



February Newsletter 2022 | Volume II Issue II

Rogers & Brown Newsletter



R&B Headquarters - Ladson, SC

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Regulatory Developments



U.S. Customs and Border Protection

Ocean House Bill of Lading (OHBOL) and Ocean House Bill of Lading Container Freight Station (CFS) User Interface (UI)

On **June 4, 2023**, U.S. Customs and Border Protection (CBP) will deploy the Ocean House Bill of Lading (OHBOL) Release enhancements to the Automated Commercial Environment (ACE). OHBOL will implement functionality within ACE to release ocean cargo at the lowest shipment level. This enhancement includes electronic data interchange (EDI) impacts.

For further details on changes with OHBOL enhancements, additional resources, and FAQ, click both attachments below:

[Trade User Information Notice](#)

[Ocean House Bill of Lading FAQs](#)

Source: *US Customs and Border Protection*

February 23, 2023, CBP released additional guidance on the Uyghur Forced Labor Prevention Act:

- [FAQs on the UFLPA](#)
- [Best Practices for Applicability Reviews](#)
- [Guidance on Executive Summaries and Sample Tables of Contents](#)

Background:

The Uyghur Forced Labor Prevention Act

The Uyghur Forced Labor Prevention Act (UFLPA) establishes a rebuttable presumption that the importation of any goods, wares, articles and merchandise mined, produced, or manufactured wholly or in part in the Xinjiang Uyghur Autonomous Region of the People’s Republic of China, or produced by certain entities, is prohibited by Section 307 of the Tariff Act of 1930 and that such goods, wares, articles, and merchandise are not entitled to entry to the United States. The UFLPA rebuttable presumption went into effect on June 21, 2022. Please visit the **UFLPA webpage** for all updates on implementation.

What are the indicators of Forced Labor?

The International Labour Organization developed the indicators listed below. They are intended to help “front-line” criminal law enforcement officials, inspectors, trade union officers, NGO workers, and others to identify persons who are trapped in a forced labor situation and may require urgent assistance. These indicators represent the most common signs that point to the possible existence of a forced labor case.



[Read More](#)

Source: *US Customs and Border Protection*



Survey: Nearshoring to Mexico happening 'faster than expected'

Nearshoring is taking off for Mexico. Within the next couple of years, manufacturing will grow exponentially, allowing shippers doing business with the U.S. to have a more cost-efficient supply chain.

"About 88% of U.S.-based small and medium-sized businesses (SMBs) will reshuffle their supply chains to utilize suppliers in the U.S. or Mexico in 2023, according to a recent survey from Gartner-owned consultant Capterra."

While new regulations are in place, prohibiting the manufacturing of certain items in China pushes the drive of manufacturing toward the "U.S, Mexico, and other U.S. allies."

[Read More](#)

Source: [FreightWaves.com](https://www.freightwaves.com)



China in crosshairs of new ocean shipping reforms

"Add container shipping software — along with weather balloons and TikTok — to

the list of potential Chinese data-mining platforms the U.S. would like to shoot down." (FreightWaves)

"We've given China too much control over global supply chains, and I think we need to be focused on resolving that issue," Johnson said. "And a number of the provisions we're including in an updated Ocean Shipping Reform Act make sense when you view China as an adversary, particularly the Chinese Communist Party."

A push is also in place to discourage companies from using China's free platform for national transportation and logistics public domain called LOGINK. This public platform could allow China to set future market trends, favoring Chinese firms and any of China's interests. The biggest threat is having oversight of sensitive data with U.S. military cargo and weak points in the system.

[Read More](#)

Source: [Freight Waves](#)

Domestic Freight Market



On February 3rd, a derailment involving potentially hazardous substances occurred in East Palestine, Ohio.

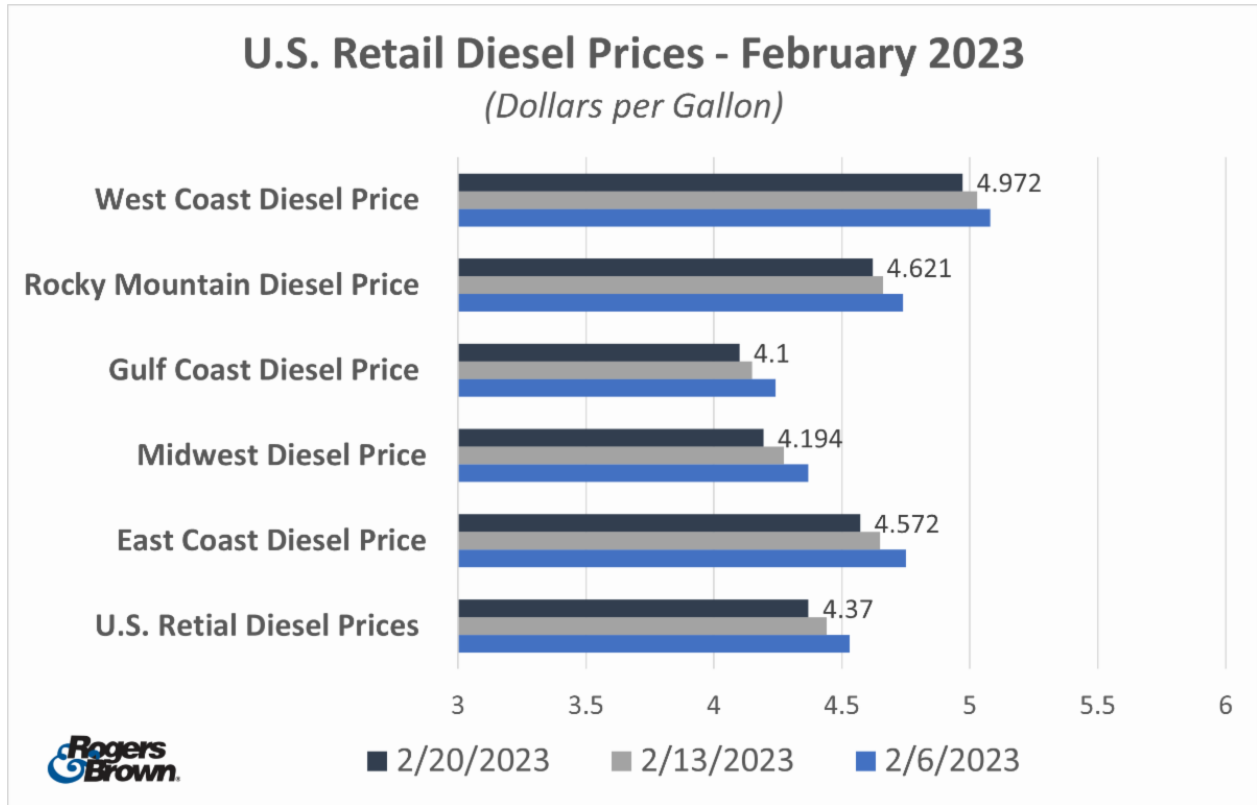
Norfolk Southern is now responsible for effective clean-up procedures. If denied, Environmental Protection Agency (EPA) will start cleaning immediately with a heavy upcharge of triple the amount.

PLUS \$70,000 a day.

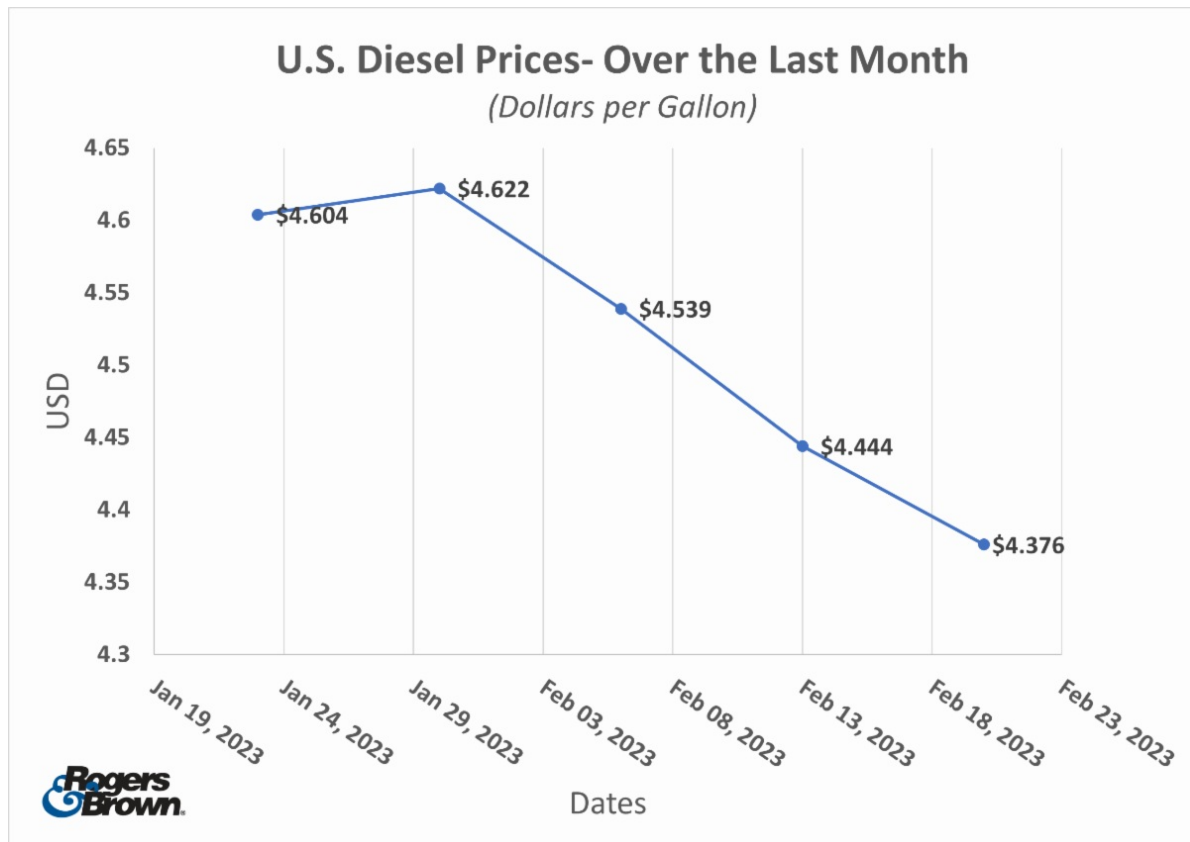
"The department said in a news release Sunday that it would open the clinic in partnership with the Columbiana County Health Department and with support from the U.S. Department of Health and Human Services."(CNBC)

[Read](#)

Source: [CNBC.com](https://www.cnbc.com)



Source: [EIA](https://www.eia.com)



US Retail Diesel Price is at a current level of 4.376, down from 4.444 last week and

up from 4.019 one year ago. This is a change of -1.53% from last week and 8.88% from one year ago. Y-charts.

Source: [EIA](#)

Port News



Concern rising over US West Coast labor pact

According to a shipper lobbyist, the uncertainty caused by almost eight months without a labor contract on the U.S. West Coast results in investment decisions that could alter supply chains and cost the ocean carrier's customers.

"Our exports are soybeans, hay, almonds, meat — it's a low value compared to what we import. That means exports originating from the U.S. Midwest or West Coast need to move in the most direct and cost-efficient way to those markets," he said, such as through Oakland, California, or Seattle.

"But if they can't go that way because carriers are shifting vessel capacity to accommodate imports that now want to go to the East Coast — now we have a problem. You can't drive a truckload of hay from Washington state to Savannah or Charleston or Norfolk, which is why we need to keep West Coast ports fully utilized by the ocean carriers providing those services." (FreightWaves)

[Read More](#)

Source: [FreightWaves](#)



ILA, USMX stake out sides as Charleston appeals Leatherman ruling

ILA and the SCSPA have been arguing since **October 2020** over the scope of container work at the Leatherman terminal, where non-union state employees work on cranes and lift equipment, and ILA members handle all other tasks. The ILA claims that the master contract governing all East and Gulf coast ports requires union members to do all container handling work. However, the SCSPA claims that because it is not a party to that contract, it can use non-union workers at Leatherman.

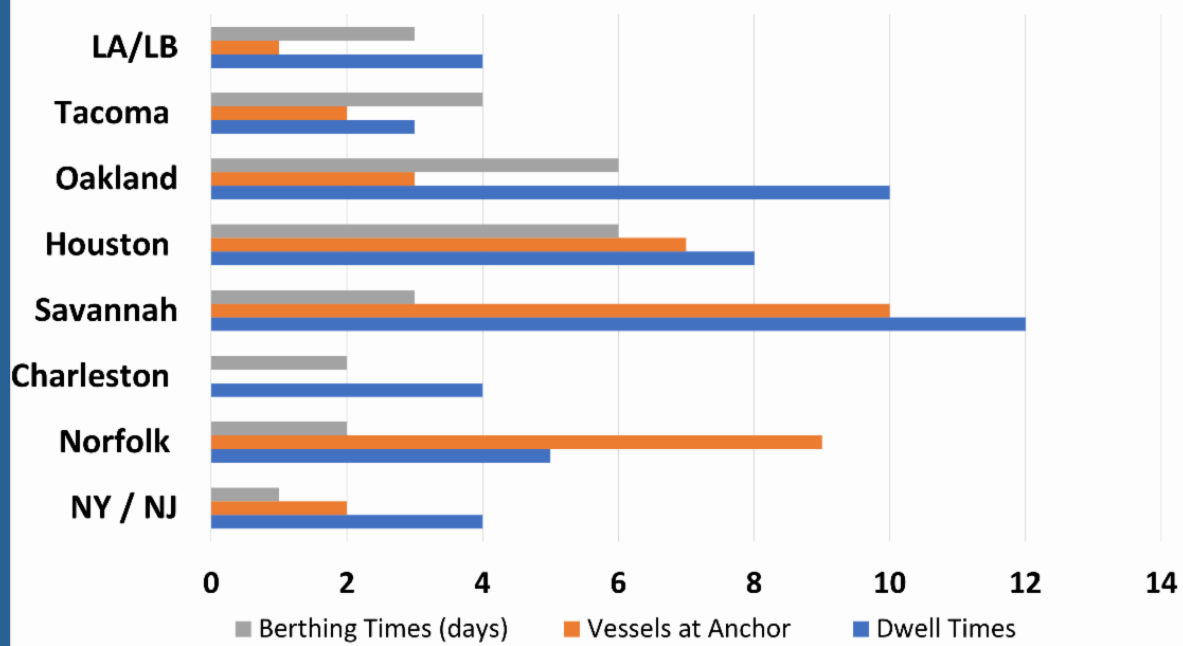
“The NLRB’s erroneous decision results not only in ongoing substantial financial and reputational harm to SCSPA and the State of South Carolina, but also adversely impacts the national supply chain by eliminating the first new container-handling facility built in the United States in more than ten years, resulting in harm to the economy of the State of South Carolina, the Southeast, and the entire United States,” the filing said.

At the end of January, Hapag-Lloyd issued a customer advisory that its trans-Atlantic AL3 service would switch vessel calls from Leatherman to Charleston’s Wando Welch Terminal. Hapag-Lloyd did not respond to a request for comment about the decision to switch terminals. (JOC.com)

[Read More](#)

Source: [JOC.com](https://www.joc.com)

Port Congestion- February 2023



As of February 21st, 2023

**No bar present indicates zero or information not provided.*

**Data collected from multiple sources, points may vary.*

Source: *Hapag-Lloyd and Marine Traffic*

R&B Team Member Highlight



Lori Mullins
Director of Operations, CCS, LCHB

Lori Mullins is the Director of Operations for Rogers & Brown's Houston, Atlanta, and Norfolk Branches. Lori has been with Rogers & Brown for just over 22 years, starting her career with Rogers & Brown as the Houston Branch Manager and License holder for the Houston Permit. Lori has over 31 years of experience in Import Customs Brokerage and has served the Trade Community in various capacities with the Houston Customs Brokers & Freight Forwarders Association. She currently serves as President, Customs Committee Chair, and Webmaster.

Lori is both a Licensed Broker and Certified Customs Specialist. She finds joy in teaching and problem-solving technical trade issues. Her career in trade has given her a LOVE for all things business, and she has now enlisted her family to join the cause. With one of her two sons and both daughters-in-law in the industry working for competing Freight Forwarders making, family gatherings are pretty dull for her husband and son, who work in other trades. Trying to operationalize complex interagency regulations, trade changes, date challenges, and the systemic impacts of each process, Lori enjoys taking these tricky bits of data and making them digestible for Operational staff by building Company Operational procedures.

R&B Service Highlight



Container Drayage

As a function transportation function, Rogers & Brown offers regular drayage services to our clients for many different scenarios:

- Import Oncarriage
- Export Precarriage
- Local and Over-the-Road (Long-haul)
- A compliment to import/export transportation and our clearance services
- Drayage & Crossdock
- Full-service drayage programs

Rogers & Brown maintains direct relationships with carriers in critical ports and rail ramps throughout the United States. We can help with drayage needs on a transactional basis or build a program for regular volume utilizing dedicated carrier teams with defined rate structures/plans. Tracking, reporting, and exception management tools are available with all drayage services.

Please, feel free to reach out to us today on how we can bring value to your business through our drayage service offering.

We keep 'em moving.

[Contact Us Here!](#)

Our Services



Please help us to improve! Letting our team know how to improve will allow us to help you. Please answer below...

With your feedback, we'll be able to improve the letter. Click on a link to vote and tell us how you feel:

- That helped me. Thanks
- 😊 - it was ok. Needs improving
- Not interesting to me. Please let us know why!

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