



Universal Forwarding Overseas, Ltd.

Newsletter

February, 2012

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ARGENTINA REGULATIONS CHANGE – GENERAL RESOLUTIONS 3252 & 3255

The import procedures in Argentina have changed significantly. Effective immediately, all shipments to Argentina require a pre-authorization by the Argentine Government. This authorization is to be initiated by the Importer of Record, or a custom broker on their behalf, prior to setting up overseas purchases.

The Importer of Record will submit information electronically to the Argentine Government. This information includes FOB value, harmonizing code(s), quantity and description of goods, etc. Argentine agencies will check the information to determine if other requirements are to be met and will have 3-10 days to issue or deny entry.

If a shipment does not have authorization prior to arrival in Argentina, the government can choose to allow or reject the shipment. The shipper and consignee are fully responsible for all expenses incurred in these situations. While the burden of pre-authorization is with the Importer of Record, UFO encourages shippers to contact all Argentine customers to ensure regulations are being met. More information can be found at www.afip.gob.ar (in Spanish).

ARGENTINA REGULATIONS CHANGE – CUSTOMS FEE ON AIR IMPORT & EXPORT SHIPMENTS

In accordance to Customs General Resolution 3244/2011, which was effective February 1, 2012, the Argentine Government has started assessing a new Customs Fee on all AIR import and export shipments. As a result, a fee of \$25 is being assessed by air carriers. Please be advised that the costs will be assessed on each air waybill for shipments to Argentina.

CARRIER CHASSIS AVAILABILITY

Several carriers providing ocean freight services to the United States are discontinuing the ownership and management of chassis fleets. Carriers are citing reasons for this change to include more efficient deployment of chassis, improved asset utilization and reduced environmental impact. Chassis will primarily be available for rent through established chassis providers.

As these changes go into effect, drayage companies will be required to rent chassis directly from the chassis providers. In turn, the additional expenses incurred to the drayage companies will be passed to the clients. UFO will continue to work diligently with drayage providers to control costs and ensure proper chassis procurement as required to meet your shipping needs.

REMINDER – ISO IS 17712 CONTAINER SEALS

The new worldwide container seal requirements are effective March 1, 2012. The new high security seal standard for ocean container shipments requires seals to be certified tamper resistance. For more information, please reference the UFO Newsletter September 2011 available on our website – www.ufoldtd.com.

If you have any questions regarding these topics, please contact Marc Mugfor at mmugfor@ufoldtd.com.

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