# Commercial Customs Operations Advisory Committee (COAC)
## (Export Subcommittee, Export Manifest Working Group)

February 2018

U.S. Customs and
Border Protection

**Action Required:**
- Informational Only

**Background:**
- The Trade Act of 2002 requires the electronic submission of the export manifest data in all modes of transportation, from the party with the most accurate information.
- The parties maybe carriers, freight forwarders, or non-vessel operating common carriers. Additionally, CBP is allowing service providers and software developers to participate in the pilots.
- In 2015 CBP announced in the Federal Register the three export manifest pilots for air, ocean, and rail manifests. Due to OMB rules only 9 participants were allowed to initially were allowed in each pilot.
- The export truck manifest pilot was viewed as being very operationally complex. Thus CBP delayed announcing a truck pilot until development of the next generation truck inward manifest has been developed to allow for alignment within the mode of transportation. .
- CBP established a truck manifest working group to identify elements for the truck manifest and to identify operational issues that might be associated with the submission of a truck manifest.

**Issue:**
- CBP announced in the Federal Register on August 4, 2017 the expansion of the air, ocean and rail electronic export manifest pilots to allow additional participation by the trade.
- The Truck Manifest Working Group made 17 recommendations for the truck manifest pilot. The recommendations are being evaluated for inclusion in the proposed electronic truck manifest pilot.
- Currently there are a number of carriers and service providers submitting their export manifest electronically. OOCL is submitting their manifest for all ports electronically. The other carriers, while submitting their manifest at a limited number of ports.
- There are five rail carriers either in production or working on certification of their software to submit the rail manifest. There are a total of nine major rail carriers taking cargo out of the United States.
- A truck manifest pilot is anticipated sometime in FY 2018.
- CBP is evaluating the data elements being submitted and the timeframes for their submissions in the air, ocean, and rail manifest pilots.
- It is anticipated that the Notice of Proposed Rulemaking will be published first to modify the regulations to require the electronic export manifest for rail carriers to be published first in FY 2018.

- CBP has yet to have any air carriers participate in the electronic export manifest pilot. However an number of Indirect Air Carriers (freight forwarders) participating in the air manifest pilot.
- Requests for national or regional targeting only via a CEE or a NTC-C entity are being evaluated. While national targeting by the NTC-C and automated system targeting will be part of the targeting efforts, local targeting will also be part of the targeting efforts.
- The working group has discussed the idea of alternative examination sites in lieu of the port of export. That concept will be tested as part of the pilot when developed as a business process.
- Working group members have requested progressive filing on the electronic export manifest. The regulations would have to require that the carriers and the Non-vessel operating common carriers/indirect air carriers be required to submit their portions of the manifest early with next level carriers submitting master bills within timeframes. There have been discussions around conveyance level submission of final manifests and departures, especially for air carriers, post departure but CBP has requested prior to departure within reasonable timelines or no time specified.

### Next Steps:
- Continue expanding pilot by increasing number of participants in current modes.
- Continue working to develop a Business Process document based on input from the COAC working group and experiences identified during testing. An outline of this document has been developed and relevant input from COAC is being ready for insertion into a draft.
- Begin development, based on Business Process document and statutory authority to begin crafting draft regulation changes to support mandatory utilization of export manifest for all modes.

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