

HUMANITARIAN AID LOGISTICS/TRANSPORTATION GUIDE

The purpose of this guide is to encourage effective processing, distribution, logistics, and capacity building of relief aid in the Americas.

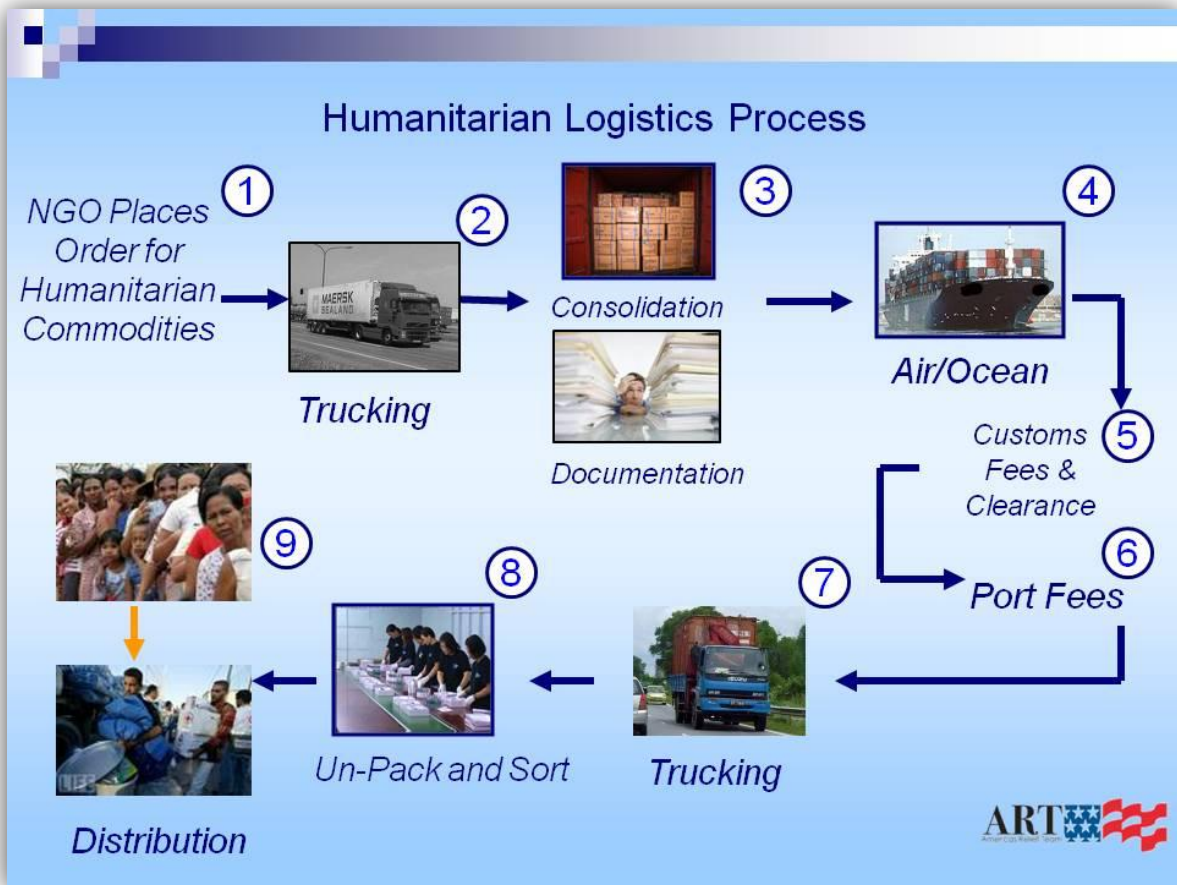


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Humanitarian Logistics Process



The Three Ps of Transportation Aid

1. Pay – Paying for transportation is the quickest and easiest form of shipping aid.
2. Partner – Partnering with another organization can help reduce the cost of the shipment. Keep in mind that **AmericasRelief** Team helps NGOs find transportation for their humanitarian aid. We also bring our partners together for this purpose.
3. Post your organization’s needs in registers that will match your needs with donors that fit with your need.

Making Arrangements for Sending Humanitarian Aid

- While receiving monetary donations to ship aid, allow room in the budget to cover the costs associated with transportation of commodities and distribution on the ground.
- Partnering with other organizations can help avoid bottle neck affect. This will create less clogging in the delivery system.
- Take into consideration what items are being sent and to whom they are for. By doing research, you can avoid sending items that may be considered culturally insensitive or irrelevant.
- Try to send items that will help the recovery of local economy.
- Make sure you have a consignee or partner on the ground that is able to receive and distribute aid. Often, materials go unclaimed due to lack of planning in this area. Don’t allow your efforts to be in vain.

Bad Emergency Aid Logistics

The following chart clearly lists the eight most common problems in the world of humanitarian aid logistics. In the excitement and emotion of getting help to the crisis area, some small NGOs, churches and community organizations often forget some or all of these critical “bad emergency aid” issues.

Bad Emergency Aid Logistics

- No money for transportation
- Clogs delivery system
- Culturally insensitive help
- Material goes unclaimed-No Consignee
- No money for distribution southbound
- No arrangements with customs for clearance or duty
- Hurts recovery of local economy
- Who is willing to unload, sort and deliver the aid?



Warehousing

Contract Warehousing Overview

Contract Warehousing is a long-term, mutually beneficial arrangement that provides unique and specially tailored warehousing and logistics services to one client, where the vendor and client share the risks associated with the operation.

Reducing costs, guaranteeing service and reliability, and reducing capital investment requirements are just a few reasons why customers choose a Contract Warehousing option.

Contract Warehousing Resources

With a long-term commitment, Contract Warehousing has the resources to build storage environments tailored specifically to the customer's needs.

- Large quantities of available space.
- Experienced, cross-trained support staff to provide value-added services or work directly with your employees.
- Varying lengths of contract commitment.
- Fulfillment services technological expertise to foster the best, most efficient inventory control systems.
- Dependable, reliable partnership today and tomorrow.

Logistics management has become a complex discipline. Increasingly, companies are choosing to contract warehousing to experts, and focus all of their resources on growing their businesses.

Contract Warehousing Solutions

Contract warehousing solutions can help you:

- Divest assets by leveraging the contract warehouse's logistics infrastructure and resources.
- Reduce logistics costs through improved processes.
- Reduce inventory through better information and planning.
- Avoid capital investments for facilities and systems and reinvest these dollars to support your core business.

An efficient business requires efficient warehousing. It can often be the most profit-consuming element if not organized properly – with the cost of staff, health and theft insurance, building rates.

Whether you contract for individual services, work with a warehousing company or run your own warehousing operation, it is just good business sense to make a plan and consider all the possible consequences.

Outsiders may think of a warehouse as just containing a pile of boxes that are loaded onto trucks for delivery. This may have been the case 50 years ago, but the modern warehouse

operation uses specialist software to track each package around the complex. Packages are bar-coded to help with tracking in and out as well as for in-house tracking.

Contract Warehousing Services

Some of the warehousing services available are: Trans loading, Cross docking, Pick and pack, Pallet exchange, Labeling, Packaging, Quality control, Local trucking/drayage, Stretch/shrink wrapping, Inventory control, Just-in-time control, Lot number control, Import/export handling, Containerization, Pool distribution.

If starting afresh you may need to purchase the basics, forklifts, storage shelves etc. As these are big investments, it is often cheaper to find a quality warehousing operator if the savings and features outweigh the investment costs. This is especially the case when a business is still in its early stages, where there is little capital set aside for investment.

Even before this stage, the decisions can be crucial. You will need to consider what will be best for your company, public warehousing or contract warehousing.

Staging Warehousing Services

Following a crisis, AmericasRelief Team is often able to secure local warehousing for staging ready to ship cargo while waiting for available space via air or ocean. Cargo moved to the staging warehouse would have Bill of Loading and all other documentation completed, including a confirmed consignee in the country in crisis.

LTL Freight

What is LTL Freight?

LTL or Less Than Truckload shipping is the transportation of relatively small freight. The alternatives to LTL carriers are parcel carriers or full truckload carriers. Parcel carriers usually handle small packages and freight that can be broken down into units less than 150 pounds. Full truckload carriers move freight that is loaded into a semi trailer. Semi trailers are typically between 26 and 53 feet and thereby require a substantial amount of freight to make transportation economical.

Less Than Truckload shipping is a thin-margined business, so costs must be minimized. Two of the biggest costs for Less Than Truckload shippers are fuel and labor. Many Less Than Truckload shippers have unionized labor, therefore labor costs are relatively fixed, and so minimizing fuel usage is a significant goal. This translates to maximizing the utilization of every trailer for every mile driven. Ideally, every trailer carrying freight would contain a maximum level of freight by both weight and volume. The weight and volume characteristics of a set of freight is referred to as freight mix.

What Is The Difference Between LTL Freight And Full Truckload Operations?

Full truckload carriers normally deliver a semi trailer to a shipper who will fill the shipment with freight for one destination. After the trailer is loaded the driver returns to the shipper to collect the required paperwork, such as Bill of lading, Invoice, Customs paperwork, and departs with the trailer containing freight. In most cases the driver then proceeds directly to the consignee and delivers the freight. Occasionally, a driver will transfer the trailer to another driver who will drive the freight the rest of the way. Full truckload transit times are normally constrained by the drivers availability according to Hours of Service regulations and distance. It is normally accepted that full truckload drivers will transport freight at an average of 47 miles per hour, this includes traffic jams or queues at intersection.

One advantage full truckload carriers have over less than truckload carriers is that the freight is never handled in route whereas an LTL shipment will typically be transported on several different trailers.

Less than truckload carriers typically have several drivers in a city where the shipper is located to collect freight from various shippers. Usually the same driver will visit the same shipper each time a shipment goes by a particular carrier. Once the driver has made several stops and has picked up enough freight to fill his trailer with either enough volume or weight, he returns to his terminal to have his trailer unloaded. The trailer is unloaded and the individual shipments are then weighed and rated for billing purposes. Next, the freight is then loaded onto an outbound trailer that will forward the freight to either a break bulk or other terminal. Once the freight arrives at its next stop along its way it will be transferred to another trailer and forwarded to the terminal in its destination city where it will be transferred to the trailer that will deliver it to the consignee. A shipment may be handled four or more times by the carrier, not including the initial loading and unloading.

Transit times for Less Than Truckload freight is much slower than for Full Truckload. Transit times in Less Than Truckload shipments are not exactly related to the direct distance from shipper to consignee. Less Than Truckload transit times are solely dependent upon the makeup of the network of Terminals and Break bulks that are operated by a carrier. If a carrier offers a next day service region shipments ranging from 0 to approximately 500 miles will most likely be delivered at similar times during the next day.

The main advantage of using a Less Than Truckload carrier is that a shipment may be delivered at a very small percentage of the cost if it had to be sent on a large trailer by itself. Also, Less Than Truckload carriers typically offer guarantees whereas Full Truckload carriers normally do not.

What Is The Difference Between Less Than Truckload Operations and Parcel Carrier Operations?

A parcel carrier traditionally only handles shipments weighing less than approximately 150 pounds. Parcel carriers typically still compete with Less Than Truckload carriers by convincing shippers to break larger shipments down to smaller packages. Parcel carriers typically refer to multipiece shipments as Hundredweight shipments as the rating is based on 100 pounds. The Hundredweight rate is multiplied by the shipment's weight and then divided by 100 and then rounded up to the nearest hundred.

Less Than Truckload carriers prefer to handle shipments with the least amount of handling units possible. Less Than Truckload carriers prefer a shipment of 1 pallet containing 100 boxes shrink-wrapped to form one piece rather than 100 individual pieces. This reduces handling costs and the risk of damage during transit. Typically the rates of Less Than Truckload carriers per pound are less than the rate of parcel carriers.

Both Less Than Truckload carriers and parcel carriers are similar in the fact that they both use a network of hubs and terminals to deliver freight. Delivery times by both types of service providers are not directly dependent upon the distance between shipper and consignee. Also, using a Less Than Truckload carrier is very similar to that of using a parcel carrier.

The shipper often has a regular, if not daily, pickup schedule and can log onto the carriers homepage to schedule pickups, track shipments, print paperwork, and manage billing information.

Is LTL Freight Only Shipped By Trucks?

Not all Less Than Truckload shipments travel by truck alone. Less Than Truckload carriers rely on rail or air to forward some freight to its destination. Less Than Truckload carriers are normally able to deal with railroads more effectively than small shippers are able to as Less Than Truckload carriers typically send a large volume of freight each and every day. Less Than Truckload carriers are able to monitor railroad performance to ensure delivery of freight within the specified delivery window. An intermodal shipment employs several methods of transporting goods from start to finish. It is possible for a shipment to start out

on the railroad, then be transferred to an ocean carrier, and end up on a truck before delivery.

Intermodal shipping is considered advantageous by some shippers because there is no handling of the freight when it changes from one carrier to the next. Pallets are used to consolidate many things into one easy to move container. Because handling is reduced, it also reduces damage and loss, increase security, and allows the items to be transported more quickly.

How Do I Prepare A Shipment For LTL Freight?

Since freight sent via Less Than Truckload carriers must be handled several times during transit it must be packaged to withstand unintentional drops from dockworkers or forklifts. It is recommended that you load freight onto pallets or package freight into crate. Cardboard boxes are also acceptable.

Freight sent via Less Than Truckload carriers is subject to misrouting or misleading, so it is a good practice to put the Tracking number on each side of each piece of freight. If the destination state and zip code are affixed to each side as well misleading is less likely to occur. Even though it is not required it is a good practice to affix a relatively large label including four letter Carrier Code, Tracking Number, Destination Station, and Destination Zip Code of the shipment. The easier it is for dockworkers to identify an individual shipment the less likely it is to be put in the wrong place. If the only piece of identification is the tracking number the dockworker will have a harder time identifying the shipment pieces and as such the chances of freight being loaded onto the wrong trailer is greater therefore increasing the transit time and also increasing the chances of the shipment being lost.

Containerized Cargo

Containerization (or **containerisation**) is a system of intermodal freight transport using standard intermodal containers as prescribed by the International Organization for Standardization (ISO). These can be loaded and sealed intact onto container ships, railroad cars, planes, and trucks.

Freight Forwarder

A **freight forwarder** (often just **forwarder**) is a third party logistics provider. As a third party (or non asset based) provider a forwarder dispatches shipments via asset-based carriers and books or otherwise arranges space for those shipments. Carrier types include waterborne vessels, airplanes, trucks or railroads.

Freight forwarders typically arrange cargo movement to an international destination. Also referred to as international freight forwarders, they have the expertise that allows them to prepare and process the documentation and perform related activities pertaining to international shipments. Some of the typical information reviewed by a freight forwarder is the commercial invoice, shipper's export declaration, bill of lading and other documents required by the carrier or country of export, import, or transshipment. Much of this information is now processed in a paperless environment.

Bill of Lading

A **bill of lading** (sometimes referred to as a **BOL** or **B/L**) is a document issued by a carrier to a shipper, acknowledging that specified goods have been received on board as cargo for conveyance to a named place for delivery to the consignee who is usually identified. A *through* bill of lading involves the use of at least two different modes of transport from road, rail, air, and sea. The term derives from the verb "to lade" which means to load a cargo onto a ship or other form of transportation.

A bill of lading can be used as a traded object. The standard short form bill of lading is evidence of the contract of carriage of goods and it serves a number of purposes:

It is evidence that a valid contract of carriage, or a chartering contract, exists, and it may incorporate the full terms of the contract between the consignor and the carrier by reference (i.e. the short form simply refers to the main contract as an existing document, whereas the long form of a bill of lading (*connaissance intégral*) issued by the carrier sets out all the terms of the contract of carriage);

It is a receipt signed by the carrier confirming whether goods matching the contract description have been received in good condition (a bill will be described as *clean* if the goods have been received on board in apparent good condition and stowed ready for transport); and

It is also a document of transfer, being freely transferable but not a negotiable instrument in the legal sense, i.e. it governs all the legal aspects of physical carriage, and, like a cheque or other negotiable instrument, it may be endorsed affecting ownership of the goods actually being carried. This matches everyday experience in that the contract a person might make with a commercial carrier like FedEx for mostly airway parcels, is separate from any contract for the sale of the goods to be carried, however it binds the carrier to its terms, irrespectively of who the actual holder of the B/L, and owner of the goods, may be at a specific moment.

Consignee

The **consignee** is the person to whom the shipment is to be delivered whether by land, sea or air.

Customs Clearance

Customs Brokerage

Customs brokerage is a profession that involves the 'clearing' of goods through customs barriers for importers and exporters (usually businesses). This involves the preparation of documents and/or electronic submissions, the calculation (and usually the payment) on behalf of the client of taxes, duties and excises, and facilitating communication between the importer/exporter and governmental authorities. Knowing the requirements of each type of import can avoid costly delays or seizure of the merchandise. Many customs brokers specialize in certain types of transactions, such as wearing apparel, perishables, or clearing the crew and manifest of large cargo vessels. Customs brokers can be located at inland "ports" to clear merchandise sent "in bond" but most are located at major airports and harbors with international traffic. Customs brokers normally arrange the transshipment or local delivery of cleared merchandise through relationships with trucking companies and others. Customs brokers must pass an examination and background check to become licensed. Customs brokers are not government employees and should not be confused with Customs agents, although in some countries the term customs agent may mean customs broker.

Custom brokers may be employed by or affiliated with freight forwarders, but may be independent businesses or may be employed by shipping lines, importers, exporters, trade authorities and customs brokerage firms.

In the United States, customs brokers are licensed by the U.S. Customs and Border Protection.

Customs Duty

Customs duty is a kind of indirect tax which is realized on goods of international trade. In economic sense, it is also a kind of consumption tax. A duty levied by the government in relation to imported items is referred to as *import duty*. In the same vein, a duty realized on export consignments is called *export duty*. *Tariff* which is actually a list of commodities along with the leviable rate (amount) of Customs duty is popularly understood as Customs duty.

H. S. Code

For the purpose of assessment of Customs duty, products are given an identification code that has come to be known as the Harmonized System code. This code has been evolved and assigned by the World Customs Organization based in Brussels. H. S. Code may be from four to ten digits. For example 17.03 is the H. S. Code for *molasses from the extraction or refining of sugar*. However, within 17.03, the number 17.03.90 stands for "Molasses (Excluding Cane Molasses)".

Freight Consolidation

Cargo consolidation service provided by a freight forwarder in which several smaller shipments are assembled and shipped together to avail better freight rates and security of cargo. This is also called assembly service, cargo consolidation, and freight consolidation.

Military Shipping Options



- Denton Program
- USN Hospital Ships
- Ocean Freight Reimbursement Program
- Project Handclasp
- Humanitarian Partnerships



Air Cargo Charters

JCS Investment Associates, Inc. (JAKS-AIR)

JoseTel Sciarrotta, General Manager (Airplane Broker)

P.O. Box 523451, Miami, FL 33152

Physical Address: 3670 SW 106th Terrace
Davie, FL 33328

Tel: (305) 790-1681

Fax: (954) 423-9876

Email: jaksair@aol.com

ICB International, LLC

Mr. Dee Cross, CEO

P.O. Box 807, Angel Fire, NM 87710, USA

Fax: (575) 377-6811

Tel: (575) 377-6693

ICB International Aircraft Leasing & Sales

Email: icbintl@earthlink.net; flyicbintl@aol.com

Airmax International, Inc.

161-15 Rockaway Blvd., Suite 208

Jamaica, New York 11434, USA

Tel: (718) 874-2911

Fax: (718) 874-6480

Email: raj.kundi@airmax-intl.com

Website: www.airmax-intl.com

Bimini Island Air

Peggy Ramsey

(954) 326-6960

(Private Charter Flights)

ACC Holding, Inc.

Brien Gillstrom, Marketing

4951 S. Howell Ave.

Milwaukee, WI 53207, USA

Tel: (414) 482-1711 ext. 7777

Direct: (414) 769-5039

Fax: (414) 486-5550

Email: brien.gillstrom@aircar.com

Website: <http://www.aircar.com>

Air Cargo Services

AmeriJet International, Inc.

Ms. Kristine Lord

Marketing Coordinator

2800 S. Andrews Ave.

Ft. Lauderdale, FL 33316, USA

Tel: (954) 320-5300

Fax: (954) 765-3520

E-Mail: marketing@amerijet.com

Website: www.amerijet.com

Arrow Cargo

1701 NW 63rd Ave., Bldg. 712

Miami, FL 33126, USA

Tel: (305) 876-6600 ext. 4093

Fax: (305) 876-6695

E-Mail: lvalencia@arrowcargo.com

Website: www.arrowcargo.com

Lan Cargo

6500 NW 22nd St., Building 709-A

Miami, FL 33122, USA

Tel: (305) 874-2780

Fax: (786) 265-6226

E-Mail: nalvarez@lancargo.com

Website: www.lancargo.com

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Albert Elens

Operations Manager

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Curacao, Netherlands Antilles

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Email: mas@madurosons.com

Website: www.inselaircargo.com

Monarch Air Group

Paul Slavin

Director

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Fort Lauderdale, FL 33309

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Email: paul@monarchairgroup.com

Yellow Air Taxi

Christopher B. Behnam

President/CEO

1150 Lee Wagener Blvd., Suite 203

Ft. Lauderdale, FL 33315

Tel: (954) 321-0292

Fax: (954) 321-0252

Email: john.mendez@yrclogistics.com

Ocean Cargo Charters

Florida Yacht Sales Team

390 Alton Road
Miami Beach, FL 33139, USA
Toll-Free: (866) 394-4413
Tel: (305) 532-8600
Email: sales@floridayacht.com
(Offshore Supply Vessel)

Marine Ship Management, Inc.

Tel: (786) 888-7251
Fax: (786) 888-7815
Email: gdiaz@msm-inc.org
*(Type: Container Vessel, Name: M/V Rio Haina,
Capacity: 150 TEU's, Location: Miami, FL @MiamiRiver)*

Kestrel Liner Agencies LLC

Steven Keats
Fort Pierce, Florida
Tel: (954) 328-9719
Email: skeats@kestrelmiami.com
Website: www.kestrel-liner.com
(Type: Ro-Ro Vessel, Name: M/V Carib. Star, Size: 235 Ft.)

Ocean Cargo Services-Northern Haiti

Trans-Haiti Cargo Shipping, Inc.

Tim O'Hare

3600 NW North River Drive

Miami, FL 33142

Tel: (786) 247-1519

(Miami to Gonaïves)

Monarch Shipping, Co.

Teeters Agency

270 Martin Luther King Jr. Blvd.

West Palm Beach, Florida 33404-7506

Tel: (561) 845-7590

Email: cteeters@aol.com

*(Name: MV Monarch Queen, Location: Palm Beach County
Category: Packaging Service)*

Sante Shipping Lines, Inc.

Bruno Ramos and Chuck Towsley

3007 NW South River Drive

Tel: (954) 432-3631

Email: ber@beai.com; maridirections@aol.com

(Regular Liner Service to North Haiti)

Haiti Shipping Lines, Inc.

Patrick A. Beliard

555 N.W. South River Dr.

Miami, FL 33136

Office: (305) 549-7777

Cell: (786) 326-6145

Fax: (305) 232-6364

Email: belships@aol.com

*(Jacksonville to Cap Haitien, Haiti,
Port Everglade to Cap Haitien, Haiti,
Cartagena, Colombia to Cap Haitien, Haiti,
Baranquilla to Cap Haitien, Haiti)*

Ocean Cargo Services – Haiti & DR

Miami to Dominican Republic

Arrowpac, Inc.

7714 Southern Street
Houston, TX 77029, USA
Tel: (800) 955-2775
Fax: (713) 672-6677
Email: aTelou@swbell.net

Crowley Liner Services

9487 Regency Sq. Blvd.
Jacksonville, FL 32225, USA
Tel: (800) 276-9539
Fax: (904) 727-2501
Email: crowleylinerservices@crowley.com

Shipping Services Italia

580 Broadway, Suite 712
New York, NY 10012, USA
Tel: (646) 613-9009
Fax: (646) 613-9206
Email: ssiny@fremuragroup.com

Miami River to Dominican Republic

Antillean Marine

3038 NW North River Dr.
Miami, FL 33142, USA
Tel: (305) 633-6361
Fax: (305) 638-0579
Email: antillean@antillean.com

New York to Dominican Republic

Crowley Liner Services

9487 Regency Sq. Blvd.

Jacksonville, FL 32225, USA

Tel: (800) 276-9539

Fax: (904) 727-2501

Email: crowleylinerservices@crowley.com

Arrowpac, Inc.

7714 Southern Street

Houston, TX 77029, USA

Tel: (800) 955-2775

Fax: (713) 672-6677

Email: aTelou@swbell.net

Eukor Car Carriers, Inc.

13th Floor Hansol Bldg. 736-1

Yeoksam-dong, Kangnam-gu, Seoul, 135-983

Korea, Republic Of

Tel: 82-2-3468-5200

Fax: 82-2-508-8557

Email: webmaster@eukor.com

RTM Lines

37 North Avenue

Norwalk, CT 06851, USA

Tel: (800) 847-7447

Fax: (877) 786-3294

Email: rtmny@att.net

Fama Shipping

1969 Amsterdam Avenue

New York, NY 10032, USA

Tel: (800) 326-2456

Fax: (212) 283-0099

Email: servicios@famashipping.com

Baltimore to Santo Domingo

Eukor Car Carriers, Inc.

13th Floor Hansol Bldg. 736-1
Yeoksam-dong, Kangnam-gu, Seoul, 135-983
Korea, Republic Of
Tel: 82-2-3468-5200
Fax: 82-2-508-8557
Email: webmaster@eukor.com

Other Carriers

Maersk Line

2 Giralda Farms, Madison Avenue, PO Box 880
Madison, NJ 07940-0880, USA
Tel: (800) 321-8807
Fax: (973) 514-5410
Email: grf@maersk.com

Seaboard Marine

8050 NW 79 Avenue
Miami, FL 33166, USA
Tel: (305) 863-4444
Fax: (305) 863-4777
Email: sales@seaboardmarine.com

Seafreight Agencies, Inc.

2800 NW 105 Ave.
Miami, Florida 33172
Tel: (305) 592-6060
Fax: (305) 471-9555
Website: www.seafreightagencies.com

Other Shipping Lines Operating in the Americas

APL Limited

16220 North Scottsdale
Road-Suite 300
Scottsdale, AZ 85254
Corporate Office: (602) 586-4800
HomePort Users/E-Commerce Support Contact:
Tel: (877) 435-7234
Direct: (303) 645-7669
Fax: (303) 645-7679
Email: erep.americas@apl.com; ber@beai.com

Damco, A.P. Moller-Maersk Group

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Bernuth Lines

3201 NW 24 St. Rd.
Miami, FL 33142
Tel: (305) 633-7711
Fax: (305) 633-7588
Email: blineops@aol.com

Dole Ocean Cargo Express

9485 Regency Square Blvd. #225
Jacksonville, FL 32225
Tel: (800) 522-3653
Fax: (800) 874-3402
Email: dolecs@nortonlilly.com

Hapag-Lloyd

Robert Heminston
399 Hoes Lane
Piscata, NJ 08854
Tel: (732) 562-1800
Fax: (732) 885-6132
Email: robert.heminston@hlcl.com

Hyde Shipping

10025 NW 116 Way #2

Medley, FL 33178

Tel: (305) 913-4933

Fax: (305) 913-4900

Csanchez@hydeshipping.com

Tropical Shipping

9505 NW 108 Ave.

Miami, FL 33178

Tel: (561) 881-3900

Fax: (561) 881-3937

Freight Forwarders

Robertson Forwarding Company

Jennifer Ahrens

Christine Padron

4469 NW 97 Ave.

Miami, FL 33178

Tel: (305) 477-5548

Fax: (305) 477-5435

Email: jennifer@robertsonforwarding.com;

Christine@robertsonforwarding.com

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Milwaukee WI 53207

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Tel: (414) 482-1711 ext. 7777

Direct: (414) 769-5039

Fax: (414) 486-5550

Email: brien.gillstrom@aircar.com

Website: <http://www.aircar.com>

Acco Foreign Shipping, Inc.

International Freight Logistics Since 1958

Al Germi

10880 N.W. 27th Street, Suite 200

Doral, Florida 33172

Tel: (305) 591-8380

Cell: (305) 725-9070

Fax: (305) 591-8384

Email: algermi@accoterramar.com

Website: www.accoterramar.com

DRT International Inc.

Desmond Falla

Roger Norman

Kirk Camacho

2196 NW 89 Place

Doral, FL 33172

Tel: (305) 888-3513

Fax: (305) 888-3668

Email: dfalla@drt-int.com; roger@drt-int.com

kcamacho@drt-int.com; www.drt-int.com

WTDC

RaTel Gazitua

Sean Powers

2801 NW 74th Avenue, Suite 100

Miami, FL 33122

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(Indoor and outdoor areas available for staging shipments to Haiti.)

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AmericasRelief Team

AmericasRelief Team is a Florida private sector collaboration of corporations and non-profit organizations created to help our Latin America and Caribbean friends in times of crisis and disasters.

AmericasRelief Team reacts to immediate crisis, provides ongoing logistics assistance, and conducts plans for future events in the region which will require effective coordination of humanitarian relief.

For More information Contact:

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