



C.T. FREIGHT PTY LTD

A.C.N. 002 489 705

INTERNATIONAL FREIGHT FORWARDERS

A.B.N. 89 002 489 705

Sydney H/O
C.T. Freight
2-4 Bradford Street
Alexandria NSW 2015
PO Box 88
Mascot NSW 2020
Tel: 61-2-8337 8888
Fax: 62-2-9693 5670
Email:
ctsyd@ctfreight.com

Melbourne
C.T. Freight
4 International Square
Tullamarine VIC 3043
Tel: 61-3-9338 8388
Fax: 61-3-9330 3030
Email:
ctmel@ctfreight.com

Cairns
C.T. Freight
10 Ogden Street
Bungalow
Cairns QLD 4870
Tel: 61-7-4035 5880
Fax: 61-7-4035 5808
Email:
ctcns@ctfrigh.com

Perth
C.T. Freight
10/477 Orrong Road
Welshpool WA 6106
Tel: 61-8-9356 3688
Fax: 61-8-9356 3488
Email:
ctper@ctfreight.com

Brisbane
C.T. Freight
729 Macarthur Ave
Central
Eagle Farm QLD
4009
Tel: 61-7-3621 1288
Fax: 61-7-3260 1311
Email:
ctbne@ctfreigh.com

Adelaide
C.T. Freight
5 Frank Collopy Court
Adelaide Airport 5950
PO Box 2008
Hilton SA 5033
Tel: 61-8-8234 4500
Fax: 61-8-8234 4694
Email:
ctadl@ctfreight.com

Auckland NZ
C.T. Freight
C/- NZ Post
Distribution
Centre
Torn Pearce Drive
Auckland International
Airport NZ
Tel: 64-9-275 1634
Fax: 64-9-275 8837
Email:
kane@ctfreight.co.nz

Singapore

Los Angeles
Houston

OCTOBER 2009

Ct Freight awarded Emirates Top Agent Award

EMIRATES' annual awards dinner in honour of New South Wales' top cargo agents was recently held at the prestigious Art Gallery of NSW.

Recognising cargo agents substantial contribution to the carrier's business, the airline recognized its top three performers from over 110 cargo partners, and presented them with achievement awards, as well as hosting them to a private tour of the museum's unique Ikat exhibition, followed by dinner at the exclusive Art Gallery of NSW restaurant overlooking Woolloomooloo Bay.

Greg Johnson, Emirates' national cargo manager said: "We are delighted to have the opportunity to officially recognise and thank our cargo partners for their invaluable contribution over the past year. The Australian market is

extremely important to Emirates, and we are happy to acknowledge

those who have helped us grow our business over the years, with 2009 being no exception." Guests from CT Freight were, Wade Bollard export manager, (pictured below far right) & Lee Sultana air exports, (pictured below 4th from left)



Capacity increases to Fiji

What looks like a looming multi-carrier fight for passenger traffic on routes between Australia and Fiji will be to the benefit of air cargo capacity. Fiji still is an important economic entity - and likely to become more so despite the current political situation.

From an air freight perspective, one of the most significant developments will be the launch on December 3 of Air Pacific's new twice-weekly service between Nadi and Hong Kong. Continental Air Micronesia's introduction - from mid-December - of flights between Guam and Nadi, as well as Honolulu and Nadi, also holds good freight potential despite the limited bellyhold capacity of its B738 aircraft.

Air Pacific decided to withdraw in March from the Tokyo run because it wasn't making a profit. Hong Kong seemed a much better prospect, given cargo and passenger traffic potential and Hong Kong as a gateway to mainland China, as well as a global hub and an easy trans-shipment point between other east Asian stations, Tokyo and other Japanese cities included. FJ is now in final planning to launch the new route which will be operated with B763 equipment on a code-share basis with Cathay Pacific.

"Preparations for the December 3 launch of Air Pacific flights to Hong Kong are well under way and we welcome Cathay Pacific Airways as our code-share partner on this service," said John Campbell, FJ's managing director and chief executive. "Cathay Pacific is recognised as a successful carrier with high standards of service and a strong international network. The airline's marketing and sales strength will certainly benefit the service and Fiji." In another development, Fiji and Papua New Guinea have signed a new air services agreement which will improve direct links between the two countries.

NZ Customs revises x-ray processes

The New Zealand Customs Service has revised its national air cargo x-ray screening process. A review of operations recommended that Customs' National Targeting Centre screen 'selected risk' export air cargo, ensuring consistency between sea and air screening.

Customs says it is now screening export cargo against stops placed on the export entry. Delivery is assured if the entry is lodged in time and nothing of concern discovered during the screening. This includes consolidated cargo placed alongside the goods being screened.

The National Targeting Centre will send a message to consolidators, freight forwarders and exporters, reading: "Stopped for Customs screening. To be delivered to Customs air cargo examination facility no less than one hour before cargo acceptance cut-off time in final state of pack en route to the cargo terminal operator (CTO).

Delivery assured if entry lodged outside the nine hour deadline from departure time and nothing untoward located."

Customs says that the screening process should occur at the last stage in the supply chain, before the goods are delivered to the CTO for export. The service stresses that goods will not be blocked from departing on time, as long as the time limitations in place for entry lodgement are applicable.



Singapore warns clearance times can be delayed

Singapore Customs has reminded Customs agents, freight forwarders and shippers that they must ensure the accuracy and completeness of documentation if they want goods to be cleared quickly.

Karen Lim, head of procedures and processing, pointed out that “the value of the goods should be the transaction value inclusive of freight and insurance charges that are incurred for the shipment”. She said that “relying on the summary lists or similar documents from the overseas consolidator may result in incorrect declaration of values due to possible omission of certain cost elements”. It might also “result in incorrect declaration of the description of goods or wrong classification of goods, as there is a possibility of transcription errors made by staff of the overseas consolidators and usually only brief information is provided in such documents”.

Lim also pointed out that if the value is shown in a foreign currency, it must be converted to Singapore dollars “using the prevailing Customs exchange rate”.

The importer declared in the permit had to be the rightful importer or owner of the goods indicated in the bill of lading/air way bill, said Lim. “Declaring agents should not declare themselves as the importer so as to apply for only one permit for many consignments of different owners.” She also reminded that proforma invoices were not accepted by Singapore Customs. “All declarations made for the import of goods into Singapore should be accompanied by commercial invoices.”



SINGAPORE CUSTOMS

Mandatory dangerous goods handling training requirements out

The Australian Maritime Safety Authority (AMSA) has stipulated mandatory training before 01 January 2010 under Chapter 1.3 of the International Maritime Dangerous Goods (IMDG) Code for all shore-based personnel involved in the transport of dangerous goods for sea.

The training requirements specify relevant personnel must be provided with “training in the contents of dangerous goods provisions commensurate with their responsibilities”.

The system adopted by AMSA in Australia will follow the requirements of the IMDG Code and as such it will be each employer’s responsibility to determine:

- Those personnel who need to be trained.
- The degree of training they require.
- The method of training needed to comply with the provisions of the IMDG code.

The IMDG Code stipulates that persons who are engaged in the transport of goods “intended to be transported by sea” MUST receive the training required under the code.

Effectively this means a full range of persons across the supply chain from the direct shipper through to persons in depots packing cargo must be qualified with an AMSA certified training course. The Customs Brokers and Forwarders Council of Australia (CBFCA) and the Australian Federation of International Forwarders (AFIF) are currently working with an AMSA-accredited training provider to jointly offer training to industry utilising both e-learning and traditional classroom-based delivery options.

This training will meet the requirements of the IMDG Code and will be role specific, meaning that persons taking the training need only be trained in those areas relating to their role.

Further information about who should be trained, see the Information Sheet provided by AMSA on Carriage of Dangerous Goods by Sea [http://www.amsa.gov.au/shipping_safety/cargoes_and_dangerous_goods/carriage_of_dg_by_sea\(intr o\).pdf](http://www.amsa.gov.au/shipping_safety/cargoes_and_dangerous_goods/carriage_of_dg_by_sea(intr o).pdf) .

In the meantime, any queries should be directed to Bill Murphy (CBFCA) via bmurphy@cbfca.com.au or Brian Lovell (AFIF) via brian@afif.asn.au

CT Freight – Houston USA

CT Freight Houston are currently moving the below reels from the UK to Mexico for use in a large oil exploration project. Our Houston office specialises in the forwarding needs of the mining and oil exploration industries.



Clive Thomas -

All At C.T.Freight

This newsletter is published as an information service and without assuming a duty of care. It contains general information only and should not be relied on as a substitute for legal or professional advice.