

Port of Chicago - Pipeline

5600 Pearl Street
Rosemont, Illinois 60618



**U.S. Customs and
Border Protection**

**Pipeline 24-8
September 27, 2024**

TO: Customs Brokers, Importers and Others Concerned

**SUBJECT: Announcement of the Centralized Examination Station Application Period
and Selection Process for the Area Port of Chicago**

Purpose

This pipeline, and attached supplemental documentation is being issued to advise the importing community that the selection process for a U.S. Customs and Border Protection (CBP) Centralized Examination Station (CES) in the Area Port of Chicago is open and to provide guidelines for the application process. The current Anti-Terrorism Contraband Enforcement Team (A-TCET) CES agreement expires on February 17, 2025. All interested applicants, including current CES operators, must apply by November 26, 2024, if they wish to be considered for the new agreement period. The Port Director is required to issue this pipeline pursuant to Code of Federal Regulations (C.F.R.) 19 C.F.R. § 118.2.

Scope

This solicitation is for applicants within the jurisdiction of the Area Port of Chicago. Specifically, the applicants should be geographically located within the Port limits.

The length of the CES agreement will be five years from the date of written agreement.

The Port of Chicago currently operates two CES facilities to meet the examination requirements of CBP. The Area Port Director has determined that two CES facilities are currently needed to best meet the examination requirements of CBP, facilitate the movement of cargo in the port and provide adequate service to the trade community. This solicitation is for a A-TCET CES only.

Deadlines

Applications to operate a CES must be received by 4 p.m. on November 26, 2024 (sixty calendar days from the date of this notice). Applications received after this date and time will not be considered. Applications found to be incomplete will not be considered.

Public comments must be received by 4 p.m. on October 27, 2024 (thirty calendar days from the date of this notice).

Background

On January 22, 1993, the Federal Register published a final rule amending Title 19 Chapter I of the C.F.R., enacting 19 C.F.R. § 118, Centralized Examination Stations effective February 22, 1993. The establishment of Centralized Examination Stations was an effort to improve productivity and service by focusing CBP resources and minimizing travel time required to perform cargo examinations at multiple facilities within a port of entry (POE).

A CES is a privately operated facility where imported cargo or export cargo, designated by CBP for physical examination, is made available for inspection. The importer, carrier, exporter, or its designated agent is responsible for arranging the bonded transfer of the merchandise to the CES and paying the costs of the transfer, as well as any fees charged by the CES facility for service. However, it must be clearly understood that CBP has the right to decide the location of an import or export cargo examination.

The selected applicant(s) must comply fully with the requirements of Executive Order 12989 dated February 13, 1996, as amended by Section 19 of Executive Order 13465 dated June 6, 2008, particularly with Sections 1 (a) - (b), pertaining to the unlawful employment of aliens and anti-discrimination requirements of the Immigration and Nationality Act and of any other applicable law (61 Fed. Reg. 6091; 73 Fed. Reg. 33285). These requirements apply to all persons working, assigned, and detailed to the CES facility, including all casual and temporary labor utilized by the CES operator. Electronic copies of the Federal Registers that document these Executive Orders are available upon request.

The Department of Labor (DOL) has concluded that all CES written agreements must comply with the McNamara-O'Hara Service Contract Act, 41 U.S.C. Section 351 and the Federal Acquisition Regulations (FAR), where applicable. The applicable portions of the FAR are as follows:

52.222-1 (February 1997)

Notice to the Government of Labor Disputes

52.22-41 (July 2005)

Service Contract Act, as Amended

52.222-43 (May 1989)

Fair Labor Standards Act and Service Contract Act – Price Adjustment
(Multiple Year and Option Contracts)

The purpose of the McNamara-O'Hara Service Contract Act (SCA) is to:

- Ensure workers are fairly compensated.
- Ensure workers receive adequate fringe benefits.
- Ensure workers have safe and sanitary working conditions.

CBP has reviewed the occupational categories listed in the DOL SCA Directory of Occupations and believes that the following labor categories are appropriate:

- Forklift Operator
- Shipping Packer
- Warehouse Specialist
- Material Handling Laborer

Responsibilities of a CES Operator:

The applicant(s) tentatively selected to operate a CES must sign a written agreement with CBP before commencing operations (19 C.F.R. § 118.3). Failure to execute a written agreement with CBP in a timely manner will result in the revocation of that applicant's tentative selection and may result in the tentative selection of another applicant or republication of the notice soliciting applications. As outlined in 19 C.F.R. § 118.4, by signing the agreement, the CES operator agrees to:

- a. Maintain the facility designated as the CES in conformity with the security standards as outlined in the Physical Security Guidelines for CBP Bonded Facilities issued in 2016;
- b. Provide adequate personnel and equipment to ensure reliable service for the opening and presentation for inspection and closing of all types of cargo designated for examination by CBP. Such service must be provided on a "first come-first served" basis as prescribed by 19 C.F.R. § 118.4(b). The Centralized Examination Station Directive 3270-007A allows for an exception to the "first come-first served" basis for participants in the C-TPAT program unless granting such privileges may result in damage to other merchandise such as in the case of perishable goods;
- c. Assess service fees as outlined in the fee schedule included in the approved application or as changed under 19 C.F.R. § 118.5, and bill users directly for services rendered;
- d. Assume responsibility for any charges or expenses incurred in connection with the operation of the CES;
- e. Maintain, at their own expense, adequate liability insurance with respect to the property within his control and persons having access to the CES;
- f. Keep current the employee list filed with the Area Port Director pursuant to 19 C.F.R. § 118.11(f), and submit any additions or deletions within ten calendar days of the commencement or termination of employment. Additionally, the operator will utilize "E-Verify" for anyone employed by the CES in any capacity. United States law requires entities to employ only individuals who may legally work in the United States either as United States citizens, or non-citizens who have the necessary authorization;
- g. Maintain a CBP custodial bond in an amount set by the Area Port Director and increase that bond if deemed appropriate by the Area Port Director. The CES operator will accept and keep safe all merchandise delivered to the CES for examination. The bond will include liability for transporting merchandise to the CES from within the port boundaries of the Area Port of Chicago. The CES operator assumes such liability when they pick up merchandise for transportation to the CES;
- h. Maintain and make available for CBP examination all records connected with the operation of the CES in accordance with 19 C.F.R. pt. 162 and retain those records for at least five years from the date of transaction or examination or otherwise as required by law;

- i. Submit, if requested by CBP, the fingerprints of all employees involved in the CES operation (including all casual and temporary labor if utilized);
- j. Provide office and inspectional space, parking spaces, designated sanitary facilities, and potable water to CBP personnel at no charge or a charge of \$1 per year;
- k. Perform in accordance with any other reasonable requirements imposed by the Area Port Director per 19 C.F.R. § 118.4(k). The CES operator will be responsible for all required environmental compliances associated with the operation of a CES;
- l. Provide transportation of merchandise to the CES from within the port boundaries of the Area Port of Chicago. This responsibility or service is optional. If the CES operator chooses to provide transportation, they shall issue a receipt for the merchandise when they pick it up and assume liability for the merchandise at that time;
- m. Ensure that the CES facility complies with applicable Occupational Safety and Health Administration (OSHA) requirements;
- n. Comply with all applicable federal, state, local laws, ordinances, and regulations as they would apply to the fulfillment of the responsibilities and service provisions as designated CES operator; and
- o. Provide written notification to the Area Port Director within ten calendar days of learning that the proposed CES operator, or any other officer, managing official or a person that the Area Port Director determines is exercising substantial ownership or control over such operation or officer, is indicted for, convicted of, or has committed acts which would constitute a felony, or misdemeanor involving theft or a theft-related crime.

CES Types

The A-TCET CES is the designated inspection location for cargo determined to be of a level of potential risk as to warrant restricted control and oversight by CBP. Due to the sensitivity of the A-TCET mission and the specialized equipment utilized to carry out this mission, cargo designed for A-TCET examination is directed to the A-TCET CES. Pursuant to 19 CFR §151.15, the Area Port Director may also deem it necessary to conduct certain types of Trade Enforcement examinations at the A-TCET CES.

In all cases, the importer, carrier, exporter, or its agent is responsible for paying the costs of the transfer, as well as any fees charged by the CES for its service.

Since the first selection period for the CES program in 1994, CBP has increased its reliance on information technology and non-intrusive exam procedures to examine shipments entering the United States with increasing selectivity. CES applicants for a Trade Enforcement CES should be aware that the number of inspections may fluctuate and are advised that a minimum number of examinations is not guaranteed.

Action

Application Process

Potential applicants are advised that all materials submitted in the application process become the property of CBP. All information included in the CES application is subject to review, investigation, and verification. Information included in the application materials will be utilized to determine an applicant's suitability for consideration in obtaining CES operator privileges. Specifically, if upon review it is determined that the applicant, officer, managing official, or person the Area Port Director determines is exercising substantial ownership or control over such

operator or officer of the CES, is indicted for, convicted of, or has committed acts which would constitute a felony, a misdemeanor involving theft, or a crime connected with theft, that applicant will be precluded from any further consideration in obtaining CES operator privileges.

Applicants are requested to provide a completed CBP Form 3078, entitled “Application for Identification Card” for all persons who have direct or indirect financial interest in the proposed CES operation and are officers or managing officials of the proposed facility.

Applications must be completed fully and received within sixty calendar days from the date of this issuance. During the first thirty days of that period, the public may submit written comments relevant to the CES program to the Area Port Director for the Area Port of Chicago. At the end of the sixty-day application period, CBP will publish a list of applications, including names, facility addresses, fee schedules, equipment, and number of employees. At that time, the public will again have thirty calendar days in which to submit written comments to the Area Port Director for the Area Port of Chicago. At the conclusion of that period, all applications and comments will be reviewed and evaluated, and tentative selections will be made. Material received from the public during the comment period may be used in evaluating and selecting CES locations.

All applications and comments should be addressed to:

U.S. Customs and Border Protection
Attn: Michael J. Pfeiffer, Area Port Director
5600 Pearl Street
Rosemont, Illinois, 60018-5213

Questions concerning the application process should be directed to Cargo Chief Eric Everson at (312) 825-4503 or Chicago-pipelines@cbp.dhs.gov.

Application Contents

Applicants must clearly state on their submission the type of CES they are applying for. Each application to operate a CES shall consist of the CES Application Form, Fee Schedule, CBP Form 3078, and the following information as required by 19 C.F.R. § 118.11. Any application not providing all the specified information will not be considered. The responses to paragraphs (b), (c), (d), (e), and (g) of this section shall constitute the criteria used to judge this application:

- a. The name and address of the facility to be operated as the CES, the names of all principals or corporate officers, and the name and telephone number of an individual to be contacted for further information;
- b. A description of the CES’s accessibility within the Port and a floor plan of the facility with square footage actually dedicated to the CES operation showing bay doors, office space, exterior features, security features, staging, and workspace;
- c. A schedule of fees clearly showing what the applicant will charge for each type of service. Subject to any special costs incurred by the applicant, such as facility modifications to meet specific cargo handling or storage requirements or to meet Customs security requirements, the fees set forth in the schedule shall be comparable to fees charged for similar services in the area to be served by the CES;
- d. A detailed list of equipment showing that the applicant can make a diverse variety of cargo available for examination in an efficient and timely manner;

- e. A copy of an approved Custodian of Bonded Merchandise (activity code 2) CBP Form 301. If the applicant does not possess this type of bond, a completed CBP Form 301 must be included with the application for processing and approval as a prerequisite to selection. The minimum bond amount required by the Area Port Director is \$250,000;
- f. A list of all employees involved in the CES operation setting forth their names, dates of birth, and social security numbers; (Providing social security numbers is voluntary; however, failure to provide the number may hinder the investigation process.);
- g. Any information showing the applicant's experience in international cargo operations and knowledge of CBP procedures and regulations.

The Fee Schedule

The fee schedule should be detailed enough to show the fees for the various levels of devanning (full, partial, etc.) and also include a listing of all possible charges that an importer may have to pay for all available services. The CES operator agrees that no bonus, rebate, remuneration, or anything of value may be offered, paid, or transferred to any person as an incentive or reward for the referral of cargo examination business. This does not prohibit legitimate fee arrangements between a CES operator and an importer or broker, such as those based on the prompt payment of CES charges or trade discounts. However, all such arrangements must be included in the CES operator's fee schedule as required by 19 C.F.R. § 118.4 and 118.5.

Minimum Requirements and Evaluation:

All CES applicants must meet certain minimum standards to have their application considered. Failure to meet the minimum standards will preclude further consideration of the application.

The applicant should be aware that CBP facility needs may change and the applicant should be prepared to meet those needs as determined by the Area Port Director.

All applicants must meet the following minimum criteria for CES consideration:

1. An applicant must have an existing operation and a facility with the capability of handling a large volume of cargo and holding cargo intact. If significant capital expenditure would be required for an existing facility to meet security or other physical or equipment requirements necessary for the CES operation, an applicant may request in the application time to conform the facility to such requirements. The Area Port Director will grant up to ninety days from the date of the signing of the CES *tentative* agreement to bring the facility into conformity with CBP requirements. Once completed, the final agreement can be signed.
2. The site shall facilitate easy truck access to the facility to unload and discharge 40'-0" – 45'-0" containers. The facility location should not create a significant delay in the cargo delivery time to or from the facility. The site shall facilitate space for maneuvering containers into position at bay doors. The site shall allow a truck to back a container straight into each bay.
3. Inspection space for examination and potential seizure of cargo. For proper control of transported cargo, this space shall be adjacent to the loading dock or dedicated CBP access points.

CBP officers perform examinations and physical inspections at cargo induction points using non-intrusive inspections (NII) devices, trade inspection units, canine enforcement units, and agriculture inspection units. Inspection areas shall be located reasonably close to cargo holding areas and CBP access points. At high-traffic locations with multiple loading areas and/or warehouses, CBP requires a staging area within or near each area. Space shall also be designated for detention of cargo for further CBP processing. CBP prefers that sufficient space, adjacent to the bay doors, be provided to accommodate quick and simultaneous cargo examination of multiple containers.

4. The Cargo Facility Operator (CFO) shall provide a secure container yard to store containers. CBP recommends providing two container parking spaces of storage, per bay door.
5. Examination and Physical Inspection Area for both secondary inspection and mobile x-ray inspection that is large enough to accommodate the various types of cargo being presented by the operator, with a minimum space of 9,500sq ft. required. This space includes the necessary space for mobile x-ray storage and examination area. The examination area does not need to be dedicated space, but space needs to be available upon request by CBP. The space requirements are as follows:
 - Covered Parking (40'Lx12'Wx14'H)
 - Examination area (40'Wx150'L)
6. Secondary Inspection Area that includes storage capacity for enforcement tools and other necessary equipment and technology. This may include computers, scales, and/or machines for disassembling cargo, with a minimum space of 500sq ft.
7. Agricultural Lab for storage of quarantined material, including perishable goods. Inspection tables/furniture and lighting required. This space will be in the Secondary Inspection area or adjacent and connected to the Secondary Inspection Area.
 - Tables must not be used for cargo storage.
 - Two general inspection tables are required for inspecting miscellaneous cargo, occasional shipments of cut flowers, fruits, and vegetables.
 - The minimum dimensions of the tables should be 36"h x 48"w x 96".
 - The surface of the tables is cleanable and smooth. Stainless-steel tabletops with replaceable white butcher paper covering are preferred. The room must meet a minimum of 240sq ft.
8. Space for a designated Agriculture Disposal Room. Disposal room is required to house bins after sorting ag products while awaiting collection. The Disposal Room needs to be adjacent to the designated Agriculture Lab.
 - Disposal Rooms shall be equipped with a stainless-steel sink backsplash with a minimum of 12-inch-deep bowls.
 - A 3-horsepower minimum disposal/grinder unit with emergency cutoff panic button shall be installed, with a minimum drain size of 4" and a cleanout trap.
 - The room must meet a minimum of 60sq ft.
9. Cargo Detention Area that will accommodate any cargo received by the operator and be isolated from other inspection holding areas. This area should be close to the Cargo Examination and Physical Inspection Area. Specifications for building materials are in

the Cargo Facility Design Standards. The detention area may only be accessed by CBP personnel. Appropriate signage must be posted on all access points notifying all persons that access to the detention area is restricted to CBP personnel. Final size determination of the Cargo Detention Area will be a minimum of 1000sq ft.

10. Close proximity/accessibility of the CES site from CBP Port offices.
11. Access to required cargo bay doors.
12. Provide labor during normal CBP working hours.
13. Lighting and electrical outlets adjacent to container positions.
14. Trained and knowledgeable staff to handle HAZMAT.
15. First-aid and eye wash station available for CBP use.
16. Security features that meet minimum standards outlined in T.D. 72-56 and updated by the 2016 Physical Security Standards for CBP Bonded Facilities.
17. Ability to accommodate various types of freight.
18. Sufficient amount of bay doors to efficiently handle and control movement of cargo.
19. Sufficient warehouse space for the examination, secondary inspection, staging, and clearance of cargo. The minimum assignable square feet are as follows: Refer to included space matrix.
20. Facility should meet requirements set forth in the Cargo Facilities Design Standard December 2019.

Examination and Physical Inspection Area

CBP officers and agriculture specialists examine and physically inspect merchandise packages and shipments in this area. Examinations will require worktables and inspection workstations equipped with terminals for data input. Additional space available for the growth of workforce and workstations will be taken into consideration during the application review process. This space must be adjacent to cargo holding areas. This work area will also be required to house any applicable NII equipment. The space matrix has been adjusted to accommodate.

Cargo Unloading Area

The CES facility must have a minimum of twenty cargo bay doors. The number of bays and size of the unloading area shall accommodate a minimum of 300 cartons on approximately 12 pallets. Growth capability shall be a factor in rating the suitability of a site/facility; this shall be included with the proposal.

The cargo door entrances must be the same height as the dock. If not, some kind of specialized equipment must be present to ensure that devanning/reloading of merchandise is completed in a safe and efficient manner.

Fixed, electrical outlets must be available at every cargo bay door.

Secondary Inspection Area

This area must include storage capability for enforcement tools and other necessary equipment and technology. Depending on anticipated merchandise shipments, this space will include X-ray equipment, scales, and/or machine tools for disassembling cargo. The CESO must have the ability to ensure that its employees de-van merchandise in an organized manner and to ensure that the shipment is repacked in the same manner in which it was originally packed.

Merchandise must be stacked no higher than 4 ft. high depending on characteristics of the cargo. (For example, exceptions would be very large crates, machinery, etc.). Merchandise must be staged with a minimum of 6 ft. of open floor space on either side of the devanned merchandise awaiting inspection.

Personal Protective Equipment (PPE) Storage

The CES facility must include a secured storage room, with a minimum size of 150 sq. ft., within the cargo inspection area where personal protective equipment and supplies can be stored.

Tool Storage Room

The CES facility must have a designated tool storage space/room, located within the Secondary Inspection area equipped with workbench(s), electrical outlets, and lighting. The space must be at a minimum 40 sq. ft. in size. The tool storage area does not have to be a separate enclosed room if there is adequate floor area in the Secondary Inspection area for this purpose, however, there must be a lockable equipment cabinet provided.

Cargo Detention Storage

The CES facility must have an area that specifically designated for merchandise detention. This space must be separately enclosed and sufficiently large to store detained merchandise that is pending further processing. There must be storage closets included within this enclosed space to separate detained merchandise awaiting a final disposition by CBP.

21. A fixed Pallet NII X-ray or package/parcel NII X-ray system, designed for inspection of items stored on pallets and in boxes or crates should be present at the CES. The NII X-ray system should meet all CBP specifications and requirements. The NII X-ray system provides a significant capability to aid CBP in stemming the flow of contraband into the United States. The NII X-ray system should utilize a dual-monitor 24" setup, possess an uninterruptible power supply, and meet the following minimum dimensional requirements:

- Tunnel dimensions of at least 180cm x 180 cm (71" x 71").
- Supplied NII equipment should deliver advanced penetration for improved object recognition with increased clarity and image quality and any package/parcel system should have a low conveyor height and heavy-duty roller bed.
- Supplied NII equipment should have the ability to add supplemental enhancements, such as tracking of shipments being examined throughout the entire CES inspectional process, the ability to add artificial intelligence, to include algorithms that can interdict illicit material and the ability to release cleared shipments in ACE.
- Funding costs associated with the acquisition, relocation, staging, transport, training, and maintenance of all NII equipment will be provided by the CES.

In addition to the X-ray equipment, the applicant must be able to facilitate CBP requests to introduce palletized, or otherwise oversized articles to the X-ray for examination, via forklift or otherwise.

22. One separate unisex bathroom for dedicated CBP use 80sq. ft. minimum. All CBP restrooms must be equipped with a minimum of six lockers. The dedicated CBP restroom must be located within the CBP-designated workspace and in close proximity to the main CBP staff entry point to the CES facility.
23. Sanitary facilities must be equipped with running hot and cold water/potable water.
24. Break room facilities for CBP use at a minimum of 240sq ft.
25. Cell phone with mobile data use for CES officer use while working at the CES.
26. Daily maintenance must be provided on office and sanitary facilities, such as trash picked up and bathrooms cleaned.
27. At least ten designated CBP parking spaces, on-site.

It is important that all applicants understand that non-automated facilities are strongly encouraged to automate as functionality is delivered in the Automated Commercial Environment (ACE) to operate effectively in an increasingly paperless environment. Preference will be given to those facilities that are currently automated or commit to automation, if selected. Those facilities that are non-automated and do not receive electronic releases will find it more challenging to operate in an increasingly paperless environment. Additionally, with the substantial volume increase in cargo shipments, to include a significant increase in volume of Informal, de minimis (Section 321/Entry Type 86) shipments, automation will allow for the most efficient way to process cargo and operate effectively in the current automated environment.

Furthermore, the applicant should be aware that CBP facility needs may change and the applicant should be prepared to meet those needs as determined by the Area Port Director.

CES Evaluation Measures:

The following criteria will be used to evaluate CES applicants who have successfully satisfied the minimum standards for selection as a CES. An interview team will visit sites and interview applicants utilizing a standardized rating system.

1. Distance and accessibility of the CES site from major highways and points of cargo discharge.
2. Accessibility for movement and positioning of containers at bay doors or apron positions.
3. Cargo space which exceeds minimum standards, including:
 - Number of container positions
 - Total space available for cargo stripping
 - Average space behind cargo bay doors
 - Examination space beyond minimum
 - High security storage space for seizures/detentions
 - Fenced container storage capacity
4. Security features that exceed the minimum standards outlined in Physical Security Guidelines for CBP Bonded Facilities.
5. Lighting and electrical outlets immediately adjacent to container positions and in designated examination areas.
6. Specialized equipment available to allow the CES operator to present a diverse variety of cargo for examination.
7. Physical barrier separation between the CES and other cargo.
8. Availability of CES labor outside normal operating hours.
9. Office space and accommodations for CBP personnel.
10. Experience in international air and surface cargo operations.
11. Accommodations for CBP enforcement tools.
12. Training and personnel to handle HAZMAT.
13. First-aid equipment available for CBP use.
14. Ownership/lease arrangements for the CES facility.
15. Charges or fees connected with the examination of cargo will be reviewed during the evaluation process. If any of these fees are deemed excessive, that fact may be considered in the selection process.

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Applicants should be aware that any designation of CES status covers only the facility described in the application. If any successful applicant changes the location of their facility during the five-year term of the agreement, their status as a CES is terminated.

All applicants must submit a corporate resolution authorizing the signatory to act on behalf of the corporation. Any false statement on the application may result in disqualification and possible prosecution under the provisions of 18 U.S.C. § 1001.

All applicants are strongly urged to read 19 C.F.R. Part 118 to obtain a clear understanding of CBP expectations of a CES applicant and operator.

Following the sixty-day announcement period, applications will be reviewed for completeness and adherence to the specified information required. Applications that are mailed must be received or postmarked before the end of the sixty-day period to be considered.

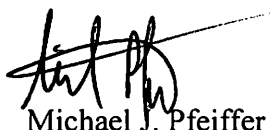
Copies of the following documents may be obtained from the Area Port of Chicago:

- ✓ CES Application Form
- ✓ Fee Schedule
- ✓ CBP Form 3078
- ✓ Executive Order 12989
- ✓ Executive Order 13465
- ✓ Provisions of the Federal Acquisition Regulations
- ✓ Physical Security Guidelines for CBP Bonded Facilities

Copies of these documents will be sent electronically or can be picked up at the Area Port of Chicago Office. Questions concerning the application process should be directed to Cargo Chief Eric Everson at (312) 825-4503.

DISCLAIMER: This information has been prepared for your convenience by CBP personnel at the Chicago Field Office. This material is intended to serve as a guide. Recognizing that many complicated factors are involved in CBP procedures, an applicant may consider an independent and qualified source for assistance in preparing a complete and qualifying application package for CES Operator under this solicitation. Reliance solely on this information may not be considered reasonable care. Applicants are referred to Treasury Decision 97-96, not included in this pipeline, which was published in the Federal Register on December 4, 1997, and in Customs Bulletin published on December 17, 1997, for in-depth information regarding what constitutes reasonable care.

Sincerely,



Michael J. Pfeiffer
Area Port Director
Area Port of Chicago

Attachments