

CARGO CONTROL & RELEASE (CCR) OVERVIEW

Ocean & Rail Manifest (M1)

Air Manifest and Cargo Release (M2)

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CCR: M1 – Ocean/Rail Objectives

- **Sea and Rail AMS functionality is baseline for ACE M1 scope**
 - Extract business logic and operational requirements from existing software
 - Poll Sea/Rail AMS stakeholders (trade/field) for ACE requirements
 - Desired new functionality to be added under M1
 - De-accession of obsolete functionality from M1 design
 - Incorporation of new stakeholder (ITDS/PGA) requirements in M1
- **Create consolidated MMM database for cargo control and release applications**
 - Includes data warehouse for queries
 - Web based browser for one point of entry into CCR-MMM applications
 - Enable and promote inter-modal data sharing and event reporting
 - Ocean/rail carriers into the ACE Account structure with portal access
 - Wireless capability bringing an 'ACE in your hand' functionality to CBP



CCR: M1 Ocean/Rail – Status

- Construction phase initiated post successful Office of Information Technology (OIT), Critical Design Review (CDR)
 - Drop 1 of this phase includes the Bill of Lading, data accept, validate, store, present
- DHS CDR nearing completion with positive results
 - Department of Homeland Security auditors have been reviewing the M1 design
- As of December 2006, M1 is on schedule for deployment in Oct 2008
 - Dependent on successful deployment of ESAR “A2” delivery
 - ESAR A2 includes reference databases used by M1
- TSN Multi-Modal Manifest Work Group will be convened in 2007
 - TSN MMM WG convened in Washington DC – AAR, 50 F Street NW
 - March 28, June 27 and October 24, following the day after the CESAC



CCR M1 – Intermediate Development

- Predicated upon direction and requirements from the CBP Office of Field Operations, the following development is planned for delivery into the current applications environment in advance of M1 deployment date
- Vessel Stowage Plan (BAPLIE) processing for ocean carriers
- New Security Filing data set for ABI and AMS participants
- Receipt of container status and inter-modal activity reporting from ocean carriers
 - Via the X12 format 322 transaction set, CAMIR equivalent
 - Via the UNEDIFACT CODECO and related transaction sets
- “Gate-Out” changes in Sea AMS status notifications



CCR: M2 - Selectivity & Air AMS

- Cargo Selectivity (“Cargo Release” CATAIR applications HN, Hi, LN, IJ, IN, ii) and Air AMS functionality is the baseline for M2
 - Extraction of business logic and operational requirements from existing software
 - Poll trade and field stakeholders for ACE requirements
 - 25 GIFS received from the TSN Entry Sub-Committee
 - New operational requirements from OFO
 - New business requirements from Air industry
 - New business requirements from TSN In-Bond Committee
 - New operational requirements from ITDS (50 agencies)
 - De-accession of obsolete ACS functionality from M2 design
- Use shared MMM database for M2
- Bring Air Carriers into ACE Accounts and Trade Portal functionality
- Operational deployment scheduled for June 2009



Entry and Release

Trade Requirements and Status for Air Manifest and Cargo Release (M2) Functionality

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General Information

- **Overview**

- Working with trade community and Office of Field Operations (OFO) to define new functionality
- The International Trade Data System (ITDS) group will represent Participating Government Agencies (PGAs)
- Internal coordination efforts with Entry Summary, Manifest, ITDS and OFO
- Automated Broker Interface (ABI) as well as Portal capabilities
- Proposed implementation date: June 2009



Approach

- **Expansion of the Baseline**
 - Multi-Modal
 - Automated manual processes such as:
 - Delete
 - Cancel
 - Corrections
 - Changes on entry accepted through to release
 - One release message from CBP and PGA's
 - Multiple Number types for Manufacturer Id's
 - Automation of USVI Ports
 - One stop shop for all entry related items - PGA



Proposed Requirements – Trade/OFO

Release Sub-Committee (RSC) Requirements

- **RSC – 001: Alignment of Data between Entry and Entry Summary**
 - Fields and definition of fields same for both entry and entry summary. (Consignee/Ultimate Consignee and Manufacturer/Shipper)
- **RSC – 002: Automatic Comparison of Data**
 - Automatic comparison of data that will compare the quantity, unit of measure, in-bond data, etc., and return discrepancies to concerned parties
- **RSC – 003: ACE e-Manifest Information Passed to ABI –XR (record identifier) Records**
 - Expand data elements in the Border Release Advanced Screening and Selectivity (BRASS) Release system



Requirements – Trade/OFO (cont'd)

- **RSC – 004: Broker Corrections while in “Hold” Selectivity Status**
 - Allow filers to electronically make corrections when entry is in hold status
 - CBP Officer will be able to approve/disapprove changes
- **RSC – 005: Truck Manifest Broker Download**
 - Issue Resolved in Truck Manifest (Release 4) Platform
- **RSC – 006: CBP Validation of Employer Identification Number (EIN or Social Security Number (SSN) at time of 5106 add**
 - Improve the validation process for EIN/SSN used to add to the 5106 file



Requirements – Trade/OFO (cont'd)

- **RSC – 007: Contact Information Tagged with Manifest and Release transmission**
 - Create a query for contact info for bills or entries. Or automate through output messages
- **RSC- 008: Extend Bill of Lading (BOL) update capability to: 30 days after release for truck/rail/air: 60 days after release for sea**
 - Currently 15 days
- **RSC - 009: Electronic Entry Cancellation**
 - Automate manual cancellation process through release and not allow re-use of entry number



Requirements – Trade/OFO (cont'd)

- **RSC - 010: Electronic Entry Deletion**
 - Automate manual deletion process through release
- **RSC – 011: Expansion the Number of Lines on an Entry**
 - Currently 999 lines on an entry, will allow up to 9,999 lines on an entry
- **RSC – 012: Export Exam Notification Message**
 - Automate Temporary In-Bond (TIB) Process for export exams



Requirements – Trade/OFO (cont'd)

- **RSC – 013: Food & Drug Administration (FDA) Operational and Administrative System for Import Support (OASIS) Timing**
 - Send notifications up to 5 days prior to Estimated Date of Arrival (EDA)
- **RSC – 014: FTZ Type 06 Entry**
 - 3461 data and weekly estimate data are out of sync
- **RSC – 015: Manifest Query for Brokers/Filers & Terminal Operators**
 - Allow Broker/filers and Terminal Operators to access data to determine status of BOLs



Requirements – Trade/OFO (cont'd)

- **RSC – 016: PGA- CBP Release Coordination**
 - Single release coordination
- **RSC – 017: Pre-Review Notification**
 - Allow for electronic pre-review notifications (documents required) to be sent to filers, carriers, and importers at the time of entry certification as opposed to time of arrival.
- **RSC – 018: Redelivery Request**
 - Allow for electronic redelivery notifications to be sent to filers and importers from CBP Officer
- **RSC – 019: Port Event Warning Message**
 - Electronically notify trade partners when port is closed for business



Requirements – Trade/OFO (cont'd)

- **RSC – 020: Release Entry Query for Carriers/NVOCC and Terminal Operators**
 - Allow carriers, non-vessel operated common carriers (NVOCC) and terminal operators to query release status of entries and receive pertinent data through a manifest query.
- **RSC – 021: Release Message Sets to PGAs**
 - Allow PGAs to receive/request arrival, results of exam review, and release messages on shipments
- **RSC – 022: Release Transmission Timeline**
 - Submission of Entry request for 90 days prior to estimated date of arrival (EDA)



Requirements – Trade/OFO (cont'd)

- **RSC – 023: Submission of Electronic Documents in Image Format**
 - Supporting documentation sent through Image technology
- **RSC – 024: Turn-Over Process Accommodated in ACE**
 - Ability to shift bonds from one entity to another during entry/entry summary processing
- **RSC – 025: Universal Port Code for All Modes and Release Types**
 - Allow entries to be submitted at one port and arrive at a different port with the same entry number for processing for all modes and release types



Summary

- Air manifest and cargo release (M2) will bring about positive changes to current business practices
- OIT will continue to work collectively with the trade community and OFO to bring about these changes
- M2 to build upon existing structures and expand capability
- PGAs will be incorporated via OFO approval
- ACE will act as conduit for all transactions relating to entries



Air Manifest Requirements– M2

Trade Requirements and Status for Air Manifest (M2)
Functionality

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Air Manifest Requirements

- Air will support secondary notify parties for carrier notifications
- Air will suppress Bill of Lading (BOL) content messages when requested in the Trade Partner database
- Air will generate a response message for all input messages
- All local transfer authorized messages will contain the transferred to facility Identification
- In-bond requests will contain the port of origin
- Multiple in-bond requests with the same port of origin will be allowed for a single BOL
- Origin and destination ports will be put in the bond authorization
- Air will allow the CBP Officer to request a flight diversion



Air Manifest Requirements – cont'd

- Air will send release information to new port on diversions
- Air will expand BOL no., In-bond no. input fields to 50 characters and will also accept sub-house in BOLs
- Air will handle PGA information requirements on holds, releases, BOL status changes, etc.
- Air will allow the CBP Officer to request redelivery of freight for inspection
- Air will process BOLs in other modes of transportation
- Air will automate in General Declaration form using new formats for the departure and arrival messages
- Air will not accept an arrival message until a departure message has been sent for the flight



Air Manifest Requirements – cont'd

- Air will send entry advisory messages for BOL matching entries prior to flight arrival
- Entry clearance messages will be sent instead of entry advisory messages when CBP has marked a trade partner saying they can receive early release messages
- Trade partners can use the same in-bond number for all parts of a split BOL
- Air will send a notification to the trade partners for all untimely BOLs
- Air will insert the in-bond type and in-bond number into the in-bond authorization message
- Trade partners will be able to submit supplementary BOLs with an in-bond movement request that can be used to identify the BOL data in future requests against the BOL
- Air will facilitate an onward carrier's acceptance of the use of their bond for the in-bond movement





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