ACE Air Manifest Webinar – December 11, 2014
Webinar Transcript

Good afternoon and good morning for people on the West Coast, thank you for joining the webinar today. What we are going to try into his talk about air manifest both on the import and export side and what you can expect as far as development and deployment activities and what your responsibilities or your anticipated needs will be and what you will need to do to be ready for the dates that we are going to talk about going over the presentation.

I would be remiss if I did not talk a little bit about the broader ace program now that I have you on the call. As you know ACE is doing two things, modernizing the system and moving to a single window sash window platform for the government and this gives you an idea of what we are trying to move towards as a whole for the program.

What we want to program is is the ability for all of the agencies to communicate on the government side and have one interface for movement and traffic in going and outgoing from the United States. Where we have a licensing agency as an example of set of you providing a paper copy of the license or even not license data to CBP. It would be better if the other government agency provided the license directly and they link it to your shipment by a unique identifier, say the license number that is provided on the entry number or commodity. Thereby we can do all upfront edits or validations and you can see the four things that we are trying at the bottom of that screen. We hope this reduces costs for the government industry, no more printing and copying of paper or faxing it to ports of entry. The delivery request to the carrier community or this should help reduce cost and it is easier for the trade to comply with government regulations. If I receive this upfront from the trade and the other government agency I have a higher threshold of validation because I am receiving it from the actual issue data and upfront validations can be put there with messaging back to the trade when there is a question, concern, or error in the data being provided. Say the license number was invalid or exhausted we could reply with a message directly to the filer before the goods a move in the slide chain, thereby removing the chance that your plane would ask to be offloaded or you would leave the port with anything less than a full load in your aircraft.

Another one is automated agency interactions to reduce paper and enable real-time decisions by the government. If there is a question by that license we can share it immediately with the agency responsible so they can review and if there was still a concern they could either ask for additional information or place a hold on it which would notify the trade immediately, the carrier, and then they can put that ship meant aside before loading or building that shipment in a container that would have to be consolidated once it is already loaded you get the message back. Also quicker data availability for identifying dangerous or prohibitive shipments. The licenses always with it and shipment never arrives without the license document because it is electronically attached to the segment -- shipment. CBP always has a viewing and therefore we are never asking for precursor to McCall's or the license for the expert. It is all present and available electronically for the officer to see.

This is a famous speaker chart and this will give you an idea of where we are in our development overall and the concerns with you are the first speaker on your yes -- left and that is the pre-arrival manifest bucket. We have completed the bill of the manifest systems in all of the inbounds associated with them into the MMM application and what we will first talk about here is the top part that is not done. Air manifest an error inbounds we put in and out of ACS air manifest systems.

The other air and is the export beaker which is second from the right. There you'll see it's mainly done in blue and that is the stuff we have completed for exports. That is the movement of the commodity and also some of the data that we have completed. The export speaker in this case is a combination of three of these and we have the pre-arrival manifest that you will see in the top part and it has come -- been completed we also have data integration for exports and we also have the departure which should be the commodity following which

equals the cargo release on export import side. The export beaker is trying to do all of those things in one area. Can we go to the next screen?

These are the dates that we are talking about when we talk about the beaker screen and the one that is most interesting to the community is the main 2015 day and that is one we have to be off the mainframe application manifest and we will be moving that into ACE . Also the export manifest. On that we do not have the requirement to require an electronic filing of that manifest today. What we are looking for is to be able to pilot in the air mode in electronic manifest to file house and master bill information to customs pre-departure with flight information to come at or near departure time. That should be ready and up and running in the system by May 1. Once again on the export side if you run paper and choose not to participate you just remain with the existing processing date that you have today. You should not be concerned with the date as far as what you need to get involved with. We will talk more about what is happening on that date. Can we go to the next slide?

 This is a timeline of the implementation and what we are talking about. We will talk more about January 2015 having the electronic import and export manifest in the system and the mandatory May 1 date for the actual electronic filing to take place. All sides of those bubble should not concern you at this time. They are broker information and other post-entry summary applications.

Air import manifest, I will turn the screen over to Gary Schreffler and before we get into that I want to explain briefly that we are holding to the actual existing functionality and we did make that commitment to the trade. There are some things that do not fall in compliance with the existing system to be posted. These changes that we talk about our changes that are coming about because we adhere to the published IDs and also some processing functionality that we think will improve things for the trade in the government in allowing processing

My name is Gary Schreffler and one of the biggest changes that will be felt to some of you all will be the first bullet where it says that it must comply with implementation guide. What we discovered when we started building the manifest was that there was a lot of grandfathered headers out there from years back and we really don't even know how many are out there excepted that we stopped counting after 40 and we had to make the decision that we really can only support the current implementation guide and obviously the header has to comply with the header. What we are now trying to do and your client reps and those of you with the outdated header, they are reaching out to everyone right now and asking for an actual date that you intend to convert. If you wait until May and then do this you are going to hit a wall because we are not programming ACE to any under -- other standard so when it becomes a system of record around May 3, anyone using an old header will start getting messages rejected immediately. There is no workaround for that other than finding someone else to transmit and we are encouraging everyone right now to get with your client reps and get with the logical channel and get with the current format and test that. You get tons of time and if it works in AMS it will work in ACE. Other edits that we are enforcing are on the CSD line and we have seen people put//and that was a coding issue with AMS were even though it is required to have the country code a lot of people are not using it and the edit will be enforced. It says it has to be an actual value and wait and a lot of people discovered that if you put in zero it would pass the edits and you can put in .001 up to the full data field. They must be valid and AMS is not validating that. If you have a bond that is terminated, expired, you might want to get them up to speed. There is also others in a lot of carriers have asked us to provide clear messages on on our error codes and we are doing that as well. We agreed that some of them were quite vague and did not pass so what good is that. The error messages will be more specific and they will hopefully help out. We have a duplicate problem between the old AMS and the ACS and we have turned off the old ACS generator and we are hoping that that will help us resolve the duplicate numbers that we are seeing right now. We know the cause and we are working towards rapidly preventing this from happening. The operational impacts it you might see, some of the changes they will not simply close because the shipment is going to a non-automated facility. That concept will no longer exist and that is good because now anyone can electronically submit for anything and we are no longer doing the port by port validations for each carrier. If you are automated and you do have a bond you can transmit like any other mode. For those of you that are

used to that you will have to do this operationally and people with the subsequent import will have to make sure that the entry arrives and all that stuff because it is no longer closed billing that they are dealing with. Keep that in mind and I promised in previous things that we were going to automate the arrival by taking the data that we got from other sources like the FAA and we would take the human error out so that we don't run into a brick wall. We've discovered that for right now we cannot do that because the feed that we get relies on its tail number as a reference for sorting data and we do not get a tail number, we get a bill of lading and the other system does not. Until after May when we can agree on a plate departure message to include the tail number then we can automate the arrival process and it is something that just cannot be done right now. We are not going to mirror the format and change and save you want a tail number. Be advised that the arrival piece that we promise to audit the -- automate we are just not able to at this time. I don't see any other real big operational changes that will come at you. I don't know if it is sitting here but if we talk about UX? Okay we are combining and I will just talk real quick, we are getting rid of QNX and we will modify QP. That way you will no longer have to maintain two systems and it will just be the QP and that is all you will have to do and we're updating that as we speak and we have identified the changes that we have to make and we will post those and go forward from there. I think that is pretty much everything. I will turn it back over.

I just want to say that as Gary has spoken the changes are not all-encompassing to the trade. They are easily to be done before May, at least the programming changes. On the right-hand side of the screen is a link to a list on the website that has all of these updates and all of these changes including specifics about the message set changes and other changes that are affecting certain people and they are all operational and the big programming changes are listed there. Can we go on please?

Deployment, anyone sees the schedule should not panic. On January the system of record will remain error AMS it will all be done in error AMS as it is done today -- Air AMS. There will be the exception of the QP WP and we're still working on that but the Cove will reside in the system and on that day we will do database changes the play the code under the system and we will see if the system is running efficiently and make sure that it is running correctly for ocean and truck which we will see on a common platform that point. This is the end of the road as far as multi-mobile manifests and the whole idea was to get that manifest application onto a platform and this will be that time. We want to make sure that the code we developed and pushed to project production is working well with the existing manifest systems. Once that is verified we anticipate that taking until the next week. On the 10th we will start turning on and processing inbound messages in the system. On the 10th we will run 100% with the trade and the system record. Any deltas between those two systems will be examined for the cause of it. There could be legitimate causes which Gary has talked about. Value at zero and other information that is noncompliant. What will try to do is identify the people or companies that are sending the information to us and have their client reps reach out to those individuals and entities so that they can be informed of the coding changes that are needed before the May date. Any issues that we find with our code that is not processing in a manner come -- consistent it should be and we will look at making those fixes between the January date and the May date. Again there is no impact with this deployment on January 3 so do not run back out and say the system is going to change. I have change my vacation plans. That impact is coming in May. It will be there in May to the trade community. Testing. The certification environment will be ready for trade testing and we have deployed the code that is going live to certification environment and it is not fully functional. You can send an data but we do not have a full complement of response messages at this time. The QXWX functionality will not be there until the February date so if you want to wait which I suggest would be the best then we until February 2015 and if we find issues when we turn down the dual processing we will have fix those issues by February so that when you come in and do your trade testing it has a high level of accuracy and as a whole complements the response messages and the processing. Once that is done, I originally said that once the a certification is deployed there will be no Air AMS . I believe we are using two areas for certification testing and one is the a certification and the Air AMS environment. All they will probably deactivate this in the certification region prior to May we may not have to take it down on the February 20 15th date. We go to the next page please?

Training, CBP knows that it is an important item for both the trade and the field to receive proper training prior to what is going live. We will do a similar outcome that we did for the export deployment last year. A

number of identified field users that are highly involved in the air process will be brought to the quarters and trained in the March and April timeframe. They will return to the ports of entry and they will train the additional staff well before that time of May 1 comes around. User acceptance testing will also go on during this time and once the February date hits and we are starting the training we will reach out to the field and allow them to use acceptance tests for the system. This is where it goes into the system and the data flows in the system and the processing will be there and we can see if there are issues from that point of view. That will go on from the January to May timeframe. I already talked about that issue and it will be corrected. The QNX WX ABI processing I want to add one thing if you are a QP WP filer there should be no changes to your coding and you should continue to submit inbounds into the ACE system . We are not making any changes to QP/WP that affect existing files if you are an error -- Air AMS QX/WX filer there may be some different things but we will post those by the end of this week and if not by early next week they will be there and we will also put a CSM message. For those on the phone the ABI allows brokers and warehouse operators and other identified properties to file inbounds on behalf of that movement of the cargo through the automated broker interface. Can we go to the next page?

The air import -- the Air import manifest we will stick with the existing and the issues and changes that are announced are on the previous screen and they show you that effort. That is it for air manifest. That's discussed export. -- Lets discuss export.

We do have the statutory authority to collect export manifest that we have never made the regulation changes. It is a hodgepodge of paperwork that we are receiving today. This creates a lot of workarounds and ports of entry and modes of traffic. In Air sometimes we received these depending on the location and paper 4 -- format. In other situations we receive an electronic version of that situation. There is a shipment of interest and we have to manually contact the carrier. And this leaves a lot to be desired. We miss the reinforcement action because it is already locked in a form and in other cases they have already loaded the shipment onto a plane and we have to make a dish -- decision to redeliver or offload possibly more than one shipment so that we can see that before the plane departs and this could delay the flight. By moving to an electronic manifest we hope to give many benefits to them and to the government. It will eliminate the need to come up with electronic PDF documents that they are sending to us electronically or paper that they are providing to us today. We will also provide the ability to evaluate on the manifest. Also with the introduction of the single window that I talked about first on this presentation, we will be able to validate this data. If your shipment is an national fisheries service or something caught in the US waters and exported out of the US there are many species that this results in and this moves to hearts of Asia before it expires and while it is still fresh. The paper processing slows the stone and we can collect this information through document review or through electronic feeds through the trade on the commodity filing or on the imports entry. We can validate this prior to it arriving at the port and if there are issues we can notify those filers that there is an issue. When we file the new manifest with a number this is the full implementation and when we automate this it has been validated for the national fisheries service and this would also be true for DEA and other agencies. If we moved to the place where the carrier gets a validation that it is good they can be assured that most of the other government agencies have been validated as well with that transmission. The other issue that we talked about withholds with electronic receipt of manifest information. Upon receipt of that bill pre-departure of the aircraft we can send electronic old notifications out to the carriers and this electronic old should shorten the time frame that it takes you to identify that shipment and set it aside for customs inspections. Without interfering with the hostage holds. This is where they preload the continue with -- container and they do not have time to offload the other shipments so these shipments are held up with the guilty ones. By giving the pre-notice of the holds that we are looking for it will allow you to plan accordingly for your movement so that you can separate the shipments out for examination by customs. We also have electronic messaging for the release so that once the examination is done in the hold is no longer valid we will notify you so you can plan accordingly to get in on the next flight out of the country. Also we are looking at collecting inbound data on the export manifest and this will be a voluntary data elements and we will look to automate the closing out of the export of that inbound is so that if you import 3000 inbounds on the flight out of your airports and we validate that number upon receipt, upon the departure message we can update the records to show all of those inbounds having been exported out of what airport it is, all of this functionality should make it better for the

trade and give a higher level of confidence the planes will be able to leave when they plan on it without impact from the government.

We are looking at a pilot and we have deployed the code for air manifest and we have deployed for cargo message and existing cargo has been programmed in ACE. We are currently waiting on the FRN to be published to roll that out . The upper end is in the works with legal and the target was 2014 and we are ready from a technical standpoint but not from the FRN perspective. We are hoping early 2015 to get that out. The air one should be the first pilot started and what we are looking for is carriers that wish to volunteer and freight forwarder's where we can file advanced departure and house level data to the government and see if they can take that data in, match it to one that exists or validate the exemption for the shipments. An example of that would be low value shipment or shipments going to Canada or option filers were government shipments. These all will have been exemption code that you can input into your cargo message. We will take that validate the code and validate the ITN number and give you a response back if needed. If there is a hold and once there is a lease. What we are looking for on the pilot is to roll it out in phases and we realize that this is a process that we are automating and there are different levels of compliance. We would first look at when you sign up for the pilot to get you to electronically send a state out. -- Us data. We will run it through the system and validate that it is accurate and contains the information that we expect like extension codes and ITN statements. Once the data has been tested and is high-quality and our code works with your code correctly, maybe we have to make changes or you have to make changes then we will move to phase 2 which would be in discussions with you looking at port of entry around the country on where we could pilot your carrier and get you off of the paper and except all of your filings electronically. Once that is open active we would be looking to move to phase 3 which would be automation of holds and releases. Phase 2 and phase 3 might combine that I am aware of issues with different carriers and different trade entities that will make it difficult for an infrastructure and processing operations component to actually automate fully these applications. We anticipate doing this in steps with each pilot participants. We will be building in early next year to message set which is the XML version of the industry standard. We will also look to build and Air export version and we are looking at a unified section to build which will be valid for all mallets of transport and you will be able to use one message set with her -- whether you are submitting air or truck. That is also XML. We anticipate all of that ahead of May 1, 2015 and we should have all of those manifest sets available for pilot participants in May 2015. Again it will be a voluntary pilot and if you do not choose to participate you do not have to but we encourage and highly recommend that you participate in the pilot so you can help drive some of the innovation and design. If we do not include you in the initial pilot there is a chance that your specific system and operational needs may be missed so that when we do the final regulations in 2 to 3 years it is not included in the technical design or the actual regulation requirements. I encourage your volunteer participation even if it is later in 2015, the fact that you may not be able to handle him a first date is fine. October 1, July 1, each individual carrier can be brought on at their own time. This is modeled after the pilots that we have been doing for the security filings on the import side. We are looking at rolling pilots out similarly. Also I want to talk about the PGA integration. We did talk about looking at most of the PGA's on the commodity exports and there will be little impact to the trade community as far as carriers and freight forwarder's go. Most of the data will be coming in the commodity file. There is one agency that was raised by the air community to be looked at and that is TSA and they have a requirement for documentation to be maintained on the security measures that are taken by the airlines and export cargo out of the country. That information is to be maintained by the carriers and that is my understanding for a number of years and that will be examined post audit. The recommendation was to work with TSA to automate that so that we collect the information off the manifest. We are interested in following up on that but those talks or conversations have not occurred yet. Over the coming years we will be looking to work with TSA to see if that is feasible. It may not be but if it is and it is collecting some data elements on the manifest to validate that a meat is electronically maintained instead of on a paper format we would be interested in following up with TSA on that. Again here is information related to what we program for what we will program for. We currently only have on our website the information for draft export manifest and that information will be updated in the next week. With the unified draft version and with the specific information for the message set which we cannot publish the entire message set for either of those. They are owned and controlled and if you choose to use those message that you will have to buy them from IATA . We will post specific instructions related to the

customs filing information being the ITN and the exception codes. We will post those on the website and reference those in the activity around that one other information that I have not provided up to this point, we have done programming for three manifest systems in less than a year and by the time we are done it will be less than a year. In multiple message that's we have not had the time to do 1000 edits and validations that exist on the import side. What we are going to do is limit ourselves on the export side to a handful of validation and we will validate the ITN number, the date, the port of export, we will probably validate the country codes in the application. We will validate inbound information and exemption statements that are given to us. It will only be a handful of validations, probably well under 12 and there will only be two status messages going out initially. Hold and release. Also for carriers they want a file message back to us with the status message and we will program for that. It will be a limited message that in the recommendation was for us to work through a certification test with this application so that we could give it to the client reps to certify the new codes. The idea is very well but I do not think the testing will be as robust as you had seen. You probably did not see it, but the carriers had a very robust test script that they ran through a certification. We do not think that we need that and we probably need a few test cases for you to run through to make sure that everything is working all right. We want to get into phase 1 where we pump data into the system and we measure production data across the application. This is where we will see if there is any issues or discrepancies throughout large amounts of data being pumped to the system. We will work through this with implementation and that will take the place of the robust certification testing that exists in M1. As we get along in the pilot we might have worked out these robust test cases and we may have a certified test environment or later adapters of this, but the initial volunteers will only have a very limited test script that they will be using. We will be updating on our website before the end of next week the IATA and the unified transcript and directions on what message that's we will validate and what messaging we will send out for statuses. This is more resource information. Do we have any questions? We will move to the question portion of the webinar.

The first question is whether the air -- Air will support more -- [Inaudible-low volume].
<hr> It does not allow us to file multiple filings, if not how does this or how will this be handled? I am going to take that back Lisa and get an answer for you so I'd don't make the mistake of giving you the answer that I don't know off the top of my head and I do not have the information in front of me.
<hr> Know what you are not required on the May 1 deadline unless you volunteer for the pilot.

They cannot see the question, the question is, are test Air forwarders required to provide an export manifest effective May 1? A will be in as a legitimate trade entity but they are not required to volunteer to participate in that. It is anticipated that they will be in the final FRN that is announced

Will they validate bonds or not? The intent is yes but there is a couple of little issues that we are coming across right now and I will just say that our intent is that we will validate to ensure that whoever is transmitting the bill has the appropriate bond behind it. That is the intent.

I heard something about changes that used to have lines included twice, AAR with old and AAR with new is this allowed or not?
No, we will no longer accept the AA are postings. We will make sure, I thought that was on the website with the link that we provided early on, that should be on there is one of the changes to the existing AMS. Export reporting for flights will eliminate the need for FSN, ASN and those that will close out the bonds being flown out of the country. I think we'll have to take an actual legal view and it makes sense that if an inbound is loaded to an airplane where we have been exported building is exported that it should count as the export, but they specifically say that they have to be reported and exported so my gut would say at this point and this is us tangible -- is substantial that the answer would be yes but I have to ask legal to make sure that we don't commit to something that we do not have the legal authority to commit to. I understand and I might even agree with it but I lost them and get back to on that one.
<hr> With its transfer message how does that apply to having them in Canada or Mexico. The current process is through the station with ASN seven to file export at border crossing stations. I am going to read into this question that you are talking about and this is the reverse, this is for exports and this is a flight arrives and has packages that are in Brown's going into

Canada instead of flying them into Canada you are putting them on a truck currently and shipping them into Canada and you are arriving and closing the inbounds using the ASN seven. You can choose to maintain that, we are not talking about doing away with the process. We are talking about when we automate a truck and require a truck filled to be filed that you give us the inbound truck filing to automate the process. In no cases are we suggesting the arrival process has changed from what it is today. This is arriving and the benefit would be to create a way to do it off of large numbers in one action. ACE export we would like to do in XML.
<hr> We will code this next year and I can't guarantee when this will be completed but it will be before May 1 guarantee when this will be completed but it will be before May 1, 2015. The longest possible is May 1 and I am hoping to have this done in March or April.
<hr> When will the export pilot program be?
<hr> I hope to have that out on the FRN and now that we have the legal resources for the pilot as soon as that is published we can start it and 30 days and you can sign up when that 30 day window is out.
<hr> Is there a specific window for those currently in production?
<hr> There is a list on the website the has the information on the PGAs and where they are in the status of automation and also pilot's ongoing. On the export side we were obviously involved with pilots with senses and the image -- original commodity form. We asked for licenses and we are doing automation and that pilot is ongoing right now. That is there and he will have one that begins sometime next year for the reporting of shipments. We have done coding for DEA and that is initial coding and there will be additional coding coming once they change the regulations. That is for precursor chemicals in controlled substances and there is also a licensed change that goes forward and none of these impact the manifest violation. There is roughly 15 agencies on the export side that we are looking at right now and I have given you probably six or seven.
<hr> How do you see the impact on consolidated manifest with carriers?
<hr> I am not sure what you mean but I will simply say that if you are talking on the import side and you are talking about master house stuff with splits and stuff like that they will not be any change. I am really not sure what that means and I want to clarify what you mean.
<hr> Is there any web-based platform for support carriers unable to transport information directly into 80s -- ACE There is not at this time if you are talking about manifest information . Will there be any that are never attached to a manifest and never provided to a carrier? This could happen if it was provided to the carrier and we will look at the data as we go forward to see a level of compliance or noncompliance. We are not looking to export shipments we are looking to bring people into compliance through a conformed compliance.. We will have to look at each issue and we will have the ability once we have an automated system up and running the encompasses a large segments or the entire manifest where we can see which ITN is being reported. Again we are not looking to slam people we are trying to find compliance.
<hr> Will the export manifest replace the filing and do they have to be done separately? The export manifest does not replace the filing and the AES filing is equivalent to entry information on the import side which does not replace the manifest filing. This is the transportation information so we can identify the goods and where they are. This is the specifics about where goods are moving and where they are moving to ultimately. With the automation does do is allow filers at the end state to hopefully not have to update their filings with the actual port of export empty of export. Currently we issue a lot of penalties and a lot of commodity files where the information has not been updated by the exporter on their filing because the carrier has changed ports of export or dates of export. Not on purpose, but just because that was either the low cost way or they got a cheaper rate out of the different ports and that information changes and never flows back to the exporter. Once we have this manifest we can link it up and the ports in dates would be considered estimates and the actual port of crossing and data crossing would come off the manifest. We can relieve some of the burden on the trade for having to maintain and update outfield.
<hr> Our understanding is that the condition of the closing is associated with the master and if we transfer to a non-consolidator will we be liable on the master that they close every airway bill. What we program is to do is have entries in error filed at the house level and the way it's being programmed is that once all of the airway bills are closed we will then reconcile or close the airway bill. Whether or not it is a non-automated is basically no different than an ocean and a bill goes over to CFS. It is the same concept in the houses have to all be closed and it is done at the master level but it is the same concept where it goes to CFS and entries have to be filed to close the bill. It is just at the house level and once the houses are done our system will close out the master.
<hr> Is everyone that is currently being instructed on the process and is there a list of all of them that have put a process in place for ace?
<hr> I would say if you are current with the one that has been on the website there are no requirements for you at all. When we switch over if we programmed it correctly you will not even know

about it. You would start getting messages magically from 80s and hopefully you will not know if that happens. If you have an outdated grandfathered header, you are going to have to code for that and we do not know how many are out there. That is part of the problem and the challenge which is why the client Representative is actively putting the Representative out with every chance that they get whether it is webinar or TSN . We put that word out and posted on the website to give everyone as much information as we can but that will be a change and if you are not compliant you will need to become compliant. That is the message we are trying to put out. If you are concerned about some messaging that may not be correct you can test it in the certification requirement with your code to see if it is working.
<hr> Will error messages be sent out of QP/WP ?
<hr> It says the presentation shows a pilot scheduled that does not seem to be accurate. The 2014 is gone already and no pilot yet. The schedule seems to reflect that they've moved up the production but it is not usable yet. Please revise. That is correct and we will revise. What will the timing requirement the for the manifest?
<hr> The request will be with the recommendation that the data be submitted prior to departure and I think they are looking at two or four hours and then the manifest or checklist of all of the shipments on board the flight for flight information be submitted at or after departure.
<hr> You mention that once you are set up to transmit electronically will the system send a notification once it is open in the system? Are you saying that the system will send a notification to the filer of the bill?
<hr> I am not sure, you will get the movement authorizations of that is what you are asking if it is a nine digit number and you are talking about who is authorized to use the bond the answer would be yes to that as well.
<hr> They mentioned the air manifest edit regarding inbound numbers and to clarify is the reference to the inbound control numbers of a split shipment, does this mean that this error message is excepting today and if yes is the problem limited to certain carriers and if so are there is carriers notified and have they been notified of the problem?
<hr> I don't think they are allowing the same inbound number. What we are talking about is that we have discovered that the generator was not turned off when the bond was created. That meant that we were given the same exact number to two different parties at the same time and then they were used to hit the system at the same time and we took the first one that hit and the second one got rejected. That is the scenario that we are addressing, fixing, getting rid up. We noticed a spike suddenly on a large number of these duplicate rejects and then we discovered what had happened. That is what we fixed. When will the trade notice the following change?
<hr> January, February, or may first? The way that we have coded that, with the current system, when an airplane lands up to four hours comes in and express data is authorized. Four hours and one second we deny the status and it has to be released manually. What we are now doing is flagging those as late so when it comes in and all else is equal, the bills on file, and everything else, whether it is one second after the aircraft landing or five hours, it will be slightly in the system and the carrier will receive express status authorized in the release that that entails. The change that you will see is the will no longer be denied express status because it went to four hours and one minutes. We made that a commonsense edit and it will show up for the port on the report and they can take the action that the team fit that way.
<hr> If we choose to participate in the pilot program for the export manifest will all of them be exported and need to be submitted in ACE? We would determine that when we work with you and it is possible to do just a port but I could see us limiting it down to a port or possibly to a flight for initial deployment. We need to have it with some volume so we can see your pilot so I could say that this would be the lowest we allow them to go and that would be off paper.
<hr> We are having troubles with split situations and inbound request by the broker, when we split the bill that is inbound ICN, HML, VFW, before we transmit messages for the parts of the airway we are busting inbound movement and sometimes they file this and that has been arrived in the DFW already. This prevents them from receiving this movement and can it be solved when we go to ACE .
<hr> There is a lot of issues whether it is inbound, who filed, etc., the way it is being coded is the house would inherit the destination port and the house movement and the house and bond would take a and if the master is there it would say this to Miami and the house inbound would pick up the origination as Chicago because that is where the master movement went and then that inbound for the house would be Chicago to Miami. That is how we coded it to inherit with the master is doing and if it is ignored there are several issues with the housing.
<hr> When will a sample screen be available and when can we get familiar with it?
<hr> We have a subject matter expert from the field here working with us and we have them from various ports around the country working with us on this development. We are leveraging the existing screens and it is not a radical change for anyone involved. I should revise this and say that it is a radical change. We are doing this to train the trainer and with user

acceptance testing we are reaching out to identify super users that will actually go into the system and verify that it is working properly.
<hr> With regard to the arrival process, those that participate are provided a detailed number in the message to OAG and then they provide the message. Can this be used for the automated arrival process and do you have any information on the pilot? We've been unable to receive information or explanation of the initial passenger carrier participants.
<hr> To the first part of this it is a separate system and therefore it will be for patients a standalone system. The problem is that the standalone system is not there with a common identifier and they do not get a bill of lading. They get a tail number and these manifests that we are talking about we get a bill of lading with no tail number. That is the crux of the problem without a unifying data elements between those two systems it is not possible to link them so we can automatically take that deck and use it to ride the airplane in Ace.
<hr> One of the problems is the timing of the receiving of the message and in order for it to be able to use for arrival messaging it has to come in really close to the actual arrival and maybe that is occurring but I don't think it is a requirement for the carriers to submit near the arrival of the plane because we release that arrival message and that could be problematic. I can reach out and send you the information on who runs that program but I do not have the specific information for expansion plans and I still know there are carriers as I see messaging periodically.
<hr> I will see Bill read this out loud.
<hr> Enqueue for educating on the master level. -- Thank you for educating on the luster -- master level.
<hr> You are welcome.
<hr> Will CBP provide details of how to translate the message/process flows between premier messaging and cargo messaging since there are differences in the content between message flows.
<hr> I will have to take that back because my understanding is that we would use the existing message flow and we would be providing the information in those messages but I can take that back into mapping through the content.
<hr> Will the export functionalities become part?
<hr> The export manifest functionality is ingrained into the portal functionality.
<hr> You said yes but we have had a lot of questions come along and if you could verify what you said and expand on it.
<hr> When QX/WX is eliminated will status messages he sent with arrivals and exports and overdue notices etc.?
<hr> The existing ones will continue with air.
<hr> When will this presentation be posted to the website?
<hr> End of the week. Currently it is required for brokers to submit an entry package will license is required. However, a list of broker tricks their transmission and they will get a paperless release. For this be corrected?
<hr> I do not know this information.
<hr> I have been working with them for 12 years and Ace since deployed. I know that they have an ambassador and there can be a difference by truck and see rail and the difference is substantial and in order to get my fellow officers familiar and up to date, we know that the field needs to be trained.
<hr> We are going to provide sample screenshots through a format yet to be determined whether it is SharePoint or have a webinar type thing and post the webinar is still being discussed. I promise that we will not keep fellow officers in the dark on this and you will receive ample training before we go live on this.
<hr> There are existing training materials on our SharePoint site right now and we would anticipate producing them posting those same materials on the SharePoint site.
<hr> I would suggest if you have never seen it and you really want to know what is coming you can look at the existing frames because it will be about 90% what it looks like and it will give you a feel for that.
<hr> Just to confirm since we're talking to both users all of the SharePoint information is instructed to CBP.
<hr> Yes. That was an internal question and an internal response and when I say officer that is really all employees and how their information will look as opposed to their -- there.
<hr> The above question is mostly on equivalence and one excellence type equals another, depending on how it is used the one message could comprise the data from several cargo message types.
<hr> I will take that back to the team and get your specific answer.
<hr> We will follow up. Also will service providers be able to represent the cargo in the export manifest? I would expect the same functionality on the import side and that should be applicable to the export side. Service provider should be able to file lists -- this.
<hr> We have come to the end of existing questions so unless there is anything else we will start the internal countdown. We have some think use -- thank you's coming in and we thank you for all of your questions.
<hr> I am looking forward to the next four months and it will be a lot of work but I believe it will put us in a position to grow over the coming years and it will help us to grow on a single platform. Keep in mind that the July dates is non-impactful, hopefully. In the May date is what we are driving towards. Keep an eye on changes to be posted and the announcement of the FRN or export manifest.
<hr> They are right and it would likely be a single message and additional data.
<hr> Think you Liz.
<hr> -- Thank you Liz.
<hr> I said July when I meant January 3.
<hr> Mostly

what is coming across is thank you and toddles -- thanks so I think we will say thank you to you all and until next time, take care.
<hr> [Event Concluded]