

TSN Requirement Report - ACTIVE REQUIREMENTS - DELANSKY

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
ACT-015	975	<p>The "24-hour Rule" makes advance manifest notification 1/30/2004 to CBP mandatory. The trade needs to make use of the same data for enhanced efficiency with respect to proper and timely entry of merchandise. Bill of lading data would be directed to the authorized user/Account using key identification codes for each party.</p> <p>A. For all modes, there should be an optional consignee identification field which would allow ACE to forward the pertinent manifest details to the Consignee's ACE account portal or via EDI.</p> <p>B. For all modes, there should be an optional filer identification field which would allow ACE to forward the pertinent manifest details to the designated entry filer's ACE account portal or via EDI. This could be accomplished through the use of a secondary party notify.</p> <p>C. For all modes, there should be an optional additional notify field which would allow ACE to forward the pertinent manifest details to the designated notify ACE</p>		Pending Further Committee Review	M1	<p>October 2014: Will SNF</p> <p>FEBRUARY 8, 2011 D FOR M1. M1 is meeting subcommittee needs to request Portal function</p> <p>AUGUST 24, 2009 - TH PENDING CBP CHAN</p> <p>Update: 3/25/08 - a GIF</p> <p>4/11/07 - Requires upda</p> <p>This requirement has b Committee for their revi</p> <p>Need input from CCR</p> <p>(Reviewed by CCR team provided)</p>

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ENT-FTZ-056	901	<p>Upon inclusion of In-Bonds in ACE, it will be necessary for the trade, particularly related parties, to be able to access real-time data to monitor and track in-bond movements. The trade needs this information to monitor the movement of in-bond cargo on a real time basis to meet their security, efficiency and quality objectives. "Inbond" includes both those traveling under a CBP 7512 process or a Permit to Transfer (PTT) process.</p> <p>Those with access to such reporting would include valid ACE/ABI account holders including but not limited to:</p> <ul style="list-style-type: none"> •Foreign-Trade Zone Operators •Carriers •Brokers •Importers •Bonded Warehouses <p>Reporting would include:</p> <ol style="list-style-type: none"> 1.Ability to search for previously entered in-bond information for a particular destination firms code. 2.Ability for a carrier to receive notification that an in-bond movement has been initiated by a zone under the carrier's bond. 3.Ability for a carrier to review an in-bond movement initiated by FTZ under the carrier's bond 4.Ability for a carrier to receive notification that a permit to transfer movement has been initiated by a zone under the carrier's bond. 5.Ability for a carrier to review a permit to transfer movement initiated by a zone. 	11/21/2008	Accepted in Part	Inc 9	<p>October 2014: Partial increments. DETERMINED TO BE</p> <p>JULY 14, 2009: THIS R PENDING CBP CHAN</p> <p>April 27, 2009: InBond: Annunziato on 11/21/08 requirements.</p>
				<i>Owner:</i>	Bill Delansky	
ENT-FTZ-059		<p>AIR MANIFEST DELETE/CLOSE MESSAGE</p> <p>Enable the filers of an in bond movements to be notified when a carrier deletes a bill or any other action is taken on the in bond that would cause the in bond to be deleted.</p>	6/23/2014	Pending	Inc 9	<p>October 2014: Pending</p> <p>June 23, 2014 - Enterec</p>
				<i>Owner:</i>	Bill Delansky	

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ENT-FTZ-060		AIR MANIFEST IN-BOND PROCESSING Enable an FTZ operator to use one standard process when creating in bond movements to and from an FTZ. Currently the process for processing in bond movements for air bills of lading is not identical to other modes of transport. Due to CBP system limitations zones have to process air in bond movements differently which is causing additional work and costs to FTZ operators.	6/23/2014	Pending	Inc 9	October 2014: Pending June 23, 2014 - Entered
			<i>Owner:</i>	Bill Delansky		
ENT-FTZ-061		AIR MANIFEST NOTIFICATION MESSAGE: Request that Air Manifest include the same informative notifications of actions taken on a bill of lading and In bond as are available in the Ocean/Rail manifest systems.	6/23/2014	Pending	Inc 9	October 2014: Pending June 23, 2014 - Entered
			<i>Owner:</i>	Bill Delansky		
ENT-RSC-020	545	RELEASE ENTRY QUERY FOR CARRIERS/NVOCC/TERMINAL OPERATORS: A query within ACE will be implemented for carriers, NVOCCs, or terminal operators utilizing one of the following identifiers at a minimum: BOL/HBOL, SID/SCN, Entry number.	2/1/2007	Pending Further Committee Review	Inc 10	October 2014: Pending to provide more information FEBRUARY 8, 2011 - D FOR CARGO RELEASE MAY 20, 2009 - THIS R PENDING CBP CHAN 1/29/08: CSPO-GIF-54 8/17/07 - Old GIF No. R Currently under review
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ENT-WHS-059	905	<p>Currently anytime there is a need to invoke CF 3499 it is a very manual and paper filled process that results in a paper backlog and many hours of inefficient time to transport and process paperwork that can otherwise be processed electronically.</p> <p>Description of Recommended Change: We the trade believe that the CF3499 should be made available through ACE in an electronic format. We envision completing an online version of the form and submitting it to customs for their review. Once the customs agent has reviewed the electronic CF 3499, they could:</p> <p>A.Reply with approval electronically placing the CF 3499 in an "Approved Status" through ACE. B.Reply with a request for further information or need for inspection putting the CF 3499 into a "Pending Status" through ACE. C.Reply with a "Declined" notification requiring the requestor to resubmit and/or contact customs to determine next course of action. This option would leave the CF 3499 in a "Declined Status" Through ACE.</p> <p>All final approvals would be completed online by customs with the electronic status notifications being available to the requestor through ACE.</p> <p>For example; if a bonded facility handling product in full case quantities and needs to repackage in less than full case quantities, the Bonded Facilities operator would create and submit CF 3499 through ACE to U.S. Customs. U.S. Customs would review and either choose to approve the CF 3499 as provided, put the CF 3499 into "Pending Status" if an inspection is deemed necessary or disapprove and put the CF 3499 into a "Declined Status" with comments as to why and what is required. In the case noted above, once the CF3499 was approval electronically through ACE by U.S. Customs, there would be an inventory adjustment made with a printed copy of the screen approval for the Bonded</p>		Pending	Inc 12	<p>October 2014: Currently</p> <p>JULY 14, 2009: THIS R PENDING CBP CHAN</p> <p>April 27 2009: CF3499: review. Awaiting design</p>

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EXP-001	939	<p>"Filing Automated Export System (AES) Electronic Export Information (EEI) commodity data via the ACE Portal and Electronic Data Interface (EDI)"</p> <p>1. ACE must provide the functionality to accept the filing of export commodity data elements via the ACE secure web portal and through EDI systems. The ACE portal must provide a vehicle by which U.S. Principal Parties in Interest (USPPIs), freight forwarders, and other authorized filers can file all commodity data required for filing the export manifest, and electronic export information (EEI) (formerly referred to as SED data), directly to Customs and Border Protection via the ACE portal. The ACE portal must be developed as a single window for processing EEI transactions.</p> <p>2. ACE shall make available to USPPIs and their authorized agents all functionality for filing electronic export information (EEI) that is currently provided to them by AES and AES Direct, except for functionality that has been rendered unnecessary by changes in the CBP business processes that AES and AES Direct support.</p> <p>3. ACE must provide the capability for an authorized user to enter or update EEI onto a single continuous form (i.e. single screen, or data entry port) via the ACE web portal. Changes may be made via the ACE web portal, whether the original data was submitted via the web portal or through system-to-system interaction. All historical data must be maintained in ACE for the longest required record retention period of any applicable PGA, and available to view by the account owner or authorized user.</p> <p>4. The data set for EEI, whether for the original transmission or for a change to an EEI data entry, shall include an optional comment field that will accommodate up to 500 characters of text. A comment must become read-only once it has been submitted and it must be associated with a date-time stamp that gives the date</p>	12/18/2006	Pending	Inc 10	<p>October 2014: Pending Censu Bureau.</p> <p>JULY 31, 2009 - THIS PENDING CBP CHAN</p> <p>This requirement was s 18, 2006 as a placeholder for refer release. This requirement replac 001.3</p>

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to clarify special circumstances related to the shipment (split shipment information, cargo diversion, special export license information, sold en route, etc).

6. For a routed transaction, the USPPI is only entitled to see the EEI data elements the USPPI is responsible for providing to the foreign principal party in interests' freight forwarder (FTSR 15 CFR 30.4 (c)).

7. ACE must provide the capability for an authorized account to view, download, and print EEI that they have filed or that has been filed on their behalf.

8. ACE must provide viewable, downloadable (raw and pre-defined report data), and printable reports to authorized EEI filers and USPPIs through the export account portal. The report set must include the number of EEI transactions filed over a specified period, the number late or in error over a specified period, and specific details for each incident of a late or erroneous filing.

Note: -- These reports will support tracking of transaction statistics and compliance rates.

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EXP-002	940	<p>"Filing Export Manifest Information via the ACE Portal and EDI"</p> <p>TRADE ACT OF 2002, P.L. 107-210 SEC. 343. <<NOTE: 19 USC 2071 note.>> MANDATORY ADVANCED ELECTRONIC INFORMATION FOR CARGO AND OTHER IMPROVED CUSTOMS REPORTING PROCEDURES.</p> <p>(a) Cargo Information.-- (1) In general.--Subject to paragraphs (2) and (3), not later than 1 year after the date of enactment of this Act, the Secretary shall promulgate regulations providing for the transmission to the Customs Service, through an electronic data interchange system, of information pertaining to cargo destined for importation into the United States or exportation from the United States, prior to such importation or exportation.</p> <p>Background Information</p> <ul style="list-style-type: none"> • The Federal Register, Vol. 68, No 234/Friday December 5, 2003 – Department of Homeland Security, 19 CFR Parts 4, 103 et al., Required Advance Electronic Presentation states on page 68162: The USPPI or its authorized agent must report the port of exportation as known when the USPPI or its agent tenders the cargo to the outbound carrier. Should the carrier export the cargo from a different port, the carrier so informs the USPPI or agent, the port of exportation must be corrected by the filer in AES. Proposed 192.14 (c) (2) (vi) is revised in this final rule to clarify this issue. • The USPPI or his agent, pre-filing the EEI data, has only estimated transportation data. When the carrier transmits transportation data, ACE will be in receipt of updated EEI transportation information in ACE (AES and AES Direct) automatically rather than require 	12/18/2006	Pending	Inc 9	<p>October 2014: Pending</p> <p>JULY 31, 2009 - THIS PENDING CBP CHAN</p> <p>This requirement was s 18, 2006 as a placeholder ACE release.</p>

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2. For filing export transportation data, ACE shall make available to carriers and NVOCCs all functionality that is currently provided to them by AES and AES Direct, except for functionality that has been rendered unnecessary by changes in the CBP business processes that AES and AES Direct support.

3. When USPPIs or EEI filers access their EEI data in ACE, updates made by ACE to transportation based upon the Export Manifest shall be accessible along with the originally submitted values.

CLARIFICATION - The Federal Register, Vol. 68, No 234/Friday December 5, 2003 – Department of Homeland Security, 19 CFR Parts 4, 103 et al., Required Advance Electronic Presentation states on page 68176: (2) Transportation Data, Reporting of the following transportation information is currently mandatory for AES participants under 15 CFR 30.63 for the vessel, air, truck and rail modes:

- (v) Country of ultimate destination (this is the country as known to the USPPi or its authorized agent at the time of exportation, where the cargo is to be consumed or further processed or manufactured ; this country would be identified by the 2-character ISO code for the country of ultimate destination.
- Please note that this is not transportation data. This information can only be supplied by the USPPi. The carrier can only supply the ultimate destination of his contract of carriage. The carrier could be moving the goods to Rotterdam, and the ultimate country of destination could be Germany. The buyer may elect to pick up the goods in Rotterdam and truck them to Germany with his own transportation. The carrier's ultimate destination could be different than the USPPi's country of ultimate destination.

4. ACE must provide the capability for an authorized Trade user to view, download, and print Export Manifest data that they have filed or that has been filed on their behalf.

5. ACE must provide viewable, downloadable, and

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6. Upon acceptance of Export Manifest data by ACE, ACE shall update estimated transportation data elements on the corresponding EEI using the transportation data values from the Export Manifest? In case of a discrepancy between the two sets of transportation data, the ACE system will NOT notify the USPPPI or filer of the EEI. The discrepancy will be resolved upon submission of the departure message by the carrier to CBP. The TAO will have access to any transaction changes that have been made via the ACE Portal.

[SEE ATTACHMENT FOR DETAILED PROCESS FLOW DIAGRAMS]

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EXP-003	941	<p>"Export Batch Filing Methodology"</p> <p>BACKGROUND</p> <p>(This is a technology based requirement and subject to technology available at the time of implementation)</p> <ul style="list-style-type: none"> • It is required that any standards adopted for filing export commodity and transportation data must be consistent with the trade links to the Bureau of Customs and Border Protection (CBP) for other components of ACE. • Given the large investment in the existing links established to CBP by the trade (AMS, ABI, AES) the equivalent links to ACE should be evolutionary (not revolutionary), and as far as possible backwards compatible. • ACE should allow alternate Network suppliers (e.g. Sprint) for MQ communications to introduce competition. <p>USER REQUIREMENT RECOMMENDATION</p> <ol style="list-style-type: none"> 1. ACE should continue to support, for the foreseeable future, the existing methods of communication to CBP. At the current time these are primarily 1-800 Dial-up, SDLC, and VPN communication systems. 2. ACE should continue to support existing formats; Customs Propriety, X12, CATAIR, AESTIR 3. ACE development should ensure that all changes to existing formats are, as far as possible, back-wards compatible. This means that if a new data item(s) or records are introduced they should be included in such a way that companies not required to send them will not have to alter their existing processors (file layouts). In other words added and not inserted in the middle of records. <p>Any introduction of XML based message should be offered on an optional basis.</p>	12/18/2006	Pending	Inc 9	<p>October 2014: Pending</p> <p>JULY 31, 2009 - THIS PENDING CBP CHAN</p> <p>This requirement was s 18, 2006 as a placeholder ACE release. THIS RERQUIREMEN</p>

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EXP-004	942	<p>"EXPORT CONTROL & LICENSING VIA ACE BUREAU OF INDUSTRY & SECURITY (BIS), DEPARTMENT OF COMMERCE"</p> <p>1. The ACE portal should provide the exporter (USPPI) or its authorized filer access to information on export licenses and related export control information on a shipment that falls under the authority of the Bureau of Industry & Security, Department of Commerce pertaining to the export of dual use merchandise as stated in the BIS Export Administration Regulations.</p> <p>2. ACE should provide a mechanism whereby the USPPI or its authorized filer could communicate with BIS for information regarding a transaction or shipment concerning export control or licensing requirements.</p> <p>3. ACE should provide a mechanism whereby BIS could communicate with a particular USPPI or its authorized filer for information regarding a transaction or shipment.</p> <p>4. ACE should provide for all authorized parties (BIS, USPPIs, and their authorized filers) the ability to query license balance (value and/or quantity) and expiration date information.</p> <p>5. ACE should provide for license decrementation functionality based on date, amount, quantity, and expiration date.</p>	12/18/2006	Pending	Inc 9	<p>October 2014: Pending Commerce/BIS</p> <p>JULY 31, 2009 - THIS PENDING CBP CHANGE</p> <p>This requirement was suspended on 18, 2006 as a placeholder for ACE release.</p>

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EXP-005	943	<p>"Export Control & Licensing via ACE - State Department, Directorate of Defense Trade Controls (DDTC)"</p> <ol style="list-style-type: none"> 1. The ACE portal should provide the exporter (USPPI) or its authorized filer access to information on export licenses and related export control information on a shipment that falls under the authority of the Directorate of Defense Trade Controls (DDTC), Department of State, pertaining to the export of merchandise covered under the International Traffic in Arms (ITAR) regulations for items on the U.S. Munitions List. 2. ACE should provide a mechanism whereby the exporter or its authorized filer could communicate with the DDTC for information regarding a transaction or shipment concerning export control or licensing requirements. 3. ACE should provide a mechanism whereby the DDTC could communicate with a particular exporter or its authorized filer for information regarding a transaction or shipment. 4. ACE should provide for all authorized parties (DDTC, Exporters, and their authorized filers) the ability to query license balance (value and/or quantity) and expiration date information. 5. ACE should provide for license decrementation functionality based on date, amount, quantity, and expiration date. 6. ACE should provide the functionality to allow users to verify that a particular State Department (International Traffic In Arms Regulation (ITAR)) license exemption applies to their export (e.g. have access to Canada's list of Registered companies for purpose of verifying that the Canadian exemption 22 CFR 126.5 can be used). This functionality should include a list of prompts to help a user verify whether or not a particular license exemption (or license exception if controlled by the Commerce Department's Export Administration Regulations (EAR) applies to their export. 7. ACE should provide the functionality to access the State Department's tracking system for tracking of 	12/18/2006	Pending	Inc 9	<p>October 2014: Pending DDTC/State.</p> <p>JULY 31, 2009 - THIS PENDING CBP CHAN</p> <p>This requirement was s 18, 2006 as a placeholder ACE release.</p>

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EXP-006	944	<p>"Export Control & Licensing via ACE - Department of the Treasury, Office of Foreign Assets Control (OFAC)"</p> <ol style="list-style-type: none"> 1. The ACE portal should provide the exporter (USPPI) or its authorized filer access to information on export licenses and related export control information on a shipment that falls under the authority of the Office of Foreign Assets Control (OFAC), Department of the Treasury, pertaining to the export of merchandise covered under OFACs sanctioned countries and parties lists. 2. ACE should provide a mechanism whereby the exporter or its authorized filer could communicate with the OFAC for information regarding a transaction or shipment concerning export control or licensing requirements or current restrictions on exports to a certain country or entity. 3. ACE should provide a mechanism whereby the OFAC could communicate with a particular exporter or its authorized filer for information regarding an export transaction or shipment. 4. ACE should provide for all authorized parties (OFAC, Exporters, and their authorized filers) the ability to query license balance (value and/or quantity) and expiration date information. 5. ACE needs to be able to address special license requirements issued by OFAC on a case by case basis. 	12/18/2006	Pending	Inc 9	<p>October 2014: Pending OFAC/Treasury</p> <p>JULY 31, 2009 - THIS PENDING CBP CHANGE</p> <p>This requirement was suspended on 18, 2006 as a placeholder for ACE release.</p>
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EXP-007	945	<p>"Export Control & Licensing via ACE - Department of Justice, Drug Enforcement Administration (DEA)"</p> <p>1. The ACE portal should provide the exporter (USPPI) or its authorized filer access to information on export licenses and related export control information on a shipment that falls under the authority of the Drug Enforcement Administration (DEA), Department of the Treasury, pertaining to the export of merchandise covered under DEA permit regulations and statute.</p> <p>2. ACE should provide a mechanism whereby the exporter or its authorized filer could communicate with the DEA for information regarding a transaction or shipment concerning export control or permit requirements or current restrictions on exports to a certain country or entity.</p> <p>3. ACE should provide a mechanism whereby the DEA could communicate with a particular exporter or its authorized filer for information regarding an export transaction or shipment.</p> <p>4. ACE should provide for all authorized parties (DEA, Exporters, and their authorized filers) the ability to query DEA permit information.</p>	12/18/2006	Pending	Inc 9	<p>October 2014: Pending DEA/Dept of Justice</p> <p>JULY 31, 2009 - THIS PENDING CBP CHANGE</p> <p>This requirement was suspended on 18, 2006 as a placeholder for ACE release.</p>
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EXP-008	946	<p>Export Control & Licensing via ACE, Nuclear Regulatory Commission"</p> <p>1. The ACE portal should provide the exporter (USPPI) or its authorized filer access to information on export licenses and related export control information on a shipment that falls under the authority of the Nuclear Regulatory Commission (NRC), pertaining to the export of merchandise covered under NRC regulations and statutes.</p> <p>2. ACE should provide a mechanism whereby the exporter or its authorized filer could communicate with the NRC for information regarding a transaction or shipment concerning export control or licensing requirements or current restrictions on exports to a certain country or entity.</p> <p>3. ACE should provide a mechanism whereby the NRC could communicate with a particular exporter or its authorized filer for information regarding an export transaction or shipment.</p> <p>4. ACE should provide for all authorized parties (NRC, Exporters, and their authorized filers) the ability to query license balance (value and/or quantity) and expiration date information.</p> <p>5. Need to add more detail on specific NRC licensing requirements (General Licenses and Specific Licenses)</p>	12/18/2006	Pending	Inc 9	<p>October 2014: Pending NRC</p> <p>JULY 31, 2009 - THIS R PENDING CBP CHAN</p> <p>This requirement was s 18, 2006 as a placehold ACE release.</p>
			<i>Owner:</i>	William Delansky		
EXP-010	893	<p>" Creating Reports via ACE"</p> <p>Provide a tool via the ACE secure data portal that would give exporters and their authorized filers the ability to extract and download export data on outbound shipments for their own marketing strategies, compliance, and for other recordkeeping purposes. Exporters should have access to full export transaction data only when they are the USPPI on the export transaction and the transactions are not routed export transactions. For routed export transactions, exporters should have access to only the data they are required to provide under 15CFR30.4(c)(1). Authorized filers should have</p>	12/18/2006	Pending	Inc 10	<p>October 2014: Pending</p> <p>JUNE 10, 2009 - THIS APPROVED BY THE C DISCUSSING IMPLEM</p> <p>MAY 28, 2009 - THIS R SUBMITTED TO CBP (CCB) REVIEW.</p> <p>This requirement was s 18, 2006 as a placehold</p>

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EXP-011	947	<p>"EXPORT ACCOUNT TYPES"</p> <p>The ACE portal should provide the exporter or the exporters authorized agent the ability to establish their account and account structure. CBP needs to define the export account types for</p> <ol style="list-style-type: none"> 1. U.S. Principal Party in Interest (Exporter) 2. Authorized Agent (Freight Forwarder) 3. Truck Carrier 4. Sea Carrier 5. Air Carrier 6. Rail Carrier 7. Service Provider 8. Port Authority <p>The ACE portal should allow the exporter or the exporters authorized agent to view their master data based on their authority to access that data. Potential master data elements for the USPPI should be:</p> <ol style="list-style-type: none"> 1. Party Name = USPPI = Account Manager 2. Party Street Address = USPPI 3. Party City = USPPI City 4. Party Country Code = USPPI country 5. Party email Address = USPPI email 6. Party fax number = USPPI fax 7. EIN 8. SSN 9. DUNS 10. Customs assigned number (passport, visa, etc. 11. Customs assigned port numbers <p>The exporter or authorized agent should have the ability to update data elements in their account profile through the ACE portal.</p>	12/18/2006	Pending	Inc 10	<p>October 2014: Pending</p> <p>JULY 31, 2009 - THIS PENDING CBP CHAN</p> <p>This requirement was s 18, 2006 as a placeholder ACE release.</p>

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EXP-012	948	<p>"PROCESSING EXPORT CARNETS"</p> <p>the trade requires US Customs and Border Protection (CBP) to accept the electronic Shipper's Export Declaration (SED/ EEI) that is filed through ACE as one of the methods for proof of export for a closure of CARNET's. The ITN Number (ACE confirmation number issued to filer of SED) will be transmitted on the CARNET. The ITN number is a unique identifier on the transaction that indicates the exact export commodity data filed on behalf of a USPPI (US Principle Party of Interest) . The commodity data and export record provide substantial and necessary proof of export and meet the requirements for proof of export under Part 191.72. Proof of exportation requires proof of the date fact of exportation and identify of the exporter. The date of export will be on this record as provided by the carrier and the fact of exportation will be established by the information showing destination, vessel and specific description of the exported articles by Schedule B or HS number, quantity and value. The information contained in the SED should satisfy all of the requirements for proof of export. Information is filed by HTSUS or Schedule-B number (commodity details) and the transportation details are confirmed by all carriers (VOCC and NVOCC) filing their cargo manifest in advance of cargo loading for ocean carrier, prior to flight for air carriers and prior to crossing for all truck and rail carriers.. The cargo manifest details will be matched in ACE exactly to the commodity details by way of the ITN number. As mentioned above, we expect in 2005 the mandatory electronic filing of all SED information. We also expect the term "SED" to be changed to "EEI" (Electronic Export Information). This change will not change data elements required today in the export process.</p>	12/18/2006	Pending CBP HQ Input	Inc 10	<p>October 2014: Pending discussions with CBP</p> <p>JULY 31, 2009 - THIS PENDING CBP CHAN</p> <p>This requirement was s 18, 2006 as a placeholder ACE release.</p>

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EXP-013	949	<p>"TEMPORARY IMPORTATION UNDER BOND (TIB) PROCESS"</p> <p>Trade requests that US Customs and Border Protection (CBP) accept the Electronic Export Information (EEI) that is filed through ACE as one of the methods for proof of export for a closure of TIB's. The ITN Number (ACE confirmation number issued to filer of EEI) will be transmitted on the TIB. The ITN number is a unique identifier on the transaction that indicates the exact export commodity data filed on behalf of a USPPI (US Principle Party of Interest). The commodity data and export record provide substantial and necessary proof of export and meet the requirements for proof of export under CFR Part 191.72.</p> <p>Proof of exportation requires proof of the date as fact of exportation and identity of the exporter. The date of export will be on this record as provided by the carrier and the fact of exportation will be established by the information showing destination, conveyance and specific description of the exported articles by Schedule B or HTS number, quantity and value.</p> <p>The information contained on the EEI should satisfy all of the requirements for proof of export. Information is filed by HTS or Schedule-B number (commodity details) and the transportation details are confirmed by all carriers filing their cargo manifest in advance of cargo loading for ocean carrier, prior to flight for air carriers and prior to crossing for all truck and rail carriers.. The cargo manifest details will be matched in ACE exactly to the commodity details by way of the ITN number.</p>	12/18/2006	Pending CBP HQ Input	M3	<p>October 2014: Pending</p> <p>JULY 31, 2009 - THIS PENDING CBP CHAN</p> <p>This requirement was s 18, 2006 as a placeholder ACE release.</p>
			<i>Owner:</i>	William Delansky		

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
EXP-014	950	<p>"EXPORTS OUT OF A FOREIGN TRADE ZONE" Foreign Trade Zone Outbound/Export Requirements. This will serve as a placeholder for future development of export user requirements for exports out of a foreign trade zone.</p> <p>Direct & Indirect exports after entry</p> <ul style="list-style-type: none"> - Export of merchandise directly out of the zone - Export of merchandise manufactured in the zone - NAFTA duty deferral merchandise - FTZ/Exports that require PGA release authority for export out of the zone (DEA, FWS, BIS, State, OFAC) - In-bond process - Close out the FTZ import with the export document (automated closeout within ACE) – requirements need to be focused on ACE! - OIT movement between U.S. & Puerto Rico - Bonded Warehouse movement? 	12/18/2006	Pending Further Committee Review	Inc 10	<p>October 2014: Pending information.</p> <p>JULY 31, 2009 - THIS IS PENDING CBP CHANGE</p> <p>This requirement was submitted on 12/18, 2006 as a placeholder for ACE release. This requirement is being reviewed in conjunction with the FTZ Entry committee.</p>
			<i>Owner:</i>	William Delansky		
MMM-006	997	<p>SEND WARNING TO CARRIER IF ALL PARTIES REPORTED IN FAST ARE NOT C-TPAT:</p> <p>The carrier needs to know if the information supplied by the shipper is acceptable for FAST release.</p>	7/10/2001	Accepted in Part	M1	<p>October 2014: Done for review</p> <p>SEPTEMBER 16, 2011 - This requirement is pending input. There is a legal issue regarding the confidentiality of C-TPAT information.</p> <p>JANUARY 7, 2011-This requirement is related in the cargo release process.</p> <p>SEPTEMBER 1, 2009 - THIS REQUIREMENT IS PENDING CBP CHANGE REVIEW.</p> <p>4/11/07 - Scheduled for review</p> <p>FAST shipment process</p> <p>(Reviewed by CCR team and provided)</p>
			<i>Owner:</i>	Bill Delansky		

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-010		CBP is to use existing shipment identifiers for the FAST7/9/2001 issuer/transaction number (SID). Those identifiers are: air – master air waybill number and house waybill number, sea – ocean bill of lading, rail – unique CBP bill of lading number, truck – PRO number/unique carrier reference number.		Pending Further Committee Review	4, M1, M2.1, M2.2, M2.3, M3	<p>October 2014: Pending DETERMINED TO BE</p> <p>June 29, 2009 - Recommendation as stated is working group has been</p> <p>4/11/07 - Need information shall process GOL information Customs Automated Ma</p> <p>Release 4 uses Shipments Ocean and rail will use to 50 characters.</p> <p>(Reviewed by CCR team provided)</p>
				<i>Owner:</i> Bill Delansky		

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MMM-FR-01		<p>Code Share/Slot Charter is when multiple move shipments on a single conveyance with multiple participants sending manifest data to CBP. All code share partners on each conveyance will be declared to CBP.</p> <p>A. Participants will use their own unique trip number.</p> <p>B. The conveyance departure message would be sent by the carrier/owner/operator.</p> <p>C. The Trip Data, GEN DEC, would be sent by the carrier/owner/operator only.</p>	5/17/2002	Pending Further Committee Review	Inc 12	<p>October 2014: Pending</p> <p>DETERMINED TO BE</p> <p>June 2009 - This require for further review by the Ruling requested a rew</p> <p>4/11/07 Below status sti</p> <p>Subject to CBP policy. Release 4 does not acc future releases. Bill Co Release 4.</p> <p>Comments from review</p> <p>* All code share partner CBP - Yes</p> <p>* Participants will use th CBP letter from OFO d</p> <p>* The conveyance depar Carrier/Owner/ Operator only - Yes</p> <p>* All participants would receive electronic data to CBP</p> <p>(Reviewed by CCR team provided)</p>
			<i>Owner:</i>	Bill Delansky		

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MMM-FR-03

The Multi Modal Manifest System needs to support the various release mechanisms offered by U.S. CBP.

5/10/2002

Pending Further Committee Review

October 2014: Rjected review.

JUNE 9, 2010 - Jim Sw carriers to request Sce to release is part of the

DETERMINED TO BE

July 2009 - This require for each mode. The MM revisions.

062909: There is a CR that wer NOT delivered government entries, etc

4/11/07 - "ACE shall pr standards"

Comments from Review

* Accepted in Part - Acc

* Preliminary CBP appr release mechanism for all mod

(Reviewed by CCR team provided)

Owner: Bill Delansky

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-FR05.0	998	Carrier account shall include all programs in which the carrier participate i.e. FAST & C-TPAT, BRASS	5/23/2002	Pending	M2.3	<p>SEPTEMBER 1, 2009 - IS PENDING CBP CH REVIEW</p> <p>July 2009 - The function individual requirements MST Business Lead with items that have been acc back to the MMM comm</p> <p>Status: 03/26/2008 - ES these programs.</p> <p>4/11/07 In scope for A1</p> <p>Comments from review for C-TPAT Rejected fo</p>
				<i>Owner:</i>	Bill Delansky	
MMM-FR05.1	104	CARRIER ACCESS TO PENALTIES/LIQUIDATED DAMAGES The carrier requires the capability to access all penalties/liquidated damages issued to the specific carrier. The information shall include a description of the penalty/liquidated damage, date issued, status, and disposition if closed including the amount paid if applicable.	5/23/2002	Pending CBP HQ Input	TBD	<p>October 2014: Not in cu review.</p> <p>SEPTEMBER 11, 2009 1040) IS PENDING CB REVIEW.</p> <p>July 2009 - The function individual requirements MST Business Lead with items that have been acc back to the MMM comm</p> <p>4/11/07 - Owner chang</p> <p>Comments from review</p> <p>No FP&F data.</p>
				<i>Owner:</i>	Bill Delansky	

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-FR05.1	100	CARRIER REQUIRES ABILITY TO ELECTRONICALLY SEND PETITIONS	5/23/2002	Pending CBP HQ Input	TBD	<p>October 2014: Not in cu review.</p> <p>JUNE 9, 2010 - Jim Sw not is scope at this time</p> <p>DETERMINED TO BE</p> <p>SEPTEMBER 2, 2009 - IS PENDING CBP CHA REVIEW.</p> <p>July 2009 - The function individual requirements MST Business Lead with items that have been ac back to the MMM comm</p> <p>8/9/07 Will require a G</p> <p>Comments from review</p>
				<i>Owner:</i>	Bill Delansky	
MMM-FR05.1	100	Carrier to receive electronically all notices of Penalties, 5/23/2002 Decisions on petitions/mitigations. The carrier requires capability to receive all notices issued relative to penalty, liquidated damages, including decisions on petitions/migrations, electronically . Through the carrier account the carrier may designate a specific point of contact to which these notices shall be addressed.	5/23/2002	Pending CBP HQ Input	TBD	<p>October 2014: Not in cu review.</p> <p>JUNE 9, 2010 - Jim Sw not in scope at this time</p> <p>DETERMINED TO BE</p> <p>SEPTEMBER 2, 2009 - IS PENDING CBP CHA REVIEW.</p> <p>July 2009 - The function individual requirements MST Business Lead with items that have been ac</p>

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-FR05.1	100	The Carrier requires the capability to order overtime electronically from all Participating Government Agencies (PGAs.) The carriers' request shall include the date, time, and location for the overtime and the government agency requested. The Carrier requires confirmation from the specified government agency, which includes the date, time and location of the overtime to be performed.	5/23/2002	Pending CBP HQ Input	TBD	<p>October 2014: Not in cu review.</p> <p>JUNE 9, 2010 - Jim Sw scope at this time.</p> <p>DETERMINED TO BE</p> <p>SEPTEMBER 2, 2009 - IS PENDING CBP CH REVIEW.</p> <p>July 2009 - The function individual requirements MST Business Lead with items that have been acc back to the MMM comm</p> <p>062909: Requirement P</p> <p>4/11/07 - Will be referre</p> <p>Created during review v evaluation required.</p> <p>(Reviewed by CCR tear provided)</p>

Owner: Bill Delansky

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
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MMM-FR05.1

100

The Carrier shall have access to their compliance rates 5/23/2002 and any 'report card' type information recorded about the carrier. This may include transmission rejects and the reasons for those rejects. This will allow the carriers to monitor their compliance in this area.

Pending CBP HQ Input

TBD

October 2014: Will req

JUNE 9, 2010 - Jim Sw
evaluated as part of a fu

DETERMINED TO BE

SEPTEMBER 2, 2009 -
IS PENDING CBP CHA
REVIEW.

July 2009 - The function
individual requirements
MST Business Lead wil
items that have been acc
back to the MMM comm

4/11/07 -The below func
requirements set:
- "ACE shall provide the
compliance reports"
- "ACE shall provide th
produce carrier activity

Created during review v

(Reviewed by CCR team
provided)

Owner: Bill Delansky

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
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MMM-FR05.1	100	The carrier requires that all monies owed for penalty/liquidated damages cases may be presented on a periodic statement. The carriers could make then make payment for all or part of this statement with one check or utilize an electronic payment capability such as ACH. This requirement will be optional based on the carrier's indication to elect this form of payment.	5/23/2002	Pending CBP HQ Input	TBD	<p>October 2014: Not in cu review.</p> <p>DETERMINED TO BE</p> <p>SEPTEMBER 2, 2009 - IS PENDING CBP CHA REVIEW.</p> <p>July 2009 - The function individual requirements MST Business Lead with items that have been ac back to the MMM comm</p> <p>7/25/07: GIF requireme Revenue workshop. If re committee review.</p> <p>Update 6/18/2007: This</p> <p>Created during review v</p> <p><i>Owner:</i> Bill Delansky</p>
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MMM-FR05.2	103	CERTIFICATES/LICENSES ISSUED BY PGAs TO BE NATIONAL OR PORT SPECIFIC: The carrier account may include any existing certificates and or licenses issued to that carrier by any PGA. The carrier account shall include an indication that a particular certificate and/or license is national in scope or if port specific the port at which the certificate and/or license is valid.	5/23/2002	Pending Further Committee Review	TBD	<p>October 2014: Rejected CBP/Committee review.</p> <p>SEPTEMBER 11, 2009 1039) IS PENDING CB REVIEW.</p> <p>This was delivered in A functionality includes bla level of port versus natio</p> <p>Status: 03/26/2008 - ES</p> <p>4/11/07 - In scope for im</p> <p>Created during review v</p>
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<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-HL-005		CBP regulations currently require a separate identifying control number for each part of a split shipment. The air waybill number is used for the first part of the split and individual CBP 7512 control numbers are assigned to each subsequent part of the split shipment. Retain option of using the V number.	8/31/2001	Pending CBP HQ Input	TBD	<p>October 2014: Required</p> <p>July 2009 - This requirement was discussed in the MMM committee.</p> <p>4/11/07 - This requirement was discussed in the requirements set - "AC" and was not used on all parts of an a</p> <p>Subject to CBP policy changes.</p> <p>(Reviewed by CCR team and feedback provided)</p> <p><i>Owner:</i> Bill Delansky</p>
MMM-HL-015		The unique bill of lading number used by airlines shall be composed of the following elements: carrier's code, origin airport code and air waybill number. A. The bill shall also be identified in the system by the destination code, flight number and flight date.	8/31/2001	Pending Further Committee Review	TBD	<p>October 2014: Required</p> <p>July 2009 - This requirement was discussed in the MMM committee.</p> <p>Subject to CBP policy changes.</p> <p>Comment from review was that the number should be unique.</p> <p>Airlines asked CBP and the number should be unique.</p> <p><i>Owner:</i> Bill Delansky</p>
MMM-HL-019		Allow for release/hold information to be sent while in-bond traffic is still moving in the US to the final destination.	8/31/2001	Pending CBP HQ Input	TBD	<p>October 2014: Required</p> <p>July 2009 - Open for input</p> <p>Subject to CBP policy changes.</p> <p>CBP rejected this requirement as it would require the release of all messages instead of all messages</p> <p><i>Owner:</i> Bill Delansky</p>

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MMM-HL-023	102	Expand the export progressive clearance process to allow cargo that has been cleared for export at an inland gateway to transload to another international export conveyance of the same carrier at another US gateway.	8/31/2001	Pending CBP HQ Input	TBD	<p>October 2014: Required</p> <p>SEPTEMBER 2, 2009 - IS PENDING CBP CHA REVIEW.</p> <p>July 2009 - Leave open -</p> <p>4/11/07 - Subject to CB possible regulatory cha</p> <p>(Reviewed by CCR team provided)</p> <p><i>Owner:</i> Bill Delansky</p>
MMM-HL-025	102	Broker (filer code) download should be made available for all transportation modes from CBP (Rail is currently using).	8/24/2001	Pending	TBD	<p>October 2014: In scope</p> <p>FEBRUARY 8, 2011 - D M1: SEA & RAIL MANI CARGO RELEASE AP</p> <p>SEPTEMBER 2, 2009 - IS PENDING CBP CHA REVIEW.</p> <p>July 2009 - Leave open t</p> <p>4/11/07 -Parts of this re requirements set: - "ACE shall provide B download." - (System Interfaces) "A purposes of broker dow</p> <p>CR has been filed and v implementation. Subject</p> <p>(Reviewed by CCR team</p> <p><i>Owner:</i> Bill Delansky</p>

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-HL-026	102	Entrance and clearance of transportation conveyances must be automated for all modes.	9/4/2001	Accepted in Part	R4, M1, M2.1, M3	<p>DETERMINED TO BE</p> <p>SEPTEMBER 2, 2009 - IS PENDING CBP CH REVIEW.</p> <p>4/11/07 - At this point, E included in M2.1. Entra</p> <p>Will be accommodated i</p> <p>(Reviewed by CCR team provided)</p>
				<i>Owner:</i>	Bill Delansky	
MMM-HL-037	102	<p>Creation of Templates For Use in the Portal Manifest.</p> <p>Carriers utilizing the portal for manifest, should not be forced to input the entire bill data every day when transporting the same commodity between two or more customers. The same is true when creating crew lists by conveyance. A Template should reduce the input to the data which have changed from the last manifest.</p> <p>This recommendation identifies 2 methods of expediting data entry when companies use the portal UI:</p> <ol style="list-style-type: none"> 1. Templates: The ability to recall previous shipments and modify the data elements that are different for a current shipment. 2. Establish carrier maintained address files to draw shippers, consignees and 3rd party addresses into a manifest similar to the way conveyance, crew and equipment can be stored in a carrier account in Release 4. <p>Carriers without EDI connection and utilizing the Manifest Portal will be much more receptive to use it if they do not need to re-input every data element every time they create a complete manifest or any part of a</p>		Accepted in Part	M1	<p>October 2014: Partially</p> <p>SEPTEMBER 2, 2009 - IS PENDING CBP CH REVIEW.</p> <p>4/11/07 - Current status regular updates will be</p>

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MMM-HL-038	952	<p>ENTRY ON FILE MESSAGE SENT TO CARRIER PRIOR TO ACE MANIFEST FILING. CBP will send the entry on file message to the carrier before the ACE manifest is filed. This will give the carrier prior notice of the entry on file allowing the carriers to plan their loads, reduce costs due to removing the manual tracing on the broker website, remove excess calls to brokers, remove excess faxing costs, allow carriers to further automate the entire process and reduce costs.</p> <p>If this GIF is accepted then CR-2136 would be cancelled. CR-2136 requests that the entry on file message be sent to the carrier as soon as a preliminary bill is placed on file rather than after the carrier has submitted their 358 and 353 (truck) to status the manifest as complete</p>	8/3/2009	Pending	Inc 9	<p>October 2014: Pending</p> <p>DETERMINED TO BE</p> <p>AUGUST 3, 2009: THIS PENDING CBP CHAN</p>
			<i>Owner:</i>	Bill Delansky		
MMM-HL-043.	104	<p>INCLUDE THE CBP ORIGIN AND DESTINATION CITY PAIRS IN THE TRN REQUEST LINE:</p> <p>1. Include the CBP origin and destination city pairs in the TRN request line</p> <p>This would apply to any TRN line in any type of message</p> <p>NOTE: In-bond number could be 9-digit CBP issued CCN or a 50 character MAWB, MAWB + HAWB, or MAWB + HAWB + Sub-HAWB combination</p> <p>Current FRC Transfer message: FRC MIAAAL 001-76547332-M ARR/AAL0918/14FEB TRN/ORD-D//inbond # CSD/CN/1700-USD RFA/19</p> <p>New version of TRN line showing city pair in TRN line FRC MIAAAL 001-76547332-M ARR/AAL0918/14FEB</p>	9/14/2009	Pending Further Committee Review	TBD	<p>SEPTEMBER 14, 2009 1043) IS PENDING CB REVIEW.</p>

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MMM-HL-043.	104	<p>MODIFY DATA RETURNED IN THE CSN LINE: 2. Modify data returned in the CSN line Include seconds in the time stamp and data relative to the Transfer request (city pairs, inbond type indicator, forms code and complete inbond number) in the returned CSN line of the FSN</p> <p>Current AMS response: FSN MIAAAL 001-76547332-M ARR/AAL0918/14FEB CSN/1D-15/14FEB1224</p> <p>New version of CSN line showing seconds and relative TRN information FSN MIAAAL 001-76547332-M ARR/AAL0918/14FEB CSN/1D-15/14FEB122432/MIAORD-D//inbond #</p> <p>Or</p> <p>FRC MIAAAL 001-30665106-M ARR/AAL0109/11SEP TRN/MIAMIA-D//N783 RFA/03</p> <p>New version of CSN line showing seconds and relative TRN information FSN MIAAAL 001-30665106-M ARR/AAL0109/11SEP CSN/1F-15/12SEP122432/MIAMIA-D//N783</p>	9/15/2009	Pending Further Committee Review	TBD	<p>October 2014: Requires more information</p> <p>SEPTEMBER 14, 2009 1044) IS PENDING CB REVIEW.</p>

Owner: Bill Delansky

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MMM-HL-043.	104	<p>NEW CONDITIONAL LINE IDENTIFIER FOR EXPANDED COMMENTS:</p> <p>3. Implement new conditional line identifier for expanded comments</p> <p>In FSN message, implement a new line identifier "CMT" for comments from CBP.</p> <p>This line will be mandatory if any hold status code is present in CSN line. When mandatory, the first 4 characters will default to the port code number that originated the hold status. If the hold was generated by the system, the port code will default to 9999. The port code can be followed by text manually entered by a CBP officer.</p> <p>It is suggested that this will assist carriers to research and resolve the reason for the hold status more quickly and reduce the number of calls to CBP personnel seeking information.</p> <p>New version of CSN line showing CMT line information with default port code</p> <p>FSN MIAAAL 001-76547332-M ARR/AAL0918/14FEB CSN/1H-15/14FEB122432/MIAORD-D//inbond # CMT/5206</p> <p>New version of CSN line showing CMT line information with comments</p> <p>FSN MIAAAL 001-76547332-M ARR/AAL0918/14FEB CSN/1H-15/14FEB122432/MIAORD-D//inbond # CMT/5206/incomplete shpr and cgns address</p>	9/14/2009	Pending	Inc 10	<p>October 2014: Being de processing.</p> <p>SEPTEMBER 14, 2009 1045) IS PENDING CB REVIEW.</p>

Owner: Bill Delansky

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MMM-HL-043.	104	<p>ACKNOWLEDGEMENT FROM CBP ON IN BOND CANCELLATION:</p> <p>4. Acknowledgement from CBP of inbond cancellation Establish new status code for inbond cancellation and return in CSN line with data relative to the TRN that is being cancelled If status code "X" is available we recommend using it for cancellation acknowledgement.</p> <p>Current inbond cancellation message FRC MIAAAL 001-30665106-M ARR/AAL0109/11SEP TRN/000 RFA/03</p> <p>New version of inbond cancellation request with specific TRN cancellation info FRC MIAAAL 001-30665106-M ARR/AAL0109/11SEP TRN/000/MIAMIA-D//N783 RFA/03</p> <p>New version of AMS response with cancellation status code and relevant TRN cancellation info: FSN MIAAAL 001-30665106-M ARR/AAL0109/11SEP CSN/1?-15/12SEP122410/MIAMIA-D//N783</p> <p>Or</p> <p>FRC MIAAAL 001-76547332-M ARR/AAL0918/14FEB</p>	9/14/2009	Pending	Inc 10	<p>October 2014: Being de processing</p> <p>SEPTEMBER 14, 2009 1046) IS PENDING CB REVIEW.</p>

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<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-HL-043.	104	<p>New CPB status code when onward carrier is indicated in TRN line and acceptance of bond liability by onward carrier:</p> <p>5. New CPB status code when onward carrier is indicated in TRN line and acceptance of bond liability by onward carrier.</p> <p>When an onward carrier is indicated in the TRN line, a new status code 1P will be used by CBP to indicated permission to transfer to the onward carrier. Bond liability will remain with requesting transmitter until the onward carrier accepts the bond liability and acknowledges possession of the shipment by means of a new ASN8 status code.</p> <p>Current FRC message with onward carrier FRC MIAAAL 001-80947565-M ARR/AAL0912/14FEB TRN/MIA-I/NW/inbond # CSD/CN/1984-USD RFA/19</p> <p>Current AMS response FSN MIAAAL 001-80947565-M ARR/AAL0912/14FEB CSN/1D-15/14FEB1945</p> <p>New version of FRC message with onward carrier FRC MIAAAL 001-80947565-M ARR/AAL0912/14FEB TRN/MIAMIA-I/NW/inbond # CSD/CN/1984-USD RFA/19</p> <p>New Version of AMS response with new CSN code,</p>	9/14/2009	Pending	Inc 10	<p>October 2014: Being de processing</p> <p>SEPTEMBER 14, 2009 1046) IS PENDING CB REVIEW.</p>

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
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FSN

MIAAAL

001-80947565-M

ARR/AAL0912/14FEB

ASN8

Once an onward carrier has sent the ASN8 to confirm they have taken the bond liability, the onward carrier should be able to delete and adjust with out receiving the 011 error message and having the HAWB or MAWB revert to the first carrier.

Owner: Bill Delansky

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-HL-043.	104	<p>ALLOW SAME IN-BOND CONTROL NUMBER TO BE USED FOR MULTIPLE IN BOND MOVEMENTS:</p> <p>6. Allow same inbond control number to be used for multiple inbond movements</p> <p>Since the Customs origin and intended Customs destination city codes will be shown in each TRN line, it is suggested that the same inbond number could remain activate for multiple inbond movements (multiple legs).</p> <p>All previous inbond legs must be arrived before subsequent leg requests are accepted. If an inbond leg is open, when a subsequent request is transmitted, the sender will receive an error message "Previous inbond leg not arrived".</p> <p>Example: The importing carrier initiates an inbond movement from MIA to ORD at the first port of arrival because they had to transload to another flight. On arrival in ORD, the importing carrier will interline transfer the shipment to NW as onward carrier ORD to MSP. Because the city pairs are in the TRN lines, each leg of the inbond movement is traceable.</p> <p>a) Importing carrier requests inbond MIA ORD and receives 1D authorization FRC MIAAAL 001-76547332-M ARR/AAL0918/14FEB TRN/MIAORD-D(inbond = default to MAWB number) CSD/CN/1700-USD RFA/03</p> <p>b) Importing carrier arrives MIA ORD leg with ASN3 c) Importing carrier requests ORD MSP leg with onward carrier FRC MIAAAL 001-76547332-M</p>	9/14/2009	Pending	Inc 10	<p>October 2014: Being de processing</p> <p>SEPTEMBER 14, 2009 (1048) IS PENDING CB REVIEW.</p>

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
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MIAAAL
 001-76547332-M
 ARR/AAL0918/14FEB
 CSN/1P-15/14FEB194520/ORDMSP-
 D/NW//00176547332

e) Onward carrier acknowledges acceptance of bond liability and custody of shipment

FSN
 MIAAAL
 001-76547332-M
 ARR/AAL0918/14FEB
 ASN8

f) Onward carrier arrives the ORD MSP leg with ASN3

Owner: Bill Delansky

MMM-HL-043. 104

USE OF THE AWB AS THE IN BOND CONTROL NUMBER ON ALL PARTS OF SPLIT SHIPMENT ARRIVALS:

7. Use of the AWB as the inbond control number on all parts of split arrivals
 With the introduction of the new unique flight identifier capability, and the introduction of the inbond origin and destination city pairs in the TRN line, it is suggested that the AWB number can be used as the inbond control number on all parts of a split arrival shipment.

FRC
 MIAAAL
 001-82289546-M
 ARR/AAL091802142006/14FEB/B125/1900K
 TRN/MIAORD-D
 CSD/CN/2700-USD

RFA/03
 FRC
 EWRAAL
 001-82289546-M
 ARR/AAL093202162006/16FEB/B75/900K

9/14/2009

Pending

Inc 10

October 2014: Being de processing

SEPTEMBER 14, 2009 1049) IS PENDING CB REVIEW.

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-HL-043.	105	<p>MMM-HL-043.8-M2.1-MAWB inbond versus HAWB inbond:</p> <p>8. MAWB inbond versus HAWB inbond (Current process)</p> <p>Although the ability of the forwarder and broker to submit electronic inbond requests at HAWB level is beneficial, it causes processing problems on occasion for the importing carrier.</p> <ul style="list-style-type: none"> • An Inbond at HAWB level can be submitted prior to the MAWB information being transmitted. Should this occur, if the importing carrier transmits their inbond request at MAWB level and their intended Customs destination is a non-automated location, the carrier's inbond request is denied. <p>The carrier must contact the forwarder or broker, determine which HAWB has the TRN that is blocking the MAWB TRN and have them cancel it.</p> <ul style="list-style-type: none"> • Sometimes the TRN at MAWB level or the MAWB transmission is cancelled because adjustments must be made. If there are existing TRNs at HAWB level, they block the carrier from re-establishing an inbond TRN at MAWB, <p>Error 185 is received: "Transfer at HAWB: MAWB transfer is invalid".</p> <p>Many conventional carriers transport shipments for Express carriers through purchased lift or blocked space agreements. Both of the above scenarios are extremely problematic if the conventional carrier is trying to report or correct a MAWB that has hundreds of express HAWBS.</p> <p>(Suggested process)</p> <p>Inbonds at the MAWB level and the HAWB level should be processed independently from each other.</p> <ul style="list-style-type: none"> • Including the Customs origin and Destination city codes in TRN lines will specifically identify inbond legs that are being requested at each level • HAWB inbond should continue to be able to be 	9/14/2009	Pending	Inc 10	<p>October 2014: Being de processing</p> <p>SEPTEMBER 14, 2009 1050) IS PENDING CB REVIEW.</p>

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
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Direct ArrivalATA time manually entered or by message

Permit to Proceed - Permit to Proceed arrival date/location

Owner: Bill Delansky

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-HL-044	105	<p>INTER-MODAL SHIPMENTS - a method that would "cross reference" specific data that would allow each Mode to use their standard revenue tracking numbers for subsequent movements while maintaining a relationship or link to the original shipment control number that was reported to Customs and Border Protection when the shipment was first reported entering the US.</p> <p>Due to variations in carrier liability and conditions of carriage, Bills of Lading are not interchangeable between various modes of transportation. When the mode of transportation (MOT) changes during the movement of an international shipment, a new Bill of Lading is issued on behalf of the mode performing the next leg of transport.</p> <p>Additionally in the case of a consolidation, the contract of carriage is at the Master Bill of Lading level between a specific origin and destination, yet the lower level House Bills could require further transportation beyond the Master level termination point in order to reach their final their destination.</p> <p>The following scenarios suggests a method that would "cross reference" specific data that would allow each Mode to use their standard revenue tracking numbers for subsequent movements while maintaining a relationship or link to the original shipment control number that was reported to Customs and Border Protection when the shipment was first reported entering the US.</p> <p>In these scenarios the standard revenue tracking document for a mode is referred to as a Supplemental Bill of Lading (SBL) and would be issued based on the following: SBL field is conditional but • Mandatory on MAWB when new MOT Bill of Lading is required for onward movement</p>	9/14/2009	Pending	Inc 10	<p>October 2014: Being de processing</p> <p>SEPTEMBER 14, 2009 1051) IS PENDING CB REVIEW.</p>

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>	
MMM-HL-045	105	<p>Air carriers recommend that the status messages process remains status-quo. It is suggested that status codes mean the same thing across all modes: New status messages proposed by CBP. Generally the air carriers recommend that the status messages process remains status-quo. In the case where holds are placed on the shipment, before the actual delivery of the merchandise to the customer, the carrier will make every attempt for retrieval. It is suggested that status codes mean the same thing across all modes.</p>	9/14/2009	Pending	Inc 5	<p>October 2014: Being de processing</p> <p>SEPTEMBER 14, 2009 (1052) IS PENDING CB REVIEW.</p>	
			<i>Owner:</i>	Bill Delansky			
MMM-HL-047	105	<p>The MAWB or the MAWB-HAWB combination should be allowable as the inbond control number on all parts of a split MAWB or split HAWB: Split Shipments</p> <ul style="list-style-type: none"> • It is the carriers understanding that there will no longer be a part arrival indicator. <p>The unique flight number and the boarded quantity in the ARR line will distinguish various parts on a split shipment.</p> <ul style="list-style-type: none"> • Given the ability to distinguish parts of a split shipment by the unique flight number, and the specific origin/destination of the inbond leg, the MAWB or the MAWB-HAWB combination should be allowable as the inbond control number on all parts of a split MAWB or split HAWB. • In order to allow the broker to file a single entry which will decrement from the total shipment count, it is assumed that ABI will allow listing of multiple flight numbers is the shipment is split. 	9/14/2009	Pending	Inc 10	<p>October 2014: Being de processing</p> <p>NOVEMBER 23, 2011 for cargo release.</p> <p>JANUARY 7, 2011-This related in the cargo rele</p> <p>SEPTEMBER 14, 2009 (1054) IS PENDING CB REVIEW.</p>	
			<i>Owner:</i>	Bill Delansky			

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
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MMM-HL-050	497	<p>DEFAULT TRIP EQUIPMENT TO SHIPMENT: The process of associating a shipment to a piece of equipment is very laborious. When creating a shipment record it is required that you identify what equipment the shipment is located in. Most of the time a carrier has identified the equipment in the trip section of the manifest prior to entering shipment records. However, the carrier currently is required to drop down a list from which he is to choose Account, Create One Time, Conveyance or Trip. Once selected he must continue to identify the equipment then wait for more details to be displayed on a separate screen from which he must finally click continue. If the equipment changes then the user must change every shipment record, this causes a great deal of re-work and increases chance for error. Equipment can change for many reasons, i.e. out of service, equipment failure, user error. When the user arrives at the shipment screen we should have the equipment that was reported in the trip already associated with the shipment. The user should be able to immediately proceed to the commodity screens. The option to report that the commodities are located in the conveyance should remain for the user to override if necessary. If there is more than one piece of equipment reported in the trip then the user should be required to select which equipment the commodity is loaded in. If a user chooses to change the equipment in the trip screen ask the user if they wish to change the equipment in all attached shipments.</p>	1/17/2007	Pending	Inc 9	<p>October 2014: Being de processing</p> <p>MAY 30, 2007- THIS R CBP CHANGE CONTI IMPLEMENTED IN M2</p>
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Owner: Bill Delansky

MMM-HL-051	498	<p>DISPLAY COUNTRY CODES, CONVEYANCES, US PORT CODES, AND SCHEDULE K IN USABLE ORDER: A. It takes 14 key strokes to enter Mexico and 5 to enter Canada. Place US, CA & MX as top three selections. B. The display of conveyances is in no obvious order. C. The list of US Port codes is not in a convenient order. (PTR 11949) D. When user looks up schedule K for</p>	1/17/2007	Pending	Inc 9	<p>October 2014: Being de processing</p> <p>MAY 25, 2007 - THIS R LOW PRIORITY BY TH (CCB) ALSO REFERENCE P</p>
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<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-HL-052	499	<p>SET ON SCREEN FIELD LENGTH VALIDATIONS (PORTAL)</p> <p>There are many data entry fields that allow the user to enter more characters than the element requires or should allow. (CR 1447)</p> <p>G. On screen field length validation (US port code (4), BCN (12), Shipment Identifier (??) Broker down load filer code (3), office code (2), est date of arrival, estimated time of arrival, seal numbers, all data in driver record, Equipment number, place of receipt, firms code (5), shipper and consignee fields.</p>	1/17/2007	Pending	Inc 9	<p>October 2014: Being de processing</p> <p>APRIL 4, 2007 - THIS P THE CBP CHANGE C ADDITIONAL INFORM ALSO REFERENCES</p>
			<i>Owner:</i>	Bill Delansky		
MMM-HL-053	500	<p>ELIMINATE REDUNDANT KEYSTROKES: Improve usability. Eliminate redundant and unnecessary keystrokes.</p> <p>PTR - 11506</p>	1/17/2007	Pending CBP L/P Input	Inc 9	<p>October 2014: Being de processing</p> <p>NOVEMBER 15, 2007- CLOSED IN CCB AND ADDITIONAL INFORM CR-11506 and PTR-11</p>
			<i>Owner:</i>	Bill Delansky		
MMM-HL-055	502	<p>ENLARGE THE COMMODITY DESCRIPTION FIELD</p> <p>A carrier cannot give the complete description of some commodites in the limited space given today. If a carrier is reporting hazardous materials he does not have enough space to give a proper description. Enlarge the size of the commodity description field</p>	1/17/2007	Pending	Inc 9	<p>October 2014: Being re Truck import manifest p</p> <p>APRIL 4, 2007 - THIS P DEFERRED BY THE C PENDING REQUEST</p>
			<i>Owner:</i>	Bill Delansky		
MMM-HL-059	507	<p>ATTACH QP IN BOND TO ANY SHIPMENT TYPE. CREATE NEW SHIPMENT RELEASE TYPES:</p> <p>There is no shipment type for a carrier to declare if they wish to report the manifest and let the broker file QP. Any shipment type may at some point have to move in-bond. Create a shipment release type for carriers to declare that the broker will file the QP request. Not all shipment release types are available for a carrier to</p>	1/17/2007	Pending	Inc 12	<p>October 2014: Pending</p> <p>MAY 25, 2007 - THIS R THE CBP CHANGE C MEDIUM PRIORITY. May be tied to PTR - 13</p>

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-HL-065	513	<p>AMEND EQUIPMENT ERROR MESSAGE: A frequent error message received is License Plate Information Missing for Equip This error happens when an e-Manifest has been sent to CBP and the equipment needs to be amended. The carrier does everything correctly to replace the equipment but then receives this error. At this point the carrier has no choice but to cancel the manifest. They can keep the shipment by selecting "Cancel Manifest but Keep Shipment". The carrier then creates a new manifest and attaches the unassociated shipment to it, which now reflects the new equipment. This workaround is time consuming and cumbersome. Enable carriers to amend equipment details after filing a manifest.</p>	1/17/2007	Pending	TBD	<p>October 2014: Require MARCH 26, 2007 - TH THE CBP CHANGE C</p>
			<i>Owner:</i>	Bill Delansky		
MMM-HL-066	514	<p>SHIPMENT PARTY ERROR MESSAGE A frequent error message received is: SHP_PTY: An exception with the type CX_SY_OPEN_SQL_DB occurred, but was neither handled locally, nor declared in a RAISING cause. There are also several other variations of this error message. They all mean the same thing to the carrier though and that is that they can not continue with the e-Manifest that they are working on. They must delete the whole thing and start over again. This error is occurring more and more and really needs to be addressed ASAP. Carriers are having to delete many large manifests and are becoming very, very frustrated. A frequent error that has occurred in many forms but has not been solved since at least June 2</p>	1/17/2007	Pending	TBD	<p>October 2014: Require APRIL 2, 2007 - THIS P CHANGE CONTROL I</p>
			<i>Owner:</i>	Bill Delansky		

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-HL-067	515	MEXICAN STATE CODES: TT# 326008 -This isn't a portal user issue but it is an officer trying to process an e-Manifest issue. The portal is transmitting 3 character state codes while the officer can only receive and process a 2 character code. If OFO is instructing the trade to use 3 character code to identify the state in which the license plate was issued and requiring this code to be placed on the paper manifest then the officer should be able to either type the 3 letter code and let the system translate to a two letter code or OFO should change the policy for both the trade and they system to require just a two letter code. Enable ACE and ACS/TECS to recognize either the two or three letter code so that it is transparent to CBP officer and the carrier.	1/17/2007	Pending	TBD	October 2014: Require APRIL 2, 2007 - THIS P CHANGE CONTROL
			<i>Owner:</i>	Bill Delansky		
MMM-HL-068	516	INVALID ADDITIONAL PARTY: TT# 215076 - Error message of: Invalid Party Type Qualifier ZAC000 combination. This happens when the carrier uses the "Additional Party" feature in the portal, wishing to indicate an "Ultimate consignee", multiple consignees, "delivery warehouse", etc..... If for any reason the carrier needs to "Save and Continue" or "Save and Finish Later" or go back in edit the manifest at a later time, they will receive this error and they will have no choice but to cancel the shipment and start over again.	1/17/2009	Pending	TBD	October 2014: Require APRIL 2, 2007 - THIS P CHANGE CONTROL
			<i>Owner:</i>	Bill Delansky		
MMM-HL-069	517	ADD LOOK UP PORT CODE NEXT TO IN BOND DESCRIPTION: Lookup US Port Code function is not located next to the *In-bond Destination field in the "pre-filed inbond@" shipment. This does exist in the trip section of a manifest. This is the cause for many calls from carriers trying to prepare an inbond shipment for the first time. They simply don't know what they're supposed to type this field because our "lookup@" is missing. Add LIS	1/17/2007	Pending	Inc 9	October 2014: Being de processing MAY 30, 2007 - THIS R THE CBP CHANGE C

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
MMM-HL-071	110	<p>ALLOW NVOCC HOUSE BILL INFORMATION TO BE INPUTTED AND PROCESSED THROUGH THE SECURE ACE WEB PORTAL.</p> <p>The Current Non-Automated NVOCC issue/process: There are inefficiencies and added steps in the current process that perpetuate an already complex process. An example of this being the non-automated NVOCC and the process they and other trade partners must go through to provide the required house bill information into AMS. If the master loader for a consolidated container is an automated NVOCC, the Non-Automated NVOCC supplies the house bill information to the automated NVOCC who then submits the house bill information into AMS directly. However the automated NVOCC does so with a self generated (surrogate) house bill number NOT the true contract of carriage house bill number provided by the Non-Automated NVOCC. This can cause unnecessary confusion on the part of the customs broker as they have typically been supplied the house bill number from the Non-Automated NVOCC and are likely to file an ISF and entry that will result in a mismatch. This same scenario happens when the Master Loader is a Non-Automated NVO with the difference being the VOC then provides the submission of the house bill information into AMS directly and with the VOC also submitting a self generated (Surrogate) house bill number with no relationship to the Non-Automated NVOCC house bill number. In addition to the challenges this creates with mismatches to the brokers, it is also a major security issue. CBP doesn't have visibility to the true commercial party responsible for initiating the original shipment of cargo. In the scenarios presented CBP has the SCAC and bond of the filer submitting directly to AMS but not the original NVOCC who arranged the shipment.</p> <p>This current process delays broker transmission of entry release to CBP as it takes longer to discover the AMS HBL number. Many times it is not found out until after arrival. Container Freight Stations receive a</p>	11/4/2009	Pending	TBD	<p>October 2014: Required</p> <p>FEBRUARY 8, 2011-TI RELEASE RELATED. portal. It is not directly r facilitate release of the c also ties to house bill re</p> <p>JUNE 9, 2010 - Jim Sw and sea due to limited in</p> <p>NOVEMBER 4, 2009 - IS PENDING CBP CHA REVIEW.</p>

a regular basis, an EDI solution direct from their operating system cannot be cost justified. The use of Service Providers for very small companies is an additional transactional expense which many cannot afford. This is a major issue for the Non-Automated NVOCC businesses who play an important role in the process of international trade. Furthermore it is not reasonable to expect the automated filers to take on the liability against their bond for the Non-Automated NVOCC. Most importantly is the security risk the current process maintains.

Suggested Solution: Enhance the Secure ACE Web Portal so that the Non-Automated NVOCC has the ability to file their shipment information into ACE directly using the contract of carriage house bill number.

In the case of the NVOCC submitting the initial house bill information through the ACE web Portal they would:

1. Log onto the Secure ACE Web Portal and proceed via link to the "house bill Shipment Processing" screen where they will choose from a button to "Create" or a button to "Query"
2. If the NVO was creating a new shipment they would choose "Create" and if they were wanting to run a query to see what shipments are active that they have created they would choose "Query"
3. In the "Create" screen there would be the appropriate fields to be completed and then submitted much in the same way this information is submitted to AMS by the automated NVOCC and VOC today.
4. In the "Query" screen a group of parameter fields would be available and then a submit button to list all of the active/open shipments per the parameters provided.

Of course this is a high level outline however a very reasonable and low cost solution in which the benefits to CBP and the Trade are far greater.

<i>Requirement #</i>	<i>GIF</i>	<i>TSN Requirement Description</i>	<i>Submission date</i>	<i>Status</i>	<i>Release (s)</i>	<i>Comments</i>
REV-DBK-004	106	<p>DRAWBACK PROOF OF EXPORT: Trade requires CBP to accept the Electronic Export Information (EEI) that is filed through ACE as one of the methods for proof of export for a drawback claim. The Internal Transaction Number (ITN) issued to the filer of the EEI will be transmitted on the drawback claim. The ITN number is a unique identifier on the transaction that indicates the exact export commodity data filed on behalf of the exporter (U.S. Principal Party In Interest (USPPI). The commodity data and export record provide substantial and necessary proof of export and meets the requirement for proof of export under Part 191.72. Proof of exportation requires proof of the date and fact of exportation and identity of the exporter. The date of export will be on this record as provided carrier and the fact of exportation will be established by the information showing destination, vessel and specific description of the exported articles by Schedule B or HTS number, quantity and value.</p>	10/7/2009	Pending	Inc 11	<p>October 2014: Pending</p> <p>OCTOBER 7, 2009 - T PENDING CBP CHAN</p>
<i>Owner:</i> Bill Delansky						

Requirement # GIF TSN Requirement Description Submission date Status Release (s) Comments

Definition of Status categories

Accepted	The user requirement and/or GIF has been accepted by CBP and delivered in an ACE release.
Accepted in Part	A portion of the use requirement has been delivered in ACE but other portions of the requirement are still pending CBP approval.
Pending	The user requirement is pending CBP review and analysis for a future release.
Rejected	CBP has rejected this recommendation.
Withdrawn	The recommendation is: a) no longer relevant; b) overtaken by events; or c) already implemented in existing functionality or other recommendations.
Preliminary CBP Approval	The user requirement has been agreed to by CBP for planning consideration in a future release, but the requirement has not yet been delivered in an ACE release.
Pending CBP HQ Input	The user requirement will require further review by appropriate CBP HQ offices pending their acceptance.
Pending CBP L/P Input	Requires CBP L/P review to determine if there are any L/P dependencies that will impact the recommendation.
Pending Further Committee Review	The user requirement has been returned to the submitting committee for further clarification.
Replaced	Recommendation was completely revised and replaced by a new version of the recommendation included in a GIF.

Release/Drop Categories for Entry Summary Account and Revenue (ESAR) and Cargo Control and Release (CCR)

	<i>ENTRY SUMMARY ACCOUNTS & REVENUE (ESAR)</i>
A1	Master Data and Enhanced Accounts
A2	Entry Summary and Revenue
A3	Drawback, Protest, and IASS
	<i>CARGO CONTROL & RELEASE (CCR)</i>
M1	e-Manifest: Rail & Sea
M2 1	e-Manifest: Air