

Automated Commercial Environment Review of e-Manifest: Trucks Shipment Release Types

January 2013



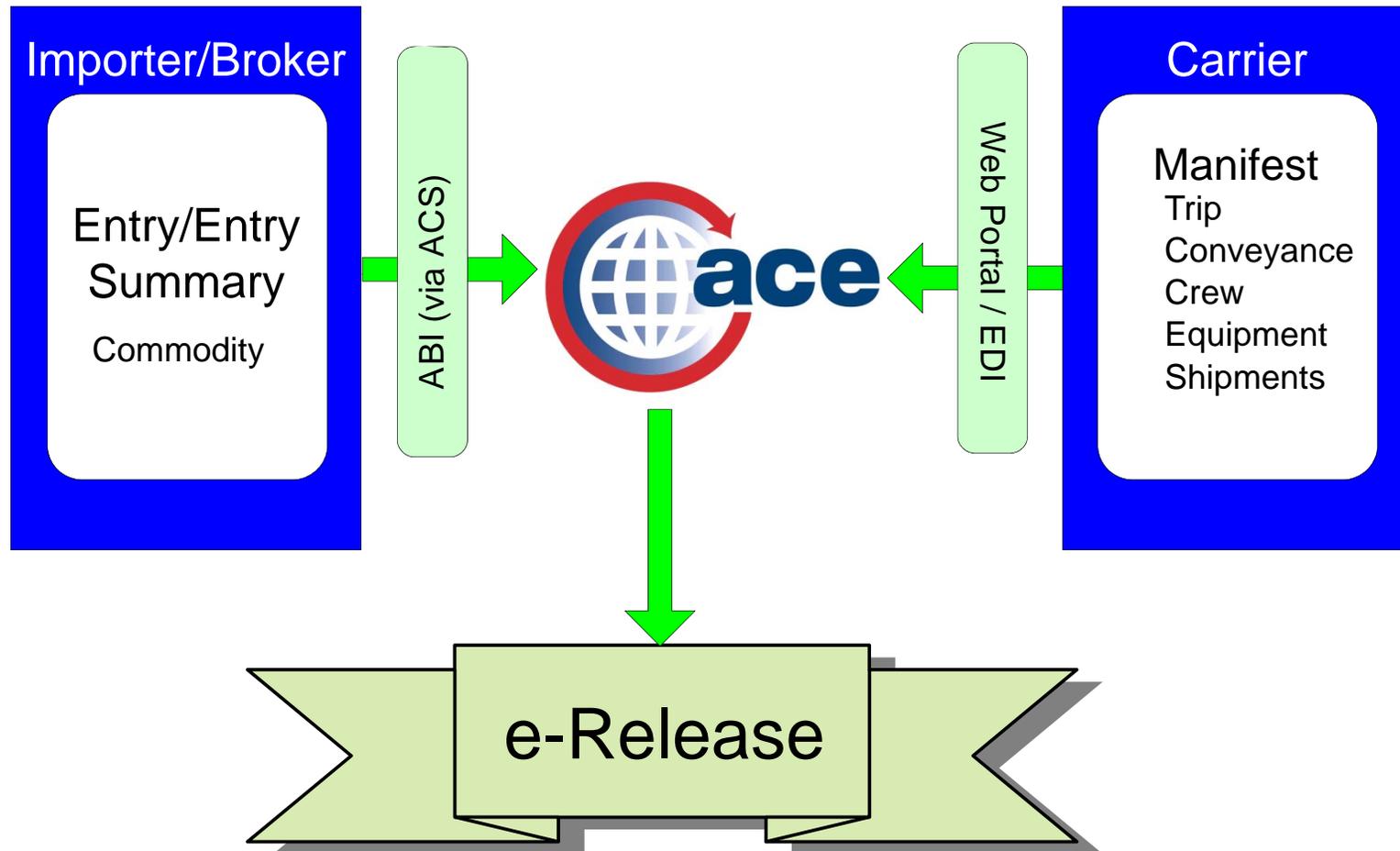
**U.S. Customs and
Border Protection**

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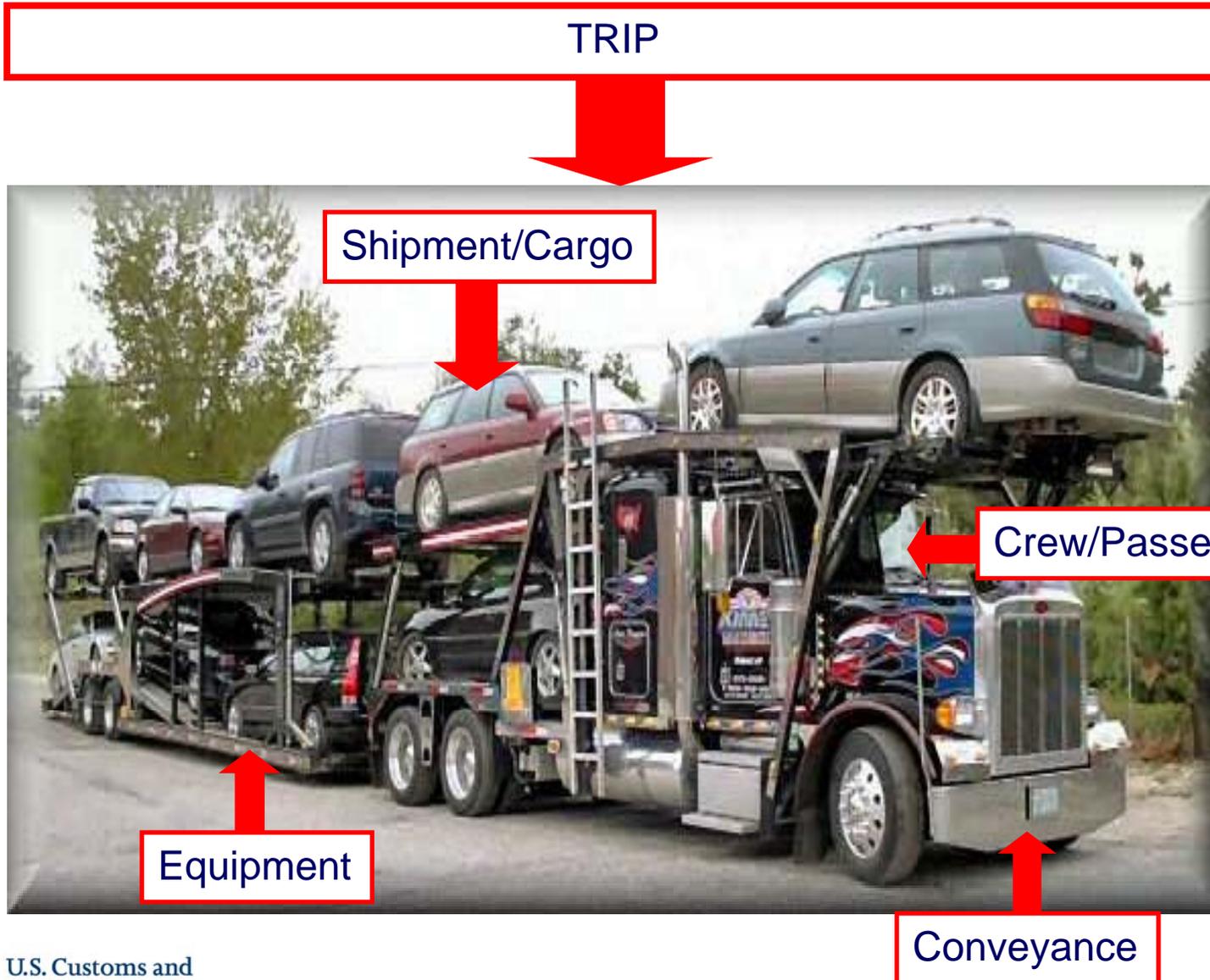
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e-Manifest: Trucks Process Overview



Components of an e-Manifest: Trucks



Mandatory e-Manifest: Trucks Exemptions

The following shipments are currently exempt by regulation from the advance electronic filing requirement for incoming cargo:

- Cargo in transit from point to point in the United States after transiting Canada or Mexico and
- Certain informal entries:
 - Merchandise which may be informally entered on Customs and Border Protection Form (CBPF) 368 or 368A, Cash Collection or Receipt
 - Merchandise unconditionally or conditionally free, not exceeding \$2,500 in value, eligible for entry on CBPF 7523, Entry and Manifest of Merchandise Free of Duty; or
 - Products of the United States being returned, for which entry is prescribed on CBPF 3311, Declaration for Free Entry of Returned American Products



Mandatory e-Manifest: Trucks Exemptions (cont.)

The following shipment types are not specifically exempted by regulation but use of e-Manifest: Trucks is not currently required for:

- Trips consisting **solely** of merchandise that is subject to the provisions of 19 United States Code (U.S.C) 1321 (Section 321 releases). If a trip is made up of Section 321 eligible shipments and shipments requiring an entry or in-bond move, all shipments on that trip must be manifested
- Empty trucks and truck cabs may be reported via e-Manifest: Trucks but are not currently required

Mandatory e-Manifest: Trucks Exemptions (cont.)

These shipment types are not currently able to be reported on an e-Manifest: Trucks and are therefore not required even when an e-Manifest: Trucks has been filed.

- Shipments consisting solely of Instruments of International Traffic (IIT) eligible for release under 19 CFR 10.41(a). IIT can be reported on an e-Manifest as associated to a conveyance or equipment but cannot be used as a shipment release type
- International mail shipments moving via a contract carrier from a foreign postal service to the US Postal Service
- Carnets, as provided for in 19 CFR 114
- A delivery ticket (CBPF 6043) for movement to a CBP approved bonded warehouse or a direct Foreign Trade Zone admission on a CBPF 214
- Shipments imported for the Department of Defense using 19 CFR 10.102/103 as a release mechanism

All other shipments are required to provide advance electronic cargo information via an e-Manifest: Trucks including personal effects using form CBPF 3299.



e-Manifest: Trucks Shipment Release Types

The various shipment release types are:

- Pre Arrival Processing System (PAPS)
- Border Release Advanced Screening and Selectivity (BRASS)
- Section 321 on merchandise valued under \$200
- HTS General Head Note 1 (GN1) Exemptions
- Goods Astray
- CBP Form-3299: Declaration for Free Entry Unaccompanied Articles
- CBP Form-3311: Declaration for Free Entry of Returned American Products
- CBF Form 7523: Entry and Manifest of Merchandise Free of Duty
- In-Bond

Pre Arrival Processing System (PAPS)

- The Shipment Control Number (SCN) that is reported by the carrier in a manifest shipment record is a unique number used to identify a shipment
- It must correspond to what the customs broker or entry filer records in the Master Bill of Lading field of the CBP entry
- An entry is pre-filed in ACS via the Automated Broker Interface (ABI) using either a Border Cargo Selectivity (BCS), Entry, or Entry Summary declaration
- The PAPS bar codes are no longer required by CBP; however Customs Brokers may continue to use the bar codes to scan the number into a customs entry
- In-bond requests made via the ABI application known as QP will automatically link to a shipment identified as a PAPS shipment release type – reference slide number 37



Important PAPS Information on Data Elements and Processes

Data Elements

- Bill Control Number – Should not be used; leave this data element blank
- Piece Count – Entry and manifest piece count must match
- Weight – Report in pounds or kilograms
- Description of Cargo – Cannot be “Freight of all Kind.” Must be specific, detailed description
- Note: Some units of measure may cause an ACE PAPS shipment not to convert to an in-bond. See: ACE System Error Messages/Solutions Log on CBP.gov

Processes

- Consolidated Entries – One entry can reference multiple Shipment Control Numbers (SCNs)
- Broker Download – Message can be sent before or at time of manifest submission

PAPS Broker and Carrier Communications

It is imperative that brokers and carriers communicate in order to link the entry data with the manifest data in the system.

A Customs entry master bill of lading number **must** reference the corresponding manifest shipment control record (SCN) or records exactly to gain release of the goods.

- On the northern border, this number is usually the carrier's Standard Alpha Carrier Code (SCAC) plus the pro-bill number
- On the southern border, this number is usually the carrier's SCAC plus the Customs entry number. The entry number **must** include the broker's filer code
- This number **must be unique**. It must start with a valid SCAC and must be the same between entry declaration and the manifest shipment declaration



Broker Download

Party

[Add Party](#)

Party Type	Name/Filer Code/SCAC	Country	State/Province
------------	----------------------	---------	----------------

- Select add party
- Select broker download
- Supply filer code of the broker
- Supply port code of the broker
- Supply office code if necessary
- ACE will send a copy of the shipment details to the customs broker's Automated Broker Interface (ABI) system

Add Party - Select Party Type

* Required

* Party type:

Cancel

--Select--
--Select--
Additional Party
Broker Download
Secondary Notify Party

Go

Shipment - Add Party

* Required

* Party type:

* **Filer code:**

* **Port code:**

Office code:

Continue Cancel

Broker Download **Change Type**

Lookup Port Code



e-Manifest: Trucks Shipment Release Types (cont.)

Border Release Advanced Screening and Selectivity (BRASS)

- The C-4 bar code numbers are entered at the commodity level by the carrier in the e-Manifest: Trucks shipment record
- BRASS bar codes are no longer needed by CBP
- At the time of release, the entry number will be assigned by CBP
- The entry number is sent to the broker via ACS/ABI
- It is important that carriers, importers and customs brokers closely coordinate and communicate all aspects of the BRASS release process to avoid the issuance of late file penalties

e-Manifest: Trucks Shipment Release Types (cont.)

Section 321 Release

- No entry is required, per 19 CFR 143.23(j)
- Maximum value of shipment cannot be over 200 U.S. dollars
- Carrier will enter the country of origin and value into the ACE e-Manifest : Trucks shipment record
- With these additional data elements the manifest becomes the carrier's release request

e-Manifest: Trucks Shipment Release Types (cont.)

General Head Note 1 (GN1) – When a carrier is requesting release of a shipment using GN1, it is requesting that the shipment be released without entry under one of the following provisions in 19 CFR 141.4(b)(1):

GN1 includes:

- Corpses, coffins and accompanying flowers
- Records, diagrams and other data with regard to any business
- Articles returned from space
- Aircraft parts or equipment removed from a U.S. registered aircraft

e-Manifest: Trucks Shipment Release Types (cont.)

Goods Astray

When a carrier identifies a shipment release type as “Goods Astray” it is asking for release of the merchandise under the exemptions referenced in 19 CFR 141.4(b)(1). That is, “articles exported from the U.S., which are returned within 45 days after such exportation from the United States as undeliverable and which have not left the custody of the carrier or foreign customs service.”

Goods Astray

- Change Shipment release type to Goods Astray
- Add Commodity
- Supply the date that the shipment was exported from the United States
 - This date cannot be earlier than 45 days prior to the current date
- Check “Carrier/Foreign Customs Control” box if the cargo has stayed within the carrier’s control and or the foreign Customs Service’s control 100% of the time the shipment was outside of the United States



Shipment - Create Standard Shipment

* Required

Shipment release type: Goods Astray

Shipping Information

<input type="checkbox"/> Select All	Description	Quantity	Quantity Unit of Measure	Weight	Weight Unit of Measure	HAZ-MAT UNDG Code(s)	Equipment
<input type="button" value="Delete Selected"/>							
Total shipment quantity: 0.0 <input type="button" value="Recalculate"/>							

Manifest - Goods Astray:

* Required

* Shipment quantity: --Select--
Weight: --Select--
[About decimals](#)

* Description:

Marks & Numbers
[How to use this](#)

Enter Mark:

Listed Marks & Numbers:

* Export Date(MM/DD/YYYY):

* Carrier/Foreign Customs Control:

HAZ-MAT UNDG code(s)

e-Manifest: Trucks Shipment Release Types (cont.)

CBP Form 3299

Declaration for Free Entry of Unaccompanied Goods

DEPARTMENT OF HOMELAND SECURITY
U.S. Customs and Border Protection

FORM APPROVED OMB NO. 1651-0014 Exp. 01-31-2015

DECLARATION FOR FREE ENTRY OF UNACCOMPANIED ARTICLES

19 CFR 148.5, 148.52, 148.53, 148.77

PART I - TO BE COMPLETED BY ALL PERSONS SEEKING FREE ENTRY OF ARTICLES (Please consult with the CBP official for additional information or assistance. REMEMBER - All of your statements are subject to verification. False statements or failure to declare articles could result in penalties.)

1. IMPORTER'S NAME (Full, first and last)	2. IMPORTER'S DATE OF BIRTH	3. IMPORTER'S DATE OF ARRIVAL
4. IMPORTER'S U.S. ADDRESS	5. IMPORTER'S PORT OF ARRIVAL	
	6. NAME OF ARRIVING VESSEL, CARRIER AND FLIGHT/TRAIN	
7. NAME(S) OF ACCOMPANYING HOUSEHOLD MEMBERS (wife, husband, and/or child, etc.)		

8. THE ARTICLES FOR WHICH FREE ENTRY IS CLAIMED BELONG TO ME AND/OR MY FAMILY AND WERE IMPORTED	A. DATE	B. NAME OF VESSEL/CARRIER	C. FROM (Country)	D. EX OR INVO OR I.T. NO.
E. NUMBER AND KINDS OF CONTAINERS	F. MARKS AND NUMBERS			

PAPERWORK REDUCTION ACT NOTICE: This request is in accordance with the Paperwork Reduction Act. We ask for the information in order to carry out the laws and regulations administered by the CBP. These regulations and forms apply to importers to ensure that they are complying with the law and to allow us to figure, collect, or refund the right amount of duty and tax. It is mandatory. The estimated average burden associated with this collection of information is 10 minutes per respondent depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to the U.S. Customs and Border Protection, Information Services Branch, Washington, DC 20503, and to the Office of Management and Budget, Paperwork Reduction Project (1651-0014), Washington, DC 20503.

CBP Form 3311

Declaration for Free Entry of Returned American Products

DEPARTMENT OF HOMELAND SECURITY
U.S. Customs and Border Protection

Form Approved
OMB No. 1651-0311
Exp. 9-30-2015

DECLARATION FOR FREE ENTRY OF RETURNED AMERICAN PRODUCTS

19 CFR 7.2, 10.1, 10.5, 10.66, 10.67, 12.41, 123.4, 143.23, 145.35

1. PORT	2. DATE	3. ENTRY NO. & DATE
4. NAME OF MANUFACTURER		5. CITY AND STATE OF MANUFACTURE
6. REASON FOR RETURN:		7. U.S. DEDUPLICATION PREVIOUSLY
		<input type="checkbox"/> CLAIMED <input type="checkbox"/> UNCLAIMED
		8. PREVIOUSLY IMPORTED UNDER HTSUS 064.05?
		<input type="checkbox"/> YES <input type="checkbox"/> NO
9. MARKS, NUMBERS, AND DESCRIPTION OF ARTICLES RETURNED		10. VALUE*



e-Manifest: Trucks Shipment Release Types (cont.)

CBP Form 7523

Entry and Manifest of Merchandise Free of Duty

DEPARTMENT OF HOMELAND SECURITY
U.S. Customs and Border Protection

OMB No. 1551-0013
Exp. 10-31-2008

**ENTRY AND MANIFEST OF MERCHANDISE FREE OF DUTY,
CARRIER'S CERTIFICATE AND RELEASE**

1. NO. _____
19 U.S.C. 1433, 1484, 1498; 19 CFR 123.4, 143.23

The undersigned, as the importer of merchandise described below, which arrived at the port or station identified, hereby claims free entry therefore under the provisions of the applicable law indicated.

2. PORT CODE _____ 3. DATE _____
4. VESSEL OR OTHER CONVEYANCE _____ 5. ARRIVAL DATE _____ 6. COUNTRY OF EXPORTATION _____

7. MARKS AND NUMBERS	8. DESCRIPTION AND QUANTITY OF MERCHANDISE	9. VALUE	10. HTSUS HEADING NO. OR P.L. NO.

NOTE: If a carrier uses CBPF 3299, 3311, or 7523 shipment release types they will be required to present the appropriate documentation

CBPF 4455 – Not a Shipment Release Type

CBP Form 4455 - Certificate of Registration

The Certificate of Registration can only be used with an entry or entry summary as supporting documentation. It may not be used as a shipment release type

DEPARTMENT OF HOMELAND SECURITY
U.S. Customs and Border Protection
CERTIFICATE OF REGISTRATION

Form Approved, OMB No. 1551-0010
Exp. 03-31-2009

19 CFR 101.6, 101.9, 101.10,
149.1, 149.3, 149.32, 149.37 (NOTE: Number of copies to be submitted varies with type of transaction. Requires at Port Director's office as to number of copies required.)

NO. _____
DATE _____

VIA (Carried) _____ B/L or INSURED NO. _____

NAME, ADDRESS, AND ZIP CODE TO WHICH CERTIFIED FORM IS TO BE MAILED (if Applicable) _____

ARTICLES EXPORTED FOR:
 ALTERATION* PROCESSING*
 REPAIR* OTHER (specify) _____
 USE ABROAD
 REPLACEMENT

* NOTE: The cost or value of alterations, repairs, or processing abroad is subject to CBP duty.

LIST ARTICLES EXPORTED

Number Packages	Kind of Packages	Description

Instruments of International Traffic (IIT)

IIT (freight containers, racks, trailers, railcars, etc.) can be reported at either the equipment level or conveyance level when:

- Trip consists solely of empty IITs covered by carrier's bond
- Trip consists solely of empty IITs covered by importer's bond
- Trip consists of merchandise and IITs. IITs covered by carrier's bond
- Trip consists of merchandise & IITs. IITs covered by importer's bond



Hazardous Materials

When carrying hazardous materials the carrier is required to report the United Nations Dangerous Goods (UNDG) Code(s)

HAZ-MAT UNDG code(s)
[How to use this](#)

Enter Code: Add >

< Remove

Listed Codes:

HAZ-MAT contact person:

HAZ-MAT contact phone #:

Continue Cancel

In addition, you are required to report a contact person's name and phone number

For HAZ-MAT shipments insurance information is also required as part of the conveyance data for the trip

In-bond

ACE Supports these three In-bond Movement Types

- 61 – Immediate Transportation (I.T.)
- 62 – Transportation and Exportation (T&E)
- 63 – Immediate Exportation (I.E.)

ACE supports these in-bond capabilities

- In-bond request and authorization
- In-bond arrival and export

Methods of in-bond data transmission

- As of February 2, 2008, QP automatically links to PAPS shipment release types (Method 1)
- Carrier requests in-bond move from ACE manifest declaration (Method 2)
- Carrier manually links QP in-bond shipment to ACE e-Manifest: Trucks (Method 3)

Improved Release Type

Enhanced Simpler Method for Handling QP In-Bonds

- As of February 2, 2008, electronic in-bond requests filed via the CBP Automated Broker Interface (ABI) message known as QP will automatically update ACE e-Manifest: Trucks shipment records that are filed with a shipment release type of Pre-Arrival Processing System (PAPS). (PAPS shipments are referred to as “Regular Bills” in the EDI Implementation Guidelines.) Throughout the rest of this document we will refer to these shipments as PAPS shipments

Old Manual Method for Handling QP In-Bonds

- Carriers have to manually link QP in-bond shipments to ACE e-Manifests. When QP in-bond requests are created in ABI, ACE creates an un-associated shipment in the carrier’s ACE account from the QP declaration. This shipment record can be linked to the trip either by using the ACE Secure Data Portal feature known as “Look up Shipment” or by using the Electronic Data Interchange (EDI) message known as “Consist”

Definition of PAPS

Prior Definition

Prior to Feb 2 2008, only pre-filed ABI Customs entries automatically linked to ACE e-manifest shipments designated with a shipment release type of PAPS

Current Definition

As of Feb 2 2008, **ABI entries and ABI QP In-bond declarations** automatically link to ACE e-manifest shipments designated with a shipment release type of PAPS



Shipment - Create Standard Shipment

* Required

Shipment release type: PAPS

Shipping Information

* Shipment control #: XXXT

[About shipment control #](#)



QP – Electronic In-bond

Definition

- QP is a CBP Automated Broker Interface (ABI) application message identifier. It is not an acronym
- QP messages in ABI are messages that request that a shipment move under bond from its U.S. port of arrival to its ultimate destination

Other Related Items

- QP requests the obligation of a valid type 2 custodial bond
- Although carriers and others can file QP in-bond messages if they participate in ABI, Customs brokers normally file QP messages. Regardless of who the filer is, for the remainder of this document we will refer to the filer of the QP message as the “QP filer”



Method 1 – In-bond Process

The carrier creates a shipment record that is identified as a PAPS shipment.

- When a QP electronic in-bond request is filed using the **identical** SCN in the QP Master Bill of Lading record the PAPS shipment will be automatically linked to the QP in-bond record
- When a carrier or his agent submits an e-Manifest: Trucks with a shipment identified as a PAPS shipment, ACE will search for a corresponding entry or electronic in-bond request (QP) that has reported the **same** SCN. If QP data is found the shipment will be automatically linked to the QP in-bond record
- A notification “QP on File” will be sent to the carrier either via an EDI ANSI X.12 - 350 message, UNEDIFACT CUSRES message, or via the ACE Secure Data Portal. Portal users will find this message in the “Transactions” notifications portlet which is currently only accessible by the Trade Account Owner (TAO)

Method 1 –In-bond Process

- The carrier can update the shipment details via ACE. These updates will not change the QP in-bond record
- The QP message can be filed before or after the e-Manifest: Trucks is filed
- The QP in-bond record will not be automatically linked to the shipment until the manifest is in a “completed” status
- When the QP in-bond quantity does not equal the manifest shipment quantity a notification will be sent only to the carrier stating “Quantity Overage” or “Quantity Shortage”
- The system will associate the entry to the SCN if no QP in-bond is on file for that SCN or if an entry is on file for the port where the conveyance is
- The system will associate the QP in-bond to the SCN if no entry is on file for that SCN or if an entry is on file for a different port than the one where the conveyance is crossing



Method 1 –In-bond Process (cont)

- If a carrier requests an in-bond move from its e-Manifest and a QP filer files a QP in-bond request using the same SCN, the carrier will be sent a status notification “Dup QP, Carr IB used“ which means that a duplicate in-bond request was made via QP but that the carrier’s in-bond request will be used not the QP filer’s request. The QP filer will not receive a response to their duplicate QP request
- Deletion of the shipment record will not delete the QP in-bond message. A message will not be sent to the QP filer that the shipment has been deleted. The manifest filer should notify the QP filer that they have deleted the shipment and that the QP is no longer associated to any trip
- Deletion of the QP will remove the in-bond and will not remove the shipment from the e-Manifest. The carrier should take appropriate action such as confirming that an entry will be filed. No ACE notification will be sent to the carrier that the QP has been deleted

Method 2 – Original ACE In-Bond Design

The carrier requests the in-bond move via their ACE e-Manifest: Trucks.

- **Portal:** If a carrier declares the “Shipment Release Type” to be a “Pre-filed in-bond” in the e-Manifest: Trucks shipment record the carrier will be required to add the additional in-bond data elements which are located in the shipment and the commodity screens
 - The ACE “Pre-filed in-bond” shipment will create the in-bond request
 - Filing of a QP in-bond is not necessary and should not be done in this method
- **EDI:** Additional data must be supplied in the shipment records of either the ANSI X.12 - 309 message or the UNEDIFACT CUSCAR message
 - Correctly supplied data will request the in-bond move directly from the carriers’ e-manifest



Creating an In-bond Shipment Directly from the e-Manifest: Trucks Declaration

An ACE Secure Data Portal user can request the in-bond move directly from his e-Manifest shipment declaration by changing the shipment release type from “PAPS” to “Prefiled In-bond.”

The screenshot shows the ACE Secure Data Portal interface. The main window is titled "Change Shipment Release Type". A warning message states: "Changing the type from the current shipment release type will cause the loss of all data that is unique to that shipment type." The current shipment release type is "PAPS". A dropdown menu is open, showing the following options: "--Select--", "PAPS", "BCS", "BRASS", "Consolidated Shipment", "7523-Free of Duty", "Goods Astray", "GN1 Exemptions", "Prefiled Inbond", "Sec 321 Informal", "3311-Free Ret US Gds", and "3299-Unacc Articles". A red arrow points to the "Prefiled Inbond" option. The interface also includes a "Task Selector" on the left with links for "Manifest - Search", "In Bond Arrival", and "In Bond Export". Below that is an "Account Selector List" with "View By" options for "Acct Name" and "SCAC", and a "Sort by" dropdown. At the bottom, there is a table with columns: "Shipment control #", "Bill Control #", "Sequence #", "Type", "Point/Port of Loading", "Total Shipment Qty.", and "HAZ-MAT".

Creating an In-bond Shipment Directly from the e-Manifest: Trucks Declaration

You must add the additional data that is required to request an in-bond move.

Commodity [Add Commodity](#)

<input type="checkbox"/> Select All	Description	Quantity	Quantity Unit of Measure	Weight	Weight Unit of Measure	HAZ-MAT UNDG Code(s)	Equipment
-------------------------------------	-------------	----------	--------------------------	--------	------------------------	----------------------	-----------

Total shipment quantity: 0.0

Inbond Information

* In-bond Entry Type:

* In-bond destination: [Lookup Port Code](#)

Onward carrier (SCAC):

* Bonded carrier (IRS#):

In-bond #: (if left blank, Shipment control # will be used)

Transfer carrier (IRS#):

Immediate Export (I.E.) or Transportation and Exportation (T&E)

* Foreign port of Destination: [Lookup Port Code](#)

* Est. date of U.S. departure:

Mexican Pedimento Number:

Please use a 9 digit CBP issued in-bond number in lieu of the SCN, until further notice.



Creating an In-bond Shipment Directly from the e-Manifest: Trucks Declaration

Home Accounts References **Tools**

Task Selector Manifest - Edit Standard Inbond Commodity

User Account Administration
Manifest Tools

Manifest
Manifest - Search
In Bond Arrival
In Bond Export

Account Selector List

View Settings
View By:
Acct Name SCAC

Sort by: --Select--

Accounts
CBP Incorporated
TRUCK AMS TEST C
CBP Dummy SCAC
100 SEEST 0AM CAS

* Required

* Shipment quantity: 0 --Select--

* Weight: 0 --Select--
[About decimals](#)

* Description:

Value: \$ 0.0 (Enter numbers only. Do not include currency symbols.)

Harmonized (For T&E or IE via vessel)
[How to use this](#)

Enter Code: Add >

Listed Codes:

< Remove

Vehicle Identification Number (required if commodity is a vehicle)
[How to use this](#)

Enter ID #: Add >

Listed ID #:

Add value of merchandise in the commodity description screen.

If the shipment is either a Transportation and Exportation (T&E) or an Immediate Exportation (IE) you must supply a 6 digit Harmonized Tariff Number, at a minimum.

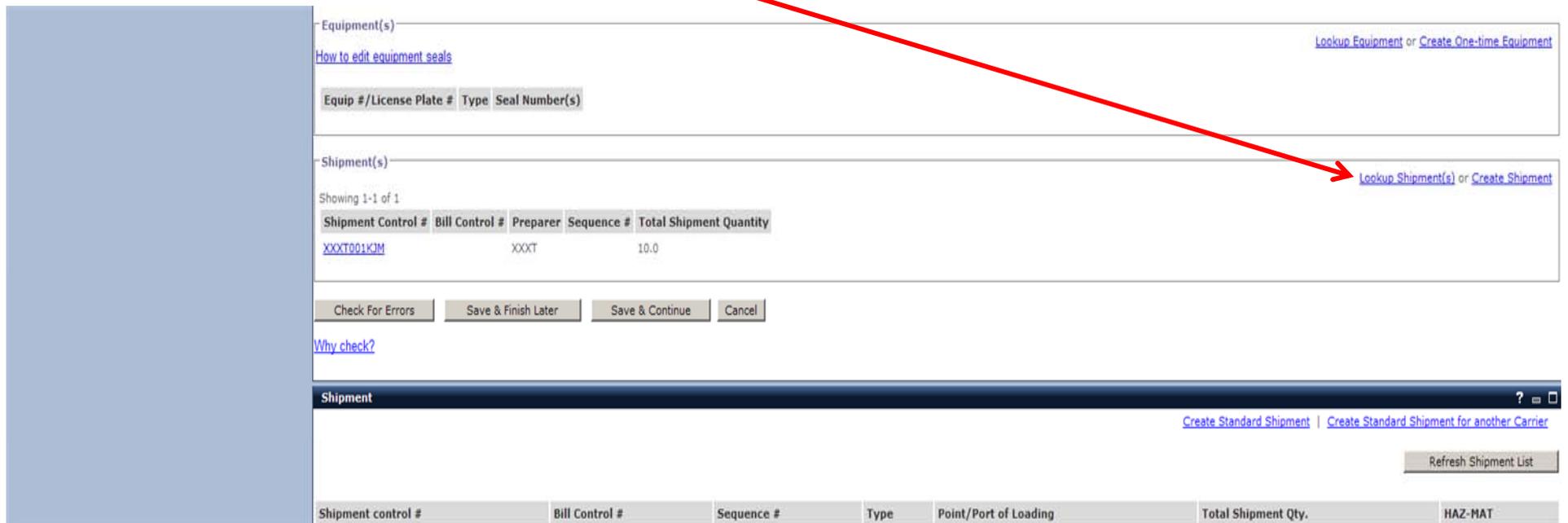


Method 3 – Original ACE In-bond Design

- The carrier manually links the shipment record that was created in ACE by the filing of a QP in-bond message to a manifest by using “Look up Shipment” in the Portal or an EDI “Consist” message (ANSI X.12 – 358 or UNEDIFACT CUSREP)
 - QP in-bond declarations automatically create preliminary shipments in ACE from the QP data
 - ACE Secure Data Portal filers must harmonize the equipment reported in the shipment record with the equipment reported in the trip
 - A QP delete by the QP filer will delete the carrier’s shipment record. In Method # 1, the shipment record is not deleted

Linking an Un-Associated In-bond Shipment to an e-Manifest: Trucks

To link an un-associated shipment to an e-manifest you must select “Lookup Shipment(s)” from the Trip Screen.



The screenshot displays the 'Trip Screen' interface. The 'Equipment(s)' section is at the top, with a link for 'How to edit equipment seals' and another for 'Lookup Equipment or Create One-time Equipment'. Below this is a table with columns: Equip #/License Plate #, Type, and Seal Number(s). The 'Shipment(s)' section follows, showing 'Showing 1-1 of 1' and a table with columns: Shipment Control #, Bill Control #, Preparer, Sequence #, and Total Shipment Quantity. A single shipment is listed with 'XXX001KJM' as the shipment control number, 'XXX' as the preparer, and '10.0' as the total shipment quantity. Below the table are buttons for 'Check For Errors', 'Save & Finish Later', 'Save & Continue', and 'Cancel'. A 'Why check?' link is also present. At the bottom, there is a 'Shipment' header with links for 'Create Standard Shipment' and 'Create Standard Shipment for another Carrier', and a 'Refresh Shipment List' button. A table with columns: Shipment control #, Bill Control #, Sequence #, Type, Point/Port of Loading, Total Shipment Qty., and HAZ-MAT is partially visible at the bottom.

Linking an Un-Associated In-bond Shipment to an e-Manifest: Trucks

The un-associated shipments will appear in the Trip portlet. Select the shipment that you wish to link to this trip.

The screenshot displays the 'Tools' section of the system interface. The 'Manifest - Lookup Shipments' portlet is active, showing a search filter area and a table of shipments. A red arrow points to the 'Select All' checkbox in the table.

Manifest - Lookup Shipments

Filter Shipments
Shipment control #: [] to: [] HAZ-MAT: --Select--
Bill control #: [] to: []
Port / Point of loading: []
[Filter Shipments] [Reset]

Showing 1-2 of 2

<input type="checkbox"/> Select All	Shipment Control #	Bill Control #	Sequence #	Port / Point of loading	Total Shipment Qty.	HAZ-MAT
<input type="checkbox"/>	XXXT001NPS			80102	450.0	No
<input type="checkbox"/>	XXXT08082007			80107	900.0	No

[Add Selected] [Cancel]

Shipment

[Create Standard Shipment](#) | [Create Standard Shipment for another Carrier](#)

[Refresh Shipment List]

Showing 1-2 of 2

Shipment control #	Bill Control #	Sequence #	Type	Point/Port of Loading	Total Shipment Qty.	HAZ-MAT
XXXT001NPS			Standard	80102	450	No
XXXT08082007			Standard	80107	900	No

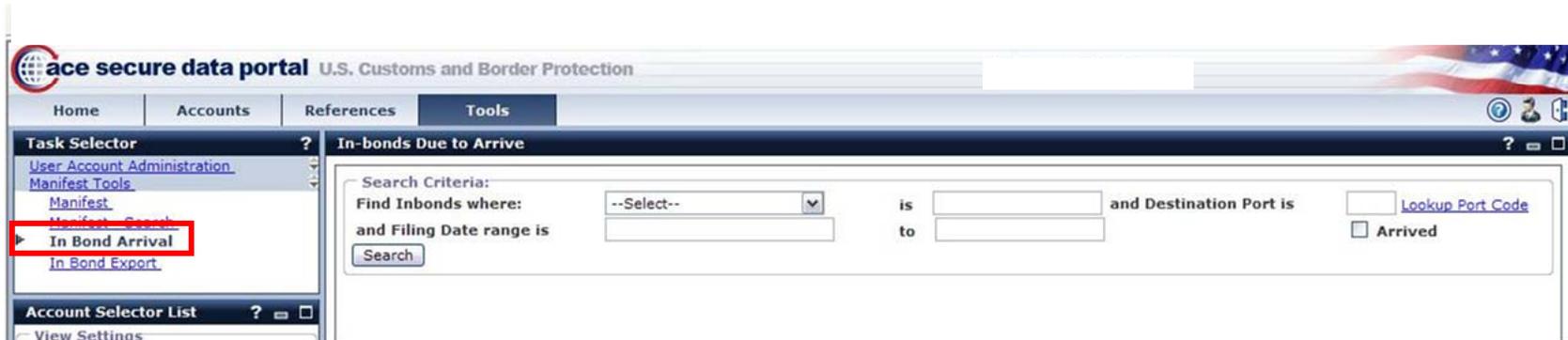
Reporting In-bond Shipments as Arrived and Exported

It is very important that carriers understand their obligation to report the arrival at the U.S. destination port of entry and the export of in-bond shipments .

- An in-bond shipment transported on land must arrive at its destination port within 30 days after the date of receipt at the port of origin
- An in-bond shipment must be reported as arrived to CBP at its destination port within 48 hours of the arrival of any part of the shipment
- An in-bond T&E shipment must be exported within 15 days of its arrival at its U.S. destination port of entry
- To assist the carrier, a series of status messages are provided in an EDI format or through the ACE Portal, as appropriate



“In-bond Arrival” and “In-bond Export” Links in the Carrier’s ACE Portal Account



In-bond Status Messages

- The message “BOL late in 5 Days” is sent to the carrier 25 days after the date of receipt of the in-bond shipment
- The message “Bill of Lading Late” is sent to the carrier on the 30th day after the carrier has taken receipt of the in-bond shipment
- The message “Pending Eligible GO” is sent to the carrier on the 15th day after the cargo has been arrived at its U.S. destination, if an entry or exportation has not been filed
- The message “Ordered to GO” is sent to the carrier on the 20th day after the cargo has been arrived at its U.S. destination, if an entry or exportation has not been filed
- These messages are sent via EDI to carriers that file their e-Manifests using EDI
- These messages can be viewed in a carrier’s ACE Account in the Transactions link which currently is only accessible to the Trade Account Owner (TAO)

In-bond EDI/Portal Status Messages

Status messages have been developed to support the PAPS to QP functionality that was delivered on February 2th 2008. Technical Electronic Data Interchange (EDI) details can be found in the “2008 Record of Changes in ANSI X.12 and UNEDIFACT” version “AU” document that is posted on CBP.GOV at:

http://www.cbp.gov/xp/cgov/trade/automated/modernization/carrier_info/etruck_tech_info/ace_edi_drafts/edi_messages/ansi_message_sets/rec_changes/

- **QP on file:** This message is sent to a participant when a QP in-bond entry has been filed and has automatically linked to the e-Manifest filer’s shipment record
- **Quantity mismatch Overage or Quantity Mismatch Shortage:** Advisory generated to a participant when the quantity in an in-bond entry filed by a broker does not match the quantity of the shipment in the AMS participant’s bill. This could be an overage or underage
- **Dup QP, Carr IB used:** Duplicate in-bond request via QP, carrier’s in-bond accepted – This advisory is generated to a carrier when it has transmitted a pre-filed in-bond shipment and a broker has transmitted an in-bond request for the same bill via QP, or when a broker has transmitted a QP request for a carrier’s bill prior to the carrier transmitting his bill and in-bond data. In both cases the carrier’s in-bond request takes precedence over the QP request, and the QP request is rejected in ACE



In-bond EDI/Portal Status Messages (cont)

On April 12, 2008, status messages were delivered to support in-bond arrival and export functionality. Technical Electronic Data Interchange (EDI) details can be found in the “2008 Record of Changes in ANSI X.12 and UNEDIFACT” version “AV” documents that are posted on CBP.gov at:

http://www.cbp.gov/xp/cgov/trade/automated/modernization/carrier_info/etruck_tech_info/ace_edi_drafts/edi_messages/ansi_message_sets/rec_changes/

- **No Cn Arr If Mult Dest IB (530):** This error message is sent to a carrier if they attempt to report the arrival of in-bond shipments by container or equipment in one port of entry and there are in-bond shipments within the container or equipment that are destined to other ports of entry
- **No Cn Exp If Mult Dest IB (531):** This error message is sent to a carrier if they are attempting to report the export of in-bond shipments by container or equipment number and there are shipments in the container or equipment that are destined for other U.S. ports of entry
- **In-bond Export Rej (532):** This error message is sent to a carrier if they attempt to report the export of an in-bond shipment(s) and the in-bond has not yet been arrived at a U.S. port of entry or the in-bond has had a hold placed against it



In-bond EDI/Portal Status Messages (cont.)

Technical Electronic Data Interchange (EDI) details can be found in the “Record of Change” version “AZ” documents that are posted on CBP.GOV.

- **Entity Already Arrived (131):** This error message is sent to a carrier when a carrier attempts to report the export of in-bond shipments by a container/equipment number and one or more of the in-bond shipments in the container/equipment has already been arrived. The user must either un-arrive the in-bonds and then arrive them by container number or arrive all of the in-bonds in the container/equipment individually
- **In-Bond Cancel Rej (533):** This error message is sent when a carrier attempts to cancel arrival/export in-bond by in-bond number, bill of lading number, or container/equipment number but (1) the in-bond has not been arrived at the destination in-bond port of entry, (2) the in-bond has been arrived but a hold exists on the bill associated with the in-bond or (3) the in-bond has already been canceled



“Transactions” Link in the ACE Secure Data Portal Carrier’s Account

ace secure data portal U.S. Customs and Border Protection Welcome, Jeffrey Enterprise!

Home Accounts References Tools

Task Selector

Select Account Type
View: Carrier [GO]

Select Task

- Accounts
- Change History
- Reports
- BAL
- Action Plan
- Bonds
- Log
- Transactions**
- Declaration
- Mode of Communication

Account Selector List

View Settings
View By:
 Acct Name SCAC

Sort by: --Select-- [Go]

Accounts

- CBP Incorporated ↑
- TRUCK AMS TEST CARRIER

Search Manifests

Category: --Select--

[Search]

Transaction Notifications

Filter Notifications

Trip #: [] Event: --Select-- Trip Component: --Select--

Date start: [] Date end: []

[Submit Filter] [Reset]

Showing 11-20 of 74764

<input type="checkbox"/> Select All	Trip #	Event	Trip Component	Component ID	Date
<input type="checkbox"/>	420028001	Pending Eligible GO	Shipment	867413632	05/08/2007
<input type="checkbox"/>	214026001	Ordered To GO	Shipment	867410084	05/09/2007
<input type="checkbox"/>	419004002	Ordered To GO	Shipment	867413304	05/09/2007
<input type="checkbox"/>	419004002	Ordered To GO	Shipment	867413304	05/09/2007
<input type="checkbox"/>	419004002	Pending Eligible GO	Shipment	867413304	05/09/2007
<input type="checkbox"/>	420048001	Pending Eligible GO	Shipment	867413621	05/10/2007
<input type="checkbox"/>	420028001	Ordered To GO	Shipment	867413632	05/10/2007
<input type="checkbox"/>	420028002	Ordered To GO	Shipment	867413820	05/10/2007
<input type="checkbox"/>	416025002	Pending Eligible GO	Shipment	867413842	05/10/2007
<input type="checkbox"/>	420028002	Ordered To GO	Shipment	867413820	05/10/2007



Free And Secure Trade Eligibility Requirements



To be eligible for FAST processing:

- Driver must be a registered FAST participant with a proximity card
- Truck must be equipped with a transponder
- Carrier must be a Customs-Trade Partnership Against Terrorism (C-TPAT) participant
- Importer must be a C-TPAT participant
- Manufacturer must be a C-TPAT participant
- No other shipment release type can be on the same trip
- Equipment must be sealed



FAST and ACE



- FAST/National Customs Automation Program (NCAP) electronic transactions are filed in the same manner as they have always been. The FAST transaction will be processed in ACE when the truck arrives at the border
- FAST/NCAP transactions may not be created or modified via the ACE Secure Data Portal
- FAST shipments that qualify for FAST using the Pre-Arrival Processing System (PAPS) require:
 - A Standard e-Manifest be presented to ACE at least 30 minutes prior to the truck's arrival at the border
 - A PAPS entry be filed at least 30 minutes prior to the truck's arrival at the border

Creating a Shipment for Another Truck Carrier

ace secure data portal U.S. Customs and Border Protection Welcome, Jeffrey Enterprise!

Home Accounts References **Tools**

Task Selector

- User Account Administration
- Manifest Tools
 - Manifest
 - Manifest - Search
 - In Bond Arrival
 - In Bond Export

Account Selector List

View Settings

View By:

Acct Name SCAC

Sort by: --Select--

Accounts

- CBP Incorporated
 - TRUCK AMS TEST CARRIER
 - CBP Dummy SCAC 0AAR
 - ACS TEST RAIL CARRIER
 - ACS OCEAN TEST CARRIER

Manifest

Shipment - Create Standard Shipment

* Required

Shipment release type: PAPS

Shipping Information

* Shipment control #: CNWY
[About shipment control #](#)

Preparer: XXXT

Bill control #:

Bill issuer code: (SCAC of House Bill Owner)

Shipment identifier:

* Port/ Point of loading: --Select-- [Lookup Schedule K](#) or [Lookup IATA Code](#)
[About port of loading](#)

Place of receipt:
(required when different from Port/Point of loading)

Service type: --Select--

Transfer destination FIRMS code: [Lookup FIRMS Code](#)

FDA freight indicator: --Select--
('Yes' indicates that freight in this shipment is subject to FDA requirements)

Authorized account: (Enter SCAC of the account you wish to grant access to this shipment)

Est. date of arrival at first port in U.S.: (mm/dd/yyyy) (Required for Broker Download)

Est. time of arrival at first port in U.S.: (hh:mm local military time) (Required for Broker Download)

First expected port of arrival: (Required for Broker Download) [Lookup Port Code](#)
Broker Download has not been sent.

Shipper

* Either an ID or Full Shipper information is required for a Shipper.

ID: --Select--



Making Amendments to an e-Manifest: Trucks

The screenshot shows the ACE Secure Data Portal interface for U.S. Customs and Border Protection. The user is logged in as Jeffrey Enterprise. The main content area displays the 'Manifest - View Standard Manifest' page, which includes several sections: Trip Information, Conveyance, Instruments of International Traffic, Crew member(s), and Passenger(s). The 'Edit' button is highlighted with a red box.

Manifest - View Standard Manifest

Print Print Cover Sheet **Edit** Cancel Manifest & Shipment(s) Cancel Manifest but Keep Shipment(s)

Trip Information
 Carrier SCAC: XXXT Carrier name: ACE ID: 0005714553 Filing status: CD
 Manifest preparer: XXXT
 Trip #: XXXT44177303
 Est. date of arrival at first port in U.S.: 08/18/2007
 Est. time of arrival at first port in U.S.: 08:00
 First expected port of arrival: 3802-PORT HURON, MI
 In-transit indicator: No

Conveyance
 Conveyance ID: [ON - PX6757](#)

Instruments of International Traffic:

Crew member(s)

In Charge	Last Name	First Name	Middle Name	Suffix	ID	CDL #/License #	FAST ID
No	Anderson	Katherine	---	---	0006924275	01653329	---
Yes	Steeves	John	---	---	---	S81814077480513	---

Passenger(s)

Last Name	First Name	Middle Name	Suffix
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Making Amendments to an e-Manifest: Trucks (cont.)

The screenshot displays the ACE Secure Data Portal interface for U.S. Customs and Border Protection. The user is logged in as Jeffrey Enterprise. The main navigation menu includes Home, Accounts, References, and Tools. The 'Tools' menu is active, showing a 'Task Selector' with options like 'User Account Administration', 'Manifest Tools', and 'Manifest'. The 'Manifest' sub-menu is expanded, showing 'Manifest - Search', 'In Bond Arrival', and 'In Bond Export'. Below the task selector is an 'Account Selector List' with 'View Settings' and 'View By' options (Acct Name, SCAC) and a 'Sort by' dropdown.

The main content area is titled 'Manifest - Amend Submitted Manifest'. It contains the following text: 'This manifest has been submitted to U.S. Customs, to change it requires a reason.' Below this is a '* Required' section with a 'Reason:' dropdown menu. The dropdown is open, showing three options: '--Select--', 'Clerical error in manifesting', and 'Electronic transmission delayed by communication failure.' Below the dropdown is a 'Make C' button. At the bottom of the dropdown menu, there is a note: 'Modification of trip data due to mechanical failure, schedule change, availability, or other. Reason documented and on file.'



Points of Contact

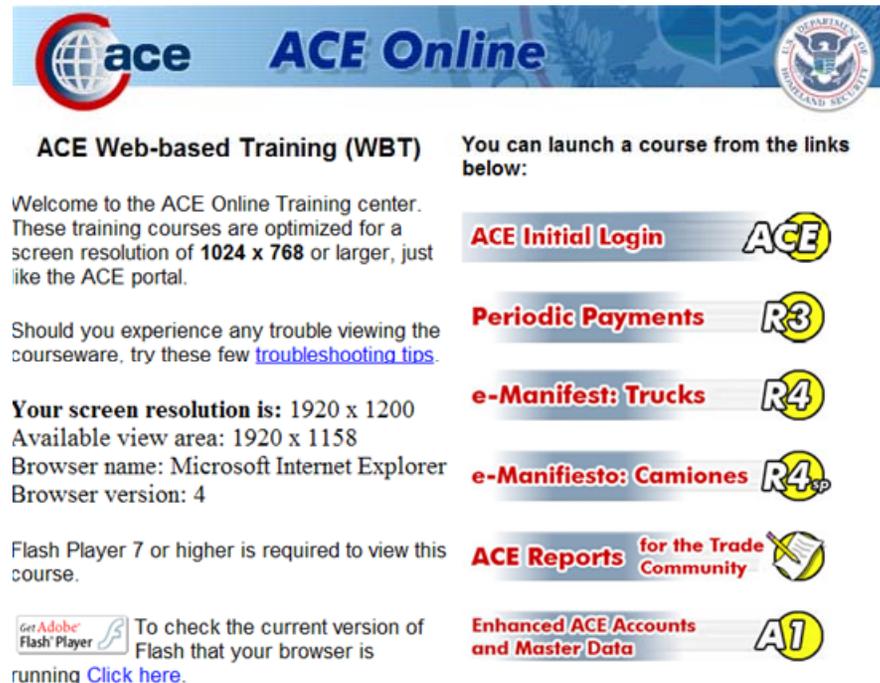
Technology Support provides technical assistance, responds to log-on issues, etc., and is open 24-hours, 7 days a week. Trade callers, including callers from outside the United States, can reach the Technology Service Desk by dialing 1-866-530-4172. You can also send them an e-mail at ACE.Support@cbp.dhs.gov.

Bilingual support is available for Spanish speakers 24-hours a day, 7 days a week.



Portal Web Based Training (WBT)

The link for Portal WBT training is http://nemo.cbp.gov/ace_online/



The screenshot shows the ACE Online training portal. At the top, there is a blue header with the 'ace' logo (a globe with a red 'a') and the text 'ACE Online' in blue. To the right of the header is the U.S. Department of Homeland Security seal. Below the header, the page is divided into two columns. The left column contains text about the training center, screen resolution requirements (1920 x 1200), browser information (Microsoft Internet Explorer version 4), and a note about Flash Player 7. The right column is titled 'You can launch a course from the links below:' and lists six training modules, each with a red text label and a yellow circular icon containing a red letter or number: 'ACE Initial Login' (ACE), 'Periodic Payments' (R3), 'e-Manifest: Trucks' (R4), 'e-Manifiesto: Camiones' (R4^{sp}), 'ACE Reports for the Trade Community' (with a document icon), and 'Enhanced ACE Accounts and Master Data' (A1). At the bottom left of the screenshot, there is a small 'Get Adobe Flash Player' button and a link to check the current version of Flash.

Questions?

For full participation requirements and other program details, please refer to the various Federal Register Notices which can be found under the Federal Register Notice link on

www.cbp.gov/modernization.



**For more information,
visit “ACE: Modernization Information Systems”
at www.cbp.gov/modernization
or send an e-mail to: CBP.CBPCSP0@dhs.gov**

