

Maritime Exchange for the Delaware River and Bay

Maritime Operations Committee

September 30, 2008

Minutes

Attendees:

Banacol/Manatee	Jennifer Henry	US CBP	Angela Johnson
	Tyson Moser		Al Martocci
Barwil Unitor	Steve Nutter		Ed Moriarity
GAC Rice, Unruh	Scott Miller		Cheryl Peters
	Kubilay Ulucan		
General Steamship	Maylon Price	Maritime Exchange	Lisa Hember
Inchcape Shipping	April Hale		Darleen Michalak
Norton Lilly	Nolan Black		Paul Myhre
Terminal Shipping	Bernt Henriksson		Dennis Rochford

Lisa Hember, Vice President, Maritime Exchange welcomed the group and led introductions.

Cheryl Peters, Commercial Sea Program Manager with Admissibility and Passenger Program introduced herself and briefed the group on her role with CBP. Ms. Peters then led the group discussion about testing the waters for the possibility of an electronic I-418 pilot program.

Issue: The Exchange has been working with CBP Headquarters Personnel through the National Association of Maritime Organizations to identify opportunities to improve processing crew paperwork, particularly the I-418. This single issue Maritime Operations Committee meeting was scheduled to discuss and begin the implementation process of an electronic I-418.

Discussion: The filing of crew paperwork is cumbersome. An electronic I-418 will eliminate paperwork as well as improve the inconsistencies of required information by the Coast Guard and CBP. Federal regulations require crew tracking, but a number of functions related to such crew tracking for cargo processing purposes and with crew admissibility tracking didn't align. As CBP combined Customs, Agriculture and Immigration functions, these inconsistencies are being evaluated. There is a need to find a mechanism to capture I-418 data to disseminate to all components of CBP and to Coast Guard. This of course, will require a regulatory change.

At this point in time, CBP, with the help of the Maritime Exchange, is beginning the process to explore the possibilities of an electronic way to submit I-418 traveling manifest information. The different requirements for each government agency need to be analyzed. For instance, the Coast Guard requires an electronic crew list in APIS for US to US (coastwise) movements. This list; however, does not interface with CBP or APIS. CBP does not update APIS because there is no mechanism in place to do so. CBP requires the crew list electronically in APIS at arrival and departure. The port to port or coastwise requirement for CBP tracks all changes from the initial entry to the final entry/departure. However, APIS lists do not get updated with all the other paperwork that is completed in between (e.g., the Traveler I-418, crew members who are D2'd).

Possible Options

1. The Maritime Exchange Notice of Arrival/Departure (NOA/D) system is available for additional information. If there are only a few more pieces of information to add to the already programmed

NOA/D system, they can be programmed into the existing system and distributed to the appropriate agency.

2. A separate web-based application. CBP is looking at different venues including APIS and the eNOA/D systems. They do not want to reinvent the wheel.
3. Other options?

Industry Requests

1. Include the I-418 in the electronic pilot. The group indicated they would also like to receive electronic approvals (e.g. D2 approvals) back from CBP.
2. An electronic device that agents can use in the field. CBP is testing some hand-held devices.
3. Include Alerts/Tracking/Exception Reports that would be useful
 - a. the crew member's documentation is expired
 - b. track the vessel history
 - c. track the crew changes
4. Possible additional information
 - a. agent at each port – 24 hr. contact exists in NOA/D and generally is the agent
 - b. VISA information – class, issue date, expiration date
 - c. crew – CBP needs better and earlier flight information

Further Evaluations Needed

1. Initial vessel arrival - technology needs to be reviewed because of the required signatures.
2. Electronic signatures may be able to be tracked through logins. Evaluate the needs of the industry to make sure they have the ability for electronic input.
3. Determine a way to feed the information to the next agency office.

Goals

1. If agents participate in the pilot program, a paper version will not be required and fines for failure to submit paper will be waived for pilot program participants. Need to use lines (to test) where the vessel stops at multiple ports in the US. Also need voyages where the same agent company is used at all the ports and some where different agents are used at different ports.
2. If the pilot works, regulatory changes will be required; this could take up to 18 months.
3. CBP is looking at certain ports who are quick to levy fines. CBP will be recommending ports to practice "due diligence" before mitigating fines.

Next Steps

- Agents to forward requests and concerns to Lisa Humber
- Cheryl Peters, CBP to provide an update to Deputy Assistant Commissioner by Friday 10/3 to determine resources needed and next steps.
- Possible congressional push by the Exchange and members

The meeting was adjourned at 1100.