

# OCEAN

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## [Shanghai prepares for the end of the 2010 World Exposition](#)

Since May 1, 2010, the 2010 World Exposition in Shanghai has been attracting millions of visitors to the area. During the six-month-long global trade exposition, Shanghai has experienced additional road and terminal traffic congestion. The terminal operators at seaports around Shanghai have also imposed hazardous cargo restrictions for security reasons.

Because the Expo is slated to end on October 31, terminal operators in Shanghai are anticipated to retract the enacted restrictions at the end of April of 2010; this should be welcome news for importers wishing to ship hazardous or dangerous goods from the Shanghai region to the United States.



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## [TransPacific westbound General Rate Increases](#)

Several carriers servicing the trades between North America and Asia had originally announced General Rate Increases (GRI) in September to be effective October 1. Most carriers who had previously announced the GRI for October 1 have delayed their implementation of the increase and it will not be assessed by these carriers until November 1. The delay in implementation seems to stem from a slight increase in available capacity and equipment in the USA export trades.

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## [TransPacific Imports: Cruising through Peak Season](#)

Holiday peak season volumes remain high, yet the availability for space and equipment seems to be easing slightly and spot rates have softened between Asia and the USA. If you haven't had your rate quotations updated recently, please contact your AIT representative for the most current market level rates. Rates have been in flux with downward trends during September.

AIT would like to remind customers to forecast equipment size and types as early as possible (i.e., 3 weeks if possible). Carriers that hoped to get a "full" second peak season charge in September either mitigated or reduced their previously proposed PSS charges. Based on ongoing market indications and direct feedback gathered from the major ocean carriers in the TransPacific trade, the end of peak season is expected through November 30, 2010.



PSS charges are subject to vary based on origin port or destination location by carrier. PSS levels are also dependent on carrier allotments of vessel and equipment supply versus the strong market demand that the Asia to USA market is currently experiencing.

The 2010 peak season is off to a better start than the 2009 peak season; stability seems to be returning to the trade.

Should you have any questions, please contact your AIT representative.

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## [Project Ocean Cargo Capabilities](#)

Whether scheduling an oversized container shipment from Houston to Hong Kong or out of gauge pieces from Baltimore to Kabul, Afghanistan, AIT is at your service. We offer a plethora of carriers and service options for your large volume project shipments throughout the global logistics pipeline. Contact your AIT representative for more information on AIT's project ocean cargo expertise.

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## **The Parting Wave**

September saw a high volume of USA exports, especially to Asia and Europe. Additionally, it seems that equipment availability and capacity are becoming increasingly available compared to industry activity in the past few months. Even though the supply seems to be opening up for both import and export ocean shipments, AIT recommends to continue planning in advance and forecasting when possible; allowing two to four weeks, especially for multiple container bookings or project shipments.

September was a very busy month for the AIT ocean team and we'd like to thank you all for your continued support. October should remain busy as well since the peak of peak is upon us. Have a great October!

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# AIR

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## ['Black boxes' in Dubai UPS crash reveal visibility problems](#)

The UPS cargo plane crash that occurred on September 3, 2010, is the first fatal aircraft incident for the package-delivery giant UPS. The Boeing 747-400 plane originated in Hong Kong and was headed from Dubai to Cologne. Both pilots on board, Captain Doug Lampe, 48, of Louisville, Kentucky, and First Officer Matthew Bell, 38 of Sanford, Florida, were killed.



A preliminary report released by UAE authorities said the crew of Flight 6 reported smoke in the cockpit approximately 20 minutes after takeoff. Air controllers in the nearby Gulf nation of Bahrain said the plane was returning to Dubai but the crew did not speak directly with the Dubai tower. It appears the crew could not switch from the Bahrain to the Dubai radio frequency.

Once it was determined a fire had erupted, the next step for accident investigators was to verify what type of cargo was located just forward of the starboard wing. Investigators wanted to look into whether or not there were any lithium-ion batteries in that location because if one battery short-circuits, it can catch fire and ignite others. The plane was equipped with a sophisticated data transmission system that sent information via satellite to the company's headquarters in Louisville, Kentucky. According to those familiar with the investigation (who asked that they not be identified because they were not authorized to speak publicly), transmissions are so fast that UPS' airline operations in Louisville had information in hand indicating the plane was in serious trouble before it crashed.

It would now appear that federal officials are poised to substantially tighten restrictions on transporting lithium batteries in US cargo planes. New restrictions would resolve long-running disputes between some airline industry officials and pilot groups over the dangers posed by such cargos. Revised rules may require special packaging and other safeguards for lithium batteries and products containing them. It could also likely become increasingly more difficult to ship large volumes of batteries, by themselves, on a single plane.

The urgency of these new restrictions appear to be a response to signs that lithium batteries may have stoked the intense fire and dense smoke that filled the cockpit of that UPS jumbo jet before it went down. The official cause of the crash or the aircraft's cargo has not been revealed yet but people familiar with the details have said large amounts of consumer electronics were aboard that flight.

For many years, cargo airlines have had a higher total accident rate than passenger carriers but safety experts had attributed that largely to older cargo jets used by many operators from developing markets, deficient maintenance and inadequate pilot training provided by some financially-strapped cargo carriers. This was not a factor in this case. UPS, with its modern fleet and advance pilot training, doesn't fall into those categories and the relatively new 747-400 model that crashed had an outstanding record for safety and reliability. New federal restrictions are now required to prevent such an incident from happening again.

*Source: CargonewsAsia 09/06/2010 - 09/15/2010*

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## [Russia plans Customs overhaul](#)

A much needed overhaul of Russia's notoriously challenging customs services is set to take place in the near future. The Russian customs officials are estimated to physically inspect over 40% of shipments, which can take up to five days. This compares to less than 5% in Germany, the UK and the USA. Out of 183 countries, Russia is ranked 120 in the World Bank's Ease of Doing Business survey and 162 in the Trading Across Borders index.

President Dmitry Medvedev recently admitted the current system is flawed and discouraging to potential investors. He cited too much red tape, long delays and fluctuating costs as primary problems. "Expenses related to crossing the border are sometimes unpredictable, and lead to refusal of placing new manufacturing in Russia" Medvedev said. "These problems also concern domestic manufacturers, including potential exporters of hi-tech products. All this puts us into a very grave environment."

Source: Air Cargo News - 09/06/2010

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## **Forwarders urge airlines to adopt all-in rates**

Airlines such as Lufthansa Cargo say higher surcharges are justified but freight forwarder agents say all-in rates are fairer. The forwarders are losing patience over the increasing use of surcharges by airlines as a back-door method of raising rates.

There is increasing worldwide pressure from forwarders for airlines to abandon the increasing prevalent surcharges and adopt an all-in rate. Airlines naturally will resist this pressure as they use the surcharges as an arbitrary way of raising rates, free from negotiation with agents. The fact that the surcharges are commission free makes them loved by airline boardrooms.

Dieter Haltmayer, founder of Quick Cargo Services, a German based freight forwarder, strongly opposes the way the rates and surcharges are leveraged by Lufthansa Cargo and other carriers. "We are fully responsible for collecting both fuel and security surcharges on behalf of the airlines without getting any financial reward for this service. That's why we feel like we are acting as a bank, with the financial risk laying solely on our shoulders," says Mr. Haltmayer.

The debate will continue since Mr. Haltmayer is unwavering in his opinion that this standpoint is strongly supported by the majority of German freight forwarders and logistics providers.

Source: Air Cargo News - 09/06/2010

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## **PREPARING FOR TAKEOFF: A THOUGHT TO PONDER**

*Aviation is proof that given the will, we have the capacity to achieve the impossible.*

- Edward Vernon Rickenbacker

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If you have any questions or comments regarding the Air eNewsletter, please contact [Kathleen Lally](#) from the AIT International Air Department.

# COMPLIANCE

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## Incoterms Update

In a press release issued on September 16, 2010, the International Chamber of Commerce (ICC) launched the latest version of Incoterms (international commercial terms used to define the transactional responsibilities of buyers and sellers in the exchange of goods).

Effective on January 1, 2011, this update arrives on the heels of global trade developments since they were last revised in 2000.

Familiar terms such as **Ex Works** (EXW), **Free on Board** (FOB), **Cost and Freight** (CFR) and **Cost, Insurance and Freight** (CIF) will be joined with new terms **Delivered at Terminal** (DAT) and **Delivered at Place** (DAP).

The full press release (with instructions for purchasing copies) can be found by visiting the following link: <http://www.iccwbo.org/policy/law/index.html?id=38880>

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## FDA's PREDICT System goes live

FDA's new PREDICT (Predictive Risk-based Evaluation for Dynamic Import Compliance Targeting) system's purpose is to "improve import screening and targeting" in order "to prevent the entry of adulterated misbranded or otherwise violative goods" while expediting "the entry of non-violative goods."

The system was pilot-tested in the port of Los Angeles and has gone live both there and in the port of New York. After an upgrade is made to system hardware to increase its memory capabilities, PREDICT is expected to expand into Seattle and Chicago.

More information on PREDICT can be found on the following website:  
<http://www.fda.gov/ForIndustry/ImportProgram/ucm172743.htm>

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If you have any questions or comments regarding the Compliance eNewsletter, please contact [Paul Codere](#) from the Customs Brokerage Department.

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## Reminder: Invoicing Requirements for Import Shipments

An invoice is needed for Customs import entry and can be used to obtain ISF data elements for inbound ocean-freight shipments; much of this is also true for exports.

Customs requires that each merchandise shipment be accompanied by a unique commercial invoice. Unless the shipment has been split, the invoice should cover only one shipment.

The invoice and all attachments must be in the English language or have attached an accurate English translation containing adequate information for examination of the merchandise and determination of duties.

To facilitate the calculation of duties, the invoice must have sufficient details to allow both accurate classification using the description of the merchandise and computation of the duties using the value and/or any other applicable properties of the merchandise (weight, piece-count, liquid measure, etc.).

Per 19 CFR 141.86(a), each invoice of imported merchandise must set forth the following information:

1. The port of entry to which the merchandise is destined;
2. The time when, the place where, and the person by whom and the person to whom the merchandise is sold or agreed to be sold, or if to be imported otherwise than in pursuance of a purchase, the place from which shipped, the time when and the person to whom and the person by whom it is shipped;
3. A detailed description of the merchandise, including the name by which each item is known, the grade or quality, and the marks, numbers, and symbols under which sold by the seller or manufacturer to the trade in the country of exportation, together with the marks and numbers of the packages in which the merchandise is packed;
4. The quantities in the weights and measures of the country or place from which the merchandise is shipped, or in the weights and measures of the United States;
5. The purchase price of each item in the currency of the purchase, if the merchandise is shipped in pursuance of a purchase or an agreement to purchase;
6. If the merchandise is shipped otherwise than in pursuance of a purchase or an agreement to purchase, the value for each item, in the currency in which the transactions are usually made, or, in the absence of such value, the price in such currency that the manufacturer, seller, shipper, or owner would have received, or was willing to receive, for such merchandise if sold in the ordinary course of trade and in the usual wholesale quantities in the country of exportation;
7. The kind of currency, whether gold, silver, or paper;
8. All charges upon the merchandise itemized by name and amount, including freight, insurance, commission, cases, containers, coverings, and cost of packing; and if not included above, all charges, costs, and expenses incurred in bringing the merchandise from alongside the carrier at the port of exportation in the country of exportation and placing it alongside the carrier at the first United States port of entry. The cost of packing, cases, containers, and inland freight to the port of exportation need not be itemized by amount if included in the invoice price, and so identified. Where the required information does not appear on the invoice as originally prepared, it must be shown on an attachment to the invoice;
9. All rebates, drawbacks, and bounties, separately itemized, allowed upon the exportation of the merchandise;
10. The country of origin of the merchandise; and,
11. All goods or services furnished for the production of the merchandise (e.g., assists such as dies, molds, tools, engineering work) not included in the invoice price. However, goods or services furnished in the United States are excluded. Annual reports for goods and services, when approved by the port director, will be accepted as proof that the goods or services were provided.

Here is a link to 19 CFR 141 (Entry of Merchandise): [http://www.access.gpo.gov/nara/cfr/waisidx\\_10/19cfr141\\_10.html](http://www.access.gpo.gov/nara/cfr/waisidx_10/19cfr141_10.html)

More detailed information about the classification and valuation of merchandise can be found in the Informed Compliance Publications: [http://www.cbp.gov/xp/cgov/trade/legal/informed\\_compliance\\_pubs/](http://www.cbp.gov/xp/cgov/trade/legal/informed_compliance_pubs/)

This site also has publications related to reasonable care, recordkeeping, rules of origin, and many other important compliance topics.

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## UP, UP & AWAY: Airline Updates

We have increasingly been hearing about the positive direction our economy is taking, albeit at a slow climb. The lay-off actions taken on the part of several carriers this past month, however, do not seem to fully support this upward trend.

Other carriers who have recently been involved in merger acquisitions are approaching their business activities in a slightly different manner and actually recalling some of their staff.

An Italian daily newspaper, Il Corriere della Sera, has reported that **Alitalia Airlines** is planning to cut up to 1,400 jobs by the end of 2010 and may not renew the contracts of 600 temporary workers. During a meeting with his staff, Alitalia chief executive Rocco Sabelli referred to a restructuring plan including outsourcing and improvements in efficiency. Alitalia went bankrupt in 2008 after years of struggling with strikes and inefficiencies and was re-launched by a group of Italian investors last year. It merged with Italy's number two carrier, Air One, as Air France-KLM acquired 25% of the company. The restructuring plan indicates a reduction in its work force to 12,600, down 1,400 from the current level.

It has been reported in the Pittsburgh Post Gazette that **FedEx Corp** plans on cutting 1,700 jobs from its freight division as it closes 100 service centers. According to spokesman Jess Bunn, the list of facilities that are affected has yet to be released. The Memphis, Tennessee-based shipping giant reported first quarter net income more than doubled but the projections for second quarter and full year fell shy of Wall Street expectations. FedEx earned \$380 million in the first quarter compared with \$181 million a year ago. Revenue rose 18% to \$9.46 billion. The FedEx Freight division lost US \$16 million. The company announced it would combine its FedEx Freight and FedEx National LTL operations on January 30. The 1,700 job cuts represent about 5% of the freight division's employees. Overall, FedEx employs approximately 280,000 people.

In September 2008, **Continental Airlines** furloughed 147 pilots and 15 were recalled earlier this year. In a move that reflects recovery of the airline's health, the pilots union for Continental (CAL) said the carrier plans to recall more than 100 furloughed pilots over the next 18 months.

The combination of **Continental and United**, the world's biggest airline, has gotten clearance for take-off as shareholders of both carriers backed a multi-billion dollar merger that will create a carrier dwarfing rivals on both sides of the Atlantic. Basili Alukos, an airline analyst at Morningstar in Chicago, said the combined network of United and Continental is very complementary and should work well as a whole.

Industry experts say the carriers have relatively little geographic overlap. United is particularly strong on the US west coast and across the Pacific to Asia, while Continental has a big presence in US south and east coast states, with a broad network of flights to Latin America. Both fly transatlantic routes to London and Continental serves several other UK cities, including Bristol, Belfast, Edinburgh and Birmingham. The deal, cleared by the U.S. Department of Justice last month, is likely to be legally complete by the beginning of October. Staff members have been told to prepare for a "customer day one" in the spring, when combined services begin in earnest.

**Japan Airlines'** decision to suspend its flights from Tokyo to Sao Paulo effective September 30 has prompted the recent submission of 9,000 signatures from Brazil and neighboring Paraguay, along with another 3,000 signatures from Japan to the Japanese government pleading for the continuation of the route. Shinya Nagayasu, manager of cargo planning for the Americas at JAL, said that even though their Narita-JFK-Sao Paulo flight was down to twice a week, they are still the only carrier that is flying directly between Japan and Brazil since Varig terminated their flights.

Passenger and cargo customers prefer those flights because they are fast and there is no worry



about offloads during transit. Shippers on both sides of the Pacific are complaining about this cancellation of direct service but Miami International Airport has never been in a better position as the chief gateway for air freight to and from Latin America.

Source: *CargonewsAsia*

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## **October Port Congestion Alert**

At press time, port areas subject to possible congestion include the following:

- Bangladesh - Chittagong remains in effect.
- Chilean ports
- China - Peak volumes in effect.
- Colombia (Buenaventura)
- India - Nhava Sheva
- Korea - Busan as a transshipment point remains heavily congested for relay cargo.
- Nigeria (Tincan/Apapa)
- North African ports (Tripoli/ Algiers)
- South African ports
- Venezuela (Puerto Cabello/Guanta) - Venezuela shipments require prior approval.
- Vietnam (Haiphong)
- West Africa (Luanda/Angola)

Please be advised that ocean carriers may temporarily enact "Port Congestion Surcharges" in times of peak volumes; speak with your AIT representative in the event of any questions.

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## **Airport Updates**

### **HONG KONG**

Cargo transiting at Hong Kong airport rose 17% from a year earlier to 346,000 metric tons, bolstered by strong exports, which grew 29% from a year earlier, according to the Dow Jones Newswires. Passenger traffic rose by 9.2% to 4.7 million passengers.

Source: *CargonewsAsia*

### **BUDAPEST**

Hungarian authorities have approved a plan to develop 120,000 square meters (1.3 million square feet) of new air cargo facilities at Budapest Airport. According to the monthly newsletter published by Air Cargo Management Group, fewer than 10 all-cargo operators use the airport, but the officials hope to attract more business by taking advantage of growing demand for inbound and outbound airfreight service in Eastern Europe.

Source: *American Shipper*

### **NAVOI**

With the recent set-up of a 160,382 square meter terminal by the Hanjin Group, Korean Airlines has turned Navoi International Airport in Uzbekistan into a major transit point for cargo flows between northeastern Asia and Europe. The building design, based on KAL's cargo terminals at Incheon International Airport, is equipped with a refrigerated storage area, vault and quarantine stations. One step that Hanjin Group has taken to make Navoi a logistics hub for Central Asia has involved co-establishing Eurasia Logistics Service with one of the local ground handlers. The Korean flag carrier is set to increase the number of freighter flights to the airport.

### **PITTSBURGH**

Pittsburgh International Airport management personnel had been trying to capture, for years, the freighter market - with DC-10 cargo planes mind you - carrying flowers and other perishables from Latin America. This year PIT finds itself playing host to 747 freighters coming in from Asia.

Between January and early August, the airport handled twenty 747 charters that brought in consumer goods from Shanghai and Beijing for distribution in the eastern U.S. According to Cece

Poister, PIT's manager of air cargo development, two forwarders arranged the first batch of flights for some retail customers and the initial success brought more retailers on board vying for space on the flights. She attributed the success of the charter program to PIT's ability to turn around flights rapidly, saying the clients can get up to five days better transit time than through the major gateways - instead of the two-three days improvement PIT had expected to be able to provide.

International cargo has been in the doldrums in PIT since US Airways scrapped all international flights from that airport. Air cargo has been mostly a domestic affair, led by FedEx and UPS. The forwarders that run the 747 operation have indicated that the program is to continue through the rest of the year and possibly into 2011. PIT can now aggressively target international cargo operations since they have a track record with these charters.

PIT can also now boast a TSA-approved screening facility under the CCSF program, the cargo warehouse of Worldwide Freight Services. Local forwarders who cannot afford to acquire screening technologies can have a handler screen their cargo at PIT and then truck it to larger gateways for international flights.

*Source: Air Cargo News*



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## [AIT gears up to participate in 11th annual Making Strides Against Breast Cancer® walk](#)

Tens of thousands of American Cancer Society volunteers will join breast cancer survivors, caregivers and supporters in Chicago, throughout the state of Illinois and across the nation at the annual Making Strides Against Breast Cancer® walk on October 17.

AIT walkers have played an instrumental part in the fight against breast cancer since the inaugural event along Chicago's lakefront at the Montrose Harbor event location 11 years ago.

In total, Making Strides walks in Illinois have raised nearly \$10.5 million and AIT has raised more than \$441,500 to save lives by helping people get well and stay well, by finding cures and fighting back.

Scheduled at 12 locations throughout Illinois, this 5-mile, noncompetitive event unites the community to honor and celebrate breast cancer survivors by raising money to fund research and support programs necessary to combat the disease.

With the presence of nearly 2,000 walkers representing our team's sponsorship support throughout the past 11 years, AIT continues to make an ongoing impact in the fight against breast cancer.

To make an online donation in support of AIT's crusade against breast cancer, please visit our team site:

[http://main.acsevents.org/site/TR/MakingStridesAgainstBreastCancer/MSABCFY11Illinois?pg=team&fr\\_id=28099&team\\_id=770184](http://main.acsevents.org/site/TR/MakingStridesAgainstBreastCancer/MSABCFY11Illinois?pg=team&fr_id=28099&team_id=770184)

### **Breast cancer quick facts:**

- According to the American Cancer Society, an estimated 9,320 women in Illinois will be diagnosed with breast cancer this year and approximately 1,880 will die from the disease.
- On any given day in Illinois, 26 people discover they have breast cancer.
- Last year, more than 27,000 new patients and caregivers benefited from the lifesaving services provided by the ACS. With the funds raised from Making Strides events this year, the American Cancer Society hopes to assist 3,000 more people throughout the state.

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## [AIT attends 2010 IDGA Military Logistics Summit and NDTA Expo](#)

Since signing a CRAF (Civil Reserve Air Fleet) agreement with United Airlines to transport international government cargo, AIT has been dedicated to finding ways in which military leaders can work with the transportation community to drive excellence in global distribution processes.

In efforts to continue AIT's relationship-building opportunities with various branches of the government, AIT employees recently attended the 2010 IDGA Military Logistics Summit and the 64th annual transportation and logistics NDTA forum and expo.

Anna Brewer, director of international sales, attended the IDGA Military Logistics Summit on September 13-16 in Vienna, VA.



Sponsored by the Institute for Defense and Government Advancement (IDGA), the event brought together thought leaders and decision-makers in logistics, sustainment and readiness operations to discuss how changing regional priorities will affect all aspects of the defense transportation network.

The summit also provided up-to-the-minute briefings on how to enhance combat unit readiness through more effective supply chain management and optimization processes.

Aramex, AIT's overseas partner in the Middle East, was an event exhibitor.

The full agenda covered a wealth of government-related topics as presented through keynote speakers and discussion panels: an overview of the current challenges in supporting major logistics operations; defense inventory management best practices; optimizing total asset visibility and enhancing expeditionary logistics.

AIT was also a recent exhibitor at the NDTA expo September 18-22 in Washington, D.C. Brewer, Sandy Gregory, director of regulatory affairs and security, and Corey Cottrell, supervisor of regulatory affairs, were among those who attended the event in order to stay in touch with topics and trends in today's defense transportation system.

Bringing together leading professionals from logistics, military, government and commercial sectors, this year's event was themed "Outside the beltway - outside the box" and featured educational sessions, workshops and roundtable discussions from a diverse panel of keynote speakers and special guests.

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## **[AIT announces opening of Greensboro location](#)**

AIT extends a warm welcome to the newest addition of our independent contractor network. Effective October 4, owners Carl Tapp, Jr., and Mike Medley have opened their doors for business in Greensboro, NC:

AIT Worldwide Logistics - GSO  
400 A Edwardia Drive  
Greensboro, NC 27409

Toll free: 800-258-4903  
Local: 336-294-6882

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## Buzz Word

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### ULD

A ULD, also known as a **unit load device**, is a pallet or container used to load luggage, cargo and/or mail on wide-body aircraft and specific narrow-body aircraft. The device can prevent flight delays and allows a large quantity of cargo to be bundled into a single unit, saving ground crews time and effort.

Each ULD has its own packing list (or manifest) so that its contents can be tracked easily. ULD pallets are rugged aluminum sheets with rims designed to lock into cargo net lugs. ULD containers, also known as cans and pods, are closed containers made of aluminum or a combination of aluminum (frame) and Lexan (walls) which, depending on the nature of the goods in transit, may have built-in refrigeration units.

Some examples of container types include LD3, LD8 and LD11. Examples of pallet types include LD8, LD11, and LD7. Maximum height for lower deck loading of pallets is 64 inches, while height limit for main deck depends on aircraft type and contours with an average height of 96 inches for LD8 and 125 inches for LD11.



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According to a September 16 news release issued by the U.S. Bureau of Economic Analysis, the U.S. current-account deficit - the combined balances on trade in goods and services, income and net unilateral current transfers - increased to which of the following in the second quarter of 2010:

- A. \$123.3 billion (preliminary), from \$109.2 billion (revised) in the first quarter of 2010
- B. \$230 billion (preliminary), from \$199 billion (revised) in the first quarter of 2010
- C. \$23 billion (preliminary), from \$13 billion (revised) in the first quarter of 2010
- D. \$23 million (preliminary), from \$21 million (revised) in the first quarter of 2010

[Click here to see the answer!](#)

**Correct Answer: A. \$123.3 billion (preliminary)**

The increase was the fourth consecutive quarterly increase since the deficit of \$84.4 billion in the second quarter of 2009, which was the smallest deficit since the third quarter of 1999.

More trade statistics can be found in the International area of the BEA website: <http://www.bea.gov/international/index.htm>

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