

## **FIATA LIAISON SUB-COMMITTEE**

**Chairman:** BEL INTERNATIONAL LOGISTICS LTD – Mr. Brian Wu  
**Vice Chairman:** THE JANEL GROUP OF HONG KONG LTD – Ir. Dr. Paul Tsui  
**Members:** CARGO FREIGHT SERVICES LTD  
 KORCHINA LOGISTICS (H.K.) LTD

### **Report on the FIATA World Congress, 08 - 13 September 2015 in Taipei**

*(Extract of FIATA Review No. 109, October 2015)*



### ***Airfreight Institute - AFI***

Chairman Mr. Keshav Tanna stated that Air Freight Forwarders daily business is in one or the other way directly or indirectly connected with the policies of the International Civil Aviation Organization (ICAO). Therefore, it is imperative that FIATA maintains close coordination with ICAO. Since Mr. William Gottlieb, former AFI Chairman and former President of FIATA is FIATA's representative at ICAO, the AFI meeting received a brief update on ICAO's and FIATA's cooperation on the area of Dangerous Goods (DGs) Training which continues growing and finding acceptance in the industry. FIATA's contacts were shifted within ICAO from the Air Navigation Section, which includes the DGs department, over to a new and specific ICAO Training Department. Here new relationships are needed and will be built with the new counterparts so they are familiar with what our industry is doing. Furthermore, it is important that ICAO realizes and acknowledges that the safe transport of DGs does not start with the freight forwarder, but with the shipper. Strategies need to be elaborated on how expertise about the importance and relevance of DGs can be pushed down to the beginning of the supply chain.



This is also significant since the customers using air cargo are changing. It is no longer only the large commercial organizations that are experienced in transporting goods and have in place the infrastructure and understanding of their role and responsibilities in the variety of transport modes. We may now see the tremendous change that comes with the internet. A growing number of e-commerce dealers are nowadays shipping all sorts of products. Some of their goods shipped may bear significant risks. FIATA has committed to ICAO to find ways to make better awareness of DGs to the shipping community at large.

### ***Customs Affairs Institute - CAI***

This CAI meeting provided for delegates a commentary on the wide-range issues being handled, e.g. border clearance enforcement, compliance, procedures, facilitation, capacity building and security. The CAI Chair, Mr. Stephen Morris, provided an overarching commentary to delegates on matters which remain work in progress. He underlined a key issue related to the World Trade Organizations Agreement on Trade Facilitation (ATF) and stated that its implementation can only be seen as a positive in trade facilitation. The simple concept of trade facilitation will challenge border agencies in developing appropriate frameworks to meet the legitimate needs of trusted traders and their service providers. The challenge is to deliver with anticipated cost reduction while still maintaining what most border agencies perceive as their core functions - compliance and control.



The Chair also reminded the ongoing discussions as to the impact of e-commerce, changes in consumer patterns and FIATA's position as to a de-minimis value threshold, not as to comment on that value threshold but more the need for uniformity and consistency in processing applications. These economic changes create a significant challenge to regulatory bodies as to how this international e-commerce trade is being regulated and facilitated, noting community protection and intellectual property rights.

### ***Multimodal Transport Institute - MTI***

Mr. Jens Roemer (Belgium), Chairman Working Group Sea Transport, reported that the WG identified various items that require attention and discussion with shipping lines. The WG will attempt to discuss subjects of concern to the freight forwarding industry ideally on a global level. In this context, also the current implementation of the SOLAS amendment will require practical solutions from the stakeholders.



European ENS filings must be made to the European Customs office on first entry 24 hours before a container is loaded onto a ship for transport to the EU; it allows for dual filing. A major point for discussion is the identity of the “buyer” and “seller” of the goods before vessel loading. If this regulation is implemented in its current draft, exporters to the EU will be required to provide the identity of the buyers of their goods to their carrier or NVOCC prior to vessel loading, for them to be able to provide a complete ENS filing. CLEACT together with the World Shipping Council, the European Shippers Council, and the European Community Shipowner’s Association (ECSA) is opposing the Commission’s current proposal because the identity of the buyer should not be part of the ENS.

### ***Advisory Body Legal Matters – ABLM***

The FIATA ABLM is chaired by Mr. Richard Gluck (USA). A presentation was provided by Mr. Dean Song, MD of CMI and Deputy General Secretary of China Maritime Law Association, on Rotterdam Rules. He said that the initial work was done by the Comité Maritime International (CMI). The consultation with UNCITRAL took eight years and the Convention was approved by the UN General Assembly in 2008. The signing ceremony was held in Rotterdam in 2009.

The Rotterdam Rules will have a significant impact on international trade when compared to The Hague Visby Rules, which only apply from the point of loading to the point of discharge from the vessel. A primary goal of the Rotterdam Rules, by contrast, was to embrace the modern development of “door to door” shipping. They provide that the carrier’s period of responsibility commences “when the carrier or a performing party receives the goods for carriage and ends when the goods are delivered.” Containerised shipments and E-documents are also a part of the Rotterdam Rules.

The 2016 FIATA World Congress will be held in Dublin, Ireland between 3rd and 8th of October 2016. This annual event is the highlight of the Freight Forwarding calendar year and 2016 in particular will be important as Ireland will be helping FIATA to celebrate its 90th anniversary. <http://fiata2016.org/>



***Date: 19 April 2016***

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