

**Office of Field Operations  
Cargo and Conveyance Security  
Exports**

Update on U.S. Customs and Border Protection (CBP) significant export programs for the Advisory Committee on Commercial Operations of Customs and Border Protection (COAC) Export Subcommittee.

**EXPORT PROCESS WORKING GROUP (EPWG)**

As an outcome of the work of the COAC Export Subcommittee Export Mapping Work Group (EMWG) was the creation of the Export Process Work Group (EPWG). The purpose of the EMWG was to discuss dominant types of exports, map the export process, isolate impediments to legitimate outbound trade and provide proposed solutions. From that foundation, the EPWG's objective is to better understand the areas of opportunity, consider potential ways to eliminate or mitigate the impediments, and where possible, settle on a resolution that will contribute to streamlining the export process. To achieve this goal in a disciplined and methodical way, the EPWG chose to focus on the air and the licensing export maps as initial priorities. Working in discrete subgroups, their accomplishments are summarized as follows:

Licensing – In considering the areas of opportunity isolated by the EMWG, the EPWG licensing subgroup established “first work” priorities that included those impediments that had effect on a broader expanse of the export process, to include advancement of industry proficiency and compliance tools, enhanced technology, and trade partnerships. As a consequence of the initial mapping exercise, national export related initiatives, government/trade partnerships and significant contribution to those efforts by various federal advisory committees, many of the priorities were resolved or are programed for resolution.

Air – In consideration of the imminent deployment of the electronic export manifest, the air subgroup acknowledges that automation will resolve the impediments associated with paper, the need for industry e-freight programs and the benefits of CBP response messaging to filers. To support the air industry's business model and to satisfy U.S. exporters' need for rapid and predictable movement of goods, while balancing CBP's obligation to enforce export law and facilitate trade, the subgroup envisions the concept of “progressive filing” as a means to enhance efficiency through paperless export processes and improve the ability of CBP to perform timely risk assessments of outbound shipments. The progressive filing solution is oriented towards the submission of manifest data in a series of individual data subsets that are transmitted as early as feasible by an appropriate entity in the supply chain. A key entity in the supply chain is the freight forwarder.

Next Steps

With the licensing subgroup having a substantial measure of the areas of opportunity to consider, it will maintain its original strategy of prioritizing and addressing the remaining export process impediments. With air export impediments resolved or contingent upon fulfillment of the

progressive filing concept, the air subgroup will develop a case for enabling freight forwarders to provide appropriate air waybill and other electronic export information required by CBP.

### **ADVANCED EXPORT INFORMATION (AEI)**

The AEI pilot is a collaboration between CBP and Census that is intended to explore options for the collection of limited shipment information in advance of export. After announcing the pilot and requesting volunteer participants in January 2014, the United States Principal Parties in Interest (USPPI) tendered their application during the solicitation period. Those that met the eligibility requirements were notified of their approval and provided 60 days to have their systems ready to transmit live AEI data to the Automated Export System (AES) to test the data exchange.

#### **Next Steps**

Testing has begun with some USPPIs within the cert region of AES. Discounting any unforeseen system compatibility problems, the data exchange to support the pilot will be ready to be moved to production by November. Once the pilot is underway, participants will continue to receive technical, operational, and policy guidance. Census and CBP will evaluate the program, conduct analysis and make a determination as to how long the pilot will run.

### **ELECTRONIC EXPORT MANIFEST**

CBP is the lead U.S. Government agency responsible for processing international trade transactions, including all aspects of exporting U.S. goods abroad. In this role, CBP enforces its own rules and regulations, as well as those of other government agencies charged with export control. While CBP has functioned without the benefit of a fully electronic export manifest, the lack of an automated system has been recognized as an encumbrance to the outward movement of legitimate shipments and obstacle to effective enforcement of U.S. export control law. To resolve these limitations using the Automated Commercial Environment (ACE) and the re-engineered AES, CBP has begun to develop an electronic export manifest and is taking formal measures to regulate the electronic filing of export manifest data. Development of an electronic export manifest system will be completed in phases beginning with the Air Manifest, and will ultimately include all modes of conveyances.

#### **Next Steps**

The Air Manifest is currently being programed in ACE in preparation for an electronic export manifest pilot program that will test the new functionality. Concurrent to technology developments, a Federal Register Notice (FRN) to announce the Air Manifest Pilot and seek volunteers to participate, is being prepared in collaboration with the Office of Field Operations, the Office of International Trade and CBP's Regulations and Rulings. Using this same strategy, pilots for the remaining modes of transportation (MOT) – Rail, Vessel & Truck – will deploy sequentially through the summer of 2015. The pilots will lead to CBP instituting appropriate advance information filing timeframes for each MOT that will enable the rapid movement of legitimate exports, while targeting for and mitigating potential risks.