Hello everyone. Thank you for joining us today. We are going to give folks a few more minutes to come into the webinar. So please continue to hold. We will start in about two or three minutes. Thank you everyone.

Welcome everyone to our webinar today. A few housekeeping items before we get started. First and foremost, we appreciate your patience as we waiting on an answer of funding last week. We very much regretting having to cancel the session and recognizing the importance of the information that we needed to get out to you, we decided a webinar would be the next best thing. So we are looking to – in addition to this webinar – covering PGA message set piece as additional webinars following today's webinar.

In today's webinar agenda, we will be covering ACE Program Updates, Post-Release, including entry summary and accounts, Arrival, Cargo Release, and then Manifest, both import and export. As I mentioned previously, we plan to cover the PGA sessions, um, in a separate webinar or webinars the following week. Please watch your CSMS messages. Um, we will certainly send that information out as soon as possible.

A few reminders before we get started. Audio will be made available through your computer speakers and conference call line. If you are calling into the conference line, please be sure to mute your phones. We have set up an additional conference call line, so if you are experiencing difficulties dialing in, please hang up and try using one of the alternative numbers. Information is provided on the screen in front of you. Closed captioning will the made available during today's broadcast. A transcript will be posted along with a copy of today's webinar to our website on cbp.gov. Due to the large number of participants, we will be muting all the phone lines during the webinar. If you have questions, we encourage you to ask them via the webinar tool.

Please feel free to ask questions at any point during the presentation using the Q&A pod located at the top left of your screen. Questions are not visible to any other participants, so it will not be an interruption to your fellow viewers. We will reserve time the end of each presentation to answer questions. We would do our best answers many questions as possible throughout today's event.

If you are having difficulty viewing the PowerPoint presentation, please be sure to turn off all pop-up blockers. When prompted, download and install the add-in. Close all of your browser windows to restart the browser. If you are unable to view the content after following those steps, try using a different browser such as Firefox.

And with that, we will open today's webinar. We are very lucky to have with us today Brenda Smith, Assistant Commissioner of the Office of International Trade, Deborah Augustin, Acting Exective Director of the ACE Business Office, and Tom Mills, Executive Director of the Cargo Systems Program Directorate, Office of Information Technology. And with that, thank you. Brenda, would you like to open for us?

Sure. Josephine, thank you very much and thanks you to all of you and welcome to the ACE Software Vendor Development Webinar. Uh, it's a, it's a mouthful. But we did want to say thank you and again I want to echo what Josephine just said and apologizing that we had to cancel the conference at the last minute on Friday. We thought about waiting until Saturday

morning or even Monday morning, but just in anticipation of individuals trying to travel over the course of the weekend, thought we needed to go ahead and make a decision about what would happen to the conference in case there was a funding lapse. But fortunately, we are out of the woods on that. And looking to go full speed ahead through the rest of the Fiscal Year 15.

I also wanted to say thank you for all of your questions, your comments, your participation, and your hard work collaborating with us as we move towards our May 1 and November 1, 2015 deadlines. Those deadlines – which have been out there for over 18 months – are a really critical, um, really line in the sand – and a major goal for Customs and Border Protection.

As you are aware, many many years ago, a former customs commissioner talked about moving into the automated environment and the charge he gave to the trade community was "Automate or Perish." But we, I think, are at a similar point now in the development of customs and trade community trade automation. The work that has been done by the trade community, by Customs & Border Protection, and by our colleagues in other government agencies is nothing less than phenomenal. We love it when we hear from our private sector partners: "you are moving too fast." That is a great – I think, a great piece of recognition. Not just to the folks at CBP, the subject matter experts, the developers, the testers, and those who work within the ACE program, but also to you, your clients and your colleagues in the trade community, who have been working with us for so many years. But really in the last two years we have seen everybody really stepping up their game.

It's been a very exciting project to watch. We are also seeing great benefits coming out of this. Some are actual and some are anticipated. As we move towards really full automation and modernization of some legacy processes, and as we start to be able to take advantage of the single window.

It is not only a great thing for the United States, but I think for customs processes in general as we look at our role really on the international stage.

I do wanna encourage you to stay tuned into all of the information the Customs & Border Protection is putting out there. Between the website, the CSMS messages, the webinars, it is a lot to take in all at once. But I know you all are very used to the detail that is provided by the program. It's a lot to keep track of. It's also a very ambitious timeline. But I will tell you now, we are not – come hell or high water – going to back off that May 1st or November 1st deadline.

We've got some great support. We know that there are vendors, importers, brokers who have been able to make the transition successfully into ACE, filing close to 100% of their entries and entry summaries in ACE. And so we are looking for all of the rest of the trade community to come along. It's a big ask. It is a particularly big ask of the software vendor community. We have done a lot of planning over the last year or two to make sure that we have a very good understanding of what is required to make those dates work and make sure that ACE is up and running in supporting the trade process as we intend it to.

What we have really recognized with increasing frequency over the last few months is the critical role that has been software vendors play in the supply chain. Particularly the supply chain that depends on an automated commercial environment.

What we would strongly recommend – can't really require it – but I will tell you that our support will really be behind those vendors who are able to work towards certification for filing entry or – sorry – certification of the software that supports the filing of a both entry and entry summaries in ACE by April 30. It's only 60 days away – actually, it's slightly less than 60 days away.

It comes up really quick. But I know you have been working hard on your software. I know you've been testing, I know you've been asking questions. You have been looking at the implementation guides. And what I would offer to you is if there are any other pieces of information, conversations, testers that you need from us that we can provide, please ask. Both Debbie Augustin and Tom Mills who will follow me in his presentation, are doing just yeoman's work in leading the program for the deadlines in Fiscal Year 15. And they are always available to you, happy to work through the technical issues and the technical support that we can provide as you work with your clients to meet the deadlines.

So again, I want to say thank you. I want urge you to keep going and keep moving. And we will look forward to celebrating at the end of the year. Thank you.

Thank you Brenda. Debbie?

Thank you very much. Good afternoon everyone. My name is Debbie Augustin and I'm the Acting Executive Director for the ACE Business Office. And I would just also like to thank all of you out there for participating in today's event. As has been said already, we fully recognize the important role that the software vendor community is playing in the successful implementation of the automated commercial environment and value – and we value that role and we're certainly committed to providing support and information and resources to better enable you to do the hard work that you have at hand in order to support the implementation effort. So again just to thank you to start things off.

And then as was mentioned too, we appreciate your flexibility. We set up this webinar as a mitigation to the event that we have to cancel -- but would be interested in your feedback going forward certainly to see if there's any outstanding information needs after today's session, and if there are any requirements for repeating this session or supplementing it with additional webinars. We'd certainly welcome that feedback as well. So thank you for that.

I know most of you are here to really get into the details about the capabilities that are being deployed. So I don't want to take up too much of your time. I did want to give you quick program update so you can kind of get the big picture view of where the ACE program is at this particular point in time.

So on your screen I think we see the dates that are hopefully very familiar to everyone by now. We have a few dates for the ACE transition. So looking at the mandatory dates, May 1st our first upcoming mandatory filing date for electronic manifest, which is only two months away. So in addition to the normal processing in the air automated manifest system or AMS – CBP began processing air manifest data in ACE in January of this year. In the near term, CBP will initiate air manifest testing with limited group of trade users. Not all trade users will need to undergo testing but upon successful completion of limited testing will notify all impacted users that they can begin working with their client representative to conduct certain testing for air manifest.

Note that only those carriers that are making code changes in support of the May date are those with specific scenarios that they want to test should undergo the CERT testing prior to May. Air carriers in one of these categories will be contacted by their Client Representative that they need to undergo this testing.

CBP is encouraging all importers and carriers to review the implementation guides and listed changes to make sure that they are in compliance before the transition to ACE as the system of record for air manifest. Our current air manifest technical standards and documentation is located on CBP.gov and for details on the updated header format, please access the published Appendix D, which is published also on CBP.gov. And details on message set changes are included in the update on the air manifest changes which is also located on CBP.gov. So if you haven't figured that out already, that is really our go-to source of information, for the trade.

And then coming up in November: on November 1 -- that is our big date for mandatory filing of electronic entry and entry summaries. That -- it is only eight short months away. CBP has published draft implementation guides for all of our November 1 mandated capabilities. And we are working actively right now with PGA community to ensure that their implementation guides are posted in the near-term. So we know that is a big area of interest for the trade and for the software developers community, and so that is one of our priority focus areas right now. And hope that by next Wednesday's webinar we will have a good set of information for you to review and to ask questions.

We have committed to having working code in the certification data environment by the end of the increment by which the functionality is built. So for us here on the program, that is increment nine and increment nine is underway. We are looking to have that completed in time for certification. Our target is for the May timeframe for deployment into the production environment by June – I think it is 26 or 27 – 27, ok. So that is our commitment and we're certainly doing everything and actively monitoring and managing that to do what we can to meet those deadlines.

So just a reminder that as of November 1, entries and entry summaries will no longer be accepted in ACS. And – uh, but we recognize that PGA integration is a huge part of this deadline. And so just a reminder here that entries and entry summaries with PGA data will only be filed in ACE it is part of an existing PDA pilot. So we are working right now actively with the PGA community to roll out pilots and put more information out there for you in the trade community as to what the upcoming pilots are, cause we know that is important engagement effort for you, and we will continue to provide the best information that we have as that unfolds.

And then just another point of information. So we were also targeting the April/May timeframe to publish cargo release business process and policy document, which will be similar to the entry summary business process and policy document that was published previously – so this should give everyone more visibility into more of the operational aspect of how ACE will work in an operational business practice environment.

So moving on to the next slide. I won't spend a whole lot of time here. This information is also available the website. But this is just the conceptual view the progress that the program has been making and the capabilities that are now in ACE.

So more than 90% of our import manifest functionality is now in ACE. I think as you all probably are aware, all of the electronic truck, ocean and rail manifest must already be filed in ACE. And our air airport manifest was deployed to production back on January 3. So right now we have got air import processing which began in January. And for import air manifest in the near-term we will be initiating our air manifest testing for trade users.

Then moving on to core cargo release processing capabilities, we about 70% there delivered in ACE. Air cargo release processing for CERT air, ocean and rail cargo are now available for use. In the January 3 deployment expanded entries that are eligible for ACE cargo release that include any dumping, countervailing duty entries.

And then following the January deployment, we're expanding cargo release to include truck shipments. Cargo release for truck shipments to include inbound and partial shipments was delivered to production back on January 3. And we have had successful cargo release entries with inbonds that's been filed and received.

In a post-release environment, we have more than 60% of those capabilities in ACE. Entry Types 01, 03 and 11 can be filed in ACE, which represents about 99% of our entry summaries filed. And then we're continuing to do the work on the entry summary validations, which we know is a top priority for the broker community.

More than 60% of export processing functionality has been deployed into ACE. And then, as mentioned, we are continuing to focus on the single window activities to make sure that our partner government agency has been brought into ACE.

Uh, next slide. So this is information on the successful completion of ACE deployment D, and looking to my partner here Tom Mills to elaborate further on what we have delivered in our January deployment.

Sure, so January 3rd was actually a big deployment for us. Specific importance here. We added fixes for the certified from summary filing for cargo release. So now certified for summary is actually available for filers in all modes of transportation: air, ocean and rail. All the IGs are posted on CBP.gov as well. We do ask that all filers work with their client reps to test the capabilities prior to filing certified from summary transactions.

One of the other big changes we made -- certification environment now is stood up for all components of what we called legacy ACE as well as new ACE – and now there is a permanent certification region available. So in the past we did have some issues making sure that we have the standings up and available for everyone that is now gone away -- we are working to agree with reps that we can test with every guys ready in that.

Extension cargo release to truck shipments -- as Debbie mentioned earlier -- and then a big release around inbonds. So I know more than 22,000 ebonds have been filed since the January 3 deployment. And we have gotten some great success stories, including confirmation approval of ebonds as low as 30 seconds. Prior that I knew it took 3 to 5 days. Based on response -- responsiveness of the paper and get anything back and forth.

So that was a big deal for us is working fine. And again, just as we did with the sureties and the surety representatives, again work with your client representatives for testing and certification regions.

For import air manifest I think Debbie covered most of that. We will be opening up to a limited set of testers. Really we haven't changed the mechanism by which we receive data. I think if you look at the slide, we will be forcing some of the validations around data submitted to us a little bit more. So responses may change based on enforcement of some of the validations on inbond air manifest transmissions.

Again as Debbie has mentioned, ACE will be the system of record for air manifest on May 1, 2015. For export -- ocean and rail manifest, those will be available once pilots are initiated. And an FRN is posted to open up this pilots. And on the PGA integration, again as Debbie mentioned, as PGAs start adding their IGs, we'll work to make sure that that code is available and in certification so that you can test with us on the PGA data as well.

So that was a big thing for deployment D, our January release. Looking at the horizon, you guys know that we are still using agile – it is still 100% agile over here on software development. We are sticking to the quarterly release schedule. And we are looking to have that core trade processing feature in ACE completed in the June 27 timeframe for entries and entry summaries. And then the goal to have no legacy processing by the end of 2016.

Between now and the end of 2016 we have three major deployments left. And note that the second release of Deployment E has been to July 27th instead of July fourth. So typically we don't deploy code over holidays, so we just moved it to the right a little bit. And as Debbie mentioned the code that is going to -- the code for all the stuff that you see on the June 20 and the June 27 release will be in certification for testing with you guys in the early May timeframe at the end of our development.

So the next one -- technical specs for our functionality in November. So the draft I think Debbie had actually already mentioned this. But the draft chapters for CATAIR IGs are met before the November 1 date are actually already on CBP.gov. And the picture there is just kind of where you would find it on CBP.gov -- if you have any issues, again work with your client reps, and actually you can work directly with us over on the IT side or to anybody on Debbie's side, and we would be able to addresses questions as well.

Did you want to go into the ACE adoption?

Thank you Tom. Great. Yes. So here we are to sharing a little bit information on ACE adoption. In addition to delivering the capability, we know that a big part of success of the program is to make sure that the trade is using the system, as well as making sure that our partner government agencies are ready and doing what they need to do as well.

And I know – keeping an eye on the questions I think there are couple questions already popping up about PGA readiness and so if you have questions along those lines, please go ahead and continue to submit them. I would like to just say that for next week's webinar which is gonna be focused on the PGAs, we will respond to all those questions as part of that forum and then by that time we should really have a definitive information for you in that regard. But

please take this opportunity to ask us those questions now so we can be prepared to address your interests in full next week.

But regarding the ACE adoption report: so we have -- as I'm sure you're aware we had extensive outreach effort. Our client reps and our ACE ambassadors are continuing to reach out to filers to see how we can assist and support efforts to get on board with ACE. We've got a number client representatives in our audience today. And everybody recognizes the client rep division as just an integral part of our onboarding efforts.

Within the ACE program office we actually have division that is focused solely on client representative activities. So this is just a priority area for us with the intent of certainly providing support out to our trade community.

So as we approach some of these key deadlines that we talked about just a few minutes ago, I just want to -- to remind everyone about the importance of communicating with your client reps, and this is a good resource for you as well as information that's posted on our website. So please keep them informed if you have any questions or issues as you are going through you testing process andd further into the implementation effort. That helps them stay abreast of the trending issues. It also helps us build a knowledge base to inform the program about ACE usage and any adjustments we may need to make on our end to respond to any of the systemic issues that are being identified through these communication channels.

So just a couple highlights and talking points on the adoptions statistics. The number of our filers and portal account users is continuing to increase. At this point now we have processed over a million cargo release entries which is a great statistic for us. The entry summary rates are also continuing to rise. Right now we have 90% of our software developers who file entry summaries are certified to file them in ACE. So if you are among those who have not yet begun transitioning to ACE, I think – as AC Smith had discussed at the top of the webinar -- the time is now – we are really in the final stages of getting ready for the mandatory May and November dates. So anything we can do to support your efforts again please reach out to your client reps, if you need assistance there.

So to wrap up with respect system readiness, we had done some significant testing to ensure ACE is ready to handle the volume of trade processing that is needed on November 1. I know that's been a comment that's come up in the past – as to whether the system can handle – or the bandwidth can handle – the anticipated processing, and so we are looking at that and continued to remain confident that we are in good shape in that regard.

So our development schedule in total allows for completion of the core trade processing capabilities by 2016. We've had a series of successful planned deployments completed at this point time and we are on track for the next deployment, which is coming up in April. And then as Tom mentioned, the last deployment for the November deadline is going to be at the end of June, which will give sufficient time then for folks to start implementing and filing leading up to the November 1 mandatory date.

And then we're going to continue, as you know, to develop the capabilities beyond those required for November and that's continue through 2016. And then for the non-core capabilities, that will continue post-2016.

So I think the biggest lift there will be really transitioning up to the ACE cargo release – the SE messages as well as the ACE entry summary and AE message -- that will be a big lift for you guys transitioning onto that. We are ready to even start as soon as you are available, start working through your client representatives to do the testing now. So I would encourage as soon as you are available to it that testing done.

And as far as how it relates to the rest of the features and capabilities that we listed on that June 27 date. A lot of these things are just extensions of the data that you are transmitting to us. So again I can't emphasize as soon as you can get into actually get in and test off that baseline of features we have now, the better off you are. And we have made progress on our and to make sure we stand up to that dedicated certification environment so that we can make sure we can respond to your guys's testing requirements as well.

Great. So I think -- thank you for allowing us to do that update. And know I think we're ready to just jump right into the meat of the webinar. Next up is Monica Crockett for the post-release portion of the webinar.

[Pause]

Hi everyone. We have making great progress on the post-release side, uh, marching forward to our July date. Teams have been very busy. You will hear from the various capability owners or product owners to ensure that you get the correct information for what is going on with the teams. Make sure that you send in your questions. So we are all here. We can answer your questions. And I will allow Virginia McPherson who is the capability owner for the teams that are handling the transition of the remaining entry types for ace entry summaries -- So I will turn it over to her so we can go ahead and get started and kick it off.

Great, thanks Monica. The first slide that we will look at is what is coming up. What is coming up in the June deployment. So the first thing in the June deployment is the re-factoring of entry summary types 01, 03 and 11. This does not have an impact on the trade – this is internal to CBP so we are moving all of our items onto the same platform. So right now entry summary is on a separate platform from cargo release and exports, and now we are putting them all together.

And it is a big impact on the CBP users and how they are going to be doing entry summary. The next thing being supported in June is non-ABI entry summaries, so our ability to be able to take in summaries that are not filed through ABI.

We will be opening up all of the remaining entry summary types that currently come in on the AEI system. This does not include massive duty referral recon at drawback, as those three entry types do not come in on ABI today. They will be [Indiscernible] remote location filing. In the June deployment. And so once we get to October, we are looking at bringing on statements. I am not going to commit to an October 31 deployment. In order for statements to go live, we are dependent on collections and we aren't 100% certain on the timeline for their deployment.

Quota master data processing and the ability to conduct a quota query in ABI will be available in October.

So for RLF, one of the things we want to bring up is that there will be a change in how the invoice is submitted. So today in ACS, the RLF invoice comes in on an AII. Going forward, in ACE, there were not the separate system for submitting invoices associated with RLF, so on any other 01, 03, or 11 entries, the invoice is submitted via DIS, the RLF for entries going forward will be the same submission process. So if an invoice is requested, DIS will be the option available for submitting that invoice.

So on the next screen we've just provided a listing of the CATAIR changes. I'm not going to read each change to you. They are certainly available. There are two big changes in the CATAIR: so anywhere where we have the restriction that we could only file this data if it's associated with an 01, 03 and 11, that has be removed to be able to file all of the data entry types. And there are a number of places where we had a note associated with that record. And again it only applied to the data elements relevant to types 01, 03 and 11. It will no longer be with you deployment. Will be supporting all the entity types except active-duty referrals, recon and drawback, which will come at a later department deployment.

So before you move on I see a couple questions popping up and just want to clarify before we jump into quota. Again for those who may have missed the beginning regarding factors 01, 03 and 11: that is internal – they will have no impact to trade. That is just with CBP on where and how we will display the types of one, three and 11. So as we transition to the new platform, want to make sure everyone is available there. No impact to you guys on how you have been submitting already; you will continue to do so.

For DIS -- and the invoice. So yes that is an option and I do see a question. Your statement is correct regarding the action identifier. If you have it then yes, you may use the portal for upload. So we will have the option of portal upload for invoice or sending it to DIS. Yes, the action identified can go both ways.

So let's move on to quota processing. And Brian Lewandowski is here to talk to quota processing and notifications that will be coming up soon for our October deployment.

All right. So with quota, we are looking to automate the quota process from what it is today. Basically right now there is a lot a paper time stamping at the ports. No paper entries; keying in of data etc. What we are moving to in ACE is looking to automate the process for taking your ABI transmissions and allocating those against the portal module and automating that process.

In order to support that, there has to be some messaging back and forth between CBP and the filers. So what you're going to see for the June 27 deployment are the changes in the CATAIR that will support that messaging piece. Again as Monica has said, we are not looking to have the quota allocation piece fully deployed until October. You'll be of a file quota entry types – or entry summary types rather. But the messaging piece will be in place.

So again, it is pretty straightforward what we have done here. There will be a message status for quota processing that will include the verification message. Q for quota accepted. There is an entry summary notification message, this will identify whether there is a status issue, as well as a reject. And lastly, some clarification at the line level -- what exactly the issue is. If you have that quota type or a rejection on it.

So again this is really all in place to support that eventual deployment of quota processing in ACE for October. But the basic quota box will be in place in June.

And I don't know if exactly have any questions have queued up on the screen here.

So -- for everyone's awareness -- we are seeing the questions are coming in. We're going to give the speakers fro ESAR an opportunity to go through their site and then we will read to the questions after everyone presents.

I will continue all statements. So the main thing with statements is basically consolidation of features is what I would say here. The daily and monthly statement record formats are being aligned. So that's basic consolidating those. The current statement update functionality -- is also going to be implemented. And then we are looking at the debit authorization payments and reroute functionality and consolidating those each into their own single applications.

So really what is happening the statement is just consolidation of features and functions in a logical way. And statement work will continue through the rest of the year as the entry types are deployed, developed and rolled out.

So a lot of questions have come in prior to this conference regarding DIS. And you guys were inquiring about us continuing to do presentation on DIS. So I have a few slides here, and I will make it brief because we will have ebond to follow. But just to give you an overview of what DIS is and hopefully to clarify ways of transmitting your document.

So the document image system is a repository for documents. It gives CBP nationwide visibility into documents to anyone across the country with CBP will be able to view the documents. Our PGAs will be able to access DIS and view their documents – only their documents that they have jurisdiction over.

So it is a system. It is just a repository for documents. We do not transmit DIS - we transmit to DIS. So ways in which we can transmit -- is either electronic or email.

So if you're sending it electronic, you're sending it via XML payload. Either secure FTP, secure web services or existing ABI in the queue. If you're using your existing ABI MQ, that is the fastest way to get on sending via ABI because you have an existing MQ.

We are aware of the hurdles you have to go through to make sure certain things are opened up so that you can finally transmit. We understand the technical challenges. But if you have an existing MQ and you want to use that, that is the quickest way to come on to be able to send documents via ABI.

We also have email. So DIS again is just a system. You can transmit to it electronically or you can send emails. We have dedicated email addresses that you will send to. And the system will digest that email, take in the data and upload those documents that are available for CBP to view. When CBP users are in the system viewing the documents, it does not look any different. A document is there or a document is not there, whether they came in electronically or came in via email.

The challenge with email is that you are limited to 10 MB. So if you have a large document or multiple documents to send, you would have two break it up into multiple emails. You would still send it via email. You tie to the transaction. So if you're using an entry summary number, every email will be tied to that entry summary number. And in the system, makes no difference to us. We with the all of those attachments attached to that transaction. But that is a limit to email – that you are limited to 10 MB per email that you transmit.

The metadata that you often hear us talk about is necessary. It becomes critical especially with email so that we can tie it and link it to the proper transactions – but that is all that metadata is there for: it tells us to send it. It provides what transaction, whether it is entry summary number, the bill number, the cargo release entry number. It tells us where it is coming from, who sent it, and who to tie it to. And that is the metadata that we used to display to users so they have a little bit of information to support the documents that are there.

Request for documents. A lot of discussions, a lot of questions have come around regarding – now this is on the post-release side only, I am not emphasis on the post-release side only – I am not speaking to Cargo Release, I am not speaking to unsolicited documents that will come into play with PGAs. When we send request for documents – that would be your UC2 message, which is docs required – or UC3, you can send that via the portal or via DIS. Either way. You can choose which way you want to send it.

Now that is with those responses only, and CBP users should update ACE accordingly by marking the documents received box in the actions section of their system which should generate a UT7 message to you acknowledging that we received it.

I know this doesn't always work. I understand a lot are having issues with some of the guys are using DIS; our users are not quite sure where they are looking for documents. We're trying to resolve a lot of that as far as on the training end, to make sure that they understand for post-release, documents to be updated via the portal. Documents could come in via DIS. And where they should look.

Going forward as you move to the new platform -- and the new look and feel for entry summary for the internal users -- we're making it a whole lot easier and visible for both of them to know when a document has been sent to DIS. So I am hoping a lot of this will smooth over and resolve for our users. But yes you do have mechanisms by which you can send documents to DIS or the portal.

The forms that are supported – and this is based on the FRNs we have published. You have the list of forms via EDI and I have this separated out for cargo release – those forms that we support. Those can also come in via EDI or via email.

Now regarding email, we have pilots that are going on right now. And I have some information on the slides that you can access regarding the pilots for ACE cargo release. You can find information about that particular pilot if you are a cargo release participant and you want to send documents in that way.

APHIS Veterinary services: uh, we issued a FRN recently allowing them to come in via email. Further instruction should be coming soon from APHIS.

IPR also has a pilot, CSMS message is available there. The form is available for you to view if you are a participant for the IPR pilot.

NMFS pilot is also going on -- Dale Jones is our point of contact. If there are any participants who are interested, you must be certified to file ACR -- and I'm sure that's specific to NMFS.

The Mexican sugar export license pilot is out there as well. The CSMS message is out there. Expert manifest has also been out there for a very long time. We have the link there for you to get more information. And for the CEE participants, please contact your CEE for further information on what to do. They have been working with you guys very well on how to transmit those documents to DIS via email.

For access PGAs, you go through your ITDS PGA boarding procedures. And you can view the information on ITDS website. Trade participants, please contact your client rep, especially if you're coming on via ABI there are certain things that they have to do to allow you to transmit. This is very important for trade.

If you choose to send something via email – and I am gonna do my best so that when we hit July and on – that you will have your choice of sending it via ABI or email. I know everybody's not gonna be ready to send things – documents – to DIS via ABI. If you choose to send it via email, that is not something your client Repcan view or track down. Ok – here's the other risk around email – not just the size limitations – but it's not something we track – it is just an email. A lot of times we have issues with formatting. We have fat fingering issues. Something just not quite right -- but for email, it is a specific format. You have to hit the target for the system to digest it and display. If you're getting errors, please go back to the message. We will send out – once I get a chance to come up with like a generic email for all the documents – go back to that format. Make sure your format is correct or we're not getting it.

Your client rep cannot help you. I'm telling the client reps, if you call them and let them know you have an issue with DIS, their first question should be "how did you transmit it?" If it is email, your client rep cannot help. We'll have to be out what is the best course of action. Because of the matter of trying to look at your email, see what errors you have, have you correct it, and resubmit it.

I want to make it available for those who are not ready to transition to ABI. But I would love for us going forward to make that a goal, if you want to use DIS to go ABI because it makes life a whole lot easier. For the client reps, they're working with me – we're trying to transform the IG that is out there for DIS to the CATAIR format so it is more digestible for you so then you have everything in one place at one location and everything you need to know about DIS. We're working on it. I am targeting to hit that really soon. I think we have a good draft; it's under review, so give me about another month, we should have that out and posted for you guys.

And I think that is all I have for DIS. I will turn it over to John to discuss ebond.

Thanks Monica. Good afternoon everyone. So we're gonna talk a little bit about ebond and it will be a little different from other post-release functionality that we have talked about since

we've already deployed. But we need to make sure that everyone is on the same understanding with how ebond has been implemented.

Uh, just a little background for those who are not familiar with ebond. It is a electronic mechanism for the submission of customs bonds from a surety to ACE electronically to be stored and used for various downstream processes for which ebond is required.

We use a single transaction bonds and continuous bonds will electronically. eBond provides the single centralized repository for all custom bonds within CBP. And for those are not aware we did deploy ebonds successfully on January 3rd of this year. The benefits – um, we've been through these before – but the benefits we hope to realize it to get to a single mechanism for the centralization for ebond. So that the office of administration as the owner of all bond processing will have one single place to go for all single and continuous transaction bonds. We want to reduce paper processing and expedite release of cargo. We wanted to increase the traceability of ebonds for audit purposes. As many of you know, we had an audit findings that was opened against our signal transaction bonds processing that has closed as a result of – well, because we deployed ebonds. So we are moving in the right direction. We wanted to expand ebond issuance hours to the trade to be a round-the-clock type business.

What's out there the right now? Well, we have the ability to receive and process single transaction bonds, continuous bonds and bond riders electronically to the surety or surety agent. We have the ability to provide bonds status messages electronically to sureties that are designated as secondary notified parties of the bond. We did deploy the user in a voice interface to sureties in users -- we have the capability to choose not to purchase made in the ABI or the EDI portion of ebonds. They can still continue to send in their ebonds to Indianapolis. And Indianapolis will process those as they have, we have a new interface to put others in ebonds. And deployed user interface to all of our CBP users to be able to view the bonds within ebonds. We also deployed validations for ACE cargo release and ACE entry summary. As we build more functionality we will look to add more validations for the transaction side. We did start out just with cargo release and entry summary.

I will not walk through the process flow -- this is just for your reference. Many of you have seen this before so this is just for your reference.

The ebonds stats for the next slide, I actually have some updated stats for you as of yesterday. We have 25,893 new bonds that have been created by ebond, either in the ACE portal or electronically. 14,061 STBs and 11,877 continuous bonds. We've had 14,331 updates to bonds that existed prior to deployment – we refer to those as the legacy bonds; those were the bonds that were already existing in ACE. We have eight surety filers who are participating in ebond and are actively sending ebonds. We've processed 30,698 bond add update messages – those are our CB messages. And we generated a little under 300,000 bond status messages.

So the functionality is there and it is working – it is working very well. Its being highly utilized. And so that's, so that is really good.

So the rules. Whole separate section. So we have had some issues with the understanding of when bonds can be used and when eBond can't be used. Who could submit where and why. So we will try to go through those to make sure we are the same understanding.

So bonds can be put into ACE's ebond in two ways. They can come electrically from a surety or surety agent using a CB/CX message. Or they can be submitted via email by a surety or surety agent to be manually submitted into ACE to the Office of Administration. Bonds submitted that way are subject to the policies and procedures that are laid out by the office of administration revenue division. And those are available on CBP.gov to -- for those interested in participating in ebond in that fashion.

Authorized sureties again are only sureties or surety agents -- we do not accepts bonds from anyone who is not a surety or surety agents. As with all CBP EDI the use of the service center to transfer the bond is permitted to if you use a service provider, that is perfectly acceptable. And submission. We are very tight with who is allowed to send the CBP messages.

EDI format – we use the CATAIR format to use that both -- posted on CBP.gov. And is readily available. At any point.

So for continuous bonds, continuous bonds can be submitted in either way that we talked about. All continuous productivity type should be submitted to a bond. Using one of the two methods. If you submit a continuous bond to ebond, that transaction is valid for ACS and ACE transactions. The reason for that is, many of those rules were already in place prior to ebond development – that was part of the bond centralization effort that took place a couple years ago. So what we did was we just tapped into those validations. You can use the bonds in ACE previously for ACS transactions and for ACE transaction – so that will continue.

If you had bond on prior to eBond go live, that bond is still valid. It's just right now we are viewing it in a different place, but it is still there and still active and you can still file against that continuous bond.

The single transaction bonds are where we have a little bit of work to do. I told you guys that we had for 14,061 single transaction bonds that have been submitted to ebond. Of those, we have 1900 -- a little over 1900 – activity type 1s. 27 of those have been matched to entries. That is a poor poor number. Bonds technically in ebond have two main stages of life. One on file – when that bond has been placed on file and is awaiting transaction. And then once a transaction comes in, once that entry is filed that ACE entry -- we will run validations with that bond and that entry and we will set that bond to match. So that means out of all the single transaction bonds on there – out of all those 1900 Activity Type 1s, we have only been able to match 27 to ACE entries. That means there's a misunderstanding of the rules, so that's what we're gonna attempt to clarify now.

So single transaction bond used to secure cargo release should only be submitted to eBond upon filing ACE cargo release. That is whether you are filing a two-step process of ACE cargo release followed by an ACE entry summary or a one-step process of ACE entry summary certified for ACE cargo release.

Single transaction bonds used to secure cargo release filed in ACS should be filed using the current processes that are in place now. This includes ACE entry summary certified for ACS cargo release. They are separate instances we support the full filings in ACE. It if it is split between the two systems we do not support that for single transition bonds. And activity type

16 bonds, the ISF bonds – they should be input into eBond operating under the current procedures for ISF. So today, you get your ISF transaction number and you file your single transition bond using that number. You can file that in ebond and should file that in ebond. We do not have the same integration in place yet as we do with ACE entry. But we are going to work to get that type of integration in place so that the bond should be on file first.

Right now, it is the same methods to submitting the single transaction bond activity type 16. The same way that you use email is ink those should now come to ebond. Activity type 1A -- the drawback STBs, those should be filed using existing processes until such time a time when we get drawback developed in ACE. And that's scheduled to start in increment 10. Once drawback is developed and we integrate ebond into that, we be able to file those successfully in ACE.

All other single transaction bonds should be filed in eBond. And those are because as don't necessarily have time sensitive environments to release cargo. And they are not systems that we need that type of integration with. So all the other ones – OA has said file those in ebond. If the single transaction is filed incorrectly in ACE -- so for example, if you file ACE cargo release certified or ACE entry summary for ACE cargo release -- sorry -- and you didn't know and you file an ebond -- and you say oh -- my cargo release is in the wrong system. That is the direction OA has provided. That is direction we would like to move until such time we no longer have this bonds in ACS in the ebond will become mandatory.

We have several resources out there. There is a site on cbp.gov of that all-around bonds. Please utilize that information. There is a lot of good information out there. FAQs. There is a lot of good documentation from OA out there are the policies and procedures. Please go there and check that out. Any questions about continuous our single transaction bond should be directed to the bond team in Indianapolis. Their contact information is listed on the slide.

We have Colleen Clark from the Roanoke Group who's going to talk about surety perspective. And give a little bit of feedback and information around how they are interacting with the month.

So Colleen -- are you there?

I am here. Can you hear me?

Thanks, I appreciate the opportunity to present some of the statistics that obviously John has updated those for you today. And the successes. And the challenges with eBond versus paper bond that there is confusion about.

So just give you a couple of success stories. The system itself is working great. The messages are returning from customs eBond system - ACE system within seconds upon submission.

I looked at a couple bonds this morning and I saw one was submitted and was returned as approved – bond accepted by customs within five seconds. So the system is just fabulous. You're getting bonds much quicker than you have in the past. It's great.

So we can go to the next slide.

So far as these statistics are concerned, just looking at the data from February 19. Similar to what John has said. There were 1150 activities code 1 eSTBs. Sitting in ACE. And only 13 matches where an entry was made and it was matched up against those particular electronic single transaction bonds.

That leaves 1137 STB's that we suspect really should be paper bonds. Since there was no match to an entry. And they are not voided. They are just sitting there.

We also believe that these are for the entry method of filing ACE entry summary certified for ACS cargo release. For this method of filing there have been some old CSMS messages out there that many ports are enforcing and advising custom brokers to send an image of that particular bond for that method of filing to the ACE_STB@cbp.dhs.gov email address.

But I want to make sure and clarify that an image of a bond be emailed is not and never will be an E bond it is an image is not an electronic transmission data.

So we supposed to do with these ESTBs -- John had mentioned that they should be voided and a paper STB submitted. There is a CSMS message that was issued on the Feb 20th. It is number 15 000113. That explains what should be done. The invalid ESTB should be voided and resubmitted as paper bond at the port or through that email address -- wherever the port officials advises

For the brokers on this call, your surety should be -- surety should be reviewing all the ESTBs that they have sent to ACE your behalf. That are not voided or not matched an entry to help you really determine if it should be actually a paper bond.

-- Once they determine that they will void that and help you with a paper bond so that you can send it in for that particular transaction.

So John had mentioned also that eSTBs is required for only two methods of entry filing. The bottom line if the release portion is filed in ACE an electronic STB is required.

A portion that the cargo release portion is filed in ACS, then it is a paper bond. It is confusing. We understand that. And there will be two methods for filing single transaction bonds. Until November. When it is mandated that all entries be filed in ACE . But that is the major thing is -- if you that your cargo releases in ACE it is an electronic bond. Paper bonds are still required when release is made in ACS. I keep repeating myself. But hopefully that will kind of sink again.

We can move on.

As far as challenges for brokers -- we do know because we have had discussions with many brokers that have filed eSTBs where there is no entry match to it. So they believe that they are filing in ACE. But they are really not. So we really need the software vendors to help us educate the broker industry. So they know exactly where that entry data is being filed.

It is really not evident on the screen that they're inputting the data. They don't realize the background where that information is going. At least according to some of our clients.

So we really need that software vendor community to reach out to this customs brokers to ensure that they are aware of which system that releases is being sent to. Is it ACS or ACE? And remember there is very limited functionality in a very limited but limited functionality in cargo release at this point. You have certain ports which customs updated list of January 29. Allowed for cargo release at this point. It's limited to entry type 01, 03, 11s. And no PGAs.

And you know you're making an entry and it is not a port that is on the release -- cargo release part. And it is an entry type other than well -- one would be the main entry type. And there is a PGA involved you know it really needs to be a paper Bond. To the point also is for entry type 11. Entry type XI does not require a bond. Unless there is a PGA involved. So for any entry type XI there is no bond required at all.

Moving on now. What the surety industry is doing to prevent the improper issuance of the STB's . Is that were working with custom brokers to ensure the proper way of filing -- sending out notices. In the proper filing method. Programming our bond issuing systems to allow for the paper STB and eSTB's until ACE is required in November. So it is hard coded to issue a paper bond because so few entries are being made in cargo release using single transaction bonds. That the user actually has to change the method of filing to ACE. And there is a warning that pops up. That says "are you really filing this in ACE".

We are working with ABI vendors -- vendors to help them to communicate to the broker industry with the proper filing method. We're always trying to work with the surety industry working with ABI vendors and software vendors to have an electronic communication between the ABI system -- the brokers ABI system and the surety systems. There is an implementation guide that is posted on the customs website. There is a link to it. So until that communication is built, most brokers are using the internal bond issuance system.

Now just wanted to touch -- oh there is the warning. Your submit -- about to submit ESTB -- eSTB which is only for ACE cargo entry -- release entry. If you intend to file any portion of the entry in ACS you must file a paper bond. I did want to touch briefly on the next slide. The secondary notified party. This is a code, customs does have a document out there explaining exactly what that code is. With the ABI broker routing number. The port code plus the filer code and sometimes there is an office code attached to it also.

What we do that is if we haven't -- we will transmit that code on any bond record that is submitted to customs. So a broker or an SNP will receive notification through the bond status message CATAIR -- on any changes made to a bond -- whether it is the terminated any action that has been made on a bond that SNP will be notified as well as the surety company.

We also had requested the customs at the transaction type to allow for us to update a bond record. To add or change a secondary notified party number if there is a change to that broker on the bond. If a bond moves from one customs broker to another customs broker we will eventually to have the ability to electronically update that. That is on customs' backlog of eBond develop -- and I don't believe there's a timeframe to when that will be completed.

But in the meantime we can do is submit a request to the revenue division bond team to add secondary notified parties to existing bonds so those legacy bonds are conventions that have

been in effect for many years. We can update them. But it will be a manual process of revenue vision to input that information. That -- I do believe that's all I have.

Thank you Colleen.

We have time to run down through these questions -- there are a number that so we will get started.

Do we currently have the option to file ACE AE certified for ace release? After the successful certification testing you will be allowed to start transmitting. But yes that capability is there.

But you don't have right now is PGA connection and that's coming online and start reaching you next week or this week --

Thank you. For the second notified parties -- what port code is his -- is it the entry port of the entry? It is really whatever port code you want in your ABI routing code. So wherever you want to see that is the port code you should put in. But it has to be -- some of you have several ABI routing codes with multiple ports with your filer code. So you have to pick the one you want to go to.

So one question on the second notified party -- the question is the second notified code is generated a lot of questions among the brokers. Where is the document that you just referenced that helps explain the code to the trade? Should be on the bond website on CBP.gov of which the link is included in the slide deck. If it is not been posted yet it will be posted very soon. But that -- I can send it to Frank – to send out to the distribution as well -- with regard to Colleen's presentation she's stated that certain ports must file paper bonds and can you explain why in which ports.

John you go ahead. Go-ahead. I was referencing that there is only certain ports on the ACE cargo release pilot port list. Available on customs website -- 129. I think that's the most recent one -- correct. The deployment team has posted the current existing ports -- I believe it was a week or two ago.

The available ports -- don't have exact number but available ports for processing. Though it is some ports, not all of them.

Statement was made that all ebonds include for ISS are to be worked by surety or surety agents. No broker other parties can do this? Yes that is correct. Surety or surety agents.

By ACE entry summary entire DIA is email sorry this is a follow-up to another question you will have to buy the original question.

We have a major problem with the bond status notification. Using the B record to separate the data based on code -- port code because the transaction – because the BS transaction uses B records; this causes conflict.

Noted -- and if we get more information without -- and that would be helpful.

So let's take a look at that later.

Can we do eSTBs and file the single entry under RLF. So this is been a question that has been out there for a while. So while we originally hope that the point made be [Indiscernible] allowed to single process transaction bonds for RLF there's a number of changes outside of just our office. That are required to weigh in that have actions to take -- on the policy side. And for us it is a very simple change to allow that. But there's a lot of moving parts that we have to get lined up and those other actions have not been completed yet. So the answer is no can do right now. We're still pursuing it. We like to have that in as soon as possible. But kind of external to the office. But the additional dependencies that we have. You have a story for you. But the change vehicle created -- but we're kind of in a waiting mode.

We are seeing key changes in the draft CATAIR chapter for importer bond query -- why is that? The importer bond query was updated -- not was only the bond but other reasons as well. The main reason we updated it is because now on the bonds we are not hard to submit name and address. And so in order to provide information to anyone who wanted mailing physical address information to check their records before the file we updated that to include the physical address records. So that was the biggest change – there's a few other indicators of determination date. And determination date -- but it was updated in support of ebonds but also included a few other changes as well. And I believe that went to production on the Feb 28th. So that works just fine. Satisfied customer.

Can the ACE Cargo release email instructions also be used for ace entry summary certified for ACS? We followed these new exchange insertions last week for the ace entry summary and we were advised it was successful. And may have been successful because the entry summary -- so there is a match when you send in the information. To make sure but that is an existing transaction that you can't to send the document in the transaction doesn't exist. So although you may have been able to submit it. Right now we have no notification out there saying that you can transmit DIS via email for ace entry summary. Outside of the pilot.

So the pilots that I listed -- their instructions to support those pilots -- those are the only ways and reasons why you should use email. I am working on creating a generic format. Where we can use it whether it is cargo release or entry summary. But I don't have that posted yet. So I would advise you not to send it in via email. I would prefer that you send it in DIS that you send it via ABI. Or upload it via the portal and so we have proper instructions out there to support ACE entry summary email to DIS. Documents to DIS.

Where and how is the DIS transmitted into the AE record set -- meaning the linking of the entry summary filing with the DIS image. I didn't know if I can answer that technically. Guys who work on DIS are not here in the room. But they have validations in place to check the records to make sure that those documents that are coming in and to provide us with the transaction is a valid transaction. The best answer I can do right now.

Is there minimum amount of monthly shipments or annual revenue an importer must report to the filer code or do they just need to send a letter of intent to the local port? A letter of intent.

Was that the portal to get the DIS? Right now they don't have DIS available via the portal to trade. That is something that we would like to eventually get to. But we are not quite there yet.

Could the same ABI Queue be used for DIS text? Existing a VIQ can -- I would advise that you work with the client Representative. If you have existing ACE and ABI Queue you can.

When will you statements reroute and be insert? So the plan is April is April 2 get the code in certification.

Okay. Will quota be allowed RLF? So we're working with the office right now. The policy going is a continuous 01 03 and 11 we're working with the policy office to see what additional entry types RLF should be opened up to. DIS brokers have to use DIS ABI or any document that can be sent via DIS to be uploaded on the portal.

So they are different. The right now in working to kind of unify those rules. There are certain arguments allowed uploaded to the portal.

And for ABI you have to go according to the FRN's that have been posted to tell you what documents to go back to the slide. I listed all the documents that are allowed via EDI or ABI -- EDI it is a been announced regarding what can best type of email you have to go through the pilots -- I listed all the pilots out there. Right now -- at some point I would like to get to the point where all the documents that are allowed via EDI for email are the same list for DIS. I would have to work on uploads. The only reason upload will be a little different for PGA message to their certain validations where when a document is required they're checking DIS. They are not checking the portal upload.

So if they're checking DIS, the document has to be in DIS.

So that would be some rework that would be needed if the documents that are uploaded via the portal can be stored in DIS.

For -- for upload via the portal you have to have Action ID.

With DIS the action ID is not always required. Because you have scenarios where [Indiscernible] is requested the document be in place prior to release. I need to have documents in place for release. You may not have an action ID.

So that is why DIS right now would be the preferred method -- especially when you're dealing with cargo release issues. At some point I hope to align all of them. So there will be no question.

Will the UC1 be supported through November 1 or will June 27 be the hard stop date for use or UC1? We will get back to you on that one. That is an ongoing discussion with policy. With the requirement of not supporting the electronic invoice going forward, that is a question I have posed to policy. So we want the follow-up to find out what is expected behavior. My hunch is that it will behave like every other entry summary – the UC1 message will go away. But I need to confirm that with policy that that is the expected behavior.

For a. So we will be following up. And make sure so that proper notification as we clarify that.

Follow up question on RLF. We have clients who only have electronic invoice no paper is involved. What should we send DIS. So we are working with the policy office and we have made them there that that's out there that we have folks that only have electronic invoices. The policy decision was made not to build AII in ACE so that will not be an option. However the invoice data requirements in the regs will remain in the regulation. So you have to be able to submit all the data elements required by regulation. How you turn that submission into a DIS submission or an upload to the portal is a discussion we may need to have.

With an automated quota process will brokers be able to file OT entry types via RLF? So that again goes back to we're working in the policy office to determine what entry types you will open RLF up to. Right now continues to be 01, 03 and 11.

More RLF questions.

Today CBP matches the invoice number in AII to the entry to release - in Ace, will this logic change. What data fields will be matched to determine RLF? So in our [Indiscernible] today it would -- I would say it would be just like all other entry types going forward so the same way that you submit invoice for a non-RLF -- for a regular Ace cargo release that does not have a RLF component. That's what we are carrying forward. With RLF in ACE.

Can the invoice be uploaded via the portal or emailed? Currently today it can be uploaded via the portal. It can be emailed for cargo release purposes not for ACE entry summary purposes. You can send it via ABI. For summary purposes. Again I will work to align all of this so it is not as confusing. Make sure you follow the FRN is in CSMS messages that have been sent out regarding the pilots.

Can you explain what you mean by refactored entry summary? That is an internal -- we probably shouldn't use the word refactor it is internal to CBP. You have heard us talk about moving to a different platform. For ACE. So your ACE cargo release system sits on the newer platform. ACE entry summary is moving over to that platform. So that's our factoring effort. That is all it is. It is internal. It should have absolutely no impact to trade for the 1s 3s & 11s. Your compare has not changed. So that -- your CATAIR is not changed. So that will be going forward.

Have the issues been resolved with unified filing transferring the ISF to ACS from the Z record? I think we're going to have to -- we will talk about that. Cargo release folks will talk about that during their portion so we will wait for that.

What is the CBP contingency plan for those entries that do not -- does not properly go into ACE So -- not sure -- what the question is surrounding that so we are counting for the remaining entry types of those that fall outside the entry types will be developed after November 1. So reconciliation after duty deferral and drawback summaries are coming later. I'm not quite sure so if you could elaborate or follow-up with us on effective with the question is.

I am trying to pick out -- I asked for patience -- I am not addressing the PGA related questions. But will have a separate webinar on that so we'll get to those questions as we get to it. And we have one remaining minute before the ACE cargo release folks come on. So I think I am going to have one more question. A lot of these are – I'm not sure what the question is.. The

question of what the rules are. I think it was for the eBond presentation. So Randy -- and John if you know what's meant by that – what are the the matching rules.

So when for ACE Cargo release we require a -- if you're using well -- with any kind of bond actually specifically the matching single transaction bond -- which I think your referring to -- the bond has to be on file first when the bond is on file first, subsequently the entries is filed, we have a certain set of data elements from the bond that we match to the entry. If we get any matches on any of those elements, and the entry is rejected.

Is a thing such as the surety code. The important number matched to the principal. There is a view other elements not -- it is not an in-depth sufficiency type of review. But it is -- it is our initial set of validations with us. In the future with we will enhance that too includes sufficiency calculations. But again that is future. So right now is checking to make sure that data on the bond matches the data on the entry. And if is does we continue to entry validation and make sure that the matches.

Okay they could John. For comment. We've gotten two or three of these. The naming conventions for the zip files in your comments as [Indiscernible] and remain the same sockets and go to drop the chapters.

Some of the document names from those tabs are not standard -- for instance the capture brokers -- CATAIR broker when you don't from that into the file is called [Indiscernible] ACE broker download. It's a different version and there's confusion.

So just to comment on the naming perspective for those on the side.

All right.

And with that, thank you. To the presenters. And Colleen.

Thank you, Colleen.

You're welcome.

And now we are going to move on to arrival Cargo Release. We have Vincent Annunziato, Director of Cargo Release and Evan Johnson, the Capability Owner for Cargo Release.

All right. Good afternoon everybody. Just getting into my seat here, hang on just a second.

Just a minute we will have two presentations today. One of them I will be doing of course you hear a little bit about update on new technologies. And how that's working for November.

And then Evan Johnson who is my capability owner who will review on the cargo release transactions taking place.

I do want to say that I -- personally I wish that we were able to have that software vendor conference –it's the conference I look forward to most. So I do apologize. And that of having to

do a webinar could look at the presentation from you and it so much me for the whole thing. So I think that would be pretty good going forward.

Now I know that Josephine has been saying we don't want to talk by PGAs but I thought in this case because the integration between cargo release -- and PGAs. The PGA system in the holds and all that, it would be good at this conversation to make sure that we are on the same page.

And make sure that we all have the same understandings.

I do want to let you know that I have been working with several policy groups. To make sure that we're doing what is being expected of us. For instance I have been working with the working group on the border interagency executive Council. I have also worked with COAC on this whole technology. Maryann Comstock led that on the trade side and we had a mixture of CBP employees sitting on that to make sure that we are on the same page.

As I go through this with you, you should be hearing the recommendations coming out and understanding in that manner so if you're seeing that coming out of COAC or if you have been keeping up-to-date on those since everyone I am talking about today.

So to make this clear, what I am talking about is only the entry side .I'm not talking about the manifest side I'm just talking entry side. So we had 3 types of holds. Obviously there is intensive, general docs required. Then we have something new -- not so much new. Building off the FDA technology. But we're calling it the hold intact. So we, so left what is going on in the truck world. And we figure that this is nomenclature is familiar with every seven business side.

Obviously this affects messaging to the trade. The filer -- how to get their messaging. The carrier what messaging -- and this ultimately leads to one USG message.

Have a two major questions that are asked on this -- when we discuss whole technologies for the PGA is does that agency obviously have hold authority. If they do, then does the agency have port presence and those of the questions are what determine how and who gets this holds.

So the entry hold types that we have -- but I just went through -- just to say it plainly -- is generally intensive and will stop at the ports. The carrier doesn't get the release. Same thing happens with the general docs required. The different with this hold intact messaging -- and that obviously is always that by the PGA. And a few situations above -- by CBP or PGA -- and the hold intact will also be held at the line level as well the entry level.

FSIS specifically had asked for both of these. Types of holds. Entry and line level holds. And we expect that that is going to be utilizing that manner.

Now in this case when the hold intact sets of the carrier actually receives the release and but the carrier is not notified. We went on the collect call to have the carrier group from the CESAC come in. And they did not need to go about the hold intact messages. They just want to know whether or not they were released.

The importer is not only notified but the importer's bond is on the hook. For getting these hold intact established bonds. There's something important I want you to remember.

Now who sets the hold. So this is pretty straightforward. But I want to make sure if you have it I want to make sure you understand it. Obviously the PGA has authority and port presence they can set the hold

Two agencies have this right now -- FDA and fish wildlife talk to the two agencies can set an intensive or general docs required and populated the port if they do so.

The next hold that can occur is the CBP scenario where CBP sets the hold for the PGA. The EPA already using this I believe NHTSA is already using this they send in a request for hold. With this and every question, the team and sets the holds for them. So what you get on the messaging is that CBP will set the hold on behalf of it will be that formal which we will have a code and then the code will they give you CBP is setting the hold for what agency.

So you are always understanding how that is going or who that is coming from and how that was set.

Approved hold -- that means the customs accepts the request and approves it, acts as if it was a CBP initiated hold. That means you're stopping at the port if CBP is setting the hold because most likely they are doing the exam.

So CBP sets the hold intensive for EPA. They are going to do it

To send in a general review and lots of information back it will be up to CBP to set that and let the carrier go through.

Right. I'm sorry -- that may actually be set in the background -- I have to check on that for sure.

So we moved to the next level, the hold intact -- so any agency now that has requirements outside of the port is going to set a hold intact. Again this is only going to the filer. So it will either be the broker or the importer or whoever is filing.

And that hold intact message will get set – that's how you will be made aware that that is going to happen.

And where -- you will get the freight to, so FSIS again -- you can use them as an example. Once you leave the port with the release -- the carrier will still have an IOU to make sure you get to the I house for FSIS.

So how does this change things from what we have now. Right now you can only set one intensive. You can only get 1 doc review. Although we don't call it hold intact -- FDA uses it under review which is very similar.

In the new world. And you have multiple intensives and potential multiple document reviews and potential multiple hold intacts.

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But I will tell you if each and every one of his holds has to have corresponding messaging. Not only that you've set the hold but that you've unset it.

Right now we're in a bit of sticky scenario when it comes to corrections. Because what if we have a hold on the line which is where hold intact is set.

And if we have a hold on the line, then what happens to question the sentiment and line moves from point A to point B. Or from whenever to another.

We don't have a good solution to actually check the data from line to line. So right now what we're going to do is in the spirit and the matter in which the hold was set, it will remain on that line. And the PGA will have to unset at that level for us to send it to you.

So if anything changes on those line numbers, the hold will stay there. And even if you delete the line, the PGA also have the opportunity to determine whether or not they want to examine and whether or not they want to let that go.

So as to forewarn you those lines will remain recall and CBP are sticky.

The other thing that happens is the culmination of all results are the unsets of these holds. With the USG message is filed. And what I would like to explain to you here is the one USG has been requested by both CBP – both – by the trifecta. By the CBA PGA and the trade. In the beginning when I had a submitted to me I had no way to program requirements which is basically every time went to release I would have to send out this messaging.

What's happened is the BIEC Council had to look into this a bit more closely. And what we're doing is starting to break that down as to timings. When things need to occur.

And basically what we decided is the line in the sand will be at arrival release.

So for systems look at arrival release and all of these holds have been unset at that point and that is where you would see the one USG message.

And what I would do is take you through some scenarios on a document that I submitted to the BIEC. -- And these are three of seven scenarios that I feel that I need to go through all seven it would have been actually it would've been duplicative because I differentiate between manual holds an automated holds and all that. So just looking a small piece -- it's not an official document but it was meant to be in a document that would help guide the conversation.

In doing that, a look at scenario number one. We have that essentially called the happy path that means CBA nor PGA does not set any holds.

If you look at line steps one and two in the gray area -- that is the equivalent to what we would call. Bucket one in the system.

Bucket one is the editing -- with the transaction comes in it is the CATAIR editing to make sure that you are in format.

So from the case that we're talking about line one with the applicable and we say yes. And it made it past. Then it goes through bucket two. Bucket two is the validation rule. And that is the logic behind with the PGA or CBP has in the system. That looks to make sure not only did you get something correct, but where that's what are the rules around what you get it correct.

Passing through all that then it goes through in a case where the PGA has their own system. It will go through their system validations too.

Just a side note we do have discussions with them on where certain validation rules are better placed, so I don't want you to think that we are not taking that under consideration.

So all of that let's say occurs and it gets through the automation process. Then what is going to happen is whoever you have on there if they are a PGA will then get what's called the may proceed message, which will be the equivalent to our release messaging.

And that they have done what they needed to do.

So "may proceed" will come from the PGAs.

Whether or not they have intensives or whether or not they are hold authority not hold authority -- you will see a precedent.

Once there is a bill match and the bill has matched up with the entry and everything is good to go, you will see a conditional release and if arrival is taken place, then you will see the one USG message. That is the happy path -- that's how it works.

01 USG message -- just make sure you're all aware of that -- I am sorry I thought I knew everybody knew what it was. That is the status notification that basically says all the government requirements have been met. He can move on down the road. Now I will tell you -- on the sidebar. That that is not specifically a release message.

Is simply saying that what the system has right now -- what it could see is giving you status notification everything is basically done. There's nothing left to do.

In scenario number two -- we're looking at is what happens when an intensive is set due to PGA requirements. The biggest thing that I want you to see here is you look down at the pink section. It says manifest hold on the bill match. That is not us setting a hold on the manifest and talking to the entry system. That is saying that if we set an intensive, the carrier is going to receive a hold. Meaning don't move past the port.

Obviously if we unset it will be a may proceed you go further down, with all his holds have been unset -- the release customs will come through. And then it an arrival release and everything has been taken care of. For one USG message. Will then be posted.

So that happens and any of the cases that you were talking about before -- scenario one. I mean the PGA setting the whole. And also when CBP sits in on behalf of the agency.

In scenario three -- this is the one where the hold intact. That I was discussing with you earlier. In the hold intact again I want to draw your attention down a little bit further. Into that pink area. Or the salmon area -- whatever you want to call that.

And look at how that works. So in this case when the hold intact, is sent out -- the carrier where it says manifest release the carrier still getting the release message. That should be -- I am showing it in a manner that is moving down the boxes. But this should all be happening about the same time. The carrier and also the filer will be getting a release at the same time. And then that hold intact message is there. Thing that I want a couple points that I want to make here -- especially for those of you on the business side not so much the tech side. Is the way I would characterize this is post port processing. In the sense that you need to get an animal to veterinary health. You get the meat to the FSIS station. FDA issues you -- says to you you can go to the importer premise to offload stuff it allows you to do that. It allows you to go to the final destination but you cannot go into commerce until you receive messaging from here.

Again once all of these are taken place if we had a hold intact message on there, and you have gone out to the I-house -- and it is taking two or three days to get that stuff resolved -- until that last hold intact message is unset, you will not receive 1USG. So please keep that in mind. That 1USG message will be the status notification -- that tells you when all the holds and other government issues are resolved.

There are some implications with this. I want to make sure that we stated clearly. One is that there are multiple intensives right now on the entry that's something we haven't seen before. There something you have received that can be coming out to you from different areas. Now I say multiple intensives. I'm not saying that the CBP is sending you multiple intensives. I am saying that vision wildlife, FDA -- is sending you intensives.

-- Intensive.

They are in process of agreement and this is something that I want to spend a minute or 2 on, on timing. I.e. alluded to this earlier.

To the PGAs right now philosophically are agreeing to provide the hold information to you prior to arrival. Hopefully that will facilitate documents required or other information that will be needed in order for you to get quicker releases or at least know that the stuff will be released at the point of arrival. So they're making agreements right now. This is not an easy process. And the fact that it will be looked at by mode probably easiest of all the four -- major modes that will exclude the pipeline here. Would be the ocean environment. You've got five days out scenario. You got the load -- do not load and potentially the data can be sent earlier.

In the truck environment will be a lot trickier and also the errors will be a lot more tricky.

What happens if they don't set these holds of the time that they stated they are going to.

So for instance the holds haven't been set. By the time you arrive.

In that case the PGAs what you to see the delivery process. Now we do want to turn the redelivery process to create more work for everybody. We want to make sure they're trying to get the hold information to you in the right timing. And have the one USG message.

And get the hold on set for when you see the message go out. And that's all you want to -- you would see it -- depending on how you run your systems. And even if you did you might then stop something and then I send you another one USG and it keeps going on down the road.

So the one USG message in order for it to work has to have these principles involved.

Now here's an area that you must pay attention to. And this is not been fully defined by policy. I expect BIEC to come out with a public statement on these areas but the entry has not received as he wanted -- a reasonable amount of time before arrival then what will happen is you will be in it under review situation you won't get a response in a timely manner.

The under review is not necessarily a hold. It's not necessarily a release. But it is telling you there could potentially be a hold set.

Now what is a reasonable amount of time? I don't know for sure. But I do not think that they will follow the manifest requirement. This is something we discussed in COAC and I adamantly told the group it would be an issue.

I don't see how an hour would be enough time for the PGAs to review everything in the truck environment. And in the manifest timing. This is something I think needs to be closely watched by trade and spoken to with policy groups to make sure that this is understood and I think that some policy will need to come out. In order to make this clear.

Agencies will need time to review it. Now in certain cases of course you have agencies that are setting things as soon as the stuff comes in – so FSIS meat shipment automatically gets held. Fish and wildlife also has a similar rules of the stuff.

So that that is the next bullet. So some of the agencies will set automatic holds. Every time the shipment comes in -- you get the hold message, right away. So FSIS won't have to worry about having information you'll just know it's going to the I-House.

Finally just to clarify have in writing that one USG message is not a release. Customs is going to tell you the release of what will happen. Is the one USG will be the sum total of all the holds that have been rectified or unset. And then once those requirements are met, that message will come out and begins you pretty much freedom to good on the road and say we have done everything that we were supposed to do.

So that pretty much includes what I was going to talk about with PGA piece. I just want to go over one more section which is on the outliers.

And talk to you a little bit more about what is going on in that then I would turn it over to Evan

So on the outliers am I talking about?

What is left for cargo release to build?

So again I never build pretty, I build to get things done. Very very firmly hold to 80% something is better than 0% of nothing so don't together get nothing done. The agile atmosphere we're moving forward to get things done. Isn't always 100% when it comes out. Maybe something is because we missed. And I think all of you involved in IT understand this process. But what we do have some outstanding items that we have identified and I want to make sure that are clear on where we stand. In terms of cargo release. And what we are building.

Right now the encryption capability has not been built. It will be put in into increment 10. The firms code – ultimate consignee manufacturer queries-- also have to be built. We're looking at getting that all assigned. And increment 10. What we will do and I will be pushing communications. As well as IT. Is that as soon as these things are built and can get out into the general public for testing -- and also use in production I will move it as soon as we possibly can that is with all of those items. Now, type 51 entries -- had a nice discussion with Steve Lubel on this. Originally thought that we would have to do anything on our side. For entering the entry. But apparently we do. The type 51 entries are government to government entries. 52s are done by the brokers – 51s we do eternally. So there is nothing really for you guys to worry about. It's more for us to get done. Prior to November. And we are good at it that scheduled in probably over the summertime. I know we have to do it over the sometime. And I want to be kind of clear on what we're doing with the expedite programs.

Right now we basically are -- I don't how to put it. We're a couple validations away from doing the FAST/PAPS entries.

Because of the way they are submitted. As we frustrated validation rules and community with the truck environment.

OIT has asked for the FAST PAPS and PAPS -- that they have another team that is coming off another project. And it just happens I can update my presentation. But they're going to look into seeing if they can get that entry capability ready for capability nine so we are actually ready on the public side now there is work has to be done between the manifest system and entry. And we need have technical discussion. Because the way to do that right now as I can go into. But it takes us two steps. Once a FAST submission is received in the manifest system there's two steps to go from entry to entry summary.

So we want to see if we can get that down to two steps if possible. But to be clear I don't need your understanding, because it's on the internal side. But the biggest thing is if the PAPS FAST validation can be done in increment nine, we really are not going to have much effect on the public side.

The manifest side is not changing. There is no change to how the submission is done for FAST line releases -- and BRASS. It will have no real effect on -- the public sector.

So we will be sharing that stuff up between manifest and entry in increment 10.
Recipes that I want to cover is on the E214 process. -- The E214 process.

This should be very little impact to the trade. May be upgrades to improve certain things. Will have to look at the data elements and E214 only.

The type of success actually gone with increment nine. And as Monica said, all the entry types are going to be converging at once.

One warning, just for awareness: we are having an awful lot coming down the pike on increment nine. On one hand CBP has a major release with Air in May which is very large. For increment 9 for our Cargo Release, you are going to have the PGAs and entry summaries are releasing at the same time is a lot of testing and potential issues that can come up. Some are complicated. Our technical teams are going to be available to get ready for that June release. We want to get the biggest bang for our buck. We will be in quite a scenario -- making sure that we check everything out. It will be able to a whirlwind, so expect that. I am now going to turn it over to Evan Johnson from the port of New Jersey, New York -- Newark, New Jersey. Which one is it? The that is both.

He has worked on the team -- work -- he has worked on the team and has taken over as capability owner on the business side. He is going to give you a further update on Cargo Release.

Thank you very much. Hello everyone. This is Evan Johnson, Capability Owner of cargo release and I have my technical lead by my side. Will get to a lot of good material here. I will probably only take up 15 minutes and we can get to a bit of the many questions and give you some answers on cargo release. To go to the slides here, it may be repetitious or you may have heard it on a previous conference. But's it is all noteworthy to review in some sense. What will you will see at the top those first few bullet points that outlines that we have and we expect to deliver in Deployment D.

The expedited release programs for truck, that's what we mean by Advanced under Deployment D. The next session of this slide, the entry types that are already well-known, entry types 01, 03, and 11 are fully functional in ACE Cargo Release along with the corresponding entry summaries from end to end. The use of eBond that's been talked about. Just to clarify again how that works for Cargo Release: when we receive an ACE cargo release entry with an ebond, we speak to the application that John Everett spoke to earlier to see if it is a valid bond. If it is a valid bond we continue processing. If it is not valid bond or if there are any mismatches – a rejection is issued. Next up on this first slide: complex scenarios. This is pretty much older material and I'll get into the split shipment portion on the next slide. But the complex scenarios that are able to be accepted within the current cargo release entry types are split initiatives, in bonds and partials. On the issue of unified ISF filing, we will speak to that in more detail a little later. But in a nutshell, I think a question was actually asked on this, when an entry SE comes in with ISF data, we receive that in one transaction and send that information to the ISF application for validation. And, quite frankly, if it is valid and on file and successfully accepts, the entry will continue processing. And if some reason it fails, the simplified entry or cargo release entry will be rejected. Cancellations and corrections, requests for both of those -- they had been around for some time. I will speak about them briefly as we continue on through the slides.

Pretty self-explanatory here. This is where your CATAIR IGs are located; their applicable URsL – no need to go into too much detail into this. But what I will mention in regard to the IGs as we are today in terms of the functionality: we have currently, as recent as January of this year, updated the IGs for the particular functionality that is in place for cargo release. And yes, we understand that at some times in the past, there's been IGs posted with future functionality – that's just the nature of the agile environment that we have been in and are continuing to live in. And where possible we always try to keep the IG's up-to-date with the functionality that currently exists for Cargo release.

On to the next slide, again, this is previous functionality that has been in place for some time, so I will speak to it only very briefly. Uh, in the air environment, a split shipment is just that – the carrier has split the shipment due to, uh, it could be a weight issue or some other transportation issue. What the biggest benefit for the brokerage community is they no longer have to file – or for any cargo release entry for that matter – the port of entry on the Cargo Release entry. The biggest benefit when it comes to that is it reduces or eliminates the need to so many entry deletions through the CBP office. In the past when you had to declare the port of entry, that could not be change. You had to delete those entries and send replacements, and that amounts to literally probably hundreds a days across the CBP entire network.

With regard to split shipments, back to that issues, upon entry filing, an election can be made either to hold all our have incremental Release . If no election is made, hold all will be the automatic choice that is implemented with regard to this particular transaction.

Okay, continuing on to the next slide, corrections and cancellations: again, this functionality has been in place some time. So there are two workflows there that you can see how the corrections and cancellations come to us. The applicable IGs have been updated on the CBP side. There's a new interface that CBP users can review and accept or reject cancellation and correction requests.

Continuing on: cancellation request – this is a bit on the technical side. Just to speak to it briefly, if the D is submitted in the transaction on the SE10 record before bill match, the applicable cargo release entry will be deleted from our system. If it is after bill match, it becomes a cancellation request that populates in the CBP user's customs inbox for review. And again, that can be accepted or rejected.

Just so you know, Customs is seeing – it doesn't see an actual delete anymore. In the old system we did a physical delete. Now we do a logical delete. They're basically all cancellations.

That is correct. Thank you. You will see the cancellation reasons for rejecting on the next slide. Self-explanatory there -- and the next slide speaks to the messaging that goes out. If upon review of the cancellation request, CBP rejects the cancellation, the filer will be notified via the SO message. And each cancellation request stands on its own, so if it is rejected, a new cancellation request independent of the previous one will have to be submitted.

Back to the issue of ISF and the unified filing, as everyone is aware, this is applicable to the ocean mode of transportation. ISF is required to be filed 24 hours before the vessel loading. In terms of how this will, I touched on it at the beginning of my presentation. One transaction will come in for Cargo Release or Simplified Entry – it will contain the ISF data. We'll send that

information to have it validated if we receive a successful validation, the Cargo Release entry will continue processing for release; and if the opposite happens, of course, it will be rejected.

In terms of software updates, we have actually had several successful Cargo Release entries with unified ISF, so the technology is definitely working. Of course, any enhancements that may be required on the broker side, now is definitely the time to do that, but the unified ISF filing with the Cargo Release entry is technical functionality that is in place. We have received successful transitions, so that is important to note and good to note that the technology is working.

On to the wonderful world of certified -- certify from summary. That is been spoken about so many times over the last few months, they in a nutshell, certify from summary, an ACE simplified entry for cargo release is available, is functional, after successful CERT testing. That's the simplest way to explain where we are with ACE Cargo Release, certify from summary, ACE entry summary, certify for Cargo Release. The applicable IGs, as we mentioned at the onset, have been updated with this information.

Continuing on, these are just a few snapshots from the IG. It discusses the entry summary header and the Cargo reference data. Very self-explanatory. And again, it has been published, I believe it was in January of this year.

On ACE entry summary, certify for ACE Cargo Release, entry summary line grouping, pretty self-explanatory.

The next slide: what's next to for ACE Cargo Release? We're dealing with a number of modes over the next few increments, those include mail, passenger hand-carried, which you're your individuals who get off of airplanes and formal entries are required, and also mode of transportation type 70, which we are currently working on and gathering the necessary requirements and that's pipeline. Also just about done on the Cargo Release side are quota entries – type 7, 12 and 02. We have just about finished with those entry types. Types 21, 22 and 23 are complete, but always remember, we have the applicable and associated entry type portion which is currently under design with Monica Crockett's division. So all of the testing that will have to occur once the entry summary portion of these entry types is complete. Uh, 06 entries FTZ, I believe that was just presented on a previous slide. That's for Increment 10 or 11 and will go in with existing functionality in November.

Finally, use of non-automated bills on the Cargo Release, these are either based on mode of transportation or the method with which the individual or the importer arrived in the United States. We do have functionality that has actually just been completed in this increment to accept entries with non-automated bills. So that is a huge step forward because we know across the country there are many non-automated bills of lading that are associated with many of the different entries that are filed. So that particular functionality is in place as of this time.

That allows us to track, if someone rode in on – I' being facetious – but if someone rode in on a mule, we would be able to check that. On passenger flights, that scenario can be accommodated for a whole number of things. This is the first time we have been able to track this on a transactional level. That can occur not only in the pipeline transmission but also in the

sense that, if we have what is called non-ABI – if somebody comes to the counter and has to hand enter stuff in, we can also take that in.

Okay, also worth nothing with respect to the IGS, FAST and BRASS are not included in the cargo release or entry summary IGs. For any of our already delivered work, there is a lot of conversation going on with requirements, but as soon as we have it ready to go, of course the IGs will be updated.

To jump very back briefly to what we were working on in this particular increment, it has been stated and Bill Delansky will also touch on it, is air manifest integration -- any and all of the applicable entry types that we currently have available and/or are forthcoming will have to be fully tested with the new air manifest application that is moving over to the ACE data portal on our side, so that's going to be a huge testing scenario that will occur just as soon as we are ready to push out the air manifest, which Bill Delansky will speak to.

Uh, with regard to truck, we still have enhancements being made with regards to the types of entries that can be filed. Right now we're with basic truck. We've been making that statement, but we are accepting, and have been successfully receiving, truck entries. But the enhancements in that arena are ongoing.

Can we just clarify for them a bit – when we say basic, that's in that past...

Yes, correct, basic is just as I said, the vanilla of vanillas. Every Sprint, we take a step forward. A giant or a baby step, that depends on the sprint, but we take a step forward now. We just successfully completed the ability to accept QP inbonds and we're finishing the testing on that long and short. So that didn't exist a month ago. We know there are additional types of functionality we need in the truck environment and every Sprint, we're definitely taking a step forward to offer the ability for filers to file entries for truck across a broader range of scenarios.

A good distinction too is you should not be trying to take advantage of FAST benefits with the entry portion right now. Mostly everything else we've have covered, you will not be in the expedited Lane.

Okay, no problem. I think that's all for us. I know we have a ton of questions in the realm cargo release. We have bit of time and we can definitely answer some of the questions. Anything we don't have an answer to immediately, we will circle back to you.

I think that's all for us. I know we have many questions for cargo release. We have bit of time and we can definitely answer some of the questions. Anything we don't have an answer to immediately, we will circle back to you.

Thank you Evan. First question, can CBP provide a list of which PGA's will have hold authority? Can I copout for right now and give you that answer when we get into the PGA world? FDA wants to use the hold intact for 801A; FSIS will also want to use it, but I can provide a more formal answer when we get to the PGA discussion.

I have a response to an earlier question. Someone asked about ports that are available for Cargo Release processing. At this time, there are over 75 ports but all airports are ready to go for ACE Cargo Release processing.

Thank you. Will these holds, etc be defined as disposition messages in the SO data set?

Yes, the trade has asked us to make it one message if the agency changes. That would be in the SO.

In the current ACS environment, CBP can issue a cargo release (1C) while there is still an FDA Hold pending. In the scenarios Vin has described, it sounds like the CBP release will not be issued until after all PGA's have issues a release. Is that correct?

To clarify, if FDA were to set an intensive or general docs review, it would act just like CBP does. If it is in hold and tax scenario, that doesn't happen. The carrier gets the release immediately because there is nothing holding them at port. The distinction is whether they are being held at the port --. If the FDA needed you to be held at the port, they could stop you at the port and therefore it suspends Release [Indiscernible - low volume]

With the current output of Bill of Lading (BOL), Customs brokers can only see the most recent manifest status (i.e. hold message, release message, etc.) This differs from the current ACS BOL query which allows us to see all AMS actions/updates. Not having this information will be a significant factor in increased calls to CBP, carriers and piers to find out why shipments are on hold (the broker would only receive some sort of manifest hold notification on the entry, without specifics - at least, based on current ACS practices). As a Customs broker, visibility into all manifest information is critical to decision making process in how to process entry, when to contact CBP, etc. How can I best demonstrate this to ACE development team to address this?

That's too much. It might be better if you send an email on this. I think there is a misconception. From what I understand, the way the IIIN is, it allows you to get either a single response, up to 5 responses or beyond 5 responses. If you send me something direct I can get that better answer -- Steve Zacarro can answer for you.

What is the superseding ACE application for BCS (Border Cargo System). For BCS entry, it is superseded by the fact that the SE is overtaken. [Indiscernible - low volume]

How do you report SE15/SE16 records for split shipments that have more than one in-bond number? You can repeat the 15 and 16 for each in-bond. Provide in-bond first on the SE15 record and then you would repeat the SE15 and the SE16 record. If there are multiple in-bonds you would repeat as many times as is needed.

What happens if I send a split indicator when there is no split shipment? Just in case it is split. I think we should automatically split the shipment for you. That would not be applicable in that scenario. The shipment is not split, it will be saved but not applicable.

What happens if you file an ACE Cargo Release for an Entry Port that isn't operational for ACE Cargo Release? The entry would be rejected in that scenario, there are validations that would check to see if the filer had access and was allowed to make entries at that port. If they do not

have access or if they are not allowed to file in a particular port, it would be rejected and they would receive information on that. If you find a scenario where it is not rejected, please let us know immediately. If some inbound shipments go to a port that is outside of our realm and somehow it gets through, let us know immediately because you won't get processed. Or if it gets found to be processed, it will get shipped. There will be certain scenarios where the Client Rep might be able to tell you that there's an invalid profile for that filer. In this case, the response would not go back into the SX message that the client would be able to see in the message monitor that a particular entry had no processed because of an invalid profile.

Can ACE Entry Summary certified for ACE Cargo release have a unified ISF filing? Today, no it cannot occur. We have not received policy requirements stating that they want that to occur. It is technically feasible however. We are very close to it right now.

How corrections and cancellations are handled for ACE cargo release if release is certified from summary? With regard to the corrections and cancellation [Indiscernible] the particular functionality of a cancellation of an ACE Cargo Release entry will cancel the corresponding ACE entry summary but it doesn't working the other direction.

I'm sorry. I am going to say this because I understand what I am thinking. I want to make sure that I am saying this right. What's going to happen is if there is a Cargo Release and a entry summary on file, so it was submitted certified from summary. If you send in a cancellation to Cargo Release, it is going to knock it back to you and tell you that you have to submit a cancellation through entry summary. You can't cancel the entry apart from the entry summary in that case. If there is no entry summary on file, that is when the cancellation will take effect. There was also a question on the correction. How does that work? The way I understand it, once you have submitted the data through certified from summary, the systems will become mutually exclusive to each other. If you send a correction, correction would only be for the entry portion of the data.

Can the correction and/or cancellation occur after the arrival? [Indiscernible - low volume] It can, as long as there is a release [Indiscernible - low volume] And there's the bill of lading equivalent -- which we have to accept 15 days after. [Indiscernible - low volume]

Is a planned port of entry required for the Release when the PGA or in-bond data is reported with the Summary Entry (SE)? Yes

If the in-bond is reported come it is required. Is an ISF this filed, do I have to still provide FT30 through 36? Yes.

Is there a formal test for the vendors to take to ensure we are compliant? As you know, we do the test for most of our customers because our customers do not have access to the CERT system.

This is a question for the Client Reps; we will take this back.

Why do the filers have to test ACE Cargo Release via ACE E/S? Is this only temporary or does every filer need to test prior even at the deadline Nov 2015? We don't understand the question. We will have to come back to it. You can test the Cargo Release filling apart from the entry

summary filing; you can test the certified from summary filing, so I am not sure understand the question. As we get closer to November, it behooves everyone to test out because if you haven't tested come October 31, you don't know that your transactions are operating correctly.

CBP has issued several notices that CFS stations must automate because CBP has no plans to support a 3461 in ACE. Once the CFS stations automate, how will CBP signify to the CFS which HBL is released? We received this question previously; if it is the same individual as before please send us the information. A communication went out January 26, 2015 that encourages CFS stations to automate. We have an internal procedure today that allows loose cargo to be picked up with a broker screen print. I have not seen the mandatory requirement, but clearly the CFSP stations are encouraged to automate.

OFO has not issues anything saying that it is mandated. OFO will come out with guidance on acceptable paper processes; how to submit an entry without a 3461.

That conversation is ongoing and policy will surely be updated accordingly in the near future.

It was mentioned that E214 will stay the same for November. But it was stated that 06 entries will also stay the same for November. Can you confirm?

It doesn't say 06 is going to remain the same. It has to conform to the current transaction. The E-214 process is going to stay the same, it just being refactored to be brought into a new platform. There may be some minor changes but I don't think there is going to be anything too impactful.

To clarify, I'm sure you are aware, when we talk about E-214, the Type 06 entry is what places cargo in the Foreign Trade Zone (FTZ)

For the USG message, what is the disposition code associated to it? I don't have a yet. The team still has to do design work on the message so we will get that out to you as soon as it becomes available. I have been speaking to Steve Lubel on how this message is going to go out and he is looking at a re-summation of the technology. I will have to talk with him further to make sure what we want to put out. We will get that out soon.

On the non-auto bill, can you advise further on what CBP will use to track/trace a shipment? What data element or combination of data elements will CBP use to track the shipment? There is an indicator on the SE15 record that they can check to say that it is a non-automated bill. When that indicator is checked, the system will know that it is a non-automated bill. Then it will be sent back, and the XS and the SO message as well.

What is the difference between Release suspended and Release removed? We do not have a Release removed. We have a Release suspended. I guess of a hold comes in from the manifest hold, and it is post-release it was say Release suspended. We are not -- I don't know how you got a Release removed. Is that something that you need to take back?

We will take that back and get back to you.

Can I ask whoever is saying that, could you send us an example of what the shipment was, the entry number etc.?

Next question, what happens if entry header split election of hold all on one entry release incremental on another entry that have split of the other entry? -- I'm going to ask the individual who submitted this question if they can resubmitted. It's very hard to read.

I can answer this. It is not determined in an account sense, it's determined in a transactional sense. If you the split indicator on the transaction for the entry summary says hold all, we will do it. If it comes in -- [Pause] -- If you do two incremental on another entry, there is no problem doing that. It is not all or nothing. [Indiscernible - multiple speakers] if I did not answer your question, please email me.

It sounded like what the question was, if I default to hold all but then I want to do a split and an entry for each one, do an incremental split, is that going to work. And the answer is, yes. You're not tied down to one. You can depict what you want.

Last question so we can move on in the agenda. Can we get an example of the SE15/SE16 with a split that has two inbonds for the same master and house? I can send that in an email. Submit it to us and we can get a response back.

Thank you all. We are now moving on to -- we are taking a break. We are taking a 15 minute break. We will be back at 2:45. We will put you on mute in the interim.

[The meeting is on a 15 minute recess. The session will reconvene at 2:45 EST. Captioner on standby.]Hello everyone. Welcome back. We are starting the second part of the session with manifest, important export. We have Bill Delansky, Director & Product Owner, Exports & Manifest, for the ACE Business Office. We will also have Jim Swanson the Director of Cargo Security & Controls with the Office of Field Operations.

Thank you everyone for joining us. I feel like this is the second half of the double feature and I am the only one here. Can you hear me okay?

Let's start with air import manifest. That's the biggest release we have on the manifest side. We started this project with the idea that there would be no changes to the published CAMIR. I think that is true for the published CAMIR from 2006. But as we overturned some of the legacy system, there were some people outside of that IG. So there were some changes to the trade entities that were not following the IGs published in 2006. The biggest one of those was in appendix D, in the header information that did not comply with the CAMIR. There were also some edits that OFO was interested in implementing that were lacking in the current system. Some of those were consignee country codes must be entered and valid, shipment weight values which must be numeric and greater than zero, bonds must be on file and valid. Although there should be little to no impact to the actual processing of those manifest as published in the IGs, there will be some changes to processing.

Some of the validations and edits could impact carriers who are not in compliance or who are outside the validation edit. You can go to the next page. There is documentation on the website to support those changes using --. You can look at it. We have a list of changes that are authorized. We clarified the appendix D header information in the CAMIR. That has been updated as well. That is on the website. Where we are with the actual deployment is that the air manifest to -- team successfully deployed the system on January 3rd to production. We have many environments. One, we have the production environment which is ACE multimodal manifest which is the ocean, rail and truck system. It is now running the air system as well. It is currently dual-processing these systems.

So we fanned out the MQ that everyone is sending their information to, regarding Air Import Manifest. As the trade entities submit their Air Import Manifest data in production, we are processing those requests in both AMS for air and also [Indiscernible] in ACE. The system of record is still Air AMS and that is still responding to all those requests. ACE is also running those and storing it into the system. We had been looking at those since January 11, when we actually turn the system on for both ACE and AMS. We also have a system that we load the code on and we captured a lot of the filings for a couple of months with the data -- we process the data through that system so that we can regression test any changes or deltas that we are doing to the system, we can get a speedy response on what actually is working and not working in the manifests. By using a consistent data set, we are able to judge whether our fixes were successful or not.

If the data was at 90% and we rerun it and we go down to 80%, we know that we changed something for the negative. But if the success or pass rate goes up, we know that we resolved the problems in that code. So we are doing both. Currently we have deployed more fixes and changes this past weekend on February 28. We put some missing processing steps into the production environment and some fixes and bugs that we found from the January deployment. We also -- are deploying to the certification environment, all of the code changes up to Sprint one and through Increment 9. This will allow us to process messages in the cert environment and respond to the trade. We have turned off Air AMS certification and it will not come back up when the deployment certification environment comes up today. The AMS certification is off-line and hopefully that is permanent. We will not bring it back online if everything goes right.

When we come back out of the deployment window tonight at 6 PM, we are not asking that everyone certification test with us. Most people should be in compliance and we are checking for high failure rates and working with those identified carriers in reaching out to their client reps. We have selected what we think is a good cross-sectional representation of the trade, people who have had issues in the production environment and VCP two environment. And we're going to have the CP2 environment. We agreed to ask the client representatives to test with us. If you have a desire to test or if you have questions on how it will process, we ask you to either go to the website or your client reps to get those answers addressed. Certification environment is up and running for air as of today. And ACE is the only certification environment for Air Import Manifest. One of the other things we want to talk about is QXWX which was the In-Bond processing for air. The decision was made to incorporate the -- that into the QPWP transaction set. This we have done. We have currently deployed to the certification environment and production, the ability for QP In-Bond to be added, updated. Deletion is not there at this time and neither is the WP function for arrive in export for air. -- You can pass in certification today, Qp processing for add, everything but delete with the QP and no WP testing

that. They are currently being working -- worked, some issues with the code, we are anticipating it will be ready two weeks from today to actually deploy to certification and start testing the full QPWP for air. If you already use the QPWP for truck, ocean and rail, there is no need to test it for the other three modes, only if you are incorporating the QXWX processes. Next slide.

Training, we're going to set up a training environment. The training for the field personnel starts this month, at the end of this month. We plan to train the trainers from across the country that have been identified by Office of Field Operations as experts in the area or go to people in their ports. They will be sent to do the deployment at their ports. That will be done late March into April, before we go live. CBP will also be reaching out to offices -- officers in the field and have them go to the certification environment and production and actually look at the screens, compare what they see in AMS compared to what is actually in front of them in ACE. Make sure we are processing the message is correctly, so that they can do everything in the system that they want to do. Posts, releases, placeholders, arrive in bond and export in bond – all that will be tested by our field personnel between now and May before we go live.. Next slide -- as I said Air Import Manifest information --, Air Import Manifest information is posted to the website. It will be available . The QXWX changes, specifically and the In-Bond the changes, what happens on May 2? The weekend of May 2 we actually push the code to production. I should say it was already sitting there. We realigned the codes so that it becomes the system records. That means we will scrub all of the data that we have and processing since January 11 from the system. We push all of the data from AMS and refresh it back into the system. We will start fresh and on May 3 we will turn off AMS. We will leave the dual processing in the background but it will not be the system record and Sunday May 3, we will start processing ACE air manifest real time – as the system of record. Any changes to an inbond that you created in Air AMS should process and work, there will be no change for you. You don't have to change wehre you send the messages. You don't have to change anything from your side. On May 3, the system will [Indiscernible] it should be completely invisible. What you will see is the processing that I talked about, the validations for way to being greater than zero -- weight being greater than zero. You will see the header information validations. If they are not working, they will reject your filing.

You will also see some enahnced to processing to the manifest, such as express shipments, will now be processed when the CED line is filed for the express bill. --, Even if it is after flight arrival. As long as the bill is on file at arrival, we will process that shipment as late and there will be no need for CBP to process that the manually in the system. On May 3, you will see that actually occur in the system. For the QXWX change to QPWP , you will continue to use QXWX up until May 2nd -- they second -- then it will go down. Then QXWX will not be used anymore for him on on May 3 party will have to make that change in your system and you will start using QPWP . All in bonds prior to the third -- you will use QXWX -- QPWP and the transition directly over to that and not use QXWX again, on May 3 put up until May 3, QXWX for all air In-Bond -- in bond expect ACE talk manifest. We started prior to --

ACE truck import manifest, we actually started work on ACE to move out of the R4 -- our oldest baseline, for ACE and moved it into the MMM transaction for baseline. You will see we divided that working to three increments. The first increment was accomplished and deployed last May to the system. The second increment to provide for ACE MM1 to be the system of record—this increment will resolve remaining inbond issues for the trade. Any issues with deletions, edited,

added, the fact that the In-Bond authorization filed -- file works for trucks totally, will be resolved in the second increment. We finished about two thirds of the second increment before we rolled the resources onto the air process for imports. The plan is to pick up once we have successfully deployed air manifest into the system. We would be looking at finishing finishing that sometime this summer and then worked on the third increment. When we finish the second increment, ACE will actually be processing the messages and then generating responses to the trade for all four modes of transport and all of the In-Bond edits and validations will be using the -- MMM standard. All four modes will be using the same database and the same system.

If you go to the next page, one of the changes that we did with the ACE deployment last May that impacted the trade was it allowed the trade to go into the ACE portal and arrive in export and cancel arrival and export of their inbonds in the portal; we applied this for all four modes. Even though it existed for truck carriers we applied it to all four modes when we deployed it. In the system -- they are shown for two reasons. One it created the In-Bond in your code, which matches your bill on record. The other way that the filed QP -- was filed [Indiscernible] In-Bond creation. Unfortunately it has nothing to do with the carrier bond that is on file for that movement of goods. The bond that authorizes the movement does not generate that to show in the portal. You can use the QP message that, on the bill used to create the In-Bond. Some carriers don't see all of the inbonds that they have responsibility over. We are working on that. There is no security concern of showing correct data to who is the trade entity of record for the data. Next screen.

Before we move off air imports, I wanted to say one thing more about QXWX, when QPWP was first developed they used a different header format from all of the other AVI applications. There is a change request. We were going to try to make it with the movement of air into QPWP on that header information. We were not able to do that so we delayed that. But we did create a story in the background. As I know was one of the requests is to unify the header information of the QPWP to match the other [Indiscernible] that is the story in our backlog. We will look at doing that in the future as we move forward with the truck worked. Before we make that change, I will give you at least -- we will give you at least 90 days notice, if that change -- that the changes pending.

That sums up our import work, outerwear major ACE export work is two full.

[Indiscernible - multiple speakers]

We direct -- have done the Cargo [Indiscernible - Coughing] we will then begin developing and working on the XML record set and air CAMIR . After those two are done we will worked on the unified XML record set.

We are currently waiting on -- we are working on air, ocean, well. We have yet -- the ability to do message sets for all three of those modes. We will worked on the trade when we well out the manifest. Can you go to the next page before we move onto that I want to say today we pasted more information on the website for the export manifest. I clarified that the language in the instructions upfront. I talked about the messages we would support going forward. Because we are building so quickly in so many modes, we concentrated on the validation and edit messaging that we believe are needed as the core part of the functionality. This will not have

the size were amount of validation and edits that are in place on the input side. As you come forward -- import side. As you come forward we will lurk on the trade with that messaging and we are looking at when we go to the pilot, we will well them out in a manner similar to what we did with FE and with ACAS. As we identify pilot this is depends we will -- pilot participants, we were workable systems to make sure they are coded correctly. With the data -- when the data is at a high enough [Indiscernible] that we can roll this out to. We would roll that out in a minimum those minimal fashion intestate with that port. If everything is okay with both the Tamron -- port and the this site. As for additional information on the pilot, do you want to talk about the FRN and how we were well it out and select participants?

At this point -- yes, at this point we are working on draft [Indiscernible] we expect sometime -- we are aiming for late April or early May. Maybe late March or early April. That is our first mode that we will try to get published. These are Federal Register notices, review processes, etc. We are on track right now for late March, early April publication. We intend to have nine total participants, 326 who are carriers -- three to six more carriers and [Indiscernible] [Muffled Audio] submitting the data. We are anticipating, if we can get the Federal Register published, get our selectees out there, we will begin with the first participate -- participant hopefully to collect some data by early May. We are also currently working on rail and ocean notices. They will be similar in terms of the fact that we will limit it to nine participants. The key to understand is right now these export manifest processes are going to be voluntary processes based on the fact that we have to go back and at some point make some significant regulatory change, in order to change our focus over from [Indiscernible] to the Air Manifest filing. The benefit of going to the Air Manifest filing, in additional to having an [Indiscernible] ability to have most filers have an idea of what they are shipping prior to the fact that they know they are shipping it to or have enough information to file AMS. It has created some issues. There is somewhere between 1500 and 2000 filers using option four . Since it was launched in the late 1980s and early 1990s -- it has been cut off to lose participant -- participants but still have many participants who have exception codes for the value etc. that don't have to be four.

What we are unable to do is there is a significant amount of freight that we have to do manually which so is everyone down. There is still paper filings. We are still using paper/DIS filings in order to process this. We need to get to the point where we have strategy that gets us off of the paper filing an into a manifest where we are collecting data from the appropriate parties. This way the people that understand -- the parties of interest for the sales transaction are shipping the AAS data and the carriers have an understanding of the freight as far as it being billed, will be able to send the data. Between the two we will be able to expedite the processing of exports and other things such as people bringing their containers back. From a business perspective it is important. This is the first up on a much longer world. I will turn it over to Bill to talk about in the PGA integration issues that are being built for -- [Indiscernible - multiple speakers]

One of the reasons it's taking us longer is because we don't think that truck would work as an exact process as we do currently for the Type-06 embed. We -- in bond. We also are looking at Mexico and other Latin American countries and working a process to figure out how to align the data sets for the three country so that their inward manifests become our outward manifests and vice a versa. That is a longer have. That's one of the reasons we're looking at a slightly different solution for truck

Thanks Jim. The next but I want to talk about is what we are doing on the AES side of the house. The one that we want to talk about is the PGA. So this is the data that is currently being provided to us. Our biggest worked on that side is on the PGAs. The biggest PGA is census as far as we collected data for today. Currently we get 50% of our final things -- filings coming to an application AES Directly which is census own then manage. The AES direct system is being incorporated into ACE. We are well on our way to developing the first portion of AES Direct. We are well on our way to developing the first piece of the application which is the portal optionality, commodity filings. That is well on its way. That mirrors the existing AES direct functionality, but on a modernized interface. I think you will see improvements in the way you can file your manifest or your templates and manager goods. Along with that way -- because of that we have developed an exporter account, which is on the work in our ACE environment. That is on our legacy ACE account side. You will have the ability as an exporter to create an ACE exporter account from your imports your account or as a freestanding exports account. There will be an application on a website that you can complete. It should run automatically, do validations and verify who is sending the application. If approved, and account will be created. You will have the ability come as soon as the account is created, to do one thing come out which is file AES direct to the portal. You will also -- final AES directed to the portal. You will also have the ability file in ACE portal. You will also have a second ability if you create from an important account. Will have the ability to run reports on your AES filings. Could run that is a filer or as a broker who you filed for or who has been filing for you. There are three reports of the transaction. One is the filer report which issue back 144 transaction data set of a yearly report. For the US PPI those – those will provide to to a routed and non-routed report. If it is not routed you will see the 144 data set element universe that you see as a filer. If it is a non-routed shipment you would get a subset of that. I want to say it's maybe 120 elements.

The reports actually have been built and have been deployed to our production environment and they are currently being tested by census to validate they were can they operate as we anticipate they will. The reports are complete. Ongoing work with the exporter accounts, we anticipate those to be deployed in the June 27 deployment.

The exporter accounts should be available - we have a dependency on an FRN for that. We will be waiting on the FRN. We will deploy in June that we may not activate until the FRN is out. We are on path to get that out before the June deployment. The last piece is the AES direct portal. We will also deploy that in that timeframe with the idea of actually having a test -- a pilot with the trad where they can come in and create the account come in going to the system and file via the portal, all while having their AES direct accounts still with census. The idea is that the portal functionality turned off early next year. We are also looking at two other functionalities that AES direct supports.

The portal filings in the AES direct represent, we anticipate, 80% of all filings will be done that way. There was another 20% of that are done two different ways. One is an upload feature, where a spreadsheet is electronically uploaded from the trade and is processed and ITN's are created and reported back to the trade. The second one is a web service feature that we allow vendors while they are capturing data from a trade participant similar to booking information. They would be in that person's website, interim data. When it comes to the ITN they would have the choice of directly filing to AES Direct. That application data entered to AES direct. They sign in. It's preloaded. They complete the filing. And ITN number is pushed back to the vendor. We are looking at what it will take talk about that.

There is a chance some of that has been built without a standard. If that is the case, we're going to have to standardized that -- standardized that standardize that. We will have to have one set variation that everyone conforms to. There will be changes for those companies that are using these two applications, AES direct Web services or the ability to file with a spreadsheet and then upload. They will have to ACE instead of AES direct. We are going to look at it in this increment and determine what we have to do to get this accomplished by the end of this year. I don't have a plan for those. We don't have the specific details of how they were built for each participant.

There will be more coming on that. We also had PGAs that we are looking at. One good thing we can say so far is, no PGA have looked at that is manifest impactful. all the PGAs on impactful on the filing. I guess that's great if you are a carrier but not so good at you're a filing. It is limited to commodity filings. Some of the ones we are looking at beside census, we have already done many changes for BIS. One either changes we will do internal as far as the way we send messages for BIS. We are actually been a modernized the way we send -- they send us messages. We still get their messages to the mainframe. We want to move that to IWS. We want to get the additional data that we don't get. We want to get the message, amendment types that we don't get -- we want to turn off the paper process, the lodging of paper documents at a port prior to export. First we want to automate the feature. We been prevented from doing that because we don't have the complete data set that we are looking at fixing that the summer. We are currently working with them. EPA currently has a pilot with us. We actually had -- I haven't looked recently -- at the end of January we had over 300 filings. It's for hazmat goods. There are two trade entities filing for us to lead acid battery shipments. As the only commodity they are doing currently. They are sending additional data to us, EPA is looking at rolling out additional commodity types. They are also looking at making the regulations -- the changes made to require the filing. AMS, we have the ability to submit the AMS export permit for Apple and grape shipments in ACE rather than a paper document being turned impact that has not been implemented yet. AMS is making the changes in order to change from paper to the electronic version. It is built, currently the EPA and the AMS changes which are posted on our website and have been since October. They are up there. When you see that PGA line within the commodity AESTIR that is the same type of line that we would use for all additional PGAs as they come on board. OFAC we're automating, it should be very limited impact in the trade. We currently get their license types reported. Unfortunately the number is not always the correct number in that filing. Where want to clarify in the AESTIR what number we are looking for to send the data on that so we don't have to ask for a copy from the trade. DEA, we a partial automation right now. They are in the mainframe. We have moved to their stuff into ACE we have not turned off the main processing. For viewing those screenshots for imports and exports. The national Marine fisheries service, we are looking at collecting permits for fish species that are being exported from the US. Fish and wildlife services, again their permits for exports. We are looking at automating additional data from Fish and Wildlife Service's. The same goes to ATF. Some additional ones we're looking at DOE. As soon as we get them on board we will get them on our list. It is a much smaller universe with a much smaller impact on the exports side. --, In the sense that the changes that are needed -- a big impact as far as processing, getting rid of the paper and getting this to flow to parts and notifying the trade if there is an issue with commodities or manifest filings or PGA data directly up front for they even move the exports for to prevent holds.

The next pages technical information. If you haven't been there recently, we posted this to the manifest section. We will be posting more updates over the month. Hopefully we will have the documentation complete. There are lots of questions?

I am going to get started. Speed round. When will the export manifest unified XML be published?
IG be published.

We got feedback and there was some on the draft that you will see which we are including they were enhancements to the draft, not structural changes to the draft. I had been waiting for them. We actually have a story in this spring for the team to commerce changes to the document. I am hopeful by the end of the month we can have those updates posted on the website.

Will there be certification testing documentation for ACE export manifest like we had for ACE import ?

I am working with the client representatives for the ocean transaction sets. We are reviewing the ones that were done in the import side and seeing which ones apply for the export side. Then we will be working with the client reps side, And then we will be working with the quiet reps for ocean. -- Client reps for ocean. For air, we didn't have any. We will look at them as we move forward and we check to see if we need a similar documentation. For rail , I don't think we do but if we do we will look at them as well.

How does the carrier know the export shipment has been manifested already? Is there are website for a carrier to verify what is a carrier need to check before each flight departure from the US?

I will provide an answer offline. I need more details.

Could the submitter of that question supply more information. That way we can get you an answer. Next question, regarding air import manifest, how is the parallel process going? Have all of the issues been identified and addressed with the particular filers?

As far as I know, all known issues with existing filers have been reached out to. That doesn't mean we won't uncover more. There are a number of issues where we are currently working. That is why the certification environment is somewhat limited in the sense that we don't have WPE or some of the response messages. We found errors in the code that we are fixing in ACE - that was anticipated and that is why we are doing the processing run. We anticipate having all of the coding completed, with the bug fixes and we're shooting for the end of March part our last Sprint in March which is Sprint 3.

We should have all of those addressed. I can't guarantee that we won't find additional ones especially when we start trade testing or field testing or even the training might uncover new issues -- or the old testing or even the training might uncover new issues. I suspect that right up until the end of April we will be doing fixes. Any of those fixes will be deployed on May 2.

Are the house bill of lading, empty bill of lading/container, and trans-shipment contain is required to be transmitted via ocean transport by required by ACE come May 1 2015 is that exporter import?

Its export?

We don't know. It will be in the FRN that James Swanson is working on. Tim, this is a question --

Right now there is nothing on electronic export manifest that is being required for May 1. That is the date that applies to existing electronic manifest processes, they have to be in ACE by May 1 with air being on our site. In terms of data elements, could you read that back again?

Empties is a big one. Probs I believe.

Leader of which -- we are not filing them electronically currently.

If they are not being filed in the paper manifest right now I don't think there is any mandated change that I have seen.

We can back that -- on that.

I can tell you there is no electronic requirement for electronic filing of manifest data for exports for May 1.

That's a good point. On the export side there are only two pilots going for exports. One is the vessel transportation module in AES which has been out here since the late 90s. That was moved over into ACE last March. Those four filers are currently in ACE. There are no changes for them. The other pilots is the document imaging system pilot for ocean as well. There is roughly 27+ participants in that. That also is what is in the ACE electronic universe and qualifies for the May 1 timeline. The pilots we have spoken of so far do not fall into the May 1 timeline. There is no requirement to get in by May 1 for ocean, rail, truck or air.

Having control over duplicate In-Bond numbers in ACE, will there be a faster way to get a range of numbers once you notice that the previous provided once collided with someone else's?

Yes, it will no longer generate duplicates. If you believe you have a duplicate set, either work with the port or we can do it back here and issue you a new bank.

Can you confirm that if we deployed Air AMS based on the document posted in 2006, there are no EDI changes required on the software vendors end?

If you look at the transaction set and the change document that was published, which was provided by Gary Scheffler, yes - that is the case. The issue is going to be with air which we will find in testing, with the actual way that we submit the data. The way data comes in with a header information and how we divide it.We do not process air messages in the same way that we do the ocean and truck. The way they go in the pipeline it goes into the system correctly. We do it with header information.

Draft IGs for QXWX to QPWP I think QPWP was posted in December. There were minor changes that should be updated in the document. I was holding off on making those changes. They are not structural. They are updates such as don't use this for air which is implicit in the document but not specifically called out. I wanted to see when they finished developing the WP, fixing the issues, that everything is consistent. I will test one more version of the QPWP. Is not a draft. The QPWP is what they coded to.

What will happen to somebody filing QXWX on May 3? It will not process. ABI will be going to ACE and it will not recognize the QXWX transactions.

Four QXWX , we want to verify that you cannot do this until May 3 -- you cannot start using QPWP until May 3?

That's correct. Date is a hard cutover.

Where can we find the sample export EDI messages based on the new IGs?

For what one are we talking?

There are samples of the messages –in the IGs there is a sample message.

Today in QP (7512 inbond) can be canceled by anyone. Is there any way that an existing QP can only be canceled by its original filer?

We didn't fix that issue. That would still be out there. We didn't address that in this delivery. That is something we could put in the backlog. Let me look at that.

Are foreign airport codes allowed in QPWP? Right now I believe it only allows schedule K for foreign port codes.

Yes, we changed to accept both.

With the PGA requirements for AES be the same as for ACE?

No.

If there is a new Export manifest then what is going to happen with cargo out of an FTZ on a QP where a BOL is created by the QP application itself based on the FIRMS code of the facility plus a unique Sequence#. Will an existing BOL/AWB be needed to submit this QP then?
We will take that under advisement. We haven't gotten that far yet.

You mentioned future changes to the header records of QPWP. Can you clarify which record types will be impacted?
I do not, but we can get you that info.

Could you summarize what formats are accepted today for rail , ocean and air exports?

Currently we have coded and post for production the CARGO IMP transaction set for air, and ocean in the X12 and for rail. We are coding and pushing hopefully with the April deployment, the ocean CAMIR and possibly the IATA 2 XML.

Will CAMIR be supported before the pilot, air and ocean go live ? Can we currently only be able to use the current formats?

They will be coded and available when you see the FRN. If you would volunteer and are selected and for air CAMIR, we would work with you on the codes within the pilot timeframe.

You can choose those even though they are not in production right now.

When will the ACE expert manifested be required? It sounds like this year is just a pilot.

That is correct. This year is the pilot I think in the FRN we're going to announce the pilots. We will run for two years. Anyone who knows FRN's, doing a final reg. change requiring something as extensive will take to 2 or 3 years to get it into writing. Do you have anything to add to that?

Anything beyond this year would be a guess. We know it will not be this your. Once we get the pilots in place and begin to evaluate the data sets, we will probably begin the work of identifying regulatory changes.

We are looking at CAMIR for Ocean Export. Could you confirm that you are still working on/finalizing specs for that? We have a number of questions about your currently published Export CAMIR specs so we will then hold them until final CAMIR specs.
The final CAMIR specs are there. If you have any questions, we will update FAQs with answers.

Where can we find the updated AES specifications?

If that is CAMIR ANSI X12 for commodity filings, they are on our website.

It was mentioned that a unified XML will be coded last. When will this be? It seems that we are being forced to code multiple records for export.

It is in increment 10:-- 10. It's a lot of work. Someone had -- a lot of work. Someone had to be first and someone had to be last.

Is "vessel departure declare by electronic way" required in the future?
 It's in the transaction set. It is anticipated that it would be required.

Is "house /L cargo declare (like R24 import to US), required in the future?
I don't understand the question.

Whoever submitted the question, please clarify.

Will the dates of export Cargo declare change from within four days from vessel departure to sometime before vessel departure?

That is the plan right now. This is going to be -- we are looking, for the purposes of manifest, we are looking to use this as our pre-departure information.

What is the timing of moving off AES direct and onto ACE with the two way web service?

That would be by the end of the year, calendar year.

Is there a list of disposition close to be used for ACE Air Manifest and ocean manifest.

Yes its in the documentation on the website.

Confirmation, are you doing away with QXWX in ACE i.e. merging it with QPWP ?

Yes.

The current process for their export is to send the paper manifest after flight departure. After the mandatory use of ACE does the carrier need to verify the shipment before departure from US or not? If so, is are any website for the carrier to use? This is similar to the other when we received.

There are no changes to the existing transactions right now. That is all being developed as we go.

And a new application be created to have a new range of In-Bond numbers so that errors can be avoided?

That?

Up -- and new application.

The issue with duplicate In-Bond numbers was that they were -- they never turned off the entry bank in AMS so there were duplicate filings of those, of which they gave a large amount of the singular -- single filer, millions of In-Bond records. Since then the filer has been given new entry bank and is not using the large banks they had previously given us. And we turned off the AMS In-Bond generator to only generate it from one file now. They should not be an issue with duplicates anymore. If you are having an issue, have the port reach you or us.

Could you confirm the sample of EDI messages. We are unlikely to -- unable to locate them on the latest IG on the website?

Is this for ocean or -- which is that?
That was not provided. We can try to send that link again.

To whom should we address CAMIR questions?

They can send it to me, Peggy Rutledge.

What protocols are expected to be supported for the two way HTTPS SOAP?

We don't understand the question. If the submitter could provide further clarification on that question -- is there someone I can reach out to about the two way Web services about ACE for AES filing? If this is the web service -- If this is the web service application for AES, send Bill [Delansky] your email. That was a last question.

Unless there are any other questions, I want to thank everyone who has participated on today's call. We had 237 participants today. Everyone that registered for what would have been the on-site session and then some. Thank you all for your patience. We understand that this information is very technical and this is -- and on-site session would've been preferable. As a reminder the closed captioning will be available today and was available today. We will have a transcript posted along with a copy of today's webinar to CBP.gov in the next few days. We will also be creating an FAQ document from the questions that we answer today as well as the questions that were clear and that we were not able to answer today. We will make those available and post them on CPP -- CBTGovernor. We also understand we have to cover the PGA message set information that would be on schedule for the on-site session. Given that there is a lot of content, a lot of questions, we will most probably break up that session into multiple webinars. Currently we are looking at March 11 and 12th as the two webinar dates for the PGA webinar. We would be looking to have the PGAs provide their updates on one webinar and then we would have an open forum for the following webinar come in the next day, where we could do Q&A. That is the current plan.

Again, thank you everyone for your patience. We appreciate your continued cooperation in working with us through this interim period before we get to the mandatory dates. Please submit your questions to us if you have anything as that you thought of after we conclude today's session. We will make sure that we answer those questions for the FAQ document that we are building. Thanks everyone. Have a good afternoon.

[Event Concluded]