

Automated Commercial Environment e-Manifest: Trucks

February 2007



ACE e-Manifest: Trucks Feature

- The electronic manifest (e-Manifest) feature in Automated Commercial Environment (ACE):
 - Automates truck manifest filings with CBP
 - Interfaces with current release processes
 - Consolidates CBP release mechanisms
 - Utilizes both Electronic Data Interchange (EDI) and ACE Secure Data Portal technologies
 - Incorporates transponder and proximity card technology
 - Supports in-bond processing
 - Allows a third party who has already established an importer, broker, or carrier account to file a manifest on behalf of the carrier

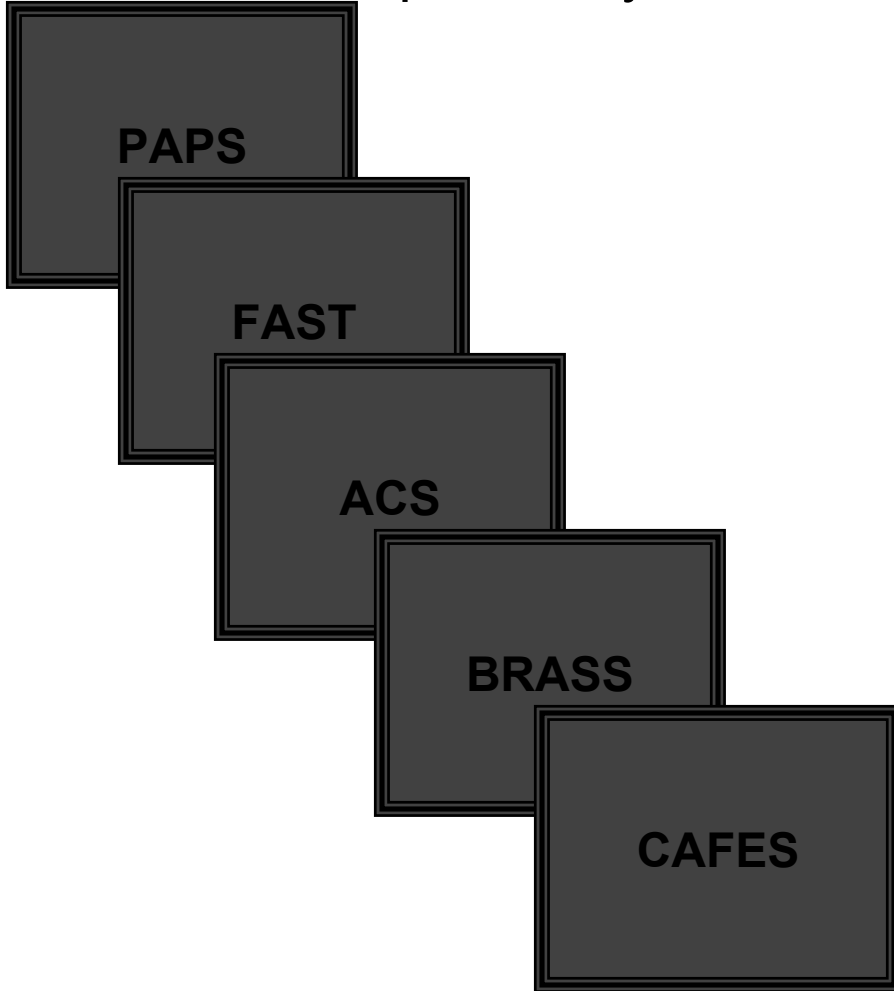
Single Interface for all Release Types

- Release of cargo within ACE Secure Data Portal
 - Pre Arrival Processing System (PAPS)
 - Cargo Selectivity including:
 - Border cargo selectivity (HN)
 - Cargo selectivity (HI)
 - Certification for release from entry summary (EI)
 - Free and Secure Trade (FAST)
 - Border Release Advanced Screening and Selectivity (BRASS)
 - Section 321 release of merchandise under \$200
 - Instruments of international traffic
 - Request and arrive in-bonds via manifest declaration
 - Customs Automated Forms Entry System (CAFES)
 - Electronic in-bond QP/WP messaging

Transform Land Border Primary Processing

From Five Separate Systems

to



One Consolidated Portal

- Single sign-on
- Single interface for all release types
- Multi-agency coordination
- Point and click access
- Transponder technology

Why ACE e-Manifest: Trucks?

- Trade Act of 2002 mandates electronic presentation of advance cargo information.
- Electronic manifests became mandatory at select ports beginning in January 2007, and will be extended to all ports by the end of the year.
- Carrier participation in electronic manifest alleviates dependency on the broker for Trade Act compliance. An e-Manifest submitted in a timely manner complies with the requirements of the Trade Act.

Broker and Carrier Communication

It is imperative that brokers and carriers communicate in order to coordinate the entry and manifest!

- A Customs entry must properly reference the corresponding manifest shipment record or records.
- The shipment control number (SCN) on the manifest must correspond with the Customs entry master bill of lading number.
 - On the northern border this number is usually the carrier's Standard Alpha Carrier Code (SCAC) plus the pro-bill number.
 - On the southern border this number is usually the carrier's SCAC plus the Customs entry number.
 - Today, this number is often referred to as the PAPS number.
 - This number must be unique, must start with a valid SCAC, must be the same between entry declaration and manifest shipment declaration.
 - Multiple SCNs can be reported on one Customs entry. This is often referred to as a consolidated entry at land border crossings. For consolidated shipments, the broker must ensure that EACH shipment control number is included on the ABI transmission.

Broker and Carrier Communication

- No “Bill Control Number” (BCN) should currently be reported by the carrier.
- No “House Bill” or “Sub-House Bill of Lading” should be reported by the entry filer.
- Total manifest piece count must match between entry and shipment declarations.
 - Manifest quantity reported in both entry and shipment records must report the lowest external packaging unit; containers and pallets are not acceptable manifest quantities.
 - Manifest descriptions cannot be generic. You may not say “freight of all kinds” or “general merchandise.”
 - The lowest external unit for many bulk shipments would be a tank trailer. CBP will accept unit of quantity of one for bulk shipments.
 - Gross weight in pounds or kilograms must always be reported for manifest shipment declarations.

Exceptions to filing an e-Manifest

- Certain informal entries including:
 - Merchandise which may be informally entered on Customs Form (CF) 368 or 368A (cash collection or receipt)
 - Merchandise unconditionally or conditionally free, not exceeding \$2000 in value, eligible for entry on CF 7523
 - Products of the United States being returned, for which entry is prescribed on CF 3311 (US goods returned)
 - Domestic cargo transported by truck and arriving at one port from another in the United States after transiting Canada or Mexico

Truck Carrier Benefits



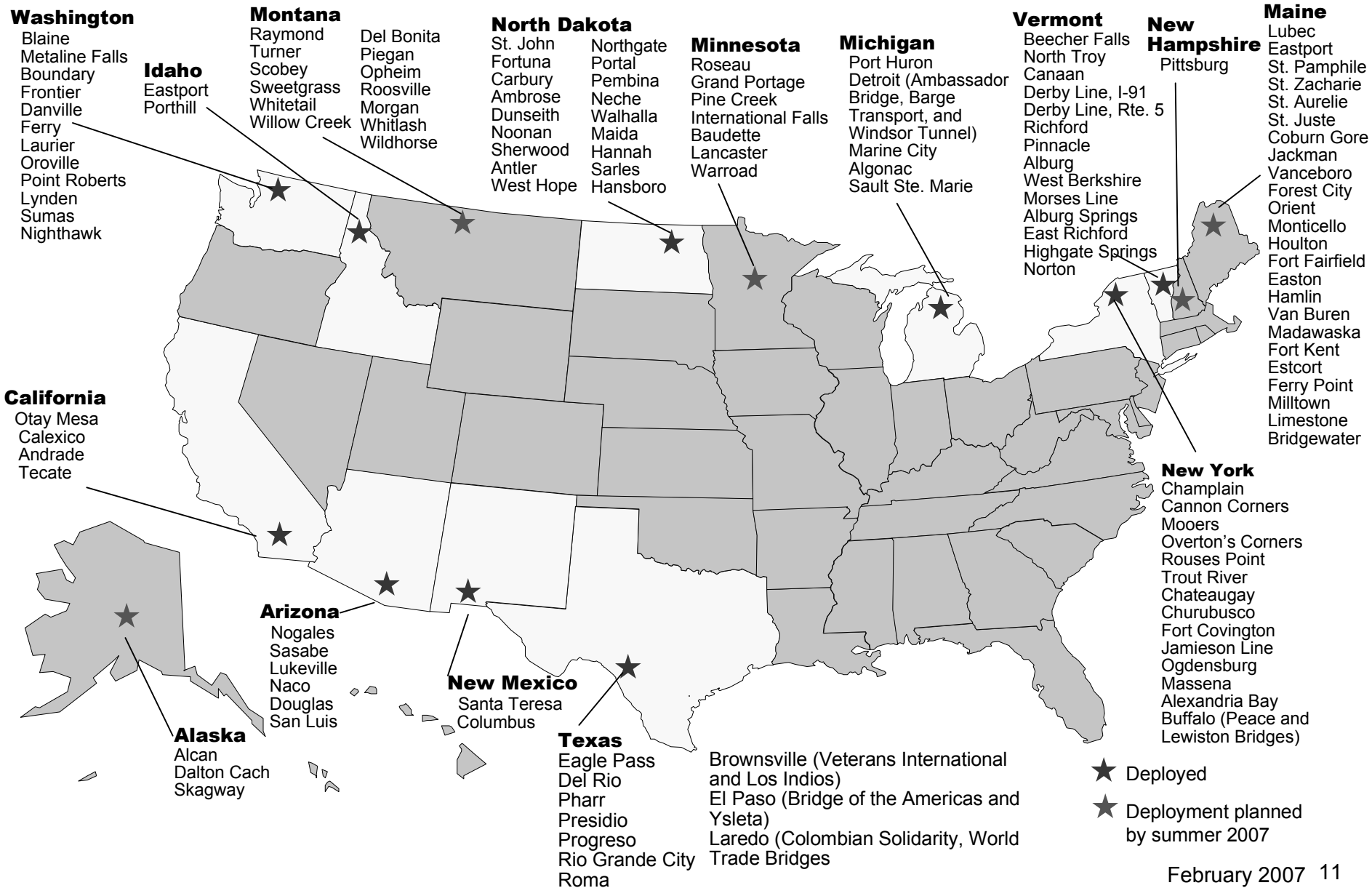
- Reduce processing times at ports with e-Manifest
- File manifest electronically via the web or via Electronic Data Interchange (EDI)
- Comply with Advanced Cargo Rule with e-manifest and reduce dependence upon interim methods
- Use broker download capability to transfer pertinent information to the entry filer, ensuring a match between entry and manifest
- Record and track account details of drivers, trucks (conveyances), equipment, shippers and consignees via EDI or the ACE portal.

Truck Carrier Benefits



- Eliminate repetitive entry of data elements resulting in increased efficiency and reduction errors in the manifest submission process.
- Generate a wide variety of customizable reports to evaluate and identify compliance issues and risks in the ACE portal
- Request electronic in-bond movements of cargo directly from the manifest. Additionally, carriers will be able to report the arrival of in-bond freight via ACE when the shipments arrive at their US destination.

ACE e-Manifest: Trucks Deployment t



e-Manifest: Trucks – Recent Federal Register Notices (FRN)

Federal Register / Vol. 72, No. 2435 / Friday, January 19, 2007

- Truck carriers were notified that on April 19, 2007, they would be required to submit an electronic manifest at land border ports in the following states: California, New Mexico, and Texas

Federal Register / Vol. 71, No. 62922 / Friday, October 27, 2006

- Truck carriers were notified that on January 25, 2007, they would be required to submit an electronic manifest at the following ports of entry: All ports in the states of Washington and Arizona, as well as the following ports in the state of North Dakota: Pembina, Neche, Walhalla, Maida, Hannah, Sarles, and Hansboro

Federal Register / Vol. 71, No. 15756 / Wednesday, March 29, 2006

- Automated Commercial Environment (ACE): Ability of Truck Carriers To Use Third Parties To Submit Manifest Information in the Test of the ACE Truck Manifest System

e-Manifest: Trucks – Recent Federal Register Notices (FRN) (cont.)

Federal Register / Vol. 71, No. 15 / Tuesday, January 24, 2006

- The test will be deployed at the following Texas cluster of ports no earlier than January 2006: Eagle Pass, Del Rio, Brownsville, Pharr, Progresso, Rio Grande City and Roma.

Federal Register / Vol. 70, No 198 / Friday, October 14, 2005

- Automated Commercial Environment (ACE): NCAP Test of Automated Truck Manifest: The test will be deployed at the following ports, in the State of Michigan: Windsor Tunnel, Barge Transport, Ambassador Bridge, Port Huron, Marine City, Algonac, and Sault St. Marie

Federal Register / Vol. 70, No. 145 / Friday, July 29, 2005

- Automated Commercial Environment (ACE): National Customs Automation Program Test of Automated Truck Manifest for Truck Carrier Accounts; Deployment Schedule

How To Apply for ACE

If your company has Internet access, your company is eligible.

Step 1: Fill out the ACE application

- Applications can be found at www.cbp.gov/modernization or by sending an e-mail to ACENow@dhs.gov
- Fill out all required application fields on your computer
- Print out the completed application

Step 2: Return the ACE application to CBP

- Mail the completed application to:

ACE Secure Data Portal – ACE Applications
U.S. Customs and Border Protection
Beauregard Building, Room A-314-3
7681 Boston Boulevard
Springfield, VA 22153



Questions and Feedback

For full participation requirements and other program details, please refer to the various Federal Register Notices which can be found under the Federal Register Notice link on www.cbp.gov/modernization.

**For more information,
visit “ACE: Modernization Information Systems”
at www.cbp.gov/modernization
or send an e-mail to: CBP.CSPO@dhs.gov**