

CAWA

Container-on-Barge

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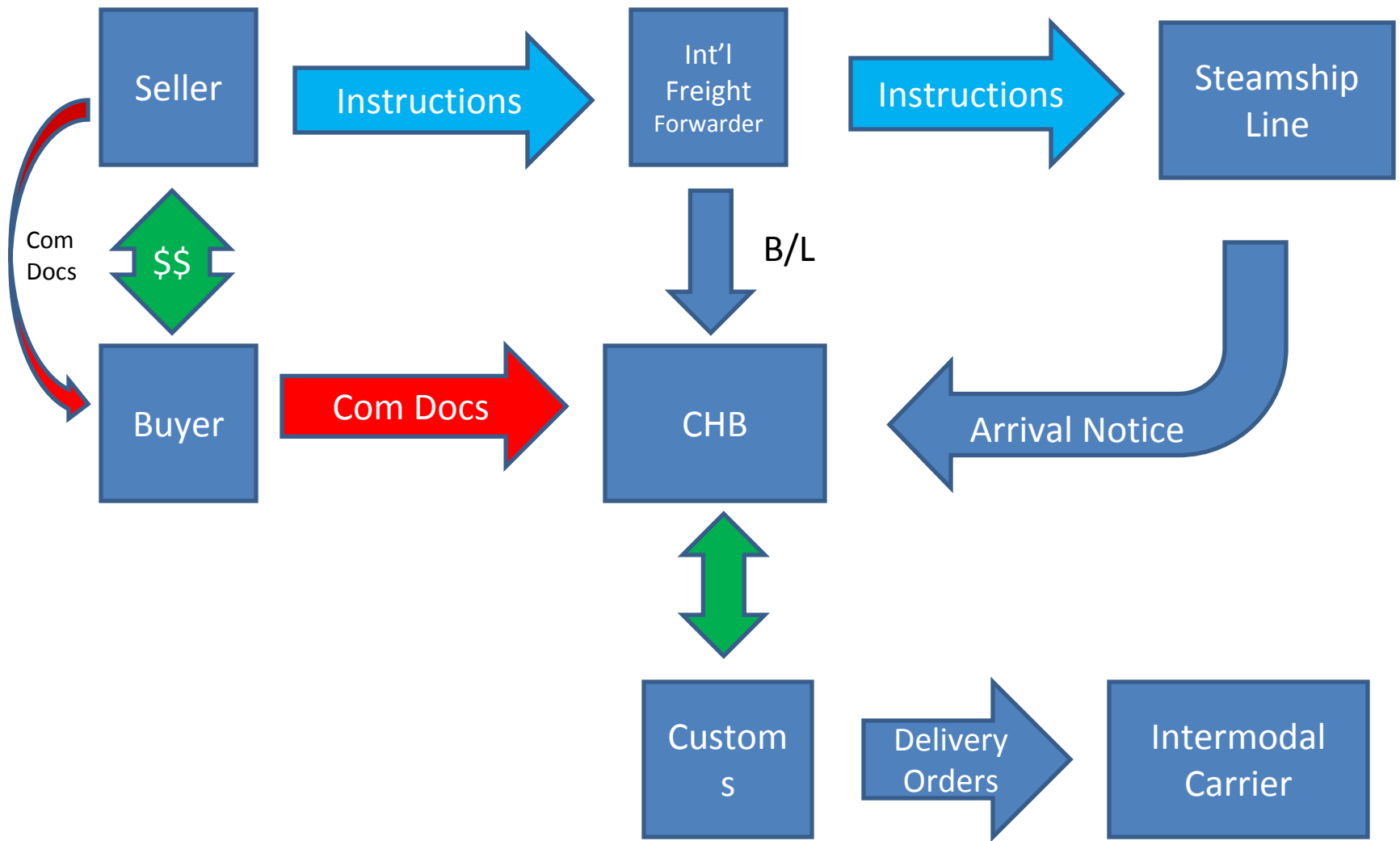
Logistics

Perspectives from a service provider

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Global Container Move

Incoterms 2000

Incoterms is the global standard of trade terms under the auspices of the International Chamber of Commerce and is recognized by the United Nations Commission on international trade law.

There are 13 “terms of sale” established in Incoterms 2000.

www.iccbooks.com

Role of “International Freight Forwarder” (IFF)

To facilitate the movement of cargo from the country of export to the country of import, based on the terms of sale as established by Incoterms 2000.

Some of this includes:

- Obtaining shipping rates based on Incoterms
- Booking cargo with carrier (Steamship Line)
- Clearing cargo for export
- Preparing all necessary shipping documents (B/L master, C/O, invoice, packing list, etc.)
- Advancing freight charges
- Arranging final delivery through agent based on Incoterms

Our Clients

Any U.S. importer/exporter OR foreign importer/exporter. This means working with all modes of transportation and types of cargo, such as:

- Containerized Cargo
- Consolidated Cargo
- Breakbulk
- Bulk
- Shipper-Owned Equipment (ex-ISO Tanks)

Import/Export clients put value on:

- Low freight costs
- Short transit
- Consistent schedule
- Smooth transition between transport modes
- Good communication and transparency of shipment status
- Shipping advise

What IFFs Need/Want To Know About Moving COB

- What is the transit time & sailing frequency?
- If DDU (Delivered Duty Unpaid), will steamship line and barge carrier work together to provide “door” rate?
- If DEQ (Delivered Ex Quay), how is cargo booked with barge?
- Will the barge carrier negotiate *per diem* with the steamship line?
- Will empty containers be returned to Mobile?

Will IFFs be “on-board” with COB?

COB is a different way of thinking for IFFs.

We deal with:

- Containers pulled for CHB exams
- Making cutoffs
- Rising costs
- Bookings being rolled by steamship lines
- Equipment being returned
- Truckers getting paid

Question is can COB be flexible enough to meet the requirements of the IFF and client?

Some key issues from IFF perspective

- Steamship lines need to give the OK to put containers on barge
- Barge carriers need to work directly with steamship lines, terminal operators, stevedores, and inland truckers
- Inland terminals must have ability to unload/load containers
- Inland truckers need to have chassis' available or provide flatbeds (if legal)

Some perceived benefits to IFF

- Containers can be loaded heavy – assuming permits can be obtained by inland truckers
 - 40' STC restricted hwy wt limit to @ 44,000 lbs. but floor wt is up to 60,000 lbs.
 - 20' STC restricted hwy wt limit to @ 38,000 lbs. but floor wt is up to 48,000 lbs.
- Possibility to “stage” containers at the inland terminal
- Reduction in shipping costs

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