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Dear Garvan,

Welcome to the **September** 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 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

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Mixed Reviews for Rotterdam Rules



On the 11th of December 2008 the UN General Assembly adopted the 'United Nations Convention on Contracts for the International Carriage of goods Wholly or Partly by Sea', recommending the new convention to be known as the "Rotterdam Rules". We have been requested by the Department of Transport to consult with interested parties and stakeholders concerning their views on the forthcoming introduction of these rules.

The Convention will be open for signature on the 23rd of September 2009 at a signing ceremony in Rotterdam. The convention will, thereafter, remain open indefinitely for signature, ratification or accession in New York. Signature or ratification of the convention in September by Ireland is not envisaged at the time.

The Convention intends to establish a uniform and modern legal regime governing the rights and obligations of shippers, carriers and consignees under a contract for door-to-door carriage that includes an international sea leg. The aim of the convention is to replace earlier conventions relating to the international carriage of goods by sea, in particular, The International Convention for the Unification of Certain Rules of Law relating to Bills of lading (Brussels, 25th August 1924) (The Hague Rules), and its Protocols (The Hague - Visby Rules), and the United Nations Convention on the Carriage of Goods by Sea (Hamburg, 31 March 1978) (The Hamburg Rules)

The European Shippers' Council says that the Rotterdam Rules could put some shippers in a worse position than they were in prior to the introduction of the original Hague Rules.

According to the ESC, the Rotterdam Rules:

- conflict with other conventions
- present unequal obligations and liabilities between shippers and carriers
- present a risk that carriers may significantly reduce their own limits of liability and obligations under so-called 'volume contracts'
- make proving fault harder for the shipper
- make it increasingly difficult for shippers to successfully make a claim for damages
- make shipper obligations far more onerous
- may deter shippers from integrating short-sea shipping into their door-to-door logistics due to obligations and limits of liability being worse than under individual modal conventions

For further information from the IMDO and to comment on the UN Convention please click [here](#).

Exports Boost Euro Zone Surplus



Official figures have shown that the euro zone trade balance recorded a record surplus in July, offering another sign that the European economy is on the road to recovery.

The euro zone achieved the biggest trade surplus for seven years with a figure of €12.6 billion due to strong exports and flat imports. The figure was more than twice the upwardly revised €5.4 billion surplus in June which had itself been a massive improvement.

For the 27-nation EU as a whole, including Britain and the other countries which have not adopted the euro, there were similarly encouraging figures with a trade surplus of €700m.

This marked a sharp improvement from a substantial deficit the previous month and provided the EU's best trade figures for six years.

The bigger surplus was achieved through a boost in euro zone exports while imports remained flat,

suggesting more of an increase in global purchasing power than more confidence among European consumers.

EU Calls on US for Adopt Practical Box Checks



Europe has again called for the US to adopt a "multi-layered approach" to maritime container security rather than rely on 100% box screening for inbound containers.

European Commission vice-president for enterprise and industry Günter Verheugen also told a security conference in the German port of Bremen that "more European capability" was needed to tackle piracy off Somalia.

Mr Verheugen commented 'the current global economic downturn may be a moment of opportunity to re-organise the sector from the security point of view'. He added: "The question is what we should implement to ensure that we deal with the security challenges well to prepare for the economic up-turn."

Turning to container security, Mr Verheugen said: "It is well known that the European Union has been concerned that the US legislation requiring 100% scanning of containers bound for US ports could impede the free movement goods. US-EU cooperation was critical in achieving transatlantic secure trade and strengthening security conditions for world trade, Mr Verheugen said.

Annual bilateral trade between the US and the EU amounts to over \$600bn, or some 40% of world trade, while the transatlantic economy accounts for 60% of world GDP.

Acknowledging the sensitivity of the US to criticism of its container security regime, Mr Verheugen said: "I do not want to be misunderstood. I fully respect the right of the US legislator to do everything necessary to ensure the safety of the American citizens and therefore I do not want our US friends to believe that we are not in favour of secure container transport and handling. We need to find practical solutions to address the US security concerns without undermining or burdening unnecessarily cargo transport."

Mr Verheugen said that the commission continues to advocate "the internationally recognised multi-layered risk-based approach" for protecting the international supply chain.

Shipping Data Indicates Traffic Recovery



The latest analysis of 2009 shipping traffic data published by the Irish Maritime Development Office (IMDO) indicates that the rate of decline of shipping on the island of Ireland eased during the 1st half of 2009.

The IMDO published January - June 2009 Freight Traffic Figures as below;

	Lo/Lo Ttl	Ro/Ro Ttl	Bulk Ttl
1st Half 08	-3%	-2%	-8%
1st Half 09	-24%	-13%	-21%

However the overall volume of traffic handled at ports on the island continued to decline over the first 6 months of 2009 compared to the same period in 2008. Following a peak in traffic volumes in all shipping sectors through Irish ports during 2007 a steady decline took place with significant volume corrections occurring in the market in line with the general downturn in both the domestic and global economies. The latest report is available [here](#) to download

Expeditors International now Irelands Leading IATA Forwarder



Expeditors International overtook DHL as Irelands Top IATA Forwarder in 2008 with the ranking of all remaining forwarders unchanged from their 2007 position. The figures as published in Air Cargo News can be seen below;

2008	2007	Company	'08 EURm	'07 EURm
1	2	Expeditors International	7.00	7.01

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

Sincerely,

The Logiskills Team