

BUSINESS RULES – INTRODUCTION AND QUESTIONS & ANSWERS

Ports of Auckland is introducing new business rules related to the delivery and loading of containers at their Fergusson and Bledisloe Container Terminals.

Stricter deadlines for booking containers and ensuring all the necessary approvals are in place will create additional efficiencies for customers, Ports of Auckland and ultimately the entire supply chain. These new procedures will give us the advance information and discipline we need to be a world-class port.

*We accept export containers between **seven days and 12 hours** prior to the estimated time of arrival (ETA) of the vessel. Containers delivered outside this window are considered **Early or Late** containers and must be pre-advised with an E-Note on our **AXIS Intermodal website**.*

Containers delivered early take up valuable wharf space and create unnecessary container moves. Late delivery of containers has a major negative impact on the efficient and timely loading of vessels. Both situations add cost to the supply chain.

As a matter of principle we will never reject a container delivered outside the acceptance period without a Pre-advice. However, we will expect the export community to respect the new business rules and assist us in our efforts to improve the efficiency of the entire supply chain.

EARLY DELIVERY OF CONTAINERS

Containers delivered earlier than the seven days prior to the ETA will be charged an export demurrage as per our Standard Price Schedule.

The present charges as from 1st April 2009 are

8 th to the 14th day prior to the ETA	NZ\$ 8.- per TEU
15 th and subsequent days	NZ\$ 35.- per TEU

As per agreement with the shipping lines the export demurrage is payable by the exporter/cargo owner specified on the export Pre-advice E-note.

LATE DELIVERY OF CONTAINERS

Containers delivered later than 12 hours prior to the ETA of the nominated vessel require a loading approval from the shipping line.

Containers delivered late without a loading approval will be accepted into our terminals, but will not be loaded. Such containers will be transferred to storage until a new vessel has been nominated by the shipping line.

Presently there is no charge associated with the late delivery of containers.

NEW ZEALAND CUSTOMS REGULATIONS

According to NZ Customs and Excise Act all export containers must have an approved CEDO prior to loading.

We receive the approval from NZ Customs via EDI. To be able to plan the loading of the vessels we must have the approval latest two hours before the vessel's ETA. Containers that have no CEDO will be removed from the vessel's loadlist and stored until a new vessel has been nominated.

NB: CEDOs are for specific vessel departures from specific ports. In case a vessel or a final port of loading changes a NEW CEDO must be submitted to NZ Customs.

More information can be found on www.customs.govt.nz – Customs Fact Sheet 6 and 6B.

DESTINATION COUNTRY CUSTOMS REGULATIONS

The CEDO requirement to control NZ exports should not be confused with the various rules in importing countries that require a pre-approval of cargo prior to the loading onboard the vessel in the exporting country.

This is generally known as “the 24-hour rule” and is presently in force for cargo exported to the United States, Canada, Mexico and a number of other countries, hereunder the Peoples Republic of China (PRC).

This rule is administered by the shipping lines, and failure to obtain import permit will result in the containers not being shown on the load lists submitted to us by the shipping lines.

Shipping lines have varied deadlines for the submission of information, and we suggest you contact your shipping line for further information.

PRE-ADVICE OF CONTAINERS

To enable an efficient planning of the loading of vessels it is important to have information about the export containers and when they are due to be delivered to the container terminal.

We have for several years enabled exporters to pre-advise the delivery of their containers, using an “Export E-Note” on the AXIS Intermodal website. Pre-advice of containers has so far been optional. However,

From 1st February 2009 containers delivered early or late must be pre-adviced.

A Pre-adviced is necessary to plan the optimal position of the container, make fewer container moves and plan our wharf space more intelligently. The changes will give us more capacity and lead to quicker turnaround times for vessels and trucks.

Most shipping lines send us detailed booking information via EDI. This enables us to check if the Pre-adviced is correct and highlight any discrepancies. They can then be resolved with the shipping line before the containers are delivered and loaded on the right vessel to the right destination.

Export E-notes can be prepared by either the exporter, the forwarder or the road or rail carrier that has been registered with Ports of Auckland. The access to the secure part of our website is controlled with a user-id and password.

The export demurrage is payable by the exporter/cargo owner, and it is possible “on-the-fly” to register an exporter that does not yet have an account with Ports of Auckland.

The shipping lines approve late delivery of containers on the AXIS Website, where an overview of all containers are available for registered customers. Here you can follow your containers with real-time information of events that lead up to the loading of the containers and departure of the vessel.

You can apply for registration on the AXIS website. where detailed instructions on the use of the E-notes are also available.

PORTS OF AUCKLAND E-COMMERCE STRATEGY

Ports of Auckland believes that fast and accurate communication is of vital importance to manage an efficient supply chain. The information we record in our databases is an important part of staying abreast with the status of your export cargo to support the communication throughout the supply chain.

We offer a variety of options to request services, track-and-trace your containers and seek information about the arrival and departure of vessels. This is a vital part of our E-Commerce strategy, in line with our real-time EDI exchange of information with the shipping lines.

If you need more information about our E-Commerce possibilities you can contact

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