International Law Section News and Calendar of Upcoming Events

- Joint Legal Program with the Port of Los Angeles at the Central Library, 630 W. Fifth Street, Los Angeles. April 17, 2015. Topic: China (Shanghai and Hong Kong)
- Past Chair Lecture + CLE by Nick Connon: TBD
- Next Executive Committee meeting: April 14, 2015 at 6pm at the LACBA offices in downtown Los Angeles.
- Year End Party is tentatively scheduled for June 16, 2015: Time and Location TBD

Past Events

- Past Chair Mixer at Arent Fox
  On January 15, 2015, LACBA sponsored an event at Arent Fox for past chairs of the International Law Section. The event was hosted by Ismael Bautista of Arent Fox. Thank you to Ismael for his hard work in coordinating this successful event.

- Consul General Luncheon
  On February 11, 2015, the section hosted the Australian counsel general, Karen Lanyon, for an exciting lunch event at the Palm.
• **Chinese New Year Celebrations**

In February, the section was busy celebrating the Chinese New Year.

- LACBA and the California Bar Association’s International Law Section held an event in Pasadena to celebrate the year to the Sheep. The event was organized by members Jeff Darr and Kathy Hao.

**Left:** Coordinators Kathy Hoa, center, and Jeff Daar, left.

- President David Griffith co-hosted the Long Beach Qingdao Association’s Annual Chinese New Year & Spring Festival Celebration

**Left:** David Griffith, Section Chair
• Third Bi-Annual LEGALPORTS Conference, March 19, 2015 – 8am-6pm at Cal State University.

Top left: David Griffith, Section Chair with Keynote Speaker Patrick Santillo, Deputy Assistant Secretary for China, US Dept. of Commerce

Section Report from LEGALPORTS Conference

By: Carl Kanowsky

LegalPorts - an eight hour exploration into the current world of import export and international law, focusing mainly on China, was hosted by the International Law Section of the Los Angeles County Bar Association Thursday, March 19th.

Rather than the usual presentation of recent case and statutory law, this day-long seminar held at the conference center at California State Long Beach University focused on more real world current issues, developing problems, and some practical solutions.
While many topics were covered, I found three areas particularly fascinating.

The first was about the blending of the cultures of China and the United States; the second dealt with the Ports Los Angeles and Long Beach and the significant congestion they suffer. Lastly, it was amazing to learn about how determining who owns the chassis for a tractor-trailer rig can have such significant impact on international and interstate commerce.

We learned that both China and the United States are eager for cross investment opportunities. However there are some disconnects between the two cultures. Some of the speakers spoke about the frustration of convincing their Chinese clients to respect American laws and customs. By the same token, we learned that there were numerous opportunities for Americans in China but they have yet to realize that or lack the ability to take advantage of them.

We also found out that the Ports of Long Beach and Los Angeles are both now and have been for sometime heavily congested. Combined, the Ports are the largest in the United States and one of the largest in the world. Mario Cordero, Chairman of the Federal Maritime Commission, related how about a year ago he visited the Ports. At one particular terminal, he saw a line of over 270 trucks waiting to get into to pick up just one container. Containers by themselves can range in length from 28 feet to as long as 53. At just 28 feet (and not including the tractor to pull the container) that’s a line of trucks that exceeds 7,560 feet, or about a 1.5 miles. The wait was as long as four hours for each truck. Certainly the recent bout with labor strife has added to the problem.

The third topic was the ownership of the chassis upon which the containers ride. In years past those were all owned by the various shipping lines and were essentially color-coded to each individual line. Also, most containers were delivered on ships from just one carrier and were all unloaded at one terminal at the Ports. But now that these city-sized mega-ships (until recently most ships held 8-10,000 containers – that has jumped to as large as 19,000 containers) are carrying containers from several lines, it can be challenging to find a specific container as the ships might be unloaded at numerous terminals.

Adding to the congestion is that the shippers are no longer providing the chassis. This started about three years ago apparently because the shippers didn’t want to deal with the costs and headaches of chassis ownership. Now many chassis are owned by leasing companies unrelated to a specific shipper. So, now the truckers who come to the Ports to pick up a container have to both locate an appropriate chassis and then find the container, often waiting in long lines for both. The impact on congestion is obvious.

A final note. I was surprised by the frankness with which some of the different Chinese speakers described the environmental and bureaucratic issues that are facing China now. For instance, Dr. Guifang Xue of Shangai Jiatong University presented a compelling tale of how unfettered
growth has lead to dramatic environmental problems, such as the “Green Tide” that invaded Qingdao recently.

This glimpse into the operations of international commerce demonstrated that this is truly a global economy.

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Writing Opportunities

The ILS is proud to announce a new writing opportunity. For every ILS event, one member will be selected to attend the event free of charge in exchange for reporting back to the section in the form of an article. The article will summarize and generally report on the event. For large events we will select multiple members. Members will be selected randomly and each member will only be able to report once.

Become an International Law Section Reporter!

Contributes articles on international law practice and practitioners for International Law Section e-Newsletter. This is a great opportunity for attorney to develop their international law legal career to work directly with the leaders of international community and to “get published.” Contact Stephanie Macuiba at smacuiba@ila-lawcenter.com, or Phaedra Polychronis at Phaedra.polychronis@gmail.com.

*Get involved with Standing Committees:
Chair, Program Committee – Prof. Myanna Falker Dellinger, mdellinger@wsulaw.edu
Chair, Membership & Outreach – Jesus Arias, jearias@jesuseduardoarias.comILS Journal and Newsletter Editors – Phaedra M. Polychronis, Phaedra.polychronis@gmail.com, Stephanie Macuiba, smacuiba@gmail.com

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