Maersk reaffirms rate hike plan (From American Shipper)

Maersk said August 27 it will further raise transatlantic rates on Oct. 1, as part of a plan announced at the end of last year. The routes and rate increases are:

- North Europe/United States, eastbound and westbound, $250 per 20-foot dry container, $350 per 40-foot dry container, and $500 for 40-foot reefer boxes.
- North Europe/Canada, eastbound and westbound, $250 per 20-foot dry container, $350 per 40-foot dry container, and $350 for 40-foot reefer boxes.
- From the United States and Canada to the Mediterranean, $200 per container of all sizes.
- Westbound from the Mediterranean to the United States and Canada, also $200, but effective Oct. 15.

Maersk said rates had stabilized in the Atlantic markets this year, "but despite such partial rate recovery, the current market rates continue to be unsatisfactory. Maersk Line is experiencing increased costs as we are working to improve container availability during a period of general equipment shortage, while keeping focus on maintaining our high level of reliability in the broad Maersk Line service portfolio. Therefore, we continue to see the need to proceed with our already announced rate increases."

Hapag-Lloyd increases transatlantic rates (From American Shipper)

Hapag-Lloyd said it will increase implement a general rate increase Oct. 1 on trade between North America and North Europe and the Mediterranean. The increases will be in eastbound and westbound directions. On shipments moving to and from the U.S. and Canada and Europe, rates will increase $240 per 20-foot container and $300 per 40-foot container. Between Mexico and Europe the increase will be $100 per 20-foot container and $200 per 40-footer. On the westbound trade there will also be an additional charge from Norway, Sweden and Denmark of $50 per 20-foot container and $100 per 40-footer.

MSC hikes transatlantic rates (From American Shipper)
Mediterranean Shipping Co. said it will implement general rate increases in the transatlantic on Oct. 1. MSC said the rate for cargo moving from the United States, Mexico or Canada to Northwest Europe, including the United Kingdom, will increase $200 for 20-foot containers and $300 for 40-foot containers. For cargo moving to Scandinavia or the Baltic, the increase will be $300 for 20-foot containers and $400 for 40-footers. MSC also said freight rates for cargo moving from the Northwest Continent to the United States will increase $200 per 20-foot and 40-footers. The increase from the Northwest Continent/Baltic region and the Mediterranean to Mexico and Canada (including Canadian cargo moving cross-border) is $100 for 20-foot containers and $200 for 40-footers.

**Iran import/export sanctions effective 9/29/10** (From our friends at Grunfeld Desiderio)

The Comprehensive Iran Sanctions, Accountability, and Divestment Act of 2010 (“CISDA”) imposes a number of new restrictions on transactions involving Iran. Under this law, most goods and services of Iranian origin may not be imported, directly or indirectly, into the United States on or after September 29, 2010. The only exceptions are items that fall under the International Emergency Economic Powers Act (“IEEPA”) such as donations intended to relieve human suffering; certain information or informational materials; and transactions ordinarily incident to travel. Most exports to Iran are also banned.

**Maersk to rent chassis in Pacific Southwest** (From American Shipper)

Maersk will expand its Direct ChassisLink program into the Pacific Southwest region on Oct. 4, completing a national rollout. Direct ChassisLink, an affiliate of the container shipping company, leases chassis on a short-term basis leases to trucking companies. It said it will open locations in Long Beach, Los Angeles, San Diego, Oakland and Phoenix to lease chassis to drayage companies at marine terminals, container yards and railroads. With this seventh phase, the company said it has 60,000 chassis located in over 140 locations available for lease.

**USDA raises PACA license fees** (From American Shipper)

The U.S. Department of Agriculture has significantly increased
its license fees under the Perishable Agricultural Commodities Act (PACA), effective Oct. 1. Specifically, annual license fees of $550 will be raised to $995. Fees for branch locations are increased from $200 for branch locations in excess of nine, to $600 for each branch location. The maximum amount a licensee will pay per year has increased from $4,000 to $8,000. The new regulations also remove the provisions to phase out license fees by retailers and grocery wholesalers and the provisions to phase in triennial license renewal for retailers and grocery wholesalers as these processes have been completed. In addition, the regulations were changed to eliminate the multi-year license renewal option for commission merchants, brokers, and dealers.

**FAA fines 11 companies for hazmat violations** (From American Shipper)

The Federal Aviation Administration this month fined 10 shippers and one express carrier for shipping undeclared boxes of flammable products by air in violation of hazardous material safety regulations. Most of the violations were discovered by UPS employees at the company’s Worldport package hub in Louisville, Ky. For more information, go to


**Chinese aluminum imports subsidized** (From American Shipper)

A preliminary determination by the U.S. Commerce Department’s Import Administration has found that $514 million of aluminum products imported from China in 2009 were unfairly subsidized. As a result of the preliminary determination, importers of Chinese aluminum extrusions will be required to post cash deposits or bonds at rates determined by the Import Administration. If Commerce makes a final determination that Chinese exporters or producers received an unfair subsidy under international law, and the U.S. International Trade Commission finds that domestic industry was harmed, those imports would be subject to countervailing duties (CVD). The affirmative preliminary determination found that Chinese producers/exporters have received countervailable subsidies ranging from 6.18 to 137.65 percent. Commerce is to make its final determination in this case in November. Also this week, Commerce said two allegations before it that China’s currency practices constitute an unfair subsidy under U.S.
countervailing duty law failed to meet the requirements for the initiation of an investigation. The currency allegations under review were made in the context of both the aluminum extrusions case as well as a CVD investigation of coated paper from China.

Please contact us with any questions.

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