



JP 24-Filing From 10.03.2014

SACO SHIPPING AUSTRIA

Our branch office in Vienna was opened in July 2008 under the name of SSL CONSOLIDATION SERVICE GMBH, which was changed to SACO SHIPPING GMBH on July 01st, 2013



Claudia Strebl	Claudius Kölnberger	Franz Klawatsch
Eva Hejda	Iemima Ursache	Jasmina Husic

We are operating from our premises in the twentieth district located on a railway compound called Nordwestbahnhof – an ideal location right in the heart of Vienna!

Our facility is providing approx 700 m2 inside area for handling and warehousing our transshipments with four ramps for unloading trucks and containers; naturally we are also equipped with our own railway track running by

our building, useful for unloading containers arriving on rail.

We are able to offer overall services like warehousing, re-packing, re-labeling, etc.

Our worldwide imports via Hamburg and Koper are booked, respectively operated by Mrs. Eva Hejda and Mrs. Jasmina Husic; our export shipments are processed by Mrs. Claudia Strebl and Ms. Iemima Ursache

As we are electronically connected to the Austrian Customs Authorities we are entitled to execute any kind of import/export/transit customs clearance, performed by our own broker Mr. Franz Klawatsch

We are also operating a CFS in Upper Austria, Leonding (nearby Linz) and starting with January 01st, 2014 a CFS in Graz, Styria (of course our customs licence is also valid for these CFS's)

Our worldwide import shipments are dispatched from Headquarter SACO Hamburg to CFS Vienna and Linz by two groupage trucks each weekly and at least one groupage truck load from Shipco Koper for destinations Vienna/Linz/Graz

In addition we operate our own direct import consol box service from New York arriving in Vienna once a week.

Regarding the export sector we guarantee 3 groupage truck departures from CFS Vienna and two departures from CFS Linz to Hamburg to our clients; of course bigger shipments are loaded directly from all over Austria to Hamburg – securing deliveries in time to vessels closings and fastest possible connection to Saco Hamburg network.

For more than one year we have now been successfully operating weekly truck departures from Vienna to Athens, Greece (departure every Friday with arrival following Monday) and also Albania.

Saco Vienna is operating as a hub for all neighbouring ex – Yugoslavian countries besides Slovenia; in case of language problems it has proved to be very helpful, that our colleague Mrs. Jasmina Husic is able to communicate with our customers in their own Mother language.

In case of any further need of information please do not hesitate to contact our Branch Manager Mr. Claudius Kölnberger.

THE SACO STAFF

Name: Kira Kablau

Position: Operations
Export Australia, New Zealand, Southern Sea, Argentina, Paraguay, Uruguay

With SACO since:
01.03.1995



How did I get to work for SACO and what motivates me in my daily duties in the SACO team?

After my apprenticeship in NVOCC I took a visit

in forwarding business. My former colleague Holger Schnackenberg meanwhile became managing director of SACO Shipping in Bremen and when he offered me a job I was glad to return to NVO business. Being the first woman with Saco Shipping in Bremen I changed quite a couple of things in this “men-dominated-office”. :-)
As of Jan. 1st, 2014 my field of duty has been expanded by Argentina, Uruguay and Paraguay in addition to Australia and New Zealand, which are my "babies" since my very first day at Saco.

What have I experienced in my time with SACO

To me the growth of SACO is the most impressive. At the first company parties all colleagues of SACO in Hamburg and Bremen were able to sit together at one long table. Nowadays the most festival rooms are too small for all of us. That's why most events and jubilees are now celebrated in our warehouses. And especially these events are so special for SACO. Nowhere else you are able to meet your customers, your colleagues from all European offices as well as your agents and partners from all over the world at one occasion. It's always a highlight for me.

What spontaneously comes to mind when I think of SACO:

Progressive enterprise with familiar atmosphere and with a management that never stands still and is always looking for new challenges.

What I wish for the future

That I can further on add something to SACO's success and that my friends and colleagues in Bremen and Hamburg join me.

PCH PACKING CENTER HAMBURG GMBH

The new facility of PCH Packing Center Hamburg GmbH running since September 2013 in the port area of Hamburg Wilhelmsburg,

Wollkammereistrasse 1 does not only consist of approximately 27.000m² and a covered outdoor area of 2.500m² on a property of 85.000m² but also has state-to-the-art technology which is more and more important in daily business.

This includes not only outdoor areas and drive-in/out access with camera surveillance but also systems for the daily dispatch on the property. For example camera connected tracking systems to trace the flow of cargo within the warehouse and the whole pick-up / delivery scene. Holding integrated scanning technology and pager-systems for simplified truck guidance to one of over 40 ramps.

The whole property is a licensed bonded warehouse. Separate possibilities to store high valued goods as well as veterinary subject cargo are also available.

Hazardous goods are stored in sections that are especially equipped with CO² extinguishing systems for the safety requirements coming along with IMDG cargo. All of the storing units for hazardous freight are officially authorized. The whole site was built and inspected following the regulatory requirements according to Bundesimmissionsschutzgesetz §4 (Federal Pollution Control Act).

More than 70 permanent professional warehousemen and a team of over 30 office



workers take good care of a smooth daily handling. They make innovations run with their years of experience – not only for us but for you, too.

SRI LANKA – NEW IMPORT REGULATIONS

Please be informed about the new import regulations in Sri Lanka, implemented by Sri Lanka Ports Authority and the Ministry of Finance.



Hereafter please find the main content of “The Gazette of the Democratic Socialist Republic of Sri Lanka”, the complete version can be send on request: quote 4. No licensed service provider shall charge from an importer in Sri Lanka, any charge other than the all-inclusive freight, where the importer is contractually liable to pay, subject to regulation 3(1) for the carriage of goods from the origin to destination as specified in the Bill of Lading; unquote

Therefore we will impose a new surcharge for destination charges occurring in Sri Lanka/Colombo. This surcharge will be charged prepaid beginning with sailings from 27. January 2014.

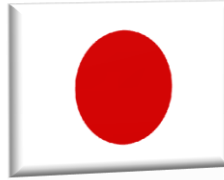
For further questions please don't hesitate to contact us.

SACO Shipping Hamburg: Mrs Manuela Brandt, Manuela.Brandt@saco.de,
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JAPAN JP 24-FILING

We would like to inform you about the upcoming regulatory changes for cargo discharging or transshipping in the territory of Japan, which commences up from March 10th 2014 departures. As of this date, Advance Filing Rules will come into effect. This will require electronic submission of information on maritime container cargoes which are destined for discharge at a port in Japan, no later than 48 hours before departure of the vessel from port of loading.



This ruling applies to any containerized cargo discharging in Japan. It is not including cargo where the port of discharge is outside Japan (FROB - Freight Remain On Board), empty containers, cargo loaded on platform containers or break-bulk cargo.

In line with these standard advanced filing procedures, submissions must be carried out 48 hours before vessel departure at port of load. This means we as NVOCC need to file our house B/L's to custom latest 48 hours before vessel departure. If no data filing is arranged before vessel departure, the cargo cannot be discharged at any port in Japan.

Customs will carry out a security assessment on the data submitted and if high-risk cargo or errors are determined, they will revert with the following statuses within 24 hours:

- DNL (Do Not Load) - customs identify the cargo as high-risk and declare it should not be loaded on the vessel.
- HLD (Hold) - additional data or correction of data is required to complete the risk

assessment. HLD status can be corrected prior to vessel departure.

- DNU (Do Not Unload) - If customs identify any high-risk cargo after the vessel has sailed, they will apply DNU, preventing the cargo from being discharged at any port in Japan.

Cargo will not be loaded to the vessel if either DNL or HLD are still applied upon vessel arrival. In order to avoid cargo being put on hold by Japanese customs authorities, it is important that the B/L data provided is complete and accurate. The information received on the shipping instruction will be used for the advanced manifest submission

We would like to highlight that data requirements will become more detailed than current procedures. Your B/L instruction('s) therefore must now also include the following:

- Full name, address (including postal code) and telephone number of the direct shipper, consignee & notify parties.

If you work with your agency or own office in Japan, we need name and address of direct shipper and ultimate consignee/notify with separate info-sheet

- Precise goods description per cargo item (general or group descriptions are not allowed).
- Minimum 6 digit HS code per cargo item.
- Detailed and complete Dangerous Goods information where applicable.

In order to comply with this requirement SACO Shipping will require complete and correct shipping instructions in time. Documentation cutoff will be same as cargo delivery cutoff date - & time. SACO Shipping will apply No Docs / No Load procedure.

Official Japan Advanced Filing Rules as well as Filing Fee per entry will be implemented up from sailing on March, 7th 2014 closing for this vessel will be February, 25th 2014.

SACO Shipping will continue to update customers if there are any further developments on this customs initiative.

Should you have any inquiries relating to this regulation, please feel free to contact our local Customer Service representatives.

If you need detailed information's for a.m. procedure here is the link to the Japanese Customs authorities.

<http://www.customs.go.jp/english/summary/advance/index.htm>

Your contacts at SACO Shipping Germany are:

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SACO Shipping Bremen:

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FEMALE CEO WITH A SENSE FOR LOADING

Andrea Briks, co- head of the Hamburg-based company SACO Shipping, controls as one of only a few women, the success of the port of Hamburg.



All world ports under one roof, where can this be found? Walking through the huge logistics shed of SACO Shipping on Reiherstieg in Wilhelmsburg you can see with a few looks, how closely Hamburg is connected with all continents. The goods are stored on pallets in a number of individual spaces, which are each marked with the name tag of a port - a large area is reserved for the import, another for export. After half an hour of walking the world trip is completed, from Hamburg to Shanghai, from Tokyo to Vancouver, from Los Angeles to Rio de Janeiro, from New Jersey to Bremerhaven. In between passing along the tags of dozens of smaller ports around the globe. Around 170 ports are served through Saco Shipping directly from Hamburg.

"In a 40-foot container from ten to fifteen different shipments may be stuffed"
Andrea Briks, SACO Shipping

Andrea Briks, 55, operates hands-on logistics, such as you would never get to see at the container terminals that shape the image of the

port of Hamburg for decades. In early 1988 the trained logistics woman and her former colleague Harald Pahl opened SACO Shipping. SACO is an abbreviation for consol-container (German: Sammelcontainer). The company combines especially smaller amounts of charge, with which the shipper cannot fill a complete container. The venturer Packing Center Hamburg (PCH) packs and unpacks the SACO containers that are shipped from Hamburg to many countries or their cargo arrives reversed for further dispatch to Germany and Europe in Hamburg. "In a 40 - foot standard containers ten to fifteen different shipments may be stuffed" says Briks on a tour of the shed, in which forklifts drive around constantly. Before shipping was dominated by containers, cargo was transported around the world in boxes and crates and drums. SACO Shipping gives an impression of how this world of freight traffic looks like. Because in the shed are all the shipments without container. Thousands of individual pieces, from the complete equipment of a band that was on tour abroad, on machine parts in wooden crates to barrels of chemicals that are in the hazardous storage zone of the building. Even mail to be shipped is stored in the shed. The container is loaded by using the forklift, pallets and single pieces are driven in the steel boxes that way. It is sometimes also loaded by hand to fill the container decently. "This is "Pütt and Pann", as we say in Hamburg, classic cargo business", says Klaus Wachsmann, CEO of PCH.

Port Logistics is a tangible business, not different today than in previous decades. Women in leadership positions are found only rarely in this industry. Andrea Briks is one of the few exceptions in the Port of Hamburg. While she is rarely in the everyday business, because she is snowed under with work. "I care about the staff, but also the IT department in the company or to the internal organization such as

our move last year", she says. On a tender of the Hamburg Port Authority SACO Shipping won the lease of land on Reiherstieg a large plot in the middle of the harbor, tied for traffic, "We are very dependent on a good accessibility by truck" says Briks.

For over 25 years SACO Shipping already exists. Looking back the boss realizes how low employee fluctuation is: "Many of our people are working with us for ten, twenty or more years, one rose from apprentice to chief clerk", she says in a conference room. There is a bar and a heavy table football unit with digital display. The global transport business is still based heavily on personal connections even today - and on trust. This includes sometimes also celebrating with our business partners in the corporate office. A total of 280 employees now work for SACO Shipping, 60 (*) in Hamburg, 40 in Bremen, many others in the foreign branches of the company.

In business with consol containers SACO Shipping claims to be the market leader in Germany. The company operates with the shipping of goods in the global traffic as so-called NVOCC service as a shipping company without its own ships, as Briks explained. Some 90 million Euros recorded SACO Shipping in the past year, and rising. The relocation of the company over the past decades have always been driven by the growing demand for space.

" Praised by the economic Senator for the construction of power at Saco Shipping "

Recently Economics Senator Frank Horch (independent) visited the company and was full of praise: "The increase in the turnover rate is also due to innovative companies like SACO

Shipping contributing with courage and creative ideas to the quality of the Hamburg harbor" he said after a tour of the brand new warehouse. "I am impressed about what you have created here".

Among other things, Andrea Briks is also involved in business association Port of Hamburg (UVHH) (**). Not quite without self-interest, they fought there against the closing of the free port zone to the end of 2012, within which the goods did not have to be cleared through customs. For logistic companies, such as SACO Shipping, turning over many shipments from foreign countries only for further transportation to a third country, the free port was a great relief. But the opponents of abolition could not prevail against the general trend to end free zones in the EU. Thus, the warehouse of SACO Shipping is now at the same time a customs warehouse for cross-border movement of goods: "That brings us significantly more work than before, but Hamburg has now decided for the abolition of the free zone".

In hard work Andrea Briks has built up a flourishing business and at the same time her own family. With her husband she has been married since 1978. Their son studied business psychology. This results in an individual answer to the contemporary question of whether family and career are compatible. Briks does not believe in quotas for women in leadership positions. She believes rather that many women in the management of companies "do not necessarily push in the highest leadership positions because they know that this can also be associated with severe restrictions on the quality of life".

To herself the combination of private and professional life worked. Maybe also because they treated their employees familiar in some way: "We have built up the company as a party of two at that time, with lots of fun and

enthusiasm," she says goodbye. "And we are still quasi bosses to touch".

Source: Hamburger Abendblatt of 03/Feb./2014, translated from German by SACO

(*) total 224 employees, thereof 181 employees in Hamburg and 43 in Bremen

(**) Hamburg-port-marketing (HHM)

HOME ON ALL SEAS AND ROADS

SACO Europe has its own transportation department and maintains short-sea and land transport.

Direct shipments to 24 countries plus various other countries in transshipment, for example, to the Faroe Islands, Iceland, the Azores, or up to the Middle East, such as Azerbaijan, and Kazakhstan, etc., can be arranged by us.

SACO has their own branch offices in the Czech Republic, Slovakia, Hungary, Austria and Switzerland. In all other countries we are represented through competent partners. Our team in Hamburg consists of eight experienced staff, which are always up to date through regular training and further education. Weekly departures are guaranteed and often destinations are offered several times a week. For example, Switzerland at least 3 times a week to Basel & Zurich directly.

These departures can be viewed and booked by our customers online at www.saco.de. This offers a great transparency for you. Oversize and heavy weights do not pose a problem. Our services range from pick-up, import customs clearance, to door delivery and our expert staff are always available. We are happy



to offer this service, in addition to incoming import shipments, also to our German and international clientele. Our high degree of flexibility as well as the favorable cost structure excites more and more clients.

<u>Destination</u>	<u>Departure(s)</u>	<u>T/T approx.</u>
Antwerp, BE	Wed.	1 day
Sofia, BG	Fri.	5 days
Prague, CZ	Wed. & Fri.	1 day
Aarhus, Dk	Wed.	1 day
Copenhagen, Dk	Wed.	2 days
Tallinn, EE	Wed.	3-4 days
Helsinki, FI	Sat.	3-4 days
Le Havre, FR	Mon.	3-4 days
Athens, GR	Tue.	7 days
Dublin, IE	Wed.	6 days
Milan, IT	Thu.	3 days
Riga, LV	Wed.	10 days
Vilnius, LT	Wed.	10 days
Rotterdam, NL	Wed.	1 day
Oslo, NO	Sat.	3-4 days
Vienna, AT	Tue. / Fri.	2 days
Linz, AT	Tue. / Fri.	1 day
Gdynia, PL	Tue.	3-4 days
Warsaw, PL	Tue.	5 days
Bukarest, RO	Fri.	5 days
St.Petersburg, RU	Tue.	4 days
Moscow, RU	Wed.	14 days
Gothenburg, SE	Sat.	3-4 days
Basel, CH	Tue. Wed. / Fri.	1 day
Zurich, CH	Tue. / Fri.	2 days
Bratislava, SK	Tue. / Fri.	2 days
Koper, SI	Teu. / Fri.	3-4 days
Barcelona, ES	Fri.	3-4 days
London, GB	Sat.	3 days
Kiew, UA	Wed.	20 days
Budapest, HU	Tue. & Fri.	3 days
Minsk, BY	Wed.	14 days
Lisbon, PT	Wed.	9 days
Almaty, KZ	Wed.	24 days

The top priority in all our European traffic is the quality and the service to our customers. Your logistic requirements are varied, as well as our ability. And based on our dense network and our services we will always find an optimal solution. With that dense network of partners we can report an exact location of your shipment at any time due to the very long-standing, professional but also friendly relationship with all our receiving agents.

We are looking forward to your inquiries.

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USA / KANADA

Export/ import regulations for packaging materials made of solid wood

International Plant Protection Convention (IPPC), has passed the ISPM 15 (International standards for Phytosanitary Measures)



"Guidelines for Regulating Wood Packaging material in International Trade" for the international dispatch of packaging made of full wood. They provide that packaging materials/pallets must, among other things be heat treated (HT-Treatment).

The IPPC identification must be stamped / sprayed in black color on 2 opposite sides of the packaging/pallet (as well as for used pallets and solid wood packaging and/or composite wood packaging). Authorities may be authorized by locating the lack of a letter or

stamp faded in the receiving country to decline the import and return to origin.

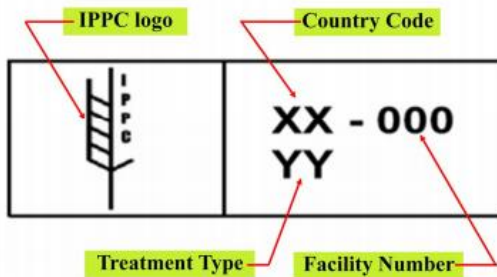
Any non-compliance of the regulations on the part of the cargo loaded, the liability of the warehouse as well as of the NVOCC / Shipping Lines and her agents are excluded. Every costs/subsequent losses resulting from the non-compliance are for the account of the consignor/sender.

[IPPC PDF file - for more information click here](#) or contact our US-/Canada Export Team.

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International Plant Protection Convention (IPPC) Logo



- any solid wood packaging must bear valid IPPC stamps (picture)
- IPPC stamps must be placed well visible on the wood and may not be covered by e.g. foil
- Weathered, incomplete or badly visible stamps will not be accepted by the US authorities.
- Any solid wooden elements which are loose or only fixed with e.g. straps must bear IPPC stamps.
 - -> Wood elements that are not glued, screwed or nailed are considered as loose.
- If wood packaging consists of solid wood packing and plywood, the IPPC stamp must be necessarily placed on the solid wood elements.
- Additionally please note that it generally makes sense to mark solid wood packaging with more than one IPPC stamp.

What's next in ...news and more

THE SACO STAFF

Stefan Bergmann - not only being Santa-SACO he is 'big' in business...

THE SACO FCL DEPARTMENT

We can go different ways

Our daily business is not only full container but can also handle large steel rings, crane boom or load even tanks.

On February, 26th, 2013, 4 tanks were shipped from Hamburg to the Philippines as a joint project of SACO Hamburg and the SSC office in Antwerp.

We take you to this journey - read more in the next issue of "...news and more"