

International Trade Data System (U.S. Single Window) and the Automated Commercial Environment (ACE)

DEA Manufacturer/Importer/Exporter Conference

Basic Cargo Process

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CBP Mission Statement

We are the guardians of our Nation's borders.

We are America's frontline.

We safeguard the American homeland

at and beyond our borders.

We protect the American public against terrorists

and the instruments of terror.

We steadfastly enforce the laws of the United States

while fostering our Nation's economic security

through lawful international trade and travel.

We serve the American public with

vigilance, integrity and professionalism.



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Agenda

- Basic Cargo Process
 - Risk Management/Methods
 - Manifest
 - Entry and Release
 - Import Safety



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A DAY IN THE LIFE

Processed

- 1,026,234 passengers and pedestrians
 - 293,285 incoming international air passengers and crew
 - 54,008 passengers and crew arriving by ship/boat
 - 678,941 incoming land travelers
- 70,334 truck, rail, and sea containers
- 307,680 incoming privately owned vehicles



FY 2014 Data



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Risk Assessment Processes

- CBP performs risk assessment on every transaction for
 - Security – Weapons of mass destruction/effect, terrorists
 - Enforcement – Narcotics, weapons, illegal persons
 - Admissibility – Meets regulatory requirements for entry for both revenue and other agencies (import safety, food safety etc)
- CBP takes action on high risk shipments
 - Non-intrusive inspection
 - Unlading and examination of shipments
 - Referral to OGA/PGAs for their examination/action (e.g. fumigation)



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Risk Management Methods

- Container Security Initiative (CSI)
- Trade Act of 2002 (Advance Notice)
- Customs-Trade Partnership Against Terrorism (C-TPAT)
- Free And Secure Trade (FAST)
- National Targeting Center-Cargo (NTCC)
- ACE
- **Commercial Targeting & Analysis Center (CTAC)**
- Fraud Investigation Strike Team (FIST)



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Risk Management

How the Trade Act assists CBP in managing risk

Trade Act of 2002

Requires carriers to submit advance electronic information.



Ocean Containers - 24 hrs prior to lading in foreign port



Air – 4 hrs (or western hemisphere N of Equator “wheels up”)



Rail – 2 hrs prior to arrival



Truck – 1 hrs prior to arrival (30 minutes for FAST)



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CBP Cargo Processes separated into five segments:

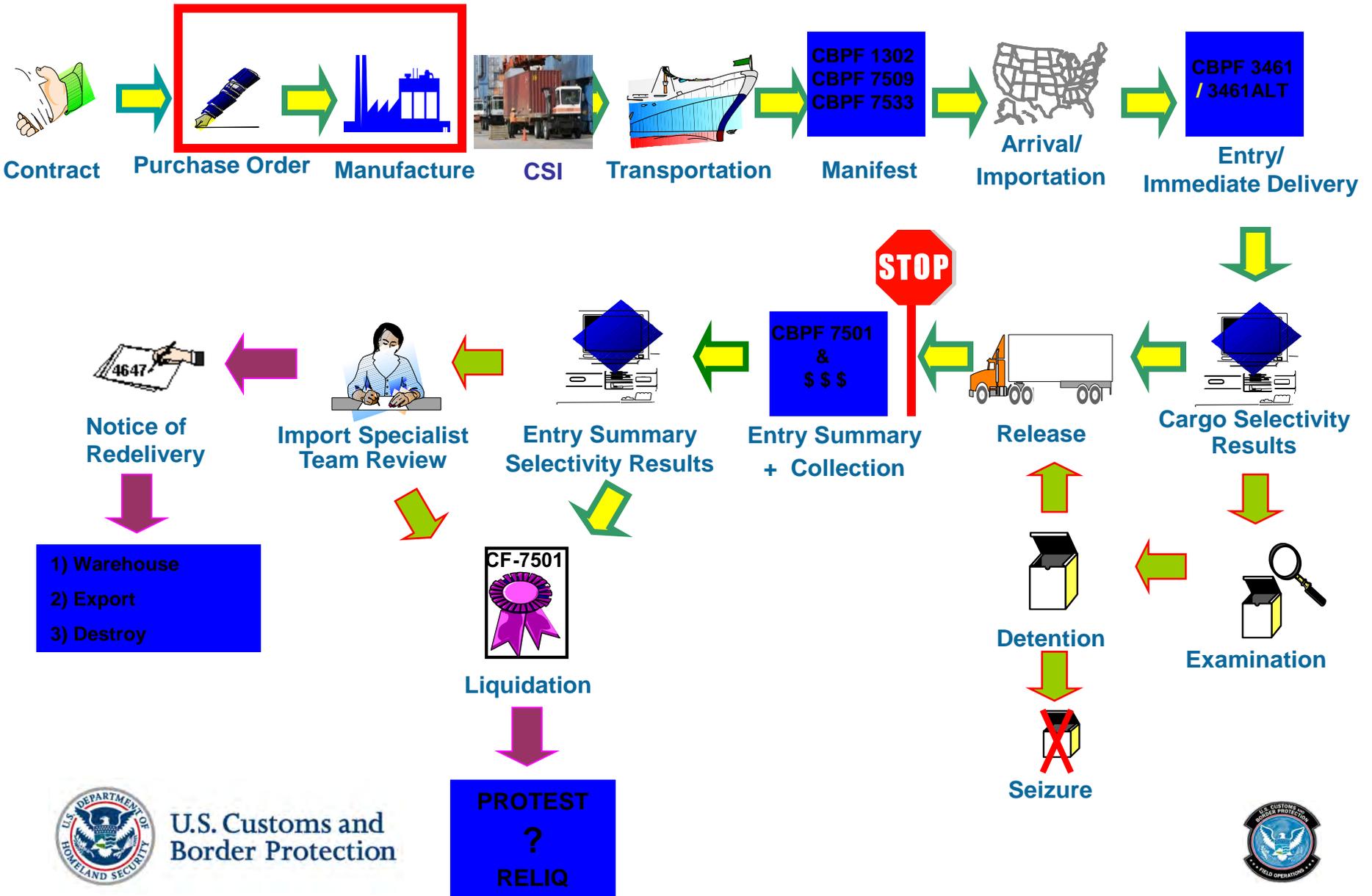
- Pre-Arrival
- Arrival
- Cargo Release
- Post Release
- Revenue



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Current Process for Importing Goods



Manifest Transmission

- Manifest transmission is the responsibility of the carrier but the information may be transmitted by other parties with interest or knowledge of the transaction
 - NVOCC
 - Freight Forwarders and Customs brokers
 - Other third parties
- Manifests may only be transmitted to CBP via approved electronic interfaces.
- Manifest - Based in shipping documents
 - Carrier, conveyance and operator
 - Shipper
 - Consignee (ship to party)
 - Description in text
 - Estimated value



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Arrival

Release/Conditional Release

(air, land, Sea and express)

Entry



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Background:

- When is a Customs entry required?
 - All merchandise being imported into the U.S. by whatever means must enter the commerce of the U.S. It allows for the governments financial and self protection interests to be exercised.
 - Merchandise is basically all possessions, baggage, goods etc
- What is a Customs Entry?
 - Entry is the process whereby goods are admitted to the commerce of the U.S. It involves a determination of admissibility and entry type, classification of merchandise, determination of value, assessment of duties, taxes and fees and processing of documentation.
- Who may make entry?
 - The importer (owner/purchaser or significant financial interest).



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Types of Entries

- **Consumption**
- **Quota/Visa**
- **Anti-dumping and Countervailing duties**
- **Warehouse**
- **Foreign Trade Zone**
- **Temporary Importation Bond**
- **Carnet**
- **In-bond**
 - Transportation
 - Exportation
- **Red text indicates conditional release into commerce**



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Entry Data Requirements

- Entry - Based on Invoice information
 - Entry Number and Type
 - Importer
 - Bond Information
 - HTSUS
 - Country of Origin
 - Shipper/Manufacturer
 - Ultimate Consignee (sold to party)
 - Value –
 - Quantity
 - Carrier information to match to manifest
 - **Required forms for other government agencies must be presented**



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Types of Commercial Entries

- No Entry Processing Required - Sec 321(a) of the Tariff Act allows for release of merchandise valued at less than \$200 without entry documentation or collection of duties.
- Informal Entry - \$2,500 Value based (adjusted for commodity and country of origin) Allows for completion of entry (liquidation) after payment of duty and submission of entry documents. May be paper or electronic.
- Formal Entry - Allows for release of merchandise after payment of duty and submission of entry documents. Entry not completed (liquidated) for a period of time. CBP may required additional funds or documentation.



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Post Entry Summary Process

- Import Specialist Processing
 - Appraisal
 - Classification
 - Re-delivery
 - Sampling
- Entry Specialist Processing
 - Collection
 - Liquidation
 - Drawback



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Partner Government Agencies



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CBP Works with:

Department of Agriculture

- AMS – Agricultural Marketing Service
- APHIS – Animal Plant Health Inspection Service
- FAS – Foreign Agricultural Service
- GIPSA – Grain Inspection, Packers & Stockyards Administration

Department of Commerce

- BIS – Bureau of Industry and Security
- U.S. Census Bureau
- FTZB – Foreign Trade Zones Board
- IA – Import Administration
- NMFS – National Marine Fisheries Service
- USPTO – United States Patent and Trademark Office

Department of Defense

- USACE – Army Corps of Engineers
- DCMA – Defense Contracts Management Agency

Department of Energy

- OFE – Office of Fossil Energy
- EIA – Energy Information Administration

Department of Justice

- ATF – Bureau of Alcohol, Tobacco, Firearms and Explosives
- DEA – Drug Enforcement Administration
- CCIPS – Computer Crime and Intellectual Property Section

Department of the Interior

- FWS – Fish and Wildlife Service

Department of Labor

- BLS – Bureau of Labor Statistics

Department of Homeland Security

- ICE – U.S. Immigration and Customs Enforcement
- USCG – United States Coast Guard
- TSA – Transportation Security Administration

Department of Transportation

- BTS – Bureau of Transportation Statistics
- FAA – Federal Aviation Administration
- FHA – Federal Highway Administration
- FMCSA – Federal Motor Carrier Safety Administration
- MARAD – Maritime Administration

Department of Health and Human Services

- FDA – Food and Drug Administration
- CDC – Centers for Disease Control and Prevention

Department of Treasury

- IRS – Internal Revenue Service
- OFAC – Office of Foreign Assets Control
- FinCEN – Financial Crimes Enforcement Network

Department of State

- A/LM – Bureau of Administration, Office of Logistics Management
- DDTC – Directorate of Defense Trade Controls
- OES – Bureau of Ocean and International Scientific Affairs
- OFM – Office of Foreign Missions
- EEB – Economic, Energy and Business Affairs

Independent Agencies

FCC – Federal Communications Commission

FMC – Federal Maritime Commission

ITC – International Trade Commission

NRC – Nuclear Regulatory Commission

USAID – U.S. Agency for International Development

USTR Office of the United States Trade Representative



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Import Safety

- [2010 Executive Order on Import Safety](#) Import Safety is a US Government wide Priority Trade Issue designed to ensure that unsafe products do not enter the commerce of the U.S. by working collaboratively and collectively with partner government agencies (PGA), other foreign governments and the trade to better define and assess risk through increased automation and the sharing of information to encourage greater use of partnership and best practices to protect the U.S. consumer.



CTAC

- The Import Safety [Commercial Targeting and Analysis Center \(CTAC\)](#) is a U.S. Customs and Border Protection facility designed to streamline and enhance federal efforts to address import safety issues. The [Import Safety CTAC](#) combines the resources and manpower of CBP and other government agencies to protect the American public from harm caused by unsafe imported products by improving communication and information-sharing and reducing redundant inspection activities.
- CTAC is a multiagency fusion center which targets commercial shipments that pose a threat to the health and safety of American consumers
- The center functions to:
 - Enhance information sharing
 - Increase automation
 - Expand interagency partnerships
- CTAC exemplifies how working together as one U.S. Government at the Border serves to protect the American public



Commercial Targeting and Analysis Center

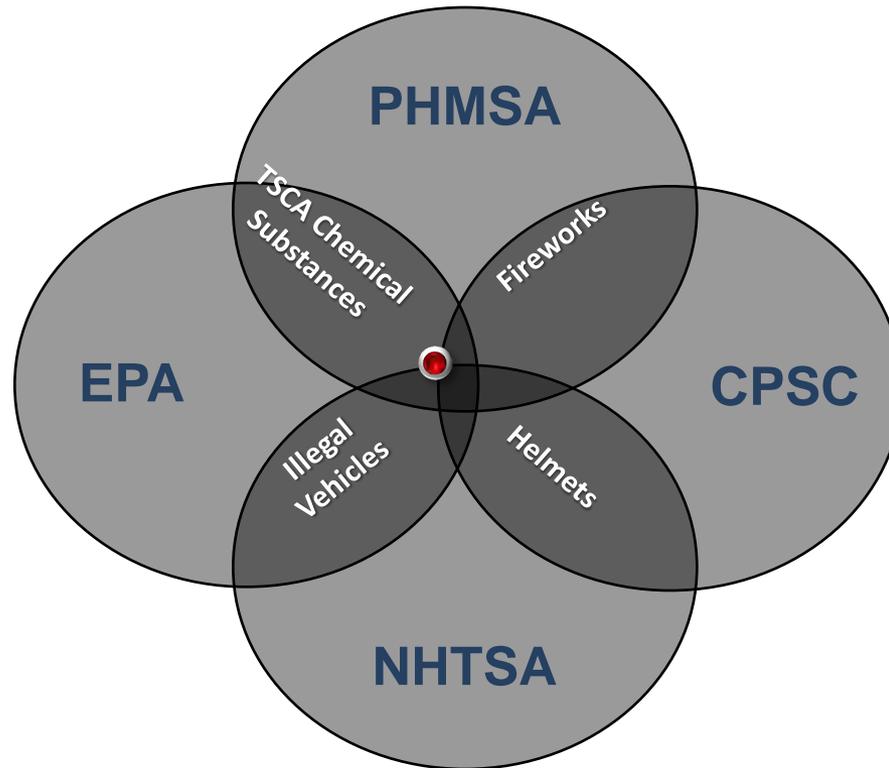


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Aligning Product Risk and Authority

Overlapping agency authorities are leveraged to prioritize high risk commodities



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CTAC's International Engagement

Participating U.S. Government Agencies



CBP CTAC



Nation 'X' Fusion Center



Nation 'X' Participating Government Agencies



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Border Interagency Executive Council (BIEC)

- Executive Order 13650 - 2/10/2014: Streamlining the Import/Export Process for American Businesses.
- BIEC Mandates
 - Develop common risk management principles and methods
 - Stream line the government clearance process
 - Partnerships with Trade/ External engagement
 - Information sharing



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