



Food Safety and Inspection Service (FSIS) Summary of the PGA Process for Filing in ACE

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Version 1.0

Food Safety and Inspection Service (FSIS)

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Food Safety and Inspection Service (FSIS)

1. Introduction

FSIS is the public health regulatory agency responsible for ensuring that domestic and imported meat, poultry, and processed egg products are safe, wholesome, and correctly labeled and packaged. FSIS ensures that meat, poultry, and egg products imported to the United States originate from eligible countries and are produced under standards equivalent to U.S. inspection standards. All shipments of meat, poultry, and egg products imported to the United States must be presented to FSIS at an official import inspection establishment for re-inspection prior to release into commerce in the United States.

2. Commodities

FSIS has set flags on the Harmonized Tariff Schedules-US (HTSUS) number that identifies products regulated by FSIS. The importer is required to make an application for re-inspection by submitting the FSIS PGA Message Set (FSIS Form 9540-1) (Please see the table below). Since the submission of the application for import inspection is a condition of entry, the Automated Commercial Environment (ACE) will reject any entry for one of the flagged HTSUS codes that is missing the required PGA Message Set data elements. All FSIS regulated commodities are accepted for ACE filings.

Tariff Flag Code	Tariff Flag Code Definition
F3	FSIS data may be required. Applicable to all FSIS products
F4	FSIS data is required. Applicable to all FSIS products

A full detail of all required data can be found in the FSIS Implementation Guidelines:
<http://www.cbp.gov/document/guides/usdafood-safety-and-inspection-service-fsis>

3. Forms/Documents

The table below identifies the forms or documents that are transitioning to electronic submission, and which have been tested operationally as a part of this pilot:

Form Description	Collected Using the PGA Message Set	Using DIS	CFR Citation for applicable regulations
Import Inspection Application (FSIS Form 9540-1)	Yes	No	9 CFR 327.5; 381.198; 590.920

4. Downtime Procedures

CBP has established standard operating procedures (SOPs) to address the continuity of operations in the event of a system outage, and decisions on implementing SOPs during an outage consider projected system downtimes. ACE maintains data redundancy. It buffers all messages sent to the trade and has the capacity to resend any message that failed delivery due to a system outage on either side. The delivery status of each message is also retained for audit and recovery purposes. Transmission of data buffered during the outage can be initiated to bring the systems back in sync.

The ability of the system to support operations despite an outage depends on the extent of the outage within the various components of the system. In the case of a fatal crash, plans are in place to allow inter-agency operations via manual means of communication such as e-mail and phone calls until system capabilities are restored.

5. Filing of FSIS PGA Data

A broker submits entry data via ACE for cargo release (it is encouraged that the filer submits the entry data as early as possible in order to prevent unnecessary holds at arrival).

1. If the PGA information submitted is free of syntax errors, ACE will process the data for cargo release. If there are errors missing and/or incomplete data, the entry will be rejected and the appropriate notification message will be sent to the filer.
2. If the entry is rejected because of syntax errors, it is the responsibility of the filer to make corrections or contact FSIS directly to resolve the matter. ACE does not automatically notify FSIS of discrepancies within the submitted data. Once the information is accepted, the entry will have to pass business rules.
3. Should the entry passes all business rules, a Hold Intact message is sent automatically to the filer prior to the arrival of the shipment. The Hold Intact message informs the filer that the shipment must be held intact, unaltered and moved to the designated official import inspection establishment location identified by the importer pending the FSIS' determination on whether the consignment may proceed into the commerce of the United States. All FSIS regulated commodities are moved to an official import inspection establishment.
4. The entry data that triggered the Hold Intact is sent from ACE to the FSIS Public Health Information System (PHIS), informing FSIS that the entry has been filed and the estimated date of arrival at the official import inspection establishment. Once the shipment arrives at the official import inspection establishment, FSIS inspection personnel verify the official certificate to assure the shipment is properly certified by the foreign country. FSIS inspection personnel examine each consignment for general condition and labeling and conduct any other inspection assignments assigned.

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5. FSIS inspection personnel record the results into the FSIS PHIS, which generates disposition messages to the filer through ACE. For example, a successful inspection will trigger a May Proceed message in ACE. If the shipment is not successful, ACE will issue other action messages such as, Refused, Failure to Present, etc.
6. Should there be no other unreleased PGA requirements for the entry; ACE will automatically generate a 1USG message to the filer.

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6. Points of Contact

<i>Role</i>	<i>Point Of Contact</i>	<i>Responsibilities</i>
FSIS I.T. POC:	Robert Berczik, Robert.Berczik@fsis.usda.gov,	<ul style="list-style-type: none">• Liaison to technical support for FSIS Public Health Information System (PHIS) integration with CBP's ACE system• Coordinates development, technical issue investigation, and resolution during pilot.
FSIS Operational POC:	Robert Berczik, Robert.Berczik@fsis.usda.gov,	<ul style="list-style-type: none">• Provides FSIS business subject matter expertise relating to the FSIS/ ACE pilot efforts.• Coordinates with the Program Lead to monitor performance and communicate progress of FSIS/ ACE Pilots
FSIS Program Lead:	Mary Stanley Mary.Stanley@fsis.usda.gov,	<ul style="list-style-type: none">• Provides oversight to FSIS initiatives, including integration with CBP's ACE system as a whole.• Serves as escalation point for issues that arise with FSIS and/or coordination and guidance is required.
Client Representatives		<ul style="list-style-type: none">• Act as primary point of contact for Trade for all cargo system processing