

ACE Ocean Export Manifest Frequently Asked Questions

August 2016



U.S. Customs and
Border Protection



Automated Export Ocean Manifest: Frequently Asked Questions (FAQ)

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CBP Statement/Disclaimer: The document represents a series of questions received from Ocean Export stakeholders. Where possible, CBP has provided a preliminary response to the various questions. This is a **DRAFT** document **NOT** an official CBP regulatory document. This document is a working vehicle for exchange of information between CBP and ocean industry stakeholders during the development phases of the AES Export Manifest. At a future time, CBP may incorporate all or part of this document into an official Export Manifest FAQ document. Trade groups will be notified via CSMS of any such official publication; meantime this document is an evolving work in progress.

DRAFT IMPLEMENTATION GUIDES

Q00001: P4 Port Information: P4 port record states “US PORT OF ARRIVAL OF THE VESSEL PRIOR TO EXITING THE U.S.” Is that the last US Load Port or each US Load Port?

A00001: CBP has revised the IG: **P04: Port Information: “Each U.S. Export Port of Load”**

Q00002: M11 Bill of Lading Details: M11 lists traditional bill of lading Type Codes, but does not reference Masters, houses, originals, waybills, etc... as on the import system. In the N9 record, however, “Master BL Number” is listed. The M11 should be corrected to match the current import processing for straight, Master, and House BLs.

A00002: CBP agrees and IG’s will be corrected to reflect the appropriate Bill Types; in the Export IG for X12 M1109 and CAMIR B04.

Note: Import ISF bill types X12: 35, 36, 37, & 38; and CAMIR: Q, R, S, and T are not included because they are not valid in the Export Manifest.

Below is an excerpt from the revised X12 Export 309 IG and the CAMIR Export IG:

			Code
M	M1109	582	Bill of Lading Type Code
			Code identifying the type of bill of lading
			Required by CBP. Values accepted by CBP:
			00 Regular Bill (Simple Bill)
			12 Empty Equipment/Instruments of International Trade
			20 Freight Remaining on Board (FROB)
			28 MVOB (Vessel Master Bill)
			30 NVOB (NVOCC house Bill)
			Simple bill: issued by an Ocean Carrier for a shipment.
			Master bill: MVO bill issued by an Ocean carrier over house bills
			House bill: NVO (or other type of direct filer bill) with the commercial Parties listed

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EXPORT CAMIR BILL TYPES

0 (or space)	Regular / Simple Bill
2	Empty Equipment Instruments of International Trade: (if "2" is used, C01 Load/Empty Status Code must be "E")
B	Freight Remaining On Board (FROB) (Foreign remaining on board)
M	Master Vessel Operator Common Carrier (MVOCC) Vessel Master Bill
N	Non-Vessel Operating Common Carrier (NVOCC) House Bill

Q00003: N4 Geographic Location: These records go with the party name and address; however, for X12 on the import manifest, CBP will reject the manifest if the city, state, and country are listed in the N4. Will the export manifest really use the N4 while the import manifest will not? The N4 which contains city, state, and country has never worked and this may be a design issue. At present the last line of address information contains the city and state.

Below is an example of the shipper, consignee and notify in a 309. CBP receives 4 lines of address (N3's) and the last address line has to be the city and state. So instead of mapping to an N4 such as N4*NEWARK*NJ**US, we plug it into the last N3 address line even if it is a duplicate of say address line 2 or 3.

N1*SH*UPS SCS (CHINA) LIMITED.DALIAN BRANC
N3*RM1102, GOLD NAME COMMERCIAL TOWER*68 RENMIN ROAD T 86-411-8214068
N3*F 86-411-82714910*DALIAN _
N1*CN*UPS OCEAN FREIGHT SERVICES,INC.
N3*FMC 016871N 100 PORT STREET NEWARK*NJ 07114 US P 973-690-6640
N3*F 973-690-6685*NEWARK NJ _
N1*N1*UPS OCEAN FREIGHT SERVICES, INC.
N3*FMC 016871N 100 PORT STREET NEWARK*NJ 07114 US P 973-690-6640
N3*F 973-690-6685*NEWARK NJ _

A00003: CBP advised the N4 is supported in the Export Manifest in both CAMIR and X12 FORMATS; However, during a conference call with CBP and the Trade on April 8th, 2014 it became clear the Trade's preference was to continue **NOT** using the N4 geographic location.

CBP offered the following recommendation: CBP will develop Export Manifest to mimic the existing (import) handling of the N4 for the short term. Later, when both systems are eventually running on the

same platform, CBP will make the change (**the trade will be notified**) and the N4 will be programmed/implemented to contain city, state, and country data elements (as per the standard) for inbound and outbound manifest.

CBP's recommendation received a positive consensus from the Trade participants on the call. CBP reminded the participants that this is a temporary delay only; the Trade should reserve their programming resources and start the development sooner rather than later in order to be ready when CBP implements the N4 geographic location in the future.

Q00004: Missing Record – M12 In-bond Information: The X12 309 does not contain an M12 record which provides any IT/IE/TE in-bond details. In fact, it specifically states that the M12 is not used. This seems strange since the next transaction, 353, requires in-bond arrivals and exports.

A00004: **The record for In-bond is in the N9 segment in X12 and in the BO4 record in the CAMIR.**

IG's now specify the In-bond number can be used, but require association to an Export B/L number. There must be a B/L number associated to the import in-bond number.

In the majority of cases closing the Inbound (import) In-bond types 62's and/or 63's, CBP is expecting the same B/L and In-bond number to be submitted on the EXPORT manifest.

However, in cases when, for whatever reason, the original inbound B/L is **not** known or available, or a new or different Export B/L number is required the original import In-bond number is still required to be included in the "new" Export B/L submission.

The majority of Ocean Import 62/63 In-bond types are expected to use the same original INBOUND B/L number and the same IMPORT IN-BOND number on the EXPORT B/L (manifest).

As part of the enhanced processing in the Automated Export Manifest, this is the first time the same B/L number can be "live" on 2 different manifests/conveyances simultaneously.

The system does not support using only the bill number.

The same (import) In-bond number and the same (import now export) B/L number is required to be reported on the export manifest in order to "Close" the in-bond obligation (automatically) from the inbound import manifest (by exporting the B/L).

Q0004a. FOLLOW UP QUESTION: What about FTZ removals and USDA rejections:

A0004a. The original question & CBP's reply did not include FTZ withdrawals or USDA rejections. The original question was regarding the new "cross-reference" functionality being developed in AES Export Manifest to close Import In-bond IE's and T&E's, using the same B/L (or a different B/L) on the export manifest.

FTZ withdrawal would **not** fall under the "new" "cross-reference" function, because the original In-bond used to deliver the cargo into the FTZ is "closed" automatically upon arrival into the Zone (CF214).

Wherefore, the export of the cargo from the zone would be under a (**new**) export B/L and (**new**) in-bond number traveling out of the zone.

Regarding USDA Rejections: CBP will work with the USDA and keep the trade posted of developments.

One more point: for scenarios where there may not be an export B/L, there is the QP functionality. QP is a broker created in-bond and when a party does not have a SCAC for said return B/L, CBP accepts the FIRMS code as the B/L SCAC.

Q00005: 4010 Versus 6050: Below is the 4010 vs 6050 version difference. Do carriers need to send the new highlighted items under 6050 version?

		LOOP ID - N1			25
Dep	100	N1	Name	0-M	1
Dep	110	N3	Address Information	0	2
	120	N4	Geographic Location	0	1
Not Used	130	DTM	Date/Time Reference	0	1
	140	PER	Administrative Communications Contact	0	1
		LOOP ID - M12			1
	150	M12	In-bond Identifying Information	0	1
Not Used	160	R4	Port or Terminal	0	10
		LOOP ID - VID			999
Dep	170	VID	Conveyance Identification	0	1
	180	VC	Motor Vehicle Control	0	9999
		M7	Seal Numbers	0	9
		LOOP ID - N10			999
Dep	190	N10	Quantity and Description	0	1
		VC	Motor Vehicle Control	0	999
		LOOP ID - H1			99
Dep	200	H1	Hazardous Material	0	1
	210	H2	Additional Hazardous Material Description	0	99

A00005: YES: CBP confirms the highlighted items are required in the 6050 EXCEPT the M12. To be clear, the M12 is not required. Additionally, CBP is coding to ANSI X12 6050 and would prefer Ocean participants to gear up to 6050 for the AES Export Manifest. Once CBP is operating version 6050 for export, CBP will look to bring the Import ACE M1 up to the 6050 version as well.

Q00006: Non-Standard Characters: Will CBP accept the low-value, carriage return, or other non-standard characters, which are not mentioned in the 309?

A00006: The rule for non-standard characters has not changed, meaning non-standard characters are not supported.

Q00007: Bond Information: Bond information is not required per the draft IGs. If this remains so, what would happen to what was filed as an X12 in-bond (for example exporting from an FTZ)?

A00007: IN-BOND information is optional in the X12 N9 and CAMIR in the BO4. The in-bond type is not required and QP functionality is an alternative for cargo to be arrived at destination or exported (ex the FTZ).

Q00008: ISA Segment: How can the ISA segment (a header control record) be optional? Also, should the 310 reference (below) be made refer to departure and not arrival?

Segment: ISA Interchange Control Header	
Position:	0050
Loop:	
Level:	
Usage:	Optional
Max Use:	1
M	P401 310 Location Identifier M 1 AN 1/30
	Code which identifies a specific location
	U.S. Port of arrival of the vessel prior to exiting the U.S.
	- CBP only accepts 4 numeric characters in this field.
M	P402 373 Date M 1 DT 8/8
	Date expressed as CCYYMMDD where CC represents the
	First two digits of the calendar year
	Estimated Date of Departure from the U.S. Match EDA of
	original manifest submission when Amending BOL.
	Date as CCYYMMDD where:

A00008: Understand the standard for X12 V6050 reads that the ISA is optional; however, it is **required in the CBP IG**. Please see the “grey notes” on page 1 of the CBP 309 Draft IG. The IG’s verbiage has been updated to reflect vessel Departure and or Arrival from/to a U.S.Port.

Q00009: Bill Types and FROB: Is it correct that there are only 4 Bill Types instead of 12 in M1109 (see below)? We also note that the Master In-bond appears here, but there is no M12 segment. We also request to clarification regarding why there would need to be an export reference for FROB cargo?

Code identifying the type of bill of lading	
Required by CBP. Values accepted by CBP:	
00	Neither Space Charter nor Master In-bond Regular Bill (in export manifest this is Export Bill)
10	Master In-Bond (Note: There is no M12 segment)
12	Empty Equipment If provided VID10 will be “E” The empty container bill type can only be used for carrier-owned/leased instruments of international traffic.
20	Regular Bill Foreign Cargo remaining on Board (FROB) (Note: Why would there be an export reference for the INBOUND FROB cargo?)

A00009: Please see response A00002 in this document in regard to the Bill Types.

The FROB reference depends on the Office of Field Operations (OFO) and the Office of Rules and Regulations (OR&R) requirements for FROB bills on the export manifest.

CBP is going to build the export manifest to include the Inbound FROB bills on the Export Manifest.

If the Office of Field Operations (OFO) leave the regulations as they are, then FROB will be optional on the Export. The decisions on whether FROB will be required on the export manifest is with OFO.

Q00010: Location Identifiers: Carriers request to know what types of location identifiers are needed in the below listed segments. Carriers also recommend that CBP consider using only UN Location Codes instead of Census Schedule K codes.

Must Use	M1120	310	Location Identifier	O	1	AN	1/30	
			Code which identifies a specific location					
			Foreign Port of Unlading. Refer to Census Schedule K in CAMIR Appendix F for valid codes. If not specified in Schedule K use generic Schedule K					
			Code for all Canadian Provinces and Mexican States					
			CBP accepts only 5 numbers in this element					
M	M1125	309	Location Qualifier		M	1	ID	1/2
			Code identifying type of location					

A00010: At the present time CBP supports only Schedule K in the Location Identifier.

CBP agreed to look into supporting the UN Location Codes on the Export Manifest.

CBP recognizes the UN LO Codes are being accepted in other CBP programs and the participants confirmed they populate ISF 5 filings (FROB, IE and T&E using UN LO Codes).

CBP is willing to leverage data being collected in other CBP areas, on the Export Manifest.

Q00011: Qualifiers: The N9 segment (pages 18-19 of the draft IGs) contains more qualifiers than are currently used to manifest export shipments. Recommend that CBP carefully review these and eliminate any that are inconsistent with current business practice. We also note that if the bill of lading number is included in the AES electronic export information, as noted in the Export Baseline User Requirements, there would be no reason to require the carrier to collect and submit the ITN or exemption legend in the export manifest.

A00011: CBP will amend the IG's and delete 3 of the qualifiers which do not apply to Ocean namely:

ECN / PDF / MDN. Regarding the collection / manifesting of the ITN number or exemption code; under the current process, these data elements (one or the other) will be collected by CBP in the Export Manifest. For purposes of the Export Manifest pilot and until the applicable regulations are reviewed and published, **CBP will require the export manifest to contain either the ITN number or the exemption code applicable to the shipment type, i.e.: Low Value, Cargo destined to Canada etc.**

NOTE: 02 The next 3 questions relate to the ANSI X12 350 Status Information Transaction Set:

Q00012: Disposition Codes: Carriers request a list of disposition codes related to export manifesting in ACE? Appendix D provides complete list of disposition codes, but we are not sure which ones are applicable to ACE's export functionality.

A00012: ACE Appendix D will be amended to reflect the full list of import and export Disposition codes. ACE Appendix H, Error Codes will also be updated. Once the revised (draft) Appendices are published CBP expects the revised definitions will be clear whether the code is export or import; however, CBP will work with the Trade should further revision be requested/required.

Q00013: Sample 350: Carriers request a sample Export EDI 350 message from US CBP.

A00013: CBP will continue to work with the ocean carriers and all export manifest participants now and during the Pilot. CBP will exchange various transactions down the road via the "on-boarding" process and participant certification

Q00014: Reference Identification – Booking Numbers: Page 19 of the draft IGs mentions the booking Number in the "Reference Identification Qualifier" and "Reference Identification" fields. Booking numbers should not be used in the ACE export manifest system.

A00014: CBP Agrees and references to "Booking Number" will be removed from the revised X12 309 Draft IG

Q00015: Intentionally left blank – future use

A00015: Intentionally left blank – future use

NOTE: 03: The next 2 questions relate to the ANSI X12 353 Event Advisory Details Transaction Set:

Q00016: Departure Code: Under the import manifest process, carriers currently send notification '4' in M1501 element for vessel arrival to US discharge port. For export manifest process, which code? should carriers use to send the vessel departure message from US load port?

A00016: CBP agrees "4" is not for export. CBP expects to receive qualifier 8 in the M1501 when export manifest data is submitted using ANSI X12 format version 6050.

Q00017: Notifications: There is a new type of notification '8' listed in M1501 element as shown below for foreign departure under version 6050. However, type of notification '9' is listed under version 4010 for Vessel departure from Foreign Port. Does type code '8' in version 6050 replace type code '9' in version 4010?

Ref. Des.	Data Element	Name	Attributes
M	M1501	1497	M 1 AN 1/2
Notification Entity Qualifier			
Code indicating type of notifications			
Values accepted by CBP			
		1	Arrive inbond by inbond number
		2	Arrive inbond by bill of lading number at destination port
		3	Arrive inbond by container/equipment at destination port
		4	Conveyance arrival in last U.S. Port of Departure
		5	Export inbond by inbond number
		6	Export inbond by bill of lading
		7	Export inbond by container/equipment
		8	Foreign Departure (departure of Conveyance for foreign
		F	Cancel inbond arrival by inbond Number
		G	Cancel inbond arrival by bill of lading
		H	Cancel inbond arrival by Container/equipment
		I	Cancel inbond export by inbond number
		J	Cancel inbond export by bill of lading
		K	Cancel inbond export by Container/equipment

A00017: Please see CBP's previous response number A016 for THE answer on type 8. Additionally, Code 8 in X12 6050 does not replace Code 9 in X12 4010 and the verbiage defining Code 8 has been revised in the IG's to reflect export language; i.e.: Departure from each U.S. Export Port of Load.

NOTE: 04: The next question relates to the ANSI X12 355 Acceptance/Rejection Transaction Set:

Q00018: Request that CBP provide carriers with sample export EDI 355 messages.

A00018: CBP will work with the individual participants at the appropriate time of "onboarding" as in previous rollouts and/or during participant certifications.

NOTE: 05: General X12 Export Questions: (FROB and Special Bill functionality)

Q00019: Does export manifest need to include FROB bills?

A00019: CBP advised the Ocean carriers to prepare for this possibility stating it will all depend on how the Regulations are written. Note: Please also refer to items A00002 and A00009

Q00020: Will CBP employ the "special bill" functionality to manage in the export system the filing of Master and House bills of lading? (This question should also apply to CAMIR).

A00020: Yes, CBP will employ the “special bill” functionality in the export manifest process: CAMIR & X12 formats. What CBP needs to know is whether the Trade can work with the same status messages; for example the “BILL ON FILE” message (or the “1Y”) in directions, import and export? CBP is open to discussion as the export “special bill” functionality is built.

CAMIR Draft Implementation Guides: “Export Manifest – Input to CBP”

Q00021: Page EXP-4: Paragraph 5 States, Present regulations require that amendments be made to an Export Manifest within 60 Days after the vessel departure for the U.S.” Are these regulations require amendments to be filed after departure or after the manifest has been filed?

A00021: CBP expects export manifest amendments to be submitted as soon as the new/revised information is known. CBP uses the most up to date information to perform their targeting and other enforcement protocols. Under current export regulations, a manifest amendment up to the existing 4 days (for “closing” the manifest) would be considered “on time”. Amendments after the vessel “closes” would be post departure and CBP will continue to utilize any and all enforcement measures at its disposal as appropriate to the situation. As the new regulations are developed, export participants will have sufficient time to address their concerns during the official comment period(s).

Q00022: Pages EXP-4 and EXP-17: Original Export Manifest submissions are reported using an Application Identifier (on ACR record) of “MI”. The corresponding outbound response Application Identifier (on ACR record) is “MR”. To properly use application identifier of “XI” (Original Export Manifest) and “UI” (Amendment), carriers request that CBP identify the flow of messages to separate application processes.

A00022: CBP agrees and will make the recommended change: to use XI for Original manifest and UI for the export amended manifest. Updated in both IG’s.

Q00023: Page EXP-19: The description of “Vessel Name” states, “*The vessel name will always be populated in the response transmission from CBP when either the Vessel Name or Vessel Code is provided in the input transaction.*” We have continued to see issues with vessel names, variations of names, and vessel name changes. In order to eliminate this issue we recommend that the vessel IMO number used. If vessel IMO number is not used uniformly, we recommend that ACE should respond with the IMO numbers to carriers who submit filings with IMO numbers.

A00023: CBP understands the difficulties regarding the use of the text vessel name in various circumstances and is reviewing Trade suggestions to reach a workable solution for both Trade and CBP. For Export Manifest, CBP can continue to accept only the IMO number and is considering whether it can return only the IMO number. CBP will continue to display a vessel text name to their officers in the field. The options for this name display are listed below and CBP reserves the right to modify these options. As the process is tested and discussions are held with CBP Offices and OFO personnel.

Today, there are 3 methods to submit the vessel identification data to CBP in the manifest:

1. IMO number only
2. Vessel Text name only
3. IMO number and vessel text name

Some of the suggestions from the (ocean carrier) Trade participants are:

- Use only the IMO number: no text name in either direction: in to CBP / return out from CBP
- CBP accepts only IMO number in but returns the IMO # and the vessel text name CBP has on file associated to the specific IMO number (as in place today)
- CARRIER to submit IMO number with text name. CBP will display the vessel text name the carrier has submitted to the officers in the field; meaning CBP will no longer return the name CBP has on file associated to the IMO number. This would eliminate the potential for vessel name variances between the Carriers data submission and the text name CBP has on file (in the CBP vessel table) for the same IMO number.
- Use the vessel text name from the USCG e-NOAD to populate the vessel identification data in the system.

Q00024: Page EXP-29: The description of “Mode of Transportation From the Place Prior to Loading” (Record Identifier B02) states, “*A code indicating the type of vessel used to carry the manifested cargo to the port of lading.*” We note that a bill of lading record does not indicate this level of transportation details. Request further clarification on the intent or purpose of this field.

A00024: CBP agrees and the Export Ocean Implementation Guides have been updated to reflect “not used”.

Q00025: Page EXP-29: The description of “Method of Payment for Transportation” (Record Identifier B02) states, “*Code identifying the method of payment for transportation to U.S.*”. We note that a bill of lading record does not contain prior payment details. Request further clarification on the intent or purpose of this field.

A00025: CBP agrees and Export Ocean Implementation Guides have been updated to reflect “not used”.

Q00026: Page EXP-31: “Reference Identifier Qualifier” (Record Identifier B04). Many of these numbers or references are available from data submitted by the forwarder. We would like to see an OB reference used to tie shipper data to the carrier bill of lading, but not ask the Ocean carrier to supply this information.

A00026: CBP agrees and the Export Ocean Implementation Guides will be amended in line with the existing (inbound) “special bill” functionality. CBP agrees that the OB (X12) and BO4 (CAMIR) qualifiers are required at the House Bill level only.

Q00027: Page EXP-37: Recommend removal of the U.S. postal code from this section since the consignee will have a non U.S. address.

A00027: CBP is revising the Export Ocean Implementation guides to read “International Postal Zone Code”.

A Postal Zone code is required in the consignee address field of the export data (B/L).

Note: revised page number in this revision (July 2014) of the CAMIR EXP is page 40. In the X12 it is the M4 in the 309. The field allows for 9 characters, excluding punctuation and blanks.

Q00028: Page EXP-42: The description of Record Identifier C02 states that it is a conditional record used to report VIN's with a specific container as part of an original export manifest submission, standalone house bill submission or export manifest amendment. It also states that the C02 record is not included in export manifest amendments to delete a bill of lading or amend the manifest quantity. Today we provide the VIN within the cargo description. We would like to have it confirmed that this will now be reported at the container level and no longer in the description? We need to understand how we could amend or delete a VIN input incorrectly or inappropriately input?

A00028: CBP is now providing a specific data field for reporting motor vehicle VIN numbers. CBP does not require the VIN number at the equipment level for a container number, (unless importing containers or domesticating the container). The CO2 record is for reporting the VIN numbers of motor vehicles **“associated”** with a specific container (**at the container level**). Confirm the CO2 records (VIN number(s)) are not required to be included in an export manifest amendments to delete a bill of lading or amend the manifest quantity. *Please see an excerpt from the revised IG page below.* If any further questions please forward to Mr. Bill Delansky: William.S.Delansky@cbp.dhs.gov

Record Identifier C02

Bill of Lading Container Record - Motor Vehicle Control

This is a conditional record used to report vehicle identification numbers (VINs) of vehicles associated with a specific container as part of an original Export Manifest submission, Standalone House BOL submission or Export Manifest amendment.

The C02 record is not included in Export Manifest amendments to delete a bill of lading or amend the manifest

<i>Record Identifier C02</i>					
Data Element	Length/ Class	Position	Status	Description	Note
Control Identifier	3AN	1-3	M	Must always equal C02.	
VIN	30AN	4-33	M	The unique vehicle identification number stamped on a vehicle by the manufacturer.	
Filler	47AN	34-80	M	Spaces fill.	

quantity.

Q00029: Page EXP-48: “Hazardous Description and Hazardous Material Contact” (Record Identifier V01). Under what condition would these be “Conditional” and not mandatory?

A00029: In EDI a “conditional” status is fairly clear: The element is conditional based on whether or not certain (other) “condition” exists. In this case, the Conditional status is dependent on there being (a bill of lading covering) Hazardous Material scheduled to load an export conveyance. The Hazardous Material

requires a Hazardous Material Contact. If no hazardous material is schedule to load and no bill of lading covering Hazardous Material exists, then the element would not be required.

Q00030: Page EXP-50: “Hazardous Material Record” (Record Identifier V03). Since this is not an available record identifier for imports, we question why this would be present in the export manifest record.

A00030: The V03 is conditional when there is a need to supply additional material name and/or special instructions if applicable. Also, the V03 allows for free form description of hazardous material classification, division or label requirements. Below is the revised IG page:

**Record Identifier V03
Hazardous Material Record**

This is a conditional record used to specify free form hazardous descriptive data in addition to the information provided in the V01 and V02 for Ocean and Intermodal manifests. For each commodity, there may be two V03 records per V01/V02 record.

The V03 record is not included in Export Manifest amendments to delete a bill of lading or amend the manifest quantity.

<i>Record Identifier V03</i>					
Data Element	Length/ Class	Position	Status	Description	Note
Control Identifier	3AN	1-3	M	Must always equal V03.	
Hazardous Material Description	30AN	4-33	C	The material name and/or special instructions if applicable.	
Hazardous Material Classification	30AN	34-63	C	Free form description of hazardous material classification, division, or label requirements.	
Filler	17AN	64-80	M	Spaces fill.	

NOTE: CBP is willing to review in due course. If the VO3 is not needed on import CBP is willing to consider not using the VOC on export. TBD as per W. Delansky

Document “Export Status Notifications from CBP”

Q00031: Page ESN-7: This states that the Application Identifier should always be equal to “RC”. To properly use this identifier, carriers request that CBP identify the flow of messages to separate application processes.

A00031: Please see revised IG page for the ESN -7 to clarify. CBP has updated the ACR Application Identifier – please see revised ESN 7 published by CBP on the website January 2015. The revision reflects the current CBP description of the ESN7. Below is only an excerpt on the Application Identifier related to this question. The full chart and the full ESN is available on line at www.cbp.gov here is the link: <http://www.cbp.gov/document/guidance/ace-export-ocean-camir-export-status-notifications-customs-and-border-protection>

PREVIOUS FORMAT / DEFINITION OF APPLICATION IDENTIFIER:

Record Identifier ACR [ESN-7](#)

The Transaction Control Header (ACR) Record provides data element descriptions and format requirements for the record beginning a transaction file.

Record Identifier ACR: Transaction Control Header Record

This record signals the beginning of a transaction file.

<i>Record Identifier ACR</i>					
Data Element	Length/ Class	Position	Status	Description	Note
Control Identifier	3A	1-3	M	Must always equal ACR.	
AMS User Code	4AN	4-7	M	A code representing the carrier, CBP-assigned port authority, or service bureau.	
Filler	6AN	8-13	M	Spaces fill.	
Application Identifier	2A	14-15	M	A code representing the type of application detail data contained within the block. Always equal to RC	
Date	6N	16-21	M	A date in YYMMDD (year, month, day) format representing the date of processing.	
Time	6N	22-27	M	A time in HHMMSS (hours, minutes, seconds) format representing the time of processing. Eastern Standard/Daylight Time should be reported.	
Batch Number	5N	28-32	M	A CBP-generated 5-position numeric code from 00001 to 99999. The batch number is used in conjunction with the date of transmission to uniquely identify a user transmission.	
Filler	48AN	33-80	M	Spaces fill.	

REVISED ESN 7 excerpt below:

This record signals the beginning of a transaction file.

<i>Record Identifier ACR</i>					
Data Element	Length/ Class	Position	Status	Description	Note
Control Identifier	3A	1-3	M	Must always equal ACR.	
ACE User Code	4AN	4-7	M	A code representing the carrier, CBP-assigned port authority, or service bureau.	
Filler	6AN	8-13	M	Space fill.	
Application Identifier	2A	14-15	M	A code representing the type of application detail data contained within the block. For Export Manifest in the outbound response messages, Application Identifier is XR.	

Record Identifier ACR					
Data Element	Length/ Class	Position	Status	Description	Note
				For Standalone House BOL in the outbound response messages, Application Identifier is PR. For Export Manifest Amendment in the outbound response messages, Application Identifier is UR...	

Q00032: Page ESN-16: The first occurrence of any of the reference qualifiers OB or BN is reported on the R02 Continuation record. Instead of the first occurrence, we recommend that CBP send the OB when available for a Carrier's BL.

A00032: The N901 OB and /or the BN qualifiers are used by the HOUSE BILL Filer to report the Master B/L number. CBP is not sure what else this question is asking – please clarify or advise.

General CAMIR Export IG Comments or Questions:

Q00033: There is no reference to vessel departure, vessel arrival, and no message code otherwise known from CAMIR as ICM-Doc / Message Codes from ICM14.

A00033: The CAMIR HO1 Record is now updated to include the vessel arrival/departure language. The corresponding records are in the X12 353 Transaction Set.

Q00034: There is no reference to inter-coastal empties or the exporting of empties.

A00034: Whatever the practice is now, CBP will continue that practice. CBP agrees when if there is export reporting for empty containers that a single B/L (similar to import) not a message set will be used to report empty containers. The reporting will also depend on the OFO /OR&R regs.

Q00035: There is no reference to BAPLIE's inter-coastal.

A00035: CBP is not now building coastwise functionality. This may change in future.

Q00036: There are no Appendices.

A00036: The Appendices are published at www.cbp.gov and will continue to be revised and published to accommodate Export Manifest requirements. There will be separate IG's per transport mode and per direction, In/Out (Import/Export). Where possible, Appendices will be kept combined as more appendices just makes more work for everyone to maintain. CBP will continually review the appendices and revise/clarify any ambiguity going forward.

Q00037: Conveyance Departure Message record structures are missing (Record Identifier H01 and Record Identifier H02).

A00037: The HO1 (Departure /Arrival Message) for export has been revised and will be posted/made available.

Q00038: Disposition codes need to be further qualified with Sub-Activity codes to decipher the free format text provided by the inspector in R03 Notes. *Example:* The free format text in R03 notes received may be, “Internal hold – Do not notify the exporter of the hold status until cargo is delivered to the terminal”. Providing specific Sub-Activity codes to represent “Internal hold - Do not notify the exporter of the hold status until cargo is delivered to the terminal” would help Carrier to have proper control and action taken instead of manually scanning the notes.

A00038: CBP is open to consideration of “local codes”, unique to each major port i.e. LAX/LGB, NWK, MIA, HOU, etc. The work groups can dialogue and determine 5 or 10 codes max which could be used to distinguish a local facility or other type of hold or CBP related instruction.

Q00039: Are Holds and Releases based on piece count (quantity)?

A00039: CBP places cargo on Hold at different phases of the transportations life cycle.
Holds placed at the Bill of Lading level, apply to all the cargo (pieces) the B/L covers (governs).
Holds placed at the Container level apply to the entire contents of the container

Q00040: When Holds are placed, can a FIRMS code be provided to know the CBP inspection site?

A00040: CBP can (if there is space in the message set), provide the FIRMS code in the response message
This would also be another place where a unique local hold code could be used. (See A00038).

Q00041: When a permit to transfer is issued, can a FIRMS code be provided to know the CBP inspection site?

A00041: Similar to previous item A00040: CBP can pass the FIRMS code back when/ if it is provided by the PTT Filer (and if there is space in the message set). When a PTT is presented to CBP, the filer knows and includes the location (FIRMS code) of the facility they are requesting permission to move the shipment to. If and when CBP decides the designated location is not practical for the inspections deemed necessary, agree this should be communicated back to the PTT Filer and CBP will take this into consideration on the technical build, more information to follow pending additional CBP review and discussions with the Trade.

Q00042: Holds placed on ACE (M1) for TE and IE cargo should be made available to the USPPI in AES

A00042: There are no USPPI’s on IE or T&E shipments. In the event of a Hold CBP post the hold to the MBL and Any secondary notify parties, (multiple) up to 25.

Q00043: Conveyance Departure messages sent in AES should automatically export all BL’s manifested with in-bond Type IE in ACE (Import)

A00043: CBP agrees and can confirm this functionality is part of the design plan.

Q00044: How would the following be manifested in ACE export or M1: A BL loaded in US on an outbound voyage that remains on board on the return voyage? (E.g.: BL is loaded at San Pedro on an outbound voyage that goes to Manzanillo and returns to San Pedro (or other US ports) and loads more cargo for exports before heading to Asia).

A00044: CBP Manifest branch ruled that U.S. Export cargo is NOT required to be “re-manifested” as FROB on the return U.S. leg of the voyage ONLY when there is no change, (**NO CHANGE**), to the

Vessel

Name, Voyage Number and Bill of Lading Number. All 3 data elements must remain exactly the Same, then and only then, is CBP able to check the Bill of Lading against the same conveyance Information reported at the actual physical U.S. Export Port of Load.

Should **any** one of the **3** elements **change**; then the originally loaded U.S. export cargo is required to be “re-reported” on the inbound manifest and the bills of lading **flagged as FROB** at the subsequent U.S. port(s) of call because:

- a) The vessel has sailed foreign and (upon the return to the subsequent U.S. Port of Call) is no longer traveling under the same manifest identification that was reported to CBP on the outbound export leg (from the last US Export POL).
- b) When the U.S. export cargo remains on the same vessel but the voyage number turns/changes at the interim foreign port , then all the cargo on board, including the U.S. Export cargo, is flagged as FROB ... **EXCEPT** cargo that is actually discharging at the subsequent U.S. port of call.

Q00045: Will “clearance to load” procedures be the same as those used today for US imports (i.e. if no holds or do not load messages are received the cargo can be loaded).

A00045: In general yes, the expectation is that CBP will implement the export advance load time frame similar to the import; however, OFO and OR&R will be writing these regulations and there will be the customary comment period.

Q00046: Split indicator: Please confirm there will be a split BL indicator for exports (i.e. if the manifest filer needs, for commercial reasons, to split an export BL after sailing).

A00046: At this time there is no Split Bill Indicator for Export Manifest. Need Carriers to review this with CBP and the business cases necessitating this particular indicator. CBP is not declining the indicator, CBP is seeking additional information to determine the technical relations on EXPORT vs. Import functionality.

Q00047: Vessel arrival & departure messages: Today for imports we generate a “departure” from foreign Load ports and an “arrival” at the U.S. port. How will this work for exports?

A00047: CBP does not expect an “arrival” message on an export sailing.
CBP will require a Vessel Departure Message from each U.S. Export Port of Load similar to import. When you manifest cargo from a U.S. Export Port of Load, a VDM is required.
When sailing to an interim FOREIGN PORT and returning to the USA the VDM is required upon departure from the subsequent (return) U.S. Port of Call/Export.

CBP is willing to work on a proposal to facilitate the departure of the entire vessel against a single Departure Message.

Q00048: Will break-bulk carriers (e.g. RO-RO’s) and bulk carriers be in scope for electronic submission via the ACE export manifests system?

A00048: Break-bulk and Bulk carriers will be in scope similar to existing regulations in effect on the import. The descriptions of the types of cargo that qualify for bulk etc. will be the same as import. The timing exemptions will also be followed but these details have not yet been finalized. CBP does not expect any great deviation more like a customization to ensure the conditions apply and make

sense on the export side. CBP will communicate further with the related parties as we move forward.

Q00049: In new ACE Export Manifesting, is there still an expectation that the carrier is to file export B/L manifests only; or will vessel departure be required?

A00049: CBP expects a Vessel Departure Message (VDM) will be required. CBP will utilize the Departure message for different CBP Functions, for example; to “close” (or export) the Bills of Lading associated with in-bond types 62 and 63, (IE’s and T&E’s), from the inbound /import vessel. Please also see A00047 re closing the import in-bonds.

Q00050: In the IG, there is a message called 'Standalone House BOL submission'. Is this for NVOCC only as the statement indicates “As an alternative to providing the entire manifest using the “MI”, an NVOCC can also report Standalone House BOL data”? If yes, as with In-Bound can carrier help to submit on behalf of an NVOCC?

A00050: CBP advises that the phrase “stand alone” in this context refers to a bill without transportation data. CBP may allow for this type of submission in order to get shipment information as early as possible. Whatever business model is working today for the companies involved CBP is not going to change

Q00051: If an NVOCC is currently a self-filer for I/B, must it self-file for ACE Export too or is NVOCC self-filing for I/B and Export going to be handled separately?

A00051: CBP is not prescriptive in the ways of commercial business needs. That said, CBP will only accept electronic export data. Whatever commercial arrangements are required to submit export manifest data electronically rests with the commercial entity to arrange. CBP does not compare a filer’s capability between import and export data submissions.

Q00052: Is CBP expecting IT numbers for In-Bond “IE” transhipped cargos be quoted in the N9 field corresponding to the IE and T&E if they want to do the arrival or export outside of AES they can do that QP if they list it on the export.

A00052: Please refer back to item #49 of this document. CBP has clarified that an Import Bill of Lading associated to a type 62 or 63 In-Bond (IE or T&E) will be “closed” / “exported” by using the same Import B/L and In-Bond number on the export manifest.

QP can be used to create the export B/L and the in-bond 61 & 62 types for export.

Q00053: Empty Containers: On the submission of empty containers for export, will the empty containers be submitted separately after the vessel has departed rather than 24 hours before loading (or whatever time line is determined for Export submission)?

A00053: CBP worked with the trade and showed flexibility on the reporting timeframes for inbound empty containers. For export, CBP will again work together with Trade to determine an acceptable reporting framework which satisfies national security requirements without posing an unreasonable operational burden on the carriers.

Q00054: Is there any linkage between the manifest filing between ACE M1 Import and ACE Export?

A00054: As mentioned in A00004: one key linkage between ACEM1 and ACE Export will be to “close” an in-bond by using the import B/L associated to an IE/T&E in-bond type (62/63), on the outbound U.S. Export voyage.

Q00055: For a voyage’s port call, may we assume that the voyage number reported in the ACE Inbound may be different from that reported in the ACE Export voyage number/direction may change at specific ports between the import an export sailing?

A00055: CBP understands the voyage number may change between the import and export voyages, on the same vessel or 2 different vessels (i.e. transshipment in a U.S Port) and in some cases the voyage number may remain the same. In fact these combinations exist today. Going forward CBP is building on the current traditional “unique criteria” and adding technical “marking” functions to identify a cargo declaration submission as being either inbound or outbound. So yes, when the inbound and outbound manifests are automated, CBP will handle each manifest separately.

Q00056: Is it correct that the same MSN may be used in the ACE Import and in the ACE Export separately without causing problems? In other words, we don’t have to preserve the uniqueness of MSN for both (S/R between) ACE Import and ACE Export?

A00056: CBP confirms the MSN numbers can be the same and can be used in both import & export

Q00057: We observe that there is no more AMS User Password for the ACR record. Does it mean that the MQ queues that we get return messages from ACE Export would be different from those of the ACE Import? Otherwise, how would we distinguish whether the returned customs status notification messages are from ACE Export or ACE Import? Or would CBP consider the retention of the AMS User Password field so that we may use it to distinguish the return from the two systems?

A00057: CBP can work with the trade to develop solutions that will be used consistently.

CBP can develop qualifiers to distinguish import from export but would rather not use a password. CBP is also willing to use separate queues if this is desired. The technical build on this is not finalized and will require additional meetings with the Trade representatives to reach the optimal consistent communication.

Q00058: How would the carrier know when a container may be loaded? Would it be similar to the inbound rule that if there is no hold messages 24 hours after submission that the carrier may load the container?

A00058: CBP agreed to include the container number(s) in the Hold or Do Not Load (DNL) status message. Other modes of transport (besides Ocean) have expressed a desire to receive an "ITN on file" positive status message. CBP recognizes the Ocean MVO participant's preference as per the inbound 24 hour rule and will be working closely with the trade to finalize. The final requirements will depend on the Rule Making under OFO and OR&R.

Q00059: Is the export manifest intended for export cargo only, or will vessel spares also be subject to the same regulations?

A00059: CBP will continue to use consistent practices between import and export procedures and the existing regulations. It is the intent of CBP to automate any paper processes that exist today on the import and export processes.

Q00060: What is the timeline that CBP envisions for this new Export Manifest (i.e.: pilot phase, voluntary Phase)?

A00060: CBP has published the ACE Deployment Schedule and the Automated Export Manifest is represented on that schedule. The AES Commodity deployment began in April of 2014 and the work on Air, Ocean & Rail as well as Truck is scheduled in increments from October through to August of 2015. CBP maintains the deployment schedule and will keep all trade participants advised as the work progresses and milestones are achieved.

Q00061: Regarding Bill of Lading Amendments: Since a delete is not required an "auto-replace" will occur, will there be a history?

A00061: CBP will retain versions of Bills of Lading as today. No history will be displayed. Usually, participants retain the history of status messages posted to their bill(s) in their internal, proprietary systems. CBP would like to know if this is **not** the case with House Bill filers or other participants.

Q00062: Time Stamp: Time should be increased / displayed in milliseconds.

A00062: CBP agrees and confirms this is a future enhancement to provide time stamps up to milliseconds.

Q00063: B/L Status Indicator: add Master Loader and suggest “C” for consolidator

A00063: CBP’s has declined this suggestion.

Q00064: Foreign Port of Destination: The NVOCC should not have to include in the HBL filing.

A00064: CBP understands the NVOCC’s viewpoint; however, all bill types submitted to CBP are required to report complete and accurate information. Reporting the foreign destination port is consistent with the reporting requirement. That said, CBP confirms when the match occurs between the Master Bill and the House Bill the Foreign Port will be derived from the Master Bill of Lading after the match. IG’s will continue to reflect this data element as Mandatory.

Q00065: BO2: Mode of Transport from the Place Prior to Loading – Why? What is the condition?
Same Question with: Method of Payment

A00065: CBP has amended the CAMIR IG both these elements are no longer in the CAMIR IG.
The ANSI X 12 309 IG will be amended upon the next revision posted to www.cbp.gov

Q00066: How are shipments not governed by CENSUS with no Exemption Statement; how do we report?

A00066: All U.S. export shipments require either the proof of filing citation i.e. the Internal Transaction Number (ITN#), or an Exemption Legend (code). There is also a Post departure Citation which can only be used if your company has post departure filing privileges and the shipment is eligible for post departure filing. There are common Exemptions such as shipments that are valued at USD 2,500 or less per Schedule B, or Shipments originating in the USA where Canada is the country of ultimate destination. The entire list of exemption can be found in Sections 30.36 through 30.40 of the Foreign Trade Regulations:

PLEASE NOTE: Exemptions DO NOT apply if:

- A License is required from any government agency
- The goods are ITAR controlled
- The shipment is destined to a location listed in Country Group E:1 (Supplement 1 to 15 CFR740)
- The shipment is on the Office of Foreign Assets Control Sanctions Program List
- The goods are rough or uncut diamonds.

Links below provide greater detail to the above

<http://www.census.gov/foreign-trade/regulations/regs/regulations20130603-federalregister.pdf>

<http://www.gpo.gov/fdsys/pkg/CFR-2012-title15-vol2/pdf/CFR-2012-title15-vol2-part740.pdf>

Q00067: Entity Codes: Booking Party, Customs Broker: why is a Forwarder mapped to a Shipper?

A00067: CBP agrees and the Export IG’s have been updated accordingly.

Q00068: **Second Notify Party (SNP) Status Notification:** Is the information status message only? Also suggested a change to the definition i.e. “An organization that will receive status for a transaction” or explain in the FAQ

A00068: CBP confirms SNP notifications are for B/L status messages only.

The purpose of a Second Notify Party SNP is to convey an electronic “copy” of a CBP status message to a “second” party. The data owner, will include the SCAC, of the notify party (second, third or more up to 25). If the question is asking about using the 2NP concept for other types of messaging; CBP is always willing to consider innovations from the trade; however, it would not be accurate to pursue SNP as a means to supplement commercial communications beyond the scope of the government’s role in any B/L transaction, import or export.

Q00069: ACR PI Record: Container details should be optional for Stand Alone HBL ACR record PI. When / if an LCL shipment is involved, the container number may not be assigned yet, length/width/height may not be available and should not be required from the NVOCC.

A00069: CBP is considering the request to make container details Optional on the original HBL submission. That said, CBP requires the update to the container information (all of the elements) as soon as the information becomes available. The update(s) are a necessary part of the mandatory container information: i.e. actual container number, seal number, dimensions, container type etc. CBP will look at this during the Ocean Pilot.

Q00070: ESN 3: Conveyance-level status messages should also be sent to the NVOCC not just the VOC. Event notification; export manifest with event code and conveyance level event; i.e. Seal Number Change.

A00070: CBP will convey the Hold & Release as well as use the vessel departure message to “close” Inbound/Import Bills moving In-Bond under a 62 T&E or 63 I.E. entry bond type: Transportation and Exportation / Immediate Export bond types respectively. CBP is reviewing requests for additional event Status messaging and may need to review in greater detail with trade participants during the Ocean pilot.

Q00071: Process for Export Carnets and Temporary Import Bonds (TIB’s): What will be required of NVOCC’s? The NVOCC export manifest group offered to provide CBP (WD) with a “current state” business process flow, including initial recommendations for a “future state” process. One idea mentioned: feed the carnet in with the EEI details? Will the carnet be required with EEI filing? Maybe an Exception Code?

A00071: CBP agreed the Carnet (and similarly the TIB’s) are “ripe” for automation and accepted the offer to review a process flow document. CBP agrees regarding the need to establish a “baseline” for any future automation. Trade and CBP agreed automation of carnets is not widespread but having a baseline process flow will help move an automation goal a little further along. Note: Carnets & TIB’s will need bills for automation.

Q00072: Will NVOCC’s have the ability to file HBL’s for cross border shipments sailing from a Canadian or Mexican seaport to USA.

A00072: This is available today as part of ACE M1 and is not an export question.

The following questions are for ANSI X12 users:

Q00073: Vessel Departure: Version / Seal number history / and Vessel Departure process:

- 1) In which version will the vessel departure be set up? First draft was 6050, the second

now current draft shows 4010.

- 2) If 6050 will be the version: do we have to send the seal number history in the M7A segment? Are the seals listed in relation to the bill or the container number to which they belong?
- 3) We expect to just send one vessel departure per schedule voyage number?

A00073: CBP's responses:

- 1) Version 6050 is the official ANSI X12 version for the Export Manifest including the Vessel Departure Message.
- 2) Seal Number history should be sent to CBP as follows: CO1 record in CAMIR / VID in X12. The M7A should **not** be used (in the 309) unless the seal number has changed. Seal numbers are reported in relation to the container level in the B/L submission.
- 3) Each MVO sharing space on the same vessel is required to send a Vessel Departure Message to CBP covering their portion of the entire vessel manifest (same as inbound). Additionally, when if a vessel returns to a U.S. Port, for loading export cargo and then departs the U.S. for foreign, a second vessel departure message is required. If the Vessel Operator is the ONLY MVO on board, then the Vessel Operator is responsible to submit the Vessel Departure Message(s).

Q00074: Self-Filers: Is the MVO carrier responsible to monitor self-filer declarations?

A00074: MVO Carriers and Self -Filing participants are bound by the same requirements for submitting automated export manifest data to CBP.

Q00075: For HB filing we using the SCAC code on shipment and cargo item level for import. Is that sufficient or do we need a SCAC on different levels.

A00075: A SCAC code is required at all Bill of Lading levels: Master Bill, Simple or Regular Bill, and House Bill. B/L sequence = SCAC + 12 (may be up to 50 in ANXI 6050) A SCAC code is required to communicate electronically with CBP at the B/L level. CBP is not prescriptive on whether or not a party would use a SCAC code at the cargo item level during data entry.

Q00076: ANSI X12 358 Transaction Set: What is the purpose of the 358 message? Having a look to the IG we could imagine we have to use 358 instead of 309 for empty equipment. This clashes with 309 IG as this also refers to empty equipment.

A00076: The X12 358 transaction set was designed in the RAIL environment. The 358 transaction set is Optional in the Ocean environment. X12 Participants should use the X12 309 to report empty containers – same as import.

Q00077: Why are 350 responses coming back in 4010 and not in 6050? We definitely ask to have only 6050 in place for export?

A00077: CBP Confirms the Automated Export Manifest and responses from CBP will be in version 6050. Suspect this incident was due to a possible typo in the data set. Responses will be in version 6050.

Q00078: FROB: We have to assume FROB will not be duplicated in the Export manifest since already included on Import manifest.

A00078: FROB: Please see the CBP response earlier in this document A0009 & A0002: Below is an excerpt copied here for ease of reference: Please see response A00002 in this document in regard to the Bill Types: **The FROB reference** depends on the Office of Field Operations (OFO) and the Office of Rules and Regulations (OR&R) requirements for FROB bills on the export manifest.

CBP is going to build the export manifest to include the Inbound FROB bills on the Export

Manifest. If the Office of Field Operations (OFO) leave the regulations as they are, then FROB will be optional on the Export. The decisions on whether FROB will be required on the export manifest is with the Office of Field Operations.

Q00079: IN-BONDS: How are export T&E's (provided by a customer) be entered into the export manifest system, so that in-bond number would "close out" once vessel (or rail) departs?

A00079: CBP requires the same automated B/L number which governed the import in-bond to be used on the export manifest along with the actual in-bond number. Both data elements are required for the system to close the original inbound in-bond using this feature.

Q00080: Has the "Ocean" FRN been issued yet? If not, when is it approximately expected?
Pilot one slated for late MARCH early April for AIR – Rail is written up and Ocean is really.

A00080: The Ocean FRN has not yet been yet issued

CAMIR QUESTIONS:

Reference: Record Identifier M01 – Manifest Record (from CAMIR)

This is a mandatory record used to transmit vessel information and specific Export Manifest data. Once the original Export Manifest (ACR record positions 14-15 code MI) has been transmitted and accepted, the M01 record becomes 'frozen'. In any subsequent amendments and actions (ACR record positions 14-15 code 'AI', 'HI') the mandatory and required elements in the M01 record in the original Export Manifest must be submitted.

Q00081: Reference the above, There is no AI, it should indicate as UI.

A00081: CBP agrees and the CAMIR IG has been updated accordingly.

Q00082: We are SHIP AGENTS fending some questions on ACE, in specific regard to how it will apply / replace the hard copy outward foreign manifest (1302A's + shippers Bills of Lading). So my questions regarding the electronic outward foreign manifest are:

- 1) Can a ships agent file via ACE portal for various tramp ocean carriers as a third party?

CBP: There is no export manifest filing via the ACE portal. Below is an explanation which can be found at <http://www.cbp.gov> "Getting Started with CBP Automated Systems" link below:

<http://www.cbp.gov/trade/automated/getting-started>

- **Electronic Data Interchange (EDI):** for filing data electronically
- **ACE Secure Data Portal:** for running reports and managing account

- 2) Are those carriers required to have a bond and /or SCAC code?

CBP: Believe you are asking about the International Carrier Bond required for Vessels to operate in the USA trade (inbound or outbound) as well as participate in the Automated Commercial Environment ACE. At the CBP INFO Center (link below) you will find helpful information on the required International Carrier bond.

https://help.cbp.gov/app/answers/detail/a_id/453/related/1/~bonds---continuous-vs-single-entry-bond-amount-determination

CBP: Regarding a SCAC code, CBP does not administer these codes. SCAC codes are administered by The National Motor Freight Traffic Association (NMFTA). The CBP INFO link with related info on how to obtain a SCAC is below:

https://help.cbp.gov/app/answers/detail/a_id/498/kw/obtaining%20a%20SCAC

Once the SCAC code is obtained from NMFTA, you should email the form to CBP at:

ams.scac@dhs.gov

- 3) Can the agent file outward foreign manifest via ACE portal under their Agency SCAC and bond?

CBP: As mentioned in the earlier response, there is no export manifest filing capability via the ACE portal. The question assumes the Agency has an existing CBP electronic data interchange profile, i.e. as a Service Provider. If your agency is an existing electronic filer with CBP that profile can be expanded to export manifests and you may want to see the export Implementation Guides published for each communication protocol X12 or CAMIR: Link:

<http://www.cbp.gov/trade/ace/export-manifest>

- 4) Is there any specific registration or confirmation required of the agent to file 3rd party on behalf of these carriers?

CBP: As previously stated the “agent” would need to establish a communications profile with CBP – kindly refer to the response to #1 of this question.

- 5) If the owners have a SCAC and carrier bond, can the agent file 3rd party for the carrier under their coverage?

CBP: As mentioned in response #1 of this question; electronic communication with CBP has very specific requirements. As an agent, you would still require an electronic profile with CBP to file. Regarding the bond that is obligated believe that question was addressed in item #2.

- 6) If a penalty situation arises, how will the penalty be assessed, the agent's or the carrier's bond?

CBP: Should a liquidated damage be assessed, it is assessed against the bond that was obligated. This question may belong outside the scope of this technical FAQ.

- 7) Can a carrier file outward ACE manifests via their existing ACE provider / platform as used for inbound manifests.

CBP: As mentioned earlier if you are an existing electronic filer (i.e. for inbound cargo declarations) then you may be able to expand your profile to handle export. Please refer to item #3 of this question for the link to CBP ACE Export Manifest Implementation Guides in either X12 or CAMIR formats. Suggest you contact your assigned CBP Client Rep for guidance. If you do not know who your assigned CBP Client Rep is, the **CBP Client Outreach Line** telephone number is: <https://www.cbp.gov/document/guidance/ace-ocean-export-manifest-faqs>

Q00083: Are Export Empty BLs required to be sent?

A00083: Please refer to A00034 in this FAQ. Timing and other business rules will continue to be discussed with the trade stake holders as CBP moves forward with the Ocean Pilot.

Q00084: For Transshipment B/L in US/PR Port, do they need to be included in the Export Manifest?

A00084: When traveling on a U.S. flag/U.S. operated vessel, U.S. origin cargo moving from US mainland to Puerto Rico (or Hawaii) does not require an export cargo declaration. Cargo originating from any other country and trans-shipping at a “mainland” USA port, destined to Puerto Rico, will be governed under the existing inbound 24- Hour rule requirements and should be reported as per the contract of carriage on the B/L (Master / Simple / *House).

*House bills will derive foreign port of discharge from MBL after the 1Y match in ACE M1

Q00085: Can we be advised of Customs certification test document for ACE Export Manifests and a sample EDI350 status message file for HOLD status.

A00085: As with other roll-outs the testing and certification, relevant test steps, documents and /or samples, will be part of CBP’s “on-boarding” process. CBP will continue to communicate updates and progress with the industry stakeholders using CSMS, conference calls, webinars and outreach through industry Trade Associations / Trade meetings.

Q00086: Are House bills required for export?

A00086: CBP confirms direct filers are required to provide house bill level information.

Q00087: It is 5N, how is Schedule –D to be represented? Does CBP want a leading zero or trailing zero?

A00087: CBP prefers a blank space and then the 4 character port code (Sched D).

Q00088: P401 is Non-CAMIR verbiage, it should be Port of Departure.

Reference: Record Identifier P01:

Port	5N	14-18	O	In a vessel coastwise movement this is the next US port of call after the port in P401. In the last port of call prior to departure from the US, this is the first foreign port of destination. - For US ports of call CBP only accepts 4 numeric Characters in this field (Census Schedule D) - For the first foreign port CBP only accepts 5 numeric Characters in this field (Census Schedule K).
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A00088: CBP agrees and verbiage will be clarified in the next IG revision

Q00089: Record Identifier A01 = Amendment Record: from CAMIR IMP GUIDE:

“This is a conditional record used to identify the type of Export Manifest amendment being transmitted. This record is required when an ACE participant amends the manifest quantity, or adds or deletes a bill of lading. The A01 record is not included for original Export Manifest submissions. When a manifest is arrived the A01 RECEORD IS REQUIRED TO ADD A NEW Bill of Lading or amend an existing bill of lading. This record is required when the ACR Application Identifier is “A1”

❖ **Question:** There is no “A1”, it should indicate as “U1”.

A00089: CBP agrees and CAMIR IG has been updated

Q00090: Record Identifier B04 = Bill of Lading Reference Identifier:

Note 1:

Valid qualifier codes are:

<u>Code</u>	<u>Description</u>
BM	Bill of Lading Number

IB	In-Bond Number
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❖ **Question:** For APL, TE and IE, In-Bond number will be provided in the B04 with Qualifier IB; In-Bond number will be provided in the B04 with Qualifier IB; corresponding BL will be provided in the B01 record Bill of Lading Sequence Number, thus only one B04 will be sent CBP please confirm?

A00090: This is not correct. The B01 is used to create a B/L number not to reference an In-bond being exported in order to close the import B/L and export the associated in-bond. The B04 with reference qualifier “IB” must be reported first, immediately followed by the B04 with reference qualifier “CUB”. The reference qualifier “CUB” is to report the B/L number which was originally associated to the import in-bond.

Q00091: Record Identifier W01 (Output Only) = Error Record:

❖ **Question:** **Port of Arrival**, it should be Port of Departure.

CBP Port	4N	30-33	M	A code representing the CBP port of departure/arrival . Use Census Schedule D in CAMIR Appendix E for valid port codes.	1
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A00091: Noted and IG’s have been updated to reflect departure and arrival.

Q00092: Are the first 3 characters of Error Message to indicate error code of Appendix for list of error messages (H)?

Error Message	40X	40-79	M	A narrative explaining the error.	
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A00092: CBP confirms the 3 character error message code followed by the verbal description of the code will be the same format for inbound and outbound.

Q00093: Record Identifier W02 (Output Only): Message Acceptance Record
Manifest submission (MR), it should indicate (XR)

A00093: CBP agrees and IG has been updated accordingly

Total Amendments Read	5N	35-39	M	The total number of amendments (A01 records) read on a single transmission. Zero filled for response to Original Manifest submission XR	
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Q00094: (MR), (AR) ... it should indicate (XR), (UR)

A00094: CBP agrees and IG will reflect correctly.

Total H01 Records Input	5Nv	40-44	M	Zero filled for Original Export Manifest response (MR), Standalone House BOL response (PR), and Manifest Amendment response (AR).	
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Q00095: Record Identifier ZCR: Transaction Control Trailer Record

- ❖ **Questions:** AI should be changed to UI,
It does not mention XI
It does not mention response XR
(AR) it should indicate as (UR)

Application Identifier	2A N	14-15	C	Output application identifier. This data element is not included in input transactions (HI, PI, AI). For Export Manifest response messages, Application Identifier is HR. For Standalone House BOL response messages, Application Identifier is PR. For Export Manifest Amendment response messages, Application Identifier is AR .

A00095: CBP agrees and IG will reflect correctly.

Q00096: Document: H01export_3.doc

Record Identifier ACR: *Transaction Control Header Record*

❖ **Question:** Can we have another application identifier in ACR for **HI/HR** ... possibly as VI/VR?

Application Identifier	2A	14-15	M	A code representing the type of application detail data contained within the block. For In-bond and Vessel Departure and Arrival input transactions, set to HI . In the outbound response messages, Application Identifier is HR .
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A00096: CBP disagrees and since the existing HO1 record set can be used for both Inbound & Outbound, CBP will not create a whole new record set.

Q00097: Record Identifier M01: *Manifest Record*

This is a mandatory record used to transmit vessel information and specific manifest data. Once the original manifest (ACR record positions 14-15 code **'MI'**) has been transmitted and accepted, the M01 record becomes 'frozen'. In any subsequent amendments or actions (ACR record positions 14-15 code **'AI'**, 'HI', 'II', 'TI') the mandatory and required elements in the M01

❖ **Question:** **MI, AI** ... should indicate as XI and UI

A00097: CBP agrees and the IG currently on www.cbp.gov website reflects the change.

Q00098: Record Identifier P01: Port Record

Note 1:

The Port of Unlading Code and Original Estimated Date are required fields for vessel arrival (H01 Message Code = 4), vessel foreign port departure (H01 Message Code = 9), replace Unique Voyage Identifier (H01 Message Code = U-Future Use), and change in Estimated Date of Arrival (H01 Message Code = Y); these fields are not validated for all other message codes.

❖ **Question:** Note 1: should include H01 Message Code = 8 Departure of vessel for foreign

A00098:

Q00099: Record Identifier H01: In-bond and Vessel Event Record

CBP Port	4N	25-28	C	This field is required when the message code is 1, 2, 3, 4, or Z. See Census Schedule D in CAMIR Appendix E for valid port codes. For Message Codes 1, 2, or 3 this field represents the Port of In-bond Arrival. For Message code 4 this field represents the Port of Unlading and must equal the value in the P01 Port of Unlading. For Message Code Z, this field represents the Port the In-bond is being Diverted to.
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❖ **Question:** This field should be required for H01 Message Code = 8 Departure of vessel for foreign.

A00099: CBP agrees and IG will be updated to reflect addition.

Q00100: Record Identifier ACR: Transaction Control Header Record

Application Identifier	2A	14-15	M	A code representing the type of application detail data contained within the block. For Export Manifest in the outbound response messages, Application Identifier is XR. For Standalone House BOL in the outbound response messages, Application Identifier is PR. For Export Manifest Amendment in the outbound response messages, Application Identifier is UR...
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❖ **Questions:**

- Application Identifier should pertain to Status notifications (NC or EC), it is not response application identifier. The description should be appropriately changed.
- Change in **Application Identifier**, always equal to NC or EC, it helps to identify and flow the messages to separate application processes at Carrier end. It helps to identify visually whether message pertains to Import or Export

A00100: CBP disagrees. The ACR stands as written and there will be additional opportunities to discuss.

Q00101: Record Identifier ZCR: Transaction Control Trailer Record

Application Identifier	2AN	14-15	M	Output application identifier. Always equal to RC.
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- ❖ **Question:** Change in Application Identifier, always equal to NC or EC, it helps to identify and flow the messages to separate application processes at Carrier end. It helps to identify visually whether A message pertains to Import or Export.

A00101: CBP agrees only that the ZCR should have the code EC (not RC). IG is updated accordingly.

Q00102: Question refers to 2 documents: Appendix D & CBP Export Status Notification R06 ESN 21 Appendix “D”:

N5	Invalid ITN Number	Generated in ANSI X12 350 set and CAMIR R06 n response to submitting an invalid ITN Number in an export manifest
N6	Invalid ITN Count	Generated in ANSI X12 350 set and CAMIR R06 n response to submitting an invalid ITN count in an export manifest.
N7	Missing ITN Number	Generated in ANSI X12 350 set and CAMIR R06 n response to submitting no ITN Number in an export manifest
N8	Export ITN Number	Generated in ANSI X12 350 set and CAMIR R06 n response to submitting an exported ITN Number in an export manifest

Record Identifier: R06: Conveyance Event Detail Record

This is a conditional record used to notify a trade participant of the status of a vessel or container/equipment.

Event Code	3AN	4-6	M	A code identifying the event about which the notification is made.
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- ❖ **Question:** the disposition codes N5, N6, N7, and N8 should be 3 character event codes, as they are provided in R06 Record. The disposition codes of 2 characters are provided in R02 record by CBP.

A00102: CBP clarifies: The disposition codes N5, N6, N7, are required in the R02 record only and are 2 characters. CBP has updated the document to reflect R02 in the Appendix D and the ESN.

The Conveyance Event Detail records in the R06 are the 3 character codes i.e. CAE = Actual departure of conveyance from last U.S. Port of Departure/Export and others.

Q00103: EXPORT FAQ.doc: SAME CODE used for Inbound & Outbound:

FAQ item #: A00020: Yes, CBP will employ the “special bill” functionality in the export manifest process in the CAMIR & X12 formats.

What CBP needs to know is whether the Trade can work with the same status messages; for example the “BILL ON FILE” message (or the “1Y”) in both directions, import and export? CBP is open to discussion as the export manifest functionality is built.

A00103: Response received from only **one** major MVO confirming they can work with CBP using some of the same status message/code for Inbound and Outbound when possible; i.e. the “1Y”.

CBP confirms whenever the same code can be used for both Inbound & Outbound manifest “notes” in the IG and Appendix “D” will reflect this in both format IG’s and/or disposition code document (i.e. Appendix “D”).

Q00104: VESSEL IDENTIFICATION: Please refer back to **FAQ item A00023** to which this question relates: Below is the excerpt from A00023: highlighting is from the questioner:

“Today, there are 3 methods to submit the vessel identification data to CBP in the manifest:

1. IMO number only
2. Vessel Text name only
3. IMO number and vessel text name”

(MVO states): “Our preference is option 3, “IMO number and vessel text name”

❖ **Question:** “We need to confirm which option CBP is considering”.

A00104: As referenced in the original response (**A00023**) CBP has been transparent in their discussion of the different suggestions with the Ocean participants. As the Export Manifest “build” continues and in tandem with the Ocean Pilot, CBP will continue to actively engage the ocean participants to develop one or more of these solutions. There will be ample time to test and evaluate these suggestions (additional and/or variations) as a lead up to the Ocean Pilot. CBP is also actively reviewing the options with OFO Officers and other CBP field personnel.

CBP supports a wide range of participants with equally diverse levels of automation and communication capabilities; “one size” may not fit all. **At this time, there is no change to existing CBP regulations for communication protocols.**

Q00105: P4 Port Information segment, our understanding is we should send “Each US Export port of load (P401)” Estimate Date of departure in P402. However, as shown below, the P402 description says “Estimated Date of departure from **last U.S. Port**”, is this a typo in the document OR should we always send the “Estimated Date of departure from **last U.S. Port**” (**last export port of load**) irrespective of P401 export port of load?

Data Element Summary

Ref. Des.	Data Element	Name	Attributes
M	P401	310 Location Identifier	M 1 AN 1/30
		Code which identifies a specific location	
		Each U.S Export port of load.	
		Refer to Census Schedule D in the CAMIR Appendix E for valid codes.	
M	P402	373 Date	M 1 DT 8/8
		Date expressed as CCYYMMDD where CC represents the first two digits of the calendar year	
		Estimated Date of departure from last U.S. Port	
		Date as CCYYMMDD where:	
		CC - Century	
		YY - Year	
		MM - Month of Year	
		DD - Day of Month	

A00105: CBP agrees. Document will be updated: P402 element should read date of departure from P401 port not “last U.S. port”.

Q00106: Can we assume that Break-Bulk (RO-RO) will be treated the same way as import? Not any major deviation from the current import scenarios.

A00106: CBP would remind participants that all cargo being exported must be reported. The import “exemption” was applied to the timing of the filing of the B/L not an exemption to file a manifest. The inbound exemption applied only to carriers already registered with CBP as BB or RO/RO carriers. CBP is reviewing the BB / RO-RO handling on export.

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