



... WELL CONNECTED

The CPN Bulletin



Completes transshipping operation of a GE gas Turbine with all ancillaries in Constanta Port, Romania.

The shipment consisted of 7 pieces, totalling 83 tons & 656 cbm, with the largest crate weighting over 23 tons and measuring 11 m x 3.7 m x 4.9 m. The full

shipment was loaded onboard **in less than 4 hours**, including lashing, confirming once again Constanta as a highly reliable port for project cargo activity. All the terminal operations coordinated by our team went nice and smooth, loading, lashing and securing, no damages occurred.

Over the years, **Europrim Shipping** special projects team has accomplished many high-value project cargo shipments, offering to their customers and worldwide agents quality transport and transshipment services at optimal cost in the Romanian port of Constanta. Regardless the shipping destination or requested routing, **Europrim's** team will always be ready to handle cargo with innovative solutions and local knowledge of the port agency and customs clearance services, as well as performing technical engineering services to manage the project entirely from beginning to the end, guaranteeing **timely** and **safe** delivery of goods.



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Customs Agents Protest over Collection of Practitioners' Operating Fees

Customs agents protested recently at the Tin Can Island Port, Lagos, over the collection of Practitioners' Operating Fees (POF) by the Council for the Regulation of Freight Forwarding in Nigeria (CRFFN).

The protesting agents were mainly drawn from the membership of the Association of Nigerian Licensed Customs Agents (ANLCA), who have all along opposed the collection of the fees. Members of the Apapa chapter of the association were also joined in the protest against the POF collection.

The protesters were carrying signs which read... *"Amaechi is a tyrant, POF is not real, Amaechi 's POF is not real, POF is going into Amaechi's pocket, CRFFN is a failure, POF is not backed by the law"*. The agents marched from one terminal to another to drive home their grievances. One of the ANLCA members, **Mr. Shittu Akande Balogun**, said the protest was to create awareness among members not to pay for the POF which commencement date was August 7 after it was shifted from August 1.

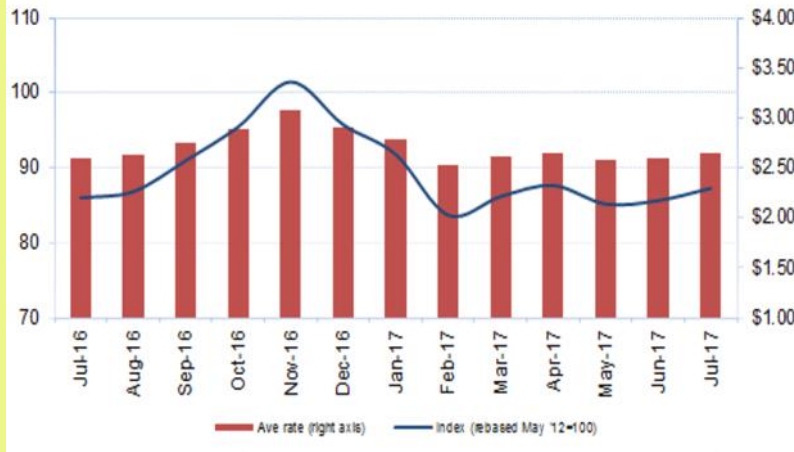
According to **Balogun**, only a constituted Governing Council of CRFFN has the power to embark on collection of such fees and not the Minister of Transport or the registrar of CRFFN. *"We told them, this money, you cannot collect it without the Board, it is only the Board who can approve the collection of this money. But now, there is no Board, only Amaechi and Jukwe, the CRFFN Registrar that now took the decision and they impressed it on the registrar that he can use his power to collect"*.

Balogun also said that if the government insists on collecting the POF, members of ANLCA will embark on strike at the ports. He said *"We will use massive resistance, we are not going to yield, we will not pay. We will shut down the ports, then when people did not pay, they will call us and we will sit down and talk. We will withdraw our services because we as clearing agents, if we don't pay, government will not have money. The terminal operators, they are businessmen, government is now asking them to deduct the money at source, we may refuse to go and do business with them, then, government will hear"*.

The collection of the POF is opposed by ANLCA and some other associations. However, the National Association of Government Approved Freight Forwarders (NAGAFF) supports the collection of the POF. ANLCA and the National Council of Managing Directors of Customs Agents (NCMDCA) are in court over the issue.



Airfreight prices jump in July, but rate of improvement narrows



Airfreight rates climbed again in July as volumes continue to soar and forwarders anticipate a strong peak season, but the rate of growth has narrowed. The latest **Sea and Air Shipper Insight** report from consultant **Drewry** shows that the average all-in buy rate across 28 major east-west lanes reached \$2.64 per kg*, an increase of 1.5% against last year. The figure is also up on June, when forwarders were paying an average of \$2.59 per kg, in what is generally a fairly flat period.

While the increases in rates will be welcomed by air cargo carriers, the improvements continue to lag behind demand growth, which according to IATA stands at 10.4% in freight tonne km terms over the first six months of the year.

The growth rate has also narrowed; over the first six months rates were up by 7.9% compared with a year earlier. However, there is hope that the peak season could lead to improved rates as forwarders up their capacity allocations.

“**Drewry’s** East-West Airfreight Price Index continued its upward trajectory in July, an increase of 1.9% month-on-month, and about 1.5% above the same month last year. *“In anticipation of a strong peak season, several forwarders have upped their capacity allocations out of Asia and have lined up charter capacity. Drewry expects the airfreight rates to further grow in August.”*

The figures reflect those of the **TAC Index**, which also showed an improvement, particularly on transpacific trades while improvements on the transatlantic slowed considerably. It is suggested the transatlantic rate slowdown was caused by extra capacity being added to the trade for the peak vacation season.

From AirCargo News, August 23, 2017

A look back to the history of the Logistic Industry... Canada’s 150 years

Canada celebrates its 150th birthday this year. Through invention and adoption of technology, Canada has become an economic leader and continues to become greater as a nation every single year.

The **Hudson Bay Company**, founded in **1670**, was one of the earliest trading companies in Canada, focused on the distribution of furs. When it merged with the **North West Company** in **1821** trade relations expanded across the country allowing the circulation of goods. In **1885**, an extensive transportation system was established with the completion of the **Canadian Pacific Railway**.

During the **1900’s** Canadians were instrumental in the production of motorized vehicles; but it was not until **World War II**, however, that there was an influx in the manufacturing of trucks, marking the beginning of the commercial transportation system. Trucks became relied upon to transport goods and were integral to the war effort. After the War, the commercial trucking industry continued to grow and flourish with the development of the **Trans-Canada Highway**, which was proposed by Parliament in **1949** and completed in **1971**; connecting the country coast to coast. As the trucking industry grew, the Privy Council in **1954** established regulations to ensure that the sector remained controlled as shipments expanded across provinces and international borders. All jurisdictions were put back on the provinces, however, causing laws to differ within specific provinces, but remain consistent with regards to shipments transported across the country



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SDMA
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SDMA is a freight forwarder from **Abidjan, Cote d'Ivoire**.

Their expertise and capabilities allow them to handle special projects and general cargo. **SDMA** own storage and trucks ensure their independence in the delivery process. Their recent arrival to **CPN** is preceded by years of experience in consolidations, **Air** and **Ocean** shipments. **SDMA** specialists in handling Dangerous goods are available to customers at all times, The company is well staffed with import specialists to provide customs broker services for door-to-door operations options.

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- Sea Freight (Both FCL & LCL)
- Door-to-Door Delivery
- Licensed Customs Clearance all over over Cote d'Ivoire and West African countries
- Free customs consulting, traffic and commodity interpretation
- Air Freight
- Inland Trucking
- Pre-clearing approvals, drawback, temporary import, free zone and transit custom clearance for all import shipment regardless of commodity

SDMA commitment is to provide customers with the most professional, safe and efficient services. They encourage every member of their professional team to do the best to meet their customers' expectations on a daily basis. **SDMA** serves some of the most distinguished multinational companies locally and internationally with a high standard of efficiency.

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SEND US YOUR FEED BACK

We are always open to your comments and suggestions. Let us know what topics you would like to see discussed in our Bulletin and your impressions about this new era of communication we are initiating. By getting better communicated, the impact of our interactions will increase and be potentiated. Keep in mind the increases challenges that globalization imposes to us and, in consequence, apply this valuable formula: **"Act locally; but think Globally"** [Not a CPN member? If you are interested to receive this Bulletin, please send an email to subscribe to cpn@cargopartnersnetwork.com]

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