

#	Question	Answer
Entry Summary, Accounts & Revenue (ESAR)		
1	What is the timeframe for the Drawback working group to begin programming for ACE?	Drawback is scheduled to begin in Increment 10 (May 2015).
2	The ACE Deployment Schedule on CBP.gov [Jan. 2015 version] shows RLF deployment on May 5 (Increment 9). Is this correct?	ACE development will be completed by May 5. This capability is scheduled to deploy June 27, 2015.
3	When will new statements reroute (MO) be available in CERT?	The current plan is April 2015.
4	Can you please confirm whether statement changes will be mandated by November 1st?	CBP is currently working to determine whether we will deploy statements in November 2015. There are dependencies that may impact the deployment date.
5	Can you define DIS? Some of us think it's using the DIS via ABI, but others think e-mail is a type of DIS.	The Document Image System is a repository for documents. We do not transmit DIS we transmit to DIS. DIS allows CBP nationwide visibility to documents submitted. Our PGAs will be able to access DIS and view their documents for which they have jurisdiction.
6	If I understand correctly, we will no longer be submitting an invoice transmit, as we do now, on RLF. Will the DIS just be an image of the invoice?	Yes, DIS will be just an image of the invoice. You will have the option of sending the image to DIS or uploading via the ACE portal.
7	Can you please discuss the DIS options? Does it have to be via MQ or will e-mail work for this?	The email capability will be available on June 27, 2015. CBP is currently determining whether all documents supported by DIS will be allowed to be sent electronically via MQ or via email.
8	Will DIS be required in the future for uploading the C.I. or will we still be able to upload the document via the online tool?	If sent to support Cargo Release or PGA message set, then yes, it will have to be sent to DIS. If sent to support a post release request for documents, you will have the option of sending docs to DIS or uploading via the ACE Portal.
9	Where/how is the DIS image transmitted using the AE record set (i.e. linking of the summary filing with the DIS image)?	Documents sent to DIS is a separate transmission and is not sent in the same transmission as the AE. When the documents are sent to DIS, you are required to also include the transaction that the documents support. Once in DIS, the system will link the documents to the identified transaction.

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10	Do brokers have to use DIS through ABI, or can any document that can be sent via DIS can be uploaded on the portal?	DIS and portal are different. For ABI, you have to go according to the FRNs that have been posted to tell you what documents can be uploaded; we have also provided a list of all the documents that are allowed via EDI or ABI (see SW Developer Webinar Session slides on cbp.gov/ace). For upload via the portal, you must have to have action ID. With DIS, the action ID is not always required. Because you have scenarios where it is requested that the document be in place prior to release, you may not have an action ID. DIS is currently the preferred method, especially when you're dealing with cargo release issues. At some point we hope to align all of them so there will be no question.
11	What is the message size limit for transmitting DIS via ABI MQ?	There is no size limit when sending via MQ.
12	We currently do not have ability to send documents to DIS except when done via email. If we are only filing ACE entry summaries with ACS Cargo Release, does this mean we should follow old procedures for providing documents (regular email, faxing, sending overnight, etc)?	Yes, you should continue to follow existing/old procedures. E-mail will be an option by June 27, 2015.
13	Is DIS available through the ACE Portal for the trade?	Currently, DIS is not available via the portal to trade. That is something we would like to get to eventually.
14	Could the same ABI queue be used for DIS?	Yes, if you have existing ACE and ABI Queue. Please work with your Client Representative.
15	Some CBP officers have said there are restrictions to importers who receive Filer Codes. Is this true? If so, what is the minimum monthly shipments and annual revenue?	Filers and Importers can have both roles without restriction. If a specific restriction can be identified, CBP will research the issue.
16	Why is AII being taken away? Many importers provide this information in electronic format; this will make RLF much harder for them and take us backward in automation.	This was a policy decision.
17	Why is CBP moving from an automated process to a manual process for AII?	This was a policy decision.
18	Is AII still relevant / required for RLF once RLF is allowed for in cert from April?	Policy and procedures will need to be updated to support this change, which is scheduled to deploy on June 27, 2015.
19	Today, CBP matches the invoice number in AII to the entry to release. In ACE, will this logic change? What data fields will be matched in order to obtain release for RLF?	It will be just like all other entry types going forward; the same way that you submit invoice for a non-RLF for a regular ACE Cargo Release.

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20	Can the invoice be uploaded via the portal or emailed?	Currently, an invoice can be uploaded to the portal. It can be emailed for Cargo Release purposes, but not for Entry Summary purposes. You can send it via ABI for entry summary. We will be working to better align this so it is not confusing to users. Make sure to follow FRNs and CSMS messages on this topic.
21	Can we submit an invoice via the ACE Portal with an action identifier? Or can invoices only be submitted via DIS?	Correct, you may use the portal for upload, if you have the action identifier. You can also send invoices to DIS.
22	We have clients who only have an electronic invoice and no paper is involved. What should be sent to DIS?	We are working with the policy office and we have made them aware that there are folks that only have electronic invoices. The policy decision was made not to build AII in ACE so that will not be an option. However, the invoice data requirements will remain in the regulation. We have to be able to submit all the data elements required by regulation. How you turn that submission into a DIS submission or an upload to the portal is a discussion we may need to have.
23	Will the UC1 be supported through November 1st or will June 27th be the hard stop date for the use of a UC1?	Pending follow up with policy.
24	For quota, how will the system know withing the port limits?	CBP will use the conveyance transmitted by the carrier.
25	Will Quota be allowed RLF?	This is not an automation question. Discussions are being held with CBP policy offices to determine the policy.
26	We have a major problem with the Bond Status Notification: we use the "B" record to separate data based on port codes. Because the BS transaciton uses "B" records, this causes conflicts.	There are no changes planned to the Bond Status message to correct this - this functionality went through CERT testing and was deployed to production on 1/3/2015, without concerns being raised regarding the record structure. To change it now would be a large undertaking and be costly to trade and CBP.
27	With an automated quota process, will brokers be able to file 02 entry types via RLF?	We are working with the policy office to determine what entry types you will open RLF up to. Right now it continues to be 01, 03 and 11.
28	When are the regulations going to be changed to allow Remote Location Filing use of eBonds?	The ACE_STB email should be used for ACE ES certified for ACS Cargo Release, as directed by policy. Updates to RLF require policy and legal coordination and concurrence - there is no timeframe for those changes to be implemented.
29	Can we do eSEB and file the single entry under RLF entry?	No,not currently. We originally hoped that that the deployment of eBond would allow for single transaction bonds for RLF, but there are a number of changes that require input from legal and policy offices that is outstanding. We're still pursuing it, and we would like to have that in as soon as possible.

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30	We are having issues with CBP officers contacting brokers asking why we haven't filed a CBP Form 28 as they requested. Several officers have stated that we should be receiving these requests via ACE. However, we are not. Is there any way we can have a "request for CBP Form 28" sent out either via a UC message or in the same manner that we are currently receiving other document requests (ex.: Electronic Invoice Required)?	CBP can consider this issue in a later increment when the summary review process and forms will be addressed.
31	What is a 'refactored' entry summary?	Refactoring is internal to CBP and pertains to how types 01s, 03s, and 11s will be displayed on the new platform. This has no impact on the trade; you will continue to submit the way you do today.
32	Is there a minimum amount of monthly shipments or annual revenue an importer must report to receive a filer code and CBP Client Rep? Or do they just need to send a letter of intent to their local port?	A letter of intent.
33	Can the ACE Cargo Release email instructions also be used for ACE Entry Summary? We followed these same instructions last week for an ACE Entry Summary and were advised that it was successful.	We followed these new exchange insertions last week for the ACE entry summary and we were advised it was successful - probably because of the entry summary that provided a match when you sent in the information. Although you may have been able to submit it, right now we have no notification out there saying that you can transmit DIS via email for ace entry summary. Outside of the pilot. The pilots and instructions provided to them are the only ways and reasons why you should use email. We are working on creating a generic format where we can use it whether it is cargo release or entry summary - it is not yet posted so you are advised not to send it in via email. The preference is for you to send to DIS via ABI, or upload it via the portal.
34	We are seeing changes in draft catair chapter in production Importer/Bond Query. Why is that?	The importer bond query was updated, not only for ebonds but for other reasons as well. The main reason we updated it is because now on the bonds we are not required to submit name and address. In order to provide information to anyone who wanted physical mailing addresses to check against their records, we had to update that to include the physical address records. That was the biggest change - there are a few other changes that can be found in the CATAIR under the table of changes.

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35	All eBond, including for ISF, are to be worked by surety or surety agents? No Broker or other trade party can do this?	Correct, only surety or surety agents may submit bonds in eBond.
36	What are the matching rules for eBond?	With any kind of bond, specifically the matching single transaction bond I think your referring to -- the bond has to be on file first before the entry is filed. We have a certain set of data elements from the bond that we match to the entry. In the future, we will enhance to include sufficiency calculations. Right now, it is checking to make sure that data on the bond matches the data on the entry. If it does we, continue entry validation and make sure that the matches.
37	Colleen Clarke's slide said certain ports must file paper bonds, could you explain why and which ports?	If a Single Transaction Bond (STB) is filed in ACE Cargo Release, then it must be followed by an electronic STB (eSTB) in ACE. If the STB is filed in ACS then it is a paper bond. Currently, only certain ports have begun Cargo Release testing, so eSTB is only available at those specified ports. At this time, there are over 75 ports available for Cargo Release and all airports are ready to go for ACE Cargo Release processing. You can find a list of ports where ACE Cargo Release is available, via the following link: http://www.cbp.gov/document/guidance/ace-cargo-release-eligible-ports
38	The Second Notified Party (SNP) code has generated a lot of questions among the brokers. Where is the document that you just referenced that helps explain this code to the trade?	You can find this document and other eBond resources via the following link: http://www.cbp.gov/trade/bonds
39	What port code does SNP refer to? Is it the Port of the Entry?	SNP refers to the port you want from your ABI routing codes. You may have several ABI routing codes with multiple ports with your filing code; wherever you want to see it, that is the port code you should input.
40	Do we currently have the option to file ACE AE certified for ACE Release?	After successful certification testing, you will be allowed to start transmitting.
Client Representatives, Outcomes and Analysis		
41	One of our big hurdles right now is that our Client Rep does not have the capacity to help us with our questions. Can CBP designate a client rep that could assist the software vendors?	Client Rep resources are currently strained in supporting their clients as part of ACE development, certification, testing, and troubleshooting, along with their daily workload. We are looking at our organization to see where we can gain efficiencies with the resources we have and will address this concern as soon as possible.
42	The adoption highlights are for CBP filings only, correct? This does not include PGA filings?	The ACE Adoption Rate Report captures cargo and summary transactions, which were filed by the trade to CBP.

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Exports and Air Manifest		
43	What is the timing for ISF for air shipments?	There is no ISF for air shipments. There is the ACAS program on the import side, but this is currently volunteer. There is a Federal Register Notice being worked on for ACAS.
44	I am a freight forwarder who currently does NOT file air manifests to ACE - we send our data to the carrier. Am I not mistaken in saying that the Air Export for agents / freight forwarders will not be ready for The 1st May 2015 deadline and is only referring to Air imports and the Air Exports who currently file electronically?	The export manifest pilot requires an FRN, which is currently pending with a tentative April publication date. It will be open to 3 or 6 freight forwarders to test during the pilot. The May date does not impact this.
45	If forwarder booking export freight already manifest in earlier, but change information later, doesn't carrier or forwarder need to manifest ACE again?	The freight forwarder will be submitting the house BOL data and the operating carrier will be submitting the master BOL data as is done on the import side.
46	When will the Export Manifest Unified XML IGs be published?	These IGs have been published to CBP.gov: http://www.cbp.gov/trade/ace/export-manifest
47	How is the parallel process going for Air Import Manifest? Have all the issues been identified and addressed with the particular filers?	All known issues with existing filers have been reached out to. Though that doesn't mean we won't uncover more, there are a number of issues where we are currently working. That is why the certification environment is somewhat limited in the sense that we don't have WPE or some of the response messages. We found errors in the code that we are fixing in ACE - that was anticipated and that is why we are doing the processing run. We anticipate having all of the coding completed and bug fixes in by the last Sprint in March (Sprint 3, end of March 2015).
48	Are House BL, Empty BL/Container and Transshipment BL required to be transmitted under ACE Ocean Export Manifest for May-1-2015 target date ?	These will be part of the pilot but will follow the publication of an FRN. The May 1st date does not apply.
49	Having control over duplicate In-bond numbers in ACE, will there be a faster way to get a range of numbers once you notice that the previously provided ones collided with someone elses?	Yes, it will no longer generate duplicates. If you believe you have a duplicate set, either work with the port or we can do it back here and issue you a new bank.

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50	Can you confirm that if we developed AMS Air based on a CAMIR doc post 2006, there are no EDI changes required on the software vendor's end?	If you look at the transaction set and the change document that was published, which was provided by Gary Scheffler, yes - that is the case. The issue is going to be with air which we will find in testing, with the actual way that we submit the data. The way data comes in with a header information and how we divide it. We do not process air messages in the same way that we do the ocean and truck. The way they go in the pipeline it goes into the system correctly. We do it with header information.
51	Can we get a CSMS or notice when QP Air is available in Cert for testing?	We have sent out a CSMS message to the trade.
52	Are there draft IG's for QX/WX to QP/WP?	The QP/Wp IGS have been updated to include Air and are posted on the CBP.gov website: http://www.cbp.gov/trade/ace/export-manifest
53	What would happen to anyone sending QX/WX on May 3rd?	The QX/WX will reject as of the 3rd but need to keep using until then.
54	When will we have this feature available for Ocean carriers?	The ocean pilot should start sometime summer 2015.
55	If there is a new export manifest, what will happen with cargo out of an FTZ on a QP where a BOL is created by the QP application itself based on the FIRMS code of the facility plus a unique Sequence#? Will an existing BOL/AWB be needed to submit this QP then?	Any movements out of a FTZ will require a BOL be created with the in-bond on the QP ABI application. The trade has made the request to use the export manifest BOL to create the FTZ in-bond and that is being considered for a future date.
56	You mentioned future changes to the header records of QPWP. Can you clarify which record types will be impacted?	The change is to align the header record on the ABI application to the other ABI applications. This would require an upgrade to the QP/WP IGS and technical work being completed. We do not yet have a date set for this.
57	Will export manifest replace the AES filing process eventually?	No. They are used for different reasons (the same as the BOL and Entry on the import side.)
58	Will filers be able to run those reports even if they file via a direct connection to CBP?	Yes.
59	We are looking at CAMIR for Ocean Export. Could you confirm that you are still working on/finalizing specs for that? We have a number of questions about your currently published export CAMIR specs.	We have posted an updated FAQ document and are updating the CAMIR specs based on question in the FAQ. These should both be available by April 2015.
60	Can you explain the process when you use their own system to send data via AES?	We need more information to answer this question.

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61	Is "house /L cargo declare" (like "R24 import to US"), required in the future?	It will be part of the pilots.
62	Will the date of export cargo declare change from " within 4 days after vessel departure" to "sometime before vessel departure"?	That is the plan right now. For the purposes of manifest, we are looking to use this as our pre-departure information.
63	Do you know when that document will be published for export Ocean?	It currently published at CBP.gov: http://www.cbp.gov/trade/ace/export-manifest
64	Do you have any plans to revise ACE Ocean export manifest FAQ, currently available from CBP website?	Yes it was updated and posted: http://www.cbp.gov/trade/ace/export-manifest
65	Could you please reconfirm the location of sample EDI messages?	There are samples in the Unified XML document and we will work on providing examples for the Ocean manifest.
66	Where can we get email address for CAMIR questions?	You may ask them through the CESAC or through the TSN MMM committee or askace.
67	Is there someone I can reach out to about the two way webservice to ACE for AES filing to follow up with?	Please send your questions to askace@cbp.dhs.gov
68	When will QP air be in Certification for testing??	It currently is in Certification.
69	Will there be certification testing doc for ACE Export manifest like we had for ACE import manifests migration?	We are working with the client reps for the ocean transaction sets. We are reviewing the ones that were done in the import side and seeing which ones apply for the export side and will then work with the client reps for ocean. For air, we didn't have any. We will look at them as we move forward and we check to see if we need a similar documentation. For rail, we will look at them as well.
70	Is it accurate that we cannot start using QPWP until May 3?	Correct. Date is a hard cutover.
71	Where can we find sample Export EDI messages based on new IGs	There are samples of the messages -in the IGs there is a sample message.
72	Today an existing QP (7512 In-bond) can be cancelled basically by anyone. Is there any way that an existing QP can only be cancelled by its original filer?	We didn't fix that issue. That would still be out there. We didn't address that in this delivery. That is something we could put in the backlog.
73	Are Foreign Airport Codes allowed in QP/WP? Right now I beleive it only allows schedule K for foreign Port codes	Yes, we changed to accept both.
74	Could you summarize what formats are accepted today for Rail, Ocean and Air Export?	Currently we have coded and post for production the CARGO IMP transaction set for air, and ocean in the X12 and for rail. We are coding and pushing hopefully with the April deployment, the ocean CAMIR and possibly the IATA 2 XML.

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75	Will CAMIR be supported before the pilots (air/ocean) go live, or can we only count on the currently implemented formats (CargoImp/X12)?	They will be coded and available when you see the FRN. If you volunteer and are selected for air CAMIR, we would work with you on the codes within the pilot timeframe.
76	When will the ACE export manifest be required? Sounds like this year it is just a pilot?	That is correct. This year is the pilot. I believe we are going to announce the pilots, which will run for two years, in the FRN. Anyone who is familiar with FRNs knows, doing a final regulation change requiring something as extensive as this will take to 2 or 3 years to get it into writing. Anything beyond this year would be a guess. We know it will not be this year. Once we get the pilots in place and begin to evaluate the data sets, we will probably begin the work of identifying regulatory changes.
77	It was mentioned that Unified XML will be coded last. When will this be?	It is in Increment 10.
78	Is "vessel departure declare by electronic way" required in the future?	It's in the transaction set. It is anticipated that it would be required.
79	What's the timing of moving off AES Direct and on to ACE for the two-way webservice?	By the end of the 2015 calendar year.
80	Is there a list of disposition codes to be used for ACE Ocean Export Manifest?	Yes, it's in the documentation posted on www.cbp.gov/ace .
81	To confirm, are you doing away with QXWX in ACE (i.e. merging it with QPWP)?	Yes.
82	The current process for air export is to send paper manifest after flight departure. After mandatory use of ACE, does the carrier need to verify the export shipment before flight departure from US or not? If so, is there any website for carrier use?	There are no changes to the existing transactions right now. That is all being developed as we go.
83	Can a new application be created to request a new range of in-bond numbers so errors can be avoided?	The issue with duplicate in-bond numbers was that they never turned off the entry bank in AMS so there were duplicate filings of those, of which they gave a large amount of single filers, with millions of in-bond records. Since then the filer has been given new entry bank and is not using the large banks they had previously given us. And we turned off the AMS In-Bond generator to only generate it from one file now. There should not be an issue with duplicates anymore. If you are having an issue, have the port reach you or us.