

AW NEWSLETTER

AW Transportation Hwy—Coatesville, PA 19320

April 2005

Port Congestion in the U.S



Long Lines in various ports cause customer dissatisfaction

Ports all over the United States have experienced long lines causing a slow down in imports and exports alike.

A multitude of occurrences of the past few months have led to strong port congestions in various ports.

Container vessels with an ever increasing container capacity, work slow downs and stoppages, an increase in VACIS examinations as well as the normal congestions due to the holiday season are some of the reasons for these congestions.

VACIS Examination



In order to control the import of goods into the United States, US

Customs and Border Protection introduced the VACIS (Vehicle And Cargo Inspection System) to all ports of the U.S.

Currently most containers arriving in the United States are still subject to random inspection by one of the VACIS units. The goal is to have all freight arriving

Not only does this enable steamship lines to charge a congestion fee, but it also adds extra time to the process of customs clearances on the inbound side. Due to this congestion and the possibility of VACIS examinations the time it takes to clear and pick up a shipment has increased in most instances.

On top of the congestions, the Port of New York and its various terminals advised that the allotted free time to pick up containers has just been changed from 5 business days to 4 business days.

While the normal time from shipment arrival to customs clearance and pick up of containers used to be 3-5 business days, the above mentioned can cause delays up to 10 days. The so incurred charges are unfortunately unavoidable.

On the export side, this congestion is causing the vessels to be "full" for up to 3 weeks in advance. At the current time steamship lines do not take bookings for current sailings, but have a 2 week backlog. This causes AWT to be unable to "rush" containerized shipments.

Please take note of this and advise your customers accordingly. Extra charges on the import of containers and delays on the export are unfortunately the norm at the current time.

into the country inspected as it arrives in order to secure the interests and maintain cargo control.

Since these inspections are still made on a random basis, costs incurred will be charged on selected shipments only.

In this issue:

- Port Congestions in the United States 1
- VACIS Examination 1
- Vehicle Export from the U.S. 2
- Calendar for April 2005 2

We would like to thank our customers for entrusting their relocations to AW Transportation. We hope you will find this Newsletter helpful

We will begin to bring you this Newsletter in regular intervals to keep you informed of changes as they incur and also try to update you on current issues.

AW Transportation is a proud member of



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APRIL 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

U.S. holidays and port closures will be noted as such



In order to control the export of vehicles from the United States, U.S. Customs and Border Patrol requires export clearance of vehicles before they are shipped.

Every port has different rules as to the handling of the export clearances, but the documentation and paperwork required is the same in every port of the U.S.

In order to clear vehicles (automobiles, motor cycles, and other vehicles that require licensing)

Vehicle Export from the U.S.



a clear and free title of the vehicle is needed. "Free and clear" means that the owner/exporter of the vehicle has to be named on the title. There can be no lien holders (banks or finance institutions) mentioned on the title.

The vehicle registration, copy of insurance, copy of the current passport, as well as a letter of intend and power of attorney are also required as part of the export process.

The documentation is the submitted to the receiving port terminal along with the cargo

(Ro-Ro or container).

Once the port or terminal acknowledges receipt, the thus certified paperwork is submitted to US Customs and Border Protection with the request for export and subsequent clearance.

In order to maintain cargo control CBP does not release the cargo until 72 hours after customs export clearance.

Steamship lines can therefore not load the cargo until CBP has released the vehicle in the port cargo computer system. Should the Steamship line load the cargo prematurely it will be subject to fines or requested to return the cargo to the U.S. port.

Please also note the special AWT Bulletin