Law**

President Obama was expected to sign as early as Jan. 4 the FDA Food Safety Modernization Act, which incorporates the most sweeping changes in U.S. food safety regulation in 70 years, reports World Trade Interactive. This law will affect all businesses involved in the U.S. food supply chain, foreign and domestic, who will need to meet new requirements related to food safety plans, certification standards and mandatory recalls. The FDA Food Safety Modernization Act of 2010 will require almost all food business (with the notable exception of small U.S. family farms) to establish food safety plans consistent with the Hazard Analysis & Critical Control Points (HAACP) system and comply with certification standards. The law also creates expanded power for the Food and Drug Administration (FDA), increases the frequency of inspections and creates mandatory recall authority by the FDA.

Imports - Imported food products will be subjected to a host of new requirements. For example:

- Importers must verify the safety of foreign suppliers and imported food and will be prohibited from importing food if they do not have a verification program in place.
- The FDA is empowered to require certification or other assurance of safety for high-risk food imports and to deny entry to foods that lack certification or that are from a foreign facility or country that has refused U.S. inspectors.
- Prior Notices filed with the FDA for imported foods must include the name of any country that refused entry to the food.

Food Facilities - Additionally, the new law will add 4,000 new inspectors with expanded authority for inspecting records and facilities and give the FDA new enforcement powers that will make it easier for the agency to shut down facilities that violate the law through detention and suspension of registration. For more information visit: <http://www.foodsafety.gov/news/fsma.html>

**THANK YOU FOR YOUR CONTINUED SUPPORT !**