



2022 F-18 Worlds, Clearwater, FL

October 10-16, 2022

Hecny Group is current working with the regatta organizers to centralized and simplify the round trip shipping of your boats and gear. The services will include, the booking, the trucking both at origin, and in the USA, Origin and USA Customs and ocean freight to from the event.

The pricing will be based on shipping a 40'H container from a specific port of lading to the event in Clearwater and the return shipping to the original port of lading. All bookings will need to be made using Hecny or nominated agent in certain countries.

#### Important Information and procedures

The below information and procedures are based on boats and gear being shipped to the US for the event and that after the event, all the boats and gear being shipped back to the original country of export.

- Documentation
  - Shipper will be required to generate a Commercial Invoice and Packing List
  - Please make sure all items being shipped are listed on the commercial Invoice and Packing List generated
  - All items listed on the invoice must confirm the value in a specific currency
  - It is important to declare the correct value
    - \* Insurance
  - Commercial Value is a requirement by US Customs and Border Protection (US CBP) when a customs entry is submitted
  
- Carnet
  - Carnet/carnets are used when shipping round trip to prevent having to pay duties to the local customs authority
  - The carnet/carnets will have to be procured by shipper/shippers' carnet will need to be opened by individual shipper or company shipping boats to the regattas
  - If a carnet is not opened, a commercial entry will have to be prepared and submitted to US Customs
  - Applicable Duties will have to be paid at the time the entry is submitted to US Customs
  - A Carnet will also avoid issues with your local Customs Authority when boats are shipped back to the respective country of initial export
  - Hecny's local office who will be able to refer a company that can procure and produce the carnet



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- Booking
  - Nominated coordinator will need to make the booking with Hecny's local office or agent
  - Please contact [richardstevens@hecny.com](mailto:richardstevens@hecny.com), to get office contact or agent information
  
- Loading
  - Shippers will be required to coordinate the loading with Hecny's Local Office or Handling Agent
  - Shippers will be required to:
    - Check container is clean
    - Load their boats and gear
    - Block and Brace boats and equipment in the container for shipping
    - Recommend Pictures are taken before, during and prior to the container doors being closed
  
- Packaging Material
  - If wood packaging material is used to block and brace boats and gear, please note:
    - Wooden packing must comply with ISPM15 requirements
    - Wood must be stamped with applicable markings
  - If wood is not treated the container will need to be fumigated and fumigation certificate provided
  - Please avoid using wood packing when possible
  - Boats and container should be swept clean prior to loading
  - Check there are no insects and or spider webs etc.
  - We want to ensure there is no issue at time of arrival into the US if US Customs choose to inspect and open the container
  
- Ocean Freight
  - Hecny will negotiate specific ocean rates with one of our carrier partners
  - Quotes will be valid for round trip shipping
  - Please send specific requests to [richarstevens@hecny.com](mailto:richarstevens@hecny.com)
  - When sending requests, please include any special handling requirements if needed
  
- Free Time in the Port
  - Once a container arrives in the US and is made available for delivery
    - The container must be pulled from the port for delivery within 4 days
    - If the container remains in the terminal past the 4<sup>th</sup> day, the terminal and carrier will charge demurrage
    - Demurrage charges will be paid by shipper or consignee



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- Equipment Free Time
  - Carriers normally provide 4 free days for equipment usage once the container has been pulled from the port
  - After that they bill per-diem (daily usage charge) on a sliding scale
    - Day1-5 after free time: Est; \$175/day
    - Day 6-12: Est. \$225/day
    - Day 12 and on: Est: \$250/day

Due to the current Global Equipment shortages the carrier will not extend free time and or allow equipment to remain at the regatta site.

Empty equipment must be returned to the port unless

- We ship a Shipper Owned Container (SOC)
- Marine Insurance
  - Ocean carriers provide basic insurance of \$500 per HBL
  - In the event the container is lost at sea, damaged in transit, the carrier is only liable to pay \$500
  - If the vessel is involved in a collision, runs aground and or lost at sea, each shipper is liable to pay their percentage for the salvage costs of the vessel. The percentage is based on the value of their cargo vs. the overall value of all cargo on the vessel, vs. the overall salvage costs.
  - To protect yourselves, an “All Risk Marine Policy is available”
  - I will coordinate the procurement of insurance if requested at the time of shipping
  - The cost for an “All Risk” Marine Insurance @ \$0.20/\$100 value + shipping costs
- ISF (Importer Security Filing) also known as 10+2:
  - 48 Hrs. prior to a vessel departing for a US Port of Entry, ISF has to be filed
  - Based on Hecny handling shipping, our local office will work with our ISF team to ensure ISF is filed
  - If ISF is not filed, import could potentially face a \$5000 fine imposed and collected by US CBP
- US Customs Entry
  - Hecny will prepare, submit and clear carnet entries through US CBP
  - If boats will remain in the US after the event, Hecny can prepare and submit commercial Entries to US CBP
    - Importer of record will be needed
    - Duties will have to be paid
  - Hecny will require a Power of Attorney (POA) from each shipper



- POA is limited and only allows Hecny to clear your shipments into the USA and act as your nominated agent to perform the services
- Hecny will require ID and required back up documents per US CBP requirements and regulations
- Each shipper will have to be set up as an importer, prior to the container being loaded on the vessel
- I will take the lead working with each shipper and coordinate the collection of said documentation to have the company and or individual set up with US Customs: [richardstevens@hecny.com](mailto:richardstevens@hecny.com)
- Container Drayage: Port of Entry to Clearwater, FL
  - Hecny will coordinate with our nominated trucker and the regatta organizers, competitor/competitors to schedule the delivery
- US Export Booking
  - Hecny will book return shipping to each respective country so that the export date is within 4-6 days of the completion date of the worlds
- Documentation
  - Import Documentation will be used for the export declarations
- Loading
  - Shippers will be responsible to load their containers, block and brace for return shipping
- Return Shipping:
  - See Ocean Freight information above
- Importation Country of Origin
- Hecny's Office that made the booking and handled the original export will facilitate the return Customs Entry
- Arrange the delivery of the container to pre-determined location for the offload

If you have any questions, need more information or need to discuss any additional options, please contact me as I will be taking the lead to help facilitate the International Logistics and Shipping Program

Richard Stevens:

[richardstevens@hecny.com](mailto:richardstevens@hecny.com)

[Cell: 770 549-7192](tel:7705497192)



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