

*NEWS LETTER*  
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## **WORLD WIDE CLAIMS SERVICES**

### **IRAN SANCTIONS**

Following verification by the International Atomic Energy Agency that Iran has complied with its recommendations, the EU is understood to have lifted majority of the sanctions and also removed a number of entities from the freeze list. Iran Central Bank and some other non sanctioned banks have reportedly been reconnected to Swift. However, European banks are still cautious and talks are going on to open up the business.

EU sanctions remain in force in relation to the supply of material, equipment or technology related to nuclear, ballistic missile or military activity to Iran and the support of such activity.

The US continues to maintain the 'primary sanctions' prohibiting US persons and entities from transacting with Iran. The US 'secondary sanctions' have been lifted allowing non US persons and entities to engage with Iran in a similar way to the EU's stand.

The lifting of sanctions albeit in limited manner will give a boost to the trade between UAE and Iran. However, the parties must exercise due diligence to ensure that they do not commit a breach of the existing sanctions.

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### **COASTAL CARGO SERVICE IN INDIA**

The Indian Government is easing the rules and offering incentives to promote movement of containers by ships along the country's coast. This will offer cost effective trade and fast service, besides helping to decongest the inland highways and reduce pollution. A Dubai based shipping company is understood to be operating two coasters in the western coast covering the ports of Mumbai, Goa, Mangalore and Cochin.



*“If you think Positively, Sound becomes Music, Movement becomes Dance,  
Smile becomes Laughter and Life becomes a Celebration.”*



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### DETENTION OF CONTAINERS IN SAUDI ARABIA



A Freight Forwarder based in Dubai received a request for 25 ISO tank containers for their customer in Dammam for shipping cargo of Hydraulic base oil to Qingdao, China. The Forwarder leased the ISO tank containers from a company in Netherlands, forwarded them to Dammam and delivered to the shipper. When there was no news of the shipment after a few weeks, the Freight Forwarder made enquiries and found that the export containers were detained by the Saudi Customs. WWCS was engaged by the Forwarder to assist them in the matter. Our enquiries revealed that the Customs authority had tested samples of the cargo and found presence of Diesel oil. They therefore, detained the containers and refused permission to export. Our initial efforts to contact the shipper failed as he had disappeared. As per our advice, the Forwarder applied to the Customs to release the containers after transferring the cargo into another tank. However, such permission was denied by the Customs authority. After several months, we managed to trace the shipper and though he promised to sort out the issue with Customs, no such action was taken. He then offered to buy the detained containers @ USD 13,000. The offer was turned down as the actual value was about USD 25,000 per container and in addition substantial amount had accrued as port demurrage. Meanwhile, the Forwarder was facing intense pressure from the tank owners for payment of the leasing charges and return of the containers. Discussions between all the concerned parties did not yield any positive result. It was finally decided by all affected parties to initiate legal action against the shipper. The case is pending.

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*“War does not determine who is right, only who is left”.*



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A Freight Forwarder in India released 8 containers to a shipper in Dammam for shipping cargo of 'Risons for soil stabilising'. The shipper stuffed the containers and brought them to the Port for export. The Customs authority conducted lab tests of the samples of the cargo and found that the shipper had misdeclared the specifications of the cargo. As a result, the containers were detained and were not allowed to be exported. When the Forwarder enquired with the shipper about the status of the containers, they were advised that discussions were going on with the Customs. After several weeks, the Forwarder found out that the shipper had obtained permission from the Customs and removed the containers from the port. This was done without the knowledge of the Forwarder. Efforts to contact the shipper failed as there was no response from them. The Forwarder's Insurers instructed WWCS to assist. We took up the matter through our Associate in Saudi Arabia. The investigations revealed that the shipper had initially stored the containers in a rented warehouse on the outskirts of the city. The warehouse owner had no details of the shipper and the containers after they were moved from the warehouse to the Port. Attempts to contact the shipper did not succeed as his mobile was switched off. The Forwarder's Agent was advised to lodge a complaint with police in order to trace the shipper and the containers. All possible assistance was given by the Insurers to the Insured in this connection.

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*In the two cases reported above, the Forwarders involved suffered huge loss due to no fault of theirs. These incidents highlight the risks faced by Forwarding companies.*



*“Worrying does not take away tomorrow’s Troubles  
It takes away today’s Peace.”*



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## WORLD WIDE CLAIMS SERVICES

*Unwind.....*

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### *Do you know why ?*

- > Why do you say “Hello” whenever you lift the telephone receiver ?  
*Margaret Hello was the girl friend of Graham Bell who invented the telephone. His first call was to his friend and naturally the first words on the phone was “Hello”. That practice of starting a call continued.*
- > Why do men's clothes have buttons on the right while women's clothes have buttons on the left?  
*When buttons were invented, they were very expensive and worn primarily by the rich. Since most people are right-handed, it is easier to push buttons on the right through holes on the left. Because wealthy women were dressed by maids, dressmakers put the buttons on the maid's right! And that's where women's buttons have remained since.*
- > Why do ships and aircraft use 'mayday' as their call for help?  
*This comes from the French word m'aidez - meaning 'help me' - and is pronounced, approximately, 'mayday.'*
- > Why are zero scores in tennis called 'love'?  
*In France , where tennis became popular, the round zero on the scoreboard looked like an egg and was called 'l'oeuf,' which is French for 'the egg.' When tennis was introduced in the US , Americans, mispronounced it 'love.'*



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