

### Changes to customs regulations in China

In 2011, changes were introduced to Chinese customs regulations with regard to Harmonized System Codes (HS codes), Customer Registration Codes (CR codes) and the sending of samples and promotional materials. In view of the potential relevance of this for your organisation, we have summarised the main changes below.



#### HS Codes / Commodity codes

Customs now required an HS Code to be stated on the supporting documents of all shipments being exported from/imported into China. The HS code, along with an accurate and detailed goods description, is designed to expedite goods clearance.

#### Importer and Exporter customs Registration Codes

All importers and exporters in China are obliged to request a CR Code from the customs authorities, or to work with an agent who has the CR Code. This agent must be authorised to act as the 'Importer of Record' or 'Exporter of Record'. This CR code must be stated on all customs declaration forms of all shipments, with the exception of shipments containing personal effects.

#### Duty Exemption Withdrawal for Samples and Advertising Materials

Samples and advertising materials not exceeding RMB 400.00 (approximately USD 60.00) in value were previously exempted from import duties and VAT. This duty-free value threshold no longer applies. The new threshold is based on the duty and VAT liability, as can be determined from the HS code. Any shipment with a duty and VAT liability of less than RMB 50.00 (approximately USD 7.50) is exempted from import duties and VAT.

Please take note of these new customs regulations. Failure to adhere correctly or in full to these rules may result in delays in the processing of your shipments by the local customs authorities.

### Surcharges for express transport in 2011

In recent years, a variety of surcharges have been introduced in the global express transport market. The fuel surcharge and the 'out-of-area' surcharge are two of the most common. In view of the increasingly important role of automation in express transport, coupled with the fact that most consignments are handled via automated conveyor systems, a surcharge has now also been introduced for oversized consignments that cannot be handled automatically. Below are some of the surcharges that your organisation is likely to incur.

<b>Non Conveyor Belt surcharge</b>	This surcharge applies to consignments that cannot be processed via a conveyor belt. The amount of the surcharge depends on the dimensions of the consignment and on the freight carrier.
<b>Non Stackable surcharge</b>	This surcharge applies to consignments that cannot be stacked. Non-stackable goods take up a lot of valuable space, which could be utilised more efficiently if the goods were stackable. This applies for instance to pyramid pallets.
<b>Health &amp; Safety surcharge</b>	Some freight carriers take special measures when processing consignments that contain sharp items that have not been packed, or packed incorrectly. Depending on the freight carrier, a surcharge will apply to cover the cost of this extra handling.

For a breakdown of costs and possible surcharges that may apply to your company, please do not hesitate to contact us. We will endeavour to advise you as accurately and comprehensively as possible about the most efficient packaging and shipment solutions.

### Base Logistics to feature in *Financieel Dagblad*



On Thursday 10 March 2011, the *Financieel Dagblad* [the Dutch Financial Times] will be publishing a special edition dedicated to Supply Chain Management. As an expert in supply chain management, Base Logistics' contribution will be in the form of an expert interview. If you would like to receive a copy of this special edition, please get in touch. We have reserved a limited number of copies. The special edition will be issued on a first come, first served basis. Click on [this link](#) to reserve a copy. Please provide your name and address so that we can send you a copy by post.

### Transport documents

As a freight forwarder, we are only too pleased to advise our customers about the requisite transport documents. Our advice ranges from the correct procedure for enclosing commercial invoices to applying for export licences. Depending on the type of document, Base Logistics can create the necessary paperwork for you, to lighten your load. Although we will do our utmost to assist you during this process, we would like to emphasise that the proper use, enclosure and completion of transport documents remains the responsibility of our customers, for instance with regard to creating a EUR 1 or Commercial Invoice. In which instances is the use of these documents mandatory and what conditions are attached to these documents? As well as Base Logistics, information about using the right transport documents can also be obtained via [EVD](#) and the Dutch Chamber of Commerce ([KVK](#)).

### Customer satisfaction survey

Base Logistics is committed to improving its services on an ongoing basis. To enable us to deliver the highest standard of service, up-to-date information about our customers' experiences is of the essence. In December 2010, we invited some of our business relations to comment on various aspects of our services. The responses revealed that the majority of our customers are extremely satisfied with the level of convenience doing business with us affords. Aspects such as performance, feedback to customer requests and the quality of our staff were also highly rated. Although we are delighted with the outcome of this survey, we have drawn up an action plan to identify points of improvements. One of our improvements is to optimize our ability to respond proactively to problems with your shipments. The average survey score of 'satisfied' is not enough for us in this particular area of operation. As in other areas, we aim high and will do our utmost in the months ahead to improve this aspect.



### Services in North Africa and the Middle East

Due to the current unrest in various countries in North Africa and the Middle East, we have provided an update below of the main regions in which we are currently running a limited service. For these destinations, air and sea freight shipments are available on request, and express transport in some regions may be offered on a limited basis only.

<b>Egypt</b>	Most express freight carriers are running a standard service. However, shipments remain subject to possible delays.
<b>Libya</b>	We are running a very limited service in the east of Libya and the level of service differs per freight carrier. We are running a limited service for the rest of the country, depending on the destination of your shipments. Delays are likely in all cases.
<b>Tunisia</b>	Transport to and from Tunisia is possible. Shipments are subject to possible delays and, depending on the freight carrier, a maximum weight per consignment applies.
<b>Yemen</b>	We are currently running a limited service for Yemen. Some freight carriers are not providing an import service from this country at present.
<b>Bahrain</b>	We are currently running a very limited service in this country and shipments are subject to possible delays.

We would be more than happy to advise you on the best transport method for your shipments to the above countries. Our Traffic Department can provide up-to-the minute information and find the most efficient transport to and from these countries with you. To discuss your requirements, please telephone us on +31 (0)88 555 2222.