

# Take the right *Route*

News and Views for the clients of Universal Logistics • Winter 2005

## Guaranteed Monday airfreight delivery from the UK

Now Universal Logistics offers guaranteed airfreight delivery from the UK to anywhere in Greater Toronto every Monday. It's the ideal option when speed is paramount, you need a competitive price, and can't risk the chance of being bumped because you don't have the guaranteed space we can now offer our clients.

Capacity? Plenty, but it is not unlimited, so book early to ensure your cargo can be accommodated.

For your convenience, we have extended our Friday receiving hours in Manchester, England, to 6:00 p.m., and we will now pick-up your cargo until 4:30 p.m.

Another good option is to arrange the customs clearance through Universal, since

another broker may not complete your customs release in time to make the delivery date. In addition, we offer the convenience of Customs pre-arrival review through AIRPARS and the added benefit of having to process just one invoice.

*Guaranteed Monday airfreight delivery from the UK.* One more reason why Universal Logistics – and our long-term UK partners, World Cargo and World Transport Agency – move more freight on the UK/Canada lane than any other privately owned freight forwarders.

Remember to ask about our other airfreight services, such as overnight delivery to the U.S. Most often, we can find a good match between your needs and a level of service

offered by the airlines. For premium U.S. *Overnight* service, ask for guaranteed delivery, which means the cost of the airfreight is waived if the shipment does not arrive on time.

For more information, contact Tony Darmanin, Supervisor-Airfreight Services (905-676-2763).

### Stamp of Approval

For the 10th consecutive year, Universal Logistics is the Book & Periodical Council's recommended customs broker and international freight forwarder, a designation we earned by offering competitive rates and exceptional industry expertise.

Anne McClelland, Executive Director of the Council, said Universal Logistics offers a "full complement of customs brokerage services, AMPS (Administrative Monetary Penalty System) consulting, ocean and air consolidation services from the UK and other international printing centres, such as Hong Kong, Singapore, Italy, Australia and New Zealand."

"We value the tradition of fine service Universal Logistics has provided to the book trade," said Ms. McClelland.

### Leading the way



Our clients benefit when we gain insights on key trends and issues in the customs brokerage business. That's why Mark Glionna (left), Vice President – Client Relations, has been involved with the Canadian Society of Customs Brokers (CSCB) since 1995.

Now Mr. Glionna has been elected to the CSCB's nine-member National Board of Directors, where he will address issues that influence the customs brokerage industry and the services it offers.

## Duty now applies without valid NAFTA Certificate

The deadline for submission of valid NAFTA certificates (December 31, 2004) has passed. This means there will no longer be any leniency – if you have a shipment arriving in Canada without a

valid 2005 NAFTA Certificate, we must pay duty at time of import.

For example, if you have a shipment of wooden furniture with a value of \$15,000.00 Cdn and have not submitted to our office a valid NAFTA certificate, we must apply 9.5% duty, or \$1,425.00. Otherwise, you will be subject to an AMPS (Administrative Monetary Penalty System) fine for claiming preferential treatment without a valid NAFTA Certificate. The penalty is \$1,000 for the first infraction and the penalties go even higher for repeat infractions.

It is possible to recover duty up to one year after the import, provided a valid certificate is submitted post-entry. We can make the claim on your behalf. Note, however, that while the duty is refundable, penalties are not.

If you don't have the time to pursue your U.S. vendors for valid NAFTA certificates, give us the job and rest easy knowing you will no longer be at risk of having to pay unnecessary duty and penalties. For more information, contact Betty Lee, Customs Consulting Services (905-882-4880).

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## Take a new *Route*?

In the interest of delivering news more quickly, we are examining the following alternative delivery methods for our company newsletter, *Route*:

1. Posting the newsletter on our web site and advising clients by email that the next issue of *Route* is ready for review on-line.
2. Creating a digital *Route* and sending it to clients by email (not as an attachment).

With either of the above options, *Route* could be forwarded to readers about two weeks faster than is now possible, and one piece of mail would no longer have to be handled by the reader. At the same time, however, some readers may not want to go on-line to receive *Route*.

Please help us determine the best *Route* by indicating your preference and faxing back this page to 905-882-2250, attention Bettina Scharnberg. You do not have to identify yourself.

Everyone who participates *and* identifies themselves will be automatically entered in a draw for a gift basket.

I prefer:

- Post *Route* to the web site  
 Send digital *Route* by email  
 Continue printing and mailing *Route*

Company: \_\_\_\_\_

Contact name: \_\_\_\_\_

## Industry Roundup

### Wood packaging regulations delayed

The Canadian Food Inspection Agency (CFIA) has announced that strict enforcement of new wood packaging regulations, previously scheduled for April 1, 2005 implementation, has been delayed until September 16, 2005.

The phase-in period will continue until September 16, 2005, when shipments containing non-compliant wood packaging materials will be ordered returned to the country of origin. All associated costs will be the responsibility of the importer or entity in care and control of the shipment.

Phase-in procedures for the new regulations (D-98-08 4th revision) can be found at [www.inspection.gc.ca/english/plaveg/for/noted98-08e.shtml](http://www.inspection.gc.ca/english/plaveg/for/noted98-08e.shtml)

For more information, please call (905) 882-4880, Brian Rowe, General Manager – Customs Consulting Services.



### U.S. pulls plug on e-manifest test

After three weeks of testing, the U.S. Customs and Border Protection (CBP) agency abruptly ended a test in Blaine, Washington, of electronic manifest data transmissions for commercial vehicles crossing the border. This is the equivalent of Canada's Advance Commercial Information (ACI) program, which now only applies to ocean shipments, but is targeted for expansion December 2005 to include air shipments. The target date for rail and truck is expected to be some time in 2006.

The CBP said it will attempt a second test when the Automated Commercial Environment (ACE) computer system is improved.

The purpose of the e-manifest system is to allow the CBP to automatically match up a truck manifest with a customs entry filed by a customs broker in advance of the truck's arrival at the border. However, the new approach was so labour intensive that truckers were delayed for four to five hours.

It's believed that only one trucking company had a working Automated Manifest System Account – the rest arrived without manifest information.

### Quotas ended on textiles and clothing

All quota restrictions on the import of textiles and clothing, established under the World Trade Organization (WTO) Agreement on Textiles and Clothing, were eliminated on January 1, 2005. This means export licences are no longer required for shipments exported to Canada after January 1, 2005. However, import permits are still required.

Goods that left their country of manufacture in 2004 are still subject to quota restrictions, even if they are imported in 2005.

The federal government plans to provide relief for Canadian clothing manufacturers by eliminating all tariffs on fibers and yarn used by the apparel industry. For more information, go to this web address: <http://www.fin.gc.ca/news04/04-078e.html>, or contact Brian Rowe, General Manager – Customs Consulting Services.

### Duties on certain fasteners

The Canadian International Trade Tribunal (CITT) has announced stainless steel and carbon steel nuts and bolts originating in, or exported from, China and Chinese Taipei are not subject to additional duties under the Special Import Measures Act (SIMA). However, certain stainless steel and carbon steel screws are subject to additional duties. For a complete list of exclusions to these additional duties, visit this web site: [http://www.citt-tcce.gc.ca/dumping/inquiry/findings/nq2e005\\_e.asp](http://www.citt-tcce.gc.ca/dumping/inquiry/findings/nq2e005_e.asp)

Duties paid on fasteners during the CITT Review will be refunded by The Anti-Dumping and Countervailing Directorate, if the goods were deemed exempt.

## Company Corner

Effective January 1, 2005; **Carlos Torres** was promoted to the position of General Manager - Business Development. He brings to his position over 15 years of logistics experience, including many years of background in Sales and Logistics Consulting. **John Leis** joined our Client Relations team in September 2004. Among his first duties was to serve as a presenter at our Freight ED Seminar, held late last year.



Carlos Torres,  
General Manager –  
Business Development

John Leis,  
Client Relations



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