



The Logiskills Group



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Dear Garvan,

Welcome to the latest edition of Irish Freight & Logistics Monthly.

You have been included within our mailing list because we consider you to be a valuable contributor to the industry.

We are aware of the communities need for an electronic platform for company announcements and press releases. We invite you to forward details to us for consideration in the next edition.

We hope you enjoy the newsletter and will strive to enhance it, so please send any feedback and suggestions to editor@logiskills.ie

Please feel free to forward this to any interested colleagues who can register to receive it from our home page at www.logiskills.ie

If you no longer wish to receive this newsletter and wish to be removed from our mailing list, please click on the unsubscribe link above.

• EU Unveils Freight Cargo Transport Action Plan



The European Commission has announced a vast action plan to ease international freight traffic in Europe, by opening up priority rail corridors and cutting red tape for ships moving between EU ports.

Experts predict that freight transport will increase by half in Europe by 2020 compared to 2000 levels, and Brussels has decided to take steps to streamline procedures so that the EU economy can better take advantage.

"Europe must place itself at the cutting edge of the logistical chain," EU Transport Commissioner Jacques Barrot told reporters in Brussels.

The idea is to create international maritime and rail transport corridors dedicated to freight and cargo traffic, and see containers of harmonised sizes loaded smoothly, whether it be onto ships, trains or trucks.

Events

The European Road
Transport Show 2007
Exhibition

October 25 - November
3, Amsterdam, The
Netherlands

EuroRoads 2007
November 5-8, London,
United Kingdom

The Future of Rail
Freight in Europe
Conference

November 26-27, Le
Mérédien, Brussels

6th ID WOLRD
International
Congress Exhibition
November 26-28, 2007,
Milan, Italy

The Future of Air
Transport Conference

December 3-4, The
Landmark, London,
Great Britain

Intermodal 2007
Expo & Conference

December 4-6, 2007,
Amsterdam, The
Netherlands

transport corridors dedicated to freight and cargo traffic, and see containers of harmonised sizes loaded smoothly, whether it be onto ships, trains or trucks.

The Commission hopes the measures, numbering around 30, would promote innovative technologies and practices, improve freight management, ease the building of freight transport chains and simplify administrative procedures.

For the sea, the EU's executive body wants to present a proposal for legislation in 2008 creating a "European Maritime Transport Space without Barriers".

It would cut down on the complex and time-consuming procedures -- document, health, veterinary, customs and physical checks -- facing vessels that move between ports in two of the 27 EU nations.

The EU has some 1,200 ports along its estimated 100,000 kilometres (62,000 miles) of coast line, and these ports are all considered to be lying on the bloc's external border, meaning tougher checks are needed.

"Until now, we didn't have the means of ensuring that any boat in transit did not have contact with other ships from non-European countries, or if it had stopped at a port outside the EU," Barrot said.

"Today, with satellite positioning equipment, it's easier to follow them so there is no real reason to force them to undergo the same customs controls twice," he said.

In the rail sector, which needs development to keep pace with the growing use of road transport, the Commission wants to create a European freight- oriented network to improve transit times, reliability and capacity.

Brussels expects each EU member nation to develop by 2012 at least one international rail corridor dedicated to freight traffic.

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*Council Regulation (EEC) No. 2913/92 -
the EU Customs Code and right of
representation*

When completing an import or export declaration you are required to specify in Box 14/1 of the SAD the capacity in which you are acting. Completion is mandatory but three options are permitted:

International Freight Association

- Irish Exporters Association

1. Enter "1" if you are the Declarant - you as the importer/exporter are acting in your own name and on your own behalf. You are responsible for any customs debt that may arise as a consequence of the declaration.
2. Enter "2" if you are the Direct Representative - you are acting in the name of and on behalf of the importer/exporter, whose details you supply in the

declaration. The importer/exporter is responsible for any customs debt that may arise as a consequence of the declaration, provided you hold the necessary authorisation from the importer/exporter.

3. Enter "3" if you are the Indirect Representative - you are acting in your own name but on behalf of the importer/exporter, whose details you supply in the declaration. You and the importer/exporter are jointly liable for any customs debt that may arise as a consequence of the declaration, provided you hold the necessary authorisation from the importer/exporter.

Where you are acting on behalf of another (i.e. a Representative), the nature of the representation is a matter to be agreed between you and the importer/exporter. However, as a Representative, you must be in a position to produce to Revenue on demand evidence of your authority to act as such. While there is no specific format laid down in the Code in relation to such authority, Revenue would expect that the authority would be in accordance with the specimens attached to this Notice.

Where a person indicates in Box 14/1 of a declaration that he/she is acting as a Representative (either directly or indirectly) but cannot produce a valid authorisation from the importer/exporter empowering the person to so act, the Code provides that the person shall be deemed to be acting in his/her own name and on his/her own behalf (i.e. shall be treated as the Declarant). Customs agents and representatives should note this situation in particular as the consequences are that any customs debt in relation to the declaration (including any debt arising from a subsequent audit) will be payable by the customs agent or representative.

- Drogheda handles 500,000 Box



Drogheda Port handled for the first time its 500,000 teu container in October 2007.

The port currently operates regular container services to Rotterdam and Oslo from its Tom Roes Point facility, one of the most efficient and congestion free unitised terminals in the country.

The 500,000 milestone container was carrying nuts and dried fruits from Holland for a local company and was welcomed ashore by the port chairman Mr Patrick Traynor and the general manager of Europe Lines Mr Cameron McIntyre.

Due to its success the current terminal is currently operating at close to capacity but the port company is in the process of developing a new deepsea unitised terminal at Bremore within the greater Dublin area. The new terminal, one of the largest port infrastructural projects ever undertaken in Ireland, will have an annual capacity of 400,000 Ro-Ro units and 350,000teu Lo-Lo units. The new terminal is expected to be operational in 2012.

- Stena Recognised for Shipping Invoices



The European EXPP summit on paperless trading has recognized STENA Line Freight as having the best electronic invoicing system in the shipping industry in Europe.

46% of all Stena freight invoices now go electronically via the Internet - 20,000 a month and the company aims to increase the total to 65% next year.

- P&O Ferrymasters Launches Russian Service



Following a successful two-month trial, P&O Ferrymasters has launched its first 3,400 km long-haul intermodal service to Russia.

The return service currently ships consumer goods in 45 ft containers via Hull or Rotterdam to the Lithuanian gateway port of Klaipeda, from where they are road-freighted across Russia using a newly-appointed local partner. The return leg to Europe is also handled by Ferrymasters.

Ferrymasters is looking to begin two train links per week, moving up to three later in 2007 as demand increases. The new train services will increase the maximum tonnage shipped and extend Ferrymaster's already extensive rail footprint.

Ferrymasters' Intermodal director Bart Verbeke said the company was already experiencing growth in demand from European customers wanting to trade with Russia.

"We have seen interest from all of the markets that we currently serve in the UK, Ireland, Benelux, Germany, France, Italy, Spain, Greece, Turkey and the other Baltic States. I believe we will see 15% growth every year."

- TK Maxx signs 100m contract renewal with DHL



DHL Exel Supply Chain has agreed to sign a 100 million contract renewal for another five years with retailer, TK Maxx.

The contract extends TK Maxx's activities with DHL's specialist Department Stores & Fashion team beyond its existing operations into a partnership that will support the retailer's key growth strategy in Europe through a continually enhanced transport network.

The contract includes a specific clause stipulating that both companies work together to achieve key environmental and social responsibility goals. TK Maxx and DHL are committed to work towards delivering an efficient operation, whilst reducing vehicle movement, fuel consumption and carbon emissions.

Since May 2007, DHL has operated two Cross Dock Centres (CDCs) at Hatfield and Rochdale on behalf of TK Maxx. The number of CDCs is set to increase to nine, in order to support new store openings over the next five years, and transport operations will continue to deliver TK Maxx products to all stores in the UK and Ireland.

- Announce Your Success Here!

Please submit your company announcements to editor@logiskills.ie for consideration in our next edition.