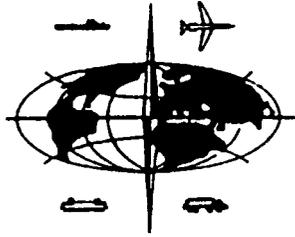


NIK and **ASSOCIATES**
Customs Broker



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ORIGINAL
NIK TRANSPORT, INC.
Freight Forwarder
IATA AIR and FMC Licensed O.T.I.

800 S. Hindry Avenue, Unit A,
Inglewood, CA 90301
Tel: (310) 215-8282 Fax: (310) 649-0324
<http://www.lacustoms.com/NIK>
E-mail: NIK@LAcustoms.com

September 22, 2003

Honorable Bryant L. Van Brakle,
Secretary, Federal Maritime Commission
800 North Capitol Street, N.W.
Washington, D.C. 20573

RE: Petition of National Customs Brokers and Forwarders
Association of America, Inc. for a Limited Exemption From
Certain Tariff Requirements of the Shipping Act of 1984.

Petition No. **P5-03**

Dear Secretary Van Brakle:

I am Robin Grove, Vice president of Nik Transport, Inc.

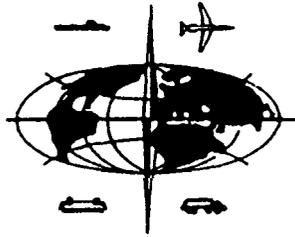
We are a Customs Broker / Freight forwarder and full service OTI, under license#3115.
We operate out of one U.S. base office in Los Angeles, employing 23 people. We operate in the mutual
service with partner offices in Asia, Europe and Africa.

Please find the following costs associated with the maintenance of our tariff.

1. Establishing a tariff website; \$1,500.00.
2. The annual cost of subscribing to a tariff publishing service; \$600.00
3. The hours spent to maintain the tariff can range from 40 hours to a full time employee.
Normal cost per hour; \$35.00
4. Currently we are unable to recover these costs as it is considered "a part of doing
business." This, of course, is an additional burden that the lines are not required to share.
5. To date, we do not know of any hits to our tariff website.

The regulatory burden of filing tariffs has created a near impossibility for us to stay competitive with today's marketplace. Since we are unable to sign service contracts, we are unable to differentiate between a large shipper, and a small shipper with regards to rate structure, including "value added services." Normally the smaller shippers will be more cumbersome and time consuming. The larger ones are more profitable, but due to the competitive market, the margins must remain very small, therefore, we are caught in a quagmire on how to be profitable and

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maintain the (unnecessary) compliance required by the act. We have had no inquiries on our website to view our tariff, so even after all the time and money spent, it has been of no use to anyone. We strongly feel that this regulation is a great disadvantage to the NVOCC, and has created an unjust advantage to the high powered VOCCS, which will soon monopolize the shipping industry.

I, Robin Grove declare under penalty of perjury that the foregoing is true and correct. Further I certify that I am qualified and authorized to file this verified statement.

Executed on September 20, 2003.



Robin Grove - Vice president