

Trade Matters

A Newsletter on Customs & International Trade

No. 6 October 1999



we also encourage you to ask your suppliers to **show Courtney Agencies Ltd. as a notify party on the bills of lading**. We are currently working with the marine carrier community to find other solutions.

Vancouver Port dispute

This summer's trucking dispute caused great expense, inconvenience and possible lost business to the local trading community and the economy as a whole. This dispute prevented import containers to be delivered locally and local export containers to enter the terminals. The dispute was centered on two related issues, namely waiting time and driver compensation. Truckers claim that they are not being compensated for the increased waiting time at the terminals. As volume at the Port of Vancouver has increased, the waiting time for truckers at the terminals has increased. Even though the dispute is between the truck operators and the trucking companies, the Vancouver Port Authority and the container terminal operators did commit to the following:

- All trucks will be required to be licensed by the Vancouver Port Authority to operate on VPA property. To acquire a license, an applicant will have to comply with all safety and environmental regulations, as well as commit to paying their drivers a fair wage.
- All trucks will require an appointment with all VPA terminals
- Hours of operation at the terminal gates will be extended.
- "Real time" video of the terminal gates on the internet @ www.portvancouver.com

The terminals affected by this dispute have agreed to wave demurrage fees and only charge a \$60.00 handling fee per shipment. The shutdown ended August 22, 1999 with the majority of trucking companies / driver agreeing to an hourly wage which has resulted in **higher local delivery rates for containers**.

Courier shipments

We are very cognizant of our clients' need for a seamless flow of goods from door to door. This may be especially so

Canada Customs discontinued printing 2ITN bar codes on January 1st of this year. Customs will continue to accept these numbers but now have indicated that come **September 1st**, they will start referring drivers with 2ITN numbers. This will delay clearances at the border.

We continue to see 2ITN bar codes but are encouraged by an increasing number of bar codes with proper carrier codes. Again we encourage shippers to communicate with their carriers of choice on this matter.

This issue has brought to light some other potential problems:

1. Exporter initiated PARS - a reluctance of carriers to supply their bar codes to exporters
2. Broker is pre-advised of shipment under one bar code number and the driver arrives at the border with a different number

We encourage the use of PARS whenever possible but in order for PARS to work there has to be an open dialogue between exporter, trucking company, and customs broker.

Ocean Import Advise Notices

Many marine carriers are moving to an auto-fax method for advising of shipment arrivals. The purpose of these notices is not only to advise of shipment arrival but also to provide the Cargo Control documents for Customs clearance. These are very important documents so we ask that **upon receipt, please fax to us @ (604) 683-7004**.

This Issue:

- 2ITN update
- Ocean Import Advise Notices
- Trucking dispute
- Courier shipments
- Consolidation Service
- New Billing Option
- What's Happening @
- E-Mail Address survey

In the past these were sent to customs brokers via a courier system. In the interest of what the carriers believe is efficiency, they will only fax the broker if we are shown as consignee or notify party. So

when it comes to **courier type shipments**. When it comes to the customs clearance of your **courier** shipments, we would like to explode some pervading myths.

Myth: You have to use the courier's in-house customs brokerage service.

Fact: You can designate any brokerage house you want. In fact, when using our services, we will ensure that all your shipment documents are 'consigned' to us eliminating needless phone calls.

Myth: Using a non-courier broker will delay your shipment

Fact: regardless of the value of your shipment, with our electronic release system, **we will meet if not exceed the clearance times of the courier customs brokerage departments.** Also, couriers can fax documents to eliminate any delay in the physical transfer of documents.

Myth: The courier's customs brokerage services will cost you less.

Fact: our rates are competitive with courier rates and are predictable and all in one. Are fees are also more likely to be suited to your import volume, your type of goods and the complexity of your import entries.

Also, one customs broker for all your transactions regardless of mode of transport or port of entry leads to a higher level of consistency that will be very important as we move into a post-audit monetary penalty environment.

Courier Consolidation Service

We have developed a new consolidation service through our Blaine warehouse. For those importers that have many regular small parcel type shipments, we consolidate and deliver once a week. This can result in substantial freight cost savings. For more information and to see if this program is right for you, please contact us.

New Billing options

We have recently developed a monthly billing option. We present one bill to you once a month for all your shipments cleared at all ports across Canada. This enables us to reduce your paper burden and in some cases increase your cash flow efficiency allowing for end of month payment of GST. If you import several shipments a day and are inundated with brokerage invoices, this program may be for you. If you think this could be for you and you have not heard from us, please contact us and we will provide more details.

What's happening @Courtney

- We now have a very much improved Web Site @ www.courtney.bc.ca. This includes much more information about us as well providing services such as tracking your shipments, providing technical information, and other attractive options. Look for further updates in the near future.



- For those that are technically inclined and appreciate the advantages, we have changed our computer network from an outdated Powerlan environment to the latest Microsoft NT environment. This has brought much efficiency and will provide much future efficiency.
- **Paul Courtney** has recently been elected as the **President** of the **Canadian Society of Customs Brokers BC Division**
- We are now **on-line** with the **Canadian Food Inspection Agency**. This allows us to electronically clear many shipments controlled by this government department at any port in Canada. This gives those customers better service and allows those customers to take advantage of other services available in an electronic environment.
- Our Operations Software has been certified **Y2K compliant** by Revenue Canada.

Internet Addresses

Our email address: info@courtney.bc.ca

If you have an E-Mail address, we would like to know:

Name: _____

Company: _____

E-Mail address: _____

While we have made every effort to ensure accuracy, the materials contained in "Trade Matters" are necessarily brief and general in nature and should not be construed as legal opinion or advice. For further information, please contact our trade specialists.

We publish trade Matters on an occasional basis as a service to our customers.

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