

**ADVISORY COMMITTEE ON COMMERCIAL OPERATIONS OF  
CUSTOMS AND BORDER PROTECTION**

**COAC Global Supply Chain Subcommittee**

**Chair:**

**Jim Phillips, General Motors**

**May 2014**

**Land Border Working Group**

As stated in the February 2014 summary, CBP advised that they will request input on the following topics:

- Data Harmonization
- Prince Rupert Pilot
- Border Fee Study

The subcommittee also advised CBP that it is also very interested in other Beyond the Border (BTB) and 21<sup>st</sup> Century Border initiatives including pre-inspection pilots. In response CBP provided significant information in discussions with the Land Border Working Group.

**Data Harmonization:**

CBP and Canada Border Services Agency (CBSA) met in March to discuss data harmonization, the Prince Rupert and other northern border pilots that are in the Action Plan. It has been proposed that the working group work on “In-transit” first by giving advice regarding the harmonization of the 27 data element descriptions. “In Transits” are trips that enter and leave Canada and the US in route to a destination. The Working Group will be asked to review work done by CBP & CBSA on harmonization of the in-transit data elements. Brad Skinner is the CBP liaison for CBP with CBSA and is engaged on these topics.

**ACE e-Manifest, FAST and NCAP Harmonization:**

Several members of the Work Group advised that they had a significant interest in ACE processing of the truck e-Manifest, Free and Secure Trade (FAST) NCAP manifest and Rail Automated Manifest System (AMS) Line Release. These processes allow efficient electronic processing of manifests/entry/entry summaries by CBP and the trade and some companies have invested significant money in creating business processes using these programs. COAC advised that changing the process to require additional Pre Arrival Processing (PAP)s shipment types would result in significant additional work and costs to trade.

CBP advised that they submitted ACE business requirements for handling NCAP/FAST in ACE and one change would allow the driver to be added to the manifest. This would alleviate the need for CBP to manually add this information at the border. Other ideas were discussed. CBP advised that License plate readers do not work well with truck trailers because there is no standard location for the plate and there may be multiple plates on one trailer.

### **Peace Bridge Pre-inspection Pilot:**

CBP provided updates on the Peace Bridge pre-inspection pilots which appear to be successfully demonstrating that efficient pre-inspection processing is possible. As of March 6, 2014 1,041 trucks had participated. 23% of the total volume has used the pre-inspection process.

Assistant Port Director, Mark MacVittie gave the working group detailed reports on the pilot's progress. Additional information was provided via an Ontario Trucking Associations video which is located at <http://russfairley.wistia.com/medias/18q4iwlrch>. The pilot is scheduled to run for one year. CBSA is planning for a similar pilot in Messina, NY. Two items that would improve the process are automation of cash collection and automation of enhancements for e-manifest to support all shipment release types.

Although it is too early to show quantified results, COAC members suggested that the Pre-inspection is historic and has been discussed for years. Additional discussions will take place on how to measure success.

### **The Canada-U.S. Border Fee Study:**

The workgroup has been advised that a contract has been awarded by CBSA. When appropriate, CBP will discuss with the workgroup.

### **Air Cargo Advance Screening (ACAS) Working Group**

Following the submission of significant ACAS recommendations to CBP by the COAC ACAS Work Group in August/November 2013 and February 2014, the WG has taken a brief break with the purpose of analyzing the big picture, the work done so far, and the work that remains to be done. Although the mandate given to the ACAS WG has been fulfilled in terms of providing trade input prior to the drafting and publication of an NPRM, outstanding bigger picture items remain to be resolved that, while critical to the success of ACAS, also have larger impacts in terms of securing the global supply chain and promoting trade modernization. In particular, there is a need for greater CBP/TSA cooperation to better align security concepts and programs, not only in regard to the resolution of ACAS selectee screening holds, but also to promote a more efficient supply chain approach to air cargo security. There is also a need for expanded CBP advocacy and leadership on harmonization and inter-operability initiatives in the international arena, which are applicable not only to pre-departure risk assessment programs, but also to existing and planned post-departure manifest systems.

As the ACAS WG sunsets, we make the following recommendations to the Global Supply Chain Subcommittee: That the topic of CBP/TSA joint work to align global security concepts and programs be absorbed into the full Global Supply Chain Security Subcommittee, and that the Trade Modernization Subcommittee be tasked with the review of international harmonization needs and potential solutions and the drafting of related recommendations, and with the drafting of recommendations with regard to development of an updated and holistic CBP international advocacy/communication plan.