



THE LAREDO LICENSED U.S. CUSTOMS BROKERS ASSOCIATION, INC.

1 West End Washington Street, P3

LAREDO, TEXAS 78040-4300

TEL: (956) 307-3400 FAX: (956) 722-8785

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CBP / Trade Monthly Meeting Agenda

Wednesday, July 5, 2023

8:30 AM

At Laredo College, De La Garza Bldg. Rm 101

CBP Announcements:

No announcements at this time.

Old Business:

No old business to discuss.

New Business

- 1) **Inspection of freight by CBP – notations needed:** Member(s) of the Trade have received freight at their warehouse with open cartons once released by CBP. One case in particular involved tequila, (which is obviously a commodity subject to risk of theft, etc), in which 1 carton and several bottles were opened. There was no customs seal or indication it was inspected by CBP. The driver claimed that, "it was inspected by CBP." The broker reached out to CBP MET and found they could not confirm nor deny inspection.
 - a. Can CBP confirm if a shipment was inspected by CBP?
 - b. Are the "public notes" being annotated so that the broker can see them in their ABI notes?
 - c. If not, can CBP please remind officers to add notations of a given inspection?

- 2) **Deletions of I.E. without carrier concurrence** = Under a scenario in which freight arrives in-bond to the port of Laredo, typically arrival is notified to a Broker for the cancellation of the inbound I.T. or T&E with the preparation of an I.E.. Carrier obtains a copy of the I.E., delivers freight, and files in-bond away. 15 days later, the I.T. carrier receives CBP electronic notification that the original I.T. is now due to G.O. (overdue export). Upon investigation, the carrier finds out that the Broker deleted their I.E. as the freight has not exported. The Broker's reason for the deletion is that a new pedimento was needed and as a result a new I.E. in-bond was created. Another similar example is when an I.E. in-bond was deleted 10 days later but failed to notify the carrier. On the 15th day, the

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Carrier received CBP electronic notification that the BOL is subject to G.O. / overdue export. Upon investigation, the broker's reason for the deletion is that the "freight does not belong to MX consignee should be for the U.S." (a Consumption Entry was never created until carrier investigated the deletion) so cancellation was done late (after 15 days).

Given the above scenarios, which party would be liable for any penalties resulting from the I.E. being deleted by the broker without a concurrence nor approval from CBP? Would it be: the I.T. carrier, the I.E. bonded carrier, or both?

- 3) **In-Bond Extensions** - Under 19 CFR 18.24(a) (Retention of goods within port limits) the Port Director is authorized to allow in-transit merchandise to remain within the port limits for up to 90 days. Additional 90-day extensions may be granted for up to one year from the date of arrival. Carriers can request an extension when they cannot export within 15 days of arrival due to scheduling or other issues. Frequently, Mexican import permits hold up the exportation of in-bond merchandise. Sometimes carriers just need short extensions of a few days past the 15 calendar days.

What is the process to request extensions when in-bond goods cannot be export within 15 days of arrival due to scheduling or other issues?

- 4) **CBP "Holds" on In-Bonds** – Has there been any progress to having CBP notate In-Bonds on the "public notes" section so that the message of a hold is communicated to the party preparing the in-bond in place of having to query a BOL or in-bond to find out if there is a hold, prior to export?

Other CBP Announcements:

PGA Questions/Announcements:

LUSCBA Announcements:

Next LLUSCBA Association Meeting => [Wednesday, August 2nd](#)

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Next CBP Trade Meeting => [Wednesday, July 26](#)

*** Any questions or Customs issues you may have prior to the meeting may be sent to LLUSCBA Customs committee at CBPissues@lluscba.org. ***

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