



Periodic Monthly Statement Dates for 2009

Here are the preliminary and final dates for Periodic Monthly Statement. Please keep in mind that the ACE Reports Tool may not perform as well on the days when preliminary and final Periodic Monthly Statements are issued. Please run or schedule your reports during off business hours and/or on days when the Periodic Monthly Statements are not due.

Month	Preliminary	Final
January	January 16, 2009	January 23, 2009
February	February 17, 2009	February 23, 2009
March	March 16, 2009	March 20, 2009
April	April 15, 2009	April 21, 2009
May	May 15, 2009	May 21, 2009
June	June 15, 2009	June 19, 2009
July	July 16, 2009	July 22, 2009
August	August 17, 2009	August 21, 2009
September	September 16, 2009	September 22, 2009
October	October 16, 2009	October 22, 2009
November	November 17, 2009	November 23, 2009
December	December 15, 2009	December 21, 2009



REMINDER! All questions about periodic monthly statement and participation in periodic monthly statement should be directed to the Revenue Division. Users can send an e-mail to periodicstatement@dhs.gov or call the Periodic Payment Help Desk at 317-614-4545.

AD/CVD Amounts in ACE Reports

CBP has identified an issue when the “Estimated” or “Paid AD/CVD” amounts are added to a customized AM 068 or any other customized entry summary report. The amount of the duty paid is overstated. The total duty paid for the entry summary appears as the line item duty amount for each line on the entry summary. Please note, when running the standard AM 068 report and using the hyperlink to view the “Estimated” or “Paid AD/CVD” amounts, the values are correct. “Estimated” and “Paid AD/CVD” amounts are also correct in AD-001 Entry Summary Report.



When a type 03 or type 07 entry is filed, that entry is immediately suspended. There is no liquidation date for that entry either in the ACS file or on ACE reports.



ACE Portal changes of ESAR A2.1 and M1

On January 24, CBP deployed updates to the ACE portal that lay the groundwork for the future Ocean and Rail Manifest release (M1). A full explanation of these changes can be found on the Cargo Systems Messaging Service (CSMS) in both English and Spanish. Additionally, user guides with more detailed information on these enhancements will be available shortly. The updates include:

- **Portal Enhancements (CSMS 09-000006/CSMS 09-000008)** – ACE users will experience the following enhancements:
 - **Log-on/Log-off** – Enhancements include a change in screen color from green to blue and white, cross account access will now appear at the bottom of the log-on screen, and users will click “go” to move to certain screens. When logging off, users will see the Security Alert pop up boxes appear twice and should select “Yes” then “OK” each time the boxes appear to sign off.
 - **Reference/Reports** – Enhancements will allow access to the new UN Loc Code tab, and will allow users to see a new Reference report folder containing the MMM 6005 UN Location Code Report.

- **Reports Data Migration (CSMS 09-000024)** – In order to accommodate additional reporting capabilities, the A2.1/M1 release will require a more robust data warehouse. Accordingly, the existing data warehouse information has been migrated to the new data warehouse. To accomplish this, the following migration activities have occurred:
 - Between January 19 and January 24, 2009, Account Management, Authorized Data Extract and Transactions reports remained “static.” Transactions not posted to the data warehouse from January 19 through January 24 were then loaded. **All data was up to date as of January 27, 2009.**
 - Account Revenue reports were migrated on January 24, 2009.

- **Carrier Notice on in-bond authorization (CSMS 09-000040)** – Enhancements will enable carriers to see differences in how they view data on continuous bonds, and provide new in-bond authorization and ocean conveyance capabilities.
 - **View Continuous bonds** – Carriers with an ACE portal account will now see continuous bond data under the Bond tab in their carrier view. Trade Account Owners who wish Proxy Trade Account Owners or Trade Account Users to view continuous bonds will need to assign access to the Bond tab.
 - **In-Bond Authorization (Ocean, Rail and Truck Carriers)** – Ocean and rail carriers will have the ability to create a list of authorized custodial bond users in their ACE portal accounts. However, the in-bond authorization records created will NOT be used to edit actual in-bond transactions until the spring of 2009. Truck carriers will also see the In-bond Authorization sub-tab in their ACE portal account. **CBP asks ocean and rail carriers, as well as truck carriers to wait until detailed instructions are issued before using the new functionality.** Additionally, CBP will be offering telephone training on in-bond authorization.



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- **Ocean Conveyances** – Ocean carriers with an ACE portal account will be able to view ACS uploaded vessel information in their conveyance tab. Carriers with an ACE portal account will also have the ability to create and maintain vessel information using the add conveyance capability in the conveyance tab, as well as be able to download a spreadsheet, enter their vessel information, and upload it to their account. **CBP asks that the trade delay using this capability until detailed instructions are provided. Any changes made to vessel information in the ACE portal account will be lost when Ocean and Rail Manifest is deployed in the spring of 2009.**



Looking for information on Importer Security Filing “10 + 2”? A list of FAQs has just been posted to CBP.gov at the following site:

http://www.cbp.gov/xp/cgov/trade/cargo_security/carriers/security_filing/



Don't forget that the new year brings new travel requirements at the land borders! On June 1, 2009 the Western Hemisphere Travel Initiative (WHTI) will go into effect at land and sea ports of entry, requiring travelers – including U.S. and Canadian citizens – to present an approved travel document to enter the United States. Visit www.GetYouHome.gov for specific information on acceptable documents and how to apply for them.

Manifesting and Entry Requirements for Multiple Shippers and/or Consignees (CSMS 09-000050)

The following provides clarification for truck carriers and customs brokers with regard to manifesting and entry requirements when multiple shippers and/or consignees are involved.

- **Shipper and Consignee Identification** – With the advent of ACE e-Manifest, the carrier is now responsible under the Trade Act to identify each shipper and consignee pair as a separate item on the manifest. As per the regulations (19 CFR 123.92), carriers achieve this by using multiple Shipment Control Numbers (SCN), one for each shipper/consignee pair. The system is designed to accommodate this process.
- **Consolidated Entries, Multiple Shipment Consignees** – Brokers may consolidate multiple Shipment Control Numbers (SCNs) under a single entry number, as per the regulations (19 CFR 141, Subpart D). Brokers should consult the regulations to determine the number of entries that should be filed based on commercial parties, shipment methods, and importer/broker contracts. As long as each shipment is manifested, releasable, and covered under an entry, CBP Officers should make every effort to release the trip.
- **Definitions of Manifest Consignee and Ultimate Consignee** – For manifest purposes, the **Manifest Consignee** is defined as the “*deliver to party*” from the contract of carriage that brings the goods to the United States. Goods intended to be delivered to multiple destinations in the U.S. at the time of importation need to



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have the consignee identified at the shipment level. Some examples (this is not an all inclusive list) include:

- Single shipper with multiple deliveries arriving in the U.S. under the contract of carriage of the delivering carrier – Each consignee would need to be identified by a separate shipment record with its own SCN.
- Single shipper with a single delivery to a distribution facility – Additional distribution may take place but is not the responsibility of the arriving carrier. One consignee and shipper reported in a single shipment record identified with a single SCN may be reported.
- Multiple shippers, with a single delivery to distribution facility – Additional distribution may take place but is not the responsibility of the arriving carrier. A separate shipment record with its own SCN is required for each shipper even though each shipment is consigned to the same consignee.
- Carrier delivering merchandise to UPS or the post office for distribution in the US – Each shipper/consignee pair requires a separate SCN. The exception to this is bulk mailings entered as printed material and sent into the mail stream. A single consignee is sufficient for this example.
- The **Ultimate Consignee** for entry purposes is defined as the “U.S. purchaser or owner of the merchandise.” If at the time of entry the purchaser or owner is not identified, then the “*deliver to party*” from the invoice will be used. The ultimate consignee is a commercial entity and entry rules apply.