



Information Notice: Simplified Entry

Over the past year, U.S. Customs and Border Protection (CBP) and the trade have worked together to determine how merchandise can be imported more efficiently through the 327 ports in the United States (U.S.). The Simplified Entry (SE) process is one outcome of those discussions. SE streamlines the release of goods and enhances cargo security. It segregates shipment information from transportation information providing the opportunity for importer/filers to submit information on shipments earlier in the transportation chain, i.e. prior to departure/delivery to the carrier. Earlier filing of entry information will in turn allow CBP personnel more time to apply a risk-segmented approach that focuses resources on high-risk shipments while potentially reducing transaction costs for importers.

SE Benefits

- Allows CBP and trade to identify and address potential risks earlier in the process
- Reduces transaction costs for importers and CBP
- Expedites data submission and cargo release decisions
- Provides greater predictability which allows importers to make logistical arrangements in advance of arrival

SE Participation Requirements

- Participation requirements were defined in the Federal Register Notice issued on November 9, 2011.
- To participate in the pilot, the simplified entry must be followed by an entry summary filed in ACE.
- Pilot participants must be C-TPAT certified brokers or C-TPAT Tier 2 or above certified importer/self-filers and have the relevant system requirements.
- In December 2011 CBP selected nine brokers to participate in the pilot. The pilot participants are: A.N. Deringer, Inc., Expeditors, FedEx Trade Networks, FH Kaysing, Janel Group of New York, Kuehne & Nagel, Inc, Livingston International, Page & Jones, Inc., and UPS.

SE Process for Pilot

- Transportation information will be submitted via air manifest or the Air Cargo Advanced Screening (ACAS) security filing. The importer or broker acting on behalf of the importer will submit the SE data set as soon as the information is available.
- By filing well in advance of the current filing requirements (4 hours in advance or wheels-up), CBP can run its targeting earlier, ensuring that (a) the



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merchandise is not held up for issues that could have been resolved pre-loading and (b) messaging can begin earlier.

- SE data can be updated until the arrival of the conveyance. Each time data is resubmitted, it will be run through targeting.
- A disposition message for the SE will be sent to the filer once the entry and airway bill (either ACAS or AAMS) data have been matched. Once the AAMS completed manifest and the flight departure message are on file, assuming there are no issues identified against the entry or manifest, then a final release message will be sent to the filer and carrier.
- Use of the Document Image System (DIS) will occur in a later phase of the pilot as will the use of the Participating Government Agency (PGA) message set.

SE Pilot Rules

For the initial test phase the following rules will apply:

- The initial test is for type 01 and 11 entries filed in the air mode of transportation.
- A simplified entry must be followed by an ACE entry summary.
- A continuous bond must be used to file an SE.
- No other government agency requirements are involved.
- The filing of entries on split shipments or unassembled or disassembled entries will not be supported in the initial phase of the test.
- The port of arrival and the port of entry and unloading must be the same for any SE filed.
- The manifested bill of lading quantity count and the release bill of lading quantity count covered by the SE must match.
- Remote Location Filing (RLF) and Certified for Cargo Release from Summary will not be allowed at this time; this capability will be available at a future phase of Simplified Entry.

SE Data Set

In lieu filing the CBP Form 3461 data, the importer or broker acting on behalf of the importer will file the following 12 data elements with CBP:

- (1) Importer of Record Number
- (2) Buyer name and address
- (3) Buyer Employer Identification Number (consignee number)
- (4) Seller name and address
- (5) Manufacturer/supplier name and address\
- (6) HTS 10-digit number



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- (7) Country of origin
- (8) Bill of lading/house air waybill number
- (9) Bill of lading issuer code
- (10) Entry number
- (11) Entry type
- (12) Estimated shipment value.

In the air environment in the initial test phase, the entry filer, at his option, may also provide the additional three data elements:

- (13) Ship to party name and address (optional)
- (14) Consolidator name and address (optional)
- (15) Container stuffing location (optional)

The Simplified Entry Data Set may be filed at any time prior to the arrival of the cargo in the United States port of arrival with the intent to unlade.

Impact of SE on ACE Reports

Phase One of the SE pilot will impact the Aggregate and Detail Cargo Entry reports, Aggregate and Detail Cargo Exam reports And AD-003 Cargo Entry Report Extract. Today Cargo Entry reports exclude rail Line Release, Border Release Advance Screening and Selectivity (BRASS) and Free and Secure Trade (FAST) entries. Simplified entries will also be excluded from those reports initially. Entry summary reports will not be impacted.

In order to confirm if a trade member is impacted by the above ACE Reports issue, CBP recommends that:

- Brokers inform their clients if they are submitting simplified entries on their behalf.
- Importers check the SE Requirements Participation section above to determine if their broker(s) was selected for the pilot. If so, contact your broker to determine if they are filing simplified entries on your behalf.

Additional Resources

For information on further development and updates on the status of the pilot, please check the CBP website at:

http://www.cbp.gov/xp/cgov/trade/trade_transformation/simplified_entry/

Please note if may be necessary to copy and past the URL into your web browser.