



JUL 13 2011

INFORMATION BULLETIN # 2011-08

TO: Customs Brokers, Importers, Carriers, Terminal Operators, Bonded Warehouse Proprietors, CFS Operators, CES Operators, and Others Concerned

SUBJECT: Title 19, Code of Federal Regulations, Part 118.12; Centralized Examination Station, Port of Savannah, Georgia

1. PURPOSE.

The purpose of this Information Bulletin is to invite written comments regarding the Centralized Examination Station (CES) application received. Comments must be received in writing within 30 calendar days from the date of this Information Bulletin.

2. BACKGROUND.

By Port of Savannah Pipeline 2011-04, dated May 2, 2011, notice was given seeking applicants to operate a CES in the Port of Savannah, Georgia. That application submission period closed July 1, 2011.

There was one application to be considered. Prior to a decision being made regarding selection, as set forth in 19 CFR 118.12, the public is invited to submit written comments to the Port Director regarding this application.

3. ACTION.

As directed by 19 CFR 118.12, the public must be advised of the name of the applicant, the addresses of its facility proposed to be operated as a CES, its proposed fee schedule, its list of equipment, and the number of employees to be involved in its proposed CES operation.

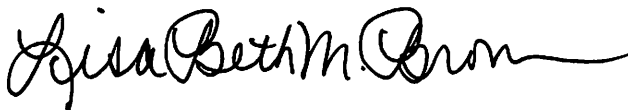
The CES applicant, the address of its proposed CES facility, and the number of employees to be involved in their proposed CES operations are as follows:

**Georgia Ports Authority
Garden City Terminal
2 North Main Street
Garden City, Georgia 31408
Number of employees: 13**

Attached, please find the list of equipment that will be available at the applicant's proposed CES facility and the applicant's fee schedule. As previously written, the public is invited to submit written comments within 30 calendar days from the date of this Information Bulletin. Written comments must be delivered or mailed to:

**U.S. Customs and Border Protection
1 East Bay Street
Savannah, Georgia 31401**

Questions concerning the application process may be directed to Assistant Port Director/Trade Lynn Brennan at 912 447-9404 or 912 721-4864.

A handwritten signature in black ink, reading "Lisa Beth M. Brown". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Lisa Beth M. Brown
Area Port Director

Attachments

Georgia Ports Authority Equipment List
Georgia Ports Authority Warehouse Fee Schedule

APPENDIX C

Centralized Examination Station Fee Schedule

CES Applicant Name: GEORGIA PORTS AUTHORITY

Fees listed herein are not to be charged to U.S. Customs and Border Protection. All fees are to be billed directly to the importer or customhouse broker on a case by case (container-by-container or transaction-by-transaction) basis. Note: GPA has an established process as supported by current GPA Terminal Tariff No. 5 to invoice the ocean carrier for GPA's CES related services.

Fees shown herein are those that will be billed to importers/brokers once operating as the port's CES after all improvements noted in the application are completed, if any needed. The fees set forth herein must be comparable to fees charged for similar services at similar facilities in the local area and must be competitively priced for the type of facility and services offered.

Applicants must complete this fee schedule in full. Proposed fees may be reported for activities not currently engaged in by the applicant. Fees for full container activities will be rated based on 40' containers. Charges or fees deemed excessive outside the rated fee schedule will be considered in the evaluation process. Applicants are to include any additional charges related to CES operation not specifically listed on this Rate Schedule. Additional information may be submitted on an attachment provided by the applicant. Also see Appendix F, 19 CFR 118.11(c) and 19 CFR 118.5.

Fees noted on this application should reflect any changes, modifications, renovations and upgrades to the proposed CES facility in order to bring it into compliance for minimum standards and the applicant's proposed specifications as shown in the application. Examples: An office for CBP needs to be constructed within the proposed CES (item 11, on page five of the Information Bulletin), and/or the current proposed CES facility does have a fenced container yard; however, CBP minimum security standards requires a fenced container yard (item 22 on page six of the Information Bulletin).

(PLEASE TYPE OR PRINT NEATLY)

1. FACILITY or MINIMUM CHARGE (if any): \$260.00 (per container) (Please see below chart and specify what are included / additional service fees)

Indicate in the following chart, those charges that are included or not in the above "facility charge/minimum fee" (Check as appropriate). If not included, please indicate what additional fee would be:

Activity	Included	Additional	Additional Fee, if any
Gate (Time In And Out)	X		
Back-Up to CES facility bay door	X		
Open / Close Doors	X		
Break Seals / Reseal / Record	X		
Equipment Usage for exams	X		
Documentation / Administration / Inspection Preparation	X		
Drayage From Point-of-Pick-up to CES	X		
Drayage From CES Back to Point of Pick-up (Return of container)	X		
Special Cargo (perishables, frozen cargo, chemicals, etc.)	X		

Additional comments, if any: **N/A**

2. DRAYAGE CHARGES

Drayage Activity	One-way from point of pick-up to proposed CES	Round-trip from point of pick-up	Additional Fee, if any
20' Container drayage		X	
40' Container drayage		X	
Cost for below if not included:	20' Ft / 40' Ft	20' Ft / 40' Ft	20' Ft / 40' Ft
Overweight drayage on steamship chassis, plus any additional permits, if required:	N/A	N/A	N/A
Overweight drayage on CES operator's chassis, plus any additional permits, if required:	N/A	N/A	N/A

Discount (if any) to importers that dray from terminal to CES with their own equipment:

No discount provided. Proposed CES operation is a Port (terminal operator) function with all subsequent CBP container inter-terminal handling moves to / from the point of rest being completed by GPA personnel.

Additional comments, if any:

No additional service fee for terminal container drayage. GPA Gantry Crane or Toplift labor will premount CBP container request by listed order of CBP priority to a GPA jockey truck for round trip drayage and subsequent inspection by CBP at warehouse 27. The \$260.00 Government Agency Facilitation Fee includes all services as denoted in section 1 and 2 of Appendix C.

3. CONTAINER UNLOADING / RELOADING CHARGES

Description of Services	20' Container	40' Container
Non-palletized cargo	Inclusive of full or partial devanning rate.	Inclusive of full or partial devanning rate.
Palletized cargo	Inclusive of full or partial devanning rate.	Inclusive of full or partial devanning rate.
Minimum Charge – Full unload	\$904.00	\$904.00
Maximum Charge – Full unload	\$904.00	\$904.00
Minimum Charge – Partial unload	\$452.00	\$452.00

For possible additional charges, see "Miscellaneous, Special Handling & Services Charges".

Additional comments, if any: N/A

4. LCL EXAMINATIONS

LCL (Less than Container Load) Examinations, includes off-loading, reloading and opening / closing for examination (Does not include garment-on-hangers or special commodities)

Minimum Charge: All inclusive fee of \$452.00

Package	Rate/Cubic Meter	Rate/1,000 Kilogram	Rate/Unit (each)
Cartons	N/A	N/A	N/A
Crates	N/A	N/A	N/A
Pallets	N/A	N/A	N/A
Bales	N/A	N/A	N/A
Drums	N/A	N/A	N/A
Liftvans	N/A	N/A	N/A

If the above prices include the opening/closing of a limited number of cartons/crates/bales/drums/leftvans, please specify maximum number allowed (if any) N/A before additional charges will be assessed. For possible additional charges, see "Miscellaneous, Special Handling & Services Charges".

Additional comments, if any:

The \$452.00 LCL rate covers the service fee for handling up to half of the volume of cargo, based on cube or space utilized within each container. If more than half of the container volume is handled the full devanning rate of \$904.00 is applicable

MISCELLANEOUS, SPECIAL HANDLING & SERVICES CHARGES (if any)

5. GARMENTS ON HANGERS (GOH)

Minimum Charge Per 20' Container: N/A

Minimum Charge Per 40' Container: N/A

Maximum Charge Per 20' Container: N/A

Maximum Charge Per 40' Container: N/A

6. UNLOADING & RELOADING (Special Handling Commodities)

Weight Per Piece

0-8 Oz.	9-16 Oz.	17-32 Oz.	33-48 Oz.	49-64 Oz.	> 64 Oz.
N/A	N/A	N/A	N/A	N/A	N/A

Additional comments, if any: N/A

7. SORTING / SEGREGATION

Cost Per Labor Hour: **Inclusive of partial or full devanning rate.**

8. SORTING (if in addition to item 7, above)

Weight Per Piece (Handling charges)

0-8 Oz.	9-16 Oz.	17-32 Oz.	33-48 Oz.	49-64 Oz.	> 64 Oz.
N/A	N/A	N/A	N/A	N/A	N/A

Additional comments, if any: N/A

9. REEFER CARGO STORAGE

40' Full Container With Gen. Set	N/A
40' Full Container Without Gen. Set	N/A
20' Full Container With Gen. Set	N/A
20' Full Container Without Gen. Set	N/A
Fuel	N/A
LCL	N/A

10. FREE STORAGE TIME AFTER RELEASE BY CBP (Indicate days)

40' Full Container	20' Full Container	LCL	40' Reefer Container	20' Reefer Container	LCL Reefer Container	LCL GOH
See additional comment for #10 response.	See additional comment for #10 response.	See additional comment for #10 response	See additional comment for #10 response	See additional comment for #10 response	See additional comment for #10 response	See additional comment for #10 response

Additional comments, if any:

Free storage time subsequent to CBP release is dependent upon the Ocean Carrier's Consolidated Rate Agreement with GPA. The average free storage terminal time is 10 days for export and 7 days for import.

11. STORAGE CHARGES (Per day after free time)

Full Container (Dry Cargo) Dependent upon Carrier Consolidated Rate Agreement with GPA.

LCL (Dry Cargo) per B/L: Dependent upon Carrier Consolidated Rate Agreement with GPA

12. For delivery following CBP release, is a deposit fee required if an alternate carrier moves steamship line equipment/chassis on the CES operator's EIA (Equipment Interchange Agreement)?

NO

Dry Box charge: N/A

Refer Box charge: N/A

Please list any stipulations regarding special equipment being utilized for delivery by other than the CES operator: N/A

Amount of free time prior to CBP Inspection:
On average, 10 days free time for export cargo and 7 days free time for import cargo.

Daily use charge of special equipment after free time: None

13. SHIPMENT ON GOVERNMENT HOLD (Storage Fee)

On CES Warehouse Floor: None

In CES Container Yard: Per Carrier Consolidated Rate Agreement

14. OVERTIME RATE (After regular hours, weekend and holiday rates, note O/T rate per labor hour)

O/T rate after hours, holiday and weekend:
Inclusive of the proposed CES rate schedule listed hereinwith section 1 and 3 of Appendix C : Government Agency Facilitation Fee - \$260.00, Partial unload- \$452.00 and Full unload - \$904.00.

15. DESCRIBE ANY ADDITIONAL CHARGES or AND RATES FOR SERVICES NOT REFLECTED ABOVE

When the Authority devans a container at the direction of USCBP and all of the cargo will not fit back into the original container due to the nature of the cargo or intricacies of the loading pattern, the Authority will not be responsible for any additional charges, unless they are the result of the Authority's negligence. If applicable, an example of, but not limited to an additional CES service fee to the Ocean Carrier can be a wheeled relocation (\$46.00 per dray to and / or from the GPA Container Yard. The dray rate can vary per: existing Ocean Carrier Consolidated Rate Agreement. The empty container is premounted to a GPA jockey truck from the container yard and drayed to warehouse 27 for bay door positioning by the GPA jockey truck operator. GPA warehouse personnel will re-stuff a portion of the original container contents into the additional second container as provided and invoiced at the wheeled relocation rate.

16. In the space provided below, please describe in full detail, an estimate of the average entire cost to be charged the importer/broker for one-way drayage from the Atlanta Port Office (4341 International Parkway, Suite 600, Atlanta, GA 30354) to the applicant's proposed CES facility of a full **20-foot** container of **1,000** same-size non-excessive weight boxes of **non**-palletized cargo for examination during which the container is completely unstuffed / restuffed in **three (3)** hours. Services do not involve overtime/weekend/holiday. Show a breakdown and explanation of all fees:

1. **Dray from Atlanta to Savannah (GPA). Cost is established in an Agreement between the Ocean Carrier and the Truck Carrier. No fee assessed from GPA (CES operator) to the Ocean Carrier.**
2. **Truck Carrier in-gates (interchanges) loaded container from Atlanta to GPA (CES operator: 2 North Main Street, Garden City, GA. 31408). No fee assessed from GPA (CES operator) to the Ocean Carrier. Gate interchange fee cost is established in an Agreement between the Ocean Carrier and the ILA (union gate labor).**
3. **Truck Carrier proceeds from the interchange lane to the Container Yard (CY) stack for a live lift demount by GPA labor (Rubber Tire Gantry Crane or Toplift Handler). GPA charges the Consolidated Rate Agreement throughput rate to the Ocean Carrier, per the specific terminal contract.**
4. **CBP places a government hold on the container.**
5. **As supported through the COAT system and facilitated by our administrative support team, the GPA equipment operator premounts the container from an original point of rest within the CY to a dedicated GPA jockey truck. The jockey truck drays the government hold container to warehouse 27 (CES warehouse location) for bay door positioning.**
6. **GPA supports the CBP warehouse inspection process with dedicated GPA warehouse personnel for the complete unload and reload of the 1,000 piece count of non-palletized cargo.**

7. **Total (gross) CES cost from GPA for one full unload and reload service is invoiced directly to the Ocean Carrier - \$904.00.**
8. **GPA jockey truck driver drays the released CBP container to the CY for subsequent delivery to the vessel or road driver.**

17. In the space provided below, please describe in full detail, an estimate of the average entire cost to be charged the importer/broker for one-way drayage from the Atlanta Port Office (4341 International Parkway, Suite 600, Atlanta, GA 30354) to the applicant's proposed CES facility of a full 40-foot container of 2,000 same-size non-excessive weight boxes of non-palletized cargo for examination during which the container is completely unstuffed / restuffed in five (5) hours. Services do not involve overtime/weekend/holiday. Show a breakdown and explanation of all fees:

1. **Dray from Atlanta to Savannah (GPA). Cost is established in an Agreement between the Ocean Carrier and the Truck Carrier. No fee assessed from GPA (CES operator) to the Ocean Carrier.**
2. **Truck Carrier in-gates (interchanges) loaded container from Atlanta to GPA (CES operator: 2 North Main Street, Garden City, GA. 31408). No fee assessed from GPA (CES operator) to the Ocean Carrier. Gate interchange fee cost is established in an Agreement between the Ocean Carrier and the ILA (union gate labor).**
3. **Truck Carrier proceeds from the interchange lane to the Container Yard (CY) stack for a live lift demount by GPA company labor (Rubber Tire Gantry Crane or Toplift Handler). GPA charges the Consolidated Rate Agreement throughput rate to the Ocean Carrier, per the specific terminal contract.**
4. **CBP places a government hold on the container.**
5. **As supported through the COAT system and facilitated by our administrative support team, the GPA equipment operator premounts the container from an original point of rest within the CY to a dedicated GPA jockey truck. The jockey truck drays the government hold container to warehouse 27 (CES warehouse location) for bay door positioning.**
6. **GPA supports the CBP warehouse inspection process with dedicated GPA warehouse personnel for the complete unload and reload of the 1,000 piece count of non-palletized cargo.**
7. **Total (gross) CES cost from GPA for one full unload and reload service is invoiced directly to the Ocean Carrier - \$904.00.**
8. **GPA jockey truck driver drays the released CBP container to the CY for subsequent delivery to the vessel or road driver**

18. In the space provided below, please describe in full detail, an estimate of the average entire cost to be charged the importer/broker for one-way drayage from the Atlanta Port Office (4341 International Parkway, Suite 600, Atlanta, GA 30354) to the applicant's proposed CES facility of a full **40-foot** container of **2,000** same-size non-excessive weight boxes of **palletized** cargo for examination during which the container is completely unstuffed / restuffed in **three (3)** hours. Services do not involve overtime/weekend/holiday. Show a breakdown and explanation of all fees:

1. Dray from Atlanta to Savannah (GPA). Cost is established in an Agreement between the Ocean Carrier and the Truck Carrier. **No fee assessed from GPA (CES operator) to the Ocean Carrier.**
2. Truck Carrier in-gates (interchanges) loaded container from Atlanta to GPA (CES operator: 2 North Main Street, Garden City, GA. 31408). **No fee assessed from GPA (CES operator) to the Ocean Carrier. Gate interchange fee cost is established in an Agreement between the Ocean Carrier and the ILA (union gate labor).**
3. Truck Carrier proceeds from the interchange lane to the Container Yard (CY) stack for a live lift demount by GPA company labor (Rubber Tire Gantry Crane or Toplift Handler). **GPA charges the Consolidated Rate Agreement throughput rate to the Ocean Carrier, per the specific terminal contract.**
4. CBP places a government hold on the container.
5. As supported through the COAT system and facilitated by our administrative support team, the GPA equipment operator premounts the container from an original point of rest within the CY to a dedicated GPA jockey truck. The jockey truck drays the government hold container to warehouse 27 (CES warehouse location) for bay door positioning.
6. GPA supports the CBP warehouse inspection process with dedicated GPA warehouse personnel for the complete unload and reload of the 1,000 piece count of non-palletized cargo.
7. Total (gross) **CES cost** from GPA for one **full unload and reload** service is invoiced directly to the Ocean Carrier - **\$904.00.**
8. GPA jockey truck driver drays the released CBP container to the CY for subsequent delivery to the vessel or road driver

Fees listed above are not to be charged to U.S. Customs and Border Protection. All fees are to be billed directly to the importer or customhouse broker on a case by case (container-by-container or transaction-by-transaction) basis.

Fees shown above are those that will be billed to importers/brokers once operating as the port's CES after all improvements noted in the application are completed, if any needed. The fees set forth herein must be comparable to fees charged for similar services at similar facilities in the local area and must be competitively priced for the type of facility and services offered. Also see Appendix F, 19 CFR 118.11(c) and 19 CFR 118.5.

Fees noted on this application should reflect any changes, modifications, renovations and upgrades to the proposed CES facility in order to bring it into compliance with minimum standards noted in the Information Bulletin, and the applicant's proposed specifications/features as noted in the application. Examples: An office for CBP needs to be constructed within the proposed CES (item 11, on page five of the Information Bulletin), and/or the current proposed CES facility does have a fenced container yard; however, CBP minimum security standards requires a fenced container yard (item 22 on page six of the Information Bulletin).

(APPLICANTS SHOULD RETAIN A COPY OF THIS FEE SCHEDULE FOR THEIR REFERENCE DURING INTERVIEW PROCESS)

Georgia Ports Authority
Garden City Terminal
2 North Main St.
Garden City, Georgia
Equipment List

27 Fork lifts