

# A Guide for Maritime- and Freight Transport Logistics Companies

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# 'Guide for Maritime- and Freight Transport Logistics Companies'

## Nodes/Links/Actors    Procedures/Statutory Instruments along the Supply Chain - **Status Quo**

- ◆ **Cargo / Seller** - IncoTerms / Safe Cont / HazMat / Exp,Imp,Tran / Cargo Insurance
- ◆ **Road- and / or Rail** - CMR / CIM / HazMat / Exp,Imp,Tran / W-Time Dir / H&S / ILO
- ◆ **Port / Ship** - SPSI / PSC / Dk-Reg. / UNIDROIT / ILO / HazMat / Exp,Imp,Tran
- ◆ **Sea / SSS** - ISM / SOLAS / STCW / IMDG, UN / Exp,Imp,Tran / H&M / P&I / Hague-Visby Rules
- ◆ **Port / Ship** - SPSI / PSC / Dk-Reg. / UNIDROIT / ILO / HazMat / Exp,Imp,Tran
- ◆ **Sea / Deep Sea** - ISM / SOLAS / STCW / IMDG, UN / Exp,Imp,Tran / H&M Ins / P&I Ins / H-V Rules
- ◆ **Port / Ship** - SPSI / PSC / Dk-Reg. / UNIDROIT / ILO / HazMat / Exp,Imp,Tran
- ◆ **Sea / SSS** - ISM / SOLAS / STCW / IMDG, UN / Exp,Imp,Tran / H&M / P&I / Hague-Visby Rules
- ◆ **Port / Ship** - SPSI / PSC / Dk-Reg. / UNIDROIT / ILO / HazMat / Exp,Imp,Tran
- ◆ **Road- and / or Rail** - CMR / CIM / HazMat / Exp,Imp,Tran / W-Time Dir / H&S / ILO
- ◆ **Cargo /Buyer** - IncoTerms / Safe Cont / HazMat / Exp,Imp,Tran / Cargo Insurance

## **Objectives**

**“To identify and suggest Ways to overcome legal and administrative Barriers for the Implementation of mobile and Web-based Services along the selected Freight Route”**

and

**“To collect and generalize the Study’s Results in the Form of a Guide for Maritime- and Transport Logistics Companies”**

## Contribution to EU Policies

- ◆ **Increasing the Efficiency of International, Maritime and Rail - Transport biased Supply Chains.**
- ◆ **Supporting EU Plans for “Sustainable Development” by reducing the undesirable Effects of the, at present, excessive use of Road Transport of containerised Goods by means of Heavy Goods Vehicles.**
- ◆ **Direct Support for and Implementation of the Proposals resulting from the EC’s Review of the CTP.**
- ◆ **Strengthening the Concept of the “Motorways of the Seas”.**
- ◆ **Combining “Motorways of the Seas” with “Freight Corridors”.**
- ◆ **Improving the operational and administrative Efficiency of Transfer Points.**

## Target Audience

- ◆ **Freight Professionals involved in the Provision of International Intermodal Freight Transport Logistics Services.**
- ◆ **Port-, Terminal-, and Warehouse Operators.**
- ◆ **Carriers of all Surface Modes of Transport.**
- ◆ **Administrators in Industry and Government.**
- ◆ **Researchers busy in Industry and Academia.**
- ◆ **EU- and Government Officials of the Member States.**

## Benefits

- ◆ Will accrue to most Partners involved in moving Goods along the International Supply Chains.
- ◆ Will make themselves visible by a reduced Number of Delays caused by legal and administrative Barriers and by having available Information as and when and by whom required.
- ◆ Will make themselves felt on the Bottom Line of both Industry and Government by empowering them to move more Freight and / or Facilitate the Movement of Freight.

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### EU Directives:

- ◆ related to Surface Transport and allied Activities as they take place along the Supply Chain, and as they relate to the International Transport Conventions.

### Maritime Transport and Ship Operations:

- ◆ Maritime Conventions concerning the Operation of of Vessels, Safety and Pollution Prevention.

### Port Operations:

- ◆ Port State Control, Reporting Facilities for Ships entering and leaving Port, Access to Port Services, EU Working Time Directive.

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### **Customs Procedures:**

- ◆ **As they relate to the European Single Market, enclosing Export, Import, Transit, and Transit Storage.**
- ◆ **Electronic Clearance Systems of Customs for Imports, Exports, Community Transit, as well as Transit Storage.**
- ◆ **The harmonizing Activities of the World Customs Organisation and of the World Trade Organisation, and their Effects on Documentation and Clearance of Cargo.**
- ◆ **The Revised Kyoto Convention on Customs Procedures.**

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### Cargo Security:

- ◆ The EU/US Agreement of Cargo Security, the "24-hour Rule".
- ◆ The Presentation of Ship's Cargo Manifests.
- ◆ The 'Ship and Port Facilities Security Initiative' and allied Implications for Freight Forwarders.

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### Dangerous Goods and Surface Transport:

The Regulations and Issues presented relate to:

- ◆ Road Transport (ADR).
- ◆ Rail Transport (RID).
- ◆ Sea Transport (IMDG).
- ◆ Inland Waterway Transport (AND).
- ◆ Temporary Storage in Ports prior to or after Loading and Discharging from Vessels.
- ◆ EU Agreements and International Codes for the Transport of Dangerous Goods.

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### Legislation and Regulations of the eLOGMAR-M Partner Countries


- ◆ Descriptions of the Legislation and Regulations as they apply in the EU Member States of the Partners as well as in the People's Republic of China.
- ◆ The appropriate National Instruments were examined according to the following Criteria:
  - ◆ Customs Procedures,
  - ◆ Exports,
  - ◆ Imports,
  - ◆ Transit,
  - ◆ Dangerous Goods,
  - ◆ Transit Storage,
  - ◆ Packaging, Packaging Materials, Marking, Labelling and Placarding,
  - ◆ Port Operations.

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### **Legal and Administrative Barriers**

- ◆ **Non-Harmonized Legislation, Data Presentation and Interpretation have been identified as the Primary Cause.**
- ◆ **Any Attempt to arrive at a possible Solution must involve:**
  - ◆ **The Statutory Instruments encountered along the Supply Chain, and based on these:**
    - ◆ **The Data Requirements of the Processes, Activities and Tasks associated with moving the Goods along said Supply Chain, i.e. in "Buy, Make, Sell, and Move" in Compliance with these Statutory Instruments.**

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eLOGMAR-M: 511285

## The basic Information required for Sea-, Road- and Rail Transport as well as for Port- and Container Terminal Operation

Bill of Lading	CMR Note	CIM Note	Port and Terminal	Summary of Information needed
Name of exporter	Name of sender	Name of consignor		Name of exporter or sender
Address of exporter	Address of sender	Address of consignor		Address of exporter or sender
Name of shipper				Name of shipper
Address of shipper			The origin of the cargo	Address of shipper
				Origin of the cargo
Name of carrier	Name of carrier			Name of carrier (pre-carriage - road, rail, inland waterway)_
			Name of the shipping line	Address of pre-carrier
				Name of main carrier (shipping line)
			The status of the shipping line	Address of main carrier (shipping line)
				Status of shipping line
				Name of carrier (post-carriage - road, rail, inland waterway)_
Address of carrier	Address of carrier			Address of carrier (post-carriage road, rail, inland waterway)
			The import or export status of the cargo	The import or export status of the cargo
Name of the vessel			Name of the vessel	Name of the vessel

# 'Guide for Maritime- and Freight Transport Logistics Companies'

## Content:

- ◆ A brief Introduction and some Explanations concerning the Background of eLOGMAR-M

## The International Surface Transport Conventions:

- ◆ Outlines and brief Discussions related to:
  - ◆ The Period of Responsibility of the Carrier
  - ◆ The Basis for the Carrier's Liability
  - ◆ The Limits of Financial Liability
  - ◆ The Carrier's Liability for Sub-Contractors
  - ◆ Documentary Requirements
  - ◆ The Consignor's Liabilities
  - ◆ Special Provisions concerning Dangerous Goods, and
  - ◆ Time Limits for Claims and associated Limitation Periods.
- ◆ Deliberations addressing Road-, Rail-, and Maritime Transport, Port- and Terminal Operators and their liability for Loss or Damage to Cargoes.
- ◆ Discussions targeted at the Transport of Containers by Rail and indicate the Requirements of Dangerous Goods by all Surface Modes.

**Thank You for Your Attention**

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