

Office of Field Operations
Cargo and Conveyance Security
Outbound Enforcement & Policy Team
October 13, 2014

Action Required: Informational

Issue: Electronic Export Manifest Pilots – Update

Background: Based on the Trade Act of 2002 and the Safe Port Act of 2006, U.S. Customs and Border Protection has announced three electronic export manifest pilots via Federal Register Notices (FRN). These pilots are for ocean, air and rail export manifests.

The Air electronic export manifest pilot was announced in the FRN on July 17, 2015. A number of air carriers and indirect air carriers (freight forwarders) have volunteered to participate. The initial list of individual participants have been contacted. Numerous discussions have been held regarding various aspects of the upcoming pilot efforts to include such things as; the data submission formats, identification of operational points of contact, technical points of contact for programming issues and identification of pilot ports. CBP continues to receive additional volunteers for the pilot. These additional volunteers will be evaluated for participation in the pilot during the second expanded phase of the pilot.

The Ocean electronic export manifest pilot was announced in the FRN on August 17, 2015. CBP has received a number of volunteers for the ocean pilot. Once the participants are selected, they will be notified and discussions will be scheduled to identify the parameters of the pilot for each participant.

The Rail electronic export manifest pilot was announced in the FRN on September 9, 2015. CBP has since received a few volunteers during the application period that runs until approximately October 23, 2015. Once the participants are selected, they will be notified and discussions will begin about the various aspects of the pilot.

Current Status: A working group is being established by the Office of Trade Relations to develop the Truck electronic export manifest pilot. The working group will discuss the nature of truck operations crossing into Canada and/or Mexico. Based on the working group discussions, a FRN announcing the pilot will be issued.

It is anticipated that in part, due to the complexities of truck operations, the Truck electronic export manifest pilot FRN will take some time to publish.

CBP has worked with the COAC and American Association of Railroads (AAR) on the development of the first three pilots and continue discussions to address various aspects of the pilots. To determine how the pilots will operate, these discussions include deadlines for the submission of data, required data elements and the method by which CBP should target high-risk shipments.

Prepared by: OFO
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