

# Great Idea Form

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## Requirement Summary

<b>GIF:</b>	CSPO-GIF-1014	<b>Status:</b>	Pending CBP Change Control Board (CCB) Review	<b>Submit Date:</b>	September 2, 2009
<b>Title:</b>	MMM-HL-003 Automate the transfer of custodial and manifest liability				

## Origination

<b>Requirement Initiator:</b>	Tim Perry, Multi-Modal Manifest Committee- Co-Chair
<b>Initiator Email:</b>	Timothy_Perry@apl.com
<b>Initiator Phone:</b>	202-496-2482
<b>Sponsor:</b>	Kim Santos

## Source:

<b>Source:</b>
Trade Request

## Business Sponsor

<b>Business Office:</b>	Office of Information and Technology
<b>Executive Director for the Business Office:</b>	Lou Samenfink

## CSPO Planning

Change to CSPO System?	
Change Planned?	Where/When Planned?
Assign to System: ACE	Assign to Release/Delivery: M1, M2.1, M2.2, M2.3

## Requirements Description

Business Area:	ACE Carriers
Request Type:	Business Need
Impacts Trade?	Yes
Description of Change:	<p>Automate the transfer of custodial and manifest liability</p> <p>ASSUMPTIONS:            Will need ORR input – transfer of bond liability            Whoever is in possession of the cargo has the liability.            When the border crossing or importing carrier transmits a manifest to U.S. Customs and Border Protection and the cargo movement will be In-Bond to an inland clearance point (or to an export point in the case of land bridge traffic), the carrier who initiates the manifest must identify whose bond is being obligated.</p> <p>In the case of traffic from an Ocean carrier, it may be their bond which is being obligated, in which case the bond would likely apply from origin to destination port.</p> <p>In most other cases, it is the border crossing or importing carriers bond which is the one obligated. In a large number of cases the carrier whose bond is initially obligated is not the one who has the responsibility of delivering the shipment to the customer at destination and who must ensure that appropriate release(s) information is received from U.S. Customs and Border Protection.</p> <p>This has resulted in a number of penalty situations going back to the initial carrier when the responsibility for mishandling or not reporting arrivals lies with the destination port carrier.</p> <p>The time and effort spent by the initial carrier mitigating or providing proof that they are not the ones who caused the penalty situation or that no</p>

	<p>penalty situation exists, is significant for all carriers. Subsequent to that is the apportionment of the penalty to the responsible party under AAR Accounting Rules and/or normal business practices.</p> <p>In order to address this issue and provide U.S. Customs and Border Protection with the correct information as to who has liability for the bond the following revised process is being proposed:</p> <p>=====</p> <p>Proposal: That the bond of the border crossing or importing carrier be the one obligated, but that the bond and associated manifest liability be transferred to the next bonded carrier in the route of movement at time of cargo interchange. This will result in the bond obligation becoming officially resident with the carrier who has care and control of the shipment. This transfer of liability would take place with CBP using the ACE (or AMS) system by all participating carriers. The In-Bond carrier would be identified by their I.R.S. number and the CBP unique identifier (which may be equivalent to the SCAC).</p>
<b>Benefit of Change:</b>	Would relieve the importing carrier from accountability when they no longer have the cargo and provide CBP a complete audit trail of the cargo movement.
<b>Impact Assessment:</b>	Unknown at time of entry in tool.

## System/Subsystem

<b>System:</b>	ACE	<b>Cargo Business Area:</b>	CCR
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## Implementation Requirements

<b>Needed By Date:</b>		<b>Change Urgency:</b>	
<b>Level of Effort:</b>		<b>Cost Estimate:</b>	

## Sponsor Recommendation

<b>Sponsor Recommendation:</b>	
<b>Sponsor Comments:</b>	

## Board Disposition

Date:	Disposition:	Comments:

## Next Steps:

Next Steps:

## Reasons for

## Return/Deferral/Withdrawn/Rejection/Forward to PO

Reason for Return:	
Reason for Deferral:	
Reason for Withdrawal:	
Reason for Rejection:	
Reason for Forward to PO:	

## Secretary Comments:

Comments:

## Related Items:

CR#:	CR Name:
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PTR#:	PTR Name:

## Attachments

Attachments:	
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## Action Descriptions

## Document History

### Action History

Date:	User Name:	Note:

### Update History

Date:	User Name:	Note:

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