

## News In Brief

### Mexico TPL 1 is Over 90% Full

U.S. Customs and Border Protection (CBP) has issued its August "Threshold to Fill" list for Quota and Tariff Preference Levels. Mexico TPL 1 pertaining to cotton apparel and articles is 93.56% filled.

### Apps for Port Truckers

Tideworks Technology, the technology division of the parent of SSA Marine, has developed a new app for the Massachusetts Port Authority to assist truckers in accessing container availability information from their smartphones. Although it will only be used at the Port of Boston it will be interesting to see if it does save time in making cargo moves in the port and whether other ports adopt this or similar technology as they are all looking at cutting congestion and turn times.

### IMO Container Weight Verification Requirement Update Ocean Terminals in Los Angeles/Long Beach Moving to Appointment System

There has not been any specific direction given on how the IMO (International Maritime Organization) will verify container weights, but Daniel Meylor has joined the NVOCC Committee of the NCBFAA who is working on this issue and we will keep you updated as information becomes available. APLL has also provided a website where you may check for more detailed information.

Visit <http://www.worldshipping.org/> to access the additional information.

### Port News

#### Oakland Terminals Proposing PierPass Type Program (OakPass)

The terminals at the Port of Oakland are planning a program similar to the current PierPass program that is in use at Southern California terminals to help pay for Saturday gates. The proposed fee applies to trucks picking up containers between 7:00 a.m. and 6:00 p.m. Monday through Friday. The proposed cost has not been disclosed but it has been rumored to be \$17.00 per 20-foot container and \$34.00 for all other size containers.

One consistent complaint thus far from various trade organizations and shippers is that the terminals do not plan on sharing the specifics of the plan with the general public, only to the FMC. Shippers and trade groups are concerned that there will be no transparency on how much revenue is accrued and what expenses are accrued to justify the costs. That has been the biggest complaint with the PierPass program in Southern California particularly since those fees have been raised but services have been cut.

Apparently, the FMC agrees with these groups and shippers and have requested more information from the terminal operators before making any decisions.

*The following articles were written by Daniel Meylor*

PierPass, Inc. has announced that 10 terminal operators plan on requiring truckers to make reservations to pick up containers in the Ports of Los Angeles and Long Beach. The terminals have agreed to adopt an appointment system action plan with a commitment to a set of common requirements for consistency in the ports. The rules agreed on by the terminals are:

- Appointments will be mandatory on all participating terminals
- The appointment systems will apply to import containers at all terminals
- All individual appointment systems will be accessible via links from PierPass system

Five terminals that currently have an appointment system will adopt the uniform requirements and another five terminals will introduce their appointment programs in 2016. Appointments for export containers are being evaluated for the future

The five terminals that currently have appointment systems are:

- APM Terminals
- Eagle Marine Services
- West Basin Container Terminal
- Seaside Transportation Services
- Total Terminals International

The five terminals that have agreed to implement appointment systems in 2016 are:

- Trapac
- Long Beach Container Terminal
- SSA Terminals
- International Transportation Service
- Pacific Maritime Services

Details can be found on the PierPass website at: <http://www.pierpass.org/uncategorized/pierpass-terminals-embrace-appointment-systems-at-ports-of-los-angeles-and-long-beach-to-control-congestion/>.

## **CBP Changes Mandatory ACE Migration**

U.S. Customs and Border Protection (CBP), in close coordination with the White House, has reassessed stakeholder readiness for the mandated requirement of the filing of all entries electronically through ACE beginning on November 1, 2015. Several trade groups have sent comments to CBP and the White House about trade concerns and CBP's readiness to move to full electronic filing by that date.

While CBP encourages all filers to transition to electronic filing for 01 consumption entries, 03 antidumping entries, 11 informal entries and type 51 and 52 military entries in ACE by November 1, the mandatory date for almost all types of entries required to be filed in ACE will be moved to February 28, 2016. Other entries tied to specific Partner Government Agencies (PGAs) that will be moved into productions in phases after February 28, will be required to be filed in ACE sometime in July of 2016. This will not negatively affect the full transition to ACE and the Single Window by December 2016 as mandated by Presidential Proclamation.

## **CPSC Will Start Pilot for e-Filing**

The Consumer Product Safety Commission (CPSC) has issued a Federal Register Notice requesting participants in a new Partner Government Agency (PGA) pilot program for electronic filing of ACE entries. The test will include 5 data elements to be transmitted from the certificates of compliance that are required for CPSC regulated products. The number of data elements for this program had been reduced from 10 elements to 5 elements. CPSC's goal is to accept 9 testers and to start the pilot on October 1, 2015.

A copy of the FRN can be found at the CPSC website at: <http://www.gpo.gov/fdsys/pkg/FR-2015-08-21/pdf/2015-20707.pdf>.



By **John Salvo**, *President*