

Jun 2017

President Trump & CBP Aim to Collect Unpaid AD/CVD Duties (From NCBFAA)

On March 31, 2017, President Trump signed an Executive Order (EO) that addressed unpaid anti-dumping and countervailing duties. This new EO, "promotes the efficient and effective administration of U.S. customs and trade laws by establishing enhanced measures to collect duties".

For more info, with the proviso that we are delighted to help identify any of your products that are under AD/CVD cases, please go to

http://www.ncbfaa.org/Scripts/4Disapi.dll/4DCGI/cms/review.html?Action=CMS_Document&DocID=20081&MenuKey=education

Broad Import Restrictions on Steel Could be Imposed Within Months
(From Sandler Travis)

Tariffs, quotas, or other restrictions on a wide range of imported steel products could be imposed in a matter of months as a result of the Trump administration's latest trade enforcement effort.

The Department of Commerce has self-initiated an investigation under section 232 of the Trade Expansion Act of 1962 to determine whether imports of foreign-made steel are harming U.S. national security. A DOC fact sheet explains that "a robust and healthy domestic steel production industry is necessary for national security," including the production of armor, ships, and aircraft, which could be accelerated under the Trump administration's planned military buildup. However, the fact sheet adds, U.S. steelmakers have "struggled in recent years, raising concerns about the industry's ability to support national security needs." The investigation will therefore consider production and capacity, workforce, investment, research and development, and other factors to determine whether steel is being imported in such quantities or under such circumstances as to threaten or impair U.S. national security.

In an April 20 memorandum President Trump directed the DOC to expedite this investigation. Under the law the department has up to 270 days to conclude a section 232 investigation and submit its report and recommendations to the president. However, Trump reportedly said he anticipates results within 30 to 50 days. The DOC said the probe will include

a formal request for public comment, to be published in the *Federal Register*, followed by a public hearing. For more info, please go to

<http://www.strtrade.com/news-news-import-restrictions-steel-232-national-security-042017.html>

Ed note: We suspect this investigation may expand into aluminum and other “U.S. national security” commodities, as well. As always, we will keep you posted of any developments.

Customs seizures, penalties, and audits

Unfortunately, we have a client that just had a full container of merchandise seized by Customs. Working through a seizure is VERY technical and requires an experienced customs attorney. Penalties, especially if they are large, may require the expertise of a good customs attorney. We have good working relationships with several, and we will gladly make a referral. Audits, of course, can be problematic, perhaps requiring a customs attorney, but depending on the circumstances, we may be able to guide you through an audit. Please keep in mind we gladly provide “pre-audit reviews” to review your processes to insure you can withstand a Customs audit. Regardless, when you hear a Customs officer say “seizure”, “penalty”, or “audit”, you should contact us immediately.

Maersk to offer trade financing in six U.S. states (From American Shipper)

Maersk Line has begun offering trade finance to shippers in six states ...the Danish ocean carrier said in a statement Wednesday.

The program is designed to give Maersk customers an alternative to bank financing for shipping and trade-related services attached to their ocean freight, freeing those companies to reserve capital for other uses.

Maersk ...is now rolling the program out to shippers in New York, New Jersey, Georgia, Texas, South Carolina, and Florida initially...

The program is designed to quickly establish credit worthiness, considering both the shipper’s financials and shipping history with Maersk Line.

It is also designed as an end-to-end digital solution, including the provision of an electronic bill of lading, with faster release of funds at gate-in as opposed to when documents are submitted. Shippers using the program also

don't need to provide collateral, other than shipping with Maersk or its subsidiaries.

The program is open to all Maersk customers, but a spokesperson told *American Shipper* the company is especially targeting sectors at the value end of business, including manufacturers, refrigerated products, chemicals, apparel/textiles, and appliances.

Maersk also noted that its global footprint allows it to have relationships and intelligence in markets where its customers and their banks might not have access. For more info, please go to

<http://www.americanshipper.com/main/asd/maersk-to-offer-trade-financing-in-six-us-states-67755.aspx>

Please visit our website at

www.lhcb.com

for additional and updated information and contact us with any questions.

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