

**ISSUES SHEET  
ACI – PHASE 3**

<b>Date</b>	<b>Description of Issues</b>	<b>Progress/Action</b>
<b>June 17, 2004</b>	Release at First Point of Arrival	CBSA clear end goal is to release or examine goods at first point of arrival. However, release at first point of arrival will not be mandatory for phase 3 implementation. Instead, for Phase 3, CBSA plans a system to support and promote the release at FPOA. This system will include processes to accommodate industry norms such as unsolicited goods and non-commercial goods. Detailed discussions regarding industry concerns will take place before release at first point of arrival and is mandated.
<b>June 17, 2004</b>	Harmonization to be done with OGDs	Current issues and problems related to OGD shipment processing will be detailed and addressed.
<b>June 17, 2004</b>	Appraisal Quality (AQ) Processing	Discussions regarding the impediments to 100% AQ quality release transmissions must be conducted
<b>June 17, 2004</b>	Arrival Processing	CBSA is evaluating the potential to automatically flip air, rail and marine PARS release requests based on ETA. However, arrival processing will still be required for any authorized inland releases.
<b>June 17, 2004</b>	In-Transit Goods	Advance electronic information will be required for in-transit shipments, including inter-modal intransits. There is an issue for rail and highway inter-modal in-transits regarding whether detail data will be required since there will not be a house-bill applicable for inter-modal shipments moving through Canada from the U.S. to a third country.

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<b>June 17, 2004</b>	Air shipments moving by Highway. (flying trucks)	For "flying trucks" the highway conveyance report will be linked to the Air Way Bill (AWB). The working group commented that the process for offload will have to be clarified because currently the FPOA for flying trucks is the airport. It was also mentioned that CBSA should review the regulations on sufferance and bonded warehouses so goods for "B" OR "C" warehouses can be accepted in any of these warehouses.
<b>June 17, 2004</b>	System Outage (back-up)	CBSA will develop a contingency plan to address procedures in the event of a system outage.
<b>June 17, 2004</b>	Courier/Postal	All courier data, including LVS transactions, will be transmitted in accordance with established transportation mode time frames and processed through the CBSA targeting tool. However, other features of the current Courier program and Postal program will be evaluated in accordance with ACI principles and addressed in a future phase of ACI.
<b>June 17, 2004</b>	Driver and Passenger Identification.	FAST and/or CDRP participants can use their ID Card for ACI shipments. Information on non-registered drivers with FAST/CSA must be submitted to CBSA 1 hour prior to arrival-- methodology is to be determined. The working group informed CBSA that there could be a privacy issue for the carriers concerning the storage of this information.
	ACI Highway relationship to CSA/FAST	Further review, analysis and discussion is required regarding this issue. ACI does plan to take advantage of CSA/FAST transponder technology for carriers on a voluntary basis.

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<b>June 17, 2004</b>	Compliance (AMPS)	Until specific contraventions are developed for ACI, AMPS will be limited to current contraventions. Details of any new AMPs resulting from ACI will be discussed with the community before implementation. It will also be necessary to determine processes to be followed when clients fail to transmit information prior to arrival i.e. should we turn the truck around in accordance with U.S. proposal.
<b>June 17, 2004</b>	Internet	CBSA would like to offer an Internet option for small/infrequent importers and carriers. Our EDI Development Integration team is working on this system and the working group will be kept informed of any new development.
<b>June 17, 2004</b>	Mandatory HS Codes for all commodities.	CBSA indicated that this issue is considered closed based on previous consultations. Participants advised that major problems will be encountered if mandatory HS is expanded beyond the current 5 HS codes. Participants suggested that CBSA should consider limiting the requirement to 5 HS codes plus any commodities with OGD requirements.
<b>June 17, 2004</b>	Facilities/Off-Load policy	Additional analysis is required regarding impacts of ACI on current facilities.

