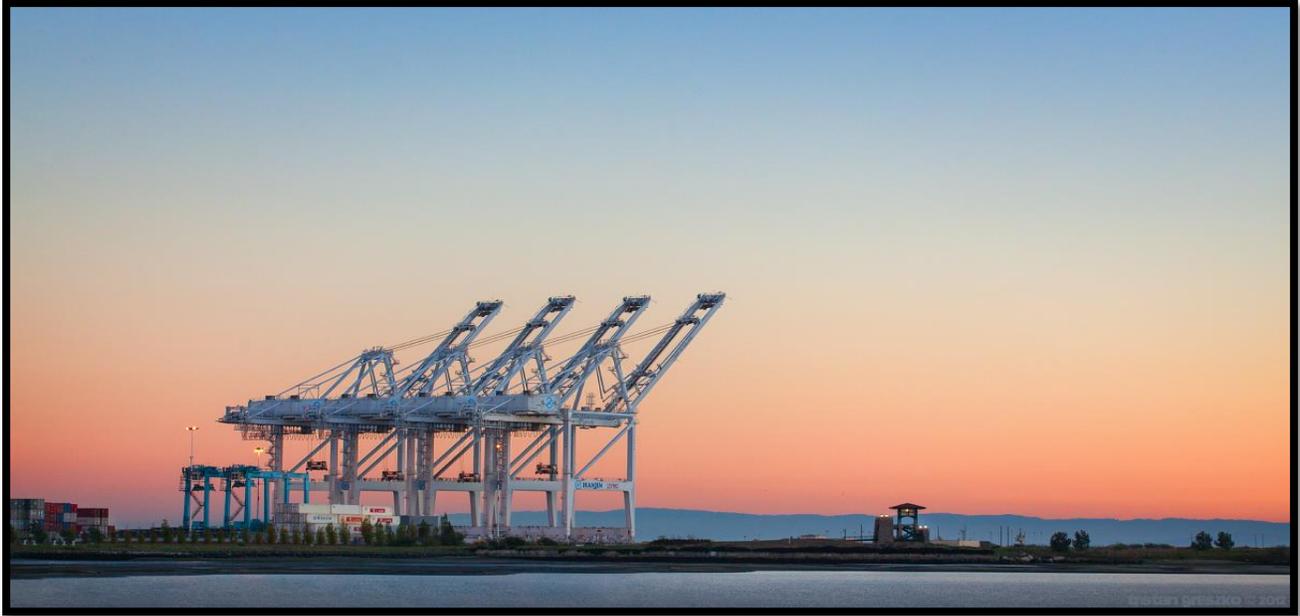




~ HIGHLIGHTS ~ NEWS ~ ARTICLES ~ DEPARTMENTS ~



Ocean Committee
Evey Hwang

IN PORT NEWS
Evey Hwang

With the departure of Ports America earlier this year and majority of its cargo volume shifting to OICT/SSA, 2016 stressed Oakland Port still recovering from the 2014-15 labor disruptions. At start of year, many port drayage companies considered dropping congestion surcharges. Instead, with street traffic, morning congestions resulting in closed areas continuing, resolutions were needed and quickly. The Port of Oakland assisted with \$1.5 Million subsidy to SSA for weeknight reefer gates. To their credit staying at the port, SSA took on additional lease expenses for Roundhouse property to reconfigure lanes and equipment handling. Other changes including anticipated use of land vacated by Ports America can be found in recent Port of Oakland newsletter. https://content.govdelivery.com/attachments/CAPOAK/2016/07/20/file_attachments/589055/Maritime%2BNewsletter%2B-%2BJuly%2B2016.pdf

The appointment system implemented June 6th mitigated street traffic but very uneven results for most port truckers. Mismatched availabilities (SSA vs eModal) but it's the 48 hours open appointments restrictions and slots closing within 5-10 minutes of the 6:00 a.m. daily opening (of appointments) which most challenges port deliveries. CBFANC continues to push for open appointment system. Next came the \$30.00 fee necessary to sustain

extended gates which implemented June 20th for import and export loads. This fee is different from the LA PierPass program as it is not port-wide program but as unwelcomed as it creates another expense and another level of facilitation. Levied for both day and night, the \$30.00 fee is part of 90 day trial to allow two shifts for containers in/out of OICT/SSA terminal. This payment necessary for release of all transtainer loads further complicated the process on import containers for both brokers and port truckers. <http://www.portoakland.com/press-releases/port-oakland-night-gates-will-stay-open-subsidy-ends/>

Started June 27th, the Monday through Thursday night gates were instigated to mitigate day volume with night deliveries option. The lack of day appointments has necessitated night appointments and represents increased costs for importers at Oakland port. With hours of service concerns and limited port parking, night deliveries carries added costs of overtime (or second shift) drayage and yard storage. So while the night gates represent option for extended hours for import and export loads, the recent months at Oakland has been one difficult transition after another. Please support your trucker partners through this critical period. Whether coordinating clearances or bookings, time-stamping communications is suggested and may be crucial in negotiating free time. <http://www.portoakland.com/press-releases/port-oakland-survey-night-gates-best-way-spread-workload/>

Please note the following from SSA on new payment option through eModal and appointment info.

Valued OICT customer,

We are pleased to announce that the recently implemented OICT gate fee will be collected through eModal. You now have the ability to pay this fee for Import containers via credit card online. An online payment service fee of \$1.20 per container will be charged to cover processing costs for gate fees paid via credit card or ACH through the online payment system.

At this point, the gate fee for Export containers will not be accepted via the online payment system and will be invoiced directly to the responsible party. We will notify you as soon as the online payment function for export containers is available. Until then, please send vessel/voyage, booking numbers, the containers that in-gated under the associated booking numbers and billing information to OICTFees@adventintermodal.com. If no billing information is received the drayage company responsible for in-gating the container will be billed.

Additionally, eModal will offer guarantee accounts to qualified customers who have completed the SSAT customer billing agreement. If you have signed an agreement with SSA Terminals, you will be contacted by eModal service staff with further instructions.

Please contact the eModal helpdesk with any questions at 866-758-3838 or helpdesk@emodal.com.

FAQ:

How do I pay an OICT night gate fee for an Import load?

If you are an existing eModal user, gate fees will be available in the online payment system screens.

- a. *For new users, please log in to www.emodal.com, select Menu -> eModal Community Portal -> Import Containers. On the import screen, select 'Add to Watchlist', enter your container number and save to view Import container details. Select 'Pay Fees' and you will be guided to the payment screen. The terminal will be updated of your payment.*
- b. *For users without access to the eModal Community Portal, you can select Menu -> Containers -> Pay Fees*

If I am accepted as guarantee customer, do I have to go to emodal.com?

Yes, you will go through the same process as described above, on the payment screen you will be able to select "Fee Guarantee Account" as payment type.

How do I pay an OICT night gate fee for an Export load?

At this point, you will be invoiced for Export containers, post in-gate at OICT.

To Our Valued Customers,

As a reminder, as of **JUNE 6, 2016** SSAT Oakland International Container Terminal (OICT) began requiring mandatory appointments for **RTG (Transtainer) Delivery Import Lanes 2, 6, B & K only**. No other transactions require appointments at this time. We have seen a significant difference in trucker turn times, and feel this is a positive step towards getting the trucks moving and import containers delivered.

We want to take this opportunity to provide you with some basic information to answer any questions that you may have regarding this process

- **Appointments must continue to be made on the web at www.emodal.com**
- **Appointments slots will open no sooner than 6:00 a.m. the previous day**
- **Example: Appointments for Tuesday would open at 6:00 a.m. Monday morning**
- **Exception: Openings for Monday appointments will begin at 6:00 a.m. Friday**
- **Appointments will be configured in one hour blocks**
- **Truckers will be given a 45 minute window at the front and the back end of their appointment.**
- **Containers must be cleared and show available for pickup to make an appointment**
- **Multiple appointments cannot be made for the same container**
- **Trucks without an appointment for import pickup will be denied transaction**
- **Missed appointments are subject to cancellation**
- **Please cancel your appointment if you don't plan on using it to make room for others.**

For assistance with EModal please contact helpdesk@EModal.com or call (866) 758-3838 / For assistance with SSAT OICT appointment process please contact OICTApts@ssamarine.com or call (866) 545-3142 . Please do **NOT** copy in OICT terminal staff to emails regarding appointments. Everything needs to be directed to above contacts. / Thank you, OICT Management

Access to the terminal is subject to the terms and conditions set forth in our MTO Schedule which is available at www.ssamarine.com

Please send suggestions or questions to Ocean Committee at info@cbfanc.org

A BROKER'S VIEW ON SSA NIGHT GATES

Jeanne Burns, Thornley & Pitt

The Ocean committee has done an excellent job of reporting on happenings at the port. Most recently providing full detail on the fee that SSA is collecting for every container moving off their pier. The fee was noted to be the cost of having a night gate at SSA. The newsletter and blasts also indicated that a night gate was available at SSA and has been active in providing times etc.

What has been learned this week – is that the night gate – is not an option but a Requirement. At 6 a.m. – the website at SSA opens to make appointments for 48 hours in advance. It is frequently the case that the appointments for the day gate are gone by 6:10 a.m. Now – if you are unable to secure a dayside appointment for your container within free time – you **MUST** take a night appointment. Failing to take the night appointment within the free time – will mean that your container will be charged demurrage. So – the nightgate – which can have appointments at 1 a.m. – are required to avoid demurrage.

This message is to allow you to update your clients and/or your truckers. No one will be happy paying a premium to pick up their containers after normal business hours, also requiring a secure yard for storage overnight in most cases. Nor will anyone be happy paying demurrage for their container because there are no day appointments available within the 4 day free time.

Industry News & Port Happenings...

USITC MAKES DETERMINATION IN FIVE-YEAR (SUNSET) REVIEWS CONCERNING STAINLESS STEEL WIRE ROD FROM ITALY, JAPAN, KOREA, SPAIN, AND TAIWAN

Courtesy: www.usitc.gov

On July, 8 2016 The U.S. International Trade Commission (USITC) determined that revoking the existing antidumping duty orders on stainless steel wire rod from Japan, Korea, and Taiwan would be likely to lead to continuation or recurrence of material injury within a reasonably foreseeable time.

As a result of the Commission's affirmative determinations, the existing antidumping duty orders on imports of this product from Japan, Korea, and Taiwan will remain in place.

All six Commissioners voted in the affirmative with respect to imports from Japan, Korea, and Taiwan.

The Commission further determined that the existing antidumping duty orders on stainless steel wire rod from Italy and Spain would not be likely to lead to continuation or recurrence of material injury within a reasonably foreseeable time.

As a result of the Commission's negative determinations, the existing antidumping duty orders on imports of this product from Italy and Spain will be revoked.

All Commissioners voted in the negative with respect to imports from Spain. Chairman Williamson and Commissioners Johanson, Broadbent, and Kieff voted in the negative with respect to imports from Italy; Commissioners Pinkert and Schmidlein voted in the affirmative with respect to imports from Italy.

Today's action comes under the five-year (sunset) review process required by the Uruguay Round Agreements Act. See the attached page for background on these five-year (sunset) reviews.

The Commission's public report *Stainless Steel Wire Rod from Italy, Japan, Korea, Spain, and Taiwan* (Inv. Nos. 731-TA-770-773 and 775 (Third Review), USITC Publication 4623, July 2016) will contain the views of the Commission and information developed during the reviews.

The report will be available by August 15, 2016; when available, it may be accessed on the USITC website at: http://pubapps.usitc.gov/applications/publogs/qry_publication_loglist.asp.

BACKGROUND

The Uruguay Round Agreements Act requires the Department of Commerce to revoke an antidumping or countervailing duty order, or terminate a suspension agreement, after five years unless the Department of Commerce and the USITC determine that revoking the order or terminating the suspension agreement would be likely to lead to continuation or recurrence of dumping or subsidies (Commerce) and of material injury (USITC) within a reasonably foreseeable time.

The Commission's institution notice in five-year reviews requests that interested parties file responses with the Commission concerning the likely effects of revoking the order under review as well as other information. Generally within 95 days from institution, the Commission will determine whether the responses it has received reflect an adequate or inadequate level of interest in a full review. If responses to the USITC's notice of institution are adequate, or if other circumstances warrant a full review, the Commission conducts a full review, which includes a public hearing and issuance of questionnaires.

The Commission generally does not hold a hearing or conduct further investigative activities in expedited reviews. Commissioners base their injury determination in expedited reviews on the facts available, including the Commission's prior injury and review determinations, responses received to its notice of institution, data collected by staff in connection with the review, and information provided by the Department of Commerce.

The five-year (sunset) reviews concerning *Stainless Steel Wire Rod from Italy, Japan, Korea, Spain, and Taiwan* were instituted on May 1, 2015.

On August 4, 2015, the Commission voted to conduct full reviews. All six Commissioners concluded that the domestic group response for these reviews was adequate, the respondent group responses from Italy, Korea, and Spain were adequate, and the respondent group responses from Japan and Taiwan were inadequate. The Commission determined to conduct full reviews of the orders on imports from Italy, Korea, and Spain based on an adequate level of respondent participation, and to conduct full reviews on imports from Japan and Taiwan in order to promote administrative efficiency.

A record of the Commission's vote to conduct full reviews is available from the Office of the Secretary, U.S. International Trade Commission, 500 E Street SW, Washington, DC 20436. Requests may be made by telephone by calling 202-205-1802.

Proposed Amendment to ISF Regulations

Courtesy of GDLSK.com

On July 5, 2016 CBP published a proposed change to the regulations (19 CFR part 149) defining "importer" under Importer Security Filing (ISF) regulations. <https://www.gpo.gov/fdsys/pkg/FR-2016-07-06/pdf/2016-15687.pdf> As a general rule, the regulation provides that the ISF Importer is the goods' owner, purchaser, consignee, or agent such as a licensed customs broker. This notice concerns the exceptions to the general rule. The proposed changes affect the person that will be the responsible party for filing ISFs in connection with specific types of shipments to the United States: "foreign cargo remaining on board (FROB), immediate exportation (IE), transportation and exportation (T&E) in-bond shipments, and foreign trade zone (FTZ) shipments. Currently, the regulation provides that the carrier is the ISF Importer for FROB cargo, and that the party filing the IE, T&E, or FTZ documentation is the ISF Importer for these shipments.

CBP's proposal would add non-vessel operating common carriers (NVOCCs) to the definition of importer for FROB shipments. This proposed change recognizes that in certain instances, the NVOCC does not share the identity of the shipper with the carrier for these transactions. The proposal would also expand the definition of ISF Importer for IE, T&E, and FTZ shipments to also include the goods' owner, purchaser, consignee, or agent such as a licensed customs broker. This proposed change once again acknowledges that the carrier may not have the most complete information about these transactions. These changes have been proposed to make the person who has the best access to complete information about the shipments the party responsible for filing the ISF.

While CBP has ultimately concluded that carriers may not have access to complete and accurate information, it continues to ignore the fact that NVOCCs and Customs Brokers act merely as agents for the goods' owners, purchasers, or consignees. If the regulation is to be amended it should place responsibility for the filing of the ISF on the people who have a financial interest in the commercial transaction that is the basis for the shipment to the United States. The owners, purchasers or consignees can act through agents, but the ultimate responsibility for the accuracy and completeness of the ISF filing should rest on the people who have caused the goods to be shipped to the United States. These are also the people who have complete and accurate information about the merchandise. Comments can be submitted on or before September 6, 2016.

WESCCON Scholarship 2016

[WESCCON 2016 Scholarship Application Here!](#)

The PCC and Avalon Risk Management are offering a scholarship to attend WESCCON 2016 in San Diego on October 13-16. In order to apply you must be an employee of a professional CBFANC member and have a minimum of two years of experience in the logistics industry. Applications must be completed and submitted to info@cbfanc.org no later than August 15, 2016.

The scholarship will cover all travel expenses, WESCCON registration fees and lodging at this year's WESCCON hotel, Loews Coronado Resort. All seminars, meals and social activities are covered by the WESCCON registration, so there is very little out of pocket expenses for attendees. WESCCON 2016 offers an excellent opportunity to hear about the latest developments on ACE, port congestion, trade legislation, how to use the ACE Portal, 19 CFR 111 Re-Write, and more. Events and panels will feature leading industry experts as well as top CBP personnel, including a key note address by the Commissioner of Customs.

Please apply today! WESCCON 2016 will be a valuable and affirming experience for this year's lucky winner!

Applications are available on the WESCCON 2016 website, <http://www.pacificcoastcouncil.org/#!wesccon-2016/njzxo>

2016 Educational & Program Events

(Working Calendar as of July 25, 2016)

September 13th

BIS: Complying with US Export Controls
Via PAEI – click [here](#) for more information.

October 13th-16th

WESCCON 2016
Loews Coronado Bay, San Diego, CA

February TBA, 2017

CHB Spring Exam Prep Course
CitiGarden Hotel, South San Francisco, CA