

AW NEWSLETTER

AW Transportation Hwy—Coatesville, PA 19320

January 2006

Import rules and regulations



Three US government entities regulate the importation of goods into the United States.

Every shipment entering the United States is governed by USDA (US Department of Agriculture) which checks the packing list for anything that may have come into contact with soil. The Food and Drug Administration (FDA)



checks the shipments for alcohol and medicinal items. US Customs and Border Patrol (CBP) verifies whether the goods are allowed into the country based on the 3299, Supplemental,

passport and visa. Any of these entities can have the container stripped and searched for non conforming items. Any of these entities needs to release the goods separately.

And just as in the case of VACIS (see below) the port

of entry checks the goods and the inland port checks again.

With the advent of the new FDA regulations and prior notification having gone in effect in 2005, we would like to remind everybody that these rules and regulations also govern household goods shipments.

Household goods shipments containing food, alcohol, wine, beer and medical goods have to be declared to the FDA and US customs 24 hours before arrival at the first port of entry in the U.S..

These "prior notice" declarations are lengthy and difficult. The charges for filing the entry are also very expensive, as every line item needs to be classified separately.

Please get in touch with us before shipping any of these items to the U.S. so we can advise you of the procedures and extra charges.

In connection with alcohol importation, please also note that every state in the U.S. has different rules and regulations for alcohol import on top of the Federal guidelines published by the FDA. Even though the FDA may allow the import, the final State of destination may not allow an import or will allow only a certain quantity.

Information can be provided by AWT.

In this issue:

Import rules and regulations	1
VACIS Examination	1
Inland ports	2
Calendar	2

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

This Newsletter is published in irregular 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



VACIS Examination



We have informed you on this topic before, but feel it is

necessary to update you on this. Almost every shipment is now VACIS examined, regardless of FCL or LCL.

Some shipments going to inland ports are examined twice, so as to further add to the charges and agonies of customers, brokers, and movers.

Please make your customers aware of these circumstances as it also adds time for clearance and delivery to every shipment.

And also, please let us know who will be covering these charges when you relay your documentation to us.

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Every container or LCL freight with an inland destination has to ultimately come through another port of entry first.

We would like to point out some of the intricacies involved with these types of shipments.

Any goods entering the United States can be customs cleared the moment it enters US soil.

If your bill of lading has Chicago as the final "port" this does not mean that it is actually going there on the water, but rather shipped to an East or

JANUARY 2006

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MARCH 2006

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FEBRUARY 2006

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

January 16th—Martin Luther King Day

**February 20th—President's Day
Ports, Customs and Government
offices will be closed**

Inland ports

Coast port first and then railed to Chicago.

This means that we can customs clear the shipment in the East or West Coast port before it gets transferred to Chicago.

In order to do this, we will need all documents provided to us well before the shipment arrives at the coastal port.

Also, please keep in mind that once a shipment goes to an inland destination, the demurrage and detention rules change. Rail yards only allow 2-3 days of free storage and charge up to \$ 200/day after the free time.

On top of all this, please note that shipments going through Canada have Canadian rules and regulations applied before they are transferred to the United States.

All this makes the process of handling shipments to an inland destination more difficult and time consuming.

Also note that due to the mentioned exams taking place at the initial port of entry the transit times provided to you by the steamship line are seldom met.

In fact, past cases have shown that all these shipments are at least 1 week late arriving at the inland port.

Please do check back with us if you have a shipment going to an inland destination as to what can be done to expedite these shipments.