



August 15, 2024

## **COMBINING/COMINGLING MULTIPLE HUNTERS INTO 1 CRATE UNDER 1 NAME**

Customs & Border Protection's current mission is to address comingled cargos not being manifested properly and therefore subject to seizure being considered master carton smuggling as sited in 19USC 1431 (c) (1) (A). In order to avoid the possibility of seizure and penalty Coppersmith Global Logistics recommends that hunting trophy shipments have at least one master bill of lading and one house bill of lading for each hunter in the shipment and separate packaging (except those that are married and/ or with their minor children under the age of 18).

The pertinent section of the US Code is 19 USC431(c)(1)(A) as follows:

**(c)Public disclosure of certain manifest information**

**(1)**Except as provided in subparagraph (2), the following information, when contained in a vessel [\[1\]](#) or aircraft manifest, shall be available for public disclosure:

**(A)**The name and address of each importer or consignee and the name and address of the shipper to such importer or consignee, unless the importer or consignee has made a biennial certification, in accordance with procedures adopted by the Secretary of the Treasury, claiming confidential treatment of such information.

Master Carton Smuggling is subject to penalties as outlined in 19 USC 1436. A \$5,000 fine for first offense and \$10,000 for each subsequent offense. This penalty is addressed to the manifest filer.

The above are reasons for relevant trade entities to file correctly with CBP.

There are also concerns that need to be brought to the importer or consignee. If CBP discovers Master Carton Smuggling, all of the goods under the associated infraction are subject to seizure. If CBP determines that part of the shipment is problematic for any reason the entire shipment can be held at their discretion, causing delays, destruction or degradation of the hunting trophy, increased charges by government agencies for corrective action or requiring corrective action on part of the shipment that in fact belonged to another hunter. In short legitimate freight might be detained or denied entry due to an association to cargo in need of more CBP scrutiny.

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