



The Association of Airfreight Forwarding & Logistics

2004 Country Report By Samson Pao

1. Internal Factor Human resources report

Reference with the latest report from Directorate General of Budget, static's & Accounting of Executive Yuan of Rep. Of China, GDP Growth Rate [2005forecast] : 4.21% , GNP [2004] : 10,584,790million NT dollars ,Per Capita GNP [2004] : 468,956NT dollars , CPI Change Rate [Feb. 2005] : 1.94% (compared with the same month last year) WPI Change Rate [Feb. 2005] : 2.62% (compared with the same month last year) Unemployment Rate [Feb. 2005] : 4.28% , Labor Force Participation Rate [Feb. 2005] : 57.71% , The Unemployed [Feb. 2005] : 441thousand persons , Average Monthly Working Hours (Industry and Service Employee) [Jan. 2005] : 185hours , Average Earnings (Industry and Service Employee) [Jan. 2005] : 65,840NT dollars.

Total nonagricultural payroll employment, at 5,917 thousand, increased by 11 thousand (or 0.19%) in January 2005. Among all industries, the service sector had shared 51.56%. In comparison from January 2004 through January 2005, payroll employees increased by 185 thousand (or 3.22%). The industrial sector increased 2.66%, while the service sector increased 3.76%. Comparing the same period with last year, employees increased mostly in Manufacturing (60 thousand), followed by Trade (53 thousand), Professional, Scientific and Technical Services (15 thousand).

Among all industries, the Other Services Industry with the highest accession rate (3.95%), followed by Accommodation & Eating-Drinking Places (3.78%), Real Estate and Rental and Leasing Industry (3.53%). The Cultural, Sporting & Recreational Services Industry showed the highest separation rate (3.92%), followed by Accommodation & Eating-Drinking Places (3.39%) and Construction (3.06%).

The average monthly hours of work (including regular and over-time) for industry and service sector totaled to 184.7 hours, down by 9.3 hours than last month and rose by 28.9 hours than last year. The top three industries with increasing working-hour were Real Estate and Rental and Leasing Industry, Construction Industry and Manufacturing Industry that reported 32.0 hours, 31.9 hours and 30.8 hours increasing respectively.

Employees on payrolls			Industry & services						Manufacturing				
Industry	Industry	Services	Average monthly working hours	Accessions	Separations	Monthly earning all employees	Employees	Average	Average	Index	Index	Index	Index
(Thousand person)	(Thousand person)	(Thousand person)	(Hour)	(%)	(%)	(dollars)	(dollars)	(Thousand person)	(Hour)	(dollars)	Labor productivity	Labor output	Cost
2004	5833	2840	2993	183.5	2.3	2.05	43021	35333	2420	190.7	40611	122.13	83.46
Jan.	5732	2792	2940	155.8	1.68	1.95	76688	35054	2375	160.6	74298	128.26	172.49
Feb.	5744	2799	2944	174.1	2.41	2.1	39802	35154	2385	181.5	38010	123.76	81.01
Mar.	5759	2811	2948	183.6	2.54	2.2	39182	35317	2399	200.8	36604	121.96	71.47
Apr.	5777	2814	2963	187.8	2.16	1.82	38965	35325	2403	194.8	37051	121.56	74.83
May	5798	2829	2969	184.1	2.24	1.88	39097	35296	2413	191.5	36881	125.72	73.17
June	5830	2843	2987	183.1	2.39	1.73	40227	35193	2427	190.8	38705	122.41	79.12
July	5885	2869	3016	190.1	3.05	2.12	40110	35295	2449	198.1	38475	117.93	78.74
Aug.	5892	2868	3024	184.8	2.44	2.35	41412	35292	2443	191.9	36521	121.15	75.23
Sept.	5880	2860	3019	182.9	2.45	2.54	40439	35341	2438	190	37660	122.37	77.59
Oct.	5892	2864	3027	183	2.26	2.05	39012	35437	2436	190.7	36933	124.54	74.59
Nov.	5900	2865	3035	188.2	2.05	1.88	38747	35517	2438	195.9	36905	119.37	75.65
Dec.	5906	2869	3037	194	1.84	1.73	43132	35762	2436	200.7	39953	118.22	80.73
last year (%)	3.22	2.66	3.76	-28.9	-0.36	[-0.12]	-14.15	2.22	2.51	-30.8	-7.58	-7.17	-16.14



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Date of compiled: Mar. 22 2005

Note 1. Numbers in quotation are time-increased or time-decreased or percentage

2. Index base year -2001=100

3. Average earning is the total of regular (basic salary, monthly bonus, fixed subsidy and good attendance reward) and irregular (over-time, annual bonus, flexible bonus not paid by month) earnings of employees on payroll. But not include the non-working reward such as insurance, pension.

2. Internal Factor - Global Logistics report

Under the demands for fast delivery and lower inventory from global customers, Taiwan, as an important base of manufacturing and processing operations in the world, is imperative to create a free, smooth trade environment without obstacles to benefit Taiwan industries and trading partners. As a result, with the prevailing trend of development in free trade environment and simplification in trading procedures, the Bureau of Foreign Trade launched the "Trade Facilitation" plan, which was derived from the item of "Barrier-free Customs Clearance Project" of "Operations Headquarters Development Plans" in "Challenge 2008: National Development Plan", to develop "Facilitation and Digitization of Trade processes". This plan is one of the most important plans that will enhance our overall trade competitiveness and enable us to be a crucial global logistic center.

In order to promote understanding of freight logistics services liberalization, to bring huge business opportunities and to contribute to the economic development of its Members, the WTO held the "freight logistics services seminar" on September 29, 2004 in Geneva. The seminar hosted representatives from international well-known express delivery companies, marine transportation companies, dairy deliverers and related industry associations. Separately from the suppliers, users and regulators analyzed the benefits of freight logistics liberalization for developing and developed countries.

Dr. Shong-lee, Ivan, Su, from Global Logistics Council of Taiwan represented our country to present "Freight Logistics Services Liberalization - A Case Study on Taiwan Global Direct Distribution," and attained high praise.

Being an island economy with limited economical scale, insufficient land and a highly saturated market, most logistics services companies in Taiwan are small. We think that if more members make commitments on further liberalization in this regard, an environment with a smoother flow of goods and services can be constructed, and more investment from multinational companies can be expected. This would also be advantageous to their own economies of those countries that make commitments because further liberalization of their logistics services is able to enhance the competitiveness and efficiency of the said industry.

For comply of market thread, Taiwan government educated all industries about WTO practice & Globalization

1. Technological advances in networking, telecommunication, & information.
2. Economic liberalization
3. Capital market formation
4. The importance Of international trade
5. The importance of port economics
6. The role of multinational corporations
7. The increasing importance of air-/ sea- ports and MNCs (Multinational corporations)

Goals

To make Taiwan become the best location for regional operation headquarter for Taiwanese Businesses and MNCs

1. Formulating institutions: (1) Planning free ports (2) Providing incentives for enterprise operation headquarters
2. Constructing infrastructure: (1) Constructing joint air-/sea- port (2) Barrier-free customs clearance (3) Global E-logistics

Methodology

The following steps were taken to estimate the impact of lower tariffs (and lower NTMs) on imports.

Phase-in schedules were calculated.

1. A baseline of import values was created, assuming a five-percent annual increase in the quantity of imports consumed and constant import prices (excluding tariffs) over the period.
2. The percent changes in domestic prices (the import price after the tariff has been applied) were calculated.
3. The impact of lower prices was transmitted to import quantities via the own-price elasticity of import demand. The new quantity is calculated by multiplying the price change and the elasticity, adding this product to 1, and multiplying this sum by the baseline import quantity for the first year of accession. The product, adjusted for endogenous growth, then becomes the baseline for the following year's calculation.
4. A new series of import values is calculated by multiplying the resulting quantities by the constant import price (excluding the tariff). The difference between the results of 5) and 2) is calculated. This value represents the change in the value of imports due to liberalization.

Promoting Trade Facilitation

Trade facilitation involves the simplification and harmonization of international trade procedures and the use of electronic means to achieve paperless trade, in order to shorten the entire trade process, lower distribution costs, and enhance global competitiveness for products. The scope of this work involves import procedures, shipping modalities, payment methods, insurance and other financial clearance and settlement



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mechanisms. In its “Challenge 2008—six-year National Development Plan,

” the Executive Yuan made the “Barrier-free Customs Project” part of the subsidiary project of building Taiwan into a headquarters for regional operations. The Council for Economic Planning and Development is in charge of coordinating the “Trade Facilitation and Networking Project,” the “Project to Improve Customs Clearance and the Bonded Operating Environment,” and the “Project to Establish a Navigation and Aviation Information System.” Implementation of these projects is the respective responsibility of BOFT under the MOEA, the Directorate General of Customs under the Ministry of Finance, and the Department of Navigation and Aviation under the Ministry of Transportation and Communications. The successful promotion of the “Challenge 2008” plan will affect not only the operating costs of foreign and domestic businesses but also, more importantly, Taiwan’s future competitiveness. Therefore, the implementation of these projects is urgent and necessary.

Remarks: Since the environment of local investment has deteriorated in recent years, some corporations lose former competition advantages. However, Many Taiwan companies invest in China provided with much predominance, e.g. geography location, plentiful labor, low wages, cheap rents, low property cost, culture, lifestyle, language, and extensive potential market. Past empirical studies about companies’ foreign investment in China didn’t arrive at consistent conclusions. In sum, many studies indicated that investing in China has possessed many operation advantages, and therefore contributes to improve companies’ profit ability.

This study examines the effect and importance of type of location factors on MNCs’ market valuation and operation performance, and further analyzes whether MNCs investing in China would advance their market value and operation performance. The empirical results are summarized below:

1. MNCs’ investment location, market value, and operation performance

Long-term debt ratio, R&D ratio, and size of companies will affect their market value and operation performance. And location is an important factor of impact of market value and operation performance. However, MNCs with presence in countries with developing economies have significantly lower market values and operation performance than MNCs that operate only in countries with advanced economies.

2. Impact of MNCs’ investment in China

Long-term debt ratio, R&D ratio, size, insiders, and square of insiders of companies will affect corporations’ market value and operation performance. Square of insiders indicates the existence of a curvilinear relationship between managerial shareholding and corporation value. However, MNCs with presence in China have significantly lower market values and operation performance than MNCs not operating in China.

A number of companies have traditionally used airfreight forwarders to handle aspects of their domestic as well as international transportation. But transportation is a lot different today than previous years because of new security and compliance programs such as C-TPAT, and container security initiatives.” Airfreight carriers until this point have had more capacity than demand. But over the last year or so, carriers have reduced capacity significantly.”

The industry also has become more complex, with regional express carriers now servicing the market; the airfreight forwarder’s function is to move cargo, on time, from A to B. But equally important is the information associated with the movement.” Airfreight forwarders are involved in all aspects of transportation”because that’s what today’s shipper demands. To be successful, airfreight forwarders have to be able to handle the full continuum of their shippers’ logistics needs

shippers ask their forwarders to deliver an increasing number of services, “the lines are blurring between third-party logistics providers and airfreight forwarders,” “forwarders will likely be pulled into providing a lot of activities that they haven’t offered in the past,” such as warehousing, financial handling, or replenishment services.

Why do so many companies work with airfreight forwarders when they could perform the same functions in-house? For many of the same reasons they outsource other logistics functions. “When you compare what you can do internally to what a provider can do,” “nine out of 10 times a forwarder can beat the cost of doing it internally.” forwarding is a full-time specialized job, both domestically as well as internationally. It’s a full-time job to stay aware of all the transportation options and the changes in rules.” Many firms rely on airfreight forwarders rather than developing and maintaining the capability in-house.

3. Internal Factor – Commercial Association report

The Airfreight Forwarder’s Association changed English Name to The Association of Airfreight Forwarding & Logistics. The Airfreight Forwarder’s association started from Aug. 31. 1976, our standard trade condition as follows:-

11. (I) Any and all business undertaken, including any advice information or service provided whether gratuitously or not, by the members of The Air Freight Forwarders’ Association of This Republic of China (hereinafter called “the Forwarder”) is transacted, subject to the Conditions hereinafter set out and each Condition shall be deemed to be incorporated in and to be a Condition of any agreement between the Forwarder and its Customer. The Forwarder is not a common carrier and only deals with goods subject to these Conditions. No agent or employee of the Forwarder has the Forwarder’s authority to alter or vary these Conditions.

(II) If any legislation is compulsorily applicable to any business undertaken, these Conditions shall regard such business as subject to such legislation and nothing in these Conditions shall be construed as a surrender by the Forwarder of any of its rights or immunities or as an increase of any of its responsibilities or liabilities under such legislation and if any part of these Conditions be repugnant to such legislation to any extent such part shall as regard such business as void to that extent but no further. Customers entering into transaction of any kind with the Forwarder expressly warrant that they are either the owner or the authorized agents of the owners of any goods to which transaction relates and further warrant that they are authorized to accept and are accepting these Conditions not only for themselves but also as agents for and on behalf of all



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other persons who are or may there after become interested in the goods. We provide the country report same as before.

With all the options available, there's no one right way to work with airfreight forwarders. Here's a look at the approaches that work well for three different companies. Working with a handful of freight forwarders that provide door-to-door service has proven to be efficient and cost-effective for LSU, which traditionally worked with a freight forwarder that handled part of a transaction, and then turned it over to another forwarder to handle the rest. Today the company works with four core forwarders: Exel, EGL Eagle Global Logistics, Expeditors International, and Nippon Express, NNR, WACO etc, each responsible for a major manufacturing lane.

Since the IT industries development in Taiwan the future of the 3PL industry, and thus our association, certainly seems to be a bright one. With well-documented trends toward outsourcing, streamlined logistics functions and corporations reverting to basic core competencies working in our favor, we expect to continue our pattern of 15% growth for the foreseeable future.

To keep up with this growth and better serve its members, TAAFL has recently undergone a transformation. This change, which has included a re-branding campaign and redesigned website, is aimed at creating an information-rich, web-based system networks has the flexibility to respond to members' changing needs. In addition to the lobbying, research, education and legal services the Association has always provided, TAAFL has begun to place more emphasis on marketing the 3PL industry to outsiders and helping facilitate contact between members and potential customers. IWLA also is working hard to develop operational standards and best practices within the industry. The latest example of this is the recent formation of an alliance between

- **SNMP (Simple Network Management Protocol) Service**-provides network management support in the TCP/IP environment for monitoring DCE resources and services.
- **DMI (Desktop Management Interface) Service**
- **Fibre Channel Service**
- **SES (Storage Enclosure Service)**
- **Proprietary Management Service**
- **CIM (Common Interface Model) Protocol and Services**

Today's challenging business environment requires companies to develop any edge they can to beat out the competition. And one of the biggest advantages a company can have is a well-trained, educated workforce. In fact, a recent TAAFL study of Air Logistics discovered that firms that invest in training employees grow faster than those that do not.

To help give its members this important leg up on the competition, IWLA presents a full slate of courses, workshops and discussion groups to promote professional development and expose attendees to newer and better ways of doing business. Our curriculum challenges, stimulates and educates logistics professionals, adding to their professionalism and their employers' bottom lines. It is aimed at both those new to the air logistics industry and practitioners looking up brush up on the latest industry developments. Several also count toward completion of TAAFL's prestigious & IATA Certified DGR, Air Basic certification.

- **Computer and communication OEM companies worldwide adopt outsourcing strategy in 1990 - 2000. European & American large**
- **EMS providers grow very quickly accordingly. But Taiwan don't have a position in this trend, even we think we are very good at manufacturing. We take this chance to review what we think about manufacturing in the past 10 years and take this lesson to see our next 10 years.**
- **There are also taking the largest Taiwan EMS provider, OSE's FP Group as an example to see their strategy. As OSE's FP Group go into niche market before year 2000, she even turn loss to earning from the bad year 2000 to year 2002**

Harmonization

Harmonization is the alignment of national formalities, procedures, operations and documents with international conventions, standards, and practices. This will enable forms and procedures to

Be completed and complied with more easily. Many of the conventions and organizations involved in harmonization efforts were discussed.

The effectiveness and speed of regional harmonization efforts can be significantly increased if these Efforts are based on the use of existing international standards and practices.

Standardization

Standardization is the process of developing internationally agreed formats for practices and procedures, documents and information. Where such standards are adopted, the importers and exporters will not only be better able to communicate among themselves and with the authorities in their country but also with other parties in other countries.

Consultation

Regular consultation and feedback between the government and the private sector is required to ensure that the simplification, standardization and harmonization efforts undertaken by the administration are consistent with the needs of the end-user of the trade administrative system and to ensure that any change to the procedures is beneficial to all parties. In the high-tech 21st century, the growth in electronic commerce continues unabated. This is matched by a corresponding growth of organizational dependency in IT. The consequences of IT failure can be disastrous: information security can be compromised and customer relationships threatened. Current practice the supply chain & demand chain integrated all different trade partner, no matter Business Architecture, Information Architecture,application Architecture,data Architecture or



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technology architecture our market moved from Technology dependency to information dependency. Our operation & vision should match each other.

3 GLOBAL ECONOMIES

Latest World Bank forecasts (November 2004):

- World economic growth: Forecasts for 2004 and 2005 are 5.0% and 4.3%, respectively.
- United States: Growth momentum has slowed down from the second quarter. Growth is forecasted to be 4.3% and 3.2% in 2004 and 2005, respectively.
- Japan: While growth slowed sharply in the second quarter, the near-term outlook remains solid. Growth is forecasted to be 4.3% and 1.8%, respectively, in 2004 and 2005.
- Euro area: The pace of the expansion is expected to remain moderate, with growth forecast of 1.8% and 2.1%, respectively.
- East Asia: Growth is expected to reach 7.1% in 2004. Fixed investment has picked up not only in fast growing economies like China and Vietnam, but also in the middle and high income economies. Growth is expected to decelerate in 2005, although reaching a relatively robust pace near 6%.
- Trade volume: Forecasts for 2004 and 2005 are 11.1% and 8.7%, respectively.

4. Current Issue:

- Rising oil prices may contribute to upward pressure on domestic prices, and the movements of the US dollar value and interest rates are also generating agitation in domestic financial market.
- The coming implementation of Kyoto Protocols anticipated to greatly affect the iron and steel, petrochemical, cement, paper pulp and synthetic fiber industries, as Taiwan, though not a party to the pact yet, reduces carbon dioxide emissions.
- Dependence on exports to and investment in mainland China is rapidly increasing yet the development of a cross-strait communications and consultation mechanism is at a standstill. In addition, China's recent tightening measures to avoid a hard landing are anticipated to affect the Taiwan economy.
- Fiscal deficits have expanded rapidly in the past decade, as it has become more difficult in raising fiscal revenues and contracting expenditures.
- Inadequate infrastructure has been on the top list of impediments to Taiwan's competitiveness improvement by major studies in competitiveness.
- The banking sector reached very high levels of non-performing loan ratio, at 8.8% in the first quarter of 2002, with problems most severe among community financial institutions. The establishment of financial restructuring fund (RTC) and the passage of Financial Holding Company Law have helped liquidate and consolidate troubled financial institutions. As a result, domestic banks' non-performing loan ratio lowered to 2.8% in December 2004 from 7.5% three years ago, and community financial institutions; to 10.1% from 16.4%.
- Taiwan's financial system is over banked, with 14 financial holding companies and a large number of banks competing together, and none of them enjoying a market share of more than 10%. This situation needs to be improved as soon as possible.
- The emerging imbalance in manpower development
 - 1) The unemployment rate rose from 3.0% in 2000 to around 5% in 2002. Although lowering to 4.1% in December 2004, it is still a challenge for the government to reach the target of 4.0% in 2005.
 - 2) There is a growing inadequacy in the supply of highly professional and specialized manpower, managers, and basic-skilled workforce.

5. Policy Initiative:

- The inter-ministerial price monitoring taskforce met in September 2004 and announced measures to diminish fears of inflation:
 - 1) Switching from "loose" to "neutral" monetary policy, lowering tariffs on energy and consumer imports, and ensuring adequate supply of food.
 - 2) Public utility rate adjustment to be based on consumer affordability, economic situation, and business profitability.
 - 3) The petroleum industries are called upon to avert supply risks for the short run. For the long run, energy-saving technology and low energy-consuming, high value-added productions will be developed and promoted.
 - A taskforce for climate change and the Kyoto Protocols being organized to seek optimal solutions to meet both environmental and economic goals.
 - 1) Assistance will be provided to industries to voluntarily reduce carbon dioxide emissions.
 - 2) Private business sectors will be encouraged to raise energy efficiency and emphasize green Production process.
 - Easing restrictions on economic links with mainland China and monitoring recent economic developments in China
 - 1) The "no haste, be patient" mainland investment policy has been replaced with a less restrictive "proactive liberalization with effective management" approach.
 - 2) The preparatory phase of cross-strait direct transportation links is already underway.
 - 3) "Measures on cross-strait freight facilitation" are to be announced at appropriate time.
 - 4) The government is closely monitoring China's tightening measures and their impact on the Chinese and Taiwanese economies.
- Fiscal Report



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1) The government has established a fiscal reform committee to draw up plans for achieving a Balanced budget within five to ten years.

2) Another committee has been formed to consolidate the management of state-owned properties to Help increase government revenues.

□ **Financial reform:** A plan to develop Taiwan as a regional financial services center has been launched to help form a funding center, to promote asset management business, to develop a variety of new financial products, and to strengthen the health of the financial market.

□ **Strengthening Corporate governance:** An inter-ministerial "corporate governance reform taskforce" completed a "Policy Agenda and Action Plan to Strengthen Corporate Governance" near the end of 2003. Top priority has been placed on reform in companies listed on the stock and over-the-counter markets, especially financial service firms, to be followed by gradual extension to other businesses.

□ **Infrastructural development:** A spending around US\$15 billion by the government plus US\$6 billion by private investment for the next five years has been launched to step up development in transportation, high-technology, higher education, cultural creativity, harbors, water resources and sewage management.

□ **Measures to increase employment:** With the economy growing robustly in 2004 and an increase in public Spending to create about 40,000 jobs in public services, unemployment had lowered to 4.1% in November 2004. For the long run, the government is promoting services with high potentials in production value, job creation, value-added, international competitiveness, and raising the quality of life. Among the list of such service industries are financial services, wholesale, retail, logistics/distribution/transportation, medical care, manpower training, tourism, cultural and creative, design, information, property management, R&D, environmental protection, and engineering consultancy.

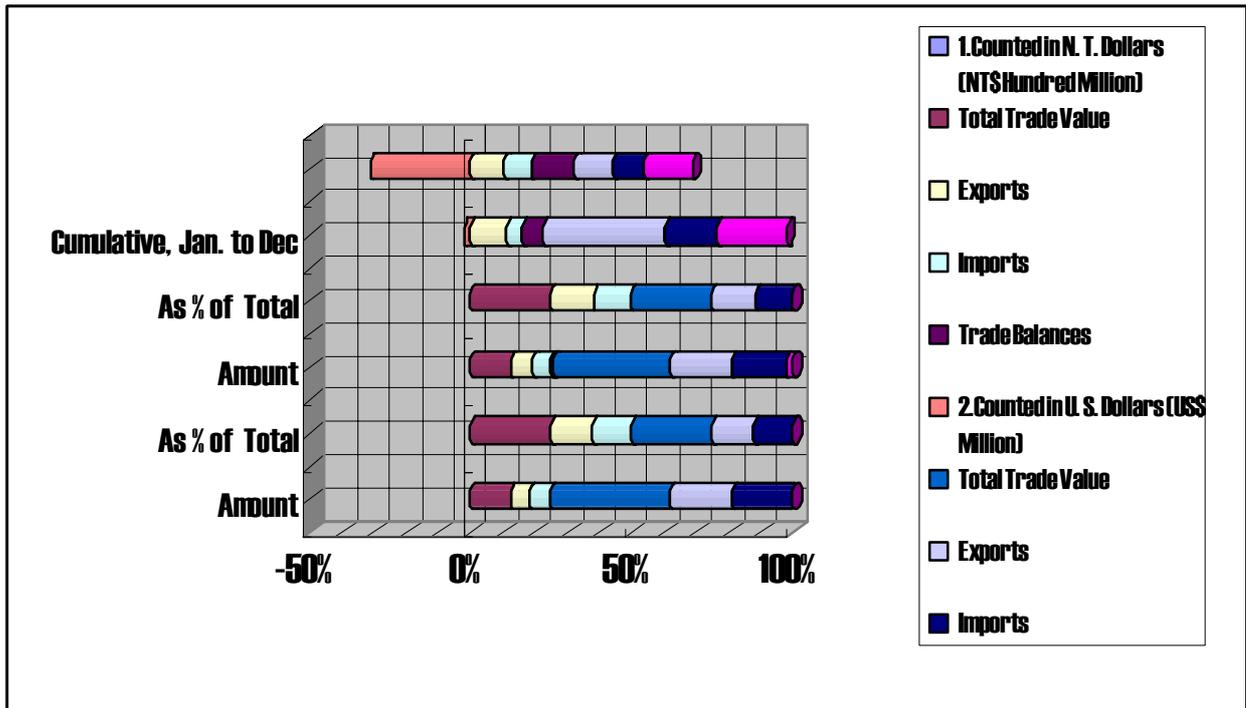
4. Internal Factor –The 2004 country report started from the trade statistics,

TRADE STATISTICS 2003-2004

	2004.		2003.		Comparison	
	Amount	As % of Total	Amount	As % of Total	Cumulative, Jan. to Dec	
1.Counted in N. T. Dollars (NT\$ Hundred Million)					Amount	Annual Change Rate [%]
Total Trade Value	114,462.1	100.0	93,362.0	100.0		
Exports	58,184.4	50.8	49,524.8	53.0	21,100.1	22.6
Imports	56,277.7	49.2	43,837.2	47.0	8,658.6	17.5
Trade Balances	1,906.7	--	5,687.6	--	12,440.5	28.4
2.Counted in U. S. Dollars (US\$ Million)						
Total Trade Value	341,829.4	100.0	271,427.9	100.0		
Exports	174,034.0	50.9	144,179.5	53.1	70,501.5	26.0
Imports	167,895.4	49.1	127,248.4	46.9	29,854.5	20.7
Trade Balances	6,138.6	--	16,931.1	--	40,647.0	31.9
UPDATE: 2005/01/07						



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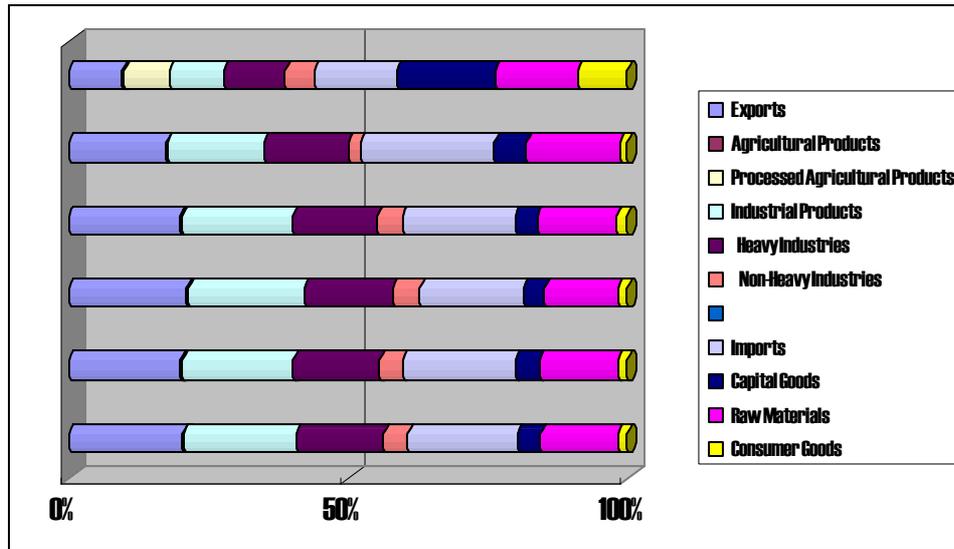
Composition of Export & Import subject to products

	Cumulative, Jan. to date			Cumulative, Jan. to date			Cumulative, Jan. to date	
	Amount	As % of	Total	Amount	As % of	Total	Amount	Annual Change Rate [%]
Exports	174,034.0		100.0	144,179.5		100.0	28,854.5	20.7
Agricultural Products	384.3		0.2	381.5		0.3	2.8	0.7
Processed Agricultural Products	2,078.3		1.2	1,765.8		1.2	312.5	17.7
Industrial Products	171,571.4		98.6	142,032.2		98.5	29,539.2	20.8
Heavy Industries	134,270.2		77.2	108,591.0		75.3	25,679.2	23.6
Non-Heavy Industries	37,301.2		21.4	33,441.2		23.2	3,860.0	11.5
Imports	167,895.4		100.0	127,248.4		100.0	40,647.0	31.9
Capital Goods	35,984.4		21.4	26,032.5		20.5	9,951.9	38.2
Raw Materials	118,156.5		70.4	89,670.0		70.5	28,486.5	31.8
Consumer Goods	13,754.5		8.2	11,545.9		9.1	2,208.6	19.1
UPDATE: 2005/01/07								

The 2004 total export subject to the value, there is a increasing of 20.7% against the year of 2003, the highest is capital good 38.2%, then raw maerial 31.8%, from the record we can understand, Taiwan still demand & develop on export oriented country.



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Composition of Export & Import subject to Major Trade Area & Country

Unit : US\$ Million

Countries (or Areas)	2004					2003					Comparison			
	Exports Amount	As % of Total	Imports Amount	As % of Total	Trade Balances	Exports Amount	As % of Total	Imports Amount	As % of Total	Trade Balances	Exports Amount	Annual Change Rate [%]	Imports Amount	Annual Change Rate [%]
Total	174,034.0	100.0	167,895.4	100.0	6,138.6	144,179.5	100.0	127,248.4	100.0	16,931.1	29,854.5	20.7	40,647.0	31.9
Hong Kong & China	63,846.4	36.7	18,772.6	11.2	45,073.9	49,770.9	34.5	12,685.7	10.0	37,085.2	14,075.5	28.3	6,086.8	48.0
D/T MAINLAND	34,020.1		16,678.7		17,341.5	21,417.3		10,960.5		10,456.8				
U.S.A.	28,123.1	16.2	21,633.0	12.9	6,490.1	25,941.5	18.0	16,820.1	13.2	9,121.5	2,181.5	8.4	4,812.9	28.6
Japan	13,204.2	7.6	43,632.1	26.0	-30,427.9	11,912.5	8.3	32,635.4	25.6	-20,722.9	1,291.7	10.8	10,996.7	33.7
Singapore	6,339.1	3.6	4,291.6	2.6	2,047.5	4,982.7	3.5	3,860.9	3.0	1,121.8	1,356.5	27.2	430.7	11.2
Korea	5,349.8	3.1	11,626.2	6.9	-6,276.4	4,573.6	3.2	8,687.9	6.8	-4,114.2	776.2	17.0	2,938.3	33.8
Netherlands	4,710.9	2.7	2,184.0	1.3	2,526.9	4,126.2	2.9	1,295.0	1.0	2,831.2	584.7	14.2	889.1	68.7
Germany	4,508.1	2.6	5,826.4	3.5	-1,318.3	4,207.5	2.9	4,964.5	3.9	-756.9	300.6	7.1	861.9	17.4
Malaysia	4,072.8	2.3	5,406.7	3.2	-1,333.9	3,046.2	2.1	4,749.0	3.7	-1,702.7	1,026.6	33.7	657.8	13.9
Philippines	3,894.4	2.2	3,054.8	1.8	839.6	2,300.4	1.6	3,081.0	2.4	-780.6	1,594.0	69.3	-26.2	-0.8
Viet Nam	3,429.8	2.0	600.4	0.4	2,829.4	2,664.3	1.8	453.4	0.4	2,210.9	765.5	28.7	147.0	32.4
U Kingdom	3,378.0	1.9	1,726.7	1.0	1,651.3	2,884.3	2.0	1,416.1	1.1	1,468.2	493.8	17.1	310.6	21.9
Thailand	3,218.6	1.8	2,765.3	1.6	453.4	2,565.3	1.8	2,364.9	1.8	200.4	653.3	25.5	400.4	16.9
Australia	2,238.7	1.3	3,419.3	2.0	-1,180.6	1,884.4	1.3	2,726.6	2.1	-842.2	354.3	18.8	692.7	25.4
Indonesia	1,866.5	1.1	4,110.2	2.4	-2,243.7	1,514.0	1.1	2,921.5	2.3	-1,407.5	352.5	23.3	1,188.7	40.7
Italy	1,724.6	1.0	1,341.6	0.8	383.0	1,460.2	1.0	1,131.6	0.9	328.7	264.4	18.1	210.0	18.6
France	1,567.8	0.9	2,093.9	1.2	-526.2	1,251.0	0.9	1,628.3	1.3	-377.3	316.8	25.3	465.6	28.6
Russia	429.1	0.2	2,472.6	1.5	-2,043.5	302.0	0.2	1,299.3	1.0	-997.3	127.1	42.1	1,173.3	90.3
Saudi Arabia	428.4	0.2	5,559.5	3.3	-5,130.1	361.1	0.3	4,275.5	3.4	-3,914.4	67.3	18.6	1,283.0	30.0
Kuwait	99.0	0.1	2,770.1	1.6	-2,671.2	79.3	0.1	2,002.0	1.6	-1,922.7	19.7	24.8	768.2	38.4
Other	21,604.6	12.4	24,609.4	14.7	-3,004.8	18,352.0	12.7	18,250.0	14.3	102.0	3,252.6	17.7	6,359.4	34.8



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5. Internal Factor –International Trading Company Registration Status.

內在因素探討 Initiation – Internal Factor	Registered Companies		Newly Registered Companies		Companies Dissolved or with Licenses Revoked	
	Number	Capital	Number	Capital	Number	Capital
	(Establishment)	(NT\$ Million)	(Establishment)	(NT\$ Million)	(Establishment)	(NT\$ Million)
2000	587 145	13 539 364	34 404	581 875	39 347	498 387
2001	582 537	14 681 821	29 921	502 219	34 569	305 614
2002	588 483	15 538 342	44 552	627 405	38 596	548 063
2003	596 000	16 156 444	40 837	314 147	33 330	376 647
2004	602 021	16 675 809	45 431	248 176	36 878	378 993
Jan.	596 762	16 173 706	2 531	17 231	1 768	47 188
Feb.	598 243	16 210 266	5 634	33 053	1 622	17 062
Mar.	597 870	16 226 927	4 381	23 340	4 755	36 100
Apr.	599 754	16 283 275	4 218	21 050	2 334	29 449
May	600 398	16 321 468	3 663	20 748	3 019	25 317
June	600 529	16 360 048	3 543	17 262	3 412	24 217
July	600 862	16 432 212	3 915	16 913	3 581	32 673
Aug.	601 280	16 466 974	3 170	23 428	2 752	28 675
Sep.	600 752	16 534 581	3 314	17 433	3 842	32 951
Oct.	601 064	16 630 830	3 475	15 253	3 163	18 333
Nov.	601 391	16 658 564	3 443	20 997	3 116	28 784
Dec.	602 021	16 675 809	4 144	21 466	3 514	58 234
Current Accumulation	602 021	16 675 809	45 431	248 176	36 878	378 993

Information from: <http://2k3dmz2.moea.gov.tw/qnweb/english/indicators/reports/D02.xls>

	2000	2001	2002	2003 年	2004
Canada	18.82	19.02	18.13	16.54	17.51
Japan	12.03	11.10	10.46	9.39	8.81
Mexico	11.16	11.52	11.60	10.98	10.67
China	8.22	8.96	10.78	12.12	13.35
Germany	4.82	5.18	5.38	5.41	5.23
Taiwan	3.33	2.93	2.77	2.51	2.36
U.Kingdom	3.57	3.63	3.52	3.39	3.13
S. Korea	3.31	3.08	3.06	2.94	3.16
France	2.45	2.66	2.45	2.32	2.14
Singapore	1.58	1.31	1.27	1.21	1.05
Saudi Arabia	1.17	1.17	1.13	1.44	1.42
Hong Kong	0.94	0.85	0.80	0.70	0.64
Brazil	1.14	1.27	1.36	1.42	1.42
Italy	2.06	2.09	2.09	2.02	1.89

Source: American Customs Disk

Taiwan market share in USA Import are decreasing since year of 2000, since outpouring or moving the factory to China, cause for result of 13.35% of market share of China in States Import.

	2000	2001	2002	2003	2004 (1-10)
USA	19.00	18.09	17.14	15.38	13.85
U Kingdom	1.73	1.72	1.60	1.52	1.47



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Germany	3.35	3.55	3.68	3.71	3.75
France	1.69	1.77	1.93	1.88	1.84
Italy	1.40	1.54	1.61	1.59	1.52
Swiss	0.87	0.94	0.98	1.01	1.06
Canada	2.29	2.22	2.12	1.96	1.86
S. Korea	5.39	4.92	4.59	4.67	4.84
Taiwan	4.71	4.06	4.02	3.72	3.68
Hong Kong	0.44	0.42	0.42	0.35	0.36
Singapore	1.69	1.54	1.48	1.43	1.39
Philippine	1.90	1.84	1.94	1.83	1.84
Malaysia	3.82	3.68	3.32	3.29	3.10
Indonesia	4.31	4.26	4.20	4.27	4.10
Australia	3.90	4.14	4.15	3.92	4.25
China	14.51	16.57	18.30	19.68	20.65

資料來源：日本統計月報

Taiwan market share in Japan Import are decreasing since year of 2000, since outpouring or moving the factory to China, cause for result of 20.65% of market share of China in Japan Import.

Major Export Commodities

Unit : US\$ Million

	2004		2003		Comparison	
	Amount	As % of Total	Amount	As % of Total	Amount	Annual Change Rate [%]
Total	174,034.0	100.0	144,179.5	100.0	29,854.5	20.7
1. Animals and Animal Products	1,562.2	0.9	1,380.9	1.0	181.3	13.1
Fishery Products	1,403.9	0.8	1,240.5	0.9	163.4	13.2
2. Vegetable Products	285.7	0.2	283.3	0.2	2.4	0.8
3. Prepared Foodstuffs, Beverages and Tobacco Products	527.5	0.3	466.5	0.3	61.0	13.1
4. Chemicals	7,716.3	4.4	5,661.4	3.9	2,054.9	36.3
5. Plastics and Articles Thereof; Rubber and Articles Thereof.	12,540.7	7.2	9,975.2	6.9	2,565.5	25.7
(1) Plastic Products	2,850.1	1.6	2,628.4	1.8	221.7	8.4
(2) Rubber and Articles Thereof	1,557.1	0.9	1,302.4	0.9	254.7	19.6
6. Leather and Fur Products	964.1	0.6	924.8	0.6	39.3	4.2
7. Wood, Articles of Wood & Allied Products, and Plywood	324.5	0.2	297.9	0.2	26.6	8.9
Plywood	21.1	0.0	19.7	0.0	1.4	7.1
8. Textile Products	12,539.9	7.2	11,877.4	8.2	662.5	5.6
(1) Fibre, Yarn, Linen and Fabric	8,948.7	5.1	8,373.4	5.8	575.3	6.9
(2) Garments	1,301.8	0.7	1,467.0	1.0	-165.2	-11.3
(3) Other Textile Products	2,289.4	1.3	2,037.0	1.4	252.4	12.4
9. Footwear, Headgear, Umbrellas, Artificial Flowers, and Articles of Human Hair	615.1	0.4	605.0	0.4	10.1	1.7
Footwear	408.2	0.2	398.7	0.3	9.5	2.4



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10. Articles of Stone, Plaster, Cement, Ceramic, Glass and Articles Thereof	1,200.8	0.7	974.7	0.7	226.1	23.2
Ceramic Products	86.6	0.0	84.5	0.1	2.1	2.5
11. Basic Metals and Articles Thereof	18,325.9	10.5	14,330.4	9.9	3,995.5	27.9
(1) Iron & Steel and Articles Thereof	11,977.6	6.9	9,350.9	6.5	2,626.7	28.1
(2) Metal Products (Excluding (1))	6,348.3	3.6	4,979.5	3.5	1,368.8	27.5
12. Machineries and Electrical Equipments.	87,873.3	50.5	75,352.4	52.3	12,520.9	16.6
(1) Electronic Products	40,535.7	23.3	31,158.4	21.6	9,377.3	30.1
(2) Machineries	11,975.0	6.9	9,865.0	6.8	2,110.0	21.4
(3) Electrical Machinery Products	8,062.9	4.6	6,012.4	4.2	2,050.5	34.1
(4) Information and Communication Products	12,796.4	7.4	14,056.7	9.7	-1,260.3	-9.0
(5) Household Electrical Appliances	494.6	0.3	526.8	0.4	-32.2	-6.1
13. Vehicles, Aircraft, Vessels and Associated Transport Equipments	6,490.0	3.7	5,672.0	3.9	818.0	14.4
14. Precision Instruments, Clocks and Watches, Musical Instruments	11,517.9	6.6	7,429.0	5.2	4,088.9	55.0
(1) Optical, Photographic, Measuring, Medical Instruments, etc	10,651.4	6.1	6,656.4	4.6	3,995.0	60.0
(2) Clocks and Watches	74.0	0.0	78.3	0.1	-4.3	-5.5
15. Toys, Games and Sports Requisites; Parts and Accessories Thereof	1,840.3	1.1	1,729.0	1.2	111.3	6.4
16. Others	9,709.8	5.6	7,219.6	5.0	2,490.2	34.5
Furniture	1,266.2	0.7	1,197.0	0.8	69.2	5.8

Major Export Commodities

Unit : US\$ Million

	2003		2004		Comparison	
	Amount	As % of Total	Amount	As % of Total	Amount	Annual Change Rate (%)
Total	13,187.3	100.0	167,895.4	100.0	40,647.0	31.9
1. Vegetable Products	286.8	2.2	2,667.3	1.6	284.4	11.9
(1) Wheat, Barley, and Similar Articles Thereof	24.1	0.2	258.1	0.2	27.7	12.0
(2) Maize	78.9	0.6	817.8	0.5	135.5	19.9
(3) Soy Bean	100.6	0.8	701.2	0.4	38.8	5.9
2. Prepared Foodstuffs, Beverages and Tobacco Products	225.7	1.7	2,481.5	1.5	247.5	11.1
Prepared Foodstuffs	95.6	0.7	1,137.7	0.7	133.9	13.3
3. Minerals	1,880.0	14.3	22,965.5	13.7	6,633.5	40.6
Crude Petroleum	1,298.1	9.9	13,107.7	7.8	3,543.3	37.0
4. Chemicals	1,260.6	9.6	17,578.1	10.5	4,083.3	30.3
Organic Chemicals	472.1	3.6	7,617.5	4.5	2,067.5	37.3
5. Plastics and Articles Thereof	318.8	2.4	4,556.7	2.7	1,159.5	34.1
Materials Of Plastics	129.9	1.0	1,976.2	1.2	449.6	29.5
6. Wood, Articles of Wood and Allied Products	82.4	0.6	1,243.5	0.7	270.5	27.8



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Lumber	31.5	0.2	497.7	0.3	115.6	30.3
7.Pulp, Paper and Printing Products	155.6	1.2	2,183.2	1.3	258.4	13.4
8.Textile Products	216.7	1.6	2,688.7	1.6	288.6	12.0
Cotton	23.6	0.2	337.0	0.2	56.3	20.1
9.Pearls, Precious Stone / Metals, Imitation Jewellery, Coin	119.6	0.9	1,437.4	0.9	419.2	41.2
Gold	67.9	0.5	814.6	0.5	219.8	37.0
10.Basic Metals and Articles Thereof	1,084.3	8.2	18,412.9	11.0	7,120.9	63.1
(1)Iron & Steel and Articles Thereof	570.4	4.3	10,771.8	6.4	4,512.5	72.1
(2)Metal Rods (Excluding (1))	513.9	3.9	7,641.1	4.6	2,608.4	51.8
11.Machineries and Electrical Equipments	5,380.2	40.8	66,248.3	39.5	13,315.2	25.2
(1)Electronic Products	2,547.6	19.3	30,592.7	18.2	5,201.0	20.5
(2)Machineries	1,225.5	9.3	17,588.6	10.5	6,120.1	53.4
(3)Electrical Machinery Products	538.0	4.1	6,224.9	3.7	1,282.2	25.9
(4)Information and Communication Products	545.8	4.1	5,479.5	3.3	-614.4	-10.1
(5) Household Electrical Appliances	68.3	0.5	882.8	0.5	255.4	40.7
12.Vehicles, Aircraft, Vessels and Associated Transport Equipments	482.2	3.7	5,312.7	3.2	1,425.8	36.7
13.Precision Instruments, Clocks and Watches, Musical Instruments	1,071.7	8.1	12,545.4	7.5	3,918.1	45.4
(1)Optical, Photographic, Measuring, Medical Instruments, etc	649.4	4.9	7,057.1	4.2	1,482.3	26.6
(2)Clocks and Watches	22.1	0.2	279.1	0.2	43.3	18.4
14.Others	622.7	4.7	7,574.2	4.5	1,222.1	19.2

UPDATE: 2005/01/07

Target Country Result of 2004

2004 VS 2003 EXPORT TAIWAN				UNIT : KGS	
country	2003	2004	03 VS 04 %	2004	%
KOREA	15,519,004	17,163,369	9.58%		2.84%
FRANCE	5,731,956	6,848,222	16.30%		1.13%
ITALY	6,829,474	7,640,609	10.62%		1.26%
INDIA	4,395,377	5,942,020	26.03%		0.98%
BANGLADESH*	0	455,011	100.00%		0.08%

2004 VS 2003 IMPORT TAIWAN				UNIT : KGS	
country	2003	2004	03 VS 04 %	2004	%
KOREA	20,223,725	23,100,810	12.45%		5.30%
FRANCE	5,094,780	5,176,316	1.58%		1.18%
ITALY	3,261,506	4,017,173	18.81%		0.92%
INDIA	1,021,084	947,412	-7.78%		0.22%
BANGLADESH*	0	69,856	100.00%		0.02%

Customs Entry Static's

Description	Keelung Ocean	Taipei Air	Taichung Ocean	Kaohsiung Air & Ocean	Year amount
Import Entry	67,531	117,255	14,671	40,055	2,693,669
Import Express	0	66,216	0	0	750,384
Simplify Import Entry	0	471,178	0	0	4,794,513



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Export Entry	116,992	163,135	44,877	83,706	4,729,709
Export Express	0	77,805	0	0	832,701
Simplify Import Entry	0	325,059	0	37	3,662,786
In Transit Application	2,815	13,183	2,769	18,151	439,918
ProcessZone Manufacturers	0	0	54	194	
Science Parks Manufacturer	0	381	7	118	
Bonded Manufacturers	0	158	54	52	
Export & Import Warehousing	33	22	19	30	
Customs Broker	533	542	103	319	
3rd parties Logistics warehouse	41	44	20	41	
1st party logistics warehouse	2	71	6	16	
Logistics Center	0	7	0	3	

Labour Cost on Manufacturers

	Annual Payrolls Thousand\$	Rate Change %	Annual Overtime Change %	Monthly earning	Normal Change rate%	Real Change Rate %	Labor Productivity Index	Unit Labor Cost%
1998	2 397	0.21	-4.29	36 546	2.97	1.26	5.32	-0.18
1999	2 411	0.57	6.41	37 882	3.66	3.48	6.79	-3.38
2000	2 461	2.08	1.20	39 080	3.16	1.88	6.24	-2.63
2001	2 348	-4.58	-16.67	38 586	-1.26	-1.25	3.78	2.69
2002	2 307	-1.76	12.86	38 565	-0.05	0.15	9.55	-10.28
2003	2 346	1.67	5.06	39 583	2.64	2.93	5.29	-2.84
2004 1	2 375	2.46	3.70	74 298	5.74	5.72	14.31	8.19
2	2 385	2.83	15.79	38 010	2.44	1.78	5.18	-19.65
3	2 399	3.01	6.40	36 604	2.99	2.08	7.79	-9.36
4	2 403	3.08	10.71	37 051	4.01	3.03	9.93	-6.56
5	2 413	3.43	15.15	36 881	0.45	-0.46	13.19	-11.17
6	2 427	3.75	17.09	38 705	7.66	5.82	8.41	-4.77
7	2 449	4.10	14.94	38 475	4.63	1.25	7.11	-1.45
8	2 443	3.85	5.00	36 521	-0.31	-2.79	4.99	-5.83
9	2 438	3.44	2.96	37 660	2.42	-0.36	4.75	-3.01
10	2 436	3.07	0.55	36 933	2.42	0.02	3.34	2.11
11	2 438	2.78	-5.41	36 905	1.51	-0.02	-2.49	-0.77

The labour payroll in LSU – Logistics Service Users (manufacturers) higher than Logistics Service Provider (Forwarder & Customs Broker)

Information on Global Logistics – Ocean on 2004

The Establishment Plan of Keelung Offshore Shipping Center

June, 2004.

1. Authorization.

1.1 Article 3 of the Regulation for Establishment of Offshore Shipping Center, which is promulgated by MOTC, ROC.

1.2 Official document, approved by MOTC on 13 May, 2004, for formal designation of Keelung Port as an Offshore Shipping Center.

2. Areas for operation :

2.1 Container Terminals and their backyards.

2.1.1 West Bank: from wharf W16 to wharf W26.

2.1.2 East Bank: from wharf E8 to wharf E11.

2.2 Bulk/General Cargo wharves and all corresponding warehousing facilities.

2.2.1 West Bank: Wharves W2, W3, W4, W7, W8, W12B, W14, W15, W18B, W27, W29, W30, W31, W32, W33 and W33B.

2.2.2 East Bank: Wharves E2, E3, E4, E6, E7, E17, E19, E20, E21, and E22.

3. Organization for running Offshore Shipping Center businesses:

No any other organizations or manpower should be set up additionally.

4. Tariff, berth arrangement and stevedoring:

4.1 Tariff: Applied to Port Tariff of Port of Keelung.

4.2 Berth arrangement: Applied to the Rule for Berth Arrangement of Keelung Port.

4.3 Stevedoring: Applied to the existing stevedoring regulations of Keelung Port.

5. Any items, which are not included in this plan, could apply to related regulations.

6. The said Plan shall come into force from the date of approval authorized by the Ministry of Transportation and Communications, ROC.

Operation Manuals and Procedures of Keelung Offshore Shipping

Center June, 2004.

1. Authorization.



The Association of Airfreight Forwarding & Logistics

In accordance with the Regulation for Establishment of Offshore Shipping Center promulgated by MOTC, ROC, and the Establishment Plan of Keelung Offshore Shipping Center released by Keelung Port Authority.

2. Navigation Administration:

2.1 Applications and Permission:

2.1.1 Qualified ships and documents: The carriers who operate their businesses within the Offshore Shipping Center shall not only own the qualified ships conforming to Article 5 of the Regulation, but also have to submit relevant documents listed below and apply to the port authority for approval.

1. Application form

_ 2 Business Plan

_ 3 List of operational vessels

_ 4 Rotation and schedule of vessels within three months

2.1.2 Duration of validity for permission: One year only _ it will be extended to two years in the coming future if the new version of the Regulation has been amended and approved by MOTC, ROC.

2.1.3 Any changes on data registered should be re-declared and submitted to Port Authority.

2.1.4 The scheduled rotation should be re-declared every three months.

2.2 Vessel control:

2.2.1 All ships sailing directly between Cross-Strait without the permission of Port Authority will be punished under the Shipping Law and the Act Governing Relations between Peoples of the Taiwan Area and the Mainland Area.

2.2.2 The ships given permission to conduct direct-link sailing between the two sides of the Taiwan Strait are still not allowed to load/unload the cargoes whose destinations/origins are one of the ports located in Mainland China. Any ships, provided that there is any breach investigated and further confirmed, will be punished according to Article 30/85 of the Act Governing Relations between Peoples of the Taiwan Area and the Mainland Area. If further review is needed, the submission of related documents will be required.

2.2.3 In addition to the items ruled by the Regulation for Establishment of Offshore Shipping Center, all the affairs concerning transportation and communications between cross strait should comply with the existing Laws and Regulations.

2.2.4 The so-called prohibited vessels defined in accordance with related regulations are not allowed to load/unload cargoes within the area of Keelung Offshore shipping center.

2.3 Application for entering and departing permission of ships

2.3.1 All procedures regarding the application for ship's entering/departing from Offshore Shipping Center have no difference from the existing procedures.

2.3.2 Additional items required in the ETA form:

Purpose of entering: for loading/unloading cargoes at Offshore Shipping

Type of shipping route: special route for operating businesses at Offshore Shipping Center.

3. Operational procedures and documents needed:

3.1 Operational procedures

3.1.1 Unloading operation for containers/cargoes

1. Applying for space and berth.
2. Applying for stevedoring and warehousing/storage. Printing out the application form and reviewing the data of warehousing by stevedores.
3. Arranging for machinery, facilities and labor for stevedoring.
4. Containers/cargoes unloading and warehousing.

3.1.2 Loading operation for containers/cargoes

1. Applying for berth.
2. Applying for stevedoring and warehousing/storage.
3. Printing out the application form and reviewing the data of warehousing by stevedores.
4. by stevedores.
5. Arranging for machinery, facilities and labor for stevedoring.
6. Containers/cargoes loading and warehousing.
7. Printing out the bill.

3.2 Documents needed:

1. According to different requirements for different operations, applicants should provide manifest, general discharge permit, customs declaration form for transit,
2. container checklist, container _ cargo
3. note, application form for foreign goods
4. storing in bonded warehouse, application form for bonded goods to be exported,
5. customs declaration for import and related documents.

4. Berth arrangement:

Applied to the Rule for Berth Arrangement of Keelung Port

5. The management of seafarers hired from Mainland China

5.1 The inspection of foreign ships hiring seafarers from Mainland China shall be

1. seamlessly implemented pursuant to National Security Law and its subsidiary regulations and security regulation of International Commercial Ports. If needs,
2. the dispatch of police forces could be asked for to check all the hatches thoroughly.
3. In order to avoid the entry of stowaway and contraband, the cargoes manifest shall be strictly checked, in addition, any fraud/counterfeit of the passports owned by
4. seafarers should also be highly verified.
5. seafarers should also be highly verified.

5.2 After berthing, the dispatch of police guarding along shipside to control in/out of ships for seafarers is compulsory while the seaside is also under surveillance to avoid any illegal affairs.

6. Any items, which are not included in this operation manuals and procedures, could apply to the Regulation for Establishment of Offshore Shipping Center promulgated by MOTC, ROC.

Outline of Keelung Port Free Trade Zone



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1. Time table:

(1) Already reviewed and approved on 8, March 2004 by Free Port Zone, Coordination Committee, this is a special committee under control of Executive Yuan.

(2) Expected time to operate: by 30, September 2004.

2. Area applied:

(1) East bank: from E6 to E22, total area is 14 ha.

(2) West bank: from W11 to W 33, total area is 53 ha.

3. Traffic conditions:

(1) For outbound/inbound traffic flow: connecting superhighway No. 1 and No. 2 directly.

(2) Intra-traffic flow: inner connecting roads are provided and no needs to get in and out while intra traffic are necessary.

4. Facilities:

(1) Container wharves and break-bulk warehouse are enough for handling new-attracted volume.

(2) Diversified operation and service, such as cargoes consolidation, minor assembly, re-packing, warehousing, packaging, logistics and other value-added service are provided around the clock.

(3) Automatic gate control systems, which will be used in three container terminals, are under proceeding.

(4) Real time track and trace is possible through web-based IT system.

5. Location advantage:

(1) Close to Taipei metropolitan, the center of consumption and politics in the northern Taiwan.

(2) At the crux of main shipping routes, such as pan-pacific, Northeast Asia, Southeast Asia.

(3) There are 12 container freight stations and 3 industrial parks near Keelung Port.

6. Incentives:

(1) Free tax: no levy in customs, commodity tax, business tax, port dues, and business promotion fee, wine and tobacco tax.

(2) Simplified customs clearance procedures.

(3) Easy visa application for international business people.

7. Re-development project:

Area I:

(1) From wharf 29 to 32 at the west bank, total area is eight ha, 730 meter in length, 112 meter in width.

(2) Projected business: logistics center, sea-air inter modal operation, container freight station and related services.

(3) Time to bid: open to bid by June 2004.

Area II:

(1) At the backyard of wharf 20 at the east bank, total area is 1.45 ha.

(2) Projected business: logistics center, sea-air inter modal operation, container freight station and related services.

(3) Time to bid: after completion of urban planning

Ps. For details, please contact person as follows:

Mr. Chen Rung-tsung Chief of Planning Section Business Department Keelung Harbor Bureau Hotline: 886-2-24206281 Fax: 886-2-24272243

Taiwan economic growth hoster deny trade hold together, but external trade transportation so gather in sea transportation again, so sea transportation act as promote Taiwan development of economy important role. This province own jointly seven goods transport port chief— Keelung port, Kaohsiung port, Hualian port, China and hongkong, Su Ao port, Anpingkang and Taipei port, constrained by Geographic Position and mode of operation's different, operate actual accomplishments takes on come out different state. For understand this harbor with each port between operate actual accomplishments grow and decline, very Sou gather seven port data, add with very analyze, supply policy reference.

Put in shipping time :

The Republic of China in year of 2004, seven port put in shipping amount to for 40,000 one, 412 time, more degree increased 6.86% last year, seven port in, as Taipei port grow up highest, reach 73.58%, next for Hualian port grow up 28.71%, the third for Anpingkang grows up 14.85%, the fourth for Keelung port grow up 4.11%, the fifth for platform China and hongkong grows up 3.44%, the sixth for Kaohsiung port grow up 3.40%, Su Ao port rear guard betrayal grow up 5.33%.

Each port put in shipping time Zhan seven port put in shipping general time proportion, multistage is for Kaohsiung port Zhan 47.13%, Keelung port Zhan 22.83%, China and hongkong Zhan 14.37%, Hualian port Zhan 8.22%, Taipei port Zhan 3.25%, Anpingkang Zhan 2.47%, Su Ao port Zhan 1.63%. Degree was very last year, Hualian port increase 1.45 percents, Taipei port increase 1.24 percents, Anpingkang increases 0.18 percents, other Su Ao port decrease 0.22 percents, China and hongkong decreases 0.47 percents, Keelung port decrease 0.60 percents, Kaohsiung port decrease 1.58 percents.

Unit: ships& %

Composition of Ocean Port Performance by Ships

	Total	Keelung	Kaohsiung	Taichung	Hualian	Su Ao	Anping	Taipei
Physical Result 2003	38,752	9,119	18,878	5,752	2,625	713	889	776
Physical Result 2004	41,412	9,484	18,520	5,950	3,405	675	1,021	1,347
Increasing Ratio	6.86	4.11	3.40	3.44	28.71	-5.33	14.85	73.58
Year of 2003 %	100.00	23.53	48.71	14.84	6.77	1.85	2.29	2.01
Year of 2004 %	100.00	22.83	47.13	14.37	8.22	1.63	2.47	3.25
Increasing / Decreasing	-	-0.60	-1.58	-0.47	1.45	-0.22	0.18	1.24

Cargo handling quantity:

The Republic of China in 93 years seven port general loading and unloading quantity are for 600,000,000 9, 6,240,000 one, 048 male ton, degree very increased 8.61% last year, thereunto load for 200,000,000 7, 7,110,000 3, 749 male ton, increase 8.83%, unload cargo for 400,000,000 one, 9,120,000 7, 299 male ton, increase 8.47%. Each port cargo handling quantity grow up rate, as Taipei port grow up 41.72% highest, next for Hualian port grow up 20.46%, the third for Anpingkang grows up 11.28%, the fourth for Causing port grow up 9.14%, the fifth for Su Ao port grow up 8.03%, the sixth for platform China and hongkong



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grows up 5.12%, Keelung port rear guard grow up 5.01%.

Composition of Ocean Port Performance by Ships

	Total	Keelung	Kaohsiung	Taichung	Hualian	Su Ao	Anping	Taipei
Physical Result 2003	641,041	93,104	429,644	84,574	18,057	5,623	4,576	5,464
Physical Result 2004	696,241	97,766	468,913	88,902	21,751	6,074	5,082	7,743
Increasing Ratio	8.61	5.01	9.14	5.12	20.46	8.03	11.28	41.72
Year of 2003 %	100	14.52	67.02	13.19	2.82	0.88	0.72	0.85
Year of 2004 %	100	14.04	67.35	12.77	3.12	0.87	0.74	1.11
Increasing / Decreasing	-	-0.48	0.33	-0.42	0.3	-0.01	0.02	0.26

In 2004 each port cargo handling quantity Zhan seven port general loading and unloading quantity proportion, multistage is for Kaohsiung port Zhan 67.35%, Keelung port Zhan 14.04%, China and hongkong Zhan 12.77%, Hualian port Zhan 3.12%, Taipei port Zhan 1.11%, Su Ao port Zhan 0.87%, Anpingkang Zhan 0.74%. Degree was very last year, Kaohsiung port increase 0.33 percents, Hualian port increase 0.30 percents, Taipei port increase 0.26 percents, Anpingkang increases 0.02 percents, other Su Ao port decrease 0.01 percents, China and hongkong decreases 0.42 percents, Keelung port decrease 0.48 percents.

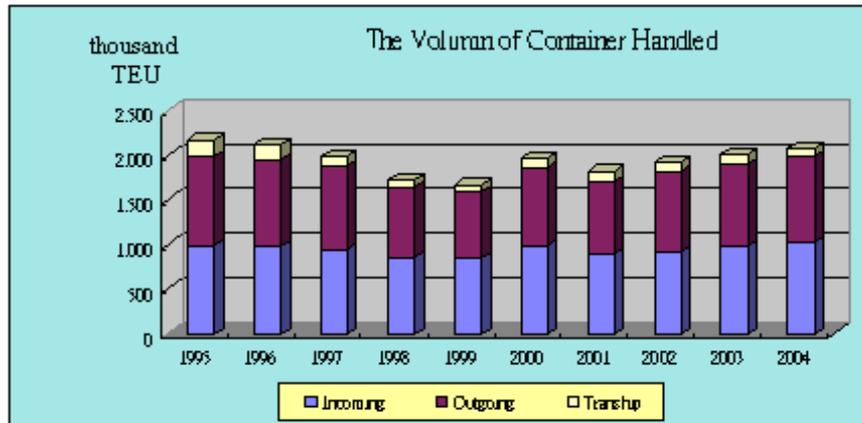
Operational Effectiveness Statistics

		Incoming Vessels	Throughput	Tonnage Handled	No. of Container Handled	
		V.	G.R.T.	[M.t.]	[M.t.]	[TEU]
2003 Data		9,119	111,404,297	34,480,584	93,103,938	2,000,706.50
2004 Accumulative total		9,494	108,071,319	34,046,369	97,765,969	2,070,182.00
January		751	9,012,060	2,571,348	6,799,037	151,207.00
February		756	9,220,061	2,706,156	7,313,041	157,976.50
March		831	9,735,846	3,272,118	8,503,785	180,574.75
April		857	9,616,047	3,146,467	8,687,199	180,160.00
May		863	9,575,106	3,792,714	8,933,400	187,085.50
June		801	9,097,102	3,211,721	8,641,679	181,932.25
July		856	9,039,100	3,108,713	8,501,067	178,172.50
August		767	8,539,318	3,018,676	7,823,228	162,251.25
September		778	8,538,028	3,017,944	7,934,924	168,189.25
October		725	8,530,508	3,051,180	8,175,015	175,916.25
October		740	8,353,258	3,149,332	8,468,740	176,444.25
December		769	8,814,885	. . .	7,984,854	170,282.50
2005 Accumulative total		794	8,985,342	. . .	8,844,384	183,444.75
January		794	8,985,342	. . .	8,844,384	183,444.75
Compared with previous month	Number	25	170,457	. . .	859,530	13,162.25
	%	3.25	1.93	. . .	10.76	7.73
Compared with the same month of previous year	Number	43	-26,718	. . .	2,045,347	32,237.75
	%	5.73	-0.3	. . .	30.08	21.32
Cumulative no. Compared with the same period of previous	Number	43	-26,718	. . .	2,045,347	32,237.75
	%	5.73	-0.3	. . .	30.08	21



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year



Air Logistics

For Physical movement on Air Logistics is 463,170 tons on year of 2004, the Japan is No. 1 destination, the market share more than 25%, follow up by United States, Hong Kong, Thailand, Korea, Singapore, Macau, China, Luxemburg & Philippine. If combined Hong Kong, Macau and China together, Great China Region is rank no. 2 for Taiwan Export by Air. Since Taiwan manufacturers either outsourcing the products made in China or moved their factory from Taiwan to China.

2004 month & Year Export Physical Result by Area or Country
2005 Jan. to June

Rank.	Country	Year-total	Jan	Feb	Mar	Apr	May	June
	2004 Total	436,169,624	30,628,856	33,261,600	38,267,316	33,460,726	36,446,197	36,779,702
1	Japan	115,913,094	7,827,799	9,327,648	10,716,184	9,533,715	9,218,753	9,681,367
2	U.S.A	72,594,415	4,830,720	4,986,859	5,950,220	4,928,259	6,761,654	7,885,591
3	Hong Kong	45,719,967	3,420,633	3,808,241	4,202,028	3,775,264	3,710,219	3,255,278
4	Thailand	23,280,525	2,144,737	1,947,138	2,000,873	1,651,734	1,922,442	1,640,809
5	Korea	23,100,810	1,684,878	1,725,616	2,272,207	1,918,738	2,193,763	1,988,603
6	Singapore	17,788,525	1,600,117	1,518,124	1,828,730	1,484,491	1,379,767	1,315,188
7	Macau	16,780,043	764,943	691,407	1,179,632	1,115,710	1,548,828	1,223,211
8	China	16,373,297	916,525	1,249,085	1,392,957	1,225,291	1,237,335	1,368,407
9	Luxemburg	16,109,653	864,040	1,341,377	1,529,418	1,097,750	1,046,228	1,449,488
10	Philippines	11,605,534	824,559	666,297	782,345	792,809	746,908	1,032,946
11	Germany	9,862,064	487,643	800,279	908,054	692,519	988,338	835,934
12	Malaysia	7,987,412	632,691	742,875	684,906	727,074	754,373	618,929
13	Indonesia	7,770,723	733,976	503,417	680,531	644,103	642,513	565,360
14	England	6,830,487	476,057	600,868	516,812	497,480	596,812	508,021
15	France	5,176,316	285,533	330,235	427,535	456,721	450,443	279,352
16	Holland	4,758,193	267,364	464,245	295,043	322,375	299,279	319,478
17	Canada	4,175,890	127,153	133,535	317,389	281,036	341,234	494,990
18	Italy	4,017,173	143,938	300,063	313,164	327,721	378,790	387,889
19	Norway	2,058,097	169,629	146,807	156,918	111,398	154,288	99,606
20	Switzerland	1,857,288	117,415	144,451	192,515	121,848	224,774	228,691
21	Vietnam	1,768,696	190,087	120,594	132,884	114,351	150,333	107,953
22	Belgium	1,632,983	113,504	141,056	147,408	103,014	108,765	121,434



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23	New Zealand	1,282,661	482,896	68,361	66,971	70,902	111,649	44,270
24	India	947,412	75,068	56,985	81,656	64,237	63,339	79,851
25	Austria	913,815	69,132	81,496	98,901	55,358	75,587	69,279
26	Sweden	701,666	51,804	50,876	79,258	48,989	122,654	62,337
27	Spain	509,856	25,315	47,698	31,310	39,730	44,605	52,929
28	Sri Lanka	351,759	18,187	18,030	62,903	41,306	23,146	17,693
29	South Africa	230,746	13,151	5,722	28,925	25,979	10,261	9,551
30	Bangladesh	69,856	2,372	0	17,493	506	2,795	9,395
31	Okinawa	0	0	0	0	0	0	0
32	Australia	3,987,968	521,996	250,874	486,869	539,272	427,937	308,857
33	Middle East	2,570,874	199,520	341,120	180,425	160,959	155,622	118,155
34	Asia other	2,431,739	192,254	170,821	181,708	145,529	185,078	210,804
35	European other	2,194,617	149,588	181,858	160,523	142,124	166,857	239,665
36	C/S America	2,137,124	174,621	170,513	139,958	165,503	135,598	101,170
37	African other	501,263	17,979	94,922	4,160	12,256	31,029	28,625
38	Eastern Europe	176,416	9,325	13,543	14,264	16,149	14,465	16,188
39	Oceania	100,767	2,707	18,564	4,229	8,626	19,736	2,408

2004 month & Year Export Physical Result by Area or Country
2005 July to Dec.

Rank	Country	Year-total	July	Aug	Sept	Oct	Nov	Dec
	2004 Total		39,293,085	36,125,592	38,651,625	40,386,718	36,307,527	36,559,680
		436,169,624						
1	Japan	115,913,094	10,307,437	9,498,200	10,925,163	10,696,310	9,064,582	9,115,926
2	U.S.A	72,594,415	8,745,687	7,072,051	6,319,643	5,944,759	4,228,750	4,940,222
3	Hong Kong	45,719,967	3,425,078	3,145,867	3,856,045	4,891,658	4,181,325	4,048,331
4	Thailand	23,280,525	1,863,721	1,944,637	2,227,549	2,155,640	1,782,720	1,998,525
5	Korea	23,100,810	1,956,204	1,901,388	1,861,866	2,124,466	1,743,182	1,729,899
6	Singapore	17,788,525	1,397,190	1,442,742	1,523,627	1,423,107	1,484,461	1,390,981
7	Macau	16,780,043	1,260,029	1,071,509	1,517,022	2,163,477	1,959,476	2,284,799
8	China	16,373,297	1,225,402	1,458,102	1,538,662	1,607,930	1,748,402	1,405,199
9	Luxemburg	16,109,653	1,227,947	1,137,140	1,228,835	1,421,389	2,114,757	1,650,284
10	Philippines	11,605,534	1,257,844	892,696	1,185,902	1,314,207	953,701	1,155,320
11	Germany	9,862,064	866,273	752,281	850,956	758,524	1,102,666	818,597
12	Malaysia	7,987,412	653,843	562,706	757,471	666,158	490,997	695,389
13	Indonesia	7,770,723	644,599	580,677	561,153	727,872	645,254	841,268
14	England	6,830,487	479,636	622,249	590,335	806,232	629,827	506,158



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15	France	5,176,316	499,987	617,480	455,745	355,878	689,927	327,480
16	Holland	4,758,193	382,135	364,927	466,727	510,705	500,745	565,170
17	Canada	4,175,890	587,393	506,665	422,389	303,192	272,975	387,939
18	Italy	4,017,173	438,606	400,759	350,743	379,090	318,658	277,752
19	Norway	2,058,097	216,467	273,677	153,922	221,287	138,233	215,865
20	Switzerland	1,857,288	127,742	126,761	118,287	107,609	171,279	175,906
21	Vietnam	1,768,696	203,415	205,468	176,399	127,270	127,235	112,707
22	Belgium	1,532,983	136,047	91,065	86,228	113,641	225,108	145,713
23	Newzealand	1,282,661	56,288	69,313	42,901	57,883	159,356	51,871
24	India	947,412	89,807	61,149	78,026	83,858	94,877	118,559
25	Austria	913,815	86,730	71,435	85,060	68,218	83,683	68,936
26	Sweden	701,666	16,575	63,485	51,089	31,038	34,800	88,761
27	Spain	509,856	53,235	47,579	29,371	42,869	52,502	42,713
28	Srilanka	351,759	13,355	13,642	17,510	51,101	36,318	38,568
29	South Africa	230,746	17,689	12,638	14,668	22,919	27,215	42,028
30	Bangladesh	69,856	0	6,146	0	941	30,208	0
31	Okinawa	0	0	0	0	0	0	0
32	Australia	3,987,868	229,777	213,939	243,986	269,740	223,612	271,009
33	Middle East	2,570,874	284,641	253,953	230,410	242,571	189,060	214,538
34	Asia other	2,431,739	157,654	181,669	207,372	285,414	267,403	246,033
35	European other	2,194,617	135,470	219,733	237,431	189,278	192,708	179,382
36	C/S America	2,137,124	144,073	205,560	194,783	158,420	175,640	371,285
37	African other	501,263	83,195	22,317	24,138	28,392	132,922	21,328
38	Eastern Europe	176,416	16,064	9,349	11,553	12,618	29,780	13,118
39	Oceania	100,767	5,850	4,638	7,648	21,057	3,183	2,121

2004 month & Year Import Physical Result by Area or Country

Unit: Kilo

Rank	Country	Year-total	Jan	Feb	Mar	Apr	May	June
	2004 Total	436,169,624	30,629,856	33,261,600	38,267,316	33,460,726	36,446,197	36,779,702
1	Japan	115,913,084	7,827,799	9,327,648	10,716,194	9,533,715	9,218,753	9,681,967
2	U.S.A	72,594,415	4,830,720	4,986,859	5,950,220	4,828,259	6,761,654	7,885,591
3	Hong Kong	45,719,967	3,420,633	3,808,241	4,202,028	3,775,264	3,710,219	3,255,278
4	Thailand	23,280,525	2,144,737	1,947,138	2,000,873	1,651,734	1,922,442	1,640,809
5	Korea	23,100,810	1,684,878	1,725,616	2,272,207	1,918,738	2,193,763	1,988,603
6	Singapore	17,788,525	1,600,117	1,518,124	1,828,730	1,484,491	1,379,767	1,315,188



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7	Macau	16,780,043	764,843	691,407	1,179,632	1,115,710	1,548,828	1,223,211
8	China	16,373,297	916,525	1,248,085	1,392,957	1,225,291	1,237,335	1,368,407
9	Luxemburg	16,109,653	864,040	1,341,377	1,529,418	1,097,750	1,046,228	1,449,488
10	Philippines	11,605,534	824,559	666,297	782,345	792,809	746,908	1,032,946
11	Germany	9,862,064	487,643	800,279	908,054	692,519	988,338	835,934
12	Malaysia	7,987,412	632,691	742,875	684,906	727,074	754,373	618,929
13	Indonesia	7,770,723	733,976	503,417	680,531	644,103	642,513	565,360
14	England	6,830,487	476,057	600,868	516,812	497,480	596,812	508,021
15	France	5,176,316	285,533	330,235	427,535	456,721	450,443	279,352
16	Holland	4,758,193	267,364	464,245	295,043	322,375	299,279	319,478
17	Canada	4,175,890	127,153	133,535	317,389	281,036	341,234	494,990
18	Italy	4,017,173	143,938	300,063	313,164	327,721	378,790	387,889
19	Norway	2,058,097	169,629	146,807	156,918	111,398	154,288	99,606
20	Switzerland	1,857,288	117,415	144,451	192,515	121,848	224,774	228,691
21	Vietnam	1,768,696	190,087	120,594	132,884	114,351	150,333	107,953
22	Belgium	1,632,983	113,504	141,056	147,408	103,014	108,765	121,434
23	New Zealand	1,282,661	482,896	68,361	66,971	70,902	111,649	44,270
24	India	947,412	75,068	56,995	81,656	64,237	63,339	79,851
25	Austria	913,815	69,132	81,496	98,901	55,358	75,587	69,279
26	Sweden	701,666	51,804	50,876	79,258	48,989	122,654	62,337
27	Spain	509,856	25,315	47,698	31,310	39,730	44,605	52,929
28	Sri Lanka	351,759	18,187	18,030	62,903	41,306	23,146	17,693
29	South Africa	230,746	13,151	5,722	28,925	25,979	10,261	9,551
30	Bangladesh	69,856	2,372	0	17,493	506	2,795	9,395
31	Okinawa	0	0	0	0	0	0	0
32	Australia	3,987,868	521,996	250,874	486,869	539,272	427,937	308,957
33	Middle East	2,570,874	199,520	341,120	180,425	160,959	155,622	118,155
34	Asia other	2,431,739	192,254	170,821	181,708	145,529	185,078	210,904
35	European other	2,194,617	149,588	181,858	160,523	142,124	166,957	239,665
36	C/S America	2,137,124	174,621	170,513	139,958	165,503	135,598	101,170
37	African other	501,263	17,979	94,922	4,160	12,256	31,029	28,625
38	Eastern Europe	176,416	9,325	13,543	14,264	16,149	14,465	16,188
39	Oceania	100,767	2,707	18,564	4,229	8,626	19,736	2,408

2004 month & Year Import Physical Result by Area or Country

Unit: Kilo

Rank	Country	Year-total	July	Aug	Sept	Oct	Nov	Dec
	Year total	436,169,624	39,293,085	36,125,592	38,651,625	40,386,718	36,307,527	36,559,680
1	Japan	115,913,094	10,307,437	9,498,200	10,925,163	10,696,310	9,064,582	9,115,926



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2	U.S.A	72,594,415	8,745,687	7,072,051	6,319,643	5,944,759	4,228,750	4,940,222
3	Hong Kong	45,719,967	3,425,078	3,145,867	3,856,045	4,891,658	4,181,325	4,048,331
4	Thailand	23,280,525	1,863,721	1,944,637	2,227,549	2,155,640	1,782,720	1,998,525
5	Korea	23,100,810	1,956,204	1,901,388	1,861,866	2,124,466	1,743,182	1,729,899
6	Singapore	17,788,525	1,397,190	1,442,742	1,523,627	1,423,107	1,484,461	1,390,981
7	Macau	16,780,043	1,260,029	1,071,599	1,517,022	2,163,477	1,959,476	2,284,799
8	China	16,373,297	1,225,402	1,458,102	1,538,662	1,607,930	1,748,402	1,405,199
9	Luxemburg	16,109,653	1,227,947	1,137,140	1,229,835	1,421,389	2,114,757	1,650,284
10	Philippines	11,605,534	1,257,844	892,696	1,185,902	1,314,207	953,701	1,155,320
11	Germany	9,862,064	866,273	752,281	850,956	758,524	1,102,666	818,597
12	Malaysia	7,987,412	653,843	562,706	757,471	666,158	490,997	695,389
13	Indonesia	7,770,723	644,599	580,677	561,153	727,872	645,254	841,268
14	England	6,830,487	479,636	622,249	590,335	806,232	629,827	506,158
15	France	5,176,316	499,987	617,480	455,745	355,878	689,927	327,480
16	Holland	4,758,193	382,135	364,927	466,727	510,705	500,745	565,170
17	Canada	4,175,890	587,393	506,665	422,389	303,192	272,975	387,939
18	Italy	4,017,173	438,606	400,759	350,743	379,090	318,658	277,752
19	Norway	2,058,097	216,467	273,677	153,922	221,287	138,233	215,865
20	Switzerland	1,957,288	127,742	126,761	118,297	107,609	171,279	175,906
21	Vietnam	1,768,696	203,415	205,468	176,399	127,270	127,235	112,707
22	Belgium	1,532,983	136,047	81,065	86,228	113,641	225,108	145,713
23	Newzealand	1,282,661	56,288	69,313	42,901	57,883	159,356	51,871
24	India	947,412	89,807	61,149	78,026	83,858	94,877	118,559
25	Austria	913,815	86,730	71,435	85,060	68,218	83,683	68,936
26	Sweden	701,666	16,575	63,485	51,089	31,038	34,800	88,761
27	Spain	509,856	53,235	47,579	29,371	42,869	52,502	42,713
28	Srilanka	351,759	13,355	13,642	17,510	51,101	36,318	38,568
29	South Africa	230,746	17,689	12,638	14,668	22,919	27,215	42,028
30	Bangladesh	69,856	0	6,146	0	941	30,208	0
31	Okinawa	0	0	0	0	0	0	0
32	Australia	3,987,868	229,777	213,939	243,986	269,740	223,612	271,009
33	Middle East	2,570,874	284,641	253,953	230,410	242,571	189,060	214,538
34	Asia other	2,431,739	157,654	181,669	207,372	285,414	267,403	246,033
35	European other	2,194,617	135,470	219,733	237,431	189,278	192,708	179,362
36	C/S America	2,137,124	144,073	205,560	194,783	158,420	175,640	371,285
37	African other	501,263	83,195	22,317	24,138	28,392	132,922	21,328
38	Eastern Europe	176,416	16,064	9,349	11,553	12,618	29,780	13,118
39	Oceania	100,767	5,850	4,638	7,648	21,057	3,193	2,121



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Air Cargo Export by Month and Commodity – 2004

Unit: Kilo

Rank	Name of Commodity	Year-total
Sub total		605,285,487
1	ELECTRICAL MACHINERY PRODUCTS	375,858,016
2	OTHERS	191,357,260
3	MARINE PRODUCTS	23,051,787
4	AGRICULTURAL PRODUCTS	5,671,420
5	MACHINERIES	4,503,724
6	TEXTILE PRODUCTS	3,247,599
7	PULP,PAPER & PRINTING PRODUCTS	929,198
8	RUBBER & ARTICLES THEREOF	213,509
9	WEARING APPAREL & TEXTILE PRODUCTS	141,413
10	METAL PRODUCTS	90,261
11	PROCESSED AGRICULTURAL PRODUCTS	36,142
12	PRECISION INSTRUMENTS CLOCKS & WATCHES	27,676
13	MILITARY STUFFS	24,420
14	ANIMALS AND ANIMAL PRODUCTS	23,692
15	AIRLINE CARGO	21,899
16	DIPLOMATIC POUCH	20,339
17	LEATHER AND FUR PRODUCTS	15,298
18	CHEMICAL PRODUCTS	13,259
19	NON-METAL MINERALS PRODUCTS	10,910
20	TRANSPORT EQUIPMENTS	6,850
21	WOOD, ARTICLES OF WOOD AND ALLIED PRODUCTS	5,100
22	PERSONAL PACKAGE	3,556
23	SPORTS MATERIAL & EQUIPMENTS	2,615
24	ARTWORK	2,444
25	PRECIOUS	2,321
26	PREPARED FOODSTUFFS,BEVERAGES & TOBACCO PRODUCTS	1,758
27	MINERALS	1,540
28	METAL MINERALS	764
29	CHEMICALS	493
30	SPECIAL MERCHANDISE	132
31	NON-METAL MINERALS	52
32	EDUCATIONAL EQUIPMENTS	40

Air cargo Import by Commodity - 2004

2006 Unit : Kilo

RANK	Name of Commodity	Year-total
Yearly Total		436,169,624
1	OTHERS	200,676,417



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2	ELECTRICAL MACHINERY PRODUCTS	113,731,228
3	AGRICULTURAL PRODUCTS	25,396,081
4	PRECISION INSTRUMENTS CLOCKS & WATCHES	21,210,154
5	WOOD, ARTICLES OF WOOD AND ALLIED PRODUCTS	20,994,942
6	MACHINERIES	13,080,151
7	CHEMICAL PRODUCTS	11,816,656
8	NON-METAL MINERALS	9,723,006
9	WEARING APPAREL & TEXTILE PRODUCTS	7,035,319
10	RUBBER & ARTICLES THEREOF	2,548,114
11	PULP,PAPER & PRINTING PRODUCTS	2,254,021
12	PRECIOUS	1,891,849
13	METAL PRODUCTS	1,488,043
14	TRANSPORT EQUIPMENTS	1,198,132
15	PROCESSED AGRICULTURAL PRODUCTS	675,655
16	TEXTILE PRODUCTS	489,081
17	PREPARED FOODSTUFFS,BEVERAGES & TOBACCO PRODUCTS	399,940
18	SPECIAL MERCHANDISE	332,444
19	CHEMICALS	300,771
20	LEATHER AND FUR PRODUCTS	260,507
21	SPORTS MATERIAL & EQUIPMENTS	129,414
22	TOYS,GAMES & SPORTS REQUISITES; PARTS & ACCESSORIES THEREOF	100,337
23	AIRLINE CARGO	74,917
24	MARINE PRODUCTS	68,776
25	BASIC METAL	64,130
26	MILITARY STUFFS	56,945
27	PERSONAL PACKAGE	51,826
28	DIPLOMATIC POUCH	45,588
29	WOOD, ARTICLES OF WOOD AND ALLIED PRODUCTS	26,630
30	NON-METAL MINERALS PRODUCTS	24,632
31	EDUCATIONAL EQUIPMENTS	14,072
32	ARTWORK	2,659
33	ANIMALS AND ANIMAL PRODUCTS	2,567
34	PRECIOUS ROUGH STONES	2,134
35	MINERALS	1,400
36	METAL MINERALS	888
37	HUNTING PRODUCTS	198

Cargo Terminal Performance 2004

Unit: Kilo

單位(Unit): 公斤 (Kilo)



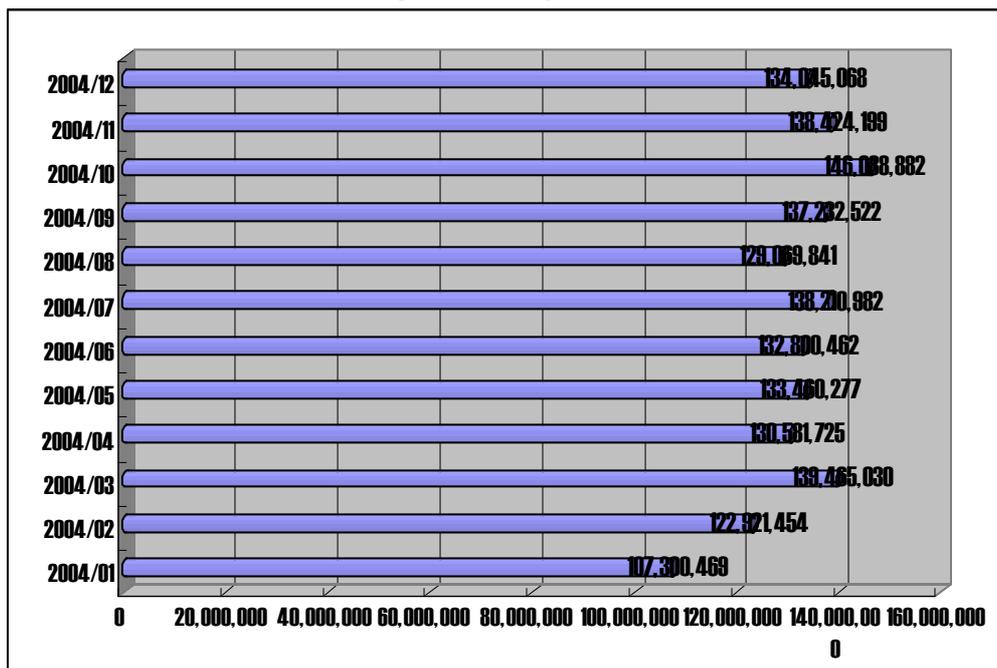
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集散站	業者	進口	出口	轉口	專差快遞出口	快遞貨物進口	快遞貨物出口	合計
Cargo Terminal		Import	Export	Transit	OBC Area	Express Import	Express Export	Year-total
TACT	A00 華儲	226,098,525	269,833,879	130,015,434	2,679,529	19,485,748	9,884,638	657,997,753
ECT	B00 永儲	33,828,231	145,459,071	2,688,121	0	1,258,768	762,616	183,996,807
GFT	C00 遠翔	73,507,607	131,251,500	1,967,659	0	0	0	206,726,766
Evergreen	D00 榮儲	102,735,261	58,741,037	207,258,820	0	19,066,319	17,934,854	405,736,291
Fedex	F00 聯邦	0	0	0	0	13,555,719	24,705,154	38,260,873
UPS	U00 優比速	0	0	2,513,835	0	3,509,419	9,487,407	15,510,661
小計		436,169,624	605,285,487	344,443,869	2,679,529	56,875,973	62,774,669	1,508,229,151
TACT(K.H)	A01 華儲高雄	25,569,542	52,803,865	2,697,787	300,566	0	0	81,371,760
小計		25,569,542	52,803,865	2,697,787	300,566	0	0	81,371,760
總計		461,739,166	658,089,352	347,141,656	2,980,095	56,875,973	62,774,669	1,589,600,911
Year 2004 Total		461,739,166	658,089,352	347,141,656	2,980,095	56,875,973	62,774,669	1,589,600,911
Year 2003 Total		408,165,504	638,162,879	245,630,527	5,813,690	49,727,870	71,740,629	1,419,241,099
Ratio		13.13%	3.12%	41.33%	-48.74%	14.37%	-12.50%	12.00%
		13.13%	3.12%	41.33%	-48.74%	14.37%	-12.50%	12.00%

Remarks:

- reference with the started report of Multi-model transport from Aug. 2001 formulation
 - for Dec. of 2004, for Multi-model transport 767,300 kilos CKS airport 920,016 kilos, KHH :16,717 kilos
- 因應海空聯運政策,自九十年八月份起出口欄位併計海空聯運貨量
 2.93 年 12 月海空聯運貨量為 767,300 公斤, 中正:920,016 公斤, 小港:16,717 公斤

Air Cargo Performance by month of 2004



Composition of 2003 / 2004 air cargo performance



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單位(Unit) :	Import			Export		
公斤 (Kilo)	2004	2003	Annual Change Rate	2004	2003	Annual Change Rate
			Percentage %			
				【%】		
Japan	115,913,094	90,289,287	28.38	77,699,620	85,072,348	-8.67
U.S.A	72,594,415	60,350,518	20.29	127,008,778	127,462,375	-3.6
Hong Kong	45,719,967	47,396,302	-3.54	62,393,171	63,837,999	-2.26
Thailand	23,280,525	26,045,313	-10.62	13,118,705	13,065,212	0.41
Korea	23,100,810	20,527,034	12.54	17,163,369	15,215,695	12.8
Singapore	17,788,525	19,519,677	-8.87	18,668,504	18,768,779	-0.53
Macau	16,780,043	12,310,903	36.3	12,699,511	9,759,669	30.12
China	16,373,297	11,618,291	40.93	70,139,069	54,559,122	28.56
Luxemburg	16,109,653	13,289,442	21.22	15,294,356	19,598,170	-21.96
Philippines	11,605,534	8,077,691	43.67	6,404,435	5,912,287	8.32
Germany	9,862,064	9,837,343	0.25	22,746,016	23,830,184	-4.55
Malaysia	7,987,412	7,844,276	1.82	11,816,652	11,172,777	5.76
Indonesia	7,770,723	9,123,070	-14.82	6,001,945	6,040,374	0.64
England	6,830,487	6,163,337	10.82	18,709,350	18,263,775	2.44
France	5,176,316	4,882,580	6.02	6,848,222	5,944,156	15.21
Holland	4,758,193	3,687,711	29.03	26,207,034	24,171,305	8.42
Canada	4,175,890	3,590,232	16.31	4,832,903	4,731,290	2.15
Italy	4,017,173	2,916,371	37.75	7,640,609	7,174,609	6.5
Norway	2,058,097	1,546,186	33.11	743,930	749,084	-6.09
Switzerland	1,857,288	1,874,204	-0.9	1,534,537	1,486,430	3.24
Vietnam	1,768,696	1,655,130	6.86	7,706,499	6,730,000	14.51
Belgium	1,532,983	1,395,498	9.85	3,914,553	3,328,579	17.6
Newzealand	1,282,661	1,340,870	-4.34	1,186,422	967,823	22.59
India	947,412	778,685	21.67	5,942,020	4,637,776	28.12
Austria	913,815	760,253	20.2	2,332,704	2,375,364	-1.8
Sweden	701,666	1,034,145	-32.15	1,771,389	1,689,784	4.83
Spain	509,856	443,746	14.9	3,866,523	3,706,851	4.31
Srilanka	351,759	604,701	-41.83	1,313,354	1,367,420	-3.95
South Africa	230,746	165,667	39.28	2,422,353	2,141,551	13.11
Bangladesh	69,856	0		455,011	0	
Okinawa	0	1,583	-100	2,780	3,610	-22.99
Australia	3,987,868	3,905,622	2.11	8,177,858	7,742,115	5.63



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Middle East	2,570,874	1,734,586	48.21	6,282,687	5,628,744	11.8
Asia other	2,431,739	2,018,248	20.49	8,737,304	8,825,036	-0.099
European other	2,184,617	2,942,206	-25.41	14,054,347	14,031,160	0.17
C/S America	2,137,124	1,718,141	24.39	5,110,177	3,998,078	27.82
African other	501,263	359,743	39.34	1,841,629	1,396,119	31.91
Eastern Europe	176,416	180,884	-2.47	2,065,541	1,705,693	21.1
Oceania	100,767	98,127	2.69	421,620	516,406	-18.35
	436,169,624	382,029,603	14.17	52,803,865		
Kao Hsiung	25,569,542			580,389,732	502,535,401	11.99

2004 Aircargo Market Share Report Top 23 members occupied 50% of Market

Rank	General Cargo		Ramp Release		Total		Air Market Share	
	Shipment	Weight	Shipment	Weight	Shipment	Weight	Ratio	total
1	17111	27437019	0	0	17111	27437019	4.50%	4.50%
2	27966	24839957	436	346361	28402	25186318	4.13%	8.64%
3	37290	20892161	0	0	37290	20892161	3.43%	12.06%
4	19549	17212750	38	3725	19587	17216475	2.83%	14.89%
5	20215	15882162	2	14	20217	15882176	2.61%	17.50%
6	28875	14654901	0	0	28875	14654901	2.41%	19.90%
7	25679	14473484	0	0	25679	14473484	2.38%	22.28%
8	33964	12742431	2	577	33966	12743008	2.09%	24.37%
9	23893	12706153	0	0	23893	12706153	2.09%	26.45%
10	20	9425	5091	12503250	5111	12512675	2.05%	28.51%
11	41085	12464926	0	0	41085	12464926	2.05%	30.55%
12	6213	12399721	0	0	6213	12399721	2.03%	32.59%
13	8866	11929723	0	0	8866	11929723	1.96%	34.55%
14	34555	11899445	0	0	34555	11899445	1.95%	36.50%
15	20156	11708434	0	0	20156	11708434	1.92%	38.42%
16	12366	10873719	0	0	12366	10873719	1.78%	40.20%
17	7752	10357846	0	0	7752	10357846	1.70%	41.90%
18	9138	10007235	0	0	9138	10007235	1.64%	43.55%
19	4375	9678311	0	0	4375	9678311	1.59%	45.14%
20	22863	9123048	0	0	22863	9123048	1.50%	46.63%
21	21814	8758682	0	0	21814	8758682	1.44%	48.07%
22	12335	8651396	1	210	12336	8651606	1.42%	49.49%
23	11757	7501036	1	9	11758	7501045	1.23%	50.72%
24	31364	414312	7443237	31364	414312	7443237	1.29%	52.78%
25	3480	527073	7034536	3480	527073	7034536	1.22%	54.00%



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26	7046	119310	6644464	7046	119310	6644464	1.15%	55.16%
27	7120	129409	6479748	7120	129409	6479748	1.13%	56.28%
28	9787	245698	6396513	9787	245698	6396513	1.11%	57.40%
29	10922	362576	6253638	10931	362592	6253698	1.09%	58.48%
30	7185	232793	5634178	7185	232793	5634178	0.98%	59.46%
31	14771	287890	5418596	14771	287890	5418596	0.94%	60.40%
32	13880	249277	4905741	13882	249309	4910467	0.85%	61.26%
33	7347	237067	4890193	7347	237067	4890193	0.85%	62.11%
34	6512	179218	3747915	10760	250149	4744356	0.65%	62.76%
35	9336	176227	4555866	9336	176227	4555866	0.78%	63.55%
36	18	242	5590	1877	159896	4283203	0.00%	63.55%
37	5552	213412	4168069	5576	214637	4201067	0.72%	64.28%
38	13	86	1153	1648	176225	4094659	0.00%	64.28%
39	7435	156399	3930473	7542	156518	3931896	0.68%	64.96%
40	7206	146342	3532110	7206	146342	3532110	0.61%	65.57%

A series of path-breaking Lunar New Year charter flights across the Taiwan Straits came to an end on February 20, providing transportation for Taiwanese business people and their families traveling from mainland China to Taiwan for the holidays. This was the first time in 56 years that commercial flights operated by airlines on both sides of the strait were able to offer direct service between China and Taiwan without the requirement to land in a third area.

The direct cross-strait charters got under way on Jan. 29 and were operated by six airlines on each side. A total of 48 flights served airports in Taipei, Kaohsiung, Beijing, Shanghai, and Guangzhou, and recorded passenger load ratios generally between 50% and 60%. Compared with 2003, when indirect charters between Taiwan and mainland China were allowed for the first time (they had to stop over in an intermediate area), they were operated by six Taiwanese carriers; there were only eight flights that year, and they carried a total of just 1,300 passengers. This year, by contrast, 2,200 passengers flew on the first day alone and the number traveling throughout the period totaled more than 10,000.

The Mainland Affairs Council indicated that it would discuss with related agencies the possibility of expanding the categories of passengers allowed to take future direct cross-strait flights, and of increasing the number of destinations served, and that negotiations with counterparts in mainland China would be undertaken at an appropriate time.

On Jan. 17, 2004 the Council for Economic Planning and Development (CEPD) approved an expansion plan for the Hsinchu Science Park, proposed by the National Science Council, calling for the development of 34 hectares of land along Third and Fifth roads of the park and another 18 hectares for the third-phase enlargement of its Jhunan branch. The new land will accommodate integrated circuit and optoelectronics companies, which are expected to bring in investment in excess of NT\$400 billion and generate 12,000 jobs.

The CEPD notes that the expansion is being undertaken to improve current land use and provide more land needed for new investors and for expansion by existing investors, including Powerchip Semiconductor Corp., the Taiwan Semiconductor Manufacturing Co., and Vanguard International Semiconductor Co. Being adjacent to the planned development site, these companies will be given priority in the use of the new land and are expected to invest a total of NT\$366 billion. Their production value will reach an estimated NT\$140 billion in 2008 and they will provide 9,500 job opportunities.

Most of the 18 hectares of new land that is to be developed at the Jhunan branch of the park belongs to the Taiwan Sugar Corp., with which a consensus towards the development plan has been reached. It will cost NT\$1.3 billion to develop and will be used by optoelectronics manufacturers. It is to invest a projected NT\$65 billion; and will generate an estimated production value of NT\$100 billion and 2,400 jobs by 2009.

A new revision of the Customs Anti-smuggling Act, passed by the Legislative Yuan on Dec. 24, 2004, strengthens the protection of intellectual property rights in the following ways:

1.It raises the fine for the illegal declaration and export of goods. The new fine is up to NT\$1 million, compared with the original NT\$2,000 to NT\$30,000, and the offending goods will be confiscated.



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2. Goods whose shipment, mailing, or hand-carrying into or out of Taiwan (except for the parallel import of genuine products) infringes upon patent rights, trademark rights, or copyrights will make the offender liable to a fine of one to three times the value of the goods involved.

In an effort to raise the overall efficiency of Taiwan's service sector, and to set out a blueprint for the next phase of the island's development, the Council for Economic Planning and Development (CEPD) held a National Conference for Service Industry Development on September 20. Premier Yu Shyi-kun and top government finance and economic officials met with key figures from related fields in the private sector to examine the development of service industries in Taiwan.

At the conference, the Executive Yuan stated that it would speed up liberalization of relevant laws and regulations and establish a Special Project Office for Service Industries. It also put forward 13 "flagship programs" to promote service industries. In terms of concrete objectives, the CEPD wants the service sector to account for at least 70% of gross national product by 2008, and provide 600,000 additional jobs.

The experience of other countries suggests that developing the service sector is a necessary strategy when economic growth reaches a certain stage. For Taiwan, now betwixt and between in its industrial transformation, there is no choice but to follow this path.

Though going through the worst wave of overseas relocations by local industry in history and facing increasingly bitter competition in industrial development, this year, thanks to a turn for the better in the international economy, Taiwan's economic performance has stabilized. According to figures announced in August by the Directorate-General of Budget, Accounting and Statistics, the forecast for economic growth for this year can again be upgraded, to 5.87%.

Naturally it is good news that the economy is rebounding. But after several years of weak performance, business, government, and academia now all understand that Taiwan, which has relied on manufacturing, must go the next step and transform itself into an economy led by the service sector. Contemporary service industries can be divided into two main categories: productive services (tied to the needs of business) and lifestyle services (tied to the needs of ordinary consumers).

Based on these two criteria, the CEPD has compiled a list of 12 critical service industries for future development. These are: financial services; research and development; design; cultural and creative services; telecommunications and media; medical, health care and caregiving; engineering consulting; information services; distribution and transportation; manpower training, manpower services and property management; tourism, sporting and recreational services; and environmental protection.

In fact, the value added by the service sector in Taiwan already accounts for over 67% of GDP, a figure comparable to other countries at a similar level of per-capita income. Therefore, Taiwan cannot be considered to be lagging in this respect. In comparison with neighboring countries, in fact, such as Korea, Singapore, and Japan, where the ratios are 57.2%, 65.7%, and 59.1% respectively, the growing importance of the service sector is already clearly reflected in the amount of GDP it generates.

But from another point of view, though services account for two-thirds of Taiwan's GDP today, labor-intensive industries like caregiving, property management and tourism are clearly somewhat behind. As a result, the service sector in Taiwan is performing less well than its counterparts in Singapore or Japan in terms of job creation. Thus the objective set out at the conference of creating 600,000 new jobs in the service sector by 2008 immediately became a central issue, as well as a focus of media attention the following day. However, given that it is uncertain whether this bonanza of 600,000 new jobs will become a reality, on the day the conference opened, people from more than ten labor organizations came to voice their concerns about the proposed manpower services law. They pointed out that the experiences of other countries show that the increased labor flexibility brought by "temping" has only a very limited impact on job creation, and moreover using agency labor is an important tool for capital to avoid providing social guarantees to labor and to reduce corporate overhead in terms of wages and salaries.

Kung Ming-hsin, director of Research Division II at the Taiwan Institute of Economic Research, says that the greatest threat to the development of the service sector in Taiwan is not a lack of markets or opportunities, but whether supply and efficiency can be increased.

For a long time now, the manufacturing sector has driven economic development in Taiwan. Although the service sector has been quite large, it has been widely plagued by problems of insufficient competitiveness and inadequate investment capability. One clear example is that Taiwan lags far behind advanced countries in services such as design, information services, research and development, and engineering consulting. These "technical services" have stayed at around only 2% of Taiwan's services market.

At the conference the CEPD pointed to four keys to the continuing development of the service sector in Taiwan, that will determine whether Taiwan can get to the same level as leading countries internationally: education and training of the required manpower, liberalization of laws and regulations, incentives for investment, and more effective financing mechanisms. With this in mind, Premier Yu put forward a list of 31 specific liberalizing regulatory changes that could be made, as well as a proposal for the creation of a "Special Project Office for Service Industries" under the CEPD, in order to help the private sector in developing service businesses. Only with a more complete transition from manufacturing to services can Taiwan's economic modernization take a giant step forward.



The Association of Airfreight Forwarding & Logistics

2004 Education Summary

The education of 2004, our association concentrates on IATA basic course & Dangerous Initial course as well recurrent. Beside of the regular training class, we also open the publication forum on Air security, Mr. Samson Pao, present component creation on system set up, including The workflow, fleet, and quality control, almost same period, we education our member to comply the US AMS requirement, before end of year, our members had such kind the chance to choice either using carrier's web key in 7509 cargo manifest, or by pass Trade-van to submit the data thru Trade-van by EDI transfer.



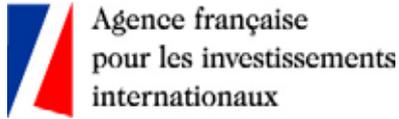
TAAFA 2004 Training course summary report

DATE	TYPE	公會-科目	HOURS	STUDENTS
1 Jan. 27-29	IATA- DGR-Recurent Course	DGR 課程－複訓班	24	23
2 Feb.09-13	IATA- DGR-Initial Course	DGR 課程－初訓班	40	18
3 Mar.3	DGR Awareness	DGR 宣導班	4	30
4 Mar.5	DGR Awareness	DGR 宣導班	4	27
5 Mar.8-29	Air cargo Basic Course	航空貨運承攬實務班 (1)	30	25
6 Apr.5-26	Air cargo Basic Course	航空貨運承攬實務班 (2)	30	27
7~11 Apr.5-30	IATA- DGR-Initial Course	DGR 課程-初訓	40	87
	IATA- DGR-Recurent Course	DGR 課程-複訓	20	54
12 May 10-14	IATA- Basic Introductory Course	IATA-航空貨運承攬基礎班	40	22
13 May 17-Jun.14	The Customer Brokerage	關務人員實務基礎班(1)	36	27
14 Jun.16-30	Air cargo Basic Course	航空貨運承攬實務班(3)	30	27
15 Jul. 5-30	The Customer Brokerage	關務人員實務基礎班(2)	36	24
16 Aug.2-19	The Customer Brokerage	關務人員實務基礎班(3)	36	23
17 Aug.23-Sep.03	Air cargo Basic Course	航空貨運承攬實務班(4)	30	20
18 Sep.06-23	The Customer Brokerage	關務人員實務基礎班(4)	36	18
19 Sep.30-Oct.15	Air cargo Basic Course	航空貨運承攬實務班(5)	30	19
20 Sep.6-Oct.8	IATA- DGR-Initial Course	DGR 課程-初訓	40	84
21 Sep.20-Oct.1	IATA- DGR-Recurent Course	DGR 課程-複訓	24	38
22 Oct.11-15	DGR Cargo Awareness-Warehouse	榮儲.永儲.遠翔.華儲.	8	105
23 Dec.06-10,13	DGR Cargo Awareness-Warehouse	洋基等 30 家	3	30
TOTAL		Passed student		730



The Association of Airfreight Forwarding & Logistics

Forum on 2004



French Logistics Forum on Feb.16, 2004 in Regency Hotel Taipei, Pascal GONDRAND, the consular of trade & facilitation open the forum, Mr. Samson Pao be invited as major speaker during the forum. More than 100 Logistics service user & provider attend. The speaker including French customs officer, Philippe GRISSET, Jean-Jacques FOIGNET, Gérard MUHLEN, Frédéric FALLEUR, Stéphanie BETKA, Youri BUSAAN etc.



Institut Français
Mission économique

Taiwan

Informations Pays

L'approche du marché

L'information sectorielle

La Mission Économique à votre service

Implantation, expatriation, stages

Politique commerciale et questions multilatérales

Actualités Nouveautés





The Association of Airfreight Forwarding & Logistics

2004 China Air Summit



Information available at: <http://www.tafa-r.org.tw/international/040616.htm>
2004.06.16

US Customs Forum at Shangri-La's Far Eastern Plaza Hotel Taipei hosted by our member DHL, Samson Pao speak to all shippers & consignee regarding for air security & Ctpat component creation & experience share at 2004. 12.09 Detail available at: <http://www.tafa-r.org.tw/international/041209b.htm>



4. 執行篇 Physical Practice -

(S) Risky Management

- 策略評估 (Strategy's principle of the program is partnership)
- 參與主要與輔助業別 (供應鏈通路)
(The supply chain security measures contained in the participant's security profile have been implemented and are being followed.)
- 避免重複流程評估 (Customs Office of Field Operations personnel and DATA Information Share to identify for known and unknown customer for process of work of Project validation.)
- 進出口部份 (進口商, 經紀人, 工廠和倉庫, 空運承運人與空運作業發展和執行健全計畫提高安全過程) participant's supply chain domestically or overseas. The P.V.I (Partnership Validation Team) leader will request approval of travel through the Director, C-IPAT, at Customs Headquarters.)

Known Shipper System Setup

承辦商 LSP → 運送人 船殼 LSP → 託運人 LSP

常態託運人 (Known Shipper) 新託運人 (New Shipper)

資訊取得 → 資訊過濾 → 資訊記錄保存 → 資訊異常報告 → 資訊異常 → 資訊追蹤

人事安全記錄保存 → 教育訓練記錄保存

Customs-Trade Partnership Against Terrorism

活化運籌創意經濟保安作業經驗分享

鮑學超 報告

4. 執行篇 Physical Practice -

(A) Outsourcing Ground Factor

Supply Chain Security Initiative

Global Positioning, RFID Tags, Wide Area Networks, Electronic Seal, Driver Authentication, Smart Cards, Door Monitoring, Non-intrusive Inspection, Information and Data Exchange, Vehicle Monitoring Immobilization, F terms

Reference with Steve Schelenberg, Pickerton Consulting & Investigations, IMS Worldwide, Houston, TX, USA

活化運籌創意經濟保安作業經驗分享

The "ideal state of total asset visibility and authentication in the supply chain"

- Empty shipments to a secure facility
- By authorized personnel
- Verification of the contents of the shipment
- Securing the shipment in transit
- Transmitting manifest information to stakeholders
- Identify tampering
- Allow Customs to verify the integrity of the shipment and its contents in a non-intrusive manner at entry
- Create data centers that are international, inter-modal and intelligent.

活化運籌創意經濟保安作業經驗分享

鮑學超 報告

ODU & DPP

保安規劃與 安管流程

組織和管理, 品質保證, 接受貨物 控管, 危險物品 處理

管理手冊 文件檔案控管, 委外服務, 異常回屬 處理, 作業系統 資訊後勤支援

訓練科目

1. Organization and Management
2. Manuals and Documentation
3. Quality Assurance
4. Training Programmes
5. Contracted Services
6. Acceptance of Cargo
7. Incident Response
8. Dangerous Goods Handling
9. Security Procedures

標準化流程圖建置

常態託運人, 初次託運人

F terms

活化運籌創意經濟保安作業經驗分享

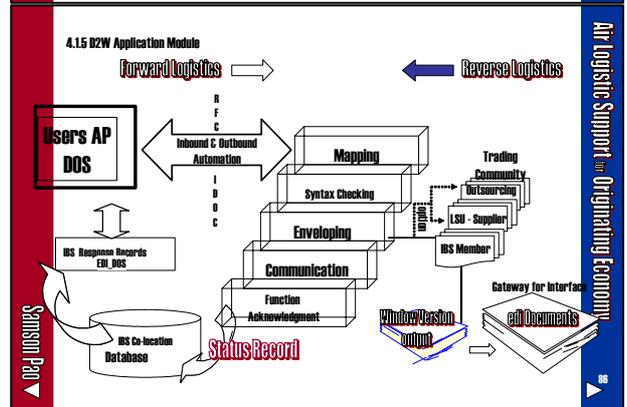
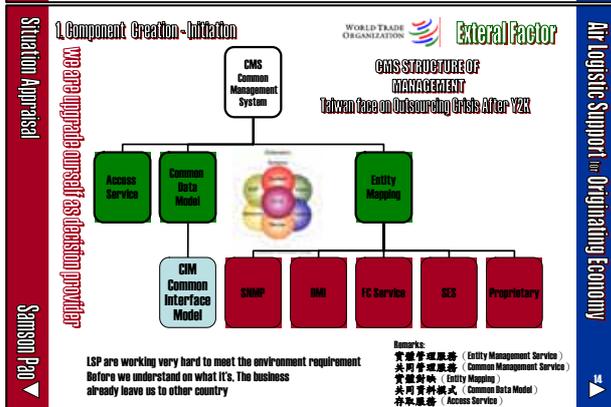
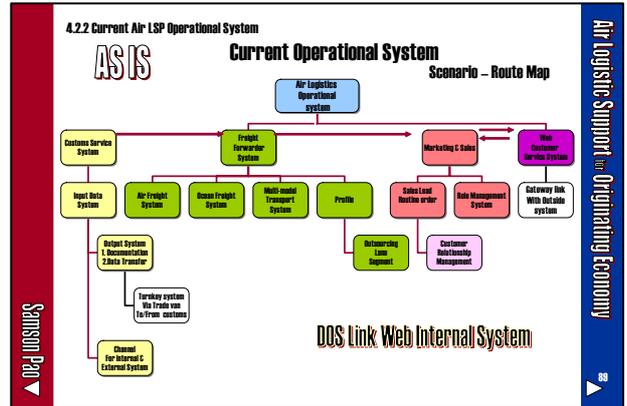
鮑學超 報告

LSU, LSP & Edu Cooperation.

1. TAAFL cooperated with Trade-Van on IBS Project (Information Barebones System), major suggest the member on single window function to communication & link with LSU * LSP.
2. TAAFL signed agreement with Kuang Wu institutes of Technology for join education program between LSP & LSP
3. TAAFL signed agreement with Hsin Wu College for Student before graduate on LSP training.
4. TAAFL signed agreement with china institutes of Technology on IT & Aviation education cooperation.
5. Exchange education material & instructor CLP/CLT program with Taiwan University & National Cheng Kung University on activation of Logistics for Support originating economics.



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Basics of Supply Chain Management 基礎供應鏈管理

Explore the basic concepts in managing the complete flow of materials in a supply chain.

Master Planning of Resources 核心資源企劃包括 component creation

Explore processes used to develop sales and operations plans, and learn to identify and assess internal and external demand and forecasting requirements.

Physical Movement 運輸實體移動部份包括 Ready for carriage

Detailed Scheduling and Planning 排程與企劃細則

Focus on the various techniques for material and capacity scheduling.

Execution and Control of Operations 生產執行與控管

Focus on the areas of prioritizing and sequencing work, executing work plans and implementing controls, reporting activity results, and providing feedback on performance.

Strategic Management of Resources 資源策略控管

Explore the relationship of existing and emerging processes and technologies to manufacturing strategy and supply chain-related functions.

市場應試課程：Topics:

- **The Business Planning Process** 企業規畫程序
- **Forecasting Demand** 需求預測
- **Distribution Planning** 配銷規畫
- **Demand Management and Customers Service** 需求管理和客戶服務
- **The Sales and Operations Planning Process** 銷售和作業計劃
- **The Master Scheduling Process** 主排程
- **Managing the Master Scheduling Process** 管理主排程
- **Validating the Plan and Measuring Performance** 績效評估



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Examination
<p>Enterprise Concepts and Fundamentals Gain a greater understanding of the strategy and role of the value-driven enterprise, its integrated organizational functions, and the four basic support areas of quality, human resources, finance and accounting, and information systems.</p> <p>Identifying and Creating Demand Learn the strategies and tactics that identify, define, and quantify customer wants and needs, and translate those into requirements for value-added products and services to be delivered by your organization.</p> <p>Designing Products and Processes Discover how to convert a market need or innovation into a product, process, or service that meets the expectations of both the enterprise and the customer.</p> <p>Delivering Products and Services Examine the systems, approaches, and strategies used by an enterprise to make the transition between concept and product and between customer expectation and product delivery.</p> <p>Vertical Integrated Enterprise Management Follow the relationships and interactions of functional groups working toward a common goal. It also explores business strategies, aids in assessing strategic decisions, management practices, and the effects of new technologies. This final module acts as a capstone of the whole CIRM program standard.</p>

Education on component creation - IBS Logic example on rating:

User's requirement on user's language

Table 7 – buying cost from overseas Agent
Subject to the rate control of IBS

ATL (ATLANTA)

Contactor	Samson Pao
E-mail	csq@tafa-r.org.tw
Tel	2773 9323
Fax	2773 9320
Add	3 rd floor 173 chang an e. road sec.2 taipei
Currency:	NT\$
http://www.tafa-r.org.tw	

AIR FREIGHT: F/S UPDATE FROM: dd/mm/yy RISK CHARGE FUEL SURCHARGE

ATL to TPE	DATE:						
CURRENCY: USD	RISK CHARGE: 0.10/KG or MIN.5.00						
	MIN	-45	+45	+100	+300	+500	+1000
CI	55.00	5.63	1.95	0.90	0.80		
ATL to KHH	DATE: MAY 04, 2004						
CURRENCY: USD	RISK CHARGE: 0.10/KG						
	MIN	-45	+45	+100	+300	+500	+1000
NET RATE	0.95						

FOB CHARGE	DATE:
CURRENCY: USD	
SHIPPER'S EXPORT DECLARATION (IF VALUE EXCEEDS US\$2,500)	\$15.00
TRANSFER CHARGE	MIN 10.00 0.10/KG
INLAND CHARGE	MIN 21.00 OVER MIN 0.19/KG +450KG 0.18/KG
LETTER OF CREDIT PREPERATION	\$125.00
SIGHT DRAFT	\$30.00
CERTIFICATE OF ORIGIN	\$30.00
OTHER DOCUMENTS PREPARATION (INV, P/L ETC)	\$20.00



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CUSTOMS REGISTRATION		\$50.00					
LEGALIZATION		AT COST					
DANGEROUS GOODS FEE / UN# OR PER AIRLINE CHARGES IF THEY ARE HIGHER		\$11.00 / BOX (MIN 50.00 MAX 250.00)					
DIRECT SHIPMENT FORWARDING FEE		SAME AS TSC					
COURIER FEES		\$20.00- DOMESTIC					
		\$50.00- INTERNATIONAL					
INSURANCE (EXCEPT FOR HIGH VALUE ITEMS AND PERSONAL EFFECTS)		\$0.55/\$100.00 IN VALUE					
		\$5.00 (MIN)					
TERMINAL SERVICE CHARGE (TSC)	-45	+45	+100	+300	+500	+1000	+1500
	15	20	25	30	35	40	10 PER 100 KGS AFTER 1500 KGS

OCEAN:

ATL to KHH	DATE:
CURRENCY: USD	
NET LCL	87.00 PER W/M

FOB CHARGE: ATL to KLG (KEELUNG)	DATE:		
CURRENCY: USD			
CFS TRANSER CHARGE	0.06/KG		
OCEAN HANDLING FEE	85.00/SHPT		
PICK UP CHARGE			
MIN	100LBS	1000LBS	3000LBS
30.00	11.21/100LBS	10.45/100LBS	10.17/100LBS

LAX (LOS ANGELES)

Contactor	KEN UTAKA
E-mail	utaka@nnrusa.com
Tel	310-215-2995
Fax	310-215-1075
Add	630 S. GLASGOW AVE., INDLEWOOD, CA 90301
Currency:	@USD
http://www.nnrusa.com	

AIR FREIGHT: F/S UPDATE FROM: AUG 23, 2004



RISK CHARGE



FUEL SURCHARGE

LAX to TPE	DATE:						
CURRENCY: USD	RISK CHARGE: 0.15/KG						
	MIN	-45	+45	+100	+300	+500	+1000
RATE	75.00	8.78	1.70	1.00	0.90	0.90	0.70

LAX to KHH	DATE:								
CURRENCY: USD									
	MIN	-45	+45	+100	+300	+500	+1000	+2000	+5000
BR	75.00	8.78	1.70	1.10	1.00	0.90	0.80		
CI	75.00	8.78	2.40	1.50	1.15	1.10	0.90		

FOB CHARGES

LAX to SHA	DATE:						
CURRENCY: USD	RISK CHARGE: MIN 5.00 ; 0.10/KG						
	MIN	-45	+45	+100	+300	+500	+1000



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CI	70.00	3.00	2.05	1.30	1.20	1.10
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CHI (CHICAGO)

Contactor	MATT (MOTOJI) MIURA
E-mail	miura@nnpusa.com
Tel	630-860-7999
Fax	630-860-0580
Add	765 DILLON DRIVE, WOOD DALE, IL 60181
Currency:	@USD
http://www.nnpusa.com	

AIR FREIGHT: F/S UPDATE FROM: RISK CHARGE FUEL SURCHARGE

ORD to TPE	DATE:						
CURRENCY: USD	RISK CHARGE: 0.10/KG						
	Min	-45	+45	+100	+300	+500	+1000
CI	75.00	TACT	1.70	1.05	0.95	0.80	0.65

ORD to KHH	DATE:						
CURRENCY: USD	RISK CHARGE: 0.10/KG						
	Min	-45	+45	+100	+300	+500	+1000
CI	75.00	TACT	1.70	1.05	0.95	0.80	0.65

FOB CHARGE:

FOB CHARGES (EXCLUDING PICK UP COSTS)						
TRANSFER CHARGE						
MIN	0.10/KG					
15.00						
SHIPPER'S EXPORT DECLARATION	15.00					
LETTER OF CREDIT	75.00					
SIGHT DRAFT	50.00					
CERTIFICATION OF ORIGIN	30.00					
REGISTRATION	55.00					
ADDITIONAL DOCUMENTS	20.00 EA					
LEGALIZATION	AT COST					
INSURANCE PREMIUM	US\$0.55 per US\$100.00 US\$2.00 MIN / 20.00 Cart. Prep US\$1.00 per US\$100.00 for personal Goods					
DANGEROUS GOODS FEE	US\$11.00/CTN MIN: US\$50.00 MAX: US\$250.00					
DIRECT FORWARDING FEE	TSC + US\$20.00 under 499-lbs US\$25.00 over 500-lbs					
TERMINAL SERVICE CHARGE						
-45	+45	+100	+300	+500	+1000	+1500
15.00	20.00	25.00	30.00	35.00	40.00	10.00/100KGS

ORD to HKG	DATE:						
CURRENCY: USD							
	MIN	-45	+45	+100	+300	+500	+1000
NET RATE	125.00		1.70	1.10	1.00	0.75	0.65



The Association of Airfreight Forwarding & Logistics

ORD to SHA		DATE:					
CURRENCY: USD		RISK CHARGE: 0.10/KG					
	MIN	-45	+45	+100	+300	+500	+1000
CK(MU)	55.00	3.00	2.25	1.20	1.00	1.00	1.00

HANDLING CHARGE: US\$125.00/B/L.....ONLY OCEAN SHIPMENT

NEW YORK (JFK)

Contactor	MARK (MASAHIKO) GOTOH
E-mail	gotoh@nnrusa.com
Tel	516-561-5010 516-561-5011
Fax	516-561-5012 516-561-7519
Add	HOOK CREEK BLVD., 145TH AVE, UNIT C1A, VALLEY STREAM, NY 11581
Currency:	USD
http://www.nnrusa.com	

AIR FREIGHT: F/S UPDATE FROM: AUG 23, 2004



RISK CHARGE



FUEL SURCHARGE

JFK to TPE		DATE:							
CURRENCY: USD		RISK CHARGE: MIN 5.00 or 0.10/KGS							
	MIN	-45	+45	+100	+300	+500	+1000	+2000	+3000
CI	75.00		2.00	0.95	0.70	0.60	0.50		
BR	75.00		2.00	1.45	1.30	1.20	1.15		

JFK to TPE		DATE:					
DANGEROUS CARGO RATE		CURRENCY: USD					
	MIN	-45	+45	+100	+500	F/S	RISK CHARGE
FX	55.00	5.63	4.78	4.66			NONE

JFK to KHH		DATE:					
CURRENCY: USD		RISK CHARGE: MIN 5.00 or 0.10/KGS					
	MIN	-45	+45	+100	+300	+500	+1000
CI			2.10	1.35	1.25	1.05	
CX	75.00	4.50	2.55	1.85	1.80	1.55	1.45

FOB CHARGE (EX JFK to TPE, KHH)		DATE:					
CURRENCY: USD		RISK CHARGE: MIN 5.00 or 0.10/KGS					
SHIPPER'S EXPORT DECLARATION (IF NEEDED)		15.00 (IF VALUE EXCEEDS \$2,500)					
	-45	+45	+100	+300	+500	+1000	+1500
T/S FEE	15.00	20.00	25.00	30.00	35.00	40.00	10.00/100kgs
FIELD TRANSFER FEE				MIN			
				15.00			
					0.10/kg		



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DANGEROUS GOODS FEE	11/CTNS (MIN 50.00 : MAX 250.00)	
Located in NYC metropolitan area is		
PICK UP CHARGE	-100(LBS) 35.00	+100(LBS) 0.12/LBS
TRUCKING FUEL SURCHARGE	-100(LBS) (PICK UP CHARGE)*7%	+100(LBS) (PICK UP CHARGE)*7%

JFK to Ningbo (CHINA)		DATE:					
CURRENCY: USD							
	MIN	-45	+45	+100	+300	+500	REMARK
IATA	75.00	9.81	7.63	7.19	6.74	6.30	
NET RATE	70.00	3.45	2.55	1.80	1.75	1.70	Shipment should be prepaid

JFK to SHA		DATE:					
CURRENCY: USD							
	MIN	-45	+45	+100	+300	+500	+1000
CA	60.00	3.10	2.20	1.45	1.40	1.05	0.90
NH	55.00		2.10	2.00	1.90	1.80	1.60
OZ				1.60	1.40	1.30	
CX	50.00	4.50	3.10	2.10		1.90	1.70
CZ	55.00	3.10	2.30	1.60	1.50	1.40	
KE				1.60		1.50	1.40
CI			2.10	1.80			
MU		3.10	2.20	1.45	1.40	1.35	
FX				1.75	1.70	1.60	1.45

FOB CHARGE (JFK to SHA)		DATE:					
CURRENCY: USD							
TERMINAL SERVICE CHARGES							
MIN	-45	+45	+100	+300	+500	+1000	+1500
	15	20	25	30	35	40	10.00/100 KGS
SHIPPER'S EXPORT DECLARATION IF NEEDED)						15	
FIELD TRANSFER				MIN	0.10/KG		
				15			
PICK UP CHARGE				AT COST			
				I.e. (PA 19372--Thorndale)			
				MIN	100 LBS	1000 LBS	2000 LBS
				48.51	17.90/100LBS	16.79/100LBS	14.51/100LBS

JFK to SZX (SHENZHEN)		DATE:					
CURRENCY: USD							
	MIN	-45	+45	+100	+300	+500	
AIRLINE	60	3.85	3.15	2.65	2.55	2.45	

FOB CHARGE (JFK to SZX)		DATE:					
CURRENCY: USD							



The Association of Airfreight Forwarding & Logistics

TERMINAL SERVICE CHARGES							
MIN	-45	+45	+100	+300	+500	+1000	+1500
15	20	25	30	35	40	45	10/100KGS
SHIPPER'S EXPORT DECLARATION IF NEEDED)						15	
FIELD TRANSFER				MIN		0.10/KG	
				15			
PICK UP CHARGE (INLAND FRT)				-100LBS		+100LBS	
				35		0.12 PER LB	
FUEL SURCHARGE ON PICK UP				7%			

OCEAN:

NYC to KEELUNG	DATE:	
CURRENCY: USD		
LCL	55/W/M ~30days	
ALL WATER	20'	40'
	770	910
MLB	20'	40'
	1350	1600
FCL/ IAF	20'	40'
	184	230
FOB CHARGE		
B/L	25	
ALMADA	20'	40'
	16	31

NYC to SHA (OCEAN)	DATE	
CURRENCY: USD		
LCL	80/W/M / MIN ~34days	
ALL WATER	20'	40'
	665	810
MLB	20'	40'
	1405	1660
FCL/ IAF	20'	40'
	184	230
FOB CHARGE		
B/L	25	
ALMADA	20'	40'
	16	31

IBS - LSP Information Barebones System Project Plan, System design subject to medium & small size of member's requirement, courtesy from Mantraco LTD, WACO & NNR To make the example for logic check on common database, the system under the supervision from the Industries Technology Center of MOE/GOV. be graded on <Excellent A">

AMS Issue

IBS support

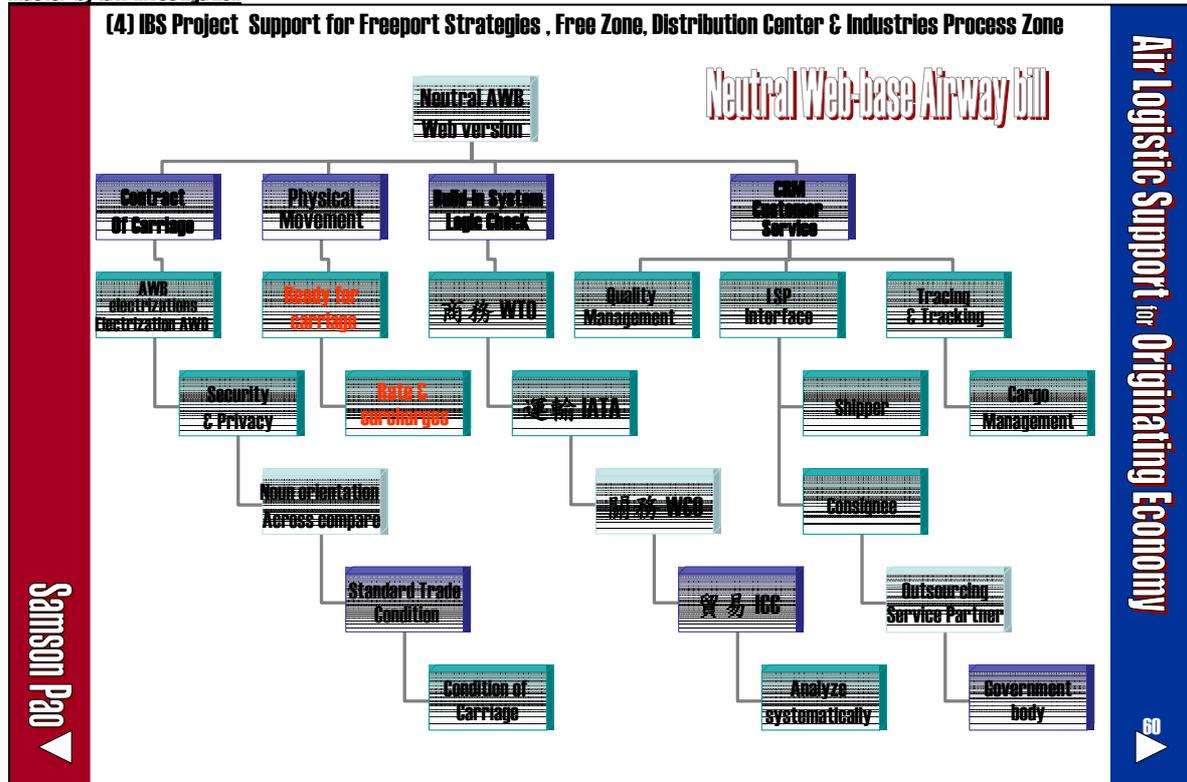
AMS Entry Screen

The following section assumes the shipment is preloaded from track.nnrusa.com - to learn more about manual entry proceed to section 'manual entry'

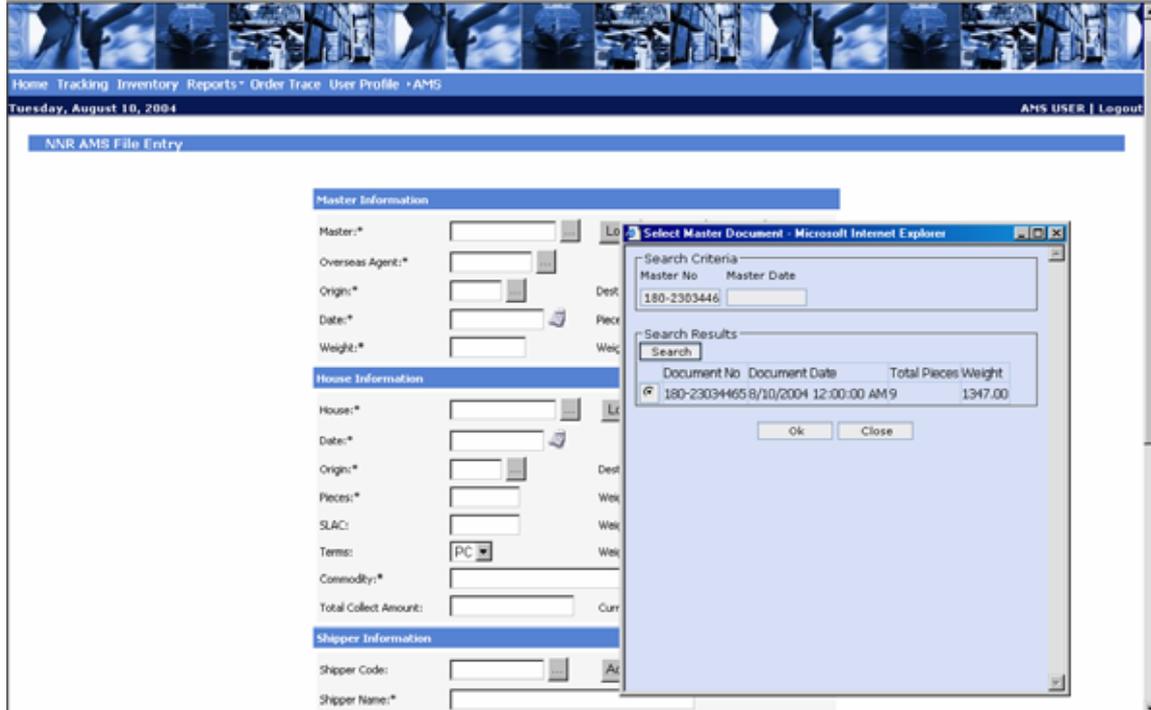


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Master by law investigation



Enter the master no using the pick list to populate the master edit box or simple type the master number manually.



User Load Button on the Master level to load the shipment.



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Home Tracking Inventory Reports Order Trace User Profile AMS
 Tuesday, August 10, 2004
 AFS USER | Logout

NR AMS File Entry

Master Information

Master* 100-23034466 Load Update Delete
 Overseas Agent*
 Origin* OSA Destination* SIN
 Date* 8/10/2004 Pieces* 3
 Weight* 1400 Weight Unit* Kilo

House Information

House* Load Update Delete
 Date*
 Origin* Destination*
 Pieces* 0 Weight* 0
 SLAC Weight Airline
 Terms* PC Weight Unit* Pound
 Commodity*
 Total Collect Amount: Currency:

Shipper Information

Shipper Code: Add Verify Update
 Shipper Name:

All control buttons are related to the section they are in – consequently the master level

- 'Load' will load the master shipment
- 'Update' will update the master shipment
- 'Delete' will delete the master shipment.

All control buttons have business rules assigned that will ensure the date being correct.

In this specific case the Agent is missing and need to be specified. Depending on the stage of the shipment the information may be more or less complete. However – the system will insure that all mandatory fields are filled.

Once the shipment is update it might get updated again from the PFnet Import shipment. That should usually be to a point in time after the AMS filing.
House

In order to load the house it is necessary to provide the master number because the system needs to check for the unique relation between master and house. Use the house pick list to fill in the document no or simple type it. Than use the 'Load' to load it. Any change will be made permanent after the House level 'Update' button utilization.

Home Tracking Inventory Reports Order Trace User Profile AMS
 Tuesday, August 10, 2004
 AFS USER | Logout

NR AMS File Entry

Master Information

Master* 100-23034466
 Overseas Agent*
 Origin* OSA Destination* SIN
 Date* 8/10/2004 Pieces* 3
 Weight* 1400 Weight Unit* Kilo

House Information

House*
 Date*
 Origin* Destination*
 Pieces* 0 Weight* 0
 SLAC Weight Airline
 Terms* PC Weight Unit* Pound
 Commodity*
 Total Collect Amount: Currency:

Shipper Information

Shipper Code: Add Verify Update
 Shipper Name:

Search Criteria: Master No. House No. House Date Show master only
 100-23034466

Search Results

Document No.	Master No.	House No.	House Date	Total Pieces	Weight	AMS Fee
87366724	100-23034466	87366724	8/10/2004 12:00:00 AM	7	1334.00	
87366713	100-23034466	87366713	8/10/2004 12:00:00 AM	2	13.00	

Ok Clear



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(4) IBS Project Support for Freeport Strategies , Free Zone, Distribution Center & Industries Process Zone
Neutral Web-base Airway bill

Logic Check on Common Data Base **通用資料庫論據比較表**

Invoice	P/L	Customs	Form A		Cargo Manifest 7509 standard
✦	✦	✦	✦		
		✦	✦		
	✦	✦	✦		
	✦	✦	✦		
✦	✦	✦	✦		
✦	✦	✦	✦		

Samson Pro **Air Logistic Support for Originating Economy**

Purchase Order Entry

1. Importer or exporter can send purchase order data to import or export forwarder using EDI. System natively supports three EDI formats: EDIFACT ORDERS X12 850 NNR XML Purchase Order Schema
2. Import or export forwarder can manually key purchase order data into the system. Operations user selects the import customer code.
3. System displays a picklist of all ship to addresses. User must choose one.
4. User selects the export customer code.
5. System displays a picklist of all ship from addresses. User must choose one.
6. Import forwarder code and office that will handle this order.
7. Export forwarder code and office that will handle this order.
8. System defaults today's date for purchase order date. User can override.
9. User enters import customer's purchase order number.
10. User enters required transportation requirements including transport mode, service level, quotation number, latest ship date or latest delivery date.
11. User enters free text remarks about this order.
12. User enters order items.
13. User enters Service Level Instructions for the ordered shipments. For example, via ocean freight, air express, air economy, etc.



The Association of Airfreight Forwarding & Logistics

(4) IBS Project Support for Freeport Strategies, Free Zone, Distribution Center & Industries Process Zone

Common Database Strategies

 **航空貨運運籌文件分析**
International Chamber of Commerce
The world business organization



Air Logistic Support for Originating Economy

Transport	Transport	Commercial
Advance Shipment Notice	Firm Booking Request	Commercial Invoice
Air Waybill	Forwarders Cargo Receipt	Contract
Arrival Notice	Forwarding Instructions	Credit Note
Bill of Lading	House Air Waybill	Debit Note
Booking Confirmation	House Bill of Lading	Freight Invoice
Cargo Analysis Voyage Report	NVOCC Bill of Lading	Price Fix Letter
Cargo Movement Event Log	Packing List	Price Fix Rolling Letter
Cargo Report Export	Provisional Booking Request	Performa Invoice
Cargo Report Import	Sea Waybill	Purchase Order
Combined Transport Document	Shipping Instructions	Purchase Order Acceptance
Dispatch Advice		Purchase Order Cancellation
Destination Declaration		Trade Confirmation



Neutral Web-base Airway bill

Samson Pro

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To comply the various functions and responsibilities of Air AMS participants.

The purpose of this document is to specify the procedures to be followed by importing trade community members interested in participating in the Air Automated Manifest System, hereafter referred to as Air AMS. Please also refer to the Trade Act of 2002 – Advance Electronic Information, available on the CBP website, www.cbp.gov, and the document, “Air FAQs on the Trade Act of 2002 – Mandatory Advanced Electronic Cargo Information.”

This document provides the basic specifications and record formatting rules for the following types of Air AMS participants:

- Air Carrier:** Air AMS identifies an air carrier by its IATA/ICAO carrier code and the IATA/ICAO airport code associated with a CBP port of entry. An air carrier not qualifying for an International Civil Aviation Organization (ICAO) approved 3-letter airline designator is assigned a 3-character CBP air carrier code (format is ann) required by Air AMS for validation of arriving flight detail: with the CBP ACS carrier (mode of transport code 40 (air) and related Air AMS air carrier user record(s)). The Trade Act of 2002 Final Rule and related CBP regulations published in the Federal Register on December 5, 2003, (re: 19 CFR 122.48a, Electronic information for air cargo required in advance of arrival) require the incoming air carrier to transmit air cargo manifest data electronically to CBP for all flights arriving in the U.S. directly at the airport from a foreign location and for all air waybills destined to the airport of Air AMS participation by way of a permit to proceed or in-bond authorization.
- Service Center:** An Air AMS Service Center performs the electronic data interchange functions for its client (air carrier, deconsolidator, or ABI filer-forwarder) in Air AMS. Air AMS Service Centers must complete the Air AMS certification test associated with the business operation of their client(s).
- Deconsolidator/Container Freight Station (CFS):** An Air AMS deconsolidator is a U.S. Customs and Border Protection (CBP) bonded cargo facility identified by its FIRMS code and may elect to provide additional information for consolidated shipments (house air waybills associated to a master air waybill). An Air AMS Deconsolidator in custody of cargo arriving via air is required to maintain control of such cargo based upon CBP cargo status transmitted electronically via Air AMS Freight Status Notification (FSN) message(s).
- Freight Forwarder (ABI filer):** An Automated Broker Interface (ABI) filer (Importer or its CBP broker) as identified in Air AMS by “BCBP” + ABI filer code may elect to provide additional information for consolidated shipments (house air waybills associated to a master air waybill). Amendments to air cargo manifest data may be submitted in accordance with the time frames as specified in the CBP regulations. The Automated Commercial System (ACS) receives selectivity information from the Automated Broker Interface (ABI) and from on-line input by CBP personnel. When ACS processes an entry through on-line selectivity and an air waybill is referenced in the manifest information, ACS will search the air waybill records in Air AMS for an exact match of the air waybill number. If the air waybill number in the selectivity record matches the air waybill information on file in Air AMS, Air AMS will update the status of the air waybill and send the appropriate freight status notification to the Air AMS carrier or deconsolidator in possession of the cargo. Subsequent changes to the status of an entry processed through selectivity will change the status of an air waybill record in Air AMS. Air AMS also transmits hold and hold release messages to Air AMS participants. CBP



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personnel may also post other freight status notifications via on-line input. The importing carrier may request in-bond movement authorization through Air AMS to transfer the freight referenced in an air waybill record to the airport of destination. If the carrier does not specify a unique 9-digit in-bond control number in the transfer request, the in-bond control number will default to the air waybill number. The air waybill number may only be used as the in-bond control once until the in-bond control record has been archived. For air waybills arriving on more than one aircraft, the air waybill number may be used for one arrival and 9-digit in-bond control numbers for subsequent arrivals.

Any merchandise or baggage not covered by a permit for its release shall remain at the place of unloading for fifteen days after landing. Merchandise and baggage transported in-bond may remain in the custody of the bonded custodian for a period of fifteen days after arrival at the port of destination. Air AMS sends a freight status notification that a shipment is eligible for general order to the Air AMS participant two days prior to the end of the lay order period for any air waybill records that have not been fully reconciled. Air AMS also sends a message to the Air AMS participant that the freight is ordered to general order if proper disposition is not made by the end of the lay order period. Once the freight is transferred to the general order warehouse, the warehouse operator will assign a general order number to each shipment and provide the air waybill numbers and their assigned general order numbers to CBP. CBP personnel will then update the Air AMS record, which will transmit a freight status notification to the Air AMS participant indicating that the freight has been sent to general order.

Air AMS participants may request certain information related to an air waybill record by transmitting a freight status query (FSQ) to Air AMS. Air AMS responds to the FSQ message with a freight status condition (FSC) message. The importing carrier must first nominate another Air AMS participant before that participant may receive certain information in the FSC message. If the FSC message indicates that the air waybill record is not found or that the participant is not nominated, the Air AMS participant must contact the importing Air AMS carrier to transmit the air waybill information and the nomination to Air AMS.

A courier hub or express consignment carrier facility (ECCF) may also participate in Air AMS by providing additional data elements as specified in the CBP Regulations, Part 128, Express Consignments. Each shipment manifested in the express module of Air AMS must identify a house air waybill number and the master air waybill number under which the house air waybill was consolidated. When the necessary data elements are supplied in the express house air waybill record prior to the recorded arrival time of the flight, Air AMS confirms that the express status is authorized. If the data elements are not supplied prior to the recorded arrival time of the flight, or certain data elements are amended after the recorded arrival time, Air AMS confirms express status denied via a status action code reported via a freight status notification sent to the express Air AMS participant.

Commercial Invoice Entry

Importer or exporter can send commercial invoice data to import or export forwarder using EDI.

System natively supports three EDI formats:

EDIFACT INVOIC

X12 810

NNR XML Commercial Invoice Schema

1. Import or export forwarder can manually key commercial invoice data into the system.
2. Operations user selects the export customer code.
3. System displays a picklist of all ship from addresses. User must choose one.
4. User selects the import customer code.
5. System displays a picklist of all ship to addresses. User must choose one.
6. User can enter special instructions such as FDA related numbers, fumigation, etc.

When purchase order data exists in the system, purchase order data can be used to automatically construct commercial invoices. One purchase order can be associated with an unlimited number of commercial invoices, and one commercial invoice can be associated with an unlimited number of purchase orders. User confirms when they are finished System generates a commercial invoice record based on the associated order data.

Shipper and Consignee

Following described a special case for preloaded shipment. The consignee or shipper code will default from the track.nnrusa.com source. If that code does not exist in the users maintainable address profile (see next paragraph) the shipment will not save – returning a error message like: Shipper "807184" could not be found in database

In order to save the shipment without maintaining the address data – simply delete the consignee and shipper code and pursue 'Updating'.

Maintaining the Address Profile

Every user has his private assembly of address profiles. To add a code to the private address profile simple complete all mandatory fields and use the 'Add' button to save your entry. From now every preloaded shipment will automatically verify against that code and populates the text field with the values from the private profile.

Use the 'Update' button to make changes to the private address profile – careful – that will only change the profile not the shipment – In order to save the address on the shipment use the 'Update' button on the house level.

AMS send

The page has a 'AMS send' button in the bottom of the page that will allow to send AMS messages. The key criteria for the AMS EDI are the airline – coded in the three digit master prefix and the agent. Therefore it is important that the agent will be in '10000001' in order to trigger EDI for AMS USA. All major airlines are activated for AMS – if a different airline is uses the system will generate a warning message like:

WARNING: "886" is not a registered airline.

Manual Entry

In case the shipment is not preloaded the user needs to enter every field manually. The screen is designed to have a flat structure so the master and the house information are on one page.



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For easier entry utilize the pick lists behind the textboxes indicated by [...] buttons.

The bottom section contains controls for shipment processing control.

- **Add + Send –** will add the master shipment to the database if not exists and also the house shipment if Master/House combination does not exists. It will also send a AMS message via EDI. The system will perform validation checks before attempting to save.
- **Add –** will only add the shipment to the database. That makes sense if the shipment needs some sort of checking before triggering the AMS EDI.
- **Next –** will leave the Master portion untouched and clears out the house shipment porting assuming the next shipment on a consol is being entered.
- **New –** will clear out the hole page assuming a complete new consol will be entered.
- **Send AMS –** will only send a already exiting shipment out via EDI. That can be used for resending failed shipments or in case of a preloaded shipment

Conclusion:

Companies in the Mainland are getting ready to join the global market with China's accession to the WTO. The long-awaited electronic Customs declaration that would streamline cumbersome procedures of Customs declaration, stock inspection and physical distribution in China has been given the electronic bridge with Tradevan - PAA. Tradevan - PAA, developed by Top Solution (HK) Ltd, will interface with China Interactive Customs Declaration Service Platform to provide a one-stop online solution to traders in the Greater China region.

Our association IBS system under the pilot test and system designed by Mantraco Group & TradeThe Electronic Data Interchange of Tradevan - PAA will bridge the differences in trading practise and documents, break the administrative and procedural barriers in China, Hong Kong and Taiwan. Tradevan - PAA web-based application was launched in March last year, and in July, the Guangdong Nanfang Information Communications Ltd (subsidiary of Guangdong Telecom) and Top Solution (HK) Ltd announced a strategic alliance to launched the platform in Hong Kong. China Customs had consented to the establishment of Guangdong Zhengheng Declaration Ltd, to jointly develop the China Interactive Customs Declaration service Platform with IBS / Tradevan - PAA provides a one-stop solution to enhance the processing of trade documents in China, Taiwan and Hong Kong. It has been well received by Taiwanese manufacturers and enterprises. The comprehensive range of integrated web-based application software and services under Tradevan - PAA include L/C management, Customs Declaration, Insurance, Shipper system, among others. In Hong Kong, the Trade Development Council will act as distributor.

"At present, there are over 70,000 projects invested by Hong Kong and Taiwan manufacturing enterprises in Guangdong, and a double-digit growth is expected each year. Interactive Customs Declaration Service Platform offers an impeccable solution to minimize redundant data entry and human intervention, the advanced platform allows trade documents and information to be exchanged and processed with high speed, absolute security and accuracy. The web-based logistics platform tremendously enhances the operation efficiency of enterprises. An impressive figure of almost 500 clients was recruited shortly after its launch, reflecting a surging market demand, and continuous growth is envisaged," according to Stephen Ma, sales and marketing director, Top Solution.

"China Interactive Customs Declaration Service Platform provides an accurate and efficient web-based logistics platform to facilitate the customs declaration process among the Greater China region. At the same time, it brings extra convenience to overseas manufacturers invested in China, to enjoy a streamlined operation in the process of registration, recording, material transferring and factoring transferring, etc. The platform also helps customers locate the best ports, shippers and express service providers. All the latest information in customs declaration from local regulations, product categories, customs duties to physical distribution is just a click away, Top Solution will undertake the role of sole agent to distribute and offer technical support to the online platform in Hong Kong, Macau, Taiwan, Singapore and the US. Top Solution was founded in Hong Kong in 1999, and has branches in Guangzhou, Shenzhen, Shanghai, Beijing, Taipei and Kaohsiung.

Under the demands for fast delivery and lower inventory from global customers, Taiwan, as an important base of manufacturing and processing operations in the world, is imperative to create a free, smooth trade environment without obstacles to benefit Taiwan industries and trading partners. As a result, with the prevailing trend of development in free trade environment and simplification in trading procedures, the Bureau of Foreign Trade launched the "Trade Facilitation" plan, which was derived from the item of "Barrier-free Customs Clearance Project" of "Operations Headquarters Development Plans" in "Challenge 2008: National Development Plan", to develop "Facilitation and Digitization of Trade processes". This plan is one of the most important plans that will enhance our overall trade competitiveness and enable us to be a crucial global logistic center. Government plan started from the simplification of customs clearance, licensing, inspection, and related trade documents as well as the re-engineering of trading procedures. In accordance with the review and the revise of the related regulations, this plan is to remove some outdated and inefficient trading procedures in order to redevelop a future facile trade environment, but the fundamental working government still not fully understand & cooperated for this change.



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The 「Trade Facilitation」 plan plays a vital role to provide trade-related businesses with an integrated environment of trade management, customs clearance, licensing and inspection; moreover, it improves Taiwan to be one of the most facile countries in global trading. Businesses are no longer limited by time, locations and level of digitalization. Overall customs clearance time will be substantially shortened, related costs such as inventory and logistics costs will be reduced, too. We are looking forward to see the future development.

We expect that the effective implementation of Trade Facilitation plan will improve the efficiency of trading information dissemination and local supply chain integrations. Meanwhile, it will improve Taiwan's trading competitiveness on the whole in order to connect with international supply chains. The launch of Trade Facilitation plan will upgrade the trade-related industries, strengthen industrial health and competitiveness, expand macroeconomic output value, and drive the flourishing development of e-air logistic industries.

Our member business module subject to the market divided to Integrator, Express Air cargo major, General Air cargo Physical movement major, Multi-modal transport major, Ocean freight major & customs brokerage major, for comply the environment & market change. General Assembly resolute that the English name of our association to be changed to : " The Association of Airfreight Forwarding & Logistics", the Chinese name & Code :TAAFL-R will keep same as before, CAAROC & Government acknowledge for this change.

End of report. On Mar. 31, 2004. by Samson Pao

