

*Coppersmith Inc.*  
Global Logistics

## Coppersmith Inc. is on the move...

**Coppersmith Inc. has 2 new office locations to better serve you. Please make note:**

### **Dallas Office**

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### **Atlanta Office**

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## Please join us in welcoming three new managers to our organization.

Ms. Teresa DiDonato – Manager JFK Office

Teresa is a licensed Customs Broker and has been in the brokerage and logistics industry for 12 years at JFK. Through the years she has had exposure to a wide variety of commodities giving her a diversified background within our industry.

Ms. Sandy Swanson – Manager San Francisco Office

Sandy has been in the Customs Brokerage business for over 30 years and obtained her Brokers License in 1978. Sandy has special experience in many types of clearances and merchandise such as luggage, steel and food products. Sandy is currently President of the Customs Brokers and Forwarders Association of Northern California.

Ms. Becky Fuentes – Manager Dallas Office

Becky has over 20 years as a licensed Customs Broker and Vice President of a previously owned business in the DFW area. Becky has experience in general Customs entries with expertise in classification of watches, textile articles and auto parts. Becky is a past secretary for the DFW Air Cargo association.

## Coppersmith Inc. is proud to announce the promotion of two former office managers to corporate positions within the company.

Ms. Carol Rutkowski, formerly manager of our Dallas Office, now National Director of Hunting Trophy Division.

The transportation and importation of hunting trophies from around the world is a special niche that since 1992 Carol has helped developed and market. To learn more about this specialized service visit our website at [HUNTINGTROPHY.COM](http://HUNTINGTROPHY.COM).

Mr. Jayson Gispan, formerly manager of our San Francisco Office, now National Logistics Manager.

Jayson has vast experience in all phases of international logistics supply chain management and will be a valuable asset in the next phase of Coppersmith's "Global Logistics" growth.

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*"This newsletter is for Clients of Coppersmith Inc., and is for informational purposes only. Topics included herein are taken from numerous sources and edited to provide an overview of the subject and should not be relied upon solely for implementation or compliance purposes. Where possible we have provided sources for more detailed information."*



*Serving the International Trade Community since*

## UNDERSTANDING THE MOVEMENT OF YOUR CARGO

**Below is a summary outline of the typical movement of an international ocean container shipment.**

### **SUPPLIER/FACTORY PLACES BOOKING**

Once goods are ordered and near completion the supplier/factory contacts our agent. Agent identifies required details and sends a booking alert to Coppersmith, which starts our tracking and e-mail alerts.

### **FACTORY PICKUP**

Our agent confirms goods are ready prior to dispatching a container. Container is then dispatched to the factory for stuffing. Factory and its employees are responsible for proper loading.

### **SHIPPER INFORMATION CUT OFF**

Manifest information to meet US regulations is required 1-2 days prior to the Gate-In cut off time. During this time our agent drafts the House B/L, submits manifest to US Customs and finalizes foreign export declarations.

### **GATE IN CUTOFF**

This is the deadline for the arrival of the loaded container at the port terminal for export. Cutoff is typically 2 days prior to the planned departure of the vessel.

### **ON BOARD**

This status is not assigned until the vessel has physically set sail from the port.

### **ROUTING**

This is the method selected for transit of your goods. All Water or Mini Land Bridge is the most common. The method chosen will dictate time in transit, transhipment

to other vessels or modes of transportation in route.

### **CUSTOMS ENTRY**

A Customs entry can be filed as soon as all required documents and information are available for the specific shipment and its contents. Customs will process the entry up to 5-days prior to the arrival of the cargo at the first port in the US.

### **RELEASE BY THE CARRIER**

The carrier requires a Customs clearance authorization and telex release or surrender of the Original Bill of Lading and payment of any collect charges before releasing the shipment for delivery.

### **GROUNDING AT PORT OF DISCHARGE**

"Grounded" is the arrival of the vessel at the port of discharge and the container is physically removed from the vessel. This starts the clock on "free time" allowed by the steamship line or terminal before demurrage starts to accrue. "Free time" is usually from 2-4 days and is set by the steamship lines and terminals in each location.

### **RAIL SERVICE**

Containers destined for rail transport are trucked from the port to the rail yard for "positioning" on the train. This process can take several days.

### **ARRIVAL AT THE FINAL RAMP**

While Coppersmith tracks the impending train arrivals, no further action can be taken until the rail confirms arrival and removes the container from the

train. Rail issues a pick up number, which is communicated to the trucker named on the Delivery Order. Truckers are requested to confirm availability.

### **RAIL "FREE TIME"**

There is only a 24-hour window for the trucker to pick up the container at the rail yard ramp before storage charges start to accrue.

### **DELIVERY**

Trucker coordinates the delivery with the recipient. Once the trucker has taken possession of the container the clock starts for return of the empty container. Each steamship line has specific "free time" allotted before Per Diem charges accrue. In some cases these charges apply to both the container and the chassis.



### **Importers Encouraged to Help Ensure Food Safety**

FDA cannot catch all food safety problems. Importers have a responsibility to ensure that the products they are buying are safe. US food companies must set the standards needed by the suppliers overseas and seek verification through quality control services.

## **C-TPAT: Supply Chain Security In A New Business Environment**

Whether a current member of C-TPAT, applicant, or just a small to medium size importer, it is important that everyone implement sound processes and procedures to ensure the safe and secure transit of cargoes coming into the United States.

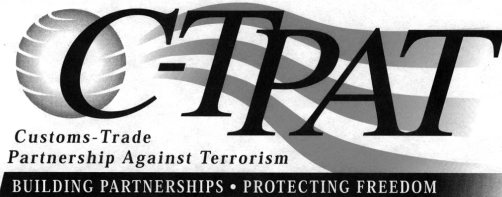
Security procedures need to start at the point of stuffing with procedures to inspect, properly seal and maintain the integrity of the shipping containers and trailers. CBP has developed a 7-point inspection process for empty containers prior to the loading of the cargo and a 17-point inspection process for all trailers/tractors.

### Container Inspection:

1. Outside/Undercarriage (before entering facility)
2. Inside/Outside doors
3. Right side
4. Left Side
5. Front Wall
6. Ceiling/Roof
7. Floor (inside)

### Tractor/Trailer Inspection

1. Bumper
2. Engine
3. Tires (truck & trailer)
4. Floor
5. Fuel Tanks
6. Cab/Storage Compartments
7. Air Tanks
8. Drive Shafts
9. Fifth Wheel
10. Outside Undercarriage
11. Floor
12. Inside/Outside Doors
13. Side Walls
14. Ceiling/Roof
15. Front Wall
16. Refrigerated Unit
17. Exhaust



Coppersmith, Inc. is a C-TPAT certified and validated company.  
Our SVI No. lecBro00585

For more details go to our website and click on the C-TPAT Logo.

If suspicious cargo and/or contraband is detected, immediately notify your supervisor. If needed, contact the proper authorities and US Customs and Border Protection. 1-800- BE-ALERT.

### **APHIS Proposes to Increase Fees for Export Certification of Plants/Plant Products**

The Animal and Plant Health Inspection Service (APHIS) has issued a proposed rule, which would amend the user fee regulations (7CFR Part 353) by adjusting the fees charged for export certification of plants and plant products. APHIS' proposed rule would increase these user fees for fiscal year 2007 through 2012 to reflect anticipated costs. APHIS is also proposing to add a new user fee for Federal export certificates for plants and plant products that an exporter obtains from State or County cooperators to cover APHIS administrative costs.

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Visit our website: [www.coppersmith.com](http://www.coppersmith.com)

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