

FORWARDERLAW E-NEWS September 29, 2005



We have a logo for Forwarderlaw E-News

Thanks to Toronto website designers, Remote Inc., Forwarderlaw has a logo that you will see on E-News and special Forwarderlaw bulletins.

The Bar Code background emphasizes that more and more data about goods in transit is essential to logistics operations. Bar-coding of goods is now a universal practice in all countries, and for most commodities. Without bar-coding the efficiencies of supply chain logistics could not be achieved. The logo was chosen as it has a fitting association with our target audience.

Forwarderlaw announces a new Editor

From time to time Steven Block of the Betts, Patterson, Mines firm in Seattle USA has been a contributor to Forwarderlaw. We are glad to say that Steven has agreed to become the West Coast Editor for the United States. Steven is national President of the Association of Transportation Law Professionals (ATLP), and co-chair of the Transportation Lawyers Association's Admiralty and Maritime Law Committee (having previously served on TLA's Executive Committee). He is a Proctor in Admiralty member of the Maritime Law Association of the United States. Steven will assist the Forwarderlaw members in keeping subscribers abreast of US legal issues as they affect the transport intermediary community.

Steven Block is one of the best writers of commentary on transport law issues on the Web. His style is short, concise, humorous and readable. Forwarderlaw subscribers will appreciate more of his contributions in the future.

NVOCC Service Arrangements: Efficient Supply Chain Logistics or Anti-Competitive Activities?

Over the last twelve months Forwarders have followed proceedings before the United States Federal Maritime Commission (FMC) with great interest. Over that period the FMC has eliminated some of the regulatory handicaps that have disadvantaged the NVOCC industry in its competition with Vessel-Owing Common Carriers (VOCCs). Now there is one last regulatory handicap: the prohibition against two or more NVOCC's to offer services to shippers under confidential Services Agreements. Recently the FMC received Joint Submissions from a Coalition of NVOCC's and industry associations, including the US Member of FIATA, the Transport Intermediaries Association (TIA) recommending this last prohibition be removed.

The concern of the FMC is that allowing one or more NVOCC's to offer their services under a Confidential Service Agreement will lessen competition. The Coalition Brief, signed on behalf of TIA by Richard Gluck, the National Editor of Forwarder in the US, answers that concern.

Read extracts from that brief by following this [link](#).

Who bears the responsibility for Terminal Handling Charges for a sale on FCA Terms?

Forwarders need a working knowledge of the provisions of INCOTERMS, the "encyclopaedia" for the international sale and transport of goods. As comprehensive as it is, INCOTERMS still requires interpretation in the light of transport practice. This commentary by Vlad Cioarec, an International Trade Consultant, addresses a very practical concern, and makes recommendations for its resolution. Follow this [link](#).

Bolero

This project was the solution to the difficulties created by paper bills of lading in an age of shorter transit times. The project resulted in an electronic bill of lading, called the Bolero bill of lading. And a very large technology infrastructure required to make sure that this electronic record of the transport of goods replicated the functions of a negotiable document.

Bolero is now taking a different tack, building on its accomplishments in the creation of this infrastructure. Read ["An Update on Bolero"](#)

General

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