

# Enhanced Air Cargo Advance Screening Security Filing Frequently Asked Questions (FAQ)

September 23, 2024

V2.3

## BACKGROUND

On August 21, 2024, an updated version of the Air Cargo Advance Screening (ACAS) Implementation Guide (IG) was published on the U.S. Customs and Border Protection (CBP) CBP.gov website. To assist the trade community in understanding the expectations of CBP concerning the new “Enhanced ACAS Security Filing”, CBP is providing this interim frequently asked questions (FAQ) document as guidance. Please note that CBP’s responses to the FAQs are for informational purposes only; they may be changed or updated at any time and are legally non-binding. For more information on the ACAS IG, please visit: <https://www.cbp.gov/document/guides/air-cargo-advance-screening-acas-implementation-guide>

**Note:** Per Industry feedback, CBP will attempt to identify all updates to the FAQ by using the yellow highlighter each time a new FAQ is posted.

There are substantive changes to the guidance in this FAQ document and the ACAS Implementation Guide based on the 10 one-hour feedback sessions that were held with Industry between Friday, August 30 through Friday, September 13, 2024. Industry partners included major trade associations, air carriers, express carriers, customs brokers, freight forwarders, third-party logistics providers (3PLs), service centers, software vendors and others involved in the air cargo supply chain community. Partners included domestic as well as international representatives.

### 1. What is an Enhanced ACAS Security Filing?

CBP and its partners at the Transportation Security Administration (TSA) jointly administer the ACAS program at the National Targeting Center (NTC) in Sterling, VA. An Enhanced ACAS Security Filing (ACAS SF) provides additional data that better identifies the parties involved in the air cargo supply chain prior to cargo being loaded on board a U.S. bound aircraft.

An Enhanced ACAS SF typically includes most of the following data elements:

## **Enhanced ACAS Security Filing Type**

This element gives an indication to the nature of the handling and transportation of the shipment and may provide significant downstream security clearance benefits to the filer.

1. 01 Standard
2. 02 Express
3. 03 E-commerce
4. 04 Postal (*reserved*)

While E-commerce is carried by both “standard air carries” as well as “express carriers”, it is a distinct and unique type of transaction that warrants its own category.

The “04 Postal” type will be reserved for future use if/when international mail shipments come online.

## **Transaction Types (Relationships)**

Choose the element that best describes the transactional relationship between the shipper and the consignee. If a shipment falls into a “special category”, use the special category. This element may provide significant downstream benefits to the filer.

1. B2B Business to Business
2. B2C Business to Consumer
3. B2G Business to Government
4. C2C Consumer to Consumer
5. C2B Consumer to Business (e.g., Returns)
6. C2G Consumer to Government
7. G2G Government to Government (excluding diplomatic pouches and HHG)
8. DIP Diplomatic Pouch
9. G2B Government to Business
10. G2C Government to Consumer
  
11. HHG Household Goods/Personal Effects
12. LAB Medical Tests, Samples, Organs, Human Remains
13. LVA Live Animals (e.g., pets)
14. DGR Dangerous Goods
15. MAL International Mail
16. DOC Documents

## DATA RECOMMENDED PRE-LOADING

This section identifies additional data that are strongly recommended to be included in ACAS filing to expedite the clearance process.

### Party Contact Information

These fields give contact information for the cargo shipper and consignee and should be transmitted in the SHP or CGN records. This data should be collected as an industry best-practice and is typically available.

1. Shipper E-mail (EML)
2. Shipper Phone Number (SHP record)
3. Consignee E-mail (EML)
4. Consignee Phone Number (CNE record)

### Customer Account Information

After consulting with Industry, it has become necessary to modify the *Shipper Account* data element. CBP is changing it to **Customer Account** to better reflect the reality that the party issuing the air waybill (and typically filing the Enhanced ACAS SF) may have an account with a consignee, seller, buyer (or other party) rather than the shipper or actual shipper.

These fields give information about the **Customer Account**. The data generally exists, or should exist, for established relationships between the customer and the party issuing the air waybill (e.g., air carrier, freight forwarder, customs broker, service center, etc.). We will sometimes refer to this party as the “shipping customer”, although it may refer to other parties. This is generally the information that the logistics provider creates and maintains regarding its customers and is often relied upon to ensure that the logistics provider gets paid for its services.

*Technical note: They can be transmitted in the SHP record, or the CAMIR OPI record for Party Type ESA. In CAMIR messages, send the data in Party Info Type/Party Info fields. In Cargo-IMP messages, send the data in Contact Identifier/Contact Number field. If the SHP record is used, transmit the Shipper Account Name with data type Account Name (ANM), even if it is the same as the name of the shipper. Data specific to the account (such as the account phone number) should be sent after the Shipper Account Name in the record.*

#### **5. Customer Account Holder (AHL)**

- a. Shipper, Consignee, Buyer, Seller, Third Party, etc.**

6. Customer Account Name (Party Type ESA Name field or Party Info Type ANM)
7. Customer Account Issuer (ISR)
8. Customer Account Number (ACT)
9. Customer Account Shipping Frequency/Volume (ATY)
10. Verified Known Consignor (KP)
11. Customer Account Establishment Date (EST)
12. Customer Account Billing Type (BLT)

### **Other Identity Information**

*These fields may apply to any party on the submission, including the shipper or shipper account.*

13. IP Address or MAC Address used during creation of Customer Account (AIP)
14. IP Address or MAC Address used to request shipment pickup or bill creation (SIP)
15. Biographic Data (Proof of Identity/Gov't Issued Document Number, Document Country, Date of Birth). See Section on "Privacy Concerns" for additional details. (ISD+ID)

## **ADDITIONAL INFORMATION**

### **Additional Optional Information**

*The following data elements will further facilitate the risk management process and improve the likelihood that the data review can be completed quickly.*

16. **Customer Account** E-mail. Data is distinct from shipper e-mail and should be sent separately for the **customer account** even if it is the same (use data type EML or VML within the account data record).
17. **Customer Account** Phone Number. Data is distinct from shipper phone number and should be sent separately for the **customer account** even if it is the same (use data type PHN or VPH within the account data record).
18. **Origin of Shipment**. Report on the WBL Origin of Shipment field.
19. **Transaction Type**. Report on WBL Transaction Type.
20. **Shipper MID or AEO Number**. Report on SHP record using type MID. In CAMIR messages, send the data in Party Info Type/Party Info fields. In Cargo-IMP messages, send the data in Contact Identifier/Contact Number field.
21. **Consignee IOR (or similar number)**. Report on CGN record using type IOR. In CAMIR messages, send the data in Party Info Type/Party Info fields. In Cargo-IMP messages, send the data in Contact Identifier/Contact Number field.
22. **Commodity HTS Code, Value and related information**. Report on CAMIR CSD record or Cargo-IMP HTS record.
23. **Regulated Agent (Yes or No)**. Report on OPI record with Party Type RAG.
  - a. **Regulated Agent Name**

- b. Regulated Agent Address
- c. Regulated Agent Code

24. Shipment Place of Receipt (name and address). Report on OPI record with Party Type POR.

25. Shipment Packing Location (name and address of facility). Report on OPI record with Party Type PKG.

26. Ship To Party (name and address) Report on OPI record with Party Type STP.

27. Shipping cost. Report on WBL record Shipping Cost field.

Note: some of the Enhanced ACAS Security Filing data elements are part of the customs entry. The earlier the entry data is provided to CBP, the earlier security clearance facilitation benefits can be applied. As a reminder, the ACAS program is solely focused on air cargo security. Any entry data provided through the ACAS program will only be used for security clearance purposes.

### **Additional E-Commerce Data Elements**

Due to the nature of the E-commerce marketplace, it may be difficult for the ACAS SF filers to obtain certain details. For these reasons, the following information may be required:

28. URL of the eCommerce Marketplace (MUR)

29. URL of item(s) purchased or SKU of item(s) from the E-commerce marketplace (PUR)

30. URL of the supplier/seller/manufacturer of the good(s) (SUR)

## **2. What is the benefit of an Enhanced ACAS Security Filing?**

The benefits are twofold – it promotes lawful international trade and reduces the risk of terrorism by providing CBP and TSA with significantly better information earlier in the supply chain process. Entity identification is enhanced by leveraging business relationships that naturally exist between the actual shippers and their logistics providers. The Enhanced ACAS SF also provides industry the opportunity to identify the actual consignees much earlier in the supply chain process. Taking steps to vastly improve entity identification is critical to help CBP properly segment risk by identifying the highest-risk and lowest-risk shipments prior to these shipments being loaded on an aircraft. Identifying entities earlier in the process also helps the trade to better secure their supply chains and protect their employees and customers.

## **3. Who is responsible to file an Enhanced ACAS Security Filing?**

The same entity who is currently responsible for filing the standard ACAS SF.

“Any other entity in possession of required ACAS data that is not the inbound air carrier, or a party described in paragraph (c)(2) of this section must fully disclose and present the required data for the inbound air cargo to either the inbound air carrier or other eligible ACAS filer, as applicable, which must present such data to CBP.”

The definitions of the mandatory and conditional ACAS data elements are set forth in §122.48a and §122.48b and are to be **submitted at the lowest air waybill level.**

Note: In addition, CBP recommends that the air carriers also provide an Enhanced ACAS SF at the Master air waybill level to better identify the freight forwarders and logistics providers they are working with. At the very least, the **Customer Account** information (i.e., the Shipper Account) should be provided. In many cases, these entities are recognized Regulated Agents.

#### 4. Is CBP trying to redefine “shipper”?

No. Shipper is already defined in the regulations: “...for non-consolidated shipments, the name of the **foreign vendor, supplier, manufacturer, or other similar party is acceptable** (and the address of the foreign vendor, etc., **must be a foreign address**); by contrast, **the identity of a carrier, freight forwarder or consolidator is not acceptable**” 19 CFR 122.48a – and 122.48b.

CBP is looking for more information on the party that is causing the goods to be transported. In this case, CBP is looking for the “shipping customer” who is most likely paying for the logistics services.



**5. There has been a lot of discussion regarding vague cargo descriptions. Is CBP thinking of adopting the European Union's (E.U.) Import Control System 2 (ICS2) requirement to provide the HTS-6 in addition to the description found on the commercial invoice?**

While this is not required under the current ACAS regulations, it is an industry best practice to provide both the HTS-6 as well as the merchandise description found on the commercial invoice. Standardizing will help to harmonize and streamline processing, which will reduce errors and inconsistencies.

### **ENHANCED ACAS SECURITY FILING TYPES**

**6. Should express carriers always use the "02 Express" Security Filing Type?**

Express carriers would normally utilize the "02 Express" SF Type with one major exception: if the shipment is clearly an E-Commerce marketplace transaction, then the "03 E-Commerce" code should be used.

*Express consignment operator or carrier.* An "express consignment operator or carrier" is an entity operating in any mode or intermodally moving cargo by special express commercial service under closely integrated administrative control. Its services are offered to the public under advertised, **reliable timely delivery on a door-to-door basis**. An express consignment operator assumes liability to Customs for the articles in the same manner as if it is the sole carrier. 19 CFR 128.1

**7. What are "downstream benefits"?**

CBP will use the Enhanced ACAS SF information to better inform its risk assessment at the shipment level. This information benefits Industry and CBP by identifying additional parties in the transaction and allowing the shipments to be processed and clearing security checks in a timely manner.

### **TRANSACTIONAL TYPES (RELATIONSHIPS)**

**B2B Business to Business** - Buyers are typically part of an organization with a relationship defined by a contract, terms and conditions; payments may be on credit; may be regular and reoccurring purchases. May be a long-lasting relationship between the buyer and the seller or manufacturer.

- May also be a company moving its own product from one country to another (e.g., repositioning).
- Includes commercial resellers purchasing product from an on-line marketplace.

**B2C Business to Consumer** – Typically a one-time purchase from a manufacturer, supplier or seller, by a single buyer. **This code would be used for most E-commerce marketplace purchases by consumers.** For example, a customer purchases a 100% cotton women’s blouse from a popular internet marketplace that specializes in clothing.

**B2G Business to Government** – Government purchases.

**C2C Consumer to Consumer** – Person to person transactions; online auctions; gifts. **This code would be used for most personal transactions in the express mode.** For example, grandma sends a personally knitted sweater to a favorite grandchild.

**C2B Consumer to Business** – Use this code for returns, exchanges and repairs for merchandise going back to the shipper, supplier, manufacturer, etc.

**C2G Consumer to Government** – This code will probably be used mostly for documents.

**G2G Government to Government** - Excluding diplomatic pouches. Excluding household goods (HHG) and personal effects (PE) of returning U.S. personnel.

**DIP Diplomatic Pouch** – This can only be used by foreign governments and must follow proper protocols.

**G2B Government to Business** – This code will be rarely used; mostly for returns, exchanges and repairs.

**G2C Government to Consumer** – This code will probably be used mostly for documents.

**HHG Household Goods/Personal Effects** – This will be used for all household goods and personal effects shipments. **CBP recommends biographic data to be included for these types of shipments for expedited facilitation. (e.g., Name/Passport Number/Country of Issuance/Date of Birth. Alternatively, Name/SSN/Date of Birth).**

**LAB** – Bio-medical, diagnostics, tissues (e.g., blood, tissue, organs), specimens from clinical trials, and dental lab work. This code is not for clothing, supplies, instruments, equipment, etc. This code may also be used for human remains.

**LVA** - Live Animal (e.g., pets)

**DGR** – Dangerous goods, also known as hazardous materials (hazmat), are substances that can pose a risk to health, safety, or property when transported by air. They include items such as:

- Lithium batteries
- Flammable liquids



- Explosives
- Corrosives
- Compressed or flammable gases
- Infectious substances

**MAL** – International Mail - bags of letter class mail and small parcels

**DOC** – a shipment that contains only documents

**8. Our customer is the U.S. Government, and they are paying us to move an employee’s personal effects back to the U.S. from a foreign assignment. Can I use the “G2G Government to Government (Including Diplomatic Pouch)” code?**

No. Use the “HHG Household Goods/Personal Effects” code. The employee’s household goods and personal effects do not belong to the government.

**9. Can a returning U.S. diplomat, U.S. embassy personnel or other U.S. citizens working on behalf of the U.S. government use the “DIP” coded transaction?**

No. This shipment type is reserved for representatives of foreign governments and members of their families and their baggage and effects as provided for in 19 CFR 148.82.

Returning U.S. personnel and their goods are not considered diplomatic shipments and are not eligible to use the Type 5 coded transaction. Use the “HHG” Household Goods/Personal Effects code.

**10. Will CBP be open to adding additional codes in the future?**

Yes. If Industry identifies a need for additional codes, CBP will add them to the ACAS Implementation Guide.

## ENHANCED DATA ELEMENTS

**11. What is the Customer Account Name?**

The *Customer Account Name* might be exactly the same as the actual shipper. This data element will be directly tied to the *Customer Account Issuer* and the *Customer Account Number* to identify the new entity known as “Customer Account”. The combination of the name, issuer and number make this a unique entity.

## 12. Which party's "Customer Account" information are you really trying to obtain?

CBP wants to know the account information for the relationship that exists between the shipping customer and the air waybill issuer. This is the internal account number assigned by the freight forwarder, air carrier or service provider, etc., to the shipping customer.

Five common scenarios have been identified in the air cargo environment:

- A. Direct Relationship with Carrier** – In this scenario, the shipping customer has a direct relationship with the air carrier and the air carrier provides full logistics services to the shipping customer. The air carrier establishes an account directly with the shipping customer. For these shipments, the carrier files a simple air waybill as well as the Enhanced ACAS SF.
- B. Freight Forwarder /3PL (HAWB)** – In this scenario, which is the most common for non-express air cargo shipments, a freight forwarder (or similar party) has the direct relationship with the shipping customer. In these cases, the shipping customer creates a customer account with the freight forwarder or similar party.
- C. Self-File Scenario** – This is one of the most common shipping scenarios due to the exponential growth of E-commerce with more consumers shopping online. It is also very common for the end-to-end business models of express shipping companies. A shipping customer (which could be the consignee on the other end of the transaction) creates an online account with a freight forwarder, customs broker or other 3<sup>rd</sup> party logistics provider. In these cases, an initial account is set up which typically includes basic account information to include the establishment of an account number. In industry best practices, a contact phone number and e-mail are collected, of which at least one is verified (e.g., two-factor authentication).
- D. Self-File Internet Guest Log-on** – A user signs on to the website of a 3<sup>rd</sup> party logistics provider via a guest account, sets up a shipment and prints out a label. While an account number may not be assigned, the 3<sup>rd</sup> party logistics provider collects details from the self-filer such as party contact information and proof of payment. In this scenario, the Customer Account Number may be left blank if none exists. However, the filer of the Enhanced ACAS SF needs to clarify that the Customer Account Type was a Type "I" - Immediate Transaction. In terms of best practices, and for supply chain security purposes, 3<sup>rd</sup> party logistics providers should take steps to significantly limit or even consider eliminating this practice. Where no Customer Account Number exists,

*Biographic Data*, in the form of a government issued photo identification document such as a drivers' license or passport (w/ Name, Address, Date of Birth, ID type, ID Number, ID issuer, etc.) and the Internet Protocol Address used by the self-filer should be collected.

- E. **“Walk-in” to a Store Front** – A customer brings a package to a store front to ship. The store front takes care of the shipping and handling. In this scenario, the *Shipper Account Number of the store front or shipping outlet* would be provided, and the *Shipper Account Type* would be “S” Shipping Outlet – Walk-in.

In the walk-in scenario, where no *Customer Account Number* for the actual shipper exists, *Biographic Data*, in the form of a government issued photo identification document such as a drivers' license or passport (w/ Name, Address, Date of Birth, ID type, ID Number, ID issuer, etc.) should be provided. Alternatively, these customers should be encouraged to create an account.

**13. What happens if my Customer Account is with the consignee instead of the shipper?**

Per industry feedback, it is not uncommon that the consignee pays for the shipment and pays for the ACAS filing. In a case where the account is with the consignee, the **Customer Account Holder** information should reflect **Consignee Account**.

**14. Who is the Customer Account Issuer?**

The *Customer Account Issuer* is simply the party that created or assigned the account number to the *shipping customer*. In most transactions, it is the same entity that is responsible for filing the Enhanced ACAS SF. For most transactions, the *Customer Account Issuer* is the freight forwarder, customs broker, air carrier, service provider, etc.

**15. What are examples of acceptable codes for the Customer Account Issuer?**

CBP is looking for a code to match up with the account number being provided to make it a “unique” number.

- **AWB Prefix** – The three-digit code identifying an airline
- **Filer Code** – The three-character CBP filer code
- **Originator Code** – This is the seven-character code used to identify the ACAS participant

**16. Would it be possible for shipper/supplier/seller to have multiple customer account numbers?**

Yes. If a shipper/supplier/seller is using multiple freight forwarders and/or customs brokers, they would have a unique account with each separate logistics provider.

**17. Which account should the ACAS SF filer provide to CBP if they have accounts with multiple parties to the transaction? For example, my company has accounts with both the shipper/supplier/seller as well as the consignee/importer/buyer.**

While CBP expects the Shipper Account to be the primary Customer Account, CBP would like the account information for all parties to the transaction in order to perform a proper risk assessment.

**18. What is the Customer Account Establishment Date?**

The date the account was originally established. For older accounts where only the year is known, and the provider is identifying the account as a valid, known, and long-established account, you may fill in 01/01/YYYY.

**19. What is the Customer Account Frequency/Volume Type (ATY)**

The *Customer Account Frequency/Volume Type* describes the nature of the business relationship between the parties in terms of the frequency and volume of shipments being tendered to the air waybill issuer or other party.

The following 5 codes are currently recognized:

**S - Shipping outlet “walk-in”:** No customer account data for the actual shipper available because of the nature of the transaction. The *Customer Account Name* and *Customer Account Number* for the shipping outlet should be provided instead.

**I - Immediate transaction (e.g., guest account - internet transaction):** A one-off service request was placed without a link to an established account. Some data may have been captured (e.g. where to pick up).

**O - Occasional shipper (i.e., established account, but infrequent use):** A party with an established account that places pickup requests as needed. Shipping is probably incidental to the party’s operations, not a key part of the business.

**B - Regular/daily shipper:** A party with an established account with a standing request for pickups (e.g. daily service from a route driver). Typically, a small business such as a storefront with online presence.

**R - High-volume shipper:** A party that regularly ships at high volume, enterprise levels. Packages are delivered for transport from the shipper's warehouse directly to the courier or consolidator's facility.

## 20. What is the Customer Account Billing Type?

The Customer Account Billing Type details how the shipping transaction was paid for.

### One-time payments:

EFT - Electronic Funds Transfer (ACH; Banks; Financial Institutions)

MBL – Mobile and person to person payments (Venmo, Zelle, PayPal)

CC - Credit Card/Debit Card

CSH - Cash payment

CHQ – Check

CTO – Cryptocurrency

### Periodic payments:

BILL - Periodic billing

**21. Shipping Costs:** Total amount of charges assessed by the carrier, freight forwarder or other logistics provider to deliver the cargo. Includes any applicable shipping costs such as taxes and insurance.

## 22. What is a Verified Known Consignor (KP)?

This is the same party as the Known Consignor described in European Commission Regulation (EU) 185/2010. Known Consignor status is a designation given to a shipper of mail or freight who can ship on their own account and meet the security standards and regulations for transporting their cargo by air. This status can be a symbol of trust and quality, and it can help boost customer confidence in a company's ability to transport goods safely. To be considered for Known Consignor status, businesses must meet certain criteria set by the Civil Aviation Authority (CAA). Once granted, Known Consignors are subject to annual validation audits by a CAA Aviation Security (AvSec) Compliance Auditor. These audits usually take place within two months of the expiry date but may be earlier. During the audit, the auditor will review the company's secure processes, as well as their recruitment and training of AvSec staff. Known Consignor licenses are valid for a maximum of 12 months and must be renewed with the CAA after that time.

**CBP requires that the status be proven upon submission by the provision of a designated code.**

If the shipper does not qualify for this status, simply do not transmit this data element.

**23. Will CBP expand the use of the Known Party (KP) program beyond Europe?**

CBP may expand the use of the KP code beyond the (EU) 185/2010 as more information is collected on other recognized Known Party programs throughout the globe.

**24. What is a Regulated Agent?**

A Regulated Air Cargo Agent (RACA) is a business or entity that handles or arranges the transportation of air cargo and provides security controls to protect the aviation industry from unlawful interference or crime. RACAs are responsible for examining, clearing, and securing air cargo for loading onto aircraft. They also ensure that the goods in a consignment match the description provided by the consignor and that the consignment doesn't contain any prohibited or dangerous items.

RACAs can include:

- Air freight forwarders and couriers
- Air cargo handling companies
- Air cargo carriers and handlers, especially airlines
- Logistics service providers

RACAs can obtain a special legal status to make it easier to handle air cargo at airports. The legal basis for this status is Regulation (EC) No. 300/2008 and the German Aviation Security Act (LuftSiG).

**25. What if the shipping customer does not have an account?**

Outside of a shipping outlet “walk-in” or immediate shipping situation (e.g., printing a shipping label from a guest log-in), most regular shipping customers have accounts with their logistics providers. Even self-filers that use an internet-based marketplace that matches up buyers and sellers have accounts and internal account numbers assigned by their service provider. These accounts help ensure that the logistics providers get paid for services rendered.

In a shipping outlet situation (sometimes referred to as a “walk-in”) where the shipping customer may not have an account, the *Shipper Account Name* and *Shipper Account Number* for the shipping outlet should be provided instead. In these cases, the *Shipper Account Type* must be coded as a Type “S” (walk-ins).

In a situation where the actual shipper utilizes a guest account sign-on (e.g., via the service provider’s website) and prints out a shipping label without creating an account, the *Shipper Account Number* may be left blank, but the *Shipper Account Type* must be coded as Type “I” (immediate or internet transaction).

See: Table 29: Other Party Information Type Codes in the ACAS IG.

Industry best practices would be to reduce or even eliminate the ability for an actual shipper to ship cargo without creating an account with the logistics provider they tender the cargo to.

**26. Will the Shipper phone number and Shipper e-mail ever be different from the Customer Account phone number and the Customer Account e-mail?**

Yes. This is especially true for express cargo “walk-in” situations. It could also differ for shipments from large organizations where the shipper contact information might be the employee who shipped the package, but the shipper account contact information would be in the accounting department.

It will also be different for cases where the consignee, or other non-shipper party has the Customer Account with the Enhanced ACAS SF filer.

**27. What is the benefit to providing a Consignee Number (CBP Importer of Record Number) and Authorized Economic Operator Number (CBP Manufacturer Identification Number - MID)?**

CBP security programs are all about identifying and mitigating risk. Some supply chain entities have already been vetted and verified as being lower risk. By providing this information prior to loading of the aircraft, CBP may apply tangible security clearance facilitation benefits to these shipments.

For those entities who do not have a CBP Importer of Record Number or CBP Manufacturer ID Number (MID), an Employer Identification Number (EIN) or Tax Identification Number (TID/TIN) may be provided.

**28. What is a verified e-mail or verified phone number?**

Businesses are increasingly moving towards two-factor authentication to protect themselves and their customers from fraud and other cybersecurity crimes. In industry best practices, a contact phone number and e-mail are collected, of which at least one is

verified. Verification can also be as simple as the *Customer Account Issuer* calling the phone number provided and verifying that the *shipping customer* will answer the phone. It could also be as simple as the *Customer Account Issuer* seeing the phone number show up on a caller ID function. Similarly, the e-mail addresses can be verified by the exchange of e-mails between the *Customer Account Issuer* and the *shipping customer*.

## **29. Internet Protocol (IP) Address**

As an additional security factor, CBP is looking to collect the IP Address (or MAC Address) of the device when the *Customer Account* was created. In addition, CBP would like to receive the IP Address (or MAC Address) of the device used to request shipment pickup or bill creation.

Industry best practices include the ability of the logistics service provider identifying if a virtual private network (VPN) security feature is being used to mask the creation of a *Customer Account*, and to consider limiting the ability of an actual shipper to utilize a VPN when setting up an account. In addition, industry best practices include limiting or restricting the use of a VPN to mask the real IP Address when filing an Enhanced ACAS SF.

## **30. What is the Shipment Place of Receipt?**

It is where consolidator, freight forwarder, express courier, air carrier, etc., took possession of the shipment. That would be the pickup location, storefront, or warehouse where the shipment was received for transport.

## **31. What is the Shipment Packing Location?**

Name and Address (to include the postal code) of the foreign warehouse, factory or other place the goods were initially made ready for transportation prior to arrival at the airport.

## **32. Who is the Ship To Party?**

The Ship To Party is the name and address of the first deliver-to party scheduled to physically receive the goods after the goods have been released from customs custody.

## **33. Country of Origin - If the merchandise is assembled in one country, but parts are from many other countries which country of origin do I list?**



Generally, the country of origin for the imported product that is provided on the CBP Form 3461 is acceptable.

## E-COMMERCE MARKETPLACE

### 34. Please define E-commerce Marketplace Name.

The E-commerce Marketplace Name is the home page URL of the website used to make online purchases. Here is a list of commonly used online marketplaces:

www.amazon.com	www.ebay.com
www temu.com	www.rakuten.com
www.shein.com	www.etsy.com
www.aliexpress.com	www.alibaba.com

### 35. The Uniform Resource Locator (URL) string is sometimes really long. Is there any alternative?

If the E-commerce marketplace uses stock keeping unit (SKU) codes to identify and manage products, the SKU of the merchandise may be provided in lieu of the URL as long as the SKU takes the user to the product landing page when typed into the specific internet marketplace.

URLs should be URL-encoded for transmission to ACAS.

### 36. Can URLs be provided to CBP for products that were not specifically purchased via an E-commerce marketplace?

Yes. CBP will accept URLs for products that were not purchased via E-commerce transactions. For example, an auto parts supplier may be moving valve gasket covers from their European market to the US and want to provide a picture of the parts to CBP to assist with expedited security reviews of the goods.

URLs should be URL-encoded for transmission to ACAS.

## SCOPE

### 37. Is the intent for the Enhanced ACAS SF to become global in nature?

Yes. CBP accepts Enhanced ACAS SF on a global scale. It is not specific to any geographic region.

**38. Can an Air Carrier file an Enhanced ACAS Security Filing on the Master bill of lading?**

Absolutely. The air carrier is encouraged to include the **Customer Account** information it has with the freight forwarder. Especially if the freight forwarder is a Regulated Agent.

**PRIVACY CONCERNS**

**39. Some of the additional data elements required as part of an Enhanced ACAS SF may inadvertently conflict with or breach national laws pertaining to data protection and privacy, such as the European Union General Data Protection Regulation (GDPR).**

CBP currently collects an assortment of Personally Identifiable Information (PII) for legitimate government reasons in the air passenger environment and the practice is consistent with our other border search authority requirements in the cargo realm.

**40. When would biographic “bio” data be collected?**

The collection of biographic data makes the most sense in express “walk-in” types of transactions that are generally considered person to person shipments. **Biographic information would also be accepted for household goods (HHG) and personal effects.**

**41. What are acceptable forms of identification and what information should be verified?**

Government issued photo identification such as a drivers’ license or passport (w/ Name, Address, Date of Birth, ID type, ID Number, ID issuer, etc.). When verifying the transaction, does the document match the shipper’s name and address on the shipping documents?

CBP is not looking to collect any bio data for standard “business to business” transactions or “business to government” transactions.

## TECHNICAL

- 42. Some message formats or data transmission networks prevent the use of the @ character. This would make the provision of e-mail addresses difficult to do.**

CBP will support replacing @ with (at) or URL encoding the e-mail address.

Example: 12sample@business.com **becomes** 12sample(at)business.com

- 43. Will CBP continue to support XML?**

While it is not the preferred format being used by industry partners today to file ACAS SF, CBP will continue to support XML as a format with the new Enhanced ACAS SF. Please see Table 26: IATA E-Freight XML (Example) in the ACAS IG for more information.

## CLIENT REPRESENTATIVES (CBP)

- 44. Who do we contact at CBP if we are having system problems?**

Parties should contact their assigned CBP Client Representative if they have any questions or are experiencing problems. If one has not yet been assigned, please reach out to CBP Client Representatives at:

[gmb.clientrepoutreach@cbp.dhs.gov](mailto:gmb.clientrepoutreach@cbp.dhs.gov)

## CONCLUSION

CBP remains committed to working with Industry as we continue to develop the Enhanced ACAS SF program. CBP will update this FAQ document as frequently as necessary to provide the latest information on the business process based on Industry feedback and to standardize best practices. For technical information, please see the latest ACAS IG posted on the CBP.gov website.