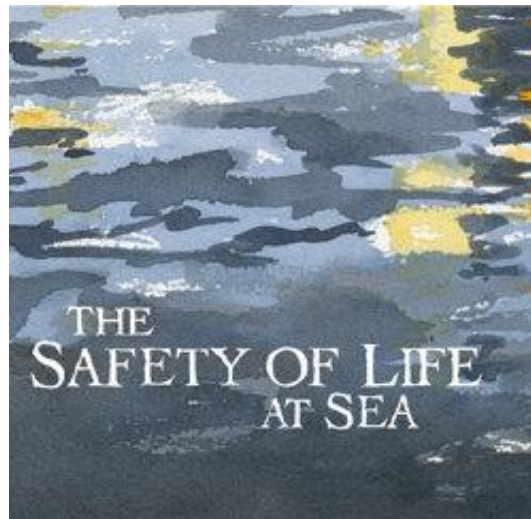




~ HIGHLIGHTS ~ NEWS ~ ARTICLES ~ DEPARTMENTS ~



IN PORT NEWS

Evey Hwang

SOLAS rule update: July 1, 2016 is the effective date for the Safety of Life at Sea (SOLAS) amendment requiring all ocean containers to have Verified Gross Mass (VGM). At the March 23rd CBFANC SOLAS and Port workshop, local US Coast Guard Lt. Commander Mark Labert reiterated the position held by USCG Headquarters Admiral Paul Thomas that US Coast Guard views SOLAS rule as “business practice” between ocean carriers and shippers. Discussed at the workshop were the Ocean Carrier Equipment Management Association (OCEMA) newly published VGM “Best Practices”. Information and process map can be viewed at www.OCEMA.com. The SOLAS amendment of 2014 mandates shipper responsibility on VGM with the below two methods:

- 1) Weighing the packed container using calibrated and certified equipment; or
- 2) Weighing all packages and cargo items, including pallets, dunnage and other securing material to be packed in the container and adding the tare weight of the container to the sum of the single weights, using a certified method approved by the competent authority of the State in which packing of the container was completed.

With less than 70 days left, and despite the push by World Shipping Council to mandate VGM, no “best practices” for submitting VGM has been put forth. Leading the advocacy and rational for workable weighing process, Agriculture Transportation Coalition (AgTC) called on US Coast Guard for listening sessions and on April 7th for the congressional hearing. Citing most all US port authorities including Oakland port have stated they do not have the means to weigh containers for VGM, shippers testified on the unworkable aspects of SOLAS rule.

Below from recent AgTC update breaks down the difficulties of satisfying VGM requirement:

Admiral Thomas states there is **NOT** just one legal method of SOLAS compliance- there are various acceptable methods of determining "Verified Gross Mass" including:

- a. Weighing the loaded containers at the marine terminals
- b. The AgTC Rational approach of the shipper providing the cargo weight and the carrier providing the container weight (as is done currently), or
- c. The OCEMA "Alice in Wonderland" approach which is so convoluted and unworkable, that investment bank Cowen & Company estimates will increase cost of shipping a container between \$50 and \$125 per container, and create massive disruption and congestion at US ports the summer, and perhaps longer.

So what's next? While Congress convened a hearing, they expressed no interest in intervening in shipping practices. AgTC has called for another clarification from US Coast Guard and has another hearing with Senate on April 20th. Now with less than 70 days before the July 1st mandate, it is uncertain what resolution can be reached in time but already certain carriers/terminals have issued guidelines on export containers at origin countries. It is an international "treaty" with 173 signatory countries all scrabbling to instate their version of SOLAS rule by July 1st. Keep informed and updated. Attend CBFANC's May 6th annual breakfast with Peter Friedmann for the latest on SOLAS rule, port and trade concerns.

Port of Oakland update: With Ports America closing vessel operations March 31st and last gate operations mid-April, the necessary shift cargo volume shift to SSA which already started early March kicks into high gear in the next months. At March 31st Port of Oakland Efficiency Task Force meeting, the Port updated on their continuation plans including subsidized extended hours at SSA and Port land use. SSA announced additional equipment as well as continuing limited extended gates with weeknight gates for reefer and Saturday gates for OneStops (peel off). Trapac, which added K-Line to their operations on April 5th, also announced some new equipment and starting with extended hours (Monday nights) for receiving reefers and equipment. Everport remains servicing Evergreen and is still in transition with eModal. Land turned over from Ports America's departure is anticipated to alleviate terminal capacity issues however much apprehension in interim months ahead. Read more on Port of Oakland continuity plans on recent Newsletter:

https://content.govdelivery.com/attachments/CAPOAK/2016/04/15/file_attachments/534210/MaritimeNewsletterApril2016.pdf

SSA Update: SSA will need to handle some additional 30 vessels as the added cargo volume by end of month. Already one consequence is Onestops minimum increase from 20 to 30 plus containers required. With assistance from Customs, weeknight gates are increased Monday-Thursday to added Friday, and weekends. With last two Saturdays generating 1200 gate moves, SSA is trying Sunday gates and will have another Sunday gate April 24th. Please know the extended gates are for reefers imports and exports, and for OneStops now for 30 plus containers serviced. However the current extended gates has shifted, to nights, rail moves and the labor-intensive reefer services to reduce daytime traffic. As previously reported, options for realizing "extra" services for Imports and Exports include:

- If less than the 30 containers defined for SSA's One Stops, check with ocean and motor carriers for possibility to draw up own list of 30 containers. This requires pre-arrival planning for clearance and freight release but worthwhile to use One Stop option.
- Shippers Transport offers an off-dock, 24/7 option. Oakland location at 555 Maritime St., #B, Oakland, CA 94607 Tel: 510-836-8781 and Stockton location at 161 E. Transportation Ct., French Camp, CA 95231 Tel: 510-604-4483 Check details and costs on www.shipperstransport.com
- Check <http://b58.tideworks.com/forecast> as well sign up to eModal which offers daily updates on vessel receiving and terminal updates.
- Sign up for Port of Oakland's daily Seaport Operation email updates for traffic and terminal updates. Send request to join at info@cbfanc.org
- Work closely with ocean and motor carriers and for pre-arrival planning.

Our Home Port: To cite April 15th article by Journal of Commerce Bill Mongelluzzo, “it may have been necessary for the Port of Oakland to lose its second-largest tenant in order to realize its full potential”. For many, the JOC’s respected journalist’s loaded statement bears questions on the previous Port administration having awarded the departing second-largest tenant that 50 year lease (and their departure 6 years later). And realization of task for current Port administration to realize and sustain Oakland’s full potential. So far, the key action Port of Oakland has chosen to include stakeholder participation bodes well for shaping Port’s full potential. CBFANC is active participant in the Port’s Efficiency Task Force meetings and will needs your input! Immediate tasks include pathways for sustaining and expanding extended gates through fees, appointment system and performance benchmarks which include Bluetooth metrics previously reported on. Please forward your comments and suggestions to Ocean Committee at info@cbfanc.org.

Port Trucking: Please continue to support your trucking partners through the necessary transitions at the Port. Much of re-alignment at port requires more off-dock options and creation of additional shifts against hours of service and truck parking considerations as well as continued equipment returns issues. Continuing support to loyal trucking partners will sustain the Oakland port community we want to foster. Adversity creates innovation! Spread the word on a new app for trucker on street-turns now being beta-tested. Check out the new app at www.jupigo.co or send an email to hello@jupigo.co. A new application for brokers to check container availability is www.terminal49.com. Under development for much of last year, Terminal 49 has promise of not just checking for container status but also for drayage sourcing. Lastly and to be reported more extensively in future, Bluetooth technology has arrived at Oakland. DrayQ and Draylink offers real-time traffic reporting within terminal. The app which had been beta-tested with some trucking companies. Both JUPIGO and DrayQ will be available on Android and Apple store early May. Lastly, attend monthly Truckers Work Group meetings. Held on the 3rd or 4th Mondays of each month at the Port’s Harbor Maintenance Facilities Building at 651 Maritime, Oakland. Co-chairing the meetings are Ralph Reynoso with Port of Oakland Wharfinger Dept. and Henry Osaki with Mutual Express.

PCC Mission to DC: Keeping informed is paramount to keeping ahead of the issues concerning our daily business (ACE, PGA, TTP, SOLAS rule, etc.) Over the 20+ years, the Pacific Coast Council consisting of the five West Coast broker and forwarders associations has successfully interacted with key government officials, a visit to Federal Maritime Commission and congressional members to advocate on trade and agency concerns...to keep you ahead of these issues. This year’s Mission is May 15-17. Come join and make a difference!

Should you have any questions or concerns for the CBFANC Ocean Committee, please contact us at info@cbfanc.org



View from Washington D.C.

Peter Friedmann

Do Nothing and Everybody Wins? Let's say you are a Member of Congress who wants to be reelected, which is the case for all 435 members of the House of Representatives, since they are all up for reelection this year, and about a third of the United States Senate. Let's say you actually want to get something done, so you can tell your constituents that you are working hard for them. But let's say that you are in a Congress that is at odds with the President's agenda, and at least in the Senate, is essentially at a stalemate, since neither party can pass legislation without the support of the other side of the aisle. So, if you can't get anything done, how do you convince constituents that you are worth reelecting?

The answer is pretty simple: you tell your constituents that you went to bat for them by preventing passage of legislation or doing something else that would be bad for them. For instance, if your constituents would think that President Obama's nominee for the US Supreme Court is too liberal, and would prefer to wait in hopes that there will be a Ted Cruz or Donald Trump who can nominate somebody more conservative next year, then you can brag that you prevented Judge Merrick Garland from being confirmed by the Senate this year.. On the hand, if your constituents believe that this nominee is too conservative, and that a Bernie Sanders or even Hillary Clinton, if elected would nominate somebody more liberal, then you can brag to your constituents that you prevented him from being confirmed by the Senate. Either way, you can claim to have delivered something for your constituents, maybe without even doing anything! Liberal and conservative Senators, Republican and Democrats --everybody wins! (Except of course poor Judge Garland who is left to dangle in the wind, at least until the Lame-Duck Session of Congress, if not until next year, or perhaps permanently denied the confirmation.)

Here Comes the Money! Over the course of the next few months, US Dept. of Transportation will be moving forward to issue grants from various programs they administer. This year, those grant announcements will come earlier than usual, due to their requirement that funds cannot be granted less than 60 days prior to an election. It's a 'good government' thing that prevents the executive branch from trying to curry favor by sending out grants to impressionable voters just as they prepare to go to the polls. It's a good rule in my view.

So, we're back to talking about the Lame-Duck. Every election year, when it appears that Congress is once again unable to legislatively advance controversial legislation, hope springs eternal that important policy can be taken care of during the so-called Lame-Duck --- the session of Congress which takes place after the elections, but before the new Congress is sworn in. The thinking is that members of Congress will be more likely to vote for a bill that they believe is substantively desirable, even if politically unpopular, at that time. Why?

For two reasons: first, some will be free to vote their conscience because they have not been reelected (because they have been defeated, or just retired). So they will never have to be going back to those special interest groups that fund their campaigns and who insist on positions that the congressman or senator might not support except for his need to keep them in his camp. Sounds cynical doesn't it? The second reason why it is possible to move legislation during Lame-Duck session is that this is the furthest away from the next time a Member of Congress will be running for reelection again. So the hope is that when standing for reelection two (House) or six y(Senate) years later, the special interest groups and constituents will forget how they voted during that 'long ago' Lame-Duck.

But the fundamental quality of any bill that has a chance of advancing during lame-duck, is that it must be substantively good for the United States, one that members of Congress would vote for if they had the luxury of a secret ballot. They know is the right thing to do. As mentioned, special interest groups (on either side of a given issue) often play a role in preventing such bills for passing during the normal course of the congressional calendar. There are some current examples, for example the TransPacific Partnership or TPP. As one member of Congress who hails from a Congressional district in which organized labor is very strong, and thus is continuously under pressure to vote against trade expansion treaties, told me:, "Peter, we all know that if these trade bills came up in a secret ballot, and our friends upon whom we depend for reelection support would not know, these bills would pass almost unanimously."

Some have paid the price for challenging this reality. A case in point is Sen. Sherrod Brown of Ohio. There was a Democratic Congressman in a 'safe' Democratic Congressional District who dared to go against labor, and voted for a trade bill that the AFL-CIO opposed. So they "took him out" by running a sure anti—trade candidate in the primary, funded that challenger very well, got the vote out, and defeated the pro-trade incumbent. Lesson learned and message to the rest of the party delivered. Who was that challenger sponsored by the unions? Sherrod Brown, now a United States Senator, and a consistent and dependable opponent of trade expansion legislation, leading the opposition to the TPP. So, vote your conscience, at your own risk.

There are many other examples, such as gun-control, abortion, education reform, where one does not wish to find oneself at odds with a powerful interest group (on either side) that has the resources to end your career in Congress. No wonder it is difficult to get Congress to take on and deal with the tough and controversial issues. Nonetheless, if there a chance for Members of Congress to walk this tightrope, it will be during the Lame-Duck this year.

Industry News & Port Happenings...

OurManinDC's 13th Annual Morning Buffet

“What the Heck is Happening in Our Nation’s Capital, at the Oakland Terminals, with the SOLAS Container Weights, with ACE and an Unprecedented Presidential Election?”

Peter Friedmann's Annual "Rapid Fire" Breakfast Address

May 6th, Friday

Due to the extensive challenges facing all in the Northern California trade and transportation community, and the vigorous discussion that we expect,

Peter will begin speaking at 9 AM SHARP

Morning Buffet

Chilled Assorted Fruit Juices
Fresh Fruit Display
Potatoes O'Brien
Hickory Smoked Bacon
Link Sausage
Scrambled Eggs
Bakery Fresh Pastries
Coffee, Decaf or Tea

Add Your Voice!

Peter wants to ensure that YOUR concerns & issues are addressed.

E-Mail him and he will include them in his presentation:

OurManinDC@FederalRelations.com

[Morning Buffet Registration](#)

When:

Get there while it is hot!!

Friday, May 6th

Doors open 8:30 – Breakfast

Served 9:00 Sharp!!

Cost:

Member and Non-Member Price:

\$ 30.00

Where:

Terrance Café

1100 El Camino Real, Millbrae, CA

(located in the El Rancho Inn

property)

PCC Mission to DC May 15 – 17 **24th Annual PCC Mission to Washington, DC**

Register today to secure your spot on the team:

[PCC Mission Registration Here!](#)

[PCC Hotel Reservations Here!](#)

Hello All:

Now is the time to register and book your hotel room for the PCC's Annual Mission to Washington, DC-Sunday May 14- Tuesday May 17. **Stipends of \$2,000.00 from CBFANC are still available!**

May is one of the last months that substantive legislative and regulatory action will take place before the Congressional recess and election campaigning take hold. With an election and the conclusion of a 2-year Congress this year, the pressure to pass legislation and wrap up an Administration is intense. Washington, DC needs our push to make sure that the PCC's agenda is heard.

Mission highlights include:

- Meet with top level officials from Customs and Border Protection, Federal Maritime Commission, Food and Drug Administration
- Spend a day on the Hill meeting with your Members of Congress and Staff to talk about issues facing the PCC
 - Stay at the newly renovated Phoenix Park Hotel, a few minutes' walk from the Capitol
 - Comprehensive briefing on latest legislative and regulatory topics impacting the PCC
 - Earn CCS credits based on Mission participation
- Dinner and drinks at the Friedmann's condo Saturday night with unbeatable view of the Capitol

The draft Agenda and Invitation are here.

[PCC 2016 Mission Agenda](#)

[PCC 2016 Mission Invitation](#)

BOOKING YOUR FLIGHT: From San Francisco you can now fly in and out of Reagan National (DCA). Dulles still is an option.

Dinner and drinks Saturday night (May 14) starts at 6 PM, you can come casual and as late as you like. The Wrap Up will conclude at 6:30 PM on Tuesday (May 17).

REGISTRATION and HOTEL: [PCC 2016 Mission Registration](#)

Our hotel room block is filling up fast!

Please join your fellow PCC Missionaries on this important annual event in Washington, D.C.

Thank you,
Jack Hubbard
President
CBFANC

24th Annual PCC Mission to Washington, DC Event Description:

With an election and the conclusion of a 2-year Congress this year, the pressure to pass legislation and wrap up an Administration is intense. May is one of the last months that substantive legislative and regulatory action will take place before Congressional recess and election campaigning takes hold in the Summer and Fall. Washington, DC needs our push to advance TransPacific Partnership, the US-EU trade deal, and increased transportation funding. Meanwhile, CBP, FMC, FDA, and other Federal agencies need our input as they push ahead on programs directly impacting brokers and forwarders—Safety of Life at Sea, ACE, CTPAT for Exports, etc. The PCC Mission to Washington, DC is not to be missed-- you will want to be here!

Event Summary

Influence Leaders of Customs and Members of Congress
Your chance to push our agenda with Customs
Tired of being the step child of trade?
Let your voice ring through the halls of Congress

CBFANC \$2,000.00 Stipends Available:
\$10,000.00 CBFANC travel Stipends Available for 5 lucky participants

The Annual PCC Mission to DC – May 15-17

Meet face-to-face with CBP directors and top government officials. Influence members of Congress on issues of key interest to you and our trade

There is no more powerful way to influence key decision makers and power brokers than to sit down face to face and impart your priorities and issues that you work every day. Have a say and directly affect the outcome!

The Mission is your best opportunity to hear, first hand, what is really going on in DC, without the filter of those talking heads and cable news shows. Many brokers and forwarders say that the PCC Mission are three of the most worthwhile and memorable days of the year.

View the official PCC Mission invitation here! [Official PCC Mission Invitation](#)

Meet top brass and key policy makers:

CBP
FDA
FMC
PGA

Key members of Congress

Push vital trade agendas:

ACE
SOLAS
C-TPAT
TTP

Infrastructure funding

View the full PCC Mission agenda here! [Official PCC Mission Agenda](#)

Get \$2,000 to offset your travel expenses!

CBFANC is sponsoring 5/five stipends for a total of \$10,000 to empower members to voice their issues and concerns! *Stipends are offered on a first come basis* and paid after the Mission. Recipients must attend all events and submit newsletter article about their experience to receive the stipend.

Apply now! Send request to info@cbfanc.org - *Do not delay, this is strictly a first come, first served offer!*

FIRST TIMERS WELCOMED! Don't be shy. You will be matched with experienced Mission participants who will walk you through the process from A – Z. *Take this once in a lifetime opportunity* to participate first hand in the political process and influence key trade events affecting everyone.

Register today to secure your spot on the team:

[PCC Mission Registration Here!](#)

[PCC Hotel Reservations Here!](#)

Program Overview

- * Sunday morning PCC Board Meeting (to which all PCC Missionaries are welcome).
 - * Mission Briefing, Sunday lunch and afternoon.
 - * Annual Mission Opening Dinner
- * Briefing with CBP - all CBP issues, processes and programs impacting brokers and forwarders.
 - * Federal Maritime Commission, FDA, leaders of major DC trade associations
 - * Dinner with a senior government official -- always a special event.
- * Tuesday breakfast at Capitol Hill Club. Chief Trade Counsel for the House of Representatives.
- * PCC Missionaries fan out over Capitol Hill to take our messages to the staff and Members of the California, Oregon and Washington Congressional Delegations.
- * Mission Wrap Up, with cocktails in hand, we review the accomplishments and challenges

CHB Exam Prep Course

Advance Your Career - Sign up NOW!

60+ hours during 9 class days & individual one-on-one concall sessions during 5 weeks
You will be empowered to confidently sit for the exam

[Fall 2016 CHB Prep Course](#)

CHB Exam Prep Course Boot Camp is designed for those individuals who truly have a desire to learn and understand the Customs Regulations and Harmonized Tariff Schedule in a compact environment. You must have the desire and fortitude to dedicate yourself to the learning process by attending every class and completing every assignment. It will be intense! You will learn more than you ever thought possible!

If you plan to sit for the Customs Broker's Exam and want to exponentially increase your chance of being successful, join the CBFANC course which has been taught for 16 years in the San Francisco Bay Area.

This is a hands-on course, not a boring lecture series with a talking head in front of the room!

We engage you to secure your success! Classes are held in the Socratic method which means that the Instructor and the students ask and answer questions. As a CHB Exam Prep training program, we understand your goal of preparing and successfully passing the exam. With this in mind, the structure of the course enables students to answer questions with minimal assistance from the instructor.

We call it a Boot Camp for a reason!

It's short, intensive and focused. Over the years we have distilled the essentials to understanding necessary for you to pass – as in military boot camp you have to do the work, but unlike having an angry faced sergeant screaming in your face trying to push you to fail, our instructor is about empowering you with the tools, skills, and knowledge to succeed!

- It's **short** because in today's world, no one has time to meet several times per week, commute to and from class after work, fit in picking up kids and work late hours.

- It's **intensive** because we power-pack your time with the knowledge needed to confidently sit for the exam

- It's **focused**:

A) We have distilled the knowledge you need to successfully

B) Class time is focused on the essentials while the support network is in place for you to stay focused on your mission to pass

C) You have to be focused and do your share of the heavy lifting – study!

You must do your homework! We give you the tools to make it as easy and simple as possible but you will be required to study 15-20 hour a week outside the classroom.

Sign up NOW to enhance your professional life, increase your earning potential and create new opportunities for yourself and your family. All of the features below provide you with the benefits you need to succeed – all in 3 months for a lifetime of benefits – you can do it!

Supportive Environment

- One-on-One time with instructor - Overcome test fear
- Weekly check in calls on study progress and to enhance learning
- Maintain your focus & study with encouragement
- Students support each other to succeed - You are not alone...

Thorough Exam Preparation

- You will take a minimum of 6 to 10 actual CHB exams throughout the course to become familiar with the format and be comfortable with the process. (performed outside class time)
- In depth exam question analysis and interpretation - slow is fast
- Learn how to Identify and pass the challenging questions

Student interaction encouraged and networking opportunities

- Informal Study-Buddy groups – students that study together pass at a higher rate
- Pot-luck snack breaks – brain breaks and social interaction
- Post-grad professional networking - a career supporting network for years to come

Powerful Study tools

- iPhone Flash Card App for the Regulations Table of Contents – study anywhere & anytime
- Electronic Lesson Plan – demystifies the material and provides overview
- Blend of printed books and electronic tools – covers all learning preferences

(Special Note: You may use any printed materials during the actual CHB Exam – Electronic tools are not permitted)

Professional advancement

- Greater earning potential for licensed CHB vs clerks and compliance specialists
- Direct path to career advancement - from clerk > supervisor > management
- Increased job opportunities and career paths.

[CSMS# 16-000321 - Submission of PGA Forms Through DIS Until ACE Mandatory](#)

04/22/2016 09:57 AM EDT

Automated Broker Interface

Submission of PGA Forms Through DIS Until ACE Mandatory Deadlines

This message applies to ACE Cargo Release filers and applies only for an interim period from now until the ACE PGA message set and/or Document Image System (DIS) becomes mandatory for Partner Government Agencies' (PGA) data. The below listed PGAs are now allowing the submission of the attached list of forms to U.S. Customs and Border Protection (CBP) and the appropriate agencies through DIS for ACE Cargo Release filers.

The following agencies have agreed to allow their forms to be submitted via DIS during the course of their pilots until the ACE mandatory dates:

- Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF)
- Drug Enforcement Administration (DEA)
- Environmental Protection Agency (EPA)
- Fish and Wild Life Service (FWS)
- National Marine Fisheries Service (NMFS)

Please see the attached list of PGA Forms added to the list of forms that are allowed in DIS when filing ACE Cargo Release entries. Also, please note that the PGA forms that require approval and/or signature by the PGA must obtain the approval/signature from the PGA prior to submitting the form in DIS. Those forms requiring PGA approval prior to submission in DIS are indicated by an asterisk in the attached forms list. These forms include the ATF Release & Receipt of Imported Firearms, Ammunition and Implements of War Form (6A) and the EPA Notice of Arrival of Pesticides and Devices Form (EPA 3540-1). Also, the ATF Form 6A no longer needs to be signed by CBP and mailed to ATF if the form is submitted through DIS. In addition, the EPA Form 3540-01 mentioned above does not need to be signed by CBP. Unless deemed necessary, there is no requirement for CBP to print out the submitted forms from DIS.

During this interim period, filers do not have to submit the forms in paper to CBP. Filers need only to upload the PGA forms via DIS in order for CBP to verify the PGA requirements have been met.

Filers participating in PGA pilots may still submit the required data via the PGA message set. This interim DIS policy is merely providing the option for Cargo Release filers to submit the attached set of PGA forms in DIS until the data captured in those forms will be required to be submitted through the PGA message set.

Please note that when all ACE mandatory dates are implemented, all filers will have to conform to the PGA message set and/or DIS requirements set forth by each PGA. For example, the National Highway Safety Traffic Administration (NHTSA) filings are currently mandatory in ACE, and the HS-7 Declaration data must be transmitted with the PGA message set, so the HS-7 does not qualify for submission through DIS. Should you have any questions please contact International Trade Specialist Daniel Collier at 202-863-6225.

[CBP Info Notice 728-16-03 New CST](#)

This is the new Import Specialist team # and contact information as a result of the permanent transition of Import Specialists to the 10 Center of Excellence and Expertise.

Katie Woodson
Electronics Center of Excellence & Expertise
Assistant Center Director, Partnership
555 Battery Street, Room 318
San Francisco, CA 94111



Homeland Security



SILICON VALLEY HOMELAND SECURITY DAY: U.S. Customs & Border Protection

IN BRIEF

The U.S. Department of Homeland Security (DHS) Science & Technology Directorate (S&T) must rapidly identify and develop technologies to counter emerging threats. The mission of U.S. Customs & Border Protection (CBP) is to safeguard America's borders thereby protecting the public from dangerous people and materials while enhancing the Nation's global economic competitiveness by enabling legitimate trade and travel.

On April 29, S&T and CBP plan to bring together technology startups, investors, CBP leaders and stakeholders to discuss unique opportunities to help promote the safety of the traveling public and CBP officers, security of the global supply chain, and, ultimately, American prosperity.

This event will provide technology startups and investors with an opportunity to learn more about CBP's mission, what technologies are being used to complete their mission and where CBP is looking for creative ideas and solutions to enhance mission capability.

WHO SHOULD ATTEND

The event is directed towards startups and investors, but is open to all innovators, tech start-ups and investors.

REGISTRATION

To register, go to:
<https://regonline.com/CBP-SV-Day>

Registration is complimentary. Space is limited.

DETAILS

Friday, April 29, 2016

9:00 a.m. – 3:30 p.m. PT

SRI International

333 Ravenswood Ave.
International Building Auditorium
Menlo Park, CA 94025

HOSTED BY

U.S. Department of Homeland Security
Science and Technology Directorate and
U.S. Customs and Border Protection

QUESTIONS

DHS-Silicon-Valley@hq.dhs.gov

DHS S&T is helping the Department to engage the innovation community to tackle some of the hardest problems faced by the operational components.



U.S. Customs and Border Protection (CBP) in partnership with the Department of Homeland Security (DHS) Science and Technology Directorate (S&T), seeks to engage the tech startup community to develop technology solutions to enhance CBP's mission capability in several critical areas. CBP and S&T believe engagement with the tech startup community will yield innovative and high impact solutions. The examples below are designed to provide a broad initial overview of areas of interest for future engagement opportunities.

1

Small Unmanned Aerial Systems (SUAS) to Enhance Mission Capability

CBP is interested in exploring the use of person-portable SUAS to augment mission capabilities, focusing on person-portable SUAS which can support border patrol agent activities to enhance overall situational awareness or support distinct events such as an active shooter incident. These drones should have sensor packages that include interchangeable electro-optical and infrared surveillance capabilities and the capability to provide relevant data feeds to a tablet or computer. SUAS are envisioned to be capable of line-of-sight autonomous flight, have avoidance capabilities (i.e., from obstacles or thrown objects), and the capability to function in coordination with other SUAS deployed by other agents. All analytics processing would need to be done "on board" or with a local controller such as a tablet or laptop. Additionally, CBP is interested in tethered drones which could be located at and/or between land border ports of entry that can gather video data and perform analytics on issues such as wait times or identifying potential illegal activities.

2

Open Source Modules to Enhance the Global Travel Assessment System (GTAS)

The Global Travel Assessment System (GTAS), CBP's free and open source software provides foreign nation states with the basic capacity to ingest, process, query, and construct risk criteria against their industry derived standardized air traveler information. This provides border security organizations (i.e., customs and immigration) with the necessary tools to prescreen travelers entering into and leaving their respective countries. CBP is interested in developing additional open source software components to enhance GTAS capabilities, including: 1) entity resolution features to enhance the GTAS watch listing capability in identify individuals with similar biographic data (i.e., same name and date of birth); 2) predictive analytics capabilities designed to accompany the GTAS rules engine and watch list feature in identifying high risk passengers; and 3) geospatial/visualization that would provide insights as to the behavior of watch listed or rules-positive individuals with regards to seating selection and other relevant risk indicators.

3

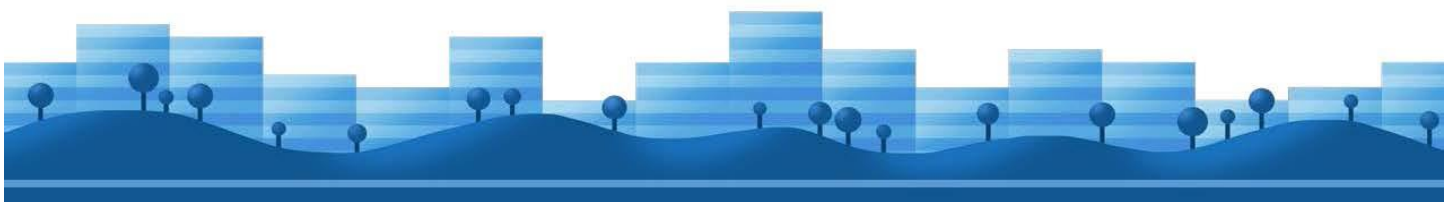
Wearables for K-9s

With active teams of K-9s, which support officers and agents in a variety of missions, such as the detection of contraband materials, CBP is interested in developing wearable technology for the K-9s to monitor and track vital signs such as heart rate, respiration, and core temperature. Such technology must be hardened and be suitable for field duty without impacting the animal's comfort or performance. In addition to the hardware, CBP is interested in data analytics capabilities to provide broader insights as to the animal team's performance, such as indicators of when a detection animal might be getting exhausted and thus performing less effectively.

4

Biometrics

CBP is interested in advanced biometric technologies (iris, facial, fingerprint, etc.) to support the automation and streamlining of entry/exit processes. Innovative technologies must be flexible, affordable, high-fidelity, and interoperable with an enterprise architecture. Advancements of biometric capabilities in consumer devices such as smart phones is also of interest. Examples of technologies that would be of interest include, but are not limited to, those that can rapidly gather biometrics data from a jetway at an airport and a vehicle exiting the country at a land border port of entry.



FDA San Francisco District Import Contact Information

FDA San Francisco District Information and Communication Procedures

To contact us, please follow the instructions below. Remember, correct and complete information will greatly speed up the processing of your entry. For questions, email is preferable to fax and phone calls. Entry documents should be uploaded into ITACS. For information and how to access ITACS, please see <http://www.fda.gov/ForIndustry/ImportProgram/ucm296314.htm>

In collaboration with the U.S. Customs and Border Protection (CBP) and 46 partner government agencies, the Food and Drug Administration has been working to modernize business processes through the implementation of the Automated Commercial Environment/International Trade Data System (ACE/ITDS). For additional information and resource materials about ACE/ITDS, please see <http://www.fda.gov/forindustry/importprogram/entryprocess/importsystems/ucm456276.htm>. For questions about getting started filing in ACE/ITDS, data requirements, or ACE/ITDS-related technical assistance, email: ACE_Support@fda.hhs.gov.

ENTRIES THAT HAVE NOT BEEN DETAINED OR REFUSED

a) Questions regarding Documents for Review

- Email: sanimportsentryreviewers@fda.hhs.gov
- Fax: (510) 337-6706

Questions regarding import documents requested for further review. Please send entry documents (Customs Form 3461, Invoice, Bill of Lading, etc.) electronically through ITACS at <https://itacs.fda.gov>. If ITACS is not available, submit the documents to the email group or fax number listed above.

b) Availability – ITACS

- Email: sanimportsstatus@fda.hhs.gov
- Fax: (510) 337-6706

Please submit availability/location of goods through ITACS. Provide the firm name, complete address including a suite number if applicable, zip code, contact name and phone number, and hours of operation.

If you encounter any ITACS issues, please send an email to the ITACS Help Desk at ITACSSupport@fda.hhs.gov.

c) Status - ITACS

- Email: sanimportsstatus@fda.hhs.gov
- Phone: (510) 337-6722
- Fax: (510) 337-6706

You can use ITACS to check the status of individual entries and lines. Questions regarding the status include questions such as: "When is an Investigator coming out to examine my

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shipment?” or “An examination of the product was made and a sample was not collected – what is the current status of this shipment?” Also, please use this email to inform us of updates or changes to firm addresses.

SAMPLED, DETAINED, OR REFUSED ENTRIES

- Email: sanimportscompliance@fda.hhs.gov
 - Please include the entry number and the product
- Fax: (510) 337-6703

Please contact the Compliance Officer identified on the Notice of FDA Action. Prior to contacting the Compliance Officer, please read the Notice of FDA Action in its entirety.

ECD stands for Estimated Completion Date. If you see a Notice of FDA Action with a “SAMPLES COLLECTED” heading and it has the words “ECD” or “Estimated Completion Date” followed by a date on it, please do NOT contact sanimportscompliance@fda.hhs.gov until AFTER the Estimated Completion Date printed on the notice.

Once an entry has been sampled, detained, or refused, please do not use ITACS to correspond with the Compliance Officer.

OASIS SYSTEM PROBLEMS

- Email: sanimportsstatus@fda.hhs.gov

Questions regarding software problems, such as entry reject.

PRIOR NOTICE AND FOOD FACILITY REGISTRATION QUESTIONS

For Prior Notice and Registration technical questions (e.g., passwords) as well as general questions regarding Food Facility Registration, contact the FDA Industry Systems Help Desk at (800) 216-7331 or (301) 575-0156.

For Prior Notice general questions, contact the Division of Food Defense Targeting (Prior Notice Center) Hotline at (866) 521-2297. These numbers are available 24 hours a day, 7 days a week.

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Riege Software International - "With around 80 employees, over 300 international customers and offices in Europe, Asia and North America, Riege has made a name for itself as an experienced partner for freight forwarders, carriers and manufacturing businesses. Riege not only provides the industry with individual logistics solutions but also offers extensive first-hand customer support and services."

www.riege.com

May Chen, CHB - Doing business since 1998 under the trade name Ability Customs Brokers, the firm offers support in all areas of importing and exporting including U.S. Customs clearance, bond coverage, transportation, and cargo insurance. They are base in the Port of San Francisco, California. <http://abilitycb.com>



2016 Educational & Program Events

(Working Calendar as of April 22, 2016)

May 6th

Peter Friedmann, Our Man in DC Annual Morning Buffet
Terrace Café (El Rancho Inn), Millbrae, CA

May 15th-17th

PCC Mission to Washington
Washington, D.C.

July TBA

CHB Fall Exam Prep Course
CitiGarden Hotel, SSF

October 13th-16th

WESCCON 2016
Loews Coronado Bay, San Diego, CA