



**TUESDAY, FEBRUARY 26, 2013**

1. Can any company or private entity involved in international trade apply for and use the Automated Commercial Environment (ACE) for filing Customs entries and should all entry summaries be filed in ACE?

Yes - Importers, Brokers, Software Developer, Carriers, etc., can apply for an ACE portal account. CBP encourages all importers and their brokers to file entry summaries in ACE.

2. When you refer to remaining entry types do you also mean reconciliation and drawback entry types?

Yes, reconciliation and drawback are included in those entry types.

3. What does CBP mean by “decommissioning” the Automated Commercial System (ACS) as it relates to functionality currently in ACS?

Due to the expense of maintaining two systems (ACS and ACE) and the funding available to CBP, we need to decommission the corresponding functionality in the ACS system in approximately 3 years. CBP will be working closely with our stakeholders, including the trade community, to develop plans for how and when this will occur.

4. Will CBP consider a Simplified Entry Summary, i.e., - multiple summaries consolidated into one entry summary, perhaps monthly, and to work in conjunction with duty payment?

This is on CBP’s list of functionality to be developed. However the first priority is to decommission ACS. Once that is completed, we will have established the foundation to move forward with our remaining functional builds.

5. Are Foreign Trade Zone (FTZ) e-214 transactions included in the Agile software development team scope of functionality?

Yes, the FTZ transactions will be covered as part of an Agile team for Remaining Entry Types, scheduled to begin work in June 2013.

6. Which Partner Government Agencies (PGA) will be the first testers of the PGA Message Set and when will the PGA Message Set be fully incorporated into Cargo Release/Simplified Entry?

Currently the Environmental Protection Agency (EPA) and the Food Safety Inspection Service (FSIS) are interested in participating in PGA Message Set testing. We plan to have the PGA Message Set capability developed for Simplified Entry filings within the next three months. We will keep the trade informed via our regular Trade Leadership Council (TLC) meetings, and our continued Webinar and Sprint review team outreach efforts.

7. When will the in-bond issues be addressed in ACE?

CBP plans to begin addressing the in-bond issues in mid-2013, but it may be January 2014 before we will be able to deliver functionality to the trade. These plans are also contingent upon the impact sequestration will have on the development of ACE functionality.



8. How do the current CBP ACE priorities conform to the trade's ACE priorities submitted to CPB in 2011?

CBP ACE priorities are based on and consistent with the trade's priorities as submitted in 2011.

9. Entry summary and release data for cargo released under a border release program (i.e., Free and Secure Trade (FAST), Border Release Advanced Security System (BRASS), and line release) which is subject to Food and Drug Administration (FDA) or Department of Transportation (DOT) reporting requirements must continue to be reported in ACS using the ACS entry summary transaction. Will this be addressed in the final development of the PGA message set? If so, where in the three year plan do you anticipate the completion of this phase?

Yes, CBP and the ITDS team are working with FDA on integrating FDA and DOT permits, licenses, etc., and having them electronically filed in ACE. Appropriate notifications will be made by both CBP and FDA as this capability becomes available.

10. Will the PGA Message Set data related to entry and release be incorporated in the entry summary edits?

Yes, our plan is to have the PGAs totally integrated in the entry and release process, based on their system integration capability to access, view, and provide CBP with information affecting entry and release of the merchandise.

11. Does the PGA Message Set incorporate the current World Customs Organization (WCO) data model?

Yes, The PGA message set is consistent with the current WCO data model.

12. What are the next steps in Cargo Release/Simplified Entry functionality?

CBP is currently working with Simplified Entry filers at 16 major airports throughout the country. As we evaluate the filings from these filers, we will be better able to plan additional functional enhancements. Expansion to the ocean mode of transportation is on the schedule, but CBP has no immediate expansion plans at this time.

13. What is the timeline for improving the highway carrier bond management issue which is problematic in the NAFTA trade supply chain?

CBP is working on a change that will extend the bond authorization functionality that allows a carrier to restrict the use of their bond to identified business partners (also restrict to certain ports and dates) to the in-bonds filed with truck manifests. Currently this functionality works correctly when the in-bond is filed in truck or rail manifest or via the ABI process known as QP/WP. This change will move processing of these in-bonds from ACE e-Manifest Truck to ACE e-Manifest Rail and Sea. Rail and Sea is the system of record for in-bond processing in ACE and has the functionality that is being requested. There is no timeline on the delivery of this change.



14. Will reconciliation entry type programming cover single and aggregate reconciliation?

Reconciliation is on CBP's development plan under "remaining entry/entry summary types." We will ensure that all pieces of reconciliation are accounted for.

15. Do you need to be a simplified entry filer to participate in the PGA Message Set or Automated Correction/Cancellation Pilot?

You do not need to be a simplified entry filer to participate in the PGA Message Set or Automated Correction/Cancellation Pilot. The PGA pilot will open up opportunities for those filers not currently filing in Simplified Entry.

16. Is there any indication as to when the new in-bond rules will be published? How much lead time will the trade have to make program changes?

The final draft of the Federal Register Notice (FRN) has been completed and is now going through the CBP concurrence process. After CBP approves, the FRN will be sent to DHS and Treasury for concurrence. We anticipate an end of summer 2013 publishing date but that is unofficial at this time.

17. Is Sprint Team 5 (Remaining Entry Types) and Team 6 (Entry Integration with In-Bond) in-place now or will they not come on board until the end of June 2013?

Teams 5 and 6 are not in place. They will not be operational until the end of June 2013.

18. Will CBP publish the items to be included in each sprint given that a sprint may not be placed in production until the end of the release?

CBP will inform the trade of the functionality being built in each sprint on a regular basis and will work with the trade to ensure that the trade's requirements are being met. We will schedule outreach sessions as the sprint teams schedule reviews on the status of their builds.

19. Will CBP flag the tariff file with a code indicating that PGA data is required?

Yes there will be a flag for the tariff file with a code indicating that PGA data is required.

20. Is there a specific team dedicated to making production fixes in E-Manifest: Rail & Sea (M1)

Yes, there is a CBP Cargo Release team that works on all M1 related production fixes. Any specific questions should be directed to Jim Swanson at [james.swanson@cbp.dhs.gov](mailto:james.swanson@cbp.dhs.gov)

21. The current Post Summary Correction (PSC) process does not allow importers to file a quarterly summary PSC to correct multiple minor errors like the quarterly Post Entry Amendment (PEA). Does CBP anticipate including a quarterly or summary process for filing multiple minor PSCs as one filing?

Once CBP has delivered the core functionality, CBP will evaluate and determine what areas of functionality to focus on going forward to continue our modernization process.