



Planned ACE Functionality for 2012

U.S. Customs and Border Protection (CBP) is planning the following Automated Commercial Environment (ACE)/International Trade Data System (ITDS) functionality for 2012.

e-Manifest: Rail and Sea (M1)

- The M1 pilot is currently underway with participation by a few ocean and rail carriers. Additional trade participants are being added on a regular basis beginning mid-January 2012. The first Automated Broker Interface (ABI) filer is scheduled to join the pilot the week of January 30th.
- Full implementation of ACE e-Manifest: Rail and Sea is planned for March 2012.
- Decommissioning of the rail and sea manifest processing functions of the Automated Manifest System (AMS) is targeted for September 2012.

Simplified Entry

- Testing is scheduled to begin in late January 2012 with the initial pilot scheduled for March 2012.

Document Image System

- The Environmental Protection Agency (EPA) and National Marine Fisheries Services (NMFS) have volunteered to join in the CBP pilot test of the DIS in 2012.

Participating Government Agency (PGA) Message Set

- Technology for the collection and processing of the PGA Message Set was implemented in production in November 2011. Full integration with Trade and other system components is expected to occur as part of cargo release.
- The PGA Message Set is scheduled to be integrated with the Simplified Entry initiative in 2012.

Exports

- CBP will begin developing the first requirements gathering process in early 2012 to work on the Concept of Operations (ConOps) and Operational Requirements Document (ORD) with a scheduled completion date for these documents of Spring 2012.

Creating a Split Shipment via the ACE Portal

To create split shipments (shipments moving on more than one trip) both parts of the shipment, i.e. two separate shipments, must be created in the unassociated **Shipments** portlet. Follow the steps below to create the split shipment:

1. Create the first shipment. Do not enter anything in the equipment section.
2. Once the commodity has been created, and before selecting the **Continue** button at the bottom of the **Shipment—Create Standard Shipment** portlet, add the boarded quantity. For this example, we shall use a complete shipment of 20 pieces—15 on the first trip and 5 on the second. In the example below, the shipment has been created with all 20 pieces.



Commodity [Add Commodity](#)

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<input type="checkbox"/> Select All	Description	Quantity	Quantity Unit of Measure	Weight	Weight Unit of Measure	HAZ-MAT UNDG Code(s)	Equipment
<input type="checkbox"/>	Machine Parts	20	Crate	20000	Pounds		

Total shipment quantity: 20.0

Boarded quantity:

[Note on boarded quantities](#)

* Boarded quantity is required if the boarded quantity is different from the total shipment quantity.

3. Notice that the **Boarded quantity** field shows 15 pieces. Select the **Save** button. Your first shipment is now in the unassociated **Shipments** portlet.
4. Now the second shipment (for the second trip) must be created in the unassociated **Shipments** portlet. Enter the exact same **Shipment Control Number** as you entered for the first shipment.
5. Scroll down to the **Commodity** section and enter the number of pieces for the trip in the **Boarded quantity** field, as shown in the example below.

Commodity [Add Commodity](#)

<input type="checkbox"/> Select All	Description	Quantity	Quantity Unit of Measure	Weight	Weight Unit of Measure	HAZ-MAT UNDG Code(s)	Equipment
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Total shipment quantity: 0.0

Boarded quantity:

[Note on boarded quantities](#)

* Boarded quantity is required if the boarded quantity is different from the total shipment quantity.

6. Do not enter information in any other field. Only these two fields should be used. Select the **Save** button. Your second shipment is now in the unassociated **Shipments** portlet.
7. Complete the manifest for the first trip. Select **Lookup Shipments** and attach the shipment.
8. Select the shipment control number blue hyperlink in the **Shipment** section of the manifest to open the shipment. Scroll down to the **Equipment** section. Select **Trip** and then select the **Add** button. When the equipment is displayed, select the radio button and then the **Continue** button. The license plate will be displayed. Select the **Continue** button. Scroll down to the bottom and select the **Continue** button.
9. You will be returned to your manifest. Select the **Save & Continue** button. You may add other shipments, if you have any. Then you can check for any errors and send the manifest to CBP.
10. Complete the manifest for the second trip, using a different trip number. Attach the shipment and enter the equipment in the shipment just as you did with the first manifest. Click on the **Continue** button.



11. You will be returned to the manifest. Select the **Save & Continue** button. You may add other shipments, if you have any. Once complete, you can check for any errors before sending the manifest to CBP.

New ACE Report Issues

Adding Post Summary Correction (PSC) Data Objects to ACE Reports

The “*PSC Concatenated*” data object was created to show up to 5 reason codes per line. However, CBP has discovered an issue with that data object whereby all of the applicable reason codes are not being displayed. A notification will be sent to all users when the issue is resolved.

When adding either the “*PSC Reason Code All*” or the “*PSC Reason Description All*” to ACE Entry Summary Reports like ESM 7008, if there is more than one PSC reason code associated with the line item, the line item will be replicated for each PSC Reason Code. The value column will be overstated/incorrect if the user attempts to sum it in the report. If only one PSC Reason Code is associated with the line, the values are correct as reported. A notification will be sent to all users when the issue is resolved.

Adding the “Entry Amount” to the MMM 9022 Report

CPB is aware of an issue when adding the “Entry Amount” from the “*Entry Correlation*” sub-folder to the MMM 9022 BOL Status report. In some instances the “*Entry Amount*” is doubled when it is displayed in the report. A notification will be sent to all users when the issue is resolved.

Recent ACE Updates

Please note you may need to copy and paste the URLs below into your internet browser.

New Arrival Processing for ACE M1

On December 14, 2011, as part of the ACE e-Manifest: Rail and Sea (Drop M1) deployment, new functionality was deployed that impacts arrival processing in the Ocean mode of transportation for carriers using both ACE M1 and AMS. The effect is that the correlated arrival process in ACE M1 is now enabled and will perform arrivals on all manifests received, including manifests it receives from AMS. For additional information please refer to CSMS# 12-000002.

URL for Trade Web Based Training

The URL for all Web Based Training for the trade community has been changed to:

http://nemo.cbp.gov/ace_online



Updated ACE CATAIR Documents Posted

The following ACE Customs and Trade Automated Interface Requirements (CATAIR) documents have been updated to correct the Harbor Maintenance Fee (HMF) de minimus value in the Entry Summary. The following updated documents are now available on the CBP website.

Entry Summary Create/Update CATAIR Chapter

http://www.cbp.gov/xp/cgov/trade/automated/modernization/ace_edi_messages/catair_main/abi_catair/catair_chapters/entry_summary/

ACE ABI CATAIR Change Record - 2012

http://www.cbp.gov/xp/cgov/trade/automated/modernization/ace_edi_messages/catair_main/abi_catair/change_records/

Download ALL Sections of the ACE ABI CATAIR

http://www.cbp.gov/xp/cgov/trade/automated/modernization/ace_edi_messages/catair_main/abi_catair/

Trade Transformation Page on CBP.gov

A new web page is available on CBP.gov which provides information on the Centers of Excellence and Expertise and the Simplified Processes, A link to ACE is also available on this page. Use the following URL to access the new web page:

http://www.cbp.gov/xp/cgov/trade/trade_transformation/

Deleting Your Cache

If you are having problems signing onto the ACE Portal, you might want to try deleting your cache. To do that, follow the instructions listed below:

1. Open up Internet Explorer
2. Click on "Tools".
3. Click on "Delete Browsing History".
4. Click on "Delete".

If you do not want to delete saved passwords, you will want to leave that box unchecked. However, we do not recommend that you save your ACE passwords.

If you do not see a "Delete Browsing History" option under "Tools", you can achieve the same result by checking "Internet Options" and deleting your cache from there.



Slow Responses to ACE Portal

The slow ACE responses some users have been experiencing (CSMS# 12-000007 and CSMS# 12-000012) have been traced to a Microsoft Security Update. If you are experiencing a slow response and you want to remove the patch, the instructions below may be used at your discretion:

Before removing the Microsoft Security Update please check with your IT department. For additional guidance refer to CSMS# 12-000023.

For Windows XP:

- Click the **“Start”** button.
- When the pop-up menu appears, select **“Settings”** and then select **“Control Panel”**
- On the next window double click on **“Add/Remove Programs”**.
- Make sure you check off the **“Show Updates”** box in the upper right corner.

- After the programs and updates are all visible, sort the list by date, also in the upper right corner.
- Go to the most recent date and look for the following patch - **KB2585542**.
- Click on it once and select **“Remove”**.
- Follow the instructions which will finish with a requirement that you restart your computer.

For Windows Vista/7:

- Click the round Windows logo (Start) at the bottom left corner.
- When the pop-up menu appears, select **“Settings”** and then select **“Control Panel”**.
- Under **“Programs”**, click **“Uninstall a Program”**.
- Click **“View Installed Updates”** in the upper left corner of the screen.
- Click the **“Installed On”** column header to sort by date and go to the most recent date.
- Look for the following patch - **KB2585542**.
- Click on it once and at the top click on **“Uninstall.”**
- Follow the instructions which will finish with a requirement that you restart your computer.

Missing Importer Security Filing (ISF) Reports

For questions about missing ISF Progress Reports, please use the following email address:

progress_report@cbp.dhs.gov



Your Questions:

If a carrier has not yet been migrated to ACE e-Manifest: Rail and Sea, can they still access report data through the portal?

Yes, all of the manifest data filed through the Automated Manifest System (AMS) has been moved to ACE and will be available in the various Multi-Modal Manifest (MMM) reports.

How many years of data is available now in the MMM reports?

For MMM reports in the BOL, In-bond and Manifest/Equipment sub-folders, CBP initially loaded 18 months of historical data from AMS. The volume of historical data will continue to grow each month. Ultimately the reports in the BOL, In-bond and Manifest/Equipment sub-folders will contain five years of data. MMM reports in the Trade Reporting sub-folder include all data that has been created or amended in the last 30 days only.

What is the difference between reports in the Trade Reporting sub-folder and reports in the other MMM folders?

Reports in the BOL, In-bond and Manifest/Equipment sub-folders can only be run by rail and sea carriers; reports in the Trade Reporting sub-folder can be run by rail and sea carriers, brokers and importers. When the reports in the BOL, In-bond and Manifest/Equipment sub-folders are run under “modify” the number of available objects increases significantly for customizing the reports. Another significant difference is that reports in the Trade Reporting sub-folder contain all versions of the data while reports in the BOL, In-bond and Manifest/Equipment sub-folders only contain the most recent version of the data.

What is the Shipment Value?

The shipment value is an estimated value for the Bill of Lading (BOL) provided by the carrier. In most cases the value is zero; however, an estimated value is required for in-bond movements. Carriers generally use a value of \$20 per kilo to estimate the shipment value. Since the BOL can cover more than one entry, CBP recommends that brokers and importers not add this value to the MMM 9022 report.