FACT SHEET

Advance access to manifest information is critical to the flow of trade and national security as it allows U.S. Customs and Border Protection (CBP) to dedicate more time to examine high-risk cargo without delaying the flow of legitimate goods. Automated Commercial Environment (ACE) electronic manifest, or e-Manifest, capabilities are dramatically enhancing CBP's ability to protect the nation's borders while facilitating the legitimate flow of trade. Currently, all truck, rail and sea manifests are processed in ACE.

The e-Manifest: Truck capability facilitates trade and security by enabling truck carriers to submit electronic truck manifests to CBP prior to a truck's arrival at the border. e-Manifest: Trucks automated what was previously an entirely paper-based process for tens of thousands of shipments every day.

Truck carriers can record and track account details related to drivers, trucks (conveyances), equipment, shippers and consignees via the ACE Secure Data Portal and evaluate and identify potential compliance issues and risks. On average, e-Manifests are processed 30 percent faster nationwide than the previous paper manifests. ACE is currently processing an average of 190,000 trucks nationally per week. ACE electronic truck manifest capabilities are available at all 99 U.S. land border ports of entry.

e-Manifest: Rail and Sea (also known as M1) provides a consolidated view of rail and sea manifests and entry data at the bill of lading or container level. Shipments that may pose a risk are more easily identified, and pre-arrival processing and release of legitimate cargo is expedited. M1 improves cargo security and expedites cargo processing through faster and easier access to data, improved communications, greater flexibility and time savings.

Effective September 29, 2012, CBP successfully transitioned all ocean and rail carriers to e-manifest: Rail and Sea. CBP is on track to decommissioning legacy rail and sea manifest processing by the end of 2012.

The M1 features that enhance border security and expedite legitimate trade include:
- Streamlines process by which CBP or other government agencies place and remove holds at the conveyance, equipment, container and master or house bill level, allowing suspicious shipments to be held while the balance of the shipments are

processed and released.
- Enhances visibility of cargo status through new shipment status advisory messages and more descriptive CBP and Partner Government Agency (PGA) hold status notifications.
- Allows easier access to data through the ACE Secure Data Portal that provides CBP officers with integrated entry, manifest and risk assessment information for rail and sea shipments needed for informed cargo processing decisions.
- Extends Broker download to the sea environment.
- Increases number of possible Secondary Notify Parties to 25.
- Allows carriers to create a list of trade partners who are authorized to use their custodial bond through the ACE Portal, i.e. In-Bond Authorization.
- Sends a status notification to Carriers and subsequent Secondary Notify Parties such as Port Authorities when a Paperless Master In-bond has been deleted by the carrier.
- Provides 12 new reports for rail and sea carriers along with seven new reports for brokers and two for importers.
- Allows filers to create and maintain rail line release Entry Banks through the ACE Portal.

CBP works closely with the trade community and PGAs to ensure the success of ACE. As an example, CBP and the U.S. Coast Guard (USCG) successfully completed a joint pilot of M1 functionality in May 2012 during a series of operational pilots in Charleston, SC. The new capability will automate the USCG's manual processing system allowing interface with ACE data to increase efficiencies, improve targeting and maximize resources.

Future plans will bring CBP, the PGAs and the trade community closer to multi-modal manifest processing through which all modes of transportation – sea, rail, air and truck – will use the ACE environment for cargo control and release.