



RACING TOUR

Logistics HANDBOOK



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Introduction

This booklet has been created to provide a source of contact information and logistics requirements for the GC32 Racing Tour organisers, teams, sponsors and stakeholders, covering each of the race destinations. The hand book will guide you as to where to come for professional logistics advice, support and completion.



Introducing GAC Pindar

GAC Pindar is the go-to provider of integrated specialist services for the marine sport, leisure and events sector, including yacht transportation, super-yacht services, air, sea and road freight, yacht spares logistics, out of gauge shipments, ship agency and corporate event and site infrastructure supply logistics.

GAC Pindar is a strategic partnership between global shipping, marine and logistics provider, the GAC Group, and professional sailing team, Team Pindar. Launched in 2011, GAC Pindar is headquartered at Town Quay in the UK sailing hub of Southampton and is the lead office and brand name for the interests of GAC in the yacht logistics sector. GAC Pindar is the official logistics provider to the GC32 Racing Tour.

Since 1956 GAC has grown to become one of the largest integrated providers of shipping, logistics and marine related services on the planet. Today GAC employs 9,000 professionals, operating 300 offices in more than 40 countries and working with trusted partners to cover 1000 locations worldwide.

Scope of Services

As Official Logistics Provider to GC32 Racing Tour , GAC Pindar are contracted to provide the following services:

- Delivery of containers port – venue – port
- Booking and management of sea & road freights
- Customs clearance
- Airfreight venue to venue (if needed)
- Sensitive and dangerous cargo (if needed)
- Fast response
- Courier shipments (if needed)

Control Tower - GC32 Racing Tour Operations

Based in Southampton, the Control Tower is the first point of contact for suppliers and stakeholders for any race related movements for:

- Pricing & Contracts
- Schedules
- Bookings
- Advice and information on shipping
- Documentation
- Invoicing

Control Tower Key Personnel

Key Account Manager

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Operations Manager

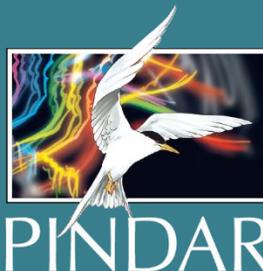
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GC32 Racing Tour LOGISTICS INFORMATION



Shippers' Own Containers (SOCs)

Shippers' Own Containers refer to containers that are not rented directly from a shipping line for shipping from A to B.

With SOCs it is the responsibility of the owner to ensure that the container carries a valid CSC plate and to provide us with a surveyors report or certificate of conformity.

Whilst GAC Pindar will endeavour to prompt stakeholders when their container needs to be re-inspected and provide a service if required, it remains the owners' ultimate responsibility to keep the container in a seaworthy condition and make repairs where necessary even if the certificate has not expired. Shipping Lines and port stevedores reserve the right to refuse a shipper's own container if they feel it does not comply.

Non Hazardous Cargo

All sea freight containers, unless otherwise informed are assumed to be non-hazardous. Containers carrying RIBs, vehicles or handling equipment can be classed as non hazardous if containing minimal fuel in the tank, batteries are disconnected and taped and jerry cans empty.

It should be noted that lifejackets are considered to be Non-Hazardous cargo when CO2 cartridge is removed.

Hazardous Cargo

Please contact the Control Tower with your DG requirements as soon as you have the details as prior permission must be sought from Shipping Line and Airline before any hazardous equipment can be booked.

It should be noted that in every instance, the shipping line or airline will have the final say on whether dangerous cargo is carried, regardless of what the regulations state.

Special note: Lithium ion batteries found in laptops, electronic equipment etc come under the classification of hazardous materials, and if not dealt with correctly can result in cargo being delayed.

Sensitive Cargo

Please do not load sensitive cargo without our prior permission. Sensitive cargo is defined, but not restricted to, the following: Food and training supplements, broadcasting/ transmitting equipment, alcohol, pyrotechnics, batteries.

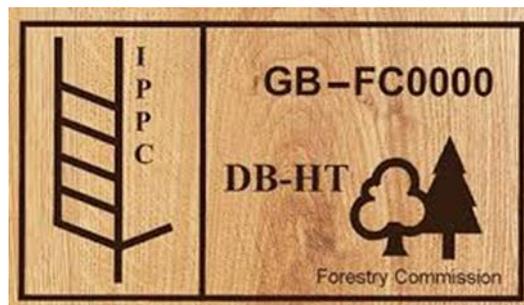
VGM – Verified Gross Mass

SOLAS regulations issued in July 2016, require every container to have a certificate confirming its Verified Gross Mass (VGM) before it is loaded on the ship. The procedure for certifying the VGM in each country differs considerably between ports and countries and we will work closely with our local agents to ensure all containers remain compliant, and reduce the chance of any delays.

So please avoid switching cargo between containers once the documentation has been finalised.

Wood Packing Materials

Please ensure that all wood packing materials and dunnage (chocking and other packing materials used to keep cargo in position) comply with ISPM 15. The standard requires all timber to be heat treated and carry the IPPC seal:



ISPM 15 does not apply to packing material made exclusively from manufactured processed wood products such as plywood, chipboard, fibreboard, oriented strand board (OSB), compressed wood and medium density fibreboard (MDF).

Container/cargo damage

Containers get dented/damaged frequently in shipping. Please do report us immediately if you find any 'new' damage on your container as we should refer these incidents back to the shipping line or the relevant sub-contractor.

Claims not reported latest in 12 days of the date of delivery to site could not be handled properly as cannot really hold responsible anyone then.

GAC don't want to set a precedent of being responsible for every dent/damage that takes place – but are happy to help out as much as we possibly can!

Also we are happy to get a cargo insurance in place for each leg if needed. Let us know your requirements and will deal with that accordingly.

Customs Clearance

ATA Carnet

The ATA Carnet is a temporary admission document which acts as a 'PASSPORT FOR GOODS', denoting origin status.

A guarantee or security in lieu of import duties and taxes is deposited in the country of issue, eliminating the requirement to do so in each country visited. It can be used for trips covering multiple exits and re-entries in the country of origin during the period of the validity of the document, given up to one year.

A carnet may not be used for:

- Perishable or consumable items (as they would not normally be re-exported)
- Goods which are temporarily exported for processing or repair
- Foreign goods temporarily imported into the E.C. under a Customs Temporary Importation Concession
- Equipment to be used for the construction, repair or maintenance of buildings or for earthmoving and like projects

*****IMPORTANT***** Once a carnet has been raised, no items can be added to the carnet. GAC Pindar will accept no responsibility for any fines/customs holds placed on containers where items not listed in the carnets are present.

Temporary Admission

When entering goods under temporary admission to a country outside the ATA Carnet Convention, inventory lists are required against which a bond will be placed in lieu of duties and taxes. The information required on the inventory list must be full and correct and must contain the following headings:

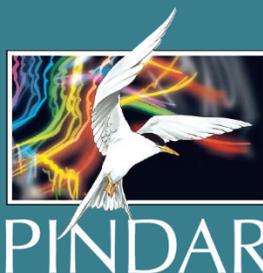
Item No:	Must be listed in this number sequence.
Description:	If large electrical/industrial item, include the serial number.
Weight:	per line item in kgs
Value:	Value of the goods
COO:	Country of Origin.

Definitive import / Consumables

Consumables / give-aways, including clothing can be cleared at each venue and duties and taxes will apply at the local rate. Please ensure that commercial invoices have a realistic value.....zero or no commercial value is not acceptable!



GC32 Racing Tour HOST VENUE INFORMATION



OMAN

PAPERWORK for the GENERAL Oman temporary importation:

No ATA Carnets accepted but have to prepare a main commercial invoice listing all containers with the boat serial numbers, packing lists per each container and certificates of origin. Prior approval is required so need to start the preparations well in time!

Container loading:

Very important that the SERIAL NUMBERS for all boats are visible & easily accessible by customs officers for checking when opening up the container.

Serial numbers MUST match the packing list.

All other items in the container have to match the paperwork as well. Customs checks will be carried out both on the way in and out from Oman.

BROADCASTING equipment:

For all Telecom / Broadcasting commodities the so-called TRA permits are required from relevant ministries and have to be applied well in advance.

SEPARATE PACKING LIST IS NEEDED WITH DETAILS LIKE MAKE, MODEL, SERIAL NUMBERS, COUNTRY OF ORIGIN, ITEM VALUE.

CONSUMABLES & HAZARDOUS items:

For any DG cargo like batteries not attached to their equipment, paint, fuel etc need a separate packing list as need to apply for a special permit for the importation, duties and taxes may apply as well.

POST RACE LOGISTICS

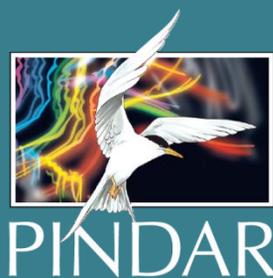
GAC will arrange onward delivery or storage of equipment and containers as per your requirements.

Please provide us with details of your plans prior to arrival to the last event site on the series in order that customs reconciliation, return sea freight bookings, airfreight and haulage are all in place by the end of the event to ensure smooth and timely exit from the final event of the 2020 Series.

Note that all due invoices will need to be settled before cargo is released to other carriers for collection.



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