

# 2

Agricultural  
Clearance

# Examining and Monitoring Cargo

## *Clearing Transiting In-Bond Cargo*

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### Introduction

The Department of Homeland Security (DHS), Customs and Border Protection-Agriculture Programs and Trade Liaison (CBP-APTL) and APHIS carefully monitor the movement of regulated agricultural commodities during the period of time they are transiting the United States, prior to clearance or re-export, to ensure they are adequately safeguarded and re-exported in the specified timeframe. This section provides guidance, consistency, and general rules for the methods, procedures, documentation and action required to authorize and safeguard the movement of prohibited, restricted and admissible cargo of agriculture interest. The policies described herein apply to foreign plant material subject to Plant Protection and Quarantine (PPQ) regulations when moving through a U.S. port for export, or past the first port of arrival for final action at another location.

APHIS issues both import and transit permits for the entry and movement of foreign regulated plant material. [Transit permits](#) are issued in accordance with the [Code of Federal Regulations Title 7, CFR Part 352 \(Safeguard Regulations\)](#). Regulated agricultural shipments of foreign plant material moving for Transportation and Exportation or Immediate Export will require an approved APHIS transit permit and only permits issued from APHIS headquarters are valid. Most shipments moving under Customs bond as Immediate Transportation or Residue Cargo are covered by other authorization mechanisms.

USDA-APHIS-NCIE issues transit permits for certain meats. Refer to the [Animal Product Manual](#) for further instructions regarding the regulations for movement of animal products, by-products and admissible meats for export.

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## Definitions—Transit Cargo

Definitions of the various types of transit cargo follow:

### **Residue cargo (RC)**

Shipments that remain in the incoming conveyance and move beyond the port of first arrival. The conveyance is cleared at the port of arrival but the RC shipment is cleared at a subsequent location, normally the next port.

### **Immediate Transportation (IT)**

Shipments that enter without clearance at the port of first arrival and move from the port environs to another location for final disposition.

### **Immediate Export (IE)**

Shipments that enter and exit the same port with minimum manipulation and delay, normally exiting within 24 hours.

### **Transportation and Exportation (T&E)**

Shipments that enter through one port and transit overland to exit through another, often requiring transloading and a change of conveyance or both.

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## Determining Action to Take on Transiting Cargo

Written transit permits are required for regulated commodities that require a written import permit or a phytosanitary certificate or other official certification of origin if they were to make entry. Shipments that require a written transit permit require subsequent tracking and exit monitoring using the “Transit/In-Bond Tracking Database.”

Use [Table 2-2-1](#) on [page 2-2-3](#) to determine if a written transit permit is required.

**TABLE 2-2-1: Determine if a Written Transit Permit is Required**

If the shipment is:	And is:	And:	Then:	
Preleared by APHIS	—————→		<ol style="list-style-type: none"> <li>1. VERIFY preleared status</li> <li>2. ALLOW to proceed without transit permit</li> <li>3. VERIFY exit using routine CBP in-bond procedures</li> </ol>	
<b>Not</b> preleared by APHIS	Subject to CITES or ESA	Accompanied by valid CITES documentation	<ol style="list-style-type: none"> <li>1. ALLOW to proceed without a written transit permit</li> <li>2. VERIFY exit using routine CBP in-bond procedures</li> </ol>	
		<b>Not</b> accompanied by valid CITES documentation	<ol style="list-style-type: none"> <li>1. HOLD the shipment</li> <li>2. CONTACT a PPQ Plant Inspection Station botanist for further directions</li> </ol>	
	<b>Not</b> subject to CITES or ESA	Requires an import permit, phytosanitary certificate, or other official certification of origin for entry	Is prohibited entry into the U.S.	<ol style="list-style-type: none"> <li>1. REQUIRE a formal written transit permit</li> <li>2. GO to <b>Table 2-2-2</b> on <b>page 2-2-4</b></li> </ol>
		Is an admissible Canadian grown plant or plant product or a restricted plant with a CFIA issued phytosanitary certificate indicating “in transit via the United States” that is transiting the U.S. for re-entry into Canada		
		Does <b>not</b> require an import permit, phytosanitary certificate, or other official certification of origin, and is <b>not</b> prohibited entry into the U.S.	<ol style="list-style-type: none"> <li>1. ALLOW to proceed without a written transit permit.<sup>1</sup>  Tracking the shipment via the Transit/In-Bond Tracking Database is <b>not</b> necessary.</li> <li>2. VERIFY exit using routine CBP in-bond procedures</li> </ol>	

1 Examples of commodities **not** requiring a written transit permit include the following:

- ◆ All non-regulated lumber from Canada (**except** pine and ash lumber with bark attached)
- ◆ Admissible cut flowers
- ◆ Fresh fruit and vegetables on the “All Countries List” in the [Fruits and Vegetables Import Requirements \(FAVIR\)](#) on-line database or the [Fresh Fruits and Vegetables Import Manual](#)
- ◆ Fresh fruit and vegetables for consumption grown in Canada (**except** fresh *Allium* bulbs, *Ipomoea aquatica*, corn-on-the-cob, potatoes)
- ◆ Frozen fruit and vegetables grown in Canada
- ◆ Grain harvested in Canada (**except** corn and corn relatives, including sorghum, millet, pennisetum, etc.) and grain from other sources that do not require a permit or certification
- ◆ Fully processed articles for consumption (i.e. milled flour, roasted coffee or peanuts)
- ◆ Agricultural or vegetable seed from Canada **except** those that require an import permit or certification
- ◆ Cargo moving on an Emergency Action Notice

**TABLE 2-2-2: Determine Action to Take on Regulated Agricultural Shipments that Require a Formal Written Transit Permit**

<b>If the shipment is:</b>	<b>And the movement is:</b>	<b>Then:</b>
Accompanied by a written Transit Permit issued by APHIS	RC	GO to <a href="#">Authorizing Movement of Residue Cargo (RC)</a> on <a href="#">page 2-2-4</a>
	IT	GO to <a href="#">Authorizing Immediate Transportation (IT) Movement of Cargo</a> on <a href="#">page 2-2-5</a>
	IE	GO to <a href="#">Authorizing Movement of Immediate Exportation (IE) Cargo</a> on <a href="#">page 2-2-6</a>
	T&E	GO to <a href="#">Authorizing Movement of Transportation and Exportation (T&amp;E) Cargo</a> on <a href="#">page 2-2-7</a>
<b>Not</b> accompanied by a written Transit Permit issued by APHIS	→	GO to <a href="#">Table 2-2-5</a> on <a href="#">page 2-2-9</a>

## Authorizing Movement of Residue Cargo (RC)

Residue cargo movement by sea or air may be authorized for subsequent movement without a written transit permit if the commodity is admissible without treatment and has no entry restrictions.

Residue cargo that is not admissible must be cleared at the first port of arrival, unless the carrier or importer has a valid written permit that authorizes movement to a port of unloading.

Document review and commodity inspection of the admissible residue cargo will be performed by CBP at the port of unloading.



Live plants, some tree seeds, some CITES material, and some live insects will need to go to the nearest USDA Plant Inspection Station for clearance.

RC shipments of untreated fruit fly host material, which require a transit permit, must arrive in a leakproof, sealed conveyance or container and remain in the conveyance with the hold or container sealed if moving through tropical or subtropical ports.

Any manipulation of RC cargo is subject to CBP AS supervision/ monitoring and must be authorized by PPQ as far in advance as possible.

Manipulation of RC cargo must be the minimum necessary to expedite onward movement. Unless covered by a written transit permit, removal of the cargo from the conveyance will **not** normally be authorized unless **one** of the following occurs:

- ◆ Removal is absolutely necessary, such as to adjust trim or arrange containers, and **only** for the minimum time necessary (not to exceed 2 hours)
- ◆ Removal is under unusual circumstances, such as equipment problems, weather, etc.

### Authorizing Immediate Transportation (IT) Movement of Cargo

Immediate Transportation cargo movement will be authorized by an APHIS Plant and plant products Import Permit with written IT stipulations. National policy and Federal regulations state that the inspection of cargo is performed at the first port of arrival. However, circumstances may make this clearance impossible.

If an IT shipment changes carriers but does **not** clear CBP inspection, then you **must** assess the pest risk and decide if safeguards are adequate (that pests will not escape) while the off-loaded material is awaiting transshipment.

Unless there is a compelling pest risk involved, particularly the likelihood of pest escape while in the port, authorize movement per the IT permit and under CBP custody after contacting a CBP Agriculture Specialist at the destination port to inquire if they will accept IT cargo for clearance, as specified in **Table 2-2-3** below.

**TABLE 2-2-3: Determine What to Do with IT Cargo for Clearance**

If the port:	Then:
Accepts IT cargo for agricultural clearance	1. VERIFY that the cargo complies with the terms of the import permit 2. APPLY any necessary safeguards (e.g., sealing, secure packaging) 3. STAMP all pages of CBP entry, "Shipment Authorized, No Diversion Permitted." Do <b>not</b> provide a final release of shipment at first port. 4. PROVIDE notification and SEND one copy of CBP entry to the CBP office receiving the cargo
Does <b>not</b> accept IT cargo for agricultural clearance	1. VERIFY that the cargo complies with the terms of the import permit 2. INSPECT the cargo

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## Authorizing Movement of Immediate Exportation (IE) Cargo

IE cargo movement requires an APHIS transit permit with the exceptions listed in **Table 2-2-1** on **page 2-2-3**. The permit will state the conditions of transit which need to be met to mitigate any pest risks during the transit period.

- ◆ IE movement will not be authorized for other than the minimum amount of time and manipulation necessary to expedite onward movement of the shipment. Preferences related to carriers or rates will not be a factor in determining the time or degree of manipulation authorized.
- ◆ Accomplishing IE movement through the transfer of intact sealed containers is preferred. However, the transloading of loose or break-bulk cargo may be authorized if the port is able to monitor. Secure packaging may be required for certain prohibited or restricted commodities.

Shipments that have been refused entry and cannot be treated or are not treated, may be routinely authorized for immediate exportation and need not have a written transit permit but will utilize the Emergency Action Notification (PPQ Form 523) as a record of re-export action. VERIFY exit of these EAN shipments using routine CBP in-bond procedures. Tracking the shipment via the Transit/In-Bond Tracking Database is **not** necessary.

Refer to **Table 2-2-4** on **page 2-2-8** for handling regulated agricultural shipments that require a written transit permit.

## Authorizing Movement of Transportation and Exportation (T&E) Cargo

Transportation and Exportation (T&E) cargo movement requires an APHIS transit permit with the exceptions listed in [Table 2-2-1](#) on [page 2-2-3](#). The permit will state the conditions of transit which need to be met to mitigate any pest risks during the transit period.

- ◆ T&E shipment of admissible articles must enter a CBP AS staffed port, but may exit any port provided the route is identified as among the quickest and most direct route to the destination.
- ◆ T&E shipments of restricted and prohibited cargo must enter and exit CBP AS staffed ports except for Mexican citrus and avocado shipments authorized under the conditions described in the permit.
- ◆ The use of overland transportation will not be authorized through regions of the United States that are considered high-risk, or susceptible to pest(s). See [Transit Corridors](#) on [page 2-2-18](#).




Do **not** allow overland movement of regulated cargo without one of the following:

- ◆ A valid transit permit
- ◆ Proof of a transit permit application on file with APHIS
- ◆ PPQ Headquarters authorization

Refer to [Table 2-2-4](#) on [page 2-2-8](#) for handling regulated agricultural shipments that require a written transit permit.

Use **Table 2-2-4** below to take appropriate action on regulated agricultural shipments that require a written transit permit.

**TABLE 2-2-4: Determine if Shipment is Accompanied by a Valid USDA APHIS Transit Permit and Take Appropriate Action**

<b>If the shipment is:</b>	<b>And the In Bond type is:</b>	<b>Then:</b>
Accompanied by a valid USDA-APHIS transit permit	An Immediate Exportation (I/E)	1. VERIFY permit and ENFORCE permit conditions 2. SAFEGUARD the shipment and MONITOR any transloading activity for restricted and prohibited shipments <sup>1</sup> 3. VERIFY exit using routine CBP in-bond procedures  Tracking the shipment via the Transit/ In-Bond Tracking Database is <b>not</b> necessary.
	A Transportation & Exportation (T&E)	1. VERIFY permit and ENFORCE permit conditions 2. GO to <b>Table 2-2-8</b> on <b>page 2-2-12</b>
<b>Not</b> accompanied by a valid transit permit		GO to <b>Table 2-2-5</b> on <b>page 2-2-9</b>

1 Monitoring a transload means being physically present to mitigate pest risks that occur while the shipment is broken down and re-assembled into the out-going conveyance. A valid compliance agreement and subsequent monitoring of the transload facility can substitute for the physical presence each time by a CBP Agriculture Specialist, if the compliance agreement specifies appropriate safeguards designed to mitigate pest risk and prevent cross-contamination with shipments for entry.



## Authorizing Movement of Agricultural Cargo Without a Written Permit

When a transit permit is required, shipments may not move through the U.S. without a valid transit permit, proof of a transit permit application on file with APHIS, or a PPQ Headquarters authorization. If the importer or carrier does **not** have a transit permit when one is required at the time of entry, then the importer or carrier can apply for a transit permit by using PPQ Form 586. Refer to the [PPQ Permits web site](#) for further information on how to apply for a transit permit or have the importer or carrier contact the Permit Unit at 1-877-770-5990. If the responsible party (importer, carrier, etc.) does **not** apply for a transit permit when one is required, then refuse entry and require immediate exit; **do not seize**.


For more information on Transit responsibilities, refer to [Transit Permit, PPQ Form 597, Responsibilities](#) on [page 2-2-15](#). Use [Table 2-2-5](#) on [page 2-2-9](#) to take action on agricultural regulated cargo after the importer or carrier has demonstrated that they have applied for a transit permit.

**TABLE 2-2-5: Action to Take on Agricultural Regulated Cargo with Proof of Application for a USDA APHIS Transit Permit<sup>1</sup>**

If the shipment consists of material that is <sup>2</sup> :	Then:
Admissible <sup>3</sup>	GO to <a href="#">Table 2-2-6</a> on <a href="#">page 2-2-10</a>
Restricted <sup>4</sup>	GO to <a href="#">Table 2-2-7</a> on <a href="#">page 2-2-11</a>
Prohibited	<ol style="list-style-type: none"> <li>1. <b>DO NOT ALLOW</b> overland transit without APHIS HQ authorization or written permit</li> <li>2. APPLY the following safeguards immediately:                             <ol style="list-style-type: none"> <li>a. Cover the shipment with a physical barrier on all sides to prevent pest escape</li> <li>b. <b>Do not</b> allow transloading</li> <li>c. Allow one transfer, but only if supervised by a CBP Agriculture Specialist</li> </ol> </li> <li>3. ALLOW the T&amp;E shipment to return to origin or the IE shipment to exit immediately</li> </ol>



- 1 Proof of Application **must** be **one** of the following:
  - ◆ Confirmation of permit application via e-Permits
  - ◆ Fax receipt showing successful delivery to the APHIS transit desk (fax 301-734-0572)
  - ◆ Verbal confirmation from PPQ Permit Services (301-734-0753 or toll free 1-877-770-5990)
- 2 If a shipment has a mixture that includes restricted material, take action as if the entire shipment consists of restricted material. If the shipment has a mixture that includes prohibited material, **do not** allow the shipment to proceed without a written permit.
- 3 Admissible product: an article that if presented for entry would be subject to inspection only.
- 4 Restricted product: an article that if presented for entry, would be subject to treatment and/or other restrictions in addition to inspection.

**TABLE 2-2-6: Action to Take on Admissible Agricultural Cargo with Proof of Application for a USDA APHIS Transit Permit<sup>1</sup>**

If the bond is:	And the shipment is moving through:	Then:
IE		1. ALLOW to transit For air shipments, do <b>not</b> allow shipment to move beyond the restricted area of the airport. <sup>2</sup> 2. VERIFY exit using routine CBP in-bond procedures Tracking the shipment via the Transit/In-Bond Tracking Database is <b>not</b> necessary.
T&E	A State <b>other than</b> AZ, CA, or FL	1. ALLOW to transit <b>only if the following conditions are met:</b> ◆ Adequate safeguards <sup>3</sup> are in place ◆ Transloading <sup>4</sup> activity is monitored by a CBP Agriculture Specialist 2. GO to <b>Table 2-2-8</b> on <b>page 2-2-12</b>
	AZ, CA, or FL	1. <b>DO NOT ALLOW</b> transit without authorization from APHIS HQ or a written permit 2. APPLY adequate safeguards <sup>3</sup> immediately 3. If APHIS authorizes movement, GO to <b>Table 2-2-8</b> on <b>page 2-2-12</b>

- 1 Proof of Application **must** be **one** of the following:
  - ◆ Confirmation of permit application via e-Permits
  - ◆ Fax receipt showing successful delivery to the APHIS transit desk (fax 301-734-0572)
  - ◆ Verbal confirmation from PPQ Permit Services (301-734-0753 or toll free 1-877-770-5990)
- 2 Movement may be authorized to warehouses in the immediate area if the warehouses have a valid compliance agreement on file with the CBP Agriculture office which specifies safeguards designed to mitigate pest escape and prevent cross-contamination with shipments for entry.
- 3 Adequate safeguards means the shipment is packaged or presented in a way that prevents any chance of pests escaping, including: boxes in the shipment or containers undamaged, not leaking, and pests not present upon a visual examination. For further information, refer to **Safeguarding Cargo** on **page 2-2-13**.
- 4 See **Transloading** on **page 2-2-14**.

**TABLE 2-2-7: Action to Take on RESTRICTED Agricultural Cargo with Proof of Application for a USDA APHIS Transit Permit<sup>1</sup>**

If the bond is:	And the shipment:	And moving through:	Then:
IE			1. ALLOW to transit <b>only if the following conditions are met:</b> <ul style="list-style-type: none"> <li>◆Adequate safeguards<sup>2</sup> are in place</li> <li>◆Transloading<sup>3</sup> activity is monitored by a CBP Agriculture Specialist</li> <li>◆Air shipments do <b>not</b> move beyond the restricted area of the airport<sup>4</sup></li> </ul> 2. VERIFY exit using routine CBP in-bond procedures  Tracking the shipment via the Transit/ In-Bond Tracking Database is <b>not</b> necessary.
T&E	Meets U.S. entry requirements	A State <b>other than</b> AZ, CA, or FL	1. ALLOW to transit <b>only if the following conditions are met:</b> <ul style="list-style-type: none"> <li>◆Adequate safeguards<sup>2</sup> are in place</li> <li>◆Transloading<sup>3</sup> activity is monitored by a CBP Agriculture Specialist</li> </ul> 2. GO to <b>Table 2-2-8</b> on <b>page 2-2-12</b>
	<b>Does not</b> meet U.S. entry requirements	AZ, CA, or FL 	1. <b>DO NOT ALLOW</b> transit without authorization from APHIS HQ or a written permit 2. APPLY the following safeguards immediately: <ul style="list-style-type: none"> <li>a. Cover the shipment with a physical barrier on all sides to prevent pest escape</li> <li>b. <b>Do not</b> allow transloading</li> <li>c. Allow one transfer, but only if supervised by a CBP Agriculture Specialist</li> </ul> 3. ALLOW the shipment to return to origin 4. If APHIS authorizes movement, GO to <b>Table 2-2-8</b> on <b>page 2-2-12</b>

1 Proof of Application **must** be **one** of the following:

- Confirmation of permit application via e-Permits
- Fax receipt showing successful delivery to the APHIS transit desk (fax 301-734-0572)
- Verbal confirmation from PPQ Permit Services (301-734-0753 or toll free 1-877-770-5990)

2 Adequate safeguards means the shipment is packaged or presented in a way that prevents any chance of pests escaping, including: boxes in the shipment or containers undamaged, not leaking, and pests not present upon a visual examination. For further information, refer to **Safeguarding Cargo** on **page 2-2-13**.

3 See **Transloading** on **page 2-2-14**.

4 Movement may be authorized to warehouses in the immediate area if the warehouses have a valid compliance agreement on file with the CBP Agriculture office which specifies safeguards designed to mitigate pest escape and prevent cross-contamination with shipments for entry.

**TABLE 2-2-8: Action to Take on Overland T&E Shipments**

If the shipment is at the:	Then:
Port of Arrival	<ol style="list-style-type: none"> <li>1. Review the documentation to ensure that the shipment is en route out of the U.S.<sup>1</sup></li> <li>2. Ensure that the shipment is adequately safeguarded during storage and transfers/transloads at the port. See <a href="#">Safeguarding Cargo</a> on <a href="#">page 2-2-13</a> and <a href="#">Transloading</a> on <a href="#">page 2-2-14</a>.</li> <li>3. Apply seals to restricted shipments moving overland by truck that require treatment or are prohibited for entry and document such action.<sup>2</sup></li> <li>4. Create an entry in the “Transit/In-Bond Tracking Database.”</li> <li>5. Notify the exit port of the pending exit.<sup>3</sup></li> <li>6. Allow to Proceed.</li> </ol>
Port of Exit	<ol style="list-style-type: none"> <li>1. Verify and document in the Transit/In-Bond Tracking Database the integrity of the seal if a seal is required. If seals are not intact, refer to <a href="#">Assessing Civil Penalties for Breaking Seals</a> on <a href="#">page 8-1-4</a>.</li> <li>2. Ensure that the shipment is adequately safeguarded during storage and transloads at the port. See <a href="#">Safeguarding Cargo</a> on <a href="#">page 2-2-13</a> and <a href="#">Transloading</a> on <a href="#">page 2-2-14</a>.</li> <li>3. Verify that the shipment exited.<sup>4</sup></li> <li>4. If the shipment moves without CBP authorization or violates permit conditions, or did not exit, document the violation by completing PPQ Form 518 and report the violation to IES. See <a href="#">Cargo Violations</a> on <a href="#">page 8-1-2</a>.</li> <li>5. Update and “Close” the entry in the “Transit/In-Bond Tracking Database.”</li> </ol>

1. Verify the in-bond status of the shipment by reviewing the In-Bond Form 7512 and other documents as necessary. Stamp paperwork with “Released for Exportation Only.”
2. A shipping “line seal” is acceptable if it is intact and not tampered with; otherwise apply a CBP seal.
3. Entrance and exit port pairs have the flexibility to coordinate and establish their notification process together for these shipments. Notification can be via fax, email, telephone, or the tracking database. You can do the following:
  - ◆ Use the “T&E Notice of Arrivals” in the “Job Aids” section of the CBP Net
  - ◆ Use the “AQI Export Verification Sheet” (formerly known as the “Green Sheet”) also listed in the “Job Aids” section of the CBP Net
  - ◆ Use “Transit/In-Bond Tracking Database” by clicking on the “Exit Port” View to see a listing of shipments pending for your Port
4. If an “AQI Export Verification Sheet” was dropped off by the trucker, use this form as verification of exit for purposes of updating the Transit/In-Bond Tracking Database.

For transit shipments that do **not** require a permit, verify exit using routine CBP in-bond procedures.

## Safeguarding Cargo

Safeguarding is a preventive action for handling, maintaining, or disposing of prohibited or restricted products and articles to eliminate the risk of plant and animal pest and disease dissemination. These commodities are subject to safeguarding when they are:

- ◆ **Not** unloaded, and the products or articles are temporarily in the United States (freight remaining on board (FOB) or residue cargo)
- ◆ Unloaded for transshipment and direct exportation, Immediate Exportation (IE)
- ◆ Unloaded for transportation and exportation (T&E)
- ◆ Unloaded for entry at a subsequent port (for restricted items)



Prohibited and restricted agricultural cargo may not move to free trade zones (FTZ)

Safeguarding involves various means of cargo control to prevent plant and animal pest and disease dissemination. Apply safeguards that are appropriate to pest risk after evaluating the actual or suspected pests associated with the shipment. Safeguards can include, but are not limited to, the following actions:

- ◆ Supervising transloads to ensure that pests are not present on/ around the shipment or U.S. bound conveyances
- ◆ Applying physical barriers around the shipment to prevent pest escape
- ◆ Ensuring that In-Bond shipments are physically separated from consignments for entry
- ◆ Utilizing and enforcing compliance agreements with the storage/transload facilities

### EXAMPLE

You find a snail on a 20-foot cargo container. To safeguard the container, you might require a salt barrier or require it to be mounted on a chassis and not allow movement from the container yard. These safeguards would prevent pest dissemination that might occur if the container were placed on the ground or transported to a distant location.

## Transloading

Transloading is the manipulation of transiting product, such as a breakdown of pallets, transfer of boxes from container to container, or transfer of pallets from one conveyance to another. A maximum of one transloading may be allowed in the U.S. if authorized by the permit and all of the following apply:

- ◆ Port has sufficient resources to handle monitoring
- ◆ CBP has approved a suitable location
- ◆ Cargo is adequately packaged and can be handled in an expeditious manner
- ◆ Receiving container or conveyance is clean, enclosed, and sealable
- ◆ Transloading is required for the most expeditious onward movement of the cargo
- ◆ Cargo is **not** avocados, untreated citrus or mangos from Mexico or Q-37 material

Monitoring a transload means being physically present to mitigate pest risks that occur while the shipment is broken down and re-assembled into the out-going conveyance. A valid compliance agreement and subsequent monitoring of the transload facility can substitute for the physical presence each time by a CBP Agriculture Specialist, if the compliance agreement specifies appropriate safeguards designed to mitigate pest risk and prevent cross-contamination with shipments for entry.

**Citrus, avocado, and mango shipments from Mexico** may be authorized for transloading twice (at both the port of entry and the port of exit) provided transloading is done within the designated corridor and the ports are able to handle monitoring and truck cleaning.



For shipments of high risk fruit fly host material (e.g. mangos, guavas, etc.), be sure to thoroughly inspect truck trailers for fruit fly larvae and pupae in the floor and drain plugs of the trailer.



Some shipments of untreated fruit fly host material require 1mm x 1mm insect mesh netting as a safeguard. If netting is required by the transit permit, ensure that the netting is intact and there are no holes, gaps, etc., especially near the bottom of the stacks. Netting tends to tear during the course of rough shipments and must be repaired at the time of the transload by the broker. Document any such discrepancies in the Transit Tracking Database.

## Transit Permit, PPQ Form 597, Responsibilities

A permittee with a valid Transit Permit, PPQ Form 597, is responsible for the following:

- ◆ Ensuring cargo handlers, agents, drivers, and other entities involved with handling transit shipments are aware of the provisions of the permit authorization and are able to comply with such provisions. Failure to do so may result in revocation of the permit and assessed possible penalties.
- ◆ Notifying CBP AS immediately at the port of arrival of any deviation of the permit provisions.
- ◆ Providing export documentation (air, rail, and sea modes) that the permitted cargo did, in fact, exit the country. In the case of truck movements, the permittee will maintain copies of import documents verifying that the permitted cargo did enter into Canada or Mexico. The permittee will be subject to audits and monitoring.

Carriers of transit material are responsible for the following:

- ◆ Maintaining the integrity of the permitted cargo through the U.S. All carriers involved with the transit of permitted cargo must be U.S. Customs bonded, and upon request of PPQ, provide proof of their U.S. Customs bond and Internal Revenue Service number.
- ◆ Maintaining the seal on the container.
- ◆ Maintaining secure, refrigerated areas for temporary storage of transit cargo, if required.
- ◆ Maintaining routing as dictated in the provisions of the permit.
- ◆ Reporting immediately to CBP- AI any cargo that is off-loaded by mistake or any container, carrying transiting cargo, is broken and needs repair.
- ◆ Providing export or import documentation, in the case of importing into Mexico and Canada, to auditors or monitoring personnel.

Brokers handling transit material on behalf of permittees are responsible for the following:

- ◆ Ensuring cargo handlers, agents, drivers, and other entities involved with handling transit shipments are aware of the provisions of the permit authorization and are able to comply with such provisions.
- ◆ Maintaining a list of all the clients and addresses of such clients involved under the broker's permit.
- ◆ Providing export or import documents, in the case of importing into Mexico and Canada, to auditors or monitoring personnel.

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## Additional Definitions

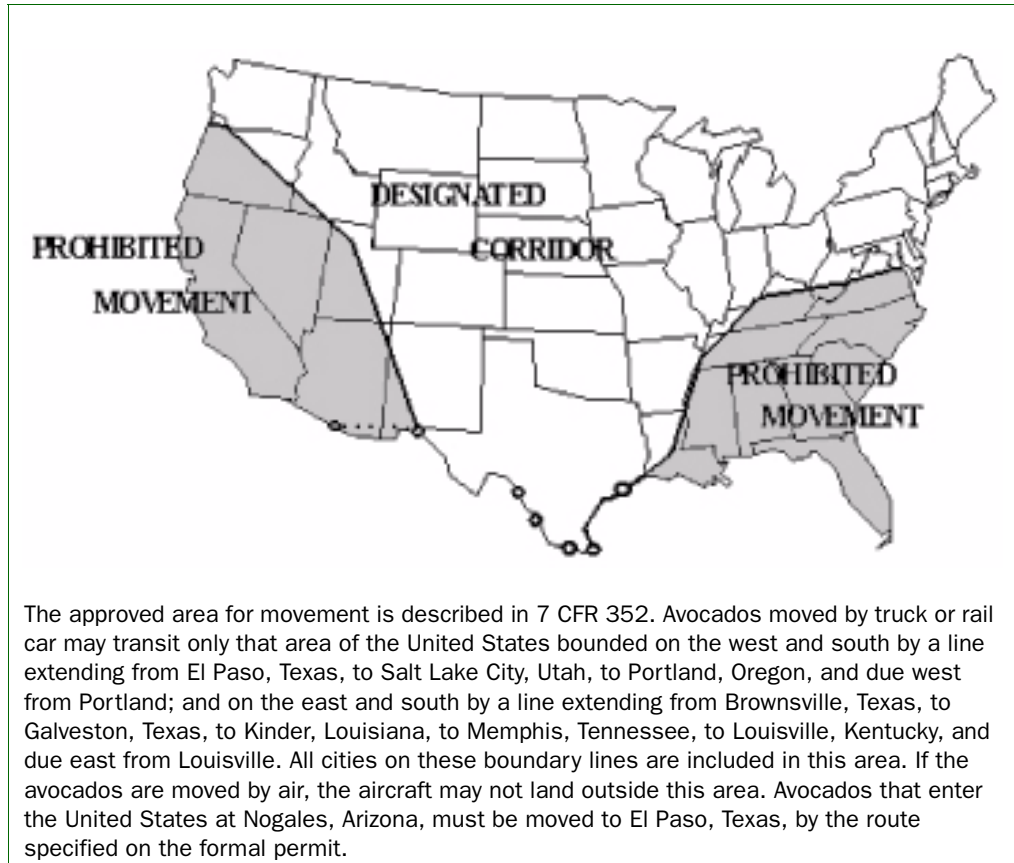
<b>Admissible cargo</b>	Articles that, based upon their description at or before the time of arrival, can be imported into the U.S. under current plant quarantine regulations, policies, and procedures. Admissible cargo may be subject to treatment or other restrictions, or may become prohibited based upon the results of inspection.
<b>Areas considered high-risk</b>	Regions, areas, locales, or sites where the probability of the establishment of a pest or pests is believed to be relatively high based on the biology of the pest and the environment into which it is introduced.
<b>Bulk cargo</b>	Cargo <b>not</b> enclosed in a container.
<b>Commingling</b>	Mixing two or more types of cargo under a single shipping entry, usually in the same conveyance and container. Commodities may be commingled in a shipment (pears and asparagus) or entry types may be commingled (half for U.S. consumption and half for export).
<b>Containerized cargo</b>	Cargo completely enclosed in a durable container that can be sealed and moved without manipulation of the cargo itself. The port of arrival is utilized as the focus for contingency management because it is more likely to have the most information concerning the shipment. However, the port is encouraged to consult Quarantine Policy, Analysis and Support (QPAS) and other PPQ offices, especially those nearest the site of the problem, for guidance and assistance.
<b>Designated corridor</b>	Geographic areas defined by easily recognizable political or other points forming boundaries within which specific activities are authorized.
<b>Designated ports</b>	Ports with Plant Inspection Station responsibilities designated in 7 CFR 319.37-14.
<b>Extenuating circumstances</b>	Unanticipated conditions requiring deviations from prescribed policy in order to adjust safeguarding procedures or prescriptions for unique circumstances.
<b>High-risk pest</b>	A pest requiring quarantine action and believed to have the potential for serious damage to economically important plant resources in the U.S.
<b>Inspection</b>	Plant quarantine inspection equivalent to that provided to shipments offered for entry into the U.S.
<b>Manipulation</b>	Handling cargo. Moving, arranging, loading, packing or unpacking, marking, opening, sampling, etc. Manipulation does <b>not</b> include storing, holding, or transporting cargo.
<b>Monitoring</b>	Supervising on an occasional or sporadic basis to ensure compliance with specified conditions.



<b>Pest-proof packages</b>	Packages that are sufficiently sturdy and durable to prevent the entry or exit of pests of concern or vectors of pathogens of concern. Pest-proof packages may be ventilated, but vents must be covered with mesh or otherwise prevent the entry and exit of pests of concern.
<b>Port environs</b>	The area immediately surrounding a port that has been designated by the Port Director as being under the control of a port office.
<b>Prohibited cargo</b>	Articles that, based upon their description at or before the time of arrival, are not authorized to be imported into the U.S. under current plant quarantine regulations, policies, and procedures.
<b>Routine authorizations</b>	Authorizations that are issued with relative frequency and which have consistently similar or identical conditions.
<b>Secure area (of an airport)</b>	The area surrounding an airport within which access is limited to personnel approved and appropriately identified for specific work within the airport and adjacent properties.
<b>Secure packages</b>	Packages that are sufficiently sturdy and durable to prevent the spillage of contents. Secure packages may be ventilated, but are not loosely constructed or easily damaged under normal conditions.
<b>Shipper</b>	The agent, person, or Agency responsible for causing a package or article to be transported to the United States. It may be the transport company, owner, or owners agent.
<b>Transfer</b>	Movement of the entire container of transiting product from one conveyance to the other. In a transfer, there is no manipulation of the components (e.g. boxes, pallets) of the shipment.
<b>Transit</b>	The movement of regulated cargo into or through the U.S. and its territories without establishing the final disposition at the first port of arrival.
<b>Transloading</b>	The manipulation of transiting product, such as a breakdown of pallets, transfer of boxes from container to container, or transfer of pallets from one conveyance to another.

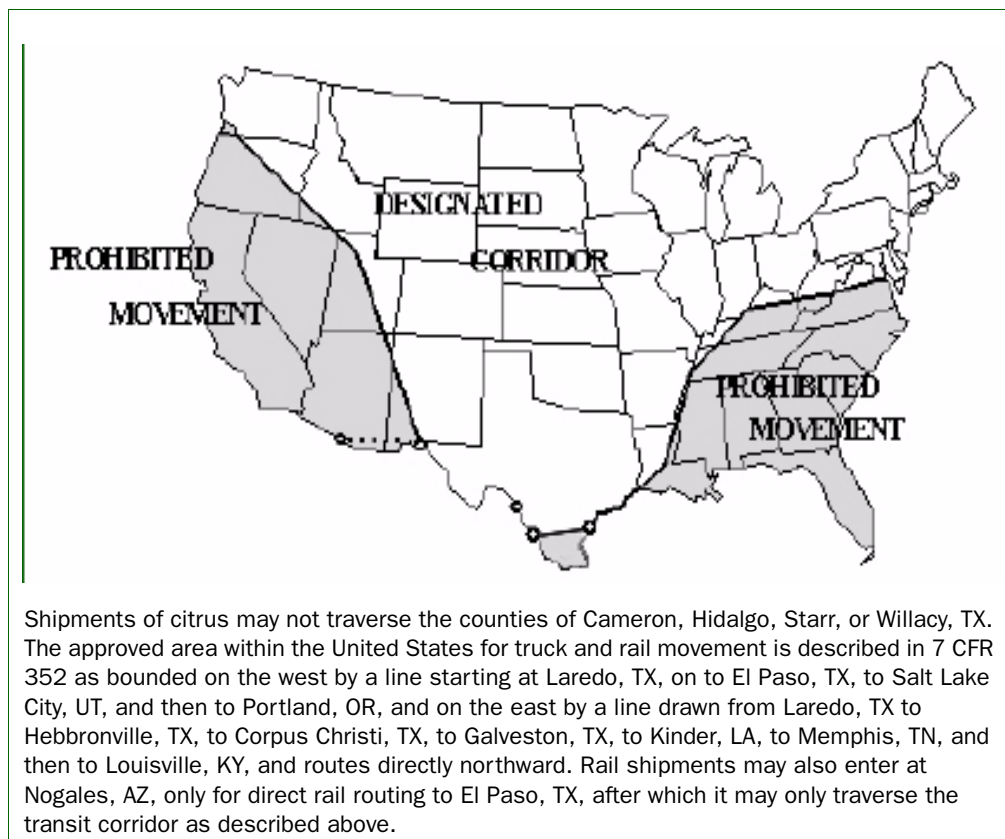
## Transit Corridors

### Transit Corridor for Avocado from Mexico



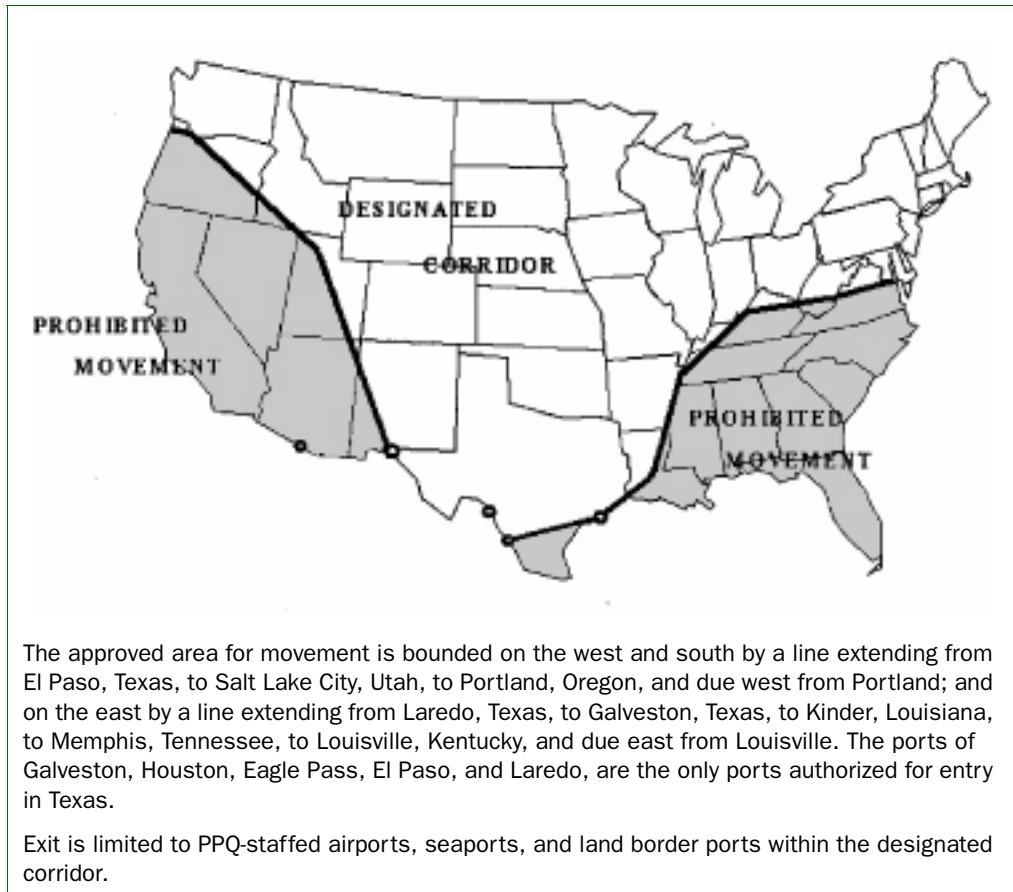
**FIGURE 2-2-1: Designated Transit Corridor for Avocado from Mexico**

## Transit Corridor for Untreated Citrus from Mexico



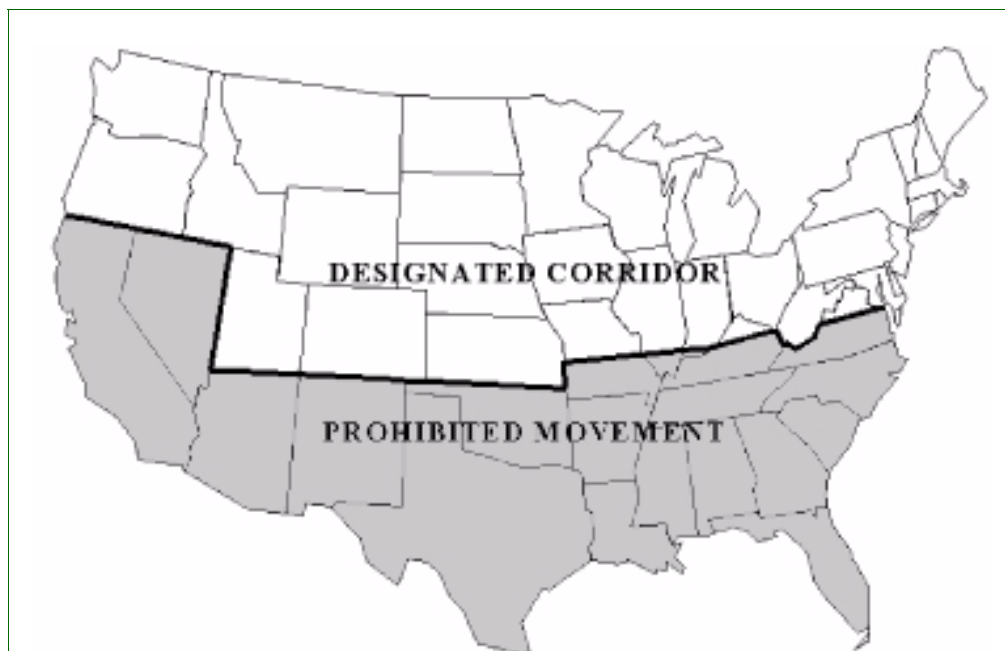
**FIGURE 2-2-2: Designated Transit Corridor for Untreated Citrus from Mexico**

### Transit Corridor for Untreated Guavas and Mangos from Mexico



**FIGURE 2-2-3: Designated Transit Corridor for Untreated Guavas and Mangos from Mexico**

## Transit Corridor for Cotton and Okra



The authority for prescribing an approved area for the movement of cotton and related articles is 7 CFR 319.8-17. Cotton and related items from Mexico are handled exactly as they would be if moving from a PBW-infested State in the United States. Cotton and related items from other countries is only authorized for movement through ports outside the corridor if meeting the density and treatment requirements for entry into the United States.

The approved areas for okra mimic the entry conditions described in 7 CFR 319.56-2p. The transit movement of untreated okra from the Dominican Republic, Mexico, and Suriname may be authorized through any State **except** that movement into or through California is prohibited between March 16 and December 31, and movement into or through any of the areas outside the corridor is prohibited between May 16 and November 30.

**FIGURE 2-2-4: Designated Transit Corridor for Cotton and Okra**

