e-Manifest: Trucks (Release 4) Electronic Data Interchange (EDI) Information Session

January 31, 2005

UPS	Trade
ABF	Trade
Celadon	Trade
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Karen Henderson,	CBP

U.S. Customs and Border Protection

e-Manifest: Trucks (Release 4) EDI Information Session

Introductions and Session Overview
Steven Graham, eCP

U.S. Customs and
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Agenda

Introductions

Explanation of the electronic meeting process

Overview of ACE e-Manifest: Trucks (Release 4)

Portal Presentation

Communications for EDI (MQ Series)

Test and Validation

Common Error messages and their resolution

Implementation Guide changes since June 2004

Carrier Accounts - MEDPID

Release 4.x

Carrier input

Final Questions and Answers

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e-Manifest: Trucks (Release 4) EDI Information Session

Electronic Meeting Process

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EDI Overview

Connecting to ACE using ANSI X.12:

- Messages transmitted to U.S. Customs and Border Protection (CBP)
  - 309   Complete Manifest or Preliminary Shipments
  - 358   Truck Manifest (Trip/Consist)
  - 353   Event Advisory Message (Manifest Commit)

- Messages transmitted from CBP
  - 997   Functional Acknowledgement
  - 355   CBP Acceptance/Rejection
  - 350   CBP Status Information

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EDI Overview

Connecting to ACE/FAST using EDIFACT:

- Messages transmitted to CBP
  - CUSCAR   Customs Cargo Report
  - CUSREP   Customs Conveyance Report
  - PAXLST   Passenger List
  - CUSDEC   Customs Declaration

- Messages transmitted from CBP
  - CUSRES   Customs Response
  - REQDOC   Request for Documents
  - CONTRL   Functional Acknowledgment

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Web Links

ACE Release 4: Truck Manifest Power Point Presentations, June 2004 TSN

www.cbp.gov Trade Support Network > June 2004 TSN Meeting Highlights > Release 4 Truck Manifest Status

Truck Manifest User Interface usability Session Frequently Asked Questions

ACE EDI Message Drafts

www.cbp.gov Trade Support Network > Related Links: ACE EDI Message Drafts
- MEDPID EDI Message for Crew, Conveyance and Equipment
- Outline of EDI Messages for ACE Releases 3 & 4
- DRAFT CATAIR Changes for ACE Release 3 Periodic Monthly Statement
- New/Modified EDI Messages for ACE Release 4 - Truck Manifest
    - ANSI X.12 Message Sets
    - Service Segments Required to Envelope UN/EDIFACT Message CTLSET
    - Manifest Submission by Truck Carriers
    - June 28-29, 2004 eManifest Trucks EDI Information Presentation
    - June 28-29, 2004 Information Session Questions and Answers

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e-Manifest: Trucks Process Overview

Importer/Broker

Entry/Entry Summary

Carrier

ace

e-Release

U.S. Customs and Border Protection
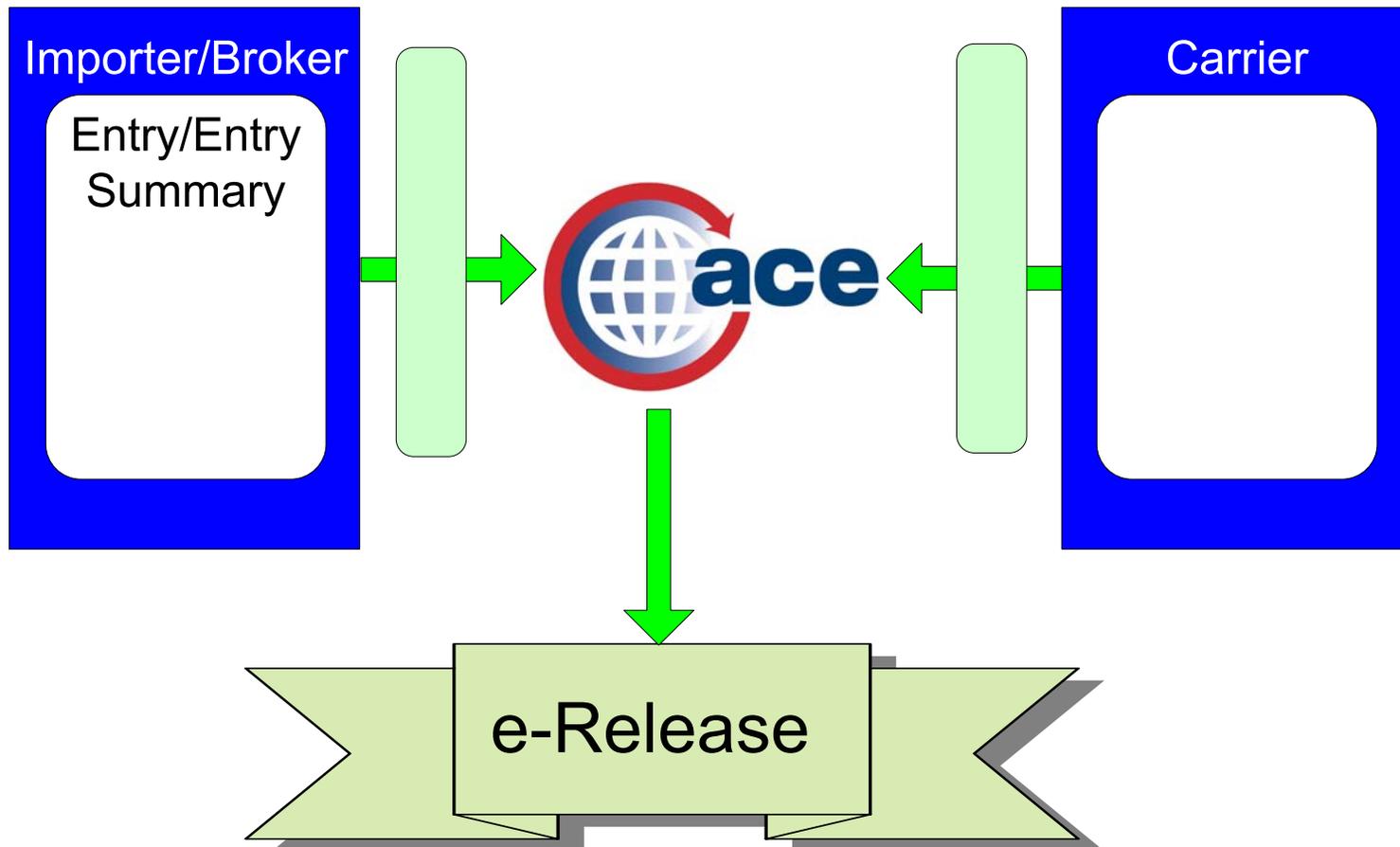
e-Manifest: Trucks Functionality At-A-Glance

Electronic truck manifest

- Multiple filing options
    - ACE Secure Data Portal
    - EDI

Electronic Release (e-Release)

- Automated reconciliation of manifest and entry
- Supports current shipment release programs
- In-Bond

On-line trade community access to data

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e-Manifest: Trucks Functionality by Shipment Type

	e-Manifest filing	e-Release	Portal view
PAPS/BCS	✓	✓	✓
Section 321	✓	✓	✓
BRASS	✓	✓	✓
In-Bond	✓	✓	✓
FAST		✓	✓

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e-Release: PAPS

Entry pre-filed in ACS

- Border Cargo Selectivity
- Entry
- Entry Summary

When a Carrier automates, **the Broker must transmit the Shipment Control Number (SCN) in place of the PAPS number.**

Shipment Control Number (SCN) and if applicable, Bill Control Number (BCN) must match SCN/BCN number supplied on the entry

Current limit of three PAPS shipments at primary may be removed

Manifest and entry information is reconciled

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e-Release: Section 321

19 Code of Federal Regulations Section 143.23(j)

Country of origin and value will be entered into the manifest shipment records

With these additional data elements the manifest becomes the entry

Maximum value is 200 dollars

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e-Release: BRASS

C-4 code numbers will be entered by the carrier into the manifest shipment records

BRASS bar codes will not be needed

At the time of release entry number will be assigned
- More data is printed on the slip printer
  - Entry #
  - Date
  - Time
  - Carrier SCAC
  - Tag number of the conveyance
  - Driver(s) name
  - Manifest Quantity
  - UOM
  - C4 code

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e-Release: In-Bond

In-Bond types supported

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

In-Bond functionality supported

- In-Bond request and authorization
- In-Bond arrival

Method of data transmission

- ACE e-Manifest: Trucks (Release 4)
- Electronic In-Bond via the Automated Broker Interface (record identifiers QP/WP)
- Customs Automated Forms Entry System – CAFES

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e-Release: FAST Overview

FAST transactions will be filed in the same manner as today

ACE will support the release of FAST shipments

FAST transactions may be viewed via the ACE Secure Data Portal

FAST transactions may not be created or modified via the ACE Secure Data Portal

Transitional Port Deployment

ACE Ports

FAST Ports
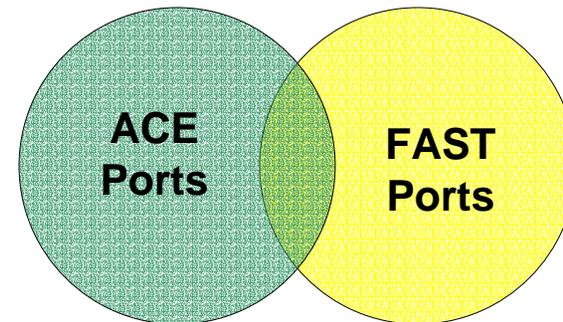
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Additional processing

Broker Download

- Shipment data reported by the carrier will be forwarded to the ACS entry filer identified by the carrier

Secondary Notify Party

- Status messages will be sent to the ACE Secondary Notify Party
- Must be a valid ACE account (valid SCAC)

Additional Party

- Add as many additional parties to the transaction as necessary.

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ACE Secure Data Portal – e-Manifest: Trucks (Release 4)

Bill Miller, eCP
Brian Duffin, CBP

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ACE Secure Data Portal

ACE Secure Data Portal - Manifest

ACE Secure Data Portal - Trip

ace secure data portal U.S. Customs and Border Protection — Welcome Diane Sanchez!

View: Manifest

Manifest | **Search** | **InBond**

Account List ? □

Click on icon or label text to access menu.
- World Freight Trucking, Incorporated
  - WFT, Inc.

Manifest - Create Standard Manifest ? □

* Indicates field is required.

Trip Information

Carrier SCAC: AAAC   Carrier name: WFT, Inc.   ACE ID: 0000000267   Filing status: PL

* Trip #:   AAAC [   ]

* Est. date of arrival at first port in U.S.: [   ] (mm/dd/yyyy)

  Est. time of arrival at first port in U.S.: [   ] (hh:mm local military time)

* First expected port of arrival: [   ]   Lookup Port Code

  In-transit indicator: ○ Yes ● No

Conveyance

Lookup Conveyance or Create One-time Conveyance

* Conveyance ID:

Seal #1: [   ]   Seal #2: [   ]   Seal #3: [   ]   More Seals

Instruments of International Traffic:

☐ EC - Trip consists solely of empty IIT's covered by carrier's bond.

☐ EI - Trip consists solely of empty IIT's covered by importer's bond.

☐ MC - Trip consists of merchandise and IIT's. IIT's covered by carrier's bond.

☐ MI - Trip consists of merchandise and IIT's. IIT's covered by importer's bond.

Crew member(s)

Add Crew Member by ID or Lookup Crew Member or Create One-time Crew Member

* At least one crew member is required.

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ACE Secure Data Portal - Conveyance

ACE Secure Data Portal - Crew

ACE Secure Data Portal - Crew

* Zip/Postal code: 11701

Driver Documentation

* If crew member is also the driver, the following information is required.

Commercial Driver's License #: [ ]

Country: --Select--

State/Province: [ ]

* If driver has HAZ-MAT endorsement, the following information is required.

HAZ-MAT endorsement(s): --Select--   **If Yes, enter endorsement(s):** [ ]

Additional Documentation

* At least one of the following is required.

	Number	Country	State/Province
Passport #:		--Select--	
Birth certificate #:		--Select--	
Citizen card #:		--Select--	
U.S. Visa #:		--Select--	
Certificate of naturalization #:			
Laser Visa (BCC) #:		--Select--	
Permanent resident card #:			
Reentry permit #:			
Refugee permit #:			
Other:		--Select--	

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ACE Secure Data Portal - Equipment

ace secure data portal U.S. Customs and Border Protection   Welcome Diane Sanchez!

View: Manifest

| Manifest | Search | InBond |

Account List   ? □

Click on icon or label text to access menu.

- World Freight Trucking, Incorporated
    - WFT, Inc.

Manifest - Create One-time Equipment   ? □

* Indicates field is required.

* **Type:** --Select--

* **Number:**

License Plate(s)
* At least one license plate is required.

License Plate #	Country of Registration	State/Province	
	--Select--		Remove
	--Select--		Remove
	--Select--		Remove
	--Select--		Remove

Seal #1: _____   Seal #2: _____   Seal #3: _____

Seal #4: _____   Seal #5: _____   Seal #6: _____

Instruments of International Traffic:

☐ EC - Trip consists solely of empty IIT's covered by carrier's bond.

☐ EI - Trip consists solely of empty IIT's covered by importer's bond.

☐ MC - Trip consists of merchandise and IIT's. IIT's covered by carrier's bond.

☐ MI - Trip consists of merchandise and IIT's. IIT's covered by importer's bond.

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Link Shipments to Trip

ACE Secure Data Portal - Shipment

ACE Secure Data Portal - Shipment

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

Shipper
* Either an ID or Full Shipper information is required for a Shipper.
ID: --Select-- [Validate ID]
- or -
*Name:
*Address line 1:
Address line 2:
Address line 3:
*City:
*Country: --Select--
*State/Province:
*Zip/Postal code:
Telephone:
Email:

Consignee
* Either an ID or Full Consignee information is required for a Consignee.
ID: --Select-- [Validate ID]
- or -
*Name:
*Address line 1:
Address line 2:
Address line 3:
*City:
*Country: --Select--
*State/Province:
*Zip/Postal code:

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Shipment Commodity

Change Shipment Type

ACE Secure Data Portal – In-bond Arrival

Communications Architecture and Trade Interfaces

Gwen Morris, CBP

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Trade Cisco/MQ Internet VPN

Internet Dial and Broadband Access

Direct Dial toll-free access (where an ISP is not available)

VPN

- Establishes secure connection across the Internet

MQSeries Client on Trade Server

- Establishes connection to CBP for data transfer

Trade Application (ACE, ABI, AES, AMS, etc.)

- Transmits and receives data to/from CBP

Trade Cisco/MQ Internet VPN

VPN FIPS Client for Windows 2000/XP

- Cost: Free component provided by CBP (CBP license with Cisco)

MQSeries Client

- Cost: Free component provided by CBP

Cisco VPN hardware for all other platforms (ex. AS400)

- Cost: < $1,000

Internet Connection (Always on)

- Cost: Internet Service Provider

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Communications Architecture and Trade Interfaces

Customs EDI Communications – ACE

Supported Communications

- Frame Relay/MQ
- Cisco/MQ Virtual Private Network (VPN)
- Value Added Networks (VANs)
- Application Service Providers (ASPs)
- Service Centers

Communications Not Supported in ACE

- LU6.2 SNA
- RJE Dial-Up

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Communications Architecture and Trade Interfaces

Customs EDI Communications Architecture

Trade

Value Added Networks
Service Centers
Carriers
Brokers

Internet VPN

TCP/IP Frame
Relay Network

CBP MQ
Message
Broker
Interface

CBP
Automated
Commercial
Environment
(ACE)

Manifests

Accounts

*Periodic
Statements*
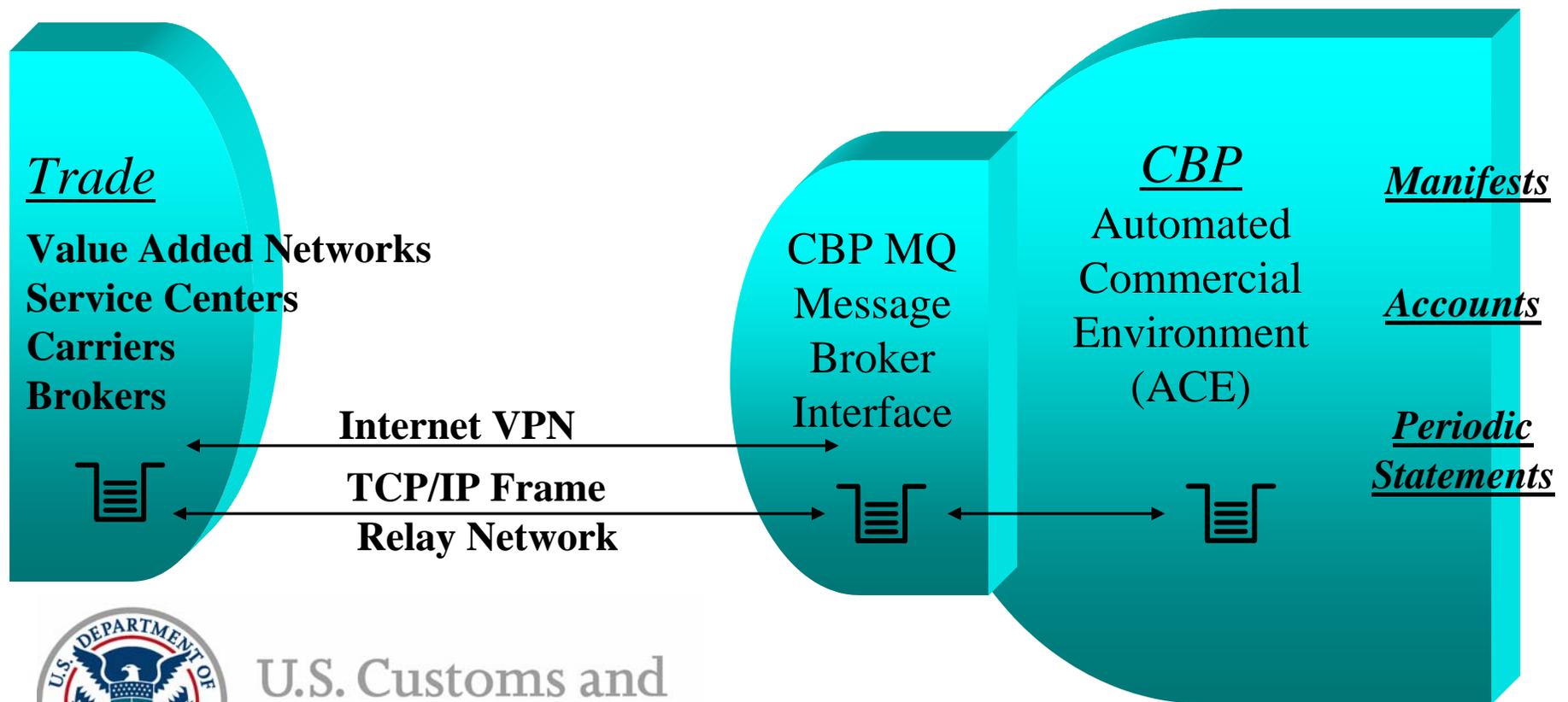
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EDI Test and Validation Plan

Jim Wolford, CBP
Dale Wilson, CBP

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Unrestricted

Test and Validation

Categories of Trade participation

- Client (carriers) developing their own application software

- Software developers and vendors

- Service providers (port authorities, service bureaus, etc.)

- Clients of the software vendors/service providers

Test and Validation

Letter of Intent (LOI) -

- A "letter of intent" must be submitted by the trade participant. It must be on corporate letterhead.

Identify if they will use a software vendor or if they will be self-developing their own system.

- Mail to: Janet Pence

    DHS/U.S. Customs and Border Protection

    Office of Information and Technology/CBPMO

    7501 Boston Blvd. Room 211

    Springfield, VA 22153

- A Client Representative will be assigned to the trade participant

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Test and Validation

The Client Representative:

- is the primary CBP contact for the trade participant in their automation efforts; working with other CBP staff to prepare for the new testing partner

- acquires the specific system information about the software and interface protocol from the client or service provider

- provides support to the client throughout the testing phase and assists in troubleshooting any errors

- identifies the type of testing required of participants, providing them with the appropriate test package

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Test and Validation

Next Steps:

- The Client Rep will assist in securing the following
  - An Interchange Security Agreement (ISA)

  - New MQ Series communication profiles and message queues to the Test and Certification Environment.

- Administer the test which includes
  - Scenarios required of the participant in order to pass the test

  - Test scenarios cover a variety of situations to ensure the software is capable of dealing with a multitude of conditions

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Test and Validation

Steps required to pass each test scenario:

- EDI message must be sent and the appropriate response messages received without errors

- If an error message is received by the client, the client must identify the error and correct their transmission (or notify their vendor/software provider to do so) in order to retransmit the test scenario correctly

- The Client Representative reviews all aspects of the transmitted EDI messages/transactions for correct and complete formatting, including optional fields, and troubleshoots problems as necessary

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Test and Validation

Upon successful completion of the test by a truck carrier:

- the CBP Client Representative authorizes the participant to transmit transactions to ACE in the production environment.

- The testing process may be repeated if the participant changes software packages, service providers, etc.

Upon completion of the test by a Software Vendor:

- The company's name is included in the list of software vendors maintained by the Client Representative Branch of CBP

- The Software Vendor (provider) list is available on the CBP web site and distributed to parties requesting information to become an ACE EDI participant

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Truck Manifest Messages

Earl Furfine   eCP

Sample messages

Sample message sets have now been posted to the CBP website for the following messages: ANSI x.12 309 and 350, and UN/EDIFACT CUSCAR, CUSREP, PAXLST, and CUSRES.

http://www.cbp.gov/xp/cgov/toolbox/about/modernization/ace_edi_drafts/edi_messages/ansi_message_sets/

http://www.cbp.gov/xp/cgov/toolbox/about/modernization/ace_edi_drafts/edi_messages/unedifact_message_standard/

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Tips to Proceed Through Test and Validation

Understanding and analysis of the IG is critical

CBP Client Reps are the key resources for driving validation

Connectivity takes time if your not using a Value Added Network

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Test and Validation - The Process

The Process

- Generate test data (samples provided)
- Set up environment in T&C (drivers, equipment)
- Review transactions for accuracy
- Submit transactions
- Review messages in "Raw Data Editor"
- Check for syntax and system errors
- Verify 355 accept/reject responses
- Verify trip and shipment data
- Release Trip to generate 350 Customs Status
- Conference calls with EDI Trade users
- Work with eCP and CBP teams to correct issues

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Error codes

050 Invalid Estimated Arrival Date: Estimated Arrival Date
needs to be in the future, not in the past

038 B/L Already on File: The Bill of Lading Sequence Number
cannot be repeated

215 Invalid Estimated Arrival Time: Estimated Arrival Time is
mandatory on manifests

406 No DOT # for Carrier ACE ID: DOT needs to be supplied in
the carrier account or submitted on every manifest.

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Error codes

408 Insurance Information not Maintained: Insurance Information needs to be supplied in the carrier account or submitted on every manifest with hazmat.

421 No Conveyance information filed for trip: If filing unassociated shipments, "SYSTEM" is supposed to be supplied as the trip number. If a trip number is supplied, ACE will say conveyance is not supplied for the trip.

435 Amendment Code not Filed: Amendment code is missing after 'manifest complete' message

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Error codes

456 Invalid Travel Doc type on Trip (maybe another error code): driver's license or CDL is not considered a travel document. A travel document for all crew members is required.

465 Complete Crew Information not Filed: Crew destination U.S. address is a mandatory element.

487 Missing Requirement Shipment Party Data: Full Shipper and Consignee information is required including full address

490 Invalid travel document number: Proximity card, travel document number, FAST ID not in account.

Truck Manifest Messages

Don Kozacki   CBP

Implementation Guide record of changes Document L

Truck Manifest Introduction Message (Industry Guide to Electronic Data Interchange)

"Truck Interchange Set - Empty Trucks with or Without Instruments of International Trade (IITs). Change 'original 309 set' to 'original 358 set"

- This applies to manifesting empty truck with or without IIT's.
- Do not report empty trucks with a 309.
- Only report empty truck, with or without IIT's via a 358

355 Set

"Re-submitted the 120304 update with corrected error codes in the K1 after M10."

- Added new error messages

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Implementation Guide record of changes Document L

309 Set

"Changed gray area to: Port/point of loading. This is required in standard manifest. This may be a code or a free form name of the foreign location at which the shipment was loaded on the conveyance. The qualifiers are in M1125. In preferred shipments this is required as a Schedule K Code if the port/point of loading is not in Canada. (Preferred Data element). In in-bond shipments only the Schedule K codes will be accepted."

- Due to the fact that in-bond processing is tied to the Automated Commercial System (ACS) only Schedule K Codes can be used to report Port/point of loading.

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Implementation Guide record of changes Document K

309, 358, 353 Sets: M1005:

"Added to gray area: Truck manifest accepts only alpha-numeric with no embedded spaces or special characters."

- The standard defines alpha/numeric as including spaces however our system will not accept spaces in the Trip number filed.

309, 358 Sets: VEH26:

"Add codes for U.S., Mexican states and Canadian provinces N405, VID18 – refer to the codes in VEH26."

- *Allows for the three alpha Mexican State codes to be used.*
- *This shifts from using the VEH10 to the VEH26, VID15 to the VID18, N402 to the N407*

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Implementation Guide record of changes Document K

VID14

"Add to gray area: Truck manifest accepts 4 different license plates for the same equipment. There may be 4 VID segments to accommodate the license plates. If there are more than 1 VID, the first VID contains the equipment number or 'no number' in VID03. The subsequent VID records contain 'same' in VID03. This will prevent the equipment from being counted as a new equipment."

- This procedure enables the carrier to report multiple license plate numbers for a single equipment.

Implementation Guide record of changes Document I

353 Set

"M1009: add code 'Z' for 'end of manifest'

M1009: change definition of code 'H' to 'Notifications from carrier to CBP"

- The 353 is currently used for two purposes in Truck Manifest.
  - End of manifest code Z
  - In-bond Arrival code H

Implementation Guide record of changes Document F

309,358 sets: REF

" *REF01: move code HD to first position and add a gray area that if this code is used it must be listed first over all others.*"

- When a trip contains a shipment of Hazardous Materials then the driver must report a HAZMAT Endorsement.

- When reporting the drivers HAZMAT Endorsement you must report the qualifier code HD (DOT Hazardous Number) in the REF01

- When reporting a that a driver has a HAZMAT Endorsement you must supply this qualifier prior to any other qualifiers i.e. passport number, drivers license.

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Implementation Guide record of changes Document E

309, 358, 355, 350,

- *"Changed P4 time to optional and add gray note that this is required in truck manifest. Changed N10 to open N1013"*
    - The estimated or scheduled time of arrival is a required data element in Truck Manifest.

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Carrier Accounts Management (MEDPID)

Steve Graham
Karen Henderson

U.S. Customs and
Border Protection

Purpose of MEDPID Message

Electronic Data Interchange (EDI) solution for the trade community to submit master data to a carrier's account for use in e-Manifest: Trucks (Release 4)

Master data includes:

- Crew
- Equipment
- Conveyance

Actions: Add, deactivate, and modify

MEDPID Message Constraints

Up to 9999 master data records can be sent in one MEDPID message

Send 1 MEDPID per interchange (UNH-UNT)

Limit one interchange per message transmission

Limit MEDPID message to one category (crew, conveyance, or equipment) per message transmission

Only one Message Group (UNG-UNE) per message transmission

Message Group is optional one group is assumed

Maximum message size is 4MB

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Reassign a driver to another Account

An Automated Commercial Environment Identification
(ACE ID) is required once deactivated from the previous
account, or the minimum required:

- Standard Carrier Alpha Code (SCAC)
- First, last, and middle name (if middle name exists)
- Gender
- Date of Birth
- Nationality/Citizenship

- Driver's License, State/Province and Country, Hazmat
  Endorsement

- Travel Documents

To Add Conveyance and/or Equipment

An ACE ID, once deactivated from the previous account, or the following is required:

Conveyance
- SCAC
- Conveyance type
- Conveyance number/ID
- License plate with state/province, country
- Vehicle Identification Number (VIN)
- Transponder number, if it exists

Equipment
- SCAC
- Equipment type
- Equipment number/ID
- License plate with state/province, country

To Deactivate or Modify Information

Deactivate Crew
- ACE ID
- Driver's license, state/province and country

Deactivate Conveyance
- ACE ID
- VIN

Deactivate Equipment
- ACE ID
- Equipment number/ID

To Modify: above fields plus changed fields only

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MEDPID Response

CBP responds back to the trade community user with a MEDPID Response

Entire message received is returned with approval/disapproval code and free text (for errors)

Approvals and disapprovals can be returned in the same message

Maximum combination of approvals and disapprovals is 99 in a given message

Two messages will be returned in response to a MEDPID submission

- Functional Acknowledgment (Control)
- Accept/Reject (MEDPID)

Release 4.x

- Steven Graham

Release 4.x

- R4.x scope is to develop the requirements and implement changes to the current ACE baseline

- R4.x is expected to have multiple drops (R4.1, R4.2, R4.3, etc.)

- Enhancements selected will be based on CBP operational needs and Trade requirements

- Requirements will be logically grouped so that they can be implemented quickly

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Release 4.x considerations

Release 4.x considerations include but are not limited to…

- Reporting In-bond exports (Immediate Export (I.E.) & Transportation & Exportation (T&E)

- Release Messages back to the carrier for cargo moving in-bond under Immediate Transportation (I.T.) procedures.

- FMCSA feedback loop

- Service providers/EDI profiles

- Reduction of MEDPID response dataset

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Release 4.x considerations

Continuation

- Mass postings of Informal Entries

- Carrier re-assignment

- Entry filed messages to the carrier

- Dual presentation of manifests

- User interface changes to improve usability

- Changes to the EDI implementation to allow multiple messages within one transmission

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Carrier Input

UPS   Michael Richardson

ABF Freight System   Jevon Jamieson

Celadon Trucking Services   Michael Cary

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UPS

Mike Richardson

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General Preparation

Recommendations to Facilitate ACE Testing

- Be very familiar with the EDI messages used in ACE

- Have a good understanding of your companies business use cases so they can be thoroughly explained to Customs

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Facilitate Testing

Testing coordinator and/or analysts dedicated to analyzing and correcting errors generated during testing are needed at both the company and USCBP

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UPS/CBP EDI Testing Summary

Lessons learned

- Must understand Customs interpretation of terms
  - What constitutes a split shipment?
  - What is the definition of an Amendment?

- Must understand the proper flow of messages
  - Must a 309 always begin the transmission?
  - Under which circumstances should a 358 only be used?
  - When should a 353 be used?

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ABF Freight System, Inc.

Jevon Jamieson

U.S. Customs and Border Protection

ABF Freight System, Inc.

Why we chose ANSI X12

- Experience
- Volume
- Industry/domestic accepted standard

Tips in programming back-end systems

- 140+ applications programmers on staff
- Integrate into current systems as much as possible (manifesting, dispatch, equipment handling)
- >90% of all transactions with EDI remaining exceptions etc. into web portal
- VPN w/MQ client vs. VAN
- Close attention to standards-program errors identified early in program. Fields added not yet in ANSI 4060 standard (CBP proprietary)
- May be more difficult for smaller companies to conform to CBP standard if EDI translator not capable of allowing reworking of EDI code

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ABF Freight System, Inc.

Testing issues

- Under presumption that testing in Blaine was going to be parallel with actual manifest data/7533 with driver
- Establish communications immediately with all involved-Tuesday/Thursday conference calls
- Establish test cases/goals
- Keep test data as backup for regression testing etc.
- All data purged from CBP with weekly refresh – Training sharing with Testing
- No access to web portal-rely upon CBP to enter data into system-had to hard code our system to match data entered into portal
- Very labor intensive to create test data-CBP requested, "Dummied up data" due to not being able to secure data in testing environment
- Very labor intensive to handhold a lot of the testing to date due to issues with CBP system not kicking back 355 etc.

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ABF Freight System, Inc.

Customer support and Operation concerns

- Creating system to match NMFC description and count with CBP required information
- Broker involvement-getting entries entered in time and making sure EDI data matches with paper data faxed/emailed to broker ahead of time

U.S. Customs and Border Protection

Celadon Trucking Services

Michael Cary

U.S. Customs and
Border Protection

Celadon Trucking Services
Full Truckload International Carrier

- Our vision is to eventually send EDI manifest data to Canadian & Mexican governments as well as U.S. This is why we chose to use the UN/EDIFACT international standards.

- Went with Sterling Commerce for connectivity; connected perfectly the first time.

- Still wish CBP would offer additional methods of standardized communication over the internet such as secure FTP or AS2, as we have no need to connect via MQ with any other company other than CBP.

- Fully understanding EDI specifications and applying them to our business practices was difficult with limited Customs experience. Found help within CBP, DHS and Celadon

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Before testing EDI with ACE, my expectations were:

That I had understood and done (almost) everything correctly in programming & mapping

- General mapping errors
- Misunderstanding of EDI specs

Changes to programming & mapping due to my errors were not significant.

That the ACE test system would mirror ACE production general test system limitations;

- Tractor transponder numbers
- Driver FAST ID numbers
- BRASS reference numbers
- HTS codes
- Port codes (does not include Mexico)
- FIRMS codes

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Tests we sent, and the results:

Created complete manifest with 1 shipment, then sent an amendment to the shipment

- Problem - Assumed I could send a complete trip in the CUSCAR (22 – final transmission), then follow with a PAXLST to add crew
- Solution - Had to change programming from "22-final" code to "2-add" for the first transmission, then send a PAXLST, then a CUSCAR "6-confirmation" to complete the manifest

Created trip with empty trailer

- test successful

Created trip without trailer

- Problem - Map error, had a trailer qualifier hard coded into map
- Solution – added new field to interface file, added qualifier to EDI interface program

Tests we sent, and the results:

Created BRASS trip

- Problem - Found that the ACE system only accepts specific BRASS C4 numbers crossing at specific ports
- Solution – Obtained specific BRASS code list and corresponding port codes from Pat, included on next test

Created PAPS trip

- test successful

Created BRASS/PAPS multi BOL load

- test successful

Created trip with 2 BOLs, and used free form city name for port of origin (instead of port code)

- test successful

Tests we sent, and the results:

Created in-bond shipment '62' using 9-digit in-bond number (sent CA to MX, via Laredo)

- Problem - could not use MX port code for final destination in ACE-test, as the test system did not have Mexican port codes loaded.
- Problem - missed sending FIRMS code for our Laredo yard for in-bond domestic destination
- Problem - Celadon Laredo FIRMS code did not work either due to a limited FIRMS database in ACE
- Solution – used Canada port code for final destination, and a FIRMS code given by Pat

Created in-bond shipment '62' using pro# as in-bond number

- test successful

Created in-bond shipment '62' without an in-bond number

- test successful

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Questions and Answers

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