

Event ID: 2493044

Event Started: 12/17/2014 1:47:14 PM ET

Please stand by for realtime captions.

Hello everybody, sorry for the delay, we had some technical issues hooking up to the connection. I hope everyone had a good lunch and we will get into the application. So we were asked to present this webinar with the MMM committee and the TSN is a way to bring the application to the entire group to allow members of the manifest and other users to get--to hear from CBP directly. Many members that come to many of the TSN events will--have heard some of this information but this is an attempt by CBP to provide a full account to a broad scope of the MMM committee members of the TSN and also the carriers at large.

While we are moving to the screens, I will say one thing, for anyone on the phone that is not aware or has not heard me speak before, I have the product owner over the ACE business office [Indiscernible] and export development. Prior to my job position here I worked as a watch commander at the national targeting Center and prior to that house with OIT under the ACE legacy development and before that I was an officer in the field and a supervisor at Alexandria Bay Port of entry in New York State. And I do have prior experience in the trade. I had prior I had worked for a express carrier in the hub operations of a large broker for a number of years prior to joining the government. I would be remiss if I did not speak to the broad goals of the ACE developments everyone who's on the call on the same page as everyone else that has been coming to the TSN and other meetings we have had with the trade. There are two programs going on. The modernization efforts to get off the mainframe, the legacy applications, I think everyone is aware of that effort has been ongoing for a number of years if you are a [Indiscernible] carrier you have experienced the development effort over the MMM rollout a few years ago and roughly about 10 to 8 years ago we automated and got rid of the paper for the manifest carriers but another sign of that is the single window for the trade this is the effort by the US government to automate a single port of reference for the trade to go to for all of the government agencies inbound and outbound from the US. It is also covered in the executive order that the president released in March this year authorizing or mandating all 47 agencies to work with CBP and the development of this single window by the end of 2016 and what you see on the screen right now, is a representation of what we are trying to do. So ACE being the interface at the border which is covered under ITDS is the conduit between the trade as a partner government agencies for the US such as the FDA, EPA, licensing agencies on the export side of the house, the DEA. Any of these government agencies were they have paper requirements or a separate electronic processing that impacts of the trade and stops the facilitation of the movement of goods is covered under this so we are on our way of actually developing this and working with this. Many of these efforts actually fall within the entry information on the import side or the commodity on the export size of the impact to the carrier community, while limited with the input of data, actually has a facilitation of fact for the carrier community. Many of these processes slow or stop cargo at the point of entry with the US and what we are trying to do is move quicker in making decisions as a government ahead of departure and arrival so when the goods arrive at the port of entry the carrier can now which pieces of cargo customs is interested in looking at and we want to do that on the departure side ahead of time so that the trade can logistically plan to provide that shipment for inspection. We do not want to tell you when you are

at the border and co-located with 15 other shipments that we cannot segregate at that time that we have stopped all 15 shipments and not just the one that has the high risk so as you see at the bottom of the screen, there are four benefits of the system. One is the reduced cost for the government and the trade obviously handling paper is a very expensive process but also the facilitation of examinations and release greatly reduces cost for both sides of the equation. Easier for the industry to comply with government regulations. We want to upload a lot of edits and business validations in the process so when an import or commodity filing comes into the government MAV and manifest for informal's or shipments that do not have an entry filed against them.

Edison validations of front so that we remove administration burden that we place today. Many times we start--stop cargo at the border because the paper is missing from the shipment of Santa Fe shipment is coming in and it is a personal household goods on the 3299 document is not with the manifest we stop that cargo and if it is an ocean terminal that cargo might have to be put into storage until that document is produced. Many times this document is available but was careered to the wrong office or not faxed by the clerical staff in import or export and by making that electronic ahead of the extra shipment coming in we can alleviate that with the response of the trade could be a high level of confidence that those issues have been resolved before the shipment crosses into the US or leaves the US and then the automated agency instructions reduce paperwork and enable real-time decision-making again, advanced data coming in and all 47 agencies reviewing-reviewing that for their purposes. I'm not saying by the end of 2016 we will have this fully developed but we will be on our way to developing this so many of these agencies, especially primary agencies like the FDA the USDA, the DEA the licensing agencies will have been automated to improve the process of this should be a much smoother operation at the border. And again, quick data for the government to make the decision.

This attempts to demonstrate where in the ACE development cycle we are. There are five buckets. For the carrier the multi-manifest committee there are three of those that are of primary interest. The first one on the right-hand side of the page is the pre-arrival manifest data and we are currently done with roughly 67% of the processing. Sorry. 33%. We are almost done with the manifest processing and what we have remaining to do is the important manifest which would be scheduled to be complete by May and we have already programmed for ocean, rail, truck and inbound bulky move in error, the manifest system that has been automated will be completed and there will be no more legacy AMS progress is or paper and those modes and that bucket will be 100% complete so that will be the first speaker we have finished. The second one of primary interest to the carrier or the MMM committee members is the export, the second from the left, that has been almost 50% completed. What remains is a grouping of three of the other buckets so the export contains commodity which we automated last March it also consists of PGA processing for BAS and we have added development efforts for the EPA which we have successfully tested and development this week. In production so they are actually sending data for the EPA and waste shipments out of the country. In a pilot. Agricultural marketing service DEA, these are some of the agencies that we have completed and we will be adding more over the coming year. The remaining part of that is manifest and again, the first pre-arrival bucket so these of the manifest and a similar message is set to be utilized by the trade and industry standard sets so that could be submitted to customs ahead of time. This is the import PGA integration 47 agencies that are integrating with entry imports and should see a turnaround or improvement on

the processing of cargo at the border, at the terminals, at the rail heads, at the truck lots Winship funds are being processed with an entry at the border.--When shipments are being processed with an entry at the border.

The dates that are important for this, are mandatory dates for usage, May 1, 2015 is our first that includes manifest. So what does that mean? That means on May 1 we are going to transition off of the AMS and move into ACE mobile manifest processing. The impact is what we will go into for second little to no impact for the trade community. You will automatically be transitioned to ACE. Your actions will be limited to a few outlier changes that we will talk about shortly. Export manifest is currently nonexistent in truck or a paper process in rail, ocean and air. That paper process will be moved into ACE as pilots. And there will be FRN's posted for those pilots to start so by May 1 we anticipate having pilots ready to go for air, ocean and derailed. There are two existing pilots for ocean carriers today. That are being utilized. One is the document imaging pilot that is being used to transmit a PDF copy of the paper manifest in the second one is a process in the legacy the transportation module that has been incorporated into ACE. All of these electronic processes will be in ACE on May 1. The export manifest will not have a requirement change requiring an electronic transmission of data so if you are outside of the pilots and you choose not to volunteer or participate he will not be required to transmit into ACE on May 1 but there is an ongoing effort to make amendments to those regulations to require an electronic departure of data for modes of transport and exports outside the house and I would estimate between two and three years it should take to work through those changes at which time there will be announcements requiring electronic transmission and in that case they would all be in ACE, though legacy and two additional ocean pilots over those time frames. There should be no timeframe determined to do that. But sometime in the future with the successful ocean manifest has been established, those other pilots would be retired in the future. The other date of interest is November 1 of next year. And that's requiring a tier 1 participating government agency such as the FDA and all of the entry summary files--I should not say all but a great majority--all of the release summary process will be automated this impact is mostly to the filers of the information so the brokers and import filers on November 1, legacy and ACE application will be retired and they will be operating solely in the ACE system for the filing of their documents and the last date is October 1, 2016 so there will be additional entry processing such as liquidation and PGA or government agency functionality will be coded for him November 1 through October 1 and that will complete the efforts in an executive order to automate that process. This is a timeline of the transition over to ACE. So ACE airport manifest, we talked about transitioning off of the manifest for the air carriers. What does that mean? So if you have our schedule, first of all, we plan to go live May 1, 2015 with the system. On that date, we will transition off of the legacy system and shut it down and all of your transactions will be routed to ACE they will be generating response messages back to you and will be the system record in there are some changes around that. All of your manifest data must be in compliance with the existing 2006 published IDs on our website since 2006. There have been some error carriers that were legacy prior to 2006 that were grandfathered in with the old system when we first world them on to AMS. We did unique coding for those agencies. And one of the biggest one is the compliance for the header information many of these have already made corrections to that header. But there are some remaining filers of manifest that are not in compliance with the appendix D header information. On May 1 if you are not in compliance your manifest submissions would be rejected. We have also added and enhanced of the validations to be more in compliance with the

IG that was published to increase the integrity of the data. Many times it shipments get held up at the border because this data was not kept up front correctly so some of this would be the country codes we were accepting invalid country codes, we are no longer accepting invalid country codes. We were accepting weight values of zero. It had to be a numeric value. We are changing that to be greater than zero and not have a shipment that has a weight of zero. And the bonds for the carrier, the air carrier must be on file so we are going to validate that you have a valid bond to be submitting data. These changes will go into effect May 1. They are posted if you look off to the right hand side of the screen, there is a box. We have a complete list of the changes which include some of the codes and ever codes that we sent to [Indiscernible]. They have been enhanced to be more descriptive for the carrier. We were not attempting to make it more restrictive. Some of the changes we have done to processing such as the old system and express consignment shipping that was being cleared on primary, if the entry information was not present on the bill prior to the arrival of that aircraft in the United States, we refused entry express treatment for that. After this system goes then we will mark the shipment but automatically we will lease the entry if there is no hold in the prior scenario those carriers would have to give us a list of entries that had failed processing due to late reporting on the bills that were no longer be the case. We would post audit by marking them as late in the system and allow the release to flow to the carrier instead of impeding the movement of those shipments otherwise and we also have an issue with air shipments. The application currently allows the use of duplicate inbound numbers so from a port a to B, and carrier B files and inbound with the same number for a movement from C to D they do not match. We have no issues and legacy AMS with that. We do have an issue with that and ACE. There is a duplicate inbound number requirement for you cannot have the same number moving multiple shipments at the same time. We will edit on that and reject any numbers that fail the edit that are created in the system. One of the reasons for this, when this comes than with a number to arrive, if we don't have a unique number record in the system we will arrive all located at the point of entry so if you had a shipment going from Memphis to Anchorage and LA to Newark and somebody arrived in Newark, the Memphis to Anchorage would also arrive in Newark, they need to be unique because we allow them to be arriving and exited by inbound numbers solely so that is some change that we had to do. Also in talking with these inbound edits we have an issue in the system where we were generating to an boundless, one from AMS and one from ACE, originally was set up so there was no duplicate, there is a large space between that we did not think would be overtaken. A large entry was given to a certain filer the caused an overlap on the two systems. Those caused duplicate in pounds and that has been resolved and the inbound generator has been turned off and ACE is the only way they can issue new inbound numbers and the ACE entry number bank was moved ahead so we would skip the overlap. If you have issues with duplicate inbound numbers, and their rejected in the system, how you have to do is contact the poor tour client rep and if the cases there is duplicate inbound number banks we can issue a new bank of numbers to you. Deployment. Actually if you look at the published deployment schedule he will see it in the January 3 he will see it in the January 3, 2015 timeline which is coming upon us. We had that code loaded it is being tested they are doing mock cut overs so it is on schedule to go January 3. What that means for the air carriers is nothing. There is no impact to you on January 3. Further carriers, ocean, railway and truck carriers we are deploying this to the MMM platform. We don't believe we have fully tested it we don't believe there should be any impact to your processing but I ask you after January 4, or after January 3, starting on the fourth. If you see any degradation of service or use the new issues spring up, please open an issue with the helpdesk or a client rep for me or your

TSN are ACE ambassadors immediately. It could be a result of the code movement along with the air import manifest code and we are moving large changes to the system we have tested them we believe there is no issue moving forward but again it can never match full production of the data so if you notice any degradation of service or issues please raise them that first week of sin as you notice that. Also, related to the deployment we will not start the dual processing during this time frame we want to deploy the code and leave it on for at least a week to make sure there is no impact with the code alone on ocean truck and rail. So we do want to monitor make sure everything is working correctly in the system and we will begin on January 10 it week later to dual process 100% coming in to AMS and ACE generated response but never sent. It will be a full operational test of the system starting January 10 and hopefully going May 1, 2015. We have slowdowns, we can stop the processing error manifest quickly we don't anticipate that we can if we have to. So we will run the system in parallel still being AMS and when that is completed certification environment testing so I have mentioned a few changes that will be impacting the trade, we will see which ones so and when we enhance the added it will be accepted by AMS. Because of that we will be looking at those and making sure we reach back to the carrier when those failures happen to say that the date needs to be enhanced schedule the information you're going to give us an valid country codes and if any of those things are happening we will try to reach out to those carriers directly and make sure there following in compliance. The issues with our system we identified fixes for them and addressed and fixed as soon as possible. There will be a certification environment. The code has been moved we are still coding for error some of the response messages back so the certification environment has been deployed to production to certification is limited and in February 2015 we anticipate the full functionality of that certification environment meaning all response messages our program. We also plan to have the replacement for QXWX into certification so we would ask instead of trying to understand what is working and what is not that you allow us to run in parallel from January 10 into February 2015 make sure the system is generating responses for testing with the trade if you had to make a schedule of changes changes with the weight, all of those can be tested in AMS certification certification will be up in February and May 1. We deploy that in February some time we are bringing field users that are super users to headquarter train the trainers training the additional air staff at additional locations. We will be performing user acceptance testing sound super users at different locations around the country and small and medium-size going to the system and compare billing information make sure there are no questions or issues around actions they can take it ACE such as posting releases, placing holds and releases in the system and make sure everything is working correctly prior to the May 1 cut off and again, we talked about the dual processing, the last point I would like to talk about which is the ABI processing currently inbounds processing by filers two ways. One is the QPWP processing included fork QPWP truck, rail, ocean, warehouse, all use the function for inbounds there is a longform and a short form and the short form you can create a bill with the completion of the inbound and the short brown that functionality has been deployed probably two years plus into the system as a way for error error that is going to be incorporated into the process meaning we are doing away with QXWX on May 1, and not before so on until May 1 continue to use QXWX and if you are a filer and have no interest in filing error way bills, you have no changes to do QPWP but if you want to use there is some logic that is needed basically around within a QP20 is required in the record the allowances of error codes and place of stack codes and all of that is in the system and it has been updated on the document. I believe the document has been posted to the side with the

changes. There is not changed to the structure of the message or additional data elements but just changes around their usage and required segments.

Here is the website for the information and import manifest along with the Premier version May 1. So the import side the ACE truck import manifest we anticipate completing our coding work around air in February timeframe there will be some residual work around deployment going from February to May so some of the team will be working on error manifest that includes post May 1 to fix any issues around deployment. Part of the team that has been split off to begin working on new developments. We had--so ACE MMM would be there, ocean, rail, truck inbounds as of May 1. We have done some work to bring truck, a legacy ACE application outside of the MMM environment into Ace MMM. We had completed the first process or increment of that work and played it to production so the shipments into Ace but they are not the system of record for processing the second increments which we had almost completed we will be working on again. At the end of the second increments, when we deployed to production, ACE MMM will be the system of record for all modes of transport for processing. ACE MMM will take the bill data and generate the response we can deploy the second increment and that timeline will be dictated based on how well and how much work we will continue doing with the air. So if we have successfully deployed the air and there are a small amount of fixes to do, the quicker we will get to the truck application and the second increment. The longer that is, the harder it will be to get in a quick turnaround. There is a small amount of work left in the second increment, roughly 1 and two months worth of work depending on the level of resources we have to utilize and if we deploy to production and we have one database for all of the manifest for the modes of transport, we will resolve the inbound issues around truck, meaning the inbound authorization tool will work for all truck manifest today the inbound authorization works for QPWP but doubt but not for inbounds created for part of the inbounds for the truck application. That issue which results in the movement authorized being generated for shipments with inbounds and Ace hopefully will be resolved. All inbounds that rejects will reject with the same error codes with part of this second increment we will enhance the edits and the validation messages going back. Currently there are many for me get a less than descriptive response back to the trade. Many inbounds [Indiscernible] fail migration or arrival or export in the reason is not specific with what the value--I cannot think of a specific example now but to provide you with an idea, if the inbound validation is for the entry number, instead of saying you provided the invalid entry number, on the arrival, we basically give a error occurred with no message of what the error was to give the client grabs to figure it out. We hope to enhance that by utilizing the same messaging that exist today so if you look at the ocean and rail messages, those the messages we are going to enhance and we will be updating the IG for [Indiscernible] with those messages sometime in the near future. The third increment that we still need to do to get fully out of the truck application is there are some enhancements that have been requested as well as coding around other legacy applications. And it is roughly 1 increment of work so I do not have a specific timeline but I can see it will be late 2015 or early 2016 at the best and at that point we would retire the legacy code and everything would be in the ACE MMM platform. The manifest inbound arrival and export enhancement. So, when I talked about completing the first increment, one of the benefits of the work was that we allow truck carriers, we enhance the capability of them to come into the portal to do the arrival in the account specifically. We added that to make a simple process to prevent duplicates and to allow the firm's code to be an optional data element the confirmation of the firm's code on a arrival the inbound in the portal was done in preparation

for the possible approval of the regulation package that is up for approval. If that becomes approved, we have portal changes needed to capture the firm code which is part of the original FRN. Scenic you see a screenshot from a ACE account of what this looks like that allows you to find your bond the destination port you are arriving or exporting. And you can mark it in a time range and one thing I will say we have expanded the use of this to be all modes so originally before we did the work, it was limited to truck carriers only and we have now enhance that so ocean carriers, railway carriers and after May 1 air carriers can go in if they would like and run a search for the inbounds and pull them up in the system and do arrival and export to close them out. One note I will make, in your portal account the view of those is controlled by the stack of the bill that it was created with and also if it was a QPWP, the scat code used by the broker as to who that belongs to you, so if the broker included the code you will see it if it does not include the code you will not be able to pull it forward on this page even if it was your carrier inbound being obligated against that movement. So it is not driven by the type to carrier that is being obligated but by the code provided in the file. And also the bill that created the inbound. One note on the authorization file posted May 1 it will also be effective for air carriers as well see will be able to go in and limit the use of your carrier bond by air carriers as well as rail carriers so the air will go through the same edits that it goes through. So that is the initial future enhancements for import manifests. We do have some outstanding possible enhancements for truck. One being in transit movements through the US or Canada being automated off paper and the other one is the collection of user fee payments on track crossings at the border for a single crossing. Those may or may not get done in the coming year. They are on our reader-our radar the top of our backlog and that leaves us with export processing. Can you go to the next screen? It is our plan to do all for modes of transport eventually. We have documented air, ocean and rail. We have talked about some of the benefits of automating the manifest on the export side if there is a hold on it instead of having it stopped at the border, when you code located it was a bunch of other shipments, that we segregated out to allow you to presented to custom and other legitimate traffic and also, to get rid of the paper processing that exist today and we can validate the message so when you submitted we can validate it that you are required to give a make sure it is correct and accurate.

Also we can collect inbounds off the manifest and doing automated arrival and export of the inbounds off of the export manifest. This is a system we program to the love initially--to initially collect inbounds and we still have more work to do the arrival on the export outside of the pilot windows but that is a future benefit to the system. Currently we have programmed the system to handle error manifests submissions in the cargo message format. That is the trade industry standard used by air carriers today. When we first rolled up we allowed cargo to be used in we also program did and air command. Our anticipation as we will code for those three as well. We have coded for the cargo message and we can process those today. We are currently coded for the ocean and rail manifest and it will be deployed to production in early January, January 3 date line. Are currently working on the ocean premier documentation and anticipate finishing that up in early January or by early February. When we are done with the ocean premier we will look at coding for error export, the XML message for industry standard messages set, we have also coded for a unified CBP export manifest XML standard. We anticipate coding for that as well. That will handle all for manifests and allowing them to submit the data for all for manifests. Though should be done before May 1 next year. So it is our goal to get the programming done for the pilots. We anticipate that the pilots would start 30 days after the publication of federal

registry notice. They are currently working on the error FRN announcing the pilot. When that is published we can take volunteers into a pilot. They will follow with one for rail and ocean early next year. It is my goal to have those published before the May 1 deadline, by April 1. If we are holding to the 30 day timeline. I anticipate the air want to come out much earlier and the real one to make that and the ocean. It leaves me with a truck export manifest. We currently have not updated the decision of how to program for a truck. The recommendation was that we look at doing a joint filing project with Canada and Mexico to collect the data off of joint filing and and there was some small changes and the cooperation of Canada and Mexico and Matt said they have not decided if they are going to do a test pilot on that idea or an export version of what exists on the import side, with a filing option. We hope to have a decision before the next increment starts, the beginning of February, so stay tuned, hopefully we will have a decision of more information of what we are going to do. There are still pilots that we start on the export side and three phases this can be done all at once, so the fact I say three phases, does that mean every carrier the volunteers they need to go through every step the same way. What we would do is solicitation of volunteers we would work with a carrier and the submission of data and testing and that test coming in we would look at the quality make sure we are linking it up and make sure we are validating and processing and we may have issues on our side and there may be issues on the trade side that is the case we will resolve them ahead of going to the next step. The next step would be working with the port. Initial filers coming and we would identify a port across-if they selected port A we would selection that, training and operational policies they have and then we would turn that carrier on for the pilot. During that pilot they would not be required to submit the paper. The third phase of the pilot would be the electronic notification of holds and releases. If that is able to carry the messaging we will turn that on as well and send the holds and releases to you electronically. If they are unable to handle the release and hold message at the time of the pilot, we would keep the holds notifications and release notifications in a manual process that exist today. The goal of this is to drive down the number of inspections that resolved from an admin issue and the vehicle is being looked at for title not being filed properly so a permanent--that is verifying it is legitimate to make sure IV-if the license was issued outside of that year, that it has been exhausted that the value of the license is still on hold all that should be up front by CBP. The fact that we accept the bill and process it with the ITN and should signal that the ITN was valid. For rail carriers we anticipate sending them--so we have a confirmation hopefully within seconds, if not minutes of when the ITN has been run through the system so they can build them with confidence if there are no administrative issues or any automated shipments there could be interdiction with additional information provided on that or a manual review of that shipment results in determining there is a high risk. I think those of the one offs, the highest of high risks but now instead of us approaching the carrier or the community asking you to stop it, we would be providing you with the bill saying this needs to be stopped and looked at. Hopefully that eases the ability of the exporting community to identify that shipment and find out where it is located at that moment. Again, I talked about the PGA, there is limited PGA involvement on the export side. Some are on that line following the [Indiscernible] along with additional PGAs will be working over the coming year. The majority of that is on the commodity side. The PGA we have identified on the export side [Indiscernible] automation is TSA and the export manifest security strength documentation we will be working with them in the air community to see if that is a legitimate item that we can automate. If it is, we want included. If it is not, we obviously will bypass that but this there is additional agencies that you do not see up your on the export or import side of the house where you have is a trade member

experienced issues with facilitation and moving up your cargo. Shipments get held up routinely and when they do it results in high impact to the industry with the hold on the shipment that is due to administrative actions meaning it licensed document is being validated or needs to be received by CBP. That is where we want to know and look at automating that process. That includes CBP forms as well and we do have a list of forms that we will be looking to automate over the coming year that is in paper format now that we would like to see in electronic format going forward. The export information has been posted along with the frequently asked questions document for the ocean. The air documentation only exists for air CAMIR and hopefully we will be hosting documentation that will list the specific information that we are looking for four customs otherwise the existing transaction sets that are controlled will be used. So that message is located--if you choose to use cargo [Indiscernible] it is your responsibility to work through IATA to get a copy of that documentation. We will publish specific information related to customs on the website. We will also do that for the IATA number to the XML version and we will update the air CAMIR version that is published unified set will be the alternative you can use so if you don't want to use IATA you always have the option of using the [Indiscernible] that we publish or air CAMIR.

I want to talk about the other ones as well. There is nothing for truck currently but we will publish it as and as we have a decision on where we want to publish. On the ocean we will also be updating with additional questions that we had in the CC community that were producing a document that we can post to the website for answers to the questions. The next screen that we have some additional ace resources and some additional information that would encourage the trade members the messaging service system outages as well as upcoming deployments and upcoming outreach from CBP so you can go in and register for that you can get those messages real time or as a daily or weekly feed the can see what customs is putting out and I would assume that depends on your needs if you want to see real time this messages that we published. To the system. And here is the technical support information. Before I take questions, I did want to mention one thing. As most of you know, on the phone, the legacy system outage was Saturday night. Usually around 11 PM Eastern standard Time we take the system down, it can be two or three hours or four hours of maintenance to the system. Recently, in the past year, we had taken longer outages due to database work that needed to be completed for the air movement and other work we are doing. We are moving to automate that process and some layer with my ACE application , we rarely take outages with the system and when we do, there usually--I think only to have happened to the last year and both of those were under one hour of outage time we are moving to more of a system that will allow us to do some of the maintenance window enhancement without taking an outage. We are actively working to reduce that window so it comes down to less than an hour on average. I can't say we will eliminated entirely but I think going forward, especially after the ACE MM one air work is deployed it will start to see a reduction in the outage window and especially after this year so we are working we understand that as we put more and more applications in a common platform that they need to have 24 seven coverage of that system and we are working towards that end and also we recently experienced an outage a few weeks back on the good news side, it was the first outage in a while that lasted that long. The issue was hard to determine because we do not have automation in place to send us warnings of what was happening rate it took us a while to TI it and deploy a fix for that. We resolved that issue and we put automation with warnings in there so if that happens again we would know about it and respond quicker than we did last time. On the bad news side, if we have

a number of outages when the ACE truck was first rolled out and we had a very robust system of responding to a trade and customs when those outages occur. We're looking at testing those off so they are as robust going forward so we are working closely with the OS foul and the operations side and with the OIT side, technical folks and business office and ACE to identify the procedures and to escalate correctly when those outages occur and we don't experience an outage of that timeline going forward and the communication goes smoother than it does in that example. Scenic can you clarify the responsibilities?--

Can you clarify the responsibilities? Can you clarify the responsibility for air freight is the airline carrier is moving the freight on through and it cuts the inbound number to a final destination, is that the airline or freight forwarder responsibility to correct the inbound number?

If I am following you correctly, the inbound number, if it is a duplicate, it will reject, we will not accept the movement. So no movement authorized will be for that bill. So subsequent inbound numbers, we will reject immediately whoever the filer is and they would have to correct the inbound number if they choose to move the bill at that time.

When will the government publish the ace export manifest that will register [Indiscernible].

Currently that is pending work with the legal team I think they have a air fairly close, I don't have a timeline, I would anticipate all get published between now and May next year. I wish I could be more specific. To make if I understand the presentation correctly, May 1, 2015 mandatory date for electronic ocean manifest is only applicable the carriers that are part of the-- is this correct?

Yes. It is correct. If your existing member of the pilot, it applies to you in the future pilot we are going to announce for the electronic transmission it would apply to them but by the fact that you were in the pilot, all of that coding has been moved to ACE your in compliance of the May 1 deadline was no action on your part being taken. Cynically rest of the ocean carriers that are still filing manifest do not need to be concerned with the May 1, 2015 day. Instead carriers should wait for new regulations to be published sometime over the next two or three years which are expected to require all paper manifest to be filed electronically.

Yes. If you don't want to participate in the pilot you don't have to but the one thing I would strongly encourage because I think there are benefits to the industry is what the facilitation would be in place for you electronic notification would be in place for you that validation would be in place for you. The possible number of automated arrival and release and the last reason would be because you, as a participant, could actually drive the development over the next two or three years. Meaning the system would not work for your business model and you don't participate. I would not know that we could publish regulations and build a system that does not meet your specific business needs so I would say you are correct but I would encourage participation in some manner over the next two or three years. I would not suggest or advocate that you wait until the final work relations are in place.

Will the inbound arrival for carriers using--be available for [Indiscernible] users?

Inbound arrival for carriers using [Indiscernible]. So, I am not quite sure what system you are talking about that EDI arrival is possible and I don't know what validations we are using and I think it varies by mode of transport so you can't send-you can send a message in, you can arrive by inbound number, Bill number or in certain situations, container numbers so if you have a whole container had they are going from a to B, you can send the container number in and all of those-I think some of them are going to see, you can't do that arrival we require you to give us one of the inbound numbers related to that container because the numbers are repeated across the fields see you can't do the arrival. I am not sure what you mean by the first part of the sentence.

Next question. Will the train be able to arrive all inbound and vehicle unless we arrived each individually?

I think I answered that you can do it by inbound number, container, or the number specifically or by the export manifest sometime in the future.

Is ACE the same and that if your company wasn't eligible then you will not be able to be ACE or the tools tab on the portal. Non-asset-based airfreight and truck brokers. So I am assuming you are talking about I am not sure if you are referring to the actual filing of the manifest are talking about the ability to run reports related to the filings. If you have a code in your identified as a carrier, whether you are or not in fact you have an ace portal account you can run a manifest report. And they have been doing a lot of work over the last year to make it more stable and user responsive with business objects. They have completed many but the air movement into ACE, they would pick up the ACE reports and are applicable to them so if you were filing [Indiscernible] bills you can run reports related to your filings or codes and get that resulted in the existing build reports. If you are another party such as a broker, I don't think you have access in the portal but we would have to expand on your? To fully answer it.

Next question, is it possible to implement--what is it possible to implement the ability to remove an examination hold from a deleted bill?

Is it possible to implement the [Indiscernible] exam hold from a bill?

I think I need more information. Imports, exports, what mode of transport, some systems require the whole to be removed prior to the deletion occurring that we would reject the deletion. Others allow it and behold is retaining but I would need more information related to that question.

What messages will be used for export manifest filings? FFM, FWB, FHL?

So there is a air CAMIR document we will get an answer to you to the specific message said. I am assuming you're talking about air CAMIR but it is based on the other so they are very similar and I think I added to it but we can publish which documentation. Yes, to your question. The FFM and FWB and FHL can be used. I believe in all three but we would have to double check.

As a conventional air carrier, are we required to have a ACE portal? What is the advantage to having a ACE portal account ?

Thank you for the great information.

So as a conventional carrier, the only reason you would need a portal is you want access to your reports for manifest information which would allow you to run your reports and build that of both imports and exports at some point. Initially, with the air export manifest those will not be applicable but it will be added to the portal account so eventually if you participate in the pilot you will inherit reports for that information. You can find out the status and where they are and what is transaction with them and if you want access to the report function also if you want to arrive and export you would want access to the portal. Also if you want to control your carrier bond in the portal, he would need a portal account because it is dependent on the carrier going into the system and setting the requirements for the air carriers on the call that have never utilized it for the bond authorization it allows you to control who files and inbound that utilizes and obligates your carrier bond and you can obligated so if you don't touch the [Indiscernible] everyone and customs can obligates your inbound. It is open season on that type to carrier. If you choose to restrict that by adding your code or error code it immediately restricts that for anybody have brokers from filing QPWP with your type to carrier bond organization so if you're going to utilize that you have to utilize the whole essay you have to list the carriers you want to be able to use and all the filers that want to use it and if you want that functionality you need an ace portal account to do it.

As a broker you have the ability to receive and export bonds. Does this mean that we will no longer need to send our carriers to the port and officials to export shipments?

In the new regulation package that was published and it was up for approval by department, it specified for ocean rail and truck only electronic arrival was going to be allowed that is not the case yet so if you are report is requiring you to present papers and documentation and they want to control the arrival you should follow that procedure or guidelines from the port or field offices if they leave it up to you electronic availability to do those arrival export is available and inbound so I would take advantage of that and do it electronically in the system.

Another problem, what do you expect test materials to be available for each pilot participants?

This is a good question because I skipped over this and a presentation but it was brought to my attention there were test packages when we roll out ocean functionality there are certification packages provided on the website so accompanies came and wanted to test with us, they ran through those scenarios and got certified so I was remiss in following up on those--I was unaware so they do not anticipate that taking wrong to produce. So I will work on that after the holidays to try to get some materials of working with the client reps to identify that for all three and also I want to emphasize on the export side I am building three manifest systems with roughly 7 different message sets in less than a year. By doing that I don't have much time to build validation on the import side of the house. Some of our import side validations probably exceed 1000 different messages and data elements we are validating and editing against. We will have a handful of validation edits that also will be published to the website basically we are going to validate the exemption statements is provided the port of export the date of export, the country codes that are provided, and that message is set, we are going to produce a hold message, a release message and a file message and I listed the majority of validations and businesses that

we will have a place in the pilots began. We anticipate over a two or three year pilot we will enhance those has we find holes in the system that we want to plug and that will enhance the process of data if you are not providing a full address, we can come up with a valid edit or validation but that would be in consultation [Indiscernible] If the ocean export manifest pilot starts during the first half of 2015 can you anticipate when the manifest filing would be mandatory?

I would anticipate two or three years from the first of this year from a final regulation packet so say complete the FRN by April 30 or April 1 I would go three years out from that is a good estimate of when a possible regulation will be in place. I have seen them go out fairly quickly. I have seen them go out for years as an example, the inbound changes that have been pending since I arrived in 2007. It is coming quickly. When you get into legal documentation, obviously time can take its own course but we would anticipate that it is a desire of the agency and the president executive order that we automate this past paper is something we want to see made obsolete in the field to facilitate the processing so I would anticipate this has a high priority moving forward but at the same time I don't know so I would recommend a three-year timeframe from April 1

This question reads and I am going to assume something. Will CBP need to physically see the shipment before the export?

No. Only those shipments that we identify with a hold shipment would we want to see. So only ones that we identify for examination. The rest was still process without stopping.

Ocean carriers currently participating in export manifests pilot would need to be submitting at all ports and can they be selected?

The idea with participation is if you are in the pilot, we would like to see you file at all ports of entry. If you're in the pilot we would like to see all filings come in through DIS. That would be our desire and the outcome we would like to see. We do have information that there are some carriers not adhering to that and I don't know the reasons why they would choose to do--but our anticipation would be all would be automated.

If an error carrier inbound destination is not automated currently can they continue with paper clearances after the transition to ACE?

So I'm going to say this, the ACE air movement into ACE will do away with the concept of nonautomated ports and currently, this intrigues nonautomated ports but closing out those bills us and as it is being processed in a nonautomated port. In the future, air is going to work like the other modes for our ability to keep track of the shipments, meaning an entry or inbound it will have to be posted in order to prevent it from going to AGL. So they have to be closed out with the shipment and your transition to paper if you are talking about presented it to customs and having them post to the manifest that would still be possible after the transition. They will have the ability of manually posting releasing tran1

We are out of time. There are additional questions, we will try to give the answers to those questions that we received but did not get to on the webinar. I hope everyone found this informative and I hope everyone has a good holiday and for those of you who are happy with it, you can think [Indiscernible] for the recommendation to have a multi modal manifest webinar. Those are unhappy that you spent an hour and a half listening to me, also send your complaints as well see you don't have to listen to me in the future. This webinar will be posted to our website for anyone who wants to subject themselves to this again and I hope if you have any questions or concerns, that you work with your ACE ambassadors, your TSN committee members or you raise that through your client reps are the various ways we have to communicate and myself directly and let us know any concerns or issues you have going forward that we can help facilitate the movements of your goods. Have a good holiday and a happy new year. Thank you.

[Event concluded]