

# TSN PLENARY SESSION

September 22, 2011

## **e-Manifest: Rail & Sea (M1)**

**James Swanson**

Director, Cargo Automation Coordination  
Office of Field Operations

**Michael Young**

Vice President, Process and System Services  
OOCL (USA), Inc.



U.S. Customs and  
Border Protection

# James Swanson



U.S. Customs and  
Border Protection

September 2011

2

# e-Manifest: Rail and Sea - CBP Benefits

## **Replaces ACS vessel and rail manifest processing.**

- A consolidated view of rail and sea shipment manifest and entry data at the bill of lading or container level will facilitate the identification of shipments that may pose a risk and expedite the pre-arrival processing of legitimate cargo
- A three-dimensional view of conveyance stowage plans will allow un-manifested containers to be quickly identified.
- Enables CBPO to place and remove holds at the conveyance, container, master bill as well as “House” bill level. ATS has been amended to support this as well (Container Holds disabled during implementation)
- Client Representatives, and other authorized users, will be able to view on-line, side by side comparisons of Bill of Lading versions to aid them in their trouble shooting and analysis tasks
- Provides access to new Multi-Modal Manifest reports and a Shared Report folder to both trade and CBP users.



# e-Manifest: Rail and Sea - Broker and Importer Benefits

- Brokers will have the ability to:
  - Run selected In-bond, Bill of Lading, Manifest, and Equipment reports.
  - Save reports to a Shared Folder for use by others within the account.
  - Create and maintain rail line release entry banks.
  - Receive broker download messages from carrier.
- Importers will have the ability to:
  - Run the MMM-9022 – BOL Status Report.
  - Save reports to a Shared Folder for use by others within the account.

# ACE M1 Deployment

- M1 will be deployed in parallel with existing AMS processing. It is fully functional but will have limited users
- 9 Trade Partners are certified to transmit and are being prepared for this transition within the next weeks. CBP is working actively with these partners for this transition.
- Trade Reports are coming online and user guides and training will be out shortly.
- CBP will deploy the new M1 User Screens to 3 ports, Baltimore MD, Buffalo NY, and Brownsville TX within the next few weeks. Training and deployment activities have begun.
- Additional trade partners are encouraged to begin to certify now and will be transitioned to ACE when ready.
- Additional port deployments will occur once the pilot ports are successful. The deployment strategy involves supported deployment to direct arrival ports first.

# M1 Mandate

- The M1 Pilot with limited deployment expected to complete in January 2012 with CBP full acceptance of system.
- CBP will publish a Federal Register Notice announcing that ACE will be the only CBP approved electronic data interchange (EDI) through which rail and sea manifests may be transmitted.
- The notice will also announce a six month timeframe for the transition to ACE and the decommissioning of the Automated Manifest System (AMS) for rail and sea manifests.
- CBP will monitor system performance and trade transition statistics and assist all trade partners to become certified and successfully transmit data during that timeframe

# OOCL (USA), Inc

Michael Young



# Trade Testing Participation

## Current Implementation Process:

- OOCL one of initial (Early Adopter) test partners
- Different protocols applied this time around (Best Practice)
  - Initial testing flat files sent to CBP to conduct off line integration testing before release of Cert environment
  - Communication through email on Trade Manifest info and ACE Response messages
  - Flat file testing allowed better visibility (pre testing) to evaluate potential issues / changes
  - Number of issues were identified – on both sides
  - Changes made – and updates applied to IGs
  - Test files included – complete manifest, vessel arrival / departure, IT/TE/IE BLs, ISF, Broker downloads, SNP capabilities etc.



# Trade Testing Participation – cont'd

## Phase 1 - Early Adopter Physical Testing:

- Live testing through ACE Cert environment:
  - Followed 5 stage structured test plan – with defined scenarios
  - Provided controlled testing and evaluation of System and Trade capability
  - Excellent dialogue through Client Rep and CBP with clear follow up
  - Number of issues identified – mostly system behavior and Technical set up – FIRMS, BAPLIE, SNP, PGAs...
  - Live transactions – processing in both directions
  - On going test process after completion of Structured tests

# Trade Testing Participation – cont'd

## Phase 1 - Early Adopter Physical Testing (Cont):

- CBP set up coordinated weekly meeting addressing all O/Standing issues
- Provided more effective sharing of information between Trade and CBP
  - Extending better understanding of issues / Solutions raised by other participants
  - Free flow testing capability with open environment allowing more diverse / thorough testing
  - Helped “flesh-out” system capability and to identify any potential weaknesses
  - Some variances in “controls” within ACE, not apparent in AMS (HAZ)
  - Ad Hoc meetings to address any critical issues identified – enhancing ability to address quickly



# ACE M1 – Internal Changes Needed

- Internal system changes necessary to support ACE M1:
  - Capability to handle additional SNPs
  - Broker Download facility
  - Vessel Arrival process – Manifest vs. BAPLIE
  - HAZ cargo Handling
  - Handling capability of container level Holds (Not to be implemented until cargo Release)
  - Capability to handle PGA holds



# ACE M1 Benefits Gained - Trade

- Increases the number of possible Secondary Notify Parties to 25
- Extends “broker download” functionality in the sea cargo environment – better visibility for all
- Arrival of all bills that are associated with a Vessel Stow Plan when the Ship Operator or CBPO report the arrival of a vessel
- True visibility on which PGA has held merchandise and the reason for the hold

## ACE PORTAL

- Provides the ability for the carrier to create and maintain trade partner authorization to use custodial bonds
- Allows for the creation and maintenance of conveyance (vessel) data
- Provides access to UN/LOC code reference file
- Provides access to rail and sea carrier reports –Open Bonds, Misused Bonds, etc.



# Summary

## Confidence Level:

- Process applied for the 2011 migration exercise more comprehensive and better structured
- Pre testing and Early adopters planning are “Best Practices” that CBP / Trade should ensure followed in future
- Communication much more effective
- With no major issues still to be addressed, from all partners, and CBP, - high confidence level that this release of ACE Platform will be effective
- Plan to go live effective October 2011

# Questions?



U.S. Customs and  
Border Protection