**CESAC and TSN Manifest Committee**

**March 17th Cancelled due to Govt Weather Shutdown**

**March 18th Schedule as Planned**

**USDA APHIS PPQ Welcome**

*Dr. Shirley Wager-Page,* Chief, Pest Permitting Branch and Assistant Director, Regulations, Permits and Manuals at Plant Health Programs, Plant Protection and Quarantine, Animal and Plant Health Inspection Service (APHIS), United States Department of Agriculture.

* Highlights (spoke extremely fast for note taking)
	+ PPQ is an enforceable document
	+ Commodities that do not require a written transmit permit are listed on their web page
	+ Countries that fall under the “ALL” are listed on the web page
	+ Canada has exempt status on a good many items
	+ Cargo moving on and emergency action notice or residue are exempt as well.
	+ Customer support line – 1-305-851-2046
	+ PPQ stake holder registry – available for sign up
		- <https://public.govdeliver.com/accounts/usdaaphis/subscriber/new>
	+ Request was made for presentation, not received to date.
	+ Carriers struggle to have the complexity of information needed for IE and T&E.
	+ Moving from developing a new system called CARPOOL, an AHPIS wide application. This should give more flexibility. Working on non-regulatory ways to help out with problems. There are issues with handing off points where each party must have a different document.

**Carrier and Conveyance Contamination Initiative**

*Mikel Tookes, Deputy executive Director*

*Agriculture Programs & Trade Liaison (APTL)*

* Highlights – All in Presentation
	+ Spoke on the Carrier Conveyance Contamination Initiative
	+ Mission is to Protect Ag but facilitate trade
	+ Biggest Problem is wood packaging materials
		- Their goal is to find those parties that are consistently compliant to note and thus change the amount of inspections.
	+ Best practices for trade in cleaning product and containers
	+ Best Practices for WPM in Trade
	+ Best Practices Summary
	+ Notation made that the World Shipping Council is putting together and Ag Inspection Manual and hope to release soon.

**10 + 2 Enforcement and House Bill Release**

*Craig Clark, Program Manager*

*Office of Cargo and Conveyance Security,*

*U.S. Customs and Border Protection*

* Highlights
	+ ISF – There are 20 liquidated damages issued to date.
	+ Still reviewing their own system.
	+ Published NPRM ISF 5 was to go out in February but did not. It is going to enough of a change to open door for comments, just do not know when it will be published.
	+ Authority for ISF 5 is ownership at the house bill level.
	+ House bill release is their educational point and did not see the white paper done by the CESAC NVOCC subcommittee.
	+ Permit to transfer is programmed at the house bill level.
	+ Trade is having problems when the bill of lading not on file. NVOCCs and Carriers have to resend to remove the 2C. Will receive multiple 1C if shipment is a consol with multiple house bills of lading.
	+ Compliance rates are holding at 91% and have hit a high of 94% and a low of 80%. That compliance rate is on timeliness and not accuracy of data.
	+ Discussion was had on situations of storms/force majeur where arrival dates etc… need to be changed so unclear message received from CBP at a port level. Will review and send out a CSMS.

**CBP - Seals, Residue, and Inbond**

*Amy E. Hatfield, Branch Chief*

*Cargo Security and Controls, Cargo Conveyance & Security*

*U.S. Customs & Border Protection*

* Highlights
	+ Residue – Postponed back in November and how they want to pursue.
		- Go with one mode of transportation in one area then role it out. Just to build on that process mode to port role out.
		- Going forward with rail first since the rail mode manifest has a factor set already to begin with where all of the other modes do not.
		- Will have a meeting with rail and COAC, and afterwards rewrite the FRN. That meeting will be mid April. Will have a test process for 60 days after presented since they already know the test pilot participants.
		- Will probably do one border then another border since they have different challenges.
		- Do not know which mode of transportation is next
		- Working with FDA who have agreed to waive the enforcement of BTA regulations. There will be a publication that will be public to convey this decision, which was supposed announce at Trade Symposium.
		- The FRN will be coming out within the next 6 months since FDA already has the proposed language written.
	+ In-Bonds
		- New Regulations are sill with DHS for approval.
		- Meeting a month ago with ACE Business Office and what will support and what will not. There is a good bit of programming already there so only a few things have to be added. Should not take a great deal of ACE changes and time.
		- The Field Offices are not ready at all. The changes not approved yet so no one has visibility. When DHS signs, training will start immediately.
		- Biggest challenge will be the trucking industry.
		- Based upon the FRN published 2 years ago, 56 comments came back. Most of them made sense so there were significant changes and those had to go thru Treasury and DHS.
		- Of course until changes approved, there can be no discussion. There will be a significant amount of outreach and plenty of time for implementation. This has been discussed with AVO.
	+ Firms Codes
		- CBP received an audit and received poor rating on Firms Codes.
		- CBP is internally reaching out locally to check on functioning firms codes and locations.
		- Slating July thru September to reconcile and get every active firms codes for warehouses and FTZs.
		- Questioning if the facility exist and will deactivate those that are closed and reflect no valid bond.
		- Will question those facilities that have multiple bonds or multiple firms codes for one location.
		- There will be an annual review.
		- There have been some problems since initial guidance was given to the fields to set up these firms codes was wrong so they are having to correct all that was done.
		- May have a challenge in training at the port level. Reaching out to ACE designee for assistance.
	+ Diversion Working Group
		- Dealing with Natural Disasters dealing with how HDQ can manage these strictly from an electronic method in ACE.
		- Headed by Vincent Annunziato.
	+ Seals
		- Challenge with seals with lack of visibility of when Customs replaces a seal on a container.
		- CESAC had presented 12 incidents where was noted a lack of visibility of seals being changed. The investigation resulted in 11 having proof that CBP did notify, but maybe not in the best possible method.
		- Suggestions made to have 1M with remarks and put seal info there.
		- Some have said the on some of the 7H messaging, CBP will put seal there.
		- Solution will have to be found and implemented for visibility.

**ACE M1 – Open and Top issues and House Bill Release**

*William S Delansky, Watch Commander*

*National Targeting Center – Cargo Office of Field Operations*

*U.S. Customs and Border Protection*

* Truck
	+ In ACE 4 not M1. It will be in 3 phases of drops for CBP and trade functionality. Line item self filers will have added functionality at this time as well.
	+ End of the year, hope to have all modes on MMM. To have reporting capabilities fully functional and the longer vision is to incorporate that functionality to exports.
	+ Committee on Inbonds of CESAC had noted 7 issues of which Bill noted he has never seen but if presented will address and advise back to CESAC.
	+ The Truck EDI format will be the same as it is now.
	+ Will capture the firms code on Northern border and the pedimento on the southern border.
	+ There is not addl messaging for truck. If the trade wants to see like the 1M then do not see why it cant be applied.
	+ Right now truck cannot see differences between various CBP and PGA exams.
	+ There is a plan to let the trade see what CBP can see with a carrier’s own SCAC code. It would be of a huge compliance visibility to trade that we do not have now.
	+ Will be after or during Phase 3 hopefully.
* House Bill release
	+ Has been an action item with CBP for about 5 years.
	+ Have to have OFO support on this.
	+ It will call for different programming, in Cargo Release, house bill is not programmed so would probably not be done until 2016.
	+ OFO has concerns in this due to visibility at the port level may be of hindrance and they are the only ones to approve and once that happens can move forward.

**ITDS**

*Susan M. Dyszel, Chief*

*ITDS*

*U.S. Customs and Border Protection*

* Highlights – Presentation attached
	+ She is retiring April 1, 2014
	+ To meet the 2016 deadline, 9 PGAs will require no additional coding and are ready, 18 PGAs will have to be programmed for Imports while 5 to 8 will have to be programmed for Exports. The remainder of the PGAs will utilize DIS application for forms and documents.
	+ All agencies are reviewing their forms and data of each.
	+ While direction is for all to be electronic data versus DIS, some documents will be transferred to data due to complexity or limitation or the degree of dealing with another country.
	+ EPA wants some additional elements programmed.
	+ BIS has concerns with licenses