

# 行政院所屬各機關因公出國人員報告書

(出國類別：出席國際會議)



## FIATA (International Federation of Freight Forwarders Associations)2010

### 曼谷年會出國報告

服務機關：交通部航政司

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鄭聯芳科員

派赴國家：泰 國

出國期間：99年10月4日至10月8日

報告日期：100年10月8日

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## 壹、摘要

FIATA，英文為 International Federation of Freight Forwarders Associations，其 FIATA 縮寫主要為法文 Fédération Internationale des Associations de Transitaires et Assimilés 縮寫，該組織於 1926 年 5 月 31 日在維也納成立迄今，是一個相當古老的「非政府組織」(Non-governmental Organization, NGO)，組織目前為世界上大型跨國組織之一。

交通部為能掌握國際海運便捷化趨勢以及近年發展快速的國際物流服務業等現況，指派航政司專門委員等人出席 FIATA 2010 年會，除趁機了解大型國際貨物承攬運送業及物流服務業等國際大型組織運作現況外，並觀察國外相關海、空運實務業界，提供規劃我國國際貨物承攬運送業等相關物流服務業未來發展政策參考。

## 貳、本文

### 一、會議出席目的

FIATA，英文名稱為 International Federation of Freight Forwarders Associations，其 FIATA 縮寫主要為法文 Fédération Internationale des Associations de Transitaires et Assimilés 的縮寫。該組織於西元 1926 年 5 月 31 日在維也納成立迄今，算是一個古老的「非政府組織」(Non-governmental Organization, NGO)，該組織為目前世界上大型的跨國組織之一，成員包括了超過 4 萬家貨物承攬與物流業者(forwarding and logistics firms)，成員包括了全世界來自 150 個國家的大型國際性組織。

FIATA 目前是下列國際組織的重要諮商團體，包括聯合國國際貿易委員會 (UN Commission on International Trade Law, UNCITRAL)，聯合國經濟及社會理事會(Economic and Social Council of the United Nations (UNESCO)，聯合國貿易與發展會議(UNCTAD)等。該組織與國際商會(International Chamber of Commerce, ICC)、運輸領域的國際空運協會(International Air Transport Association, IATA)、國際鐵路聯盟 (International Union of Railways, UIC)、國際公路運輸聯合(International Road Transport Union, IRU)、世界海關組織(World Customs Organization, WCO)及世界貿易組織(World Trade Organization, WTO)等組織相同，在貨物承攬領域中，被視為相當代表性組織。

鑒於 FIATA 是目前全球運輸領域中最大的非政府組織，同時也是全世界相關國際貨物運送等物流服務業具有相當影響力的大型組織，交通部特指派航政司鄭專門委員崇賓與鄭聯芳科員等兩人，奉派出席 99 年 10 月 4 日至 10 月 8 日在泰國曼谷舉行的 World Congress 年會，並結合本部基隆港務局及相關國內公、協

會成員一同出席與會，以掌握該國際性組織之未來動向與發展動態，除能掌握國際海運便捷化的趨勢與發展外，並能了解大型國際貨物承攬運送業等物流服務業國際組織運作模式，作為供國內相關海、空運產業界的諮詢與參考外，並可為制定我國海、空運國際運送相關服務業之未來發展政策規劃參考依據。

## 二、FIATA 組織簡介

FIATA 組織架構：FIATA 的組織架構主要由研究機構(Institutes)、顧問團(Advisory Bodies)、工作小組(Working Group)等單位所共同組成，其中每一類型的單位都負責處理其專業方面影響國際貨物流動的。

專業研究機構：研究機構(Institutes) 通常每半年開會一次，主要執行聯盟的技術工作。FIATA 目前一共有 3 個研究機構，包括空運研究機構(Airfreight Institute, AFI)、海關事務研究機構(Customs Affairs Institute, CAI)、複合運送研究機構(Multimodal Transport Institute, MTI)：部分的研究機構還會設立常態性的「工作小組」(Working Group, WG)，例如：MTI 設立有三個 WG 包括「公路運輸工作小組」、「海運工作小組」以及「鐵路運輸工作小組」、AFI 則設立一個與 IATA 相關事務的「工作小組」，各個工作小組會向他們的各自研究機構報告並且會根據必要性決定是否開會。

技術顧問團：至於整體事務而言，目前設有 4 個影響貨物承攬產業的顧問團：包括：危險物品事務顧問團 (Advisory Body Dangerous Goods , ABDG)、法律事務顧問團 (Advisory Body Legal Matters, ABLM)、職業訓練事務顧問團 (Advisory Body Vocational Training, ABVT)、安全事務顧問團 (Advisory Body Security Matters, ABSM)，如有需要顧問團會和研究機構與工作小組等單位共同合作，並且視業務狀況定是否開會。

區域性會議：FIATA 協會全世界劃分成 4 個地區，並且將成員分配至非洲/中東、美洲、亞太、歐洲等區域性會議，其的主要目標是解決區域性議題的問題，如果需要的話也可以遞交給研究機構或是技術性的顧問團。其用意便在於提供區域性成員協助並解決區域性問題。

### 三、參加 FIATA 年會會議過程

#### 3.1 行前規劃與準備

依據活動主辦單位之會議議程表，洽請專業旅行社代訂往返班機、住宿等事宜，並於活動主辦單位網站完成相關報名手續後，規劃出席與會相關成員訂作息時間，相關規劃與準備時間表如表 1。

經旅行社協助下確認下榻於曼谷 Imperial Queen's Park 飯店後，透過主辦單位官方網站瞭解前往會議場所之相關交通訊息，以及曼谷機場(Suvarnabhumi)進出曼谷市區交通接駁等訊息如表 2。

表 1 FIATA 2010 曼谷年會活動日程準備管制表

#### FIATA 2010 曼谷年會會議議程(2010 年 10 月 4 日至 10 月 8 日)

會議地點：國立絲莉客緹皇后會議中心 Queen Sirikit National Convention Center (QSNCC)

Sunday, 3 October 2010		
Time(時間)	Function (活動)	Venue (地點)
09:00 – 17:00	Meeting of Presidency 主席團會議(楊理事長出席)	Hotel J.W. Marriott - Room □marin
Monday, 4 October 2010 (一)		
Time(時間)	Function (活動)	Venue (地點)
20:00 – 23:00	Dinner Extended Board 擴大主席團晚宴 <i>Dress code: Casual</i>	Cruise on the river
11:00 – 11:20	桃園機場 T1 華航櫃檯報到	代表團成員
13:20 – 16:00	華航 CI 835 往 泰國曼谷	華航
16:00 – 16:30	泰國曼谷出關、領取行李	華航地接 Miss 劉接機
16:30 – 17:30	接機專車出發往 Imperial Queen's Park	華航地接

17:30 – 17:40	Imperial Queen's Park 飯店大廳 check in	Imperial Queen's Park
17:40 – 18:00	整理個人行李	Imperial Queen's Park
18:00 – 19:20	晚餐	飯店或另行安排
19:20 –	休息(聯繫楊理事長)	Imperial Queen's Park
<b>Tuesday, 5 October 2010 (二)</b>		
<b>Time(時間)</b>	<b>Function (活動)</b>	<b>Venue (地點)</b>
06:00 –06:40	起床晨間盥洗	代表團成員
06:50 –07:20	飯店早餐	代表團成員
07:30 –07:45	專車 Imperial Queen Park →QSNCC	Imperial Queen's Park
08:00 – 17:30	Registration 註冊 委員、春進現場註冊、聯芳報到	QSNCC 代表團成員
09:30 – 17:30	Exhibition 展覽	Exhibition area -展覽區 Plenary Hall 3
08:30 – 09:30	Opening Ceremony 開幕式 The Opening Ceremony will be attended by the Prime Minister of Thailand, Ministry of Commerce, Deputy Minister of Commerce and the Bangkok Metropolitan Governor together with the Top Officers from the Government Sectors 泰國商務部長、副部長、市政府高層等官員將出席開幕式	Plenary Hall 2
09:30 – 10:30	Coffee Break	Exhibition area - Plenary Hall 3
10:30 – 12:30	FORUM – Thailand – The Logistics hub for Asian connectivity 【論壇】-連通亞洲的物流樞紐-泰國	Plenary Hall 2
12:30 – 13:45	Lunch Snack and Networking for active participant	Exhibition area - Plenary Hall 3
14:00 – 16:00	Regional Meetings - Africa/Middle East 非洲、中東地區-地區會議	Meeting room 1
14:00 – 16:00	Regional Meetings - Asia/Pacific 亞太地區-地區會議	Meeting room 2 第2會議室
14:00 – 16:00	Regional Meetings – America 美洲地區-地區會議	Meeting room 3 第3會議室
14:00 – 16:00	Regional Meetings- Europe 歐洲地區-地區會議	Meeting room 4 第4會議室
16:00 – 16:30	Coffee Break	Exhibition area - Plenary Hall 3
16:45 – 17:45	Customs Affairs Institute (CAI)	Plenary Hall 2

海關事務會議		
19:30 – 22:00	Welcome Reception 歡迎晚宴 <i>Dress code: casual</i> 正式便裝	Benjakitti Park along the lake in front of QSNCC
21:30 – 21:45	QSNCC → Imperial Queen Park Hotel	代表團成員
21:50 –	盥洗就寢	Imperial Queen's Park
<b>Wednesday, 6 October 2010 (三)</b>		
Time(時間)	Function (活動)	Venue (地點)
06:00 – 06:50	起床晨間盥洗	代表團成員
07:00 – 07:40	飯店早餐	代表團成員
07:45 – 08:00	專車 Imperial Queen Park → QSNCC	Imperial Queen's Park
08:30 – 19:30	Registration	QSNCC
09:30 – 19:30	Exhibition	Exhibition area - Plenary Hall 3
09:30 – 11:00	Airfreight Institute (AFI) 空運事務會議	Plenary Hall 2
11:00 – 11:30	Coffee Break	Exhibition area - Plenary Hall 3
11:30 – 12:30	Advisory Body Vocational Training 職業訓練事務顧問團	Plenary Hall 2
12:30 – 13:45	Lunch for active participants 午餐	Restaurant Retro Retro 餐廳
13:45 – 14:45	Advisory Body Security Matters 安全事務顧問團會議	Plenary Hall 2
15:00 – 16:00	Advisory Body Dangerous Goods 危險物品事務顧問團會議	Plenary Hall 2
16:00 – 16:30	Coffee Break	Exhibition area - Plenary Hall 3
16:30 – 17:30	Advisory Body Legal Matters 法律事務顧問團會議	Plenary Hall 2
17:30 – 19:30	Thai Cocktail (no Dinner incl.) <i>Dress code: casual</i> 泰式雞尾宴(不含晚餐) 正式便裝	Exhibition area - Plenary Hall 3
19:30 – 19:45	QSNCC → Imperial Queen Park Hotel	代表團成員
19:50 –	盥洗 休息 就寢	Imperial Queen's Park
<b>Thursday, 7 October 2010 (四)</b>		
Time(時間)	Function (活動)	Venue (地點)
06:00 – 06:50	起床晨間盥洗	代表團成員
07:00 – 07:40	飯店早餐	代表團成員
07:45 – 08:00	專車 Imperial Queen Park → QSNCC	Imperial Queen's Park
08:30 – 17:30	Registration	QSNCC
09:30 – 12:00	Exhibition	Exhibition area -



		Plenary Hall 3
09:00 – 11:00	Multimodal Transport Institute (MTI) 複合運送會議	Plenary Hall 2
11:00 – 11:30	Coffee Break	Exhibition area - Plenary Hall 3
11:00 – 14:00	Advisory Body Vocational Training Forum 職訓事務論壇	Plenary Hall 2
	Lunch	At your disposal 不 含午餐
12:00 – 14:00	Networking 參訪BITEC	BITEC(shuttle bus arranged) (接送車 輛)
14.30 – 17.30	Meeting of the Extended Board 擴大主席團會議(楊理事長)	Boardroom 1
20.00 – 24.00	Cocktail and Gala Banquet 雞尾酒會 <i>Dress code: business suit / national dress</i>	Royal Navy Ballroom
24:00 – 00:15	QSNCC → Imperial Queen Park Hotel	By TAXI
00:20 –	整理行李盥洗就寢	Imperial Queen's Park
<b>Friday, 8 October 2010 (五)</b>		
<b>Time(時間)</b>	<b>Function (活動)</b>	<b>Venue (地點)</b>
06:00 – 06:50	起床晨間盥洗行李打包	代表團成員
07:00 – 07:40	飯店早餐	代表團成員
07:45 – 08:00	專車 Imperial Queen Park → QSNCC	Imperial Queen's Park
08:30 – 13:00	Registration	QSNCC
09:00 – 11:30	General Meeting immediately followed by the Closing Session 閉幕式	Plenary Hall 2
	and the Press Conference 記者招待會	Boardroom 6
11:30 – 11:45	QSNCC → Imperial Queen Park Hotel	代表團成員
11:45 – 12:00	Imperial Queen's Park 飯店大廳 check out	Imperial Queen's Park
12:00 – 13:00	午餐	代表團成員
13:30 – 14:30	Imperial Queen's Park 出發往曼谷機場	華航地接
14:30 – 15:00	曼谷機場華航櫃檯報到	華航
17:05 – 21:45	華航 CI 836 往 泰國曼谷	華航
21:45 – 22:15	出關、領取行李	桃園機場
22:15 – 23:15	返家車程	華碩旅接委員

表 2 FIATA 2010 曼谷年會 Imperial Queen's Park 飯店往返 QSNCC 接駁時間表

路線	Imperial Queen's Park 飯店往返 QSNCC 接駁往返(每日往返各一班次)		
Line 4	Imperial Queen Park		
發車日期	發車時間	方向	備註
十月 5 日 October	07.30	Imperial Queen Park 飯店 →QSNCC 會議展覽中心	Tuesday
	21.30	QSNCC 會議展覽中心→ Imperial Queen Park 飯店	Welcome Reception
	22.00	QSNCC 會議展覽中心→ Imperial Queen Park 飯店	end of the Welcome Reception
十月 6 日	07.45	Imperial Queen Park →QSNCC 會議 展覽中心	Wednesday
	19.00	QSNCC 會議展覽中心→ Imperial Queen Park 飯店	during the Thai Cocktail
	19.30	QSNCC 會議展覽中心→ Imperial Queen Park 飯店	end of the Thai Cocktail
十月 7 日	07.45	Imperial Queen Park →QSNCC 會議 展覽中心	Thursday
	14.00	QSNCC 會議展覽中心→ Imperial Queen Park 飯店	
十月 8 日	07.45	Imperial Queen Park →QSNCC 會議 展覽中心	Friday
	11.30	QSNCC 會議展覽中心→ Imperial Queen Park 飯店	

表 3 Suvarnabhumi Airport 機場 Info Desk (FIATA Welcome Desk)服務內容表

機場	Suvarnabhumi Airport 機場	
服務內容	機場快速 通關禮遇 (Airport fast track lane)	經過 AOT (泰國機場當局) 的確認出席年會的代表可以在降落曼谷機場後，享有獨立快速通道(Fast Track FIATA Lane)，只要示護照和確認註冊函即可擁有快速通關禮遇。
	FIATA desk 諮詢服務	將有專人在 FIATA 服務台提供服務，可以提供任何有關在曼谷舉行年會期間的協助。
	機場快線 接駁巴士 Airport Express Shuttle Bus	接駁巴士位於入境大廳外側。 此外機場提供計程車服務。

## 3.2 FIATA 年會會議情形

### 3.2.1 會議議程

2010 年 10 月 4 日至 10 月 8 日，FIATA 2010 曼谷年會議程如表 3.1：

表4 FIATA 2010年曼谷年會議程表

#### FIATA 2010曼谷年會議程(Working Program)

會議地點：The Queen Sirikit National Convention Center (QSNCC)

Sunday, 3 October 2010		
Time(時間)	Function (活動)	Venue (地點)
09:00 – 17:00	Meeting of Presidency 主席團會議(楊理事長出席)	Hotel J.W. Marriott - Room 1marin
Monday, 4 October 2010 (一)		
Time(時間)	Function (活動)	Venue (地點)
08:00 – 19:00	Exhibition (Move-in/Set-up)	QSNCC
11:00 – 17:00	Registration	QSNCC
08:00 – 15:00	Golf Tournament	Lakewood Golf Course
13:00 – 14:00	Lunch for Golf Tournament Participants	Lakewood Golf Course
20:00 – 23:00	Dinner Extended Board 擴大主席團晚宴 <i>Dress code: Casual</i>	Cruise on the river
Tuesday, 5 October 2010 (二)		
Time(時間)	Function (活動)	Venue (地點)
07:30 – 07:45	專車 Imperial Queen Park → QSNCC	Imperial Queen's Park
08:00 – 17:30	Registration 註冊	QSNCC
09:30 – 17:30	Exhibition 展覽	Exhibition area - 展 覽區 Plenary Hall 3
08:30 – 09:30	Opening Ceremony 開幕式(泰國商務部長、副部長、市政府高層等官員將出席開幕式)The Opening Ceremony will be attended by the Prime Minister of Thailand, Ministry of Commerce, Deputy Minister of Commerce and the Bangkok Metropolitan Governor together with the Top Officers from the Government Sectors	Plenary Hall 2
09:30 – 10:30	Coffee Break	Exhibition area - Plenary Hall 3
10:30 – 12:30	FORUM – Thailand – The Logistics hub for Asian connectivity 【論壇】-連通亞洲的物流樞紐-泰國	Plenary Hall 2

表 4(續)

12:30 – 13:45	Lunch Snack and Networking for active participants	Exhibition area - Plenary Hall 3
14:00 – 16:00	Regional Meetings - Africa/Middle East 非洲、中東地區-地區會議	Meeting room 1
14:00 – 16:00	Regional Meetings - Asia/Pacific 亞太地區-地區會議	Meeting room 2 第 2 會議室
14:00 – 16:00	Regional Meetings – America 美洲地區-地區會議	Meeting room 3 第 3 會議室
14:00 – 16:00	Regional Meetings- Europe 歐洲地區-地區會議	Meeting room 4 第 4 會議室
16:00 – 16:30	Coffee Break	Exhibition area - Plenary Hall 3
16:45 – 17:45	Customs Affairs Institute (CAI) 海關事務會議	Plenary Hall 2
19:30 – 22:00	Welcome Reception 歡迎晚宴 <i>Dress code: casual</i> 正式便裝	Benjakitti Park along the lake in front of QSNCC
21:30 – 21:45	QSNCC → Imperial Queen Park Hotel	代表團成員
<b>Wednesday, 6 October 2010 (三)</b>		
<b>Time(時間)</b>	<b>Function (活動)</b>	<b>Venue (地點)</b>
07:45 – 08:00	專車 Imperial Queen Park → QSNCC	Imperial Queen's Park
08:30 – 19:30	Registration	QSNCC
09:30 – 19:30	Exhibition	Exhibition area - Plenary Hall 3
09:30 – 11:00	Airfreight Institute (AFI) 空運事務會議	Plenary Hall 2
11:00 – 11:30	Coffee Break	Exhibition area - Plenary Hall 3
11:30 – 12:30	Advisory Body Vocational Training 職業訓練事務顧問團	Plenary Hall 2
12:30 – 13:45	Lunch for active participants 午餐	Restaurant Retro Retro 餐廳
13:45 – 14:45	Advisory Body Security Matters 安全事務顧問團會議	Plenary Hall 2
15:00 – 16:00	Advisory Body Dangerous Goods 危險物品事務顧問團會議	Plenary Hall 2
16:00 – 16:30	Coffee Break	Exhibition area - Plenary Hall 3
16:30 – 17:30	Advisory Body Legal Matters 法律事務顧問團會議	Plenary Hall 2
17:30 – 19:00	Thai Cocktail (no Dinner incl.) <i>Dress code: casual</i> 泰式雞尾酒(不含晚餐) 正式便裝	Exhibition area - Plenary Hall 3
19:30 – 19:45	QSNCC → Imperial Queen Park Hotel	代表團成員

表 4(續)

Thursday, 7 October 2010 (四)		
Time(時間)	Function (活動)	Venue (地點)
07:45 – 08:00	專車 Imperial Queen Park → QSNCC	Imperial Queen's Park
08:30 – 17:30	Registration	QSNCC
09:30 – 12:00	Exhibition	Plenary Hall 3
09:00 – 11:00	Multimodal Transport Institute (MTI) 複合運送會議	Plenary Hall 2
11:00 – 11:30	Coffee Break	Plenary Hall 3
11:00 – 14:00	Advisory Body Vocational Training Forum 職訓事務論壇	Plenary Hall 2
	Lunch	不含午餐
12:00 – 14:00	Networking 參訪BITEC	BITEC (接送車輛)
14:30 – 17:30	Meeting of the Extended Board 擴大主席團會議(楊理事長)	Boardroom 1
20:00 – 24:00	Cocktail and Gala Banquet 雞尾酒會 <i>Dress code: business suit / national dress</i>	Royal Navy Ballroom
24:00 – 00:15	QSNCC → Imperial Queen Park Hotel	By TAXI
Friday, 8 October 2010 (五)		
Time(時間)	Function (活動)	Venue (地點)
07:45 – 08:00	專車 Imperial Queen Park → QSNCC	Imperial Queen's Park
08:30 – 13:00	Registration	QSNCC
09:00 – 11:30	General Meeting immediately followed by the Closing Session 閉幕式	Plenary Hall 2
	and the Press Conference 記者招待會	Boardroom 6
11:30 – 11:45	QSNCC → Imperial Queen Park Hotel	代表團成員
13:30 – 14:30	Imperial Queen's Park 出發往曼谷機場	華航地接
17:05 – 21:45	華航 CI 836 往 泰國曼谷	華航



圖 1 曼谷年會註冊處各國代表報到情形



圖 2 曼谷年會我國代表註冊圖

### 3.2.2 曼谷年會 10 月 5 日開幕式(Opening Ceremony)

FIATA 2010 曼谷年會開幕式大會是由泰國商務部的副部長 Mr. Alongkorn Ponlaboot、FIATA 的主席吉恩·克勞德(Delen, Jean Claude)以及 TIFFA 的主席 Suwit Ratanachinda 共同主持。

泰國商務部的副部長(Deputy Minister of Commerce of Thailand)，Mr. Alongkorn Ponlaboot 以地主國的身分，說明 2010 年曼谷世界年會(FIATA World Congress)的籌辦過程，並歡迎所有的出席與會代表參加。



圖 3 泰國商務部副部長 Alongkorn 先生發表致詞

致詞

TIFFA 的主席 Suwit Ratanachinda 除了表示歡迎來自全球 73 個國家的代表出席與會外，並回顧過去至今，經濟發展與運輸便利其實是非常密切與相關的，由 17 世紀第一階段的海運、18 世紀第二階段的內河及運河運輸、19 世紀第三階段的鐵路運輸、20 世紀第四階段高速公路至現階段機場所代表之空運等過程，並對未來國際運輸的期許與展望發表個人的觀察與期許。

FIATA 主席吉恩·克勞德(Jean-Clause Delen)則表示：FIATA 感到非常驕傲

與愉快的，歡迎來自非洲地區與中東的五個全國性協會會員，5 個新的協會成員分別來自卡麥隆(Cameroon)、尼日利亞(Nigeria)、卡達(Qatar)、盧安達(Rwanda)與多哥(Togo)成為 FIATA 的正式會員，並出席此次會員大會，此外，FIATA 也將在未來持續協助這些新成員的會員國，鞏固他們在專業領域上的地位，並在他們的國家中協助他們成為貨物承攬運送及物流產業的專業代言人。

此外，來自德國 TT Club 的 Philipp Kueffner 先生宣佈 2010 年年度國際承攬運送青年獎(2010 Young International Freight Forwarder of the Year Award, YIFFA)的優勝的得主。

2010 年國際承攬運送青年獎 (YIFFY 獎) 的頒獎典禮是今年曼谷年會的另外一個焦點，該獎項是由 FIATA、IATA(國際航空運輸協會) 及 TT Club 所共同贊助的，主要是先透過非洲/中東，美洲，亞洲 /太平洋和歐洲等四區域的分區競賽的方式選出區域性的優勝者，最後的決賽階段，則是由分區競賽的代表競爭總冠軍。

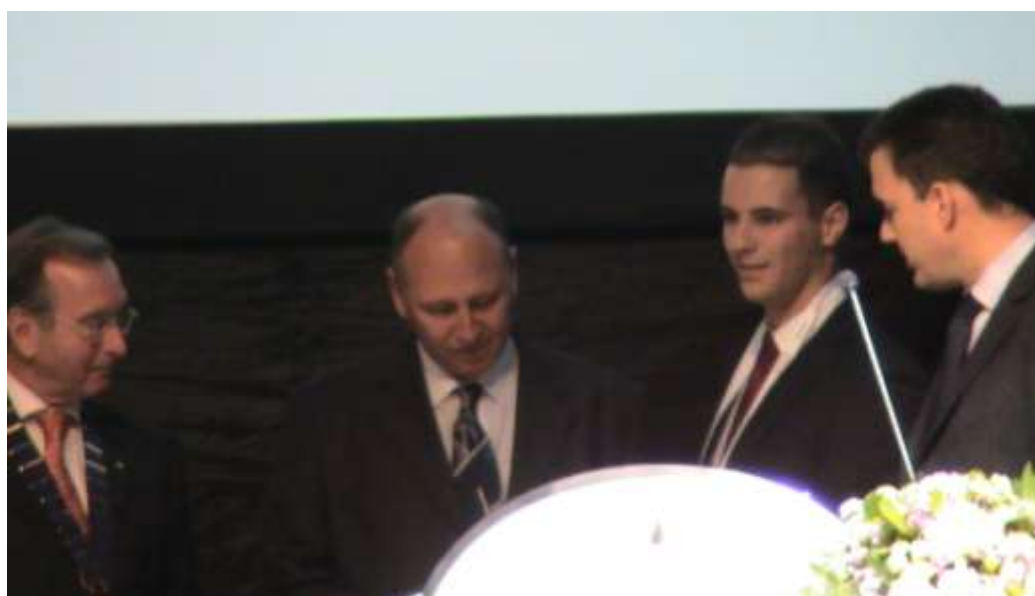


圖 5 2010 年 YIFFY 獎頒獎典禮

今年地區性出賽選出的地區代表，分別有四位參賽者參加總決賽，分別是來



自亞太區的新加坡籍的楊凌加先生 (NG KAH YONG)、美洲區墨西哥籍的拉米雷斯女士 (Claudia Ramirez)、歐洲區德國籍的基分納先生(Philipp Kiiffner)以及非洲/中東地區南非籍的利昂亨寧基先生等 4 位。

據悉今年 YIFFY 獎決賽題目是設定項相當具挑戰性的任務，命題要求參賽者運送兩件實驗用發電站的設備，其中一項設備須先透過海上運送再透過內陸運輸完成；另一項設備則是重達 45 噸的發電機，題目中規範參賽者不得利用海運完成任務。

無論如何，上述的四位選手都仍是本次會議中 YIFFY 獎的焦點，同時在今年曼谷世界大會開幕式中，由 TT Club 的主席 Philipp Kueffner 宣布最後的獲勝者由德國籍的基分納先生出線走最後的總冠軍大獎。

### 3.2.3 年會論壇—連通亞洲的物流樞紐-泰國

本次論壇(FORUM)是以「連通亞洲的物流樞紐」(The Logistics hub for Asian connectivity)為題目邀請相關產官學發表泰國的論述，主談人包括了泰國商務部

阿隆貢副部長 (Alongkorn Ponlaboot) 等人發表演說。

泰國商務部 Alongkorn Ponlaboot 副部長發表演說指出，泰國位於東南亞心臟地帶，其地理區位優勢遠遠超過其他



圖 6 泰國商務部副部長簡報泰國地理位置示意圖



東協國家，成為東南亞的核心區域；1992 年，泰國簽署了「大湄公河區域合作計畫」(Greater Mekong Sub-region Co-operation ,GMS)，包括泰國，寮國(Laos)，柬埔寨(Cambodia)、越南(Vietnam)、緬甸(Burma)和華南地區，進一步發展貿易與運輸網路，透過大湄公河成員國(GMS)大大增強泰國對外貿易與運輸網路的機會。MS)大大增強泰國對外貿易與運輸網路的機會。

演說中提出「3 環及 5 關」的發展策略(3 Rings & 5 Gates Strategies)，概念上的 3 環(3 Rings)，第一環係指東南亞國協(ASEAN countries)、第一環則包括了 ASEAN +3(亦即東南亞國協加上日本、韓國與中國)、第三環則是指 ASEAN +6(亦即東南亞國

表 5 東南亞國家國協(ASEAN)人口數與國內生產毛額對照表

	Population (Million)	% GDP (Billion of USD )
World	6,853	57,937
ASEAN	583 (9% of world)	1,275 (2% of world)
ASEAN +3	2,068 (31% of world)	9,901 (18% of world)
ASEAN +6	3,284 (50% of world)	12,250 (22% of world)

協加上日本、韓國、中國、印度、澳洲與紐西蘭)。

至於「5 關」(5 Gates)分別指北關(Gate of Northern)：係指緬甸(Myanmar)、寮國(Laos)與中國、東北關(Gate of North East)：係指寮國(Laos)、越南、中國與東亞、西關(Gate of



圖 7 泰國 Alongkorn Ponlaboot 副部長

Western)：係指緬甸(Myanmar)、印度(Laos)以及 BIMSTEC 會員國<sup>1</sup>、東關(Gate of

<sup>1</sup> BIMSTEC：前身為 BIST-EC，係指 1997 年 6 月在曼谷組成的次級區域性經濟合作體，成員國包括：孟加拉、印度、斯里蘭卡、泰國 (Bangladesh, India, Sri Lanka, Thailand Economic

Eastern)：係指柬埔寨(Cambodia) 越南與中國、南關(Gate of Southern)：係指馬來西亞、印尼與新加坡等國。

事實上，透過東協+6 (ASEAN +6)的自由貿易架構談判 (free trade negotiation framework)，區域內超過 30 億的人口，更相對突顯出貿易價值 (trade value)，這一切都將因為泰國的優越地理與戰略位置以及規劃先進的交通網絡，將使泰國成這個巨大市場的樞紐 (hub)。

副部長並在簡報中提及「大威(Dawei)專案」的規劃，針對未來山區道路的路廊示意圖，包括道路單

側邊的輸電塔(提供永續的電力)、公路與軌道設施以及道路下方的管道運輸設施



圖 8 泰國商務部副部長簡報大威(Dawei) 專案計畫未來規劃圖

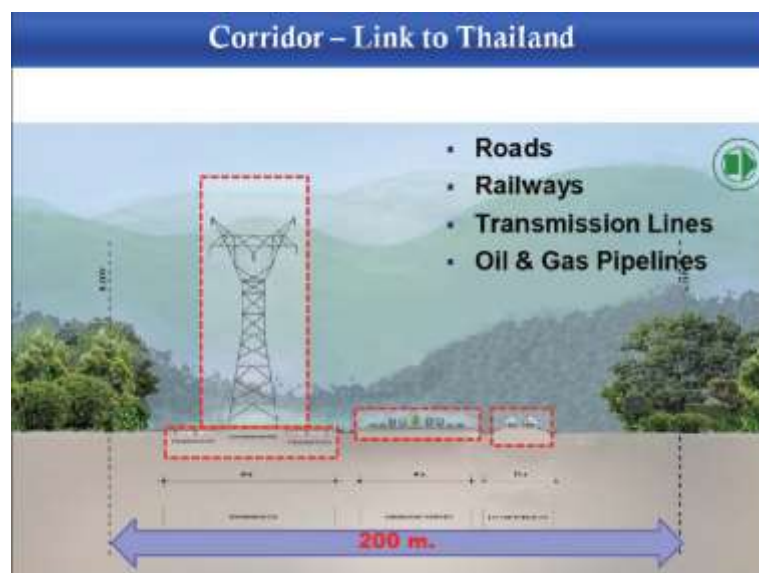


圖 9 泰國商務部副部長簡報大威(Dawei)專案規劃中的路廊計畫示意圖

Cooperation)，1997 年加入緬甸(Myanmar)。

等的基礎設施規劃，具體發展泰國交通樞紐地位。



圖 10 泰國商務部副部長簡報大威(Dawei)專案規劃中的路廊計畫 3D 示意圖



圖 11 泰國商務部副部長簡報大威(Dawei)專案規劃中的路廊計畫 3D 示意圖(在這張簡報中的緬甸地圖乍看之下彷彿便是中華民國國旗)

接著是泰國佳理物流 (Kerry Logistics) 有限公司的資深業務發展經理杜斯



特先生(Mr. Dusit Boonyakawin)以「亞洲為基礎、聚焦中國、發展全球網絡」(Asia Based, China Focus, Global Network) 簡報。

簡報規劃採行「無縫供應鏈管理」(Seamless Supply Chain Management)概念對於泰國發展 hub 的未來規劃利用陸運、海運、空運與跨境運送以及建議採行自由貿易區之倉儲進行貨物加值的功能，以能落實國家發展物流政策與規劃。



圖 12 亞洲為基礎、聚焦中國、發展全球網絡簡報首頁



圖 13 泰國的比較利益

泰國交通部  
副部長 Chula  
Sukmanop 博  
士，說明該國的  
基礎建設，包括  
如下：陸上運輸  
部份泰國交通部  
副部長 Chula  
Sukmanop 博

## Seamless Supply Chain Management



圖 14 泰國整體物流規劃示意圖

士，說明該國的  
基礎建設，包括  
如下：陸上運輸  
部份，其中，公  
路部分，該國目  
前有 431 公里的  
高(快)速公路  
(expressways and  
motorways) 、  
66,266 公里的公  
路 (highway) 及  
128,000 公里的

## Cross-border Transportation Network

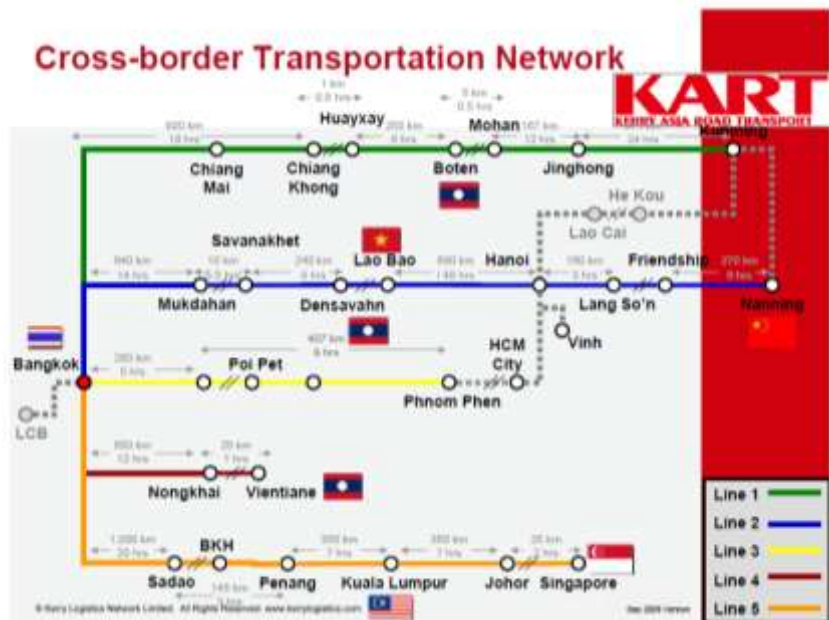


圖 15 泰國整體物流跨境服務計畫示意圖

鄉村道路 (rural roads) ，可以和柬埔寨、馬來西亞、緬甸、寮國、新加坡、越南

和中國大陸相連結，透過其話基礎建設的方式將增強提泰國成為貿易和交通樞紐地區的潛力。鐵路部分，該國目前總軌道長度為 4,356 公里，其中，單線部分計 3,969 公里，雙線部分計 280 公里，三線部分計 107 公里，平均每年可提供載客 7000 萬人旅次，為往返新加坡與大陸昆明鐵路的一部分，提供東協與亞洲鐵路的聯絡管道。

海、空運部分，其中，水運部分，該國目前擁有 8 個國際商港，146 個河港以及沿海港口，可以透過湄公河與中國大陸聯繫，至於空運部分，泰國目前擁有 7 個國際機場(包括：曼谷 Suvarnabhumi、Don Muang 機場、清邁機場(Chiang Mai)、普吉(Phuket)、合艾(Hat Yai)，將萊(Chiang Rai)以及 U Ta Pao 優大寶機場)、32 個國內機場。

其並提出泰國物流政策的發展規劃(Road map)，其願景在於：建立一個世界級的物流系統以支持泰國成為印度與中國大陸之間的商業和貿易中心。採行二個目標為導向，其中第一個目標為：以提高成本效率與提升客戶的企業回應力，並提升整個物流過程的可靠



圖 16 發展新貿易路線與路網最佳化模式

性與安全性。第二個目標為：創造物流與相關產業的經濟價值。目前採行的策略，包括：商業物流改善策略、運輸與物流網路最佳化策略、物流服務國際化策略、

增強貿易便捷化策略以及建立建立能力等策略，並提出泰國發展新的貿易路線與路網最佳化的模式如圖 16。

其並說明其主要發展階段(Stage of Development)有三個，依序分別為建立運輸走廊階段(Transport Corridor)、發展物流走廊階段(Logistics Corridor)、最後便是經濟走廊(Economic Corridor)等。換言之，透過實體連結、運輸便利化、貿易自由化以及區域合作進而加規劃政策具體落實執行。

聯合國亞太經濟社會理事會(UNESCAP)運輸部東五和部長(Dr. Dong-Woo HA)接著以「運輸連接亞太地區以及泰國所扮演的角色」(Transport Connectivity in Asia-Pacific Region and the Role of Thailand in Connecting Asia)發表演說，其主要以運輸的演光觀察泰國。

演說中首先表示，聯合國亞太經濟社會理事會(UNESCAP)是聯合國在亞洲及太平洋區域的區域性發展機構，成員一共包括 62 個國家的政府，其中 58 個是屬於該地區內的國家。區域內人口數約 40 億人（約佔世界人口的 62%），區域的國內生產毛額約佔全世界 GDP 的 26%，儼然成為世界經

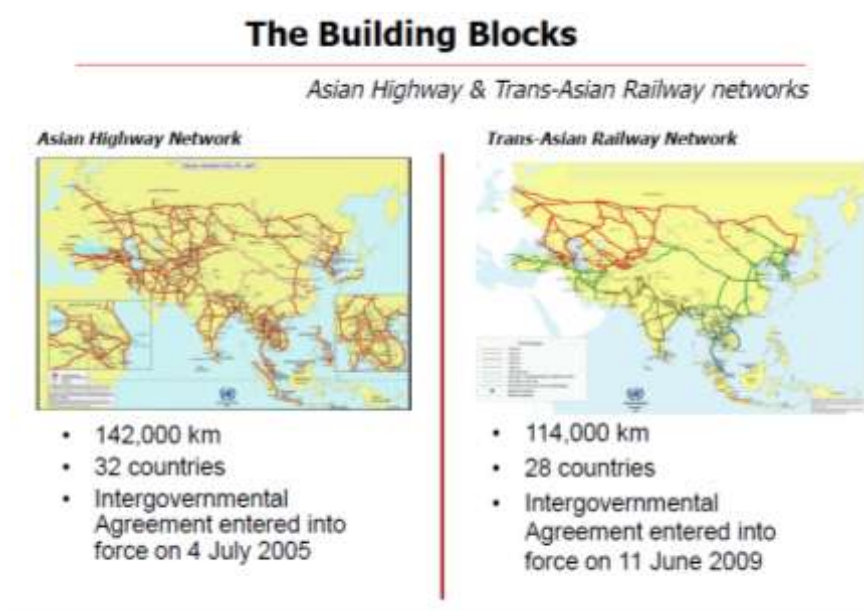


圖 17 亞洲公路和亞洲洲際鐵路網示意圖

的政府，其中 58 個是屬於該地區內的國家。區域內人口數約 40 億人（約佔世界人口的 62%），區域的國內生產毛額約佔全世界 GDP 的 26%，儼然成為世界經



濟的發動機。

其並以之前在韓國釜山運輸相關領域部長級會議(Ministerial Conference on Transport Adoption)曾通過的「釜山宣言：亞洲和太平洋地區運輸發展」(Busan Declaration on Transport Development in Asia and the Pacific)，說明未來亞太地區的發展願景為：發展成亞洲及太平洋地區的國際整合式複合運送以及物流服務系統作為未來相關區域性運輸與交通施政主要方向參考與依據。

在複合運送發展方面，他首先提出關於道路與鐵路的陸面運輸界面整合(dry ports)的論點，其表示在 2009 年 12 月，在曼谷舉行的第一屆亞洲運輸部門部長論壇，當時來自 14 個至 18 個國家的部長，通過亞洲運輸發展曼谷宣言，要求聯合國亞太經濟



圖 18 發展橫跨亞洲鐵路系統圖

社會理事會(UNESCAP)秘書處，進一步協助區域內成員國及準成員，致力提供連接與整合亞洲公路網他們的努力，亞洲洲際鐵路網路與其他的陸上交通工具等，努力爭取跨國協議之網路發展。

至於聯合國亞太經濟社會理事會(UNESCAP)與承攬運送業合作的部分：在能量建構(Capacity Building)：在過去的幾年裡，聯合國亞太經濟社會理事會(UNESCAP)已成功協助了下列國家的能量建構活動：孟加拉、柬埔寨、印尼、



哈薩克、寮國、馬來西亞、蒙古、緬甸、尼泊爾、菲律賓、斯里蘭卡與越南。其並表示透過承攬運送業、複合運送經營和物流服務供應商與聯合國亞太經濟社會理事會(UNESCAP)共同舉辦的區域論壇，以及聯合國亞太經濟社會理事會(UNESCAP)及各國承攬運送、複合運送經營者和物流服務供應商協會的總裁會議，都將成為業界分享知識的有用平台，並且能有效促進產業間與政府決策官員的有效對話平台(簡報如圖 19)。在未來如何加強合作方面，其並表示未來將先

以制定承攬運送、複合運送經營者和物流服務供應商的最低標準及行為準則為目標，另外將規劃協助制定物流政策以及建構跨國協調與合作具體發展物流服



務。

圖 19 UNESCAP 與承攬運送業的合作現況簡報

最後他作了以下的四個結論：第一是國際複合運送與物流服務系統將是亞太地區的新興領域。其次，便是發展亞洲公路和亞洲洲際鐵路的路網將成為整個服務系統中的基礎發展的基石。第三便是改善交通運輸便利、發展複合運送與陸上交通系統都是改善區域連接的重要事項。最後則強調未來承攬運送業將和聯合國亞太經濟社會理事會(UNESCAP)一起並肩合作成為雙方的重要工作夥伴。

### 3.2.3 曼谷年會亞太區-地區會議(Regional Meetings - Asia/Pacific)

在正式亞太區地區  
會議(Regional Meetings -  
Asia/Pacific)之前，首先由主  
席依據 FIATA 的規定，宣讀  
FIATA 在「反托拉斯法」  
(Anti-Trust Law)法律明文



下，自我要求同業的行為準  
則，以避免觸及反托拉斯法

圖 20 宣讀 FIATA 反托拉斯法的行為準則

的法律要求(符合反托拉斯法的 FIATA 行為準則如附件三)。

其宣讀的行為準則內容大約如下所述：「某些種類的聯合行為被推定是不合理的，換言之，就是所謂的『非法行為』。這些所謂的「非法行為」(unlawful practices)本身，其實是法院在許多國家早就發現缺乏明確限制競爭和贖回有利於競爭的好處等類的聯合行為，違反該類法律事實上會受到相當嚴厲的懲罰」；上述的禁止行為，舉例包括如下：第一、價格設定(Setting Prices)：與對象（目的）間的協議(或通信，或設定效果，或維持任何價格)，或任何與價格相關的因素，如信貸、折扣、利潤率、利率、附加費、佣金或費用等」；「第二、分配市場或客戶(Allocating Markets or Customers)：與對象（目的）間的協議或通信影響市場分配，如協議不提供服務給特定的地理區位、產業、客戶或集團客戶，以換取與競爭對手間的對等承諾。這些與競爭對手間的協議，不論簽署協議背景為何，永遠不會合法(never lawful)」；「第三、搭配商品販售(Tying)：與對象（目的）間的協議或通信，要求顧客先購買其

不需要的產品(或服務)，始能獲得所需要的商品(或服務)。此外，協議的目的或效果是拒絕競爭對手、客戶、供應商或其他第三方（通常稱為『受杯葛集團』），通常會被宣告為非法，亦應同時避免」。

FIATA 符合競爭法規範的程序(PROCEDURES TO COMPLY WITH COMPETITION LAW)描述如下：「首先，FIATA 嚴禁任何討論或其他通訊方式，可能被解釋為協議或理解(agreement or understanding)，或是企圖誘使他人訂定價格制定，分配市場或客戶，從事搭售安排或不購買特定供應商或供應商的任何商品(或服務) 的目的或影響。其次，FIATA 會員在其反競爭內

容或是過程中。不會用任何理由拒絕或撤銷。第三，在 FIATA 會議展開前，主席應遵循正式議程事先批准

FIATA management，此外，記錄應當保存。它是主席的責任立即執行這些準則，並在必要時進行干預切斷討論

受禁止的主題。下次會議前應先獲取批准的紀錄。第四，只要有可能，所有合資格律師將出席 FIATA 會議，

以確保遵守這些準則。第五，無論是屬於正式或非正

五，無論是屬於正式或非正



圖 21 亞太區會議－確認上次記錄



圖 22 日本國家現況簡報

式的 FIATA 會議，若現場討論的主席無法控制時，基本上所有成員都應該遵守相同的標準，此外，所有承攬業者的個人行為仍應遵守上述各項準則。任何業者或個人如對上述指南有問題時，可逕向貴公司律師或利用適當管道向 FIATA 反應」。

會議主席致詞後，接著由主席確認上次會議記錄(2010 年 3 月 19 日在瑞士蘇黎世召開之會議紀錄)，經與會出席代表確認無誤後，進入下一項議程－區域國家現況簡報說明。

在今年的區域國家現況報告，本年本次會議輪由日本國報告，該國分別由設立於東京的「社團法人航空貨物運送協會<sup>2</sup>」(Japan Aircargo Forwarders Association, JAFA) 以及設立於日本橫濱的「日本貨運承攬運送業同業公會」(Japan Freight Forwarders Federation, JFFF) 兩個協會接續報導，該國轄區內包括空運承攬運送業及海運承攬運送業兩個協會的近況。接續日本國的報告後，進行區內會員國專題報告，在此次亞洲太平洋區會員專題報告，係由我國「臺灣國際物流暨供應鏈協會」葉理事長，在此次曼谷年會的亞太區會議中，向各亞太地區出席代表簡報「兩岸經濟合作架構協議」(Economic



圖 23 日本國家現況簡報

<sup>2</sup>JAFA (Japan Aircargo Forwarders Association): 成立於平成 3 年(1991 年 6 月 1 日) 設立於東京都，「社團法人航空貨物運送協會」係該組織在日本登記使用的漢名，可參見下列網址 <http://www.jafa.or.jp/>。

Cooperation Framework Agreement, ECFA<sup>3</sup>)。在發表經濟合作架構協議簡報中，理事長介紹我國現今的經貿地位與表現，提及臺灣為全球第 18 大貿易國、2010 年瑞士洛桑管理研究機構 (IMD) 評比全球競爭力第 8 名、美國專業風險評估公司評比全球投資風險排名第 5 名、擁有高度 ICT (Information, communication and Technology) 的產業與技術水平，在全球經貿表現相當優異與亮麗成績單。

隨著我國的海峽交流基金會與大陸的海協會於 2010 年 6 月 29 日完成洽簽「兩岸經濟合作架構協議」(Economic Cooperation Framework Agreement, ECFA) 後，已開啓臺灣與其他重要貿易夥伴的經濟整合之門，為臺灣經濟前景創造新的契機。當中國大陸逐漸成為全球重要的消費市場後，屬同文同種的海峽兩岸人民，由於臺灣具有與大陸地區相同的語言與文化等優勢，加上臺灣地理位置以及本身特有語言與文化風俗民情等各方優勢，當現階段臺灣與中國大陸拋棄其他與經濟無關的爭議時，透過洽簽 ECFA 的手段，除能提供台商深耕中國大陸市場的契機，更將可成為外人進入中國大陸市場之優勢起點。

ECFA 簽署後除避免臺灣遭受東亞經濟邊緣化的危機外，更將讓臺灣透過中國大陸市場與東亞區域整合的介接與潛在經貿對手國競爭，更將為國際企業在全球布局思考起點，其以我民間貨物承攬運送人身分為基礎的商業經營思考模式，精采的簡報加上潛在 ECFA 堆積木方式的商業利益與可能，簡報後相當受鄰近亞洲國家代表關注，外國業者對兩岸將開展新經濟合作局面，以及連帶對區域經濟相關產業發生正向的衝擊，更將思考如何利用相關

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<sup>3</sup>ECFA: Economic Cooperation Framework Agreement 的縮寫，全名為「海峽兩岸經濟合作架構協議」，係於 2010 年 6 月 29 日由我國財團法人海峽交流基金會與大陸方面的海協會完成洽簽。

物流服務業獲取其自己本身的商業利益，預計將為全球貿易貨物流動產生正向推昇效果。

#### 3.2.4 海關事務會議(Customs Affairs Institute, CAI)

本次曼谷年會 10 月 6 日海關事務會議(Customs Affairs Institute, CAI)進行說明如下：首先由莫理斯(Stephen Morris)主席致詞，歡迎與會各國代表者參加本次會議後，援例由主席宣讀：「符合反托拉斯法(Anti-Trust Law)的 FIATA 行為準則」，接著進行確認上次會議紀錄(2010 年 3 月 20 日在瑞士蘇黎世召開之會議紀錄，文件編號 CAI/092)，經與會出席代表確認無誤後，進入下一項議程—上次會議 (2010 年 3 月 20 日)紀錄所產生的會務報告(議程如附件一—1)。

接著下一項議程，便是「歐洲海關現況」(EU Customs update) 報告案，由 CLECAT<sup>4</sup>總幹事馬可先生(Mr. Marco Sorgetti)說明當前與歐盟海關(EU Custom)相關的議題，其並提供 CLECAT 針對 ENS 所召開的研討會會議紀錄乙份(如附件一—2)作為輔助說明(簡報如附件一—3)。

馬可先生提及 CLECAT 在 2010 年 9 月 16 日召開一場 ENS (security entry summary declaration)<sup>5</sup>研討會，討論如何因應歐盟預備於 2011 年開始施行 ENS 制度，相關運送業者等如何因應的研討。該場研討會由 CLECAT 技術委員會所有成員參與討論，主要針「進入彙總安全申報單」(security entry summary declaration ,

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<sup>4</sup> CLECAT：為 European Association for Forwarding, Transport, Logistic and Customs Services 組織的縮寫，中譯為「歐洲運輸、物流、海關、與承攬運送服務協會」，1958 年成立於比利時的安特衛普(Antwerp)，目前組織設立於布魯塞爾(Brussels)，由 22 個歐洲國家相關貨運組織代表所組成，目前包括運輸服務供應者、跨國及承攬運送業及報關代理行等，是歐盟地區內多數國家承攬運送和關務代理組織所組成的大規模歐洲國際組織，在歐洲地區運送領域中具有一定影響力。

<sup>5</sup> ENS：為 Entry Summary Declaration 制度的縮寫，其規範係源自於歐盟頒布新的「貨物安全規範」(Commission Regulation (EU) No 1228 /2010)，該制度已於 2011 年 1 月 1 日起生效，要求不論透過陸上運輸、或海、空運等方式，凡是進入歐盟的所有商品，均必須依據歐盟法令，提前利用電子方式向歐盟海關等有關當局提出「進入彙總申報單」(security entry summary declarations)。確保其國家安全。

ENS)以及「進口控制系統」(import control system ,ICS<sup>6</sup>)為主要討論議題。

自 2011 年 1 月 1 日起，歐盟會員國(EU)立法要求，凡是所有貨物攜入歐盟各國海關範圍內，不論進口或是轉口貨，都必須向第一個進入歐盟的海關，以電子方式申請傳送「進入彙總申報單」(ENS)，換言之，不論貨物進口至歐盟國家與否，均仍要向第一個預定停靠港口的歐盟海關申報(包含過境貨物在內)。

依據歐盟 1875/2006 規範，「進入彙總申報單」(Entry Summary Declaration , ENS) 在 2011 年元旦開始生效，成為歐盟的強制性安全措施，其規範目的在於允許歐盟海關當局為國家安全等因素考量所需，當貨物抵達歐盟前，可以降低貨物風險歐盟成員國的風險，主要規範在要求任何貨品進入歐盟海關領土前，需要依據相關法律及規範，進行電子報關。

上開規範適用於下列貨物範圍：第一、進口到歐盟的貨物(Goods to be imported in to the EU)，第二、透過歐盟港口轉運到歐盟以外目的地的貨物(Goods to be transhipped through an EU port for a destination outside the EU)，第三、在歐盟港口重新裝載到歐盟以外目的地的貨物(Goods to be re-loaded in an EU port for transit to a destination outside the EU);第四、船上餘留貨載(過境貨物)(Freight Remaining on Board , FROB)。

電子申報的時間序列安排，係依據各種不同的運輸方式將貨物運送到歐盟，對傳送 ENS 數據的要求時間也不一致，各種運具的相關規定可以分述如下：

首先，在空中運具部份，對於短程航班(航程未滿四小時)要求，須在飛機起

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<sup>6</sup> ICS: Import Control System 的縮寫，主要係歐盟為導入與處理 ENS 的一種系統架構，其用來處理運送人填報的大量申報電子資訊與歐盟各國海關之間資訊交換的進口貨物資訊處理系統，其系統架構基本上屬於歐盟各國自動通關系統(Automated Impotrt System)的一環，概念上該資訊系統區分成 3 個網域架構，第 1 類為一般性網域(common domain)、第 2 類為國家網域(national domain)、第 3 類為外部網域(external domain)。相關系統資料可參考依據 Commission Regulation (EU) No 648 /2005 歐盟所頒布之「進入彙總申報單(ENS)管制規則指導手冊」第 C 部分 (Guidelines on entry summary declarations in the context of Regulation (EC) No 648/2005. Part C)。



飛前完成提交(Short haul flights (with a duration less than four hours) must be filed upon departure)；至於，長程航班(航程超過四小時)，至遲應在飛機抵達第一個歐盟海關領土機場前 4 個小時，必須完成提交(Long haul flights (with a duration over four hours) must be filed at least 4 hours prior to arrival at the first airport within the EU customs territory);其次，在海運部份，海上貨櫃運輸(短程除外)：所有船舶，至少在裝貨港出發時前 24 小時必須完成提交；海運散裝貨(短程除外)：船舶至少在到達第一個歐盟港口前至少 4 小時必須完成提交；短程海運貨物：船舶至少必須在到達第一個歐盟港口前至少 2 小時完成提交。最後是陸上運具部份，凡利用公路卡車運送方式，業者必須在到達第一個歐盟關境前至少 1 小時完成提交。

依據上述各種運具提送 ENS，基本上屬於運送人的責任，然而若在運送人同意下(或是授權)，其他關係人仍可提送相關 ENS 輸入摘要。

運送人填報 ENS 文件，需要輸入下列相關資料欄位始能完成申報程序，貨物資料包括列各個欄位資料，相關貨物資料欄位表如表 6。

表 6 ENS 相關貨物屬性資料表	
資料欄位	資料說明或敘述
貨主(Consignor)	(Economic Operator Registration and Identification (EORI) number if available)
受貨人(Consignee)	如果有必要時需填寫受貨人名稱。(EORI number if available)
通知方(Notify Party)	對於 “To Order” B/L 此欄位強制必須填寫；AWB 提單亦同。
接受貨物說明(或 4 位 HS 編碼)	Acceptable goods description or 4 digit HS code
包裝類型代碼	必須填入貨物包裝類型代碼。Code for the type of packages
包裝數	必須填入貨物外包裝數目。Number of packages
包裝商品的運送標	貨櫃貨不需使用



誌 ((Shipping marks for packaged goods)	
貨櫃號碼 (Container number)	如果是貨櫃貨則必須填入本欄位
鉛封號碼 (Seal number)	如果有鉛封號則必須填入本欄位。
毛重(Gross mass)	以公斤填註。
聯合國危險貨物代碼	如果貨物為危險品時，必須填入聯合國危險品代碼。 UN code for dangerous goods

從 2011 年 1 月 1 日開始，所有商品進入歐盟均必須要依據歐盟法令提出「進入彙總安全申報單」 (security entry summary declarations)，換言之運送人將貨物送入歐盟地區即須負責提出聲明，至於在某些特殊情況下，承攬運送業(freight forwarders)將被允許代替運送人提出申報。該次研討會的目的，便在討論承攬運送業可能面臨或是已經面臨到的的困難並提出所有可能的解決方式。最重要的一點便是，無論是由誰提出聲明，在本次會議的同時，只剩下不到三個月的時間，歐盟便開始施行新的申報制度，因此，凡是所有與歐洲物流鏈的相關團體，都需要仔細分析以為因應且討論相關資訊交換的必要程序。在 2011 年歐盟開始實施「進入彙總安全申報單」(ENS) 規範中，規定凡是進入歐盟首次入境的貨物均需向海關遞交 ENS。將影響所有歐盟會員國的海關。需要透過資訊科技，方能順利對供應商提供提供單一接入的解決方案。看起來提出的解決方案，感覺都不是新的思考模式，就某種意義上來說，基本上透過現有的資訊系統來串接提供相關貨物基本資訊，整合各運送人的資訊系統進而提供相關必要資訊予政府有關當局，看起來是比較可行的方式。

接著便是由海關事務會議主席報告事務報告案(Report on CAI Matters)，本次會議計有 2 個報告案分別為「世界海關組織」(World Customs Organization, WCO)

以及 Private Sector Consultative Group (PSCG)以及私營部門諮詢集團 (PSCG) 等案。接著由主席宣布下次會議預定時程與日期後，宣布散會。

附件一—1
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## Agenda

1. **Meeting opening and welcome by the Chairman, (Stephen Morris )**
2. **Approval of the Minutes of the Meeting in Zurich, 20 March 2010.  
(Doc.CAI/092)**
3. **Business arising from the Minutes of the meeting of 20 March 2010.**
4. **EU Customs update - Mr Marco Sorgetti, Director General CLECAT**  
Mr Sorgetti will provide an overview on current issues related on EU Custom's matters
5. **Report on CAI Matters - CAI Chairman**
  - 5.1. World Customs Organization (WCO)
  - 5.2. Private Sector Consultative Group (PSCG)
6. **Other business, on Chair determination**
7. **Next meeting**
8. **Meeting closure**

## **CLECAT Workshop on ENS/ICS September 16<sup>th</sup> 2010**

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16 September CLECAT organised, a Workshop on ENS (security entry summary declaration)/ICS (import control system). The intended audience - 35 people attended - were the Members of all the technical Committees of CLECAT.

From 1.1.2011 security entry summary declarations will have to be lodged in respect of all goods entering the Community. The carrier who brings the goods into the Community is the party responsible for the declaration, but freight forwarders will be allowed, under particular circumstances, to lodge the declaration instead of that carrier. The purpose of the Workshop was to discuss the interest a freight forwarder may have and the difficulties it may encounter in doing so, as well as to present possible solutions. Next to this - irrespective of the party who lodges the declaration - with only a few months to go before kick-off, parties in the logistic chain need to analyse and agree on procedures for the necessary exchange of information.

Mr. Carmo, Chairman of the CLECAT Customs and Indirect Taxation Institute, welcomed the participants.

In his introduction (see annex 1) Mr. Van de Perre (Customs Policy Adviser, CLECAT) elaborated on the legal basis, the procedure for lodging the declaration, and discussed opportunities and constraints.

Three selected IT service providers presented the solutions they were developing in order to facilitate - or enable - the necessary business-to-business and government-to-business communication: MIC (Mr. Roll) - see annex 2, Kewill (Mr. Schwab) - see annex 3 and Descartes (Mr. Verheyen) - see annex 4.

At the end of the meeting Mr. Sorgetti, Director of CLECAT, drew some conclusions.

The E.U. system for security filing at entry is a single filing system. Customs will not consolidate data coming from different parties in the logistic chain. The proposed solutions offer a tool for such consolidation of information ("collaborative filing"), while respecting the commercial confidentiality of the information provided to them. In his conclusions Mr. Sorgetti highlighted the importance of impeccable neutrality.

It should be noted that, whereas there is no legal requirement per se to file typical house (air)waybill information, all the speakers expected that the provision of this information would result in a better risk score and consequently minimize the risk of controls.

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In the E.U. the ENS (security entry summary declaration) will have to be lodged at the customs office of first entry in the Community. This will require as many gateways as there are E.U. Member States. The IT solution providers offer a single access point.

Mr. Schwab and Mr. Descartes said that, from a practical point of view, filing by a freight forwarder – instead of the carrier – would be problematic, at least in a first stage. The main reason was, that for a freight forwarder, typically transport related information (routing etc.) and possible amendments to this information will be hard to get. Mr. Schwab recommended lodging the ENS at the level of the carriers (airway) bill (of lading), containing the house (air)waybill information at item level. In his conclusions Mr. Sorgetti however noted that the incentive for ensuring that this kind of information was available to them was a matter of customer service even more than mere customs compliance.

None of the solutions presented were new, in the sense that they were extensions of existing information systems. Integration of information systems enable re-use of data.

Would all the Member States have their system duly in place by January 1<sup>st</sup>? All participants – speakers and audience alike – were concerned about the consequences both in terms of trader responsibilities and logistic disruption.

Would the solution providers be ready, i.e. would they have their solutions readily available? Mr. Verheyen answered with a clear "yes", for about 15 countries, i.e. for the countries which were on schedule themselves.

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**ENS to the EU**

15 weeks to go before the "BIG BANG" ...?

Prepared by the Fiscal Secretariat for FIATA DATED/DEC 2010 - CM

## Legal background

- Reference Documents
  - Legislation
    - E.P./Council Regulation 648/2005 amending the Customs Code
    - Implementing Regulation 1875/2006 amending the Implementing Provisions of the Customs Code, as amended by Regulations 169/2010 and 430/210
    - Regulation 273/2009 fixing the deadline for the mandatory lodgement of the ENS at 1.1.2011
  - Guidelines
    - [http://ec.europa.eu/taxation\\_customs/index\\_en.htm](http://ec.europa.eu/taxation_customs/index_en.htm)

## Why do we do it?



- Freight forwarders are allowed, under particular circumstances, to lodge the Security Entry Summary Declaration directly to Customs
  - Have they an interest to do so?
- Possible reasons for lodging the declaration:
  - Charges are incurred with carriers
  - Integration of services for customers and commercial image
  - Better security risk score than achieved through carriers' filing
  - Commercial sensitivity of data
- Irrespective of the person lodging the declaration:
  - 15 weeks to go: analysis of and agreement on procedures for the necessary exchange of information between the different parties
- Presentation of possible solutions took place in Brussels on 16<sup>th</sup> of September
  - A handout document is available for all Fiata Members

## ENS and EXS

- Security declaration at entry:
  - ENS (security entry summary declaration): deadline 2011
- Security declaration at exit:
  - Where a (re-)export declaration is required:
    - Security data incorporated in that declaration applicable since 1.7.2009
  - Where no (re-)export declaration is required:
    - EXS (security exit summary declaration): deadline 2011 (less relevant from a freight forwarders perspective)

## Who is responsible?

- "single" filing
  - Carrier which brings the goods in the E.U., or
  - instead of the carrier: any person who is able to present the goods
    - Person who lodges the declaration is responsible for the accuracy and completeness of the information
    - Carrier is responsible that a declaration has been lodged
    - Person lodging the declaration instead of the carrier needs the carrier's contractual consent
  - Any person acting on behalf of those persons
    - instead of # on behalf of

## Where?

- To the customs office supervising the place of first entry, or
- to a "customs office of lodgement" (single access point), provided that:
  - this customs office accepts to send the declaration to the customs office of first entry, and
  - the customs office of first entry accepts to capture the declaration from a customs office of lodgement

## When?

- Maritime traffic:
  - containerized ocean transport:
    - 24h before loading at the port of departure
  - non-containerized ocean transport:
    - 4h before arrival at the first port of entry
  - Short sea transport
    - 2h before arrival at the first port of entry
- Air:
  - Long haul (more than 4h)
    - 4h prior before arrival at first airport of entry
  - Short haul (less than 4h)

## Single access point?

IES - Support of the Office of Lodgement			IES - Support of the Office of Lodgement		
NA	ESDI sent	ESDI receive	NA	ESDI sent	ESDI receive
AT - Austria	yes	yes	IT - Italy	no	no
BE - Belgium	no	no	LT - Lithuania	no	no
BG - Bulgaria	yes	yes	LU - Luxembourg	no	no
CY - Cyprus	yes	yes	LV - Latvia	yes	yes
CZ - Czech Republic	yes	yes	MT - Malta	no	yes
DK - Denmark	no	no	NL - The Netherlands	no	no
EE - Estonia	no	no	PL - Poland	no	no
EL - Greece	no	no	PT - Portugal	no	no
			RO - Romania	yes	yes

## What?

- 'Annex 30A' data-elements
  - Mode specific (air = sea)
  - Reduced list of data
    - For AEO (S or F)
    - For express consignments
  - Item level, declaration level, conveyance level
  - Mandatory, optional for MS, optional for traders, mandatory to the extent known

## Consignor/consignee

- Consignor/consignee
  - Consignor:
    - Party consigning goods as outlined in the transport contract by the party according to report
  - Consignee:
    - Party to whom the goods are actually consigned
- information at carrier BL/AWB level is accepted, however more detailed information (at house level) may have a better risk score
- What will the future bring? (2013 and beyond)
  - (interpretation of) definition consignor/consignee
  - Buyer/seller
    - Included in the preliminary draft MCCIP
    - Group objections from trade, including CLECAT:
      - Unacceptable as basis for a one's filing system (commercially sensitive information)
      - Now included as mandatory where available
      - Debate continues

## Data elements

### ENS entries

Number of items	Unique identification reference number
Transport document number	Consignor
Full name of the consignor (declared name)	Consignee
Country	Mode of transport
Identity and intermediate of arrival means of transport crossing the border	Conveyance reference number
First place of arrival code	Date and time of arrival at first place of arrival
Country(ies) of routing codes	Mode of transport at the border
Place of loading	Place of unloading code
Goods description	Type of producer code
Number of packages	Shipping marks
Equipment identification number of containers etc.	Goods item number
Commodity code	Goods item item
UN Dangerous Goods code	Scale number
Transport charges method of payment code	Declaration date
Signature Authentication	Other specific conveyance reference
Subsequent customs office of entry code	

## Commodity code/goods description

- Commodity code/goods description
  - Commodity code
    - 4 digit CN code
  - or goods description
    - Non-exhaustive list of unacceptable terms
      - Ex.: spare parts, consolidation, ...
    - Commission cannot oblige MS to accept language other than their national one
- In future (draft MCCIP):
  - 6 digit CN code
  - Debate continues on the use of language in lieu of numbers...

## Transport related information

- Data needed from the carrier in case of FF lodging ENS include:
  - Identity of the means of transport crossing the border (not for air)
  - Conveyance reference number
  - First place of arrival code
  - Data and time of arrival at first place of arrival
  - Country(ies) of routing codes
  - Place of loading
  - Subsequent customs office(s) of entry code(s)

## Constraints

- Carrier's consent is required, hence must be part of commercial negotiations
- Interfacing with all customs offices of entry may be complex
- Responsibility for the accuracy and completeness of the information
- Obtaining transport related data from carriers
  - Also in case of amendment...

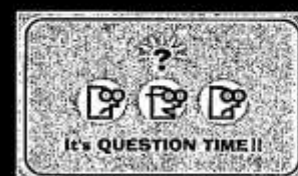


## Amendments

- Amendments
  - All data can be amended until goods are arrived at POE
    - Exception: person lodging the declaration and declared customs office of entry (requiring new declaration)
    - Legal time limits do not apply
    - New risk analysis will be carried out
  - Only the person who lodged the declaration can amend it
    - No amendment required in case of diversion

Thank you

[www.clecat.org](http://www.clecat.org)



### 3.2.5 空運事務會議(Air freight Institute, AFI)

本次曼谷年會10月6日空運事務會議(Air freight Institute, AFI)會議進行說明如下：首先由會議主席魯道夫先生(Mr Rodolfo Sagel)致詞，歡迎與會各國代表者參加本次會議，援例由主席宣讀：「符合反托拉斯法規範 (Anti-Trust Law)的FIATA行為準則」，接著進行確認上次會議紀錄(2010年3月19日在瑞士蘇黎世(Zurich)召開之會議紀錄，文件編號 AFI/337)，經與會出席代表確認無誤後，進入下一項議程(議程如附件二)。

接著下一項議程，便是由會議主席魯道夫先生說明「國際航空運輸協會／IATA<sup>7</sup> / FIATA」相關事務(IATA/ FIATA matters)報告案。接著進行「貨物結算系統」報告案(Report on Cargo Accounts Settlement System(CASS<sup>8</sup>))，本次報告包括相關貨物結算系統及其有關事項，並分別由瑞士、法國、泰國、突尼西亞以及南韓進行案例說明。接著便是由赫爾曼(Mr Herman Donker)主席說明「歐洲空中貨運計劃」(European Air Cargo Programme (EACP)報告。

緊接是由沙拉索先生(Mr Sarosh Nagarvala)說明「印度貨運計畫」(INDIAN Air Cargo Programme ,IACP)報告；接著由威廉先生(Mr William Gottlieb)說明「IATA 與 FIATA 的訓練計畫」(IATA FIATA Training Programme)報告；接著進行「國際民航組織」報告(International Civil Aviation Organization, ICAO)<sup>9</sup>等報告案，接著由主席宣布下次會議預定時程與日期後，宣布散會。



圖 24 空運事務會議 AFI 開場簡報

<sup>7</sup>IATA：國際航空協會(International Air Transport Association)，組織成立於1945年，由世界各國的國際航空公司所組成的一個非營利的非政府組織協會，目前為全球最具影響力的空運組織，目前總部設於加拿大的蒙特婁，並將個執行總部設於瑞士日內瓦。

<sup>8</sup>CASS：「貨運費用結算系統」，其為 Cargo Accounts Settlement System 的縮寫成為 CASS，該系統主要目的在於透過結算系統簡化航空公司與各地面航空貨物承攬運送業間的航空貨物計費及結算帳號的簡化工作，透過先進全球網路連結 (CASS link) 電子帳單系統，成為業者有效帳務解決方案。

<sup>9</sup> ICAO：國際民航組織係依據1944年簽署之「國際民航公約」成立，為聯合國下專責規範國際民航事務之技術性專門機構，其屬於官方的國際民航推動與制定標準的重要國際航空運輸組織。



## Agenda

**1. Opening of the meeting and welcome by the Chairman**

**2. Approval of the minutes of the 82<sup>nd</sup> Meeting in Zurich  
March 19, 2010 (Doc.AFI/337)**

**3. IATA / FIATA matters**

by the AFI Chairman, Mr Rodolfo Sagel

**3.1 Report on Cargo Accounts Settlement System (CASS)**

**3.2 CASS and related matters**

**3.3 Switzerland**

**3.4 France**

**3.5 Thailand**

**3.6 Tunisia**

**3.7 Korea**

**3.8 European Air Cargo Programme (EACP)**

by Mr Herman Donker

**3.9 INDIAN Air Cargo Programme IACP**

by Mr Sarosh Nagarvala

**4. IATA FIATA Training Programme**

by Mr William Gottlieb

**5. International Civil Aviation Organization (ICAO )**

**6. Any other business, by the permission of the Chair**

**7. Date and Place of the next meeting**

**8. Closing**

### 3.2.6 職業訓練事務顧問團會議(Advisory Body Vocational Training ABVT)

曼谷年會 10 月 6 日職業訓練事務顧問團(Advisory Body Vocational Training, ABVT) 首先由會議主席致詞，歡迎各國代表者與會，援例由主席宣讀：「符合反托拉斯法規範 (Anti-Trust Law) 的 FIATA 行為準則」(詳如附件三)，接著進行確認上次會議紀錄，經與會出席代表確認無誤後，進入現況說明與會議事務報告後，進行相關績優單位與團體的頒獎典禮後，主席宣布下一次會議預定時程後，並預告明日將進行相關職業訓練事務顧問團論壇，邀請各國代者與會後，宣布散會。

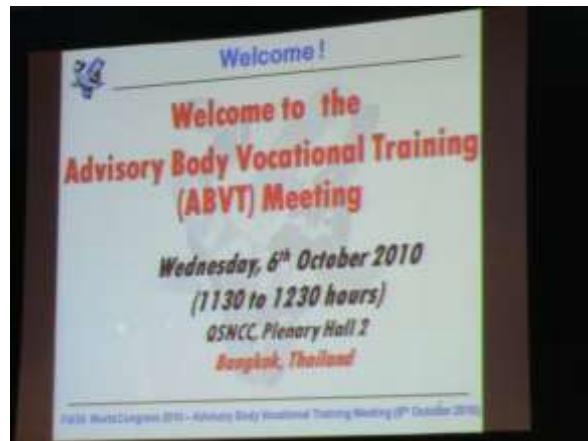


圖 25 職業訓練事務顧問團 ABVT 開場簡報



圖 26 職業訓練事務顧問團 ABVT 頒獎典禮



## FIATA ANTITRUST GUIDELINES

Certain kinds of joint conduct are presumed to be unreasonable and, therefore, unlawful. These so-called *per se* unlawful practices are joint activities that the courts in many countries have long found clearly restrain competition and lack redeeming pro-competitive benefits. There are severe penalties for violation of these laws. Examples of prohibited conduct include:

- **Setting Prices:** Agreements or communications with the object (purpose) or effect of setting or maintaining either prices or factors relating to prices, such as credit, discounts, profit levels, rates, surcharges, commissions and fees.
- **Allocating Markets or Customers:** Agreements or communications with the purpose or effect of allocating markets, such as an agreement not to provide service to a particular geographic area, industry, customer or group of customers in return for a reciprocal pledge from a competitor. These types of agreements among competitors are never lawful, regardless of the context of the agreement
- **Tying:** Agreements or communications with the purpose or effect of requiring a customer to buy an unwanted product or service in order to obtain the product or service desired. In addition, agreements with the purpose or effect of refusing to deal with competitors, customers, suppliers, or other third parties (often called "group boycotts") have often been declared unlawful, and should be avoided.

### FIATA PROCEDURES TO COMPLY WITH COMPETITION LAW

- FIATA strictly prohibits any discussion or other communication the purpose or effect of which might be construed as an agreement or understanding, or an attempt to induce others to enter into such an agreement or understanding, to set prices, allocate markets or customers, engage in tying arrangements or refrain from purchasing any goods or services from any particular supplier or vendor.
- Membership in FIATA will not be denied or revoked for any reason which could reasonably be construed to be anticompetitive in its substance or in its process.
- In conducting FIATA meetings the Chair shall follow a formal agenda to be approved in advance by FIATA management, and minutes shall be kept. It shall be the responsibility of the chair immediately to enforce these guidelines, and to intervene if necessary to cut off discussion of prohibited subjects. Approval of the minutes shall be obtained at the next meeting.
- Whenever possible, qualified counsel will attend all FIATA meetings to ensure compliance with these guidelines.
- In informal discussions at the site of a FIATA meeting, but beyond the control of its chairmen, officers or counsel, all members are expected to observe the same standards of personal conduct as are required of FIATA in its compliance with these guidelines.

*Any questions about these guidelines should be directed to your company's counsel or to FIATA as appropriate.*

### 3.2.7 安全事務顧問團會議(Advisory Body Security Matters, ABSM)

本次曼谷年會 10 月 6 日安全事務顧問團會議(Advisory Body Security Matters, ABSM)會議通知如附件四—1、議程如附件四—2，會議進行說明如下：首先由會議主席魯道夫先生(Mr Rodolfo Sagel)致詞，歡迎與會各國代表者參加本次會議，援例由主席宣讀：「符合反托拉斯法規範 (Anti-Trust Law)的 FIATA 行為準則」，接著進行確認上次會議紀錄(2010 年 3 月 19 日在瑞士蘇黎世(Zurich)召開之會議紀錄，文件編號 AFI/337) (如附件四—3)，經與會出席代表確認無誤後，進入下一項議程。

接著是由會議主席魯道夫先生說明「國際航空運輸協會／IATA<sup>10</sup> / FIATA」相關事務(IATA/ FIATA matters)報告案。接著進行「貨物結算系統」報告案(Report on Cargo Accounts Settlement System,CASS<sup>11</sup>)，本次報告包括相關貨物結算系統及其有關事項，並分別由瑞士、法國、泰國、突尼西亞以及南韓進行案例說明。接著便是由赫爾曼(Mr Herman Donker)主席說明「歐洲空中貨運計劃」(European Air Cargo Programme (EACP)報告。緊接是由沙拉索先生(Mr Sarosh Nagarvala)說明「印度貨運計畫」(INDIAN Air Cargo Programme) 報告；接著由威廉先生(Mr William Gottlieb)說明「IATA 與 FIATA 的訓練計畫」(IATA FIATA Training Programme)報告；接著「國際民航組織」(International Civil Aviation Organization, ICAO)<sup>12</sup> 等報告案，接著主席宣布下次會議預定日期後，宣布散會。

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<sup>10</sup>IATA：國際航空協會(International Air Transport Association)，組織成立於 1945 年，由世界各國的國際航空公司所組成的一個非營利的非政府組織協會，目前為全球最具影響力的空運組織，目前總部設於加拿大的蒙特婁，並將個執行總部設於瑞士日內瓦。

<sup>11</sup>CASS：「貨運費用結算系統」，其為 Cargo Accounts Settlement System 的縮寫成為 CASS，該系統主要目的在於透過結算系統簡化航空公司與各地面航空貨物承攬運送業間的航空貨物計費及結算帳號的簡化工作，透過先進全球網路連結 (CASS link) 電子帳單系統為業者解決帳務問題。

<sup>12</sup> ICAO：國際民航組織係依據 1944 年簽署之「國際民航公約」成立，為聯合國下專責規範國際民航事務之技術性專門機構，其屬官方的國際民航推動與制定標準的重要國際航空運輸組織。

# FIATA

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## ADVISORY BODY SECURITY MATTERS (ABSM)

Doc. ABSM/  
2010-08-13

To: Members of the Advisory Body Security Matters (ABSM)

cc: Presidency  
Extended Board  
Association Members

From: Peter Maegerle, Manager of the Advisory Body Security Matters,  
on behalf of the Chairman, Mr. David Fielder

Subject: Meeting of the Advisory Body Security Matters  
Wednesday, 6<sup>th</sup> October 2010, Queen Sirikit National Convention Centre,  
Bangkok/Thailand

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## Call of Meeting

The Chairman of the Advisory Body Security Matters, Mr. David Fielder, invites you to the Meeting

on **Wednesday, 6<sup>th</sup> October 2010**  
from 13.45 to 14.45 hours

at the Queen Sirikit National Convention Center  
Plenary Hall 2  
60 New Rachadapisek Road  
Klongtoey  
Bangkok, 10110  
Thailand  
Phone: +66 (2) 229 3000  
Fax: +66 (2) 229 3001  
E-mail: [info@qsncc.com](mailto:info@qsncc.com)  
Website: [www.qsncc.co.th](http://www.qsncc.co.th)

Please find the provisory Agenda enclosed.

## **Agenda**

- 1. Opening of the meeting by the Chairman**
- 2. Approval of minutes of the meeting in Zurich held on 19<sup>th</sup> March 2010  
(Doc. ABSM/005)**
- 3. Reports from the Regional Representatives of the ABSM and open Forum discussion**
- 4. New matters to be discussed and presented**
- 5. Any other business**
- 6. Place and date of next meeting**



**Advisory Body Security Matters (ABSM)****Doc.ABSM/005**  
**2010-03-26**

To: Association Members

cc: Presidency  
Extended Board

From: Peter Maegerle, Manager,  
on behalf of Mr David Fielder, Chairman

Subject: Meeting of the Advisory Body Security Matters  
19<sup>th</sup> March 2010, at the swissôtel, Zurich-Oerlikon/Switzerland

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**Praesentia as per Annex I**

## **Minutes**

### **1. Opening of the meeting by the Chairman**

The Chairman David Fielder welcomed all participants of this Advisory Body Security Matters meeting. He made the following important notice to all participants: "It is my duty on behalf of the Presidency to make you aware of your responsibilities in connection with anti-trust Law. In particular I would like to remind you that no market agreements have been or will be decided at meetings of FIATA whether they involve prices, amounts or areas. I would also like to make you aware that such behaviour also outside of meetings is prohibited; otherwise you could cause immense damage to your Association and/or company. Should it be apparent that at a meeting there is an attempt to make or discuss an open or hidden agreement regarding price, amount or area, I am obligated to intervene and if necessary to break off the meeting. Should doubt exist whether an activity of the Federation to be decided on is admissible according to anti-trust law, I shall have the allowability of the measure to be decided on be clarified by the Association management".

It was noticed, that Mr. Manuel Vicens Matas, Lawyer (FETEIA, Spain), was attending the full session. Mr. Fielder mentioned the apology of Mr. Demmer (Austria) and Mr. Thyagarajan (UAE) and the revised Agenda (as shown to the delegates on screen) was accepted by all attendees.

### **2. Approval of minutes of the meeting held in Geneva on 23<sup>rd</sup> September 2009 (Doc. ABSM/003)**

The minutes of the meeting held in Geneva are unanimously approved.

### **3. Reports from the Regional Representatives of the Advisory Body Security Matters**

Update: Far East:

Within the Far East there is at present no important updated to mention. However, the Chairman mentioned, that Australia has spent 52 Mio. AUS\$ on Security.

## Update Europe:

P. Maegerle informed the delegates about the development of the AEO program. At present (March 2010 figures) 2145 certificates issued. Details as follows: AEO-C (customs) 398 certificates, AEO-S (security) 74 certificates and AEO-F (full) 1673 certificates issued.

Piet Timmerman mentioned that the benefits to be certified are not "so big" but it was noticed, that around 500 applicants have not fulfilled the demands to be certified.

He also passed information's on Aviation security – new implementation regulation 185/2010 which is applicable as from 29.4.2010.

Further on, he informed the delegates about the following news:about the text voted by the EU/avsec panel and agreed by the EU parliament

Major changes:

KNOWN CONSIGNORS approved by authorities

Requirements and specification of audits = decision (not public available) – audit more or less equal to chapter 5 self assessment AEO

Transitional period of 3 years ( if requirements are met ! )

28 different patterns with clear identifications for training :

Who has to be trained

Level of responsibilities and access to cargo

What content for each of the 28 patterns

Training : e-learning for some patterns

Class and examination for the higher levels

Recruitment of staff in contact with docs or cargo (known cargo) in the whole supply chain from the moment cargo becomes "identifiable air cargo

Pre-employment check

5 years from the moment of new employment.

Certification valid max 5 years. ( per site )

EU database : as from June 2010 operational

only audited regulated agents and known consignors

audit valid for 5 years

certification per site

Interesting link to specific information's on Aviation Security regulation 185/2010)

(<http://eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:055:001:0055:EN:PDF>)

## Update: U.S.A. – Report by the Chair and Bob Voltmann

In the US, The attempted destruction of a US aircraft on Christmas Day has added to increased concern about security and shows that terrorism is still a valid world concern. The Obama Administration since taking office has certainly tried to play down the threat of terrorism and the introduction of new counter measures, instead concentrating on improving and complying with existing rules and regulations. In particular the recent news tat both 100% scanning of air and sea cargo has been deferred by two years comes as no surprise to the industry. The USA now claims to scan 65% of air cargo, but given they have control over their own internal and export cargo which must account for around half of cargo handled on passenger aircraft, along with the fact that several major importing countries such as the UK already scan/screen 100%, the 65% figure is of no real surprise.

Some specific information's about USA Airfreight:

> 2007 Democrats law : all cargo aboard passenger flights is to be screened by August 2010.

> Mar 5, 2010, Gale Rossides, (TSA's acting director) :100 percent air cargo screening two years away on passenger airplanes into USA.

> Gale Rossides recognized the biggest challenge is getting cooperation from the 20 overseas countries from where nearly 85 percent of all cargo comes.

> TSA hope to ensure 65 percent of cargo on international flights is screened.

> TSA will however meet the deadline for screening all cargo aboard passenger flights originating inside the United States.

USA Cargo – Certified Cargo Screening Program – 80% are Freight Forwarders

USA Ocean Freight – 100% Scanning Postponed until 14 July 2014 – Strategic Trade Corridor Strategy

USA Trucking – Shared Border Management – Mutual Recognition – Mexican Border Study

- Cargo Theft – 67% Increase in 2009

(Secretarial Note: The full report of Mr. Voltmann is enclosed to this minutes as ANNEX II)

**4. Short update > Inland Transport Security Forum, held in Geneva on 28/29 January 2010 > P. Maegerle**

P. Maegerle was representing ABSM/FIATA at the UNECE Inland Transport Security Forum held in Geneva as from 28-29 January 2010. One major issue under review was the introduction of full-body scanners at several airports. Other issues were the perceived and apparent lack of security in respect of inland transport such as road, rail and barge when compared with international transport. In particular waterways were mentioned and in this respect it worth noting the UK Government's concern over possible use of the River Thames for terrorist activities during the upcoming Olympic Games to be held in London in 2012. Piet Timmermans reported on Objectives in the EU – financial advantages on investment for secured trucks and parking's – the most important points on secure partings (anti theft) are remarked as follows:

During Belgian Presidency of EU initiative from BE and EU to come to recommendation how to organize secure supply chain included secured parking network in EU.(sept 2010)

Some pilot's projects already started and in some countries first secured parking's are open. Question is to what standard this parking's have to be upgraded

- > quality and facilitation for drivers etc..
- > guards ? cameras or physical
- > fenced or open ?
- > access control or by intelligent cameras ?
- > financing infrastructure and cost for running the area ?
- > who is going to invest and pay ?

(Secretarial Note: A summary report and a press release is enclosed to this minutes as ANNEX III)

**5. ICAO Secretariat Study Group on Supply Chain Security (Malta Dec. 09)**

Specific focus for the advisory body has been the new involvement with ICAO. A representative of the ABSM was invited to attend an ICAO secretariat study group on supply chain security. This invite has come after several approaches to ICAO to recognize the role of FIATA in the international transport industry. We are hoping to further develop this new relationship on security within ICAO along side current roles within Dangerous Goods handling

Specific points to be mention are:

- > Review amendment 12 to annex 17 clarification on terms and concepts
- > Review of relevant guidance material on threat and risk assessment material by IATA and GEA (Global Express Association)
- > Discussion on strategic development of supply chain security resulting recommendation: ICAO Facilitation and AVSEC Panels should work closer together currently AVSEC is working on ANNEX 17 and FAL is working on harmonization and implementation on Air Cargo Security in supply chain

**6. IATA Secure Freight Program**

Another issue under review was the introduction and pilot project roll out of the Secure Freight Program being introduced by IATA. While IATA only has control over the aviation part of the entire logistics chain (wheels up to wheels down), for the project to be successful it needs to cover not only pre-carriage as advised by IATA but in the opinion of FIATA should also encompass post carriage, this being truly reflective a total supply chain. Discussions are on going as to how FIATA can partner with IATA to bring about a truly industry developed workable and sustainable concept. Based on industry collaborative partnerships

Specific remarkable points are:

- SFP being promulgated by ICAO Study Group on Supply chain Security to ICAO AVSEC Panel.
- > SFP trials in Malaysia proceeding
- > SFP in discussion with Chinese Taipei and Australia
- > SFP manuals drafted
- > IATA engaged staff to role out SFP

- > IATA response to FIATA concerns
- > IATA invite FIATA onto Advisory Body for SFP to:
  - > Advise on delivery of Secure Freight beyond the current Secure Freight location, the Malaysian pilot.
  - > Guide the Secure Freight project on how to overcome significant obstacles arising.
  - > Guide an effective industry wide Secure Freight communication including shippers.
  - > Advise on alignment with other cargo industry projects and standards, for example, Cargo 2000 and WCO

#### **Responses to FIATA Concerns over SFP**

- > IATA's position regarding audit/validation and registration/certification is that these decisions will be made by, or at the direction of, participating states - not by IATA.
- > IATA is unlikely to associate itself with audit/validation registration/certification undertaken by other industry associations, or to endorse their standards,
- > SFP is still developing but likely to include a model national secure freight program to be made available to participating states to write into their national legislation
- > IATA focus, as regards recognition of Secure Freight, is on aviation security

#### **TAPA and Cargo Terminal Security Standards**

- > FIATA attended discussion Group as observer – nothing specific announced
- > TAPA in discussion with IATA over inclusion of TAPA standards into SFP

#### **7. Input from the floor on issues that individual members or Associations would like to see covered (open forum discussion)**

A number of issues surrounding road transport security were raised from the attendees which was helpful given the ABSM had previously announced in Geneva that this area of transport should be considered within the scope of the ABSM and not just be led by dealing with anti-terrorism issues, road theft and crime being of significant importance in many parts of the world. Marco Sorgetti mentioned that a Supply Chain Handbook made by CLECAT is available on the CLECAT website ([www.clecat.org](http://www.clecat.org)). USA – quiet? – Bob Voltmann passed latest information to all delegates about the Ocean Freight Scanning! Representatives of Slovakia have mentioned that the theft situation in trucking is increasing every year and it at present very high. The followed floor discussion has showed, that Trucking issues are becoming a growing concern. Piet Timmermans has informed the floor about the Security Declaration on Air Freight Shipments (especially on E-Freight) – this issue will be on the agenda as well on the AFI Meeting.

#### **8. Place and Date of next Meeting**

The next meeting of the Advisory Body Security Matters will take place in Bangkok on Wednesday, October 6<sup>th</sup> at the Queen Sirikit National Convention Centre, Plenary Hall 1345h - 1445h.

The Chairman thanked the attendees for their attention and participation as well as the interpreters for their excellent work. He closed the meeting at 15.45 hrs.

### 3.2.8 危險物品事務顧問團會議(Advisory Body Dangerous Good, ABDG)

10月6日曼谷年會危險物品事務顧問團會議(Advisory Body Dangerous Goods, ABDG)會議開會通知如附件五-1、議程如附件五-2，本次會議進行說明如下：首先由會議主席法蘭克先生(Frank Huster)致詞，歡迎與會各國代表者參加本次會議援例由主席宣讀：「符合反托拉斯法規範 (Anti-Trust Law) 的 FIATA 行為準則」，接著進行確認上次會議紀錄(2010年3月20日在瑞士蘇黎世(Zurich)總部所召開之會議紀錄(附件五-3)，文件編號 ABDG/188)，經與會出席代表確認無誤後，進入下一項議程。

下一項議程，報告特定模式運送危險品的法令架構(mode specific legal frameworks for the transport of dangerous goods)，包括提議草案以及聯合國工作小組(UN Working Groups)未來討論方向等現況說明，包括大歐洲地區陸上運送運輸管制措施(ADR / RID)、國際海上運送管制措施(IMDG-Code)、國際空中運送管制措施(ICAO-TI / IATA-DGR)等。

接著進行國際危險品運送安全議題非正式工作小組討論近況報告；其次是說明目前 FIATA 活動專題報告「承攬運送業在空運中應負擔的責任」(*Freight forwarders responsibility for air transport*)報告案，接著由主席宣布下次會議地點預定時程與日期(瑞士蘇黎世 FIATA 總部 2011年3月17-20日)後，宣布散會。

# FIATA

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## ADVISORY BODY DANGEROUS GOODS (ABDG)

Doc. ABDG/190  
2010-08-18

To: **Members of the Advisory Body Dangerous Goods (ABDG)**

cc: **Members of the Extended Board  
Association Members**

From: **Mr Markus Schöni, Manager ABDG  
on behalf of Mr Frank Huster, Chairman, ABDG**

Subject: **Meeting of the Advisory Body Dangerous Goods (ABDG) on 6 October  
during the FIATA WORLD CONGRESS, Bangkok, Thailand**

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## Call of Meeting

The Chairman of the Advisory Body Dangerous Goods, Mr Frank Huster, invites you to the meeting

on **Wednesday, 6 October 2010**  
**from 15.00h - 16.00h**

at the **Queen Sirikit National Convention Center (QSNCC)**  
**60 New Rachadapisek Road**  
**Kongtoey**  
**Bangkok 10110, Thailand**

**Plenary Hall 2**

Phone : +662 229 33 13  
Telefax : +662 229 33 19

website : [www.qsncc.com](http://www.qsncc.com)



## Agenda

1. Opening of the meeting and welcome by the Chairman, Mr Frank Huster
2. Approval of minutes of the ABDG meeting during FIATA HQ Session in Zurich on 20 March 2010 (Doc. ABDG/188 - 2010-04-20) see ANNEX 1 (without attachments)
3. Update on mode specific legal frameworks for the transport of dangerous goods - adopted proposals, pending and future discussions at UN Working Groups and other legal bodies, in particular
  - greater European land mode transport regulations (ADR / RID)
  - international sea mode regulations (IMDG-Code)
  - international air mode regulations (ICAO-TI / IATA-DGR)
4. Update on the activities of the international informal working group on *telematics* for the safe and secure transport of dangerous goods.
5. Update on recent FIATA activities on "*Freight forwarders responsibility for air transport*"
6. Any other business
7. Closing of the meeting and outlook on the next meeting (FIATA HQ Session 17 - 20 March 2011, in Zurich, Switzerland). The Agenda of the meeting will follow in due course.

## ANNEX 1

## ADVISORY BODY DANGEROUS GOODS (ABDG)

Doc. ABDG/188  
2010-04-20

**To:** Members of the Advisory Dangerous Goods

**cc:** Members of the Extended Board  
Association Members of FIATA

**From:** Markus Schöni, Manager ABDG  
on behalf of Mr Frank Huster, Chairman ABDG

**Subject:** Meeting of the Advisory Body Dangerous Goods (ABDG)  
FIATA HQ Session, Zurich, 20 March 2010

▪ Praesentia	<i>Annex</i>	I
▪ Table on IMDG Code Amendments 2006 - 2015 with transition years	<i>Annex</i>	II
▪ Information ( item 3.1) on ADR/RID by Mr Frank Huster	<i>Annex</i>	III
▪ IRU Proposal on Limited Quantities	<i>Annex</i>	IV
▪ Information ( item 3.2) IATA DRG and ICAO TI by Mrs Christine D'Arcy	<i>Annex</i>	V
▪ Update on Telematics by Mr Frank Huster	<i>Annex</i>	VI
▪ Update on IMDG Code Training by Mr Markus Schöni	<i>Annex</i>	VII
▪ Survey on training needs IMDG Code by Mr Markus Schöni	<i>Annex</i>	VIII
▪ Freight Forwarders Responsibility for DG transport by air by Mrs Ch. d'Arcy	<i>Annex</i>	IX
▪ Various information on DG transports by Mr Frank Huster	<i>Annex</i>	X

Agenda as per Doc. ABDG /179 2010-02-04

> Where the abbreviation DG is mentioned, it stands for "Dangerous Goods"

**Minutes****1. Opening of the meeting and welcome by the Chairman, Mr Frank Huster**

The Chairman, Mr Frank Huster was pleased to welcome Delegates of the Associations and Individual Members to the meeting of the Advisory Body Dangerous Goods (ABDG) on Saturday, 20 March 2010 in Zurich.

At first the Chairman wished to make the following announcement and he made sure that a lawyer was present in the meeting.

**Statement from FIATA regarding Correct Behaviour under Anti-Trust Law to be stated by each Chairperson at the beginning of each meeting of FIATA and also to be put in the minutes**

It is my duty on behalf of the Presidency to make you aware of your responsibilities in connection with anti-trust Law. In particular I would like to remind you that no market agreements have been or will be decided at meetings of FIATA whether they involve prices, amounts or areas. I would also like to make you aware that such behaviour also outside of meetings is prohibited; otherwise you could cause immense damage to your Association and/or company.

Should it be apparent that at a meeting there is an attempt to make or discuss an open or hidden agreement regarding price, amount or area, I am obligated to intervene and if necessary to break off the meeting.  
Should doubt exist whether an activity of the Federation to be decided on is admissible according to anti-trust law, I shall have the allowability of the measure to be decided on, be clarified by the Association management.

## 2. Approval of minutes of the ABDG meeting during the FWC in Geneva on 23 September 2009, Doc. ABDG/175 2009-10-19

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The Minutes were approved without objection.

## 3. Update on mode specific legal frameworks for the transport of DG, adopted proposals, pending and future discussions at UN Working Groups and other legal bodies

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The Chairman explained that under this item a brief update is normally provided on all mode specific regulations for DG transports. He mentioned though, that Mr Dave Green, expert on DG by sea was unable to attend the HQ Session this year and therefore suggested to postpone this item for the next ABDG meeting (FWC Bangkok).

IMDG Code Amendments 35-10 will enter into force on 01 Jan 2012 and will be applicable in the transition year, i.e. as from 01 Jan 2011 further information will be given at the next FIATA ABDG meeting during the World Congress in Bangkok 4 - 8 October 2010.

Table on IMDG Code Amendments 2006 - 2015 with transition years (see Annex II)

### 3.1. DG road/rail - land mode - (ADR/RID) by Mr Frank Huster, Chairman ABDG

Mr Mr Frank Huster provided a summary on the changes in the Regulations that are of importance to forwarding business.

Publication of the 2011 Regulations should be ready in **September 2010 (ADR and RID)**  
There will be the usual transitional period until 30<sup>th</sup> June 2011 in general and specific transitional periods for some provisions.

The Chairman informed that the number of Member States, having adopted the ADR/RID, has now reached 46 (ADR) and 44 (RID). Turkey has recently joined the ADR and is in force for this country since 22 February 2010 (only for international movements of DG). Furthermore he highlighted the already adopted measures as follows:

- New definition and obligations for "Unloaders"
- Complete reformatting of Limited Quantities (LQ) provisions (new marks for LQ packages, transitional period until 30.06.2015) \*)
- Transport document – change of sequence of entries for dangerous Waste
- Transport document – New entry ("*environmentally hazardous substances*")
- Retention of dangerous goods transport information
- (Again) change of Instructions in Writing
- ADR driver training – change of system and certificate

\*) On Limited Quantities the Chairman invited Mr Jacques Marmy, Head Technical Dpt. at IRU to explain the intervention of IRU at UNECE level, concerning simplification on the labelling of LQ.

ABDG will of course closely follow the developments and will attend relevant meetings of the international committees.

Additional web-based information can be found:

ADR Regulations see <http://www.unece.org/trans/danger/danger.htm>  
Carriage of DG by rail (RID) see [www.otif.org](http://www.otif.org)

Information on ADR/RID by Mr Frank Huster (see Annex III)  
IRU proposal on LQ (see Annex IV)

### 3.2. DG by air (IATA DGR, ICAO) by Mrs Christine D'Arcy, Deputy Chairperson ABDG

Christine d'Arcy, reported briefly on the validity of the ICAO Technical Instructions (ICAO TI) and IATA Dangerous Goods Regulations (IATA DGR):

The 2009/2010 Edition of the ICAO TI - ICAO publishes its TI every two years and therefore 2010 is non-ICAO year - remains valid to the 31st December 2010 The 51st Edition of the IATA DGR became effective on the 1st January 2010

Three Addenda have been issued to the 2009/2010 ICAO TI since publication, Various Information, Addenda and Guidance Documents are available for download on the ICAO website: [www.icao.int](http://www.icao.int) > *Site Index* > *Dangerous Goods*

The carriage of Lithium Batteries by air seems to be causing problems for some Carriers particularly in the USA. If damaged, Lithium Batteries may catch fire and burn with an intense heat. Major risks are the short circuit of a battery or the inadvertent activation of a device containing a Lithium Battery. Lithium Batteries must be packed to prevent these risks. Where specified, a Lithium Battery Handling label must be affixed to the package and an indication included in the air waybill. A Guidance Document is available for download from the ICAO website and IATA is producing a Lithium Battery booklet – currently at the Final Draft stage.

The 16th revised edition of the UN Recommendations on the Transport of Dangerous Goods "Model Regulations" (sometimes known as the *Orange Book*) contains amendments to the provisions applicable for DG transports by all modes. Changes to the air mode will be included in the 2011-2012 ICAO Technical Instructions and the IATA Dangerous Goods Regulations 52nd Edition both effective from 1st January 2011

**Packing Instructions** - major changes to the format and numbering as pre-advised for some time. Note: Shipments prepared for transport on or before 31 December 2010 using the previous packing instructions may be presented for transport until 31 March 2011 only  
**Training Requirements** for "no carry" Operators and Ground Handling staff included from 01 January 2011 (see Table 1.5.B of the IATA DGR) and <http://www.iata.org/SiteCollectionDocuments/Documents/DGR51TrainingRequirements15.pdf>  
- **Limited Quantities (LQ)** – New Limited Quantity marking will be used in Road, Sea and Air modes

ABDG Christine d'Arcy will report on further steps as the work is progressing

The Chairman was pleased to announce that FIATA and ICAO will work closer together which means that FIATA (Mrs.Christine D'Arcy) will be able to attend ICAO DG meetings in future.

Information on IATA DGR and ICAO TI by Mrs Christine D'Arcy (see ANNEX V)

#### 4. Update on the activities of the Informal Working Group on Telematics for the transport of DG

Mr Frank Huster, gave an update on the ongoing work on the elaboration of a legal framework for an ADR / RID / ADN for Telematics solution for the safe and secure transport of dangerous goods by road, rail and inland navigation. This work is based on a mandate given

by the Joint RID / ADR / ADN Meeting (at UN level). FIATA is attending the meetings of the Working Group.

Governmental bodies have great expectations on Telematic Systems but the industry is mainly concerned with

- The lack of definition
- Lack of interface with existing systems
- Increasing costs
- Total monitoring ("big brother" scenario)
- Data protection
- No benefit/costs analysis on the proportion of DG transports versus general cargo

FIATA, together with IRU (International Road Union) worked on a joint position paper on Telematics highlighting that:

- FIATA supports Telematics applications for the logistics sector as long as they provided significant measurable safety, environmental and economic benefits
- Telematics applications must to the widest possible extent be implemented on voluntary basis
- Stakeholders freedom of choice must be kept
- Stakeholders must be free in their choice of Telematics equipment and application suppliers
- The introduction of Telematics applications must ensure that an appropriate level of confidentiality on commercial data exists
- Telematics applications should support the legal framework for the use of transport documents to be made available in electronic format for usage during operation as well for enforcement
- Any future (EU) coordinated action, such as the proposed EU ITS Actions Plan, should focus on deployment of proven solutions
- A deployment plan for Telematics applications must include a solid business case, proving to all stakeholders what benefits exist and the costs involved. Possible incentives for the users should be included in the business plan

A participant queried about data protection - personal data protection versus corporate data protection and the Chairman explained that corporate data protection focuses in this context confidential data of a company (list of customers, freight rates etc.)

The informal Working Group Telematics has created a table DG information "WHO-WHEN-WHAT-HOW, defining actors and "their" data base used in the DG Telematics process  
Once the analysis has been finalized there are additional areas to be considered: Tracking and Tracing, Incident Management, "Geofencing" (virtual perimeter for a real-world geographic area), etc.

Updates will be provided as the work progresses.

Update on Telematics by Mr Frank Huster (see ANNEX VI)

#### **5. Update on FIATA Project on Training for shore side personnel for the transport of DG by sea (IMDG Code), report on a survey with Association Members on training needs for seaborne DG transports**

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The Chairman, Mr Frank Huster invited Mr Markus Schöni (FIATA Secretariat) to provide a follow up on the work initiated by the ABDG/ABVT Working Group.

Mr Markus Schöni wished first to comment about a survey on the situation of IMDG Code Training launched with Association Members at the end of October 2009. Out of 118 Association, 23 have replied and 7 manifested interest in assistance of FIATA to set up DG Training for sea transport, the remaining Associations IMDG are already providing training for seaborne movement of DG,

quite a few since many years. (see survey). There are quite a few private training providers in this field, sometimes offering courses based on e-learning.

So far the draft Minimum Standards as a core element have been set up, they reflect by and large the provisions of Chap. 1.3.1.5 IMDG Code.

The Chairman concluded that due to the lack of resources, there is no intention for the ABDG to offer training courses as such but ABDG/ABVT may want to explore the feasibility to validate IMDG Training courses provided by FIATA Association Members.

Update on IMDG Code (sea) training for DG (see Annex VII)  
Survey on training needs IMDG Code (see Annex VIII)

## 6. Freight Forwarders responsibility for DG transports by air

Mrs Christine D'Arcy presented an interesting and clarifying outline on the responsibility of the Freight Forwarder when handling DG air cargo based on the ICAO TI and the IATA DGR Regulations. She set out comprehensively the role of the Freight Forwarder in the framework of the two regulations and added valuable background information.

The ICAO Technical Instructions (TI) form the basis of regulation in all Contracting States ( i.e. States that have ratified the Convention on International Civil Aviation – The Safe Transport of Dangerous Goods by Air - Annex 18) These Technical Instructions amplify the basic provisions of Annex 18 and contain all the detailed instructions necessary for the safe international transport of dangerous goods by air. They define responsibilities for the following groups:

- Shippers (Part 2 and 5)
- Operators (Part 7)
- National Authorities (Part 2 – Classification where required)

Freight forwarders are not included. They are mentioned only in the context of training requirements.

Unless they are acting as a Shipper or an Operator, Freight forwarders do not have any responsibilities other than those prescribed by National Legislation or accepted voluntarily when becoming an IATA Cargo Agent. If a Freight Forwarder becomes an IATA Registered Cargo Agent he agrees to deliver cargo "ready for carriage" which implies some checks have been made. This is purely a commercial agreement between the Freight Forwarder and IATA .

The IATA Dangerous Goods Regulations publication is a manual of industry carrier regulations to be followed by IATA member airlines. It has no legal status except where incorporated into the National Legislation of States that have not ratified Annex 18. However through the DGR, IATA continues to try to impose responsibilities on freight forwarders.

Freight Forwarders accept the need for Dangerous Goods Training to be regulated, though primarily a Freight Forwarder acts as an intermediary between the shipper and the operator to arrange the carriage of goods by air but may offer other services e.g. delivery/collection and packing.

A freight forwarder may also be a Shipper or a Ground Handling Agent for a carrier. When performing these 'roles' they automatically take on the responsibilities of the shipper or operator and must receive the appropriate training.

Personnel are required to receive training commensurate with their responsibilities but the air mode is the only one which defines training by profession (Freight Forwarder) rather than the function/role performed. Many freight forwarders are receiving training in excess of their 'responsibilities'.



Mr Rodolfo A. Sagel was happy to hear that those Forwarders who do not handle DG may not need training and added that in his country - as in many other places - the Forwarder normally does not see the packages but only the paperwork.

Mrs Christine d'Arcy added that Airlines charge a fee for controlling the DG cargo and another fee if they have to re-check and therefore its their responsibility and they are paid for it.

Mr Herman Donker appreciated this topic and raised certain concerns on the imposing of obligations on Freight Forwarders by IATA. As an example he mentioned that the DG Declaration has to be signed by the Shipper - but that nobody controls whether the signee has been properly trained...

He added that this problem cannot be solved in a short time but the FIATA Air Freight Institute (AFI) will continue to work on this. He would be happy to receive the presentation "*Freight Forwarders responsibility for DG transports by air*" soonest as he has to attend an important meeting with the Ministry of Transport in Belgium.

The Chairman mentioned that this particular issue will be followed up and ABDG will lobby in the interest of the Freight Forwarders at national level.

Freight Forwarders Responsibility for DG transport by air (see Annex IX )

## **7. Any other business**

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Under AOB, the Chairman wished to provide some country specific information on DG carryings:

- Italy stopped single wagon loads of DG by rail due to the Viareggio but EC investigates this matter to verify compliance with EU law
- Port Restrictions (all Shanghai Terminals, except Yangshan Terminal and T/S Cargo prohibited Commodities) and Road Transport Limitations during World Expo in Shanghai, China (1 May to 31 October 2010) FIATA has already informed with its e-Flash
- Dpt. of Transport (DOT), US , new 49 CFR regulation Lithium Batteries, in line with the UN Model Regulation
- Only few ADR Member States met deadline (1 January 2010) for the Tunnel Classification according to new ADR System. Additionally and rather annoying is that France and UK have introduced separate Tunnel restrictions.

Various information on DG transports (see Annex X)

## **8. Closing of the meeting and outlook on the next meeting (FIATA World Congress 4 - 8 October 2010 in Bangkok, Thailand)**

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The next ABDG main meeting will take place in Zurich (FIATA World Congress) on Wednesday, 6 October 2010 from 15.00 - 16.00h, at the Plenary Hall 2. The ABDG agenda will follow in due course.

There being no further business, the Chairman Mr Frank Huster closed the meeting thanking all participants and invited them warmly to attend the next ABDG meeting in Bangkok.

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### 3.2.9 法律事務顧問團會議(Advisory Body Legal Matters, ABLM)

10月6日曼谷年會法律事務顧問團會議(Advisory Body Legal Matters, ABLM)會議開會通知如附件六-1、議程如附件六-2，本次會議進行說明如下：首先由會議主席李查先生(Mr. Richard Gluck)致詞，歡迎與會各國代表者參加本次會議後，援例由主席宣讀：「符合反托拉斯法規範 (Anti-Trust Law) 的 FIATA 行為準則」，接著進行確認上次會議紀錄(2010年3月20日在瑞士蘇黎世(Zurich)總部所召開之會議紀錄(附件六-3)，文件編號 ABLM/189)，經與會出席代表確認無誤後，進入下一項議程。

下一項議程，報告美國 US Dept. of Treasury and elsewhere 目前採取的伊朗制裁案(Iran Carriers / Iranian Sanctions)，接著是報告近日的法律事件案例(Recent case law update)以及開放討論。

本次會議接著進行新的 ABLM booklet：Correspondents' Agreement，並且依據 FIATA 主席裁示進行「反托拉斯法宣導」說明 (Antitrust Warning: Simplification of antitrust warning to be used)；接著由巴基斯坦代表說明 House B/L(House Bills of Lading)使用上的限制更新說明；接著進行與其他 FIATA 的單位合作報告說明提議的 ABLM 參考條款報告以及由阿根廷的莫妮卡女士(Mrs. Veronica Taubas)報告新 co-opted ABLM 成員報告案，跟接著由主席詢問是否有相關臨時動議後，宣布下次會議預定時程與日期後，宣布散會。

# FIATA

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**ADVISORY BODY LEGAL MATTERS**

**Doc. ABLM/190**  
**2010-08-13**

To: Members of the Advisory Body Legal Matters

cc: Presidency  
Members of the Extended Board  
Honorary Members of the Board  
Association Members

From: Peter Maegerle, Manager ABLM  
on behalf of the Chairman, Mr. Richard Gluck

Subject: Meeting of the Advisory Body Legal Matters  
Bangkok/Thailand, Wednesday 6 October 2010

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## Call of Meeting

The Chairman of the Advisory Body Legal Matters invites you to the meeting

on **Wednesday, 06 October 2010**  
16:30 – 17:30 hours

at the Queen Sirikit National Convention Center  
Plenary Hall 2  
60 New Rachadapisek Road  
Klongtoey  
Bangkok, 10110  
Thailand  
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Please find the Agenda enclosed!

## **Agenda**

- 1. Opening of the meeting**
- 2. Approval of minutes of the meeting in Zurich on 19 March 2010 (Doc. ABLM/189)**
- 3. Iran Carriers / Iranian Sanctions ex US Dept. of Treasury and elsewhere**
- 4. Recent case law update and open discussion**
- 5. Correspondents' Agreement – the new ABLM booklet**
- 6. Antitrust Warning: Simplification of antitrust warning to be used at future FIATA meetings – suggestion/proposal from the Chair**
- 7. Update on Restrictions on use of House Bills of Lading: Pakistan**
- 8. Proposed ABLM Terms of Reference: Coordination within FIATA**
- 9. New co-opted ABLM Member (Mrs. Veronica Taubas / Argentina)**
- 8. Any other business**
- 9. Place and Date of next Meeting**

**ADVISORY BODY LEGAL MATTERS****Doc. ABLM/189**  
**2010-04-23**

To: Members of the Advisory Body Legal Matters

cc: Members of the Extended Board  
Honorary Members of the Board  
Association Members

From: Peter Maegerle, Manager ABLM  
on behalf of the Chairman, Mr. Richard Gluck

Subject: Meeting of the Advisory Body Legal Matters  
19<sup>th</sup> March 2010, at the swissôtel, Zurich-Oerlikon/Switzerland

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**Praesentia as per Annex I**  
**Agenda as per Doc. ABLM/188**

**Minutes****1. Opening of the meeting by the Chairman**

The new elected Chairman Mr. Richard Gluck welcomed at 1015h all participants of this ABLM meeting.

He made the following important notice to all participants: "It is my duty on behalf of the Presidency to make you aware of your responsibilities in connection with anti-trust Law. In particular I would like to remind you that no market agreements have been or will be decided at meetings of FIATA whether they involve prices, amounts or areas. I would also like to make you aware that such behaviour also outside of meetings is prohibited; otherwise you could cause immense damage to your Association and/or company. Should it be apparent that at a meeting there is an attempt to make or discuss an open or hidden agreement regarding price, amount or area, I am obligated to intervene and if necessary to break off the meeting. Should doubt exist whether an activity of the Federation to be decided on is admissible according to anti-trust law, I shall have the allowability of the measure to be decided on be clarified by the Association management". It was noticed, that Mr. Manuel Vicens Matas (Lawyer/Spain) was attending the full session.

**2. Approval of minutes of the meeting held in Geneva/Switzerland on 23<sup>rd</sup> September 2009 (Doc. ABLM 187)**

The minutes of that meeting held in Geneva/Switzerland were unanimously approved.

**3. UNCITRAL – short update (latest information on the ratification signing process)**

The ABLM Chair informed the delegates attending that at present 21 countries have signed the Rotterdam Rules and that developments are in progress by the 21 Arab League countries, to sign the agreement in due course. This as a result of the so called "Alexandria Declaration" on 3<sup>rd</sup> February 2010 after a two days workshop for more than two hundred government and industry delegates and experts from 15 Arab League countries in Alexandria/Egypt. Further information regarding the signing of the Rotterdam Rules was passed as well from the Chair about the process and the procedure in the U.S., which has just begun, and could take a year or two to complete. Robert Keen (UK) informed the delegates about the situation in the U.K., which could take up to five years. Marco Sorgetti (CLECAT/Belgium) mentioned that a European counterpart to the Rotterdam Rules has been discussed, but no European action has been taken on this issue. There has been some

informal preliminary discussion in Brussels about identifying elements of the Rotterdam Rules that might be suitable for adoption on a Europe-wide basis. Milos Pohunek (Czech Rep.) said that he has been approached by some colleagues remembering his involvement in the elaboration of FBL and UNCATD/ICC Rules for MT documents with a question regarding the future of present wording of FBL with regard to the possibility of entry into force of the Rotterdam Rules. He mentioned his personal opinion that there would be no need to amend the present wording of the FBL based on the UNCTAD/ICC Rules since the issue, i.e. entry into force of the new international convention, would be solved by rule No. 13 (Mandatory law), provided of course that UNCTAD/ICC Rules themselves remain in force unchanged. It was suggested that FIATA inquire of UNCTAD as to its views on this subject, and this question was referred to the Chair of MTI and the Working Group Sea, as the ABLM chair noted that the Presidency had dissolved the Ad hoc Working Group UNCITRAL and transferred its duties to the WGS.

Francesco Parisi (Italy) informed the delegates that the Presidency had the day before decided to form a new ad hoc WG on electronic B/Ls.

(Secretarial note: The "Alexandria Declaration" is enclosed to this minutes as ANNEX II)

#### 4. **Limitation of liability for NVOCCs**

The chair explained the problems of limitation of liability in this specific case (MSC Napoli case), whereas Mr. Robert Keen (BIFA/UK) informed the delegates specifically in regards of this issue (accident) and the involved parties (Slot Charters, NVOCCs). He also mentioned the information provided by the initial questioner of this issue, Mr. Duncan Ross of DRG Solicitors. This issue has— attracted a wide floor discussion focused on whether NVOCC's should be included in the coverage of the international convention limiting a ship owner's liability for cargo loss.

The statement provided from Mike McDaniel (USA) regarding the inquiry concerning lack of limitation of liability for NVOCCs in the US under the US law (the Limitation Act) paralleling the convention also influenced floor discussion. Mr. Stöckli, the Legal Counsel of the TT Club, also spoke to this issue, since the TT Club is directly involved in this MSC Napoli case. It was decided that the matter should be referred to the MTI for further consideration and possible communication with the CMI, IMO or UNCTAD as they consider revisions to the International Convention on Limitation of Liability for Maritime Claims.

(Secretariat note: The statement of Mr. McDaniel is enclosed to these minutes as ANNEX III and an interesting link about the limitation of liability is <http://www.comitemaritime.org/cmidoocs/pdf/Synopsis.pdf>)

#### 5. **Recent case law update**

Mr. Peter Stöckli (TT Club Legal Counsel) presented several interesting recent case law updates from all over the world.

(Secretarial note: The information provided by Mr. Stöckli is enclosed with these minutes as ANNEX IV).

#### 6. **Iranian Sanctions – brief update from the Chair**

An update on increased enforcement of mainly US sanctions on parties facilitating trade with Iran was given by the Chair, including a report on US legislation being considered that would extend the sanctions to subsidiaries of US companies operating outside the United States. The Chairman mentioned that this issue becomes very strict in the US – especially in the Oil Industry. Robert Keen (UK) explained the point of view in regards of companies with American interests involved. Different statements were made on this issue (EIFFA, Egypt, TIA, USA etc.) and attracted as well a large floor discussion. Members were cautioned that overseas agents of US companies subject to the sanctions could be at risk if they assisted a US company in circumventing the sanctions.

(Secretarial note: For specific information's about these sanctions please visit the following website: [www.ustreas.gov](http://www.ustreas.gov) > sanctions > Iran sanctions)

**7. Proposed governmental restrictions on cargo release against presentation of forwarder documents: Inquiry from Pakistan**

The Pakistani International Freight Forwarders Association (PIFFA) asked for FIATA's assistance in opposing the efforts of banks and government agencies in Pakistan who are responding to complaints about shipping fraud by attempting to restrict the use of forwarder issued bills of lading. PIFFA pointed out that similar efforts are under way in Sri Lanka and Bangladesh, and that limitations on the use of house bills of lading could be very damaging to the development of the freight forwarding industry in those countries. Babar Badat (PIFFA, Pakistan) mentioned further, that mostly textile goods (export from Pakistan to the US) are involved in such cases. Since this issue is very complex, the Chair and the MTI Chair will bring forward this issue at the forthcoming Extended Board Meeting of FIATA with the request, if this case should be "handled" by MTI or ABLM. PIFFA will be informed by the relevant Chair in charge as soon as possible. Marco Sorgetti (CLECAT, Belgium) pointed out as well, that this issue is very important and could have impact on EU-Customs issues. (Secretarial note: The information provided by PIFFA (Mr. Zahid Jamil – Barrister-at-law is enclosed with this minutes as ANNEX V). It was noted that similar actions to restrict use of HBLs have also been considered by the government of Mexico.

**8. Requests to FIATA from members for assistance in resolving disputes with other members (or non-members): Inquiry from Egypt and, input from the floor**

The Chairman explained the role and rules of FIATA not to become involved in commercial disputes between member companies of the national associations. He further explained the system on informal dispute resolution in the US and TIA provided additional explanations by Mr. Bob Voltmann (TIA, USA). Mr. Chris Gillespie (CIFFA, Canada) asked if the Arbitration Scheme of FIATA was "in use". P. Maegerle answered, that this was not the case since the Arbitration Scheme of FIATA was established. Mr Gillespie suggested it might be expanded to include informal and inexpensive mediation by people familiar with commercial practice in the industry. Mr. Francesco Parisi (Italy) suggested, that the Arbitration Scheme should be more promoted towards our members. Mr. Abdelmalek Dahmani explained in detail the FIATA position in regards of the Arbitration Scheme and how this "tool" is foreseen to become active. Floor discussion has showed, that it would not be suitable to send out a Black List" where companies would be mentioned not fulfilling their obligations. Further on, the floor discussion-passed their impressions, that FIATA might find a way to assist and help to resolve disputes and at minimal costs, between forwarders who belong to FIATA member association. – If the TIA/USA scheme (which was explained in detail to the delegates) would be appropriate or another solution would be more appropriate, this is an issue which will be considered by FIATA and discussed again in Bangkok.

**9. ABLM's role in advising other FIATA committees and institutes**

The ABLM Chairman informed the attendees about ABLM's role within FIATA and pointed out that important issues on global interests which would be of interest to be discussed at the next ABLM meeting should be brought forward to the ABLM Manager by e-mail.

**10. Any other business**

Mrs. Antonella Straulino (FEDESPEDI; Italy) asked whether the prohibition on the use of the FIATA FCR for steel shipments might be removed.

Since this issue is handled by the MTI, this question will be passed to MTI directly from Antonella and not discussed at the ABLM. The ABLM concluded with the information from the Chair that Mr. Cameron W. Roberts (Los Angeles, USA) has been appointed as a co-opted ABLM Member. The Chairman announced that interested parties which would like to join the ABLM should address to the Manager ABLM by e-mail. Experts are always welcome!

**11. Date and place of next meeting**

The next ABLM meeting will be held in Bangkok during the FIATA WORLD CONGRESS 2010 on Wednesday, 6<sup>th</sup> October 2010 at the Queen Sirikit National Convention Centre, in the Plenary Hall 2, as from 1630h – 1730h

With the thanks to the interpreters for their excellent work and all delegates for attendance, this session was closed at 12.10 hours.



### 3.2.10 複合運送會議(Multimodal Transport Institute, MTI)

10月7日曼谷年會複合運送會議(Multimodal Transport Institute ,MTI)會議開會通知如附件七-1、議程如附件七-2，本次會議進行說明如下：首先由會議主席克里斯多福先生(Mr. Christopher Gillespie)致詞，歡迎與會各國代表者參加本次會議，援例由主席宣讀：「符合反托拉斯法規範 (Anti-Trust Law) 的FIATA行為準則」，接著進行確認上次會議紀錄(2010年3月20日在瑞士蘇黎世(Zurich)總部所召開之會議紀錄，文件編號MTI/528)，經與會出席代表確認無誤後，進入下一項議程。

本次會議報告首先進行各個專業工作小組(Working Group)分組報告(詳如附件七-3)，首先是「鐵路運輸工作小組」(Working Group RAIL TRANSPORT)的報告案，先是由UIC<sup>13</sup>亞州區印度新德里辦公室(Head UIC Asia Regional Office)的木谷先生(Mr Mukul Saran Mathur)報告進行「亞州區鐵路運輸系統的增強」(Enhancement of Railway transportation in the Asia Region)進行報告。接著是由「鐵路運輸工作小組」(Working Group RAIL TRANSPORT)的主席依凡博士 (Dr. Ivan Petrov)實施「鐵路運輸工作小組報告」(Report of Working Group RAIL TRANSPORT)其中包括了目前歐洲鐵路市場的發展以及FIATA與UIC組織預備於2010年11月2日至3日在西班牙的巴塞隆納(Barcelona)召開鐵路運輸市場的研討會(seminar)組織架構。

接著是「公路運輸工作小組」(Working Group ROAD TRANSPORT)報告案，由公路運輸工作小組主席哥斯達斯先生(Mr. Kostas Sandalcidis)進行「公路運輸工作小組報告」(Report of Working Group ROAD

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<sup>13</sup> UIC：國際鐵路聯盟 (International Union of Railways)的縮寫。

TRANSPORT) ，包括最近(2010 年 9 月)在德國波恩(Bonn)召開的公路運輸工作小組(FIATA WG Road Transport)會議結果，以及來自非歐洲地區工作小組委員(Working Group Advisers)的說明、及「基礎設施改變與 TIR 公約發展」(Developments on the TIR convention)及數據 Tachograph (Digital Tachograph)等報告。

接著是由「海運工作小組」(Working Group SEA TRANSPORT)報告案，由「海運工作小組」主席羅伯先生(Mr Robert Keen)進行「海運工作小組報告」(Report of Working Group SEA TRANSPORT)，其中報告區分兩大部分，第一部分是屬於「海事安全」(Maritime Security)部分，包括：「海關與貿易夥伴共同打擊恐怖主義」案(Customs-Trade Partnership against Terrorism (C-TPAT, mutual recognition)、進口美國「所有貨櫃均需強制接受掃描的強制措施」現況報告(100 percent scanning of US inbound containers - status report)、「進口安全申報」(Importer Security Filing ,ISF )俗稱的「10+2 管制」(10+2 regulation)現況報告、「中國大陸實施自動艙單系統」(Advance Manifest System (AMS) in China)的現況報告，及「世界其他地方的安全計畫」(Security initiatives in other parts of the world)。

第二部分是「無船公共運送人」(NVOCC<sup>14</sup>)議題—說明公布費率的消除介於一般船舶運送人與無船運送人間(Elimination of tariff publication amongst VO's and NVO's) ，另外，第三部分是「載貨證券電子化」(Electronic Bill of lading)另外第四部分則是「伊朗制裁案」的現況說明(Iranian Sanctions) ，第

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<sup>14</sup> NVOCC：None Vessel Ocean Common Carrier 的縮寫，中譯為「無船公共運送人局」，為美國獨有之航運相關產業之一，其主要將承攬運送人設計成為另一種型態的公共運送人，目前中國大陸亦有類似的業別設計。

五部分是「INCOTERMS<sup>15</sup> 2010」(INCOTERMS 2010)預備於 2011 改採新版的說明案。另外的報告，則是由李查先生(Mr Richard Gluck)報告「鹿特丹規則」(Rotterdam rules)現況說明(相關會議資料如附件七一3)，並開放由與會代表討論各相關議題後，接著由主席宣布下次會議預定時程與日期後，宣布散會。

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<sup>15</sup> INCOTERMS:「國際貿易條件」,2011 年之前通用的「國際貿易條件」均屬於 INCOTERMS 2000 年版。

# FIATA

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**MULTIMODAL TRANSPORT INSTITUTE (MTI)**

Doc. MTI/536  
2010-08-25

**To:** THE DELEGATES OF THE MULTIMODAL TRANSPORT INSTITUTE

**cc:** Members of the Extended Board  
Honorary Members of the Board  
Honorary Members of FIATA  
Association Members  
CLECAT

**From:** René Zimmermann, Secretary of the Institute  
on behalf of Mr Christopher J. Gillespie

**Subject:** Meeting of the Multimodal Transport Institute  
Bangkok, Thailand, 07 October 2010

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## Call of Meeting

The Chairman of the Multimodal Transport Institute, Mr **Christopher J. GILLESPIE** invites you to the meeting of the Multimodal Transport Institute (MTI)

**on** Thursday, 7 October 2010  
from 09.00 – 11.00 hours

**at the** QSNCC  
QUEEN SIRIKIT NATIONAL CONVENTION CENTER  
Plenary Hall 2  
60 New Rachadapisek Road, Klongtoey  
Bangkok 10110  
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Website: [www.qsncc.com](http://www.qsncc.com)

The chairman will read at the beginning of the meeting the following statement:

*It is my duty on behalf of the Presidency to make you aware of your responsibilities in connection with anti-trust Law.*

*In particular I would like to remind you that no market agreements have been or will be decided at meetings of FIATA whether they involve prices, amounts or areas.*

*I would also like to make you aware that such behavior outside of meetings is also prohibited; otherwise you could cause immense damage to your Association and/or company.*

*Should it be apparent that at a meeting there is an attempt to make or discuss an open or hidden agreement regarding price, amount, or area, I am obligated to intervene and if necessary to break off the meeting.*

*Should doubt exist whether an activity of the Federation, to be discussed or decided upon, is admissible according to anti-trust law, I shall have the responsibility to terminate discussion and refer the matter for clarification to the association management.*

Please find the Agenda enclosed.

## Agenda

1. **Opening of the meeting and welcome by the Chairman, Mr Christopher Gillespie**
2. **Approval of minutes of the MTI meeting in Zurich on 20 March 2010 (Doc. MTI/528)**
3. **Enhancement of Railway transportation in the Asia Region – presentation by Mr Mukul Saran Mathur, Head UIC Asia Regional Office, New Delhi / India (15 minutes)**
4. **Report of Working Group RAIL TRANSPORT, presented by Dr. Ivan PETROV, Chairman of the Working Group (5 minutes)**
  - 4.1. Recent developments in the European Railway Market
  - 4.2. Organisation of the FIATA / UIC rail market place seminar on 2 and 3 November 2010 in Barcelona / Spain
5. **Report of Working Group ROAD TRANSPORT, presented by Mr Kostas SANDALCIDIS, Chairman of the Working Group (15 minutes)**
  - 5.1 Review of the last meeting of the FIATA WG Road Transport on 16 September 2010 in Bonn / Germany
  - 5.2 Working Group Advisers from non-European regions
  - 5.3 Infrastructure charges
  - 5.4 Developments on the TIR convention and on Digital Tachograph
6. **Report of Working Group SEA TRANSPORT, presented by Mr Robert KEEN, Chairman of the Working Group (20 minutes)**
  - 6.1. Maritime Security
    - 6.1.1 Customs-Trade Partnership against Terrorism (C-TPAT, mutual recognition)
    - 6.1.2 100 percent scanning of US inbound containers – status report
    - 6.1.3 ISF (Importer Security Filing) so-called 10 + 2 regulation – up date
    - 6.1.4 Implementation of an Advance Manifest System (AMS) in China – status report
    - 6.1.5 Security initiatives in other parts of the world
  - 6.2. NVOCC - Elimination of tariff publication amongst VO's and NVO's
  - 6.3. Electronic Bill of lading
  - 6.4. Iranian Sanctions – up date
  - 6.5. INCOTERMS 2010- up date

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**MULTIMODAL TRANSPORT INSTITUTE (MTI)**

**WORKING GROUP REPORTS TO THE MULTIMODAL  
TRANSPORT INSTITUTE MEETING (MTI), FIATA  
WORLD CONGRESS IN BANGKOK, THAILAND ON  
07 OCTOBER 2010**

**REPORT OF WORKING GROUP RAIL TRANSPORT,  
DRAFTED BY DR IVAN PETROV**

**REPORT OF WORKING GROUP ROAD TRANSPORT,  
DRAFTED BY MR KOSTAS SANDALICIDS**

**REPORT OF WORKING GROUP SEA TRANSPORT,  
DRAFTED BY MR ROBERT KEEN**



## MULTIMODAL TRANSPORT INSTITUTE (MTI) WG Rail

### FIATA/CLECAT Rail joint Working Group FIATA-UIC Permanent Contact Group

Sofia, 30 September 2010

Report to the MTI drafted by Dr Ivan Petrov, Chairman of the FIATA Working Group Rail Transport

Railway Undertakers (RU's) are not enough customer oriented; sometimes there is lack of neutrality and late deliveries.

The key to solve this situation is the COMPETITION, which is still a weak point in a rail freight transport.

- However one of the ways, this could be improved is by co-operation agreements between associations.
  - e.g. UIC / FIATA quality agreement;
  - Neutrality agreement
- FF's and RU's should invest in more recent rolling stock and this will help raising the service quality.
- **The single market** is still in its embryo in some rail freight markets;
  - Customers do not have choice of service within all the rail markets, often they are confined to one operator only.
  - The reliability of rail freight services is uneven and often too weak.
  - The commercial reaction time to a request is normally discouragingly long.
  - Often equipment is unavailable at the time when it is required or outdated.

Following all of the upper mentioned, there are certain expectations from the railway operators:

- **MORE INVOLVEMENT** – The freight forwarders welcome the X-rail project, but regrettably only seven railway companies participate in this important project, due to the fact that the freight forwarders are more specialized in single wagon and group wagon traffic than in complete trains.
  - This is to be changed...
- Establishment of Rail Terminals and Ports by the FF's will give more chances for traffic by rail.
  - Instead of single wagon traffic, co-modal solutions (rail – road)
  - Instead of single wagon traffic, block train transports between the Rail Ports
  - Instead of single wagon traffic, co-modal solutions, not exclusively into road transport
  - Rail Port's Terminals will play crucial role in the new rail freight organisation in Europe.
  - Networking of existing and future Rail Ports is needed.
  - Promotion of their establishment by EU structures and funds will be welcomed in order to promote the further development of the rail traffic in EU



- The EU level "authorized applicants" would increase the flexibility of rail freight services, increase competition, quality and attractiveness of rail services: authorized applicants can A LOT of freight of the rail, if the conditions are there.
  - A commercial strategy for sidings and a better approach to the single wagon load issue is a part of revitalizing Rail Ports.
  - A corridor approach, involving different RU's may address the disruptions that occur at border-crossing points
    - Mutual recognition of brake tests and inspection so that wagons do not undergo the same checks at each border-crossing point.
    - One rail operator, assisted by the rail regulator, should take responsibility towards the customer for the entire international journey on the corridor.
  - Further development of usage of common CIM / SMGS Rail Bill and documents of FIATA in existing rail transports in different legal regimes.
  - Promotion of usage in practice of electronic format of the above documents.
  - FIATA may promote the process of establishment of some quality standards to the members and thus creating a basic environment for quality guarantees (ISO standards can also be respected)
  - Goal => archiving a global / regional product at expected quality standards guaranteed by set of local freight forwarders
- 

#### Day One – Tuesday 2 November 2010

- **Session 1:** Introduction of the new UIC line to Barcelona – how will this influence the Iberian railway market?
  - The new UIC line will provide seamless transport solutions towards the Iberian Peninsula.
  - Is further investment needed to improve rail competitiveness?
- **Session 2:** Development of hinterland transport around the port of Barcelona – what are the possible rail freight solutions and how can they be implemented?
  - How can rail increase its market share in hinterland transports?
  - What is currently preventing rail from becoming the major mode of transport?
  - What will future logistic solutions look like?

#### Day Two – Wednesday 3 November 2010

- **Session 3:** The railway connection – what are the potential markets for railways?
  - Railways versus trucks: what influence decision makers?
  - What do freight forwarders need to increase the modal share of railways?
  - Best practices in the field of logistics: tailor made solutions
- **Session 4:** Shipping companies and logistics solutions – what is the state-of-the-art in the multimodal solutions?
  - How can rail complement short distance maritime shipping?
  - Can rail be the alternative solution between ports to replace short distance shipping?

Ivan Petrov, Chairman of the WG Rail

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**MULTIMODAL TRANSPORT INSTITUTE (MTI)**

## **Report of the Working Group Road Transport to the FIATA MTI in Bangkok, 7 October 2010**

**Drafted by Mr Kostas Sandalcidis, Chairman of the FIATA Working Group Road Transport**

Since the FIATA World Headquarter Session in Zurich, the Working Group Road Transport met in Bonn / Germany on 16 September 2010.

### **Practical problems of FIATA adviser**

The penalties and fines in Hungary in respect of weight and dimension could be solved in the meantime.

The VISA and quota problem for Turkish, Iranian, Syrian and Russian trucks still exists and a mutual solution should be negotiated between the European Union and the relevant countries. It has been decided to wait until the EC has been approached in order to assist the freight forwarders and truckers to find a appropriate solution.

In response to a question by the MTI Chairman, Mr Sandalcidis reported the paragraph 128 of the traffic regulation for highways in Turkey has not been changed. It means that it is allowed to load 40 tons plus 5 percent tolerance means 42 tons maximum for 3 axes trucks.

Mr Kutin reported about the actual situation on road transportation in Ghana.

Furthermore, the modular concept has been discussed and the WG Group came to the conclusion that all modes of transport try to be more efficient, Mega Vessels, A-380, Double stock rail wagons have been deployed, why it should not be possible to use 25,25 meters truck on specific streets and highways. This is in favour of the freight forwarders industry.

### **Road Transport Security - Secure parking areas**

The secure parking places are still insufficient and especially at borders secure and safe parking places have to be established.

It has been reported that the EU Presidency of Belgium put this item on first priority this is a positive development on this item. FIATA expects some results in the near future and the WG will monitor further improvements.

The auxiliary infrastructure for truck drivers is much better in North American than in Europe. Another problem has been raised, that truck drivers are not willing to invest an amount for a secure parking lot, shippers should insist by freight forwarders and trucking companies that their goods should be stored overnight on secure parking lots. Insurance company should be interested that the trucks are parked in a secure and safe environment.



## Internalisation of external costs in road transport

It has been reported that CLECAT is now working on an internal study to show how much external costs of transport of HGV in Germany, France, Italy and UK were already internalised in 2008 by existing taxes and charges imposed on road transport operators.

The last time the WG Road has reported that a questionnaire was sent to the FIATA and CLECAT Members within Europe and analysed in the last 6 months. Preliminary results reveal that:

- in Germany, France, Italy and the UK, the charges imposed on road freight vehicles completely cover the external cost
- in Germany and France, the charge imposed on road freight vehicles contribute to a net profit for Member States even after infrastructure costs have been taken into account.

## Infrastructure charges

The Working Group took note that there are not additional charges levied within Europe.

## TIR-System

Mr De Pretto reported that the

- Growth on road transportation is back after 2008/2009 crisis : IRU is currently at + 35% compared to 2009 and expects to issue around 2,8 million carnets/issuance increases everywhere, from Middle East (Iran and Syria) to some EU countries (Romania or Estonia), all being close to + 50 %.

- Major recent developments in the computerisation and security of TIR :

a) TIR-EPD now works in 11 countries (all Eastern EU borders). Latest to join in 2010 are Romania, Lithuania and Latvia. Moreover, TIR-EPD is currently under development in Belarus, Germany, Kazakhstan and Ukraine and talks are underway in many other EU and non EU Countries.

b) Real-Time SafeTIR, which started only in Russia in 2006, is now implemented in 3 new countries (Kazakhstan, Bulgaria and Ukraine)

c) MoU signed with UNCTAD in April 2010 will allow all UNCTAD member countries (which use ASYCUDA) to benefit free of charge of the TIR-EPD and Real-Time SafeTIR systems, which could encourage new countries to sign up for the TIR Convention in a secure way.

- Geographical expansion of TIR is underway :

Numerous new countries showed concrete interest in 2010 TIR throughout the world which could allow the TIR Convention to become a truly global tool very soon: League of Arab states, Latin America, China, Pakistan and Afghanistan, or even North Africa.

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## DIGITAL Tachograph

It has been reported that:

- The UNECE Working Party on Road Transport (22-23 April 2010) finally acknowledged IRU's long standing concerns that non-EU AETR countries would be unable to fully implement the digital tachograph system by 16 June 2010, when it adopted a tolerance package delaying strict enforcement of the new requirements until 31 December 2010.
- Subsequently, drivers of newly registered vehicles from non EU AETR countries may continue to circulate without driver cards as long as they have their device calibrated at the first possible occasion during their first journey through a country which has the capacity to do so. Thereafter they are controlled on the basis of signed driver print outs.
- To date the IRU has not received any indications that the tolerance measures are not being respected by control bodies.
- Some non-EU Contracting Parties (Ukraine, Russia, Turkey) are making steady progress towards becoming card issuing and workshop ready. However, other countries still have much ground to cover before the end of the year. The IRU will continue to monitor the situation and intervene as necessary to ensure that the digital tachograph is implemented with minimum disruption to AETR transport operations.
- Over the last 18 months, The IRU Academy has held numerous tachograph instructor briefings and training seminars, for the benefit of the road transport industry in non EU AETR countries.

Kostas Sandalcidis

Chairman of the FIATA Working Group Road Transport

Bonn, 16 September 2010

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**MULTIMODAL TRANSPORT INSTITUTE (MTI)**

## **Report of the Working Group Sea Transport to the FIATA MTI in Bangkok, 7 October 2010**

**Drafted by Mr Robert Keen, Chairman of the FIATA Working Group Sea Transport**

Since the last MTI meeting in Zurich the Working Group Sea has met twice. In June I invited the working group to meet in my home city of London and as usual we have held a meeting aligned to the FIATA World Congress on Monday in Bangkok. Since Zurich we have added new members to the group and we have a good representation covering many key regions of the world.

### ***I will begin maritime security with the US Customs-Trade Partnership against terrorism C T PAT mutual recognition)***

The C T PAT programme is administered by Customs and Border Protection in the USA and at present there is mutual recognition with four other security schemes. These are Canada's *Partners in Protection Program*, The New Zealand *Secure Export Scheme Program*, The Jordan *Golden List Program* and Japan's *Authorized Economic Operator Program*. In addition Customs and Border Protection is working with the following Customs authorities towards mutual recognition of the following schemes; the *Secure Trade Partnership Plus Program* in Singapore and the *Authorized Economic Operator Programs* in both Korea and the European Union.

Customs and Border Protection continues to restrict participation in the C T PAT program to 3PLs with operations in the U.S. who own or operate at least some of their own equipment—thereby defeating the purpose of the program. The Transportation Intermediaries Association has joined with the U.S. Chamber of Commerce to lobby the Congress and the staff of the congressional oversight committees to demand that Customs and Border Protection open up the program to non-asset based third party logistics providers, as required by existing U.S. law. Transportation Intermediaries Association continues to represent forwarder views and has recently received support from a member of the US Congress who drafted legislation to change the position. This Congressman is very familiar with all aspects of forwarder activity and his actions seem to have made the Customs and Border Protection more aware of our concerns. The position that non asset based companies are excluded from the C T PAT scheme was recently reiterated however it seems that Customs and Border Protection may be looking for a compromise position although discussions are at an early stage.



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These restrictions discriminate against logistics companies and their exclusion from the program leaves a large hole in the security network so we will continue to represent forwarder views at the highest level with the assistance of the Transport Intermediaries Association.

***The second item under maritime security is 100 percent scanning of US inbound containers***

In my Zurich report I informed delegates that The Secretary of the Department of Homeland Security had announced an extension to July 14, 2014 the deadline for 100% scanning of maritime containers at foreign ports, because it had found the requirement to be impractical and impossible to carry out.

A recent report issued by The United States Government Accountability Office has highlighted the challenges that existed and costs involved in putting suitable technology in place.

The Department of Homeland Security continues to prefer risk based screening of all containers to target those few requiring scanning or more intrusive inspection procedures, as does most of U.S. industry involved in international trade.

It would appear that the lobby-action by the European Union and other countries has achieved success and although it is US law that containers should be scanned it is now unlikely to be enforced.

***Item 6.1.3 is the Importer Security Filing and Additional Carrier Requirements***

The Importer Security Filing and Additional Carrier Requirements (10 + 2 Rule) requires the US importer to submit electronically 10 data elements of advance cargo information to Customs and Border Protection. In addition, the ocean carrier must provide 2 message sets. The '10+2' Rule applies to cargo arriving in the US by ocean vessel, but bulk cargo, unless placed in containers, is excluded from the '10+2' filing requirement. The '10+2' Rule took effect on 26 January 2009, but during the first twelve months Customs and Border Protection has 'shown restraint' in enforcing the rule however this flexible enforcement period has ended on 26 January 2010. The Working Group Sea considers that this regulation is being met by all stakeholders and we will remove it from our agenda however we wish to emphasise the liability of a freight forwarder that chooses to make such declarations. Appropriate incorporation of Standard Trading Conditions and suitable liability insurance remain the best defence against error liability.

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*Item 6.1.4 concerns the Implementation of an Advance Manifest System (AMS) in China*

This topic was thought to have been law in China from 1<sup>st</sup> January 2009 however there is little information if the AMS System will be introduced and when. We understand that there have some trails in certain cities but there are system compatibility issues. Working Group Sea will continue to monitor events and report on any progress.

*The next item on the agenda is 6.1.5 - Security initiatives in other parts of the world.*

Within the European Union the Authorised Economic Operator program continues to make slow progress. In the UK, Customs are trying to increase trade participation however the majority of authorisations have been given to freight forwarders. With so many separate Member States there are differing levels of facilitation and it is difficult to identify benefits of becoming an Authorised Economic Operator at present.

Working Group Sea has noted security initiatives such as the EU 24 hour filing requirement and increased security declarations in other countries.

The EU changes have been presented in detail at the Customs Affairs Institute and I do not propose to cover these in detail in this report.

*We now move from Maritime Security to agenda item 6.2 - NVOCC - Elimination of tariff publication*

In my report in Zurich I reported that The Federal Maritime Commission had voted to grant a petition by the National Customs Brokers and Forwarders Association of America supported by the Transportation Intermediaries Association and other major shipper and NVOCC organizations, for a voluntary exemption from the current tariff publication requirements. The exemption was first requested by FIATA in 1991.

It would be confined to rates and terms quoted to customers. A written record of the agreed rates and terms would have to be maintained for five years. NVOCCs would continue to publish standard rules tariffs containing terms and conditions applicable to all shipments, and make them available free of charge.

The Commission asked for public comment on a proposed "safe harbor" form of rate quotation record to be used by NVOCCs in lieu of tariff publication. The exemption requested by the NCBFAA was limited to licensed NVOCCs (those with an office in the United States) but the Commission wanted public comments in support of extending the exemption to foreign NVOCCs registered with the Federal Maritime Commission (but not required to be licensed) before publishing the final rule.

Representations to this consultation process have been made by both the Transport intermediaries Association and FIATA. Other countries have also made representations including the UK and China.



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We had hoped that a final rule would have been issued by the end of August however there have been delays. We expect a communication shortly but it has been noted that there is a proposal in the US to rewrite the Shipping Act and we will monitor this activity in case there is an impact on the NVOCC issue.

*Agenda item 6.3 is the electronic bill of lading*

You will have heard the President refer to e-commerce in his opening ceremony address on Tuesday. Working Group Sea continues to monitor developments that could enable an electronic FBL. It is likely that a new FIATA Bill of lading will be required if the Rotterdam Rules are ratified but this is some years away.

CLECAT has an e-commerce working group and on behalf of FIATA this group has investigated the possibility of electronic FIATA documents and the means of their transmission. Another complex area that this group is considering is how a repository system could be created for worldwide tracking of FIATA FBL documents.

This project is at an early stage so I cannot go into detail in this report however I will revisit the topic at future meetings. I am a member of the CLECAT IT group and monitor suitable IT developments that could impact freight forwarders with the United Nations working groups and other appropriate bodies.

*Agenda item 6.4. is an update on Iranian Sanctions*

You will all be aware that there are US measures regarding transport of goods via Iranian assets. There was a detailed presentation a year ago in Geneva and it was noted that in the USA there were amended regulations to trading with Iran that apply to US companies. The reach of the USA legislation can extend to companies registered outside of the US that have assets or offices in the USA.

On 27 July 2010, the EU imposed its toughest sanctions regime yet on Iran, with ramifications for several key areas. These include Insurance, Export / import restrictions, Energy, Finance, Travel and educational bans and Transport.

The EU sanctions are considerably broader and more stringent than those imposed by the UN, which were focused on preventing the sale and supply of goods used in nuclear production and missile development to Iran. As well as the above sectors the new EU sanctions also aim at entities connected with the Iranian government. The sanctions are applicable to all EU member states.

Working Group Sea cannot provide specific advice on this subject but we urge caution and care to be exercised by freight forwarders when dealing with any matter which has the potential to be linked to Iran.

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*The final item on today's report is Incoterms 2010*

You will all be aware that Incoterms are a series of sales terms, published by the International Chamber of Commerce (ICC) for use in international commercial transactions. The first edition was published in 1936 and the current version is Incoterms 2000. Incoterms are reviewed approximately every ten years to ensure that they relate to current world trade practices.

A new edition, **Incoterms 2010**, will be effective from the 1<sup>st</sup> January 2011.

The revision process began at the start of 2008 and the drafting group has met regularly to consider over 150 pages of line-by-line comments from 25 National Committees of the ICC. FIATA is an observer to the ICC and has been a regular contributor to Incoterms meetings. We have studied and reacted to proposed changes as each draft has been published. Incoterms are to be divided into two categories instead of the previous four as follows:

Terms for any Mode or Modes of Transport.  
or  
Terms for Sea and Inland Waterway Transport.

This is intended to further assist Incoterm users in identifying the correct term for their particular requirements.

There is a reduction from the existing thirteen Incoterms to eleven. DAF, DES, DEQ and DDU have been deleted and two new Incoterms, DAT and DAP are introduced.

Terms for any Mode of Transport will include the new terms and consist of: CIP, CPT, DAP, DAT, DDP, EXW and FCA.

Maritime only terms consist of CFR, CIF, FAS and FOB

Other features included in the new edition of Incoterms include:

- Extensive guidance notes and illustrative graphics to help users efficiently choose the right rule for each transaction;
- New classification to help choosing the most suitable rule in relation to the mode of transport;
- Advice for the use of electronic procedures;
- Information on security-related clearances for shipments;
- Advice for the use of Incoterms 2010 in domestic (intra EU) trade.

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Incoterms 2000 DAF, DES, DEQ and DDU terms, which contained significant areas of overlap have been replaced by two new terms DAT and DAP

## DAT

"Delivered at Terminal" means that the seller delivers when the goods, once unloaded from the arriving means of transport, are placed at the disposal of the buyer at a named terminal at the named port or place of destination. "Terminal" includes any place, whether covered or not, such as a quay, warehouse, container yard or road, rail or air cargo terminal. The seller bears all risks involved in bringing the goods to and unloading them at the terminal at the named port or place of destination.

The parties are well advised to specify as clearly as possible the terminal and, if possible, a specific point within the terminal at the agreed port or place of destination, as the risks to that point are for the account of the seller. The seller is advised to procure a contract of carriage that matches this choice precisely.

Moreover, if the parties intend the seller to bear the risks and costs involved in transporting and handling the goods from the terminal to another place, then the DAP or DDP rules should be used.

DAT requires the seller to clear the goods for export, where applicable. However, the seller has no obligation to clear the goods for import, pay any import duty or carry out any import customs formalities.

## DAP

"Delivered at Place" means that the seller delivers when the goods are placed at the disposal of the buyer on the arriving means of transport ready for unloading at the named place of destination. The seller bears all risks involved in bringing the goods to the named place.

The parties are well advised to specify as clearly as possible the point within the agreed place of destination, as the risks to that point are for the account of the seller. The seller is advised to procure contracts of carriage that match this choice precisely. If the seller incurs costs under its contract of carriage related to unloading at the place of destination, the seller is not entitled to recover such costs from the buyer unless otherwise agreed between the parties.

DAP requires the seller to clear the goods for export, where applicable. However, the seller has no obligation to clear the goods for import, pay any import duty or carry out any import customs formalities. If the parties wish the seller to clear the goods for import, pay any import duty and carry out any import customs formalities, the DDP term should be used.

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There are probably no major issues for freight forwarders in Incoterms 2010 although with Ex Works, FOB and CIF it is likely that shippers will keep their traditional meanings and adapt them for air carriage and container shipping. The ICC is aware that there needs to be a major educational programme to educate traders.

You should be able to purchase Incoterms 2010 from the International Chamber of Commerce bookshop or an online book seller.

That concludes my report. The next meeting of the Working Group Sea will be in Rotterdam on 4<sup>th</sup> February 2011. We are guests of our friends FENEX who we thank for their invitation.

Finally I wish to thank the Working Group advisors who provide us with their expertise from around the world and our manager Rene Zimmermann for his support.

Robert Keen

Chairman of the FIATA Working Group Sea Transport

Bangkok, 5 October 2010

### 3.2.11 職訓事務論壇(Advisory Body Vocational Training Forum, ABVT Forum)

這一次的 10 月 7 日職訓事務論壇(Advisory Body Vocational Training Forum, ABVT Forum)邀請函如附件八-1，論壇是由 ABVT 的主席湯瑪士先生(Thomas Sim)主持，論壇一共區分為三個階段(session)，第一個階段主要在討論「FIATA ABVT 在產業界中扮演的角色」(Role of ABVT FIATA for the industry)，第 2 個階段是以「訓練的新科技」為討論題目 (New technology in training)，第 3 個階段主要在討論「FIATA 與其他國際組織在訓練領域的合作」(FIATA cooperation in training with international organizations)。

在第一個階段(session)中，是由 FIATA ABVT 的伊凡副主席先生(Ivan Liptuga)先以「FIATA 的訓練：過去、現在與未來」為題目(FIATA training past, present and future)作為引言，接著是由 FIATA ABVT 的主席湯瑪士先生(Thomas Sim)說明 FIATA 最低的標準，包括 FMST、FHDSCM、ToT 等類的標準、以及該類標準未來的展望，最後並由各參與會議的代表發言討論後，結束這個階段的討論，會議中並宣布預備於明(2011)年 3 月進行 FIATA 訓練的評值(如附件八-2)。

第 2 個階段是由 FIATA ABVT 新科技工作小組(ABVT WG New technology)的恩尼斯托 (Ernesto arevalo) 先生以「應用於教育訓練的新科技」(New technology in training and education)為題目進行引言，過程中描述了包括我國現行正在發展中的數位學習(e-learning)、混成式學習(blended learning)等類型的新型態的學習方式，接著是由 ABVT 主席湯瑪士 (Thomas Sim) 先生說明數位學習(E-learning experience)的經驗，接著由與會代表發言討論

後，結束這個階段的討論。

第 3 個階段是由威廉(William Gottlieb)先生以「FIATA 與 IATA 的訓練計畫」(FIATA – IATA Training Program)發表說明後，由與會代表發言討論後，結束這個階段的討論。

3<sup>rd</sup> ABVT Forum will take place  
on the 7<sup>th</sup> of October  
at the FIATA World Congress in Bangkok.

Queen Sirikit National Convention  
Center Plenary Hall 2

Consecutive translation:  
English, Russian and Mandarin

*If you read this flyer, it means you are interested in vocational training. If you are interested in vocational training, it means you are concerned about your people's knowledge. If you are concerned about your people's knowledge, it means you are investing in the future. If you are investing in the future, it means you are alive.*



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ABVT Forum sponsored by



# 3<sup>rd</sup> FIATA ABVT FORUM

*Investment in knowledge –  
your business investment in tomorrow*



OCTOBER 7<sup>TH</sup>, 2010  
BANGKOK, THAILAND



## About ABVT Forum

First ABVT forum took place during FWC in Vancouver and made a good start for the new ABVT platform for dialogue between national associations, training providers and related international organizations. More than 30 participants from 15 states took part in it and shared their experience in training and presented the best practices in different regions.

Success of the first forum and the growing role of training and education in transport, freight forwarding and logistics didn't leave any doubts that the next forum after Vancouver should take place in Geneva. Number of participants exceeded the places in the meeting room. Delegates from 26 countries including countries with highest standards of training like Canada, Germany, Mexico, Singapore, UK, Ukraine, etc., took part in the forum.

The growing role of knowledge in the future and changing system of training in all spheres require new and fresh ideas on development. Active participation of national associations' training centres and their providers gives the complex view on the problematic issues and shows the direction of future development.

On October 7<sup>th</sup>, 2010 at 11AM during the FIATA World Congress in Bangkok will take place the third ABVT forum.

We invite all interested associations and training providers, as well as representatives of international organizations related to training. Such forums and common discussions are important first of all for equal understanding by all of existing rules and regulations as well as standards of training programs and organizational principles. It also attracts young and active people – freight forwarders, students and trainers from different countries who make their contribution in the future of FIATA.

## Agenda

11:00	Opening of the 3 <sup>rd</sup> ABVT Forum	Thomas SIM Chairman ABVT FIATA
11:05-12:00	<b>First session Role of ABVT FIATA for the industry</b>	Moderator Ivan LPTUGA Panelists: Jean Claude GELIN President of FIATA Thomas SIM Chairman of ABVT FIATA Heiner ROGGE Director general of DSLV Ernesto AREVALO President of AMACARCA
11:05	FIATA training: past, present and future	Ivan LPTUGA Vice President FIATA Deputy Chairman ABVT FIATA
11:20	FIATA minimum standards (FMS, T/HS/SCM, ToT) and perspectives of development.	Thomas SIM Chairman ABVT FIATA
11:35	Panel discussion	All
12:15-13:00	<b>Second session New technologies in training</b>	Moderator Ivan LPTUGA Panelists: Thomas SIM Chairman of ABVT FIATA Ernesto AREVALO President of AMACARCA
12:15	New technologies in training and education (e-learning, blended learning)	Ernesto AREVALO President of AMACARCA Leader of ABVT WG New technologies
12:30	E-learning experience of SLA	Thomas SIM Chairman ABVT FIATA First Deputy Chairman of SLA
12:45	Panel discussion	All
13:00-14:00	<b>Third session FIATA cooperation in training with international organizations</b>	Moderator Ivan LPTUGA Panelists: William GOTTJES FIATA Past President Marco SORCETTI Director general of CIECF Markus SCHÖNE FIATA manager ABVT, ASDG Thomas SIM Chairman of ABVT FIATA
13:00	IATA – FIATA Training Program	William GOTTJES Leader of SLA, ITP
13:20	Panel discussion	All
14:00	Cocktail (High tea)	Sponsored by FIATA/ ITC



### 3.2.12 一般事務會議(General Meeting)與閉幕式(Closing Session)

曼谷年會 10 月 8 日召開的「一般事務會議」(General Meeting) 本年由於沒有關選舉議程，因此會議進行起來，其速度相對地便加速了許多，援例由主席宣讀：「符合反托拉斯法規範 (Anti-Trust Law)的 FIATA 行為準則」後，開始進入正式會議，依據章程 5.2.7 宣布清點具有合格投票權的與會代表後，接著進行確認上次會議紀錄(2009 年 3 月 20 日在瑞士蘇黎世(Zurich)總部所召開之一般會議紀錄，文件編號 70/114)，經與會出席代表確認無誤後，依據章程 5.2.1 確認 2009/ 2010 年度之 FIATA 工作報告(文件編號 30/278)，接著依據章程 5.2.1 確認 2009 年度之 FIATA 財務報表(文件編號 85/09B 以及 85/09C)，依據章程 5.7.2 調整 2011 年會員成員數目，依據章程 5.2.1 確認 2011 年度編列之 FIATA 預算(文件編號 11A/85)，說明擴大主席團及秘書處於年度內對相關議案文字確認。

之後由 FIATA 職業訓練基金會進行工作說明，基金會首先敘明基金會成立主要目的在於協助提升全世界的職業訓練水準，基金會的主要作法便是採用訓練專業訓練員的課程模式(Train-the-Trainer Course)，協助世界上少數缺乏人力資源與財務資源的開發中國家，能夠透過基金會具體的投入協助，使該國可以具體提升與改善現有的職訓水準，基金會目前針對七個開發中國家，包括肯亞(Kenya)、迦納(Ghana)、巴基斯坦(Pakistan)、蒙古(Mongolia)、墨西哥(Mexico)、敘利亞(Syria)及衣索匹亞(Ethiopia)等國家提供必要的協助，其也說明了在整個協助計畫中，基金會其實在協助上述國家的經驗中，其實獲得相當多寶貴經驗，FIATA 職業訓練基金會最後並以三個區塊說明這項計畫的效益、包括了對課程指導者的好處、對相關會員



圖 27 一般事務會議議程

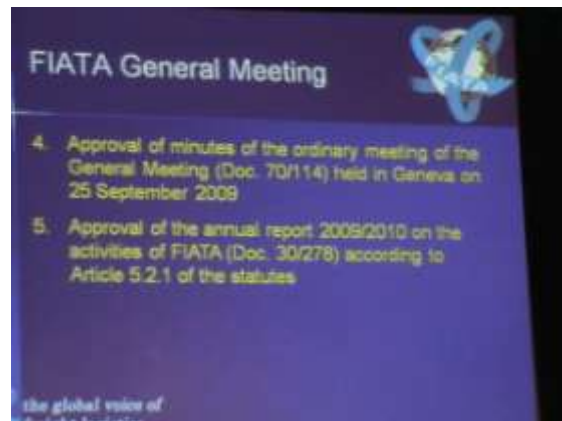


圖 28 一般事務會議議程



圖 29 FIATA 職業訓練基金會經驗分享



圖 30 ADR 加入 DIATA 表決情形



圖 31 會員捐助 FIATA 基金會貢獻榜



圖 32 CRFFN 加入 DIATA 表決情形



圖 33 新成員發表加入宣言與感言

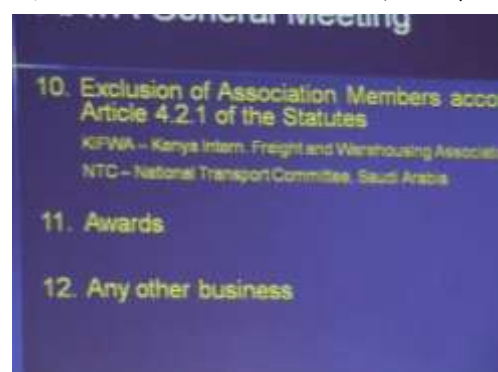


圖 34 一般事務會議(General Meeting)

國的好處，以及對 FIATA 的好處，其中，課程指導者在整個課程發展與指導中，其實可以獲得相當寶貴的教學經驗的、對相關會員國可以獲得優質的訓練成果及訓練課程好處，最後對於 FIATA 更是可以成功在該區域內展現相關成員的價值與好處。

FIATA 職業訓練基金會目前的主要支持資金係透過會員國家的資助，目前會員國的出資依據贊助的金額主要可以區分成三級(包括金質、銀質與白金的會員國)，此外還列出截至 2010 年 9 月底止，包括日本的「日本貨運承攬運送業同業公會」(Japan Freight Forwarders Federation, JFFF)在內的國際贊助職訓基金會的相關會員(該些會員捐款數目多超過白金級的會員)，最後基金會也表示該會已經在著手規劃，希望可以繼續創造與提升計畫的價值與效能，並期望能夠獲得在座各位國家會員的協助與持續大力贊助。

接著便是依據章程 4.2.1 規範，由與會國代表投票表決，同意是否讓新國家加入成為正式會員，本年一共有兩個國家申請成為會員，包括盧安達貨運承攬與清關代理國家協會(National Association for clearing and Forwarding Agent in Rwanda, ADR)以及奈幾利亞貨運承攬管制協會(Council for the Regulation of Freight Forwarding in Nigeria, CRFFN)兩個國家正式加入 FIATA 的大家庭，並由出席者代表宣讀加入宣言，接著主席宣布下次會議預定日期後，宣布一般事務會議(General Meeting)結束並隨之進行閉幕式(Closing Session)，結束今年的曼谷年會全部議程，宣布散會。

## 四、FIATA 年會心得及建議

### 2.3.4 會議心得與建議

(一)FIATA 自從 1926 年 5 月在維也納成立迄今，已經是一個大型的「非政府組織」(Non-governmental Organization, NGO)及非營利組織，現有會員涵蓋全球 150 個國家，超過 4 萬家的貨物承攬與物流業者(forwarding and logistics firms)加入會員，在全球海空運輸貿易等領域擁有一定影響力，我國若能夠過 FIATA 秘書處與各會員之協助，對我國拓展對外貿易和增加海、空運輸能量，將有相當助益。尤其我國臺灣物流與供應鏈協會(TILSCA)及臺北市海運承攬運送商業同業公會(IOFFLAT)計畫爭取主辦 2014 年 FIATA 年會，若能順利爭取成功，當更有助於前述目標之達成。

(二)泰國是一個仰賴觀光旅遊產業發展的國家，積極發展綠色產業或是無煙囪工業的國家，該國並積極爭取各項大型會展與活動在該國如曼谷等大型城市舉行，此次，泰國曼谷主辦 FIATA 2010 World Congress 大會，充分展現該國在 ASEAN 東協國家中的企圖與國力，並藉機向全球行銷其國家與城市。此次會議全程，會展公司安排於茶敘時間，利用會場旁的展覽廳，提供各國代表可藉機洽商與商談，並可同時參訪各會展攤位展出之內容、索取宣導品或是折頁等，並與展場內交換意見，充分展現此次申辦 FIATA 年會主辦國城市，透過活動申辦結合贊助廠商，具體推動會展活動產業的活力與成果。

(三)截稿的同時，行政院經濟建設委員會發布國內大型會展產業服務業協助方案，並由行政院公布相關協助方案，鑒於國內目前積極推動 MICE (Meeting, Incentives, Conventions, Exhibitions)產業服務業推動專案，或許可以效法泰國辦理相關國際會議、大型展覽或是獎勵旅遊等類型活動之經驗，以刺激國



內經濟發展與相關週邊產業之發達。

(四)交通運輸的節點，通常具有發展為產業或經濟重鎮之優勢，交通運輸與經濟發展更是相輔相成，在「全球化」、「世界市場」、「全球產業分工」等趨勢下，運輸業的角色已從單純的運輸設施提供者，轉型成為更複雜具有利基的商業模式，國際海、空運輸與國際物流，仍將朝向高度專業化與高度客製化與精緻化等方向發展，顯見運輸相關服務業仍將在國際貿易中，扮演相當重要的角色。

(五)臺灣國際物流暨供應鏈協會葉理事長，此次在 FIATA 2010 曼谷年會中，在亞太區域會議中，向各亞太地區國簡報我海基會與海協會完成簽署並已生效之「兩岸經濟合作架構協議」(Economic Cooperation Framework Agreement, ECFA)，簡報後頗受鄰近各國關注，對於兩岸開展新的經濟合作的新局面，預期將會對於區域性經濟產業發生正向的衝擊，並連帶對兩岸物流產業有推昇作用。

(六)在飛機上看到華航的雜誌刊載，由本部民航局與新聞局共同出資所刊登呼籲外國政府支持我國加入國際民航組織(International Civil Aviation Organization, ICAO)的廣告，然而在此次 FIATA 會議中卻發現，FIATA 受邀以觀察員身分，參加約莫同時在加拿大所召開之 ICAO 大會，心中感觸良多；此外，國際商會(International Chamber of Commerce, ICC)在本(99)年 9 月發布新的 INCOTERMS 2000 Rules 時，全程 FIATA 均適時提供 ICC 實務上的專業意見，始促成 ICC 修改 INCOTERMS 2000 並將貿易條件由原本的 13 種貿易條件縮減為 11 類貿易條件，本項變革對國際貿易市場將產生重大的變革，兩件事情都可讓我們發現 FIAT 在全球 NGO 所扮演的實力，更可以發現積極參



與非政府組織(Non-governmental Organization)等活動，除能與國際社會無縫接軌外，不致出現資訊上的落差(information lag)，更可開創我國在國際社會的可見度，甚至能拓展我政府對於涉外事務的國際視野。

(七)據 10 月 7 日擴大主席團會議投票由新加坡以 11 比 10 擊敗德國獲取 2013 年主辦城市，我國如欲向 FIATA 申辦 2014 年主辦城市，勢必更加緊腳步。

(八)觀察泰國主辦此次 2010 年 FIATA 曼谷年會之過程，可說相當圓滿成功，除了年會核心的所有會議之外，泰國民間和政府提供相當優質的會議場地並安排許多的休閒活動，例如會前的高爾夫運動比賽、泰國本土藝術表演、會員展示廳、出席代表陪同人員之小型遊覽行程、免費照相服務等，是為我規劃主辦 2014 年會，或辦理其他大型國際會議之借鏡，如我方爭取成功，2014 年年會，應由民間及政府共同努力，展現給全球運輸與物流專業人士，一個具有中華民族特色的 FIATA 2014 年會大型活動。

(九)就在撰寫報告的同時，又傳出我國面板廠商遭受南韓廠商檢舉違犯反托拉斯法禁令，遭受鉅額罰鍰的消息，對照出此次參與 FIATA 大會中，每一次會議開場前由宣布 FIATA 在反托拉斯法(Anti-Trust Law)下的行為準則，一再地重申各種可能違犯法令行為的態樣，顯見這類的大型國際組織挾其龐大資源，仍能要求成員時時刻刻應遵守相關國際法令與遊戲規則，並訂定出明確行為準則，顯然我國的廠商在從事國際貿易競爭的同時，更應有守法的自覺，並有遵守國際法令的危機意識，務必抱持著遵守國際法令與相關遊戲規則，始能避免肇生企業不必要的成本或賠償責任，甚至是讓企業經理人陷入囹圄之虞。



圖 35 中華民國參加 FIATA 2010 部分團員合影



圖 36 FIATA 會員代表大會(General Meeting)會議前的餐敘



圖 37 會員代表大會正式會議前留影(可看見我代表的名牌為 Chinese Taipei)



圖 38 FIATA 會員代表大會(General Meeting)正式會議前的合影





圖 39 FIATA 泰國海軍宴會廳晚宴會場前合影



圖 40 結束 FIATA 大會會議在泰國曼谷機場離境前合影

## 參、附件

- 一、海關事務會議(Customs Affairs Institute, CAI) 會議資料
- 二、空運事務會議(Air freight Institute, AFI) 會議資料
- 三、符合反托拉斯法規範 (Anti-Trust Law)的 FIATA 行為準則
- 四、安全事務顧問團會議(Advisory Body Security Matters, ABSM)資料
- 五、危險物品事務顧問團會議(Advisory Body Dangerous Good, ABDG)資料
- 六、法律事務顧問團會議(Advisory Body Legal Matters, ABLM)資料
- 七、複合運送會議(Multimodal Transport Institute, MTI)會議資料
- 八、職訓事務論壇(Advisory Body Vocational Training Forum, ABVT Forum)資料
- 九、交通部參加 FIATA 2010 團員資料與中華民國各界參加 FIATA 2010 團員名單
- 十、2011 年 FIATA 的 LOGO 式會議議程資料
- 十一、 FIATA 的 LOGO

附件九

交通部參加 FIATA 2010 團員聯繫電話

姓名	單位級職	住宿飯店	聯繫電話	備註
楊庶平	物流與供應鏈協會理事長	Hotel J.W. Marriott		
鄭崇賓	航政司專門委員	Imperial Queen's Park		
李春進	基隆港務局幫工程司	Imperial Queen's Park		
鄭聯芳	航政司科員	Imperial Queen's Park		

中華民國各界參加 FIATA 2010 團員名單(FIATA 2010 Participant)

姓	名	單位	編號	身分別
CHEN 陳	Mu Chih 木枝	IOFFLAT 台北市海運承攬運送公會	FIATA 2010-I/370	Delegate
YANG 楊	Shu Ping/Peter 庶平	TAIWAN INT. LOGISTICS & SUPPLY CHAIN ASSOCIATION	FIATA 2010-I/294	Extented Board Member
CHOU 周	Shou Wang 守望	IOFFLAT 台北市海運承攬運送公會	FIATA 2010-I/373	Delegate
CHEN	Chien-Shen	WEITA INTERNATIONAL CORP. 瑋達	FIATA 2010-I/364	Delegates
CHEN 陳	Wen-Kuang 文光	WEITA INTERNATIONAL CORP. 瑋達	FIATA 2010-I/363	Delegates
CHENG	Tina	GREEN MASTER INT'L FREIGHT SERVICES, LTD	FIATA 2010-I/264	Delegates
CHUNG	Vicky	GREEN MASTER INT'L FREIGHT SERVICES, LTD	FIATA 2010-I/261	Delegates
CHOU	Eric C. H.	TRANS VAN LINKS EXPRESS CORP	FIATA 2010-I/539	Delegates
YEH	Richard	TILSCA	FIATA 2010-I/332	Delegate
CHEYRO UX	Christophe	TAIWAN INT.LOGISTICS & SUPPLY CHAIN ASSOCIATION	FIATA 2010-I/326	Delegate
CHENG 鄭	Chon Been 崇賓	TAIWAN INTERN'L LOGISTICS & SUPPLY CHAIN ASSOC.		Delegates 航政司
LEE 李	Chun-Chin 春進	TILSCA ADVISER	FIATA 2010-I/596	Delegates 基港局
CHENG 鄭	Lian Fang 聯芳	TAIWAN INTERN'L LOGISTICS & SUPPLY CHAIN ASSOC.	FIATA 2010-I/593	Delegates 航政司

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2011 FIATA 年會在埃及開羅的宣傳單張(背面)

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