

CBP Automated Manifest Interface Requirements

Overview

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U.S. Customs and
Border Protection



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The U.S. Customs and Border Protection (CBP) Automated Commercial Environment (ACE M1) is both an imported merchandise inventory control system and a cargo release notification system. ACE M1 is interactive with other systems such as Automated Broker Interface (ABI) and the Cargo Selectivity system.

Manifests are created from data transmitted to the (CBP) Data Center by participating carrier, NVOCC, port authority, or service bureau computers. The bill of lading number becomes the identifier associated with the information shown on a hard-copy manifest. Refer to the CAMIR “Input to Customs and Border Protection (INP)” chapter for details on the manifest submission and amendment transactions.

Once the manifest (CBPF 1302) is on file, CBP updates the record with entry, examination, and release information for each shipment. This information is then electronically transmitted to the manifest data originator (the carrier, NVOCC, port authority or service bureau) and the Secondary Notify Party if one is designated. The ACE M1 participant can amend manifest data electronically during the layorder period and throughout the on-line life of the bill of lading record. Carriers are not, however, exempt from regulatory provisions governing manifest amendments and may be subject to penalty for late filing. Specific local guidelines for carriers are available from local Port Directors of CBP.

Posting of formal and informal entries must be accomplished through the automated system of record. If the entry is electronically submitted through ABI, it is automatically processed through the Cargo Selectivity system. The result of the processing is automatically posted to the manifest and transmitted to the broker and carrier. Hard copy release documents are not accepted as proof of release unless the port director has approved downtime procedures. Electronic release messages from the CBP system of record are the method for determining release. CBP’s ultimate goal is to achieve "paperless" entry processing for the vast majority of shipments which do not require an intensive examination. The integration of ABI, Cargo Selectivity and ACE M1 is essential for continued movement in that direction.

Formal entries that are not transmitted through ABI are presented in hard copy and processed against the Cargo Selectivity system by CBP personnel at a central processing location. Cargo Selectivity processing initiates posting and releases information to the carrier.

A change in the examination status generates a notification to both the broker and the carrier. The Cargo Selectivity system or a manually posted override may designate a shipment for an intensive examination. A release notification is transmitted immediately after examination results have been input.

ACE M1 allows CBP to place and remove holds against bills of lading, specific containers, or entire manifests. It will also allow designated Participating Government Agencies (PGA) the ability to place holds or request that CBP place holds on their behalf. Holds prevent the carrier from releasing merchandise to the importer until the carrier has received hold removal notifications through ACE M1. An entry may be processed and the merchandise released by CBP, but the carrier cannot deliver that merchandise if a hold is present.

ACE M1 identifies open shipments, those showing no entry received, or those with an entry, or entries received for less than the manifested or amended quantity. ACE M1 generates messages listing the open bills of lading to the appropriate ACE M1 participant two days prior (Pending General Order) and at the end of the layorder period (Ordered to General Order).

Carriers, port authorities, and service bureaus authorized to participate in electronic vessel arrivals must arrive all vessels in a designated port. Vessel foreign departures from ports where cargo (including empty IIT and bulk cargo) is loaded on a vessel arriving at a U.S. port must also be reported electronically. Refer to the CAMIR “In-bond and Vessel Departure and Arrival (ICM)” chapter for details on reporting conveyance departure and arrival.

ACE M1 permits authorized movements of merchandise under bond without entry or payment of duty in two ways. A Permit to Transfer (PTT) may be authorized by CBP for the movement of merchandise from the pier to a terminal within port for devanning or examination. PTT’s may be requested by carriers via EDI messages, or manually posted by CBP personnel. Either a bill (shipment) or container may be authorized a PTT movement. A PTT is not a substitute for an entry, and shipments moving on PTT’s must still clear CBP in accordance with the law. Through the addition of a quantity field, ACE M1 participants may now request PTT for less than full bill quantity amounts. Refer to the CAMIR “Permit to Transfer (PTT)” chapter for details on the Permit to Transfer transaction.

Transportation entries resulting in movements under bond (in-bond) for shipments going from the initial port of discharge to another port are also accommodated in ACE M1. A carrier transmitting a manifest, a broker or a CBP officer may initiate in-bond movements. Traditionally a CBPF 7512 is prepared governing the movement and information from the document is input into ACE M1. A paperless in-bond movement is also allowed where a control number (V number) is used and the initiating carrier assumes liability for the merchandise. When the in-bond shipment reaches destination, either entry is filed resulting in a release, or the merchandise is exported. The merchandise may also move on another in-bond to another port. Refer to the CAMIR “Input to Customs and Border Protection (INP)” and “Supplemental/Subsequent In-bond Application (SIA)” chapters for details reporting in-bond data to CBP for a bill of lading. Refer to the CAMIR “In-bond and Vessel Departure and Arrival (ICM)” chapter for details on reporting in-bond arrival, in-bond export, in-bond diversion, or transfer of liability to CBP.

Status Notification messages are transmitted from (CBP) to the carrier, NVOCC, port authority, or service bureau informing them of the most current status of a bill of lading or vessel (for example, an entry has been received for the cargo, a CBP or other Federal agency hold has been removed, the goods have been sent to General Order, or a vessel has been arrived). Refer to the CAMIR “Status Notifications from CBP (STS)” chapter for details on this output transaction.

Based on the EDI profile established with CBP for a Port Authority or Service Bureau, CBP will provide a participating Port Authority or Service Bureau with a copy of bill of lading data previously received and successfully processed as part of an original manifest submission or manifest amendment. CBP will also provide a participating Port Authority with a copy of hazardous materials data previously received and successfully processed as part of an original manifest submission or manifest amendment. Last, CBP will provide a participating Port Authority with the daily S32 report listing non-ACE M1 entries designated “Paperless”. For details on these download transactions, refer to the CAMIR “Automated Manifest Download (AMD)”, “Hazardous Materials Download (HAZ)”, and “Non-ACE M1 Paperless Releases Extract Report (S32)” chapters.

CBP stores a copy of all bill of lading data in a data warehouse and removes closed bills from the on-line databases after a specific period of time. The data may be retrieved from the data warehouse by CBP personnel and printed.