

Exports-Manifest Pilots

November 2016



U.S. Customs and
Border Protection



Office of Field Operations
Cargo and Conveyance Security
Outbound Enforcement & Policy Team
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Action Required: Informational

Issue: Electronic Export Manifest Pilots – Update

Background: Based on the Trade Act of 2002 and the Safe Port Act of 2006, U.S. Customs and Border Protection (CBP) has announced three Electronic Export Manifest pilots via Federal Register Notices (FRNs). These pilots are for ocean, air, and rail export manifests. Additionally, CBP has established a working group with interested parties from the trucking industry to make proposals for the development of an electronic export manifest pilot for truck carriers.

Air: The Air Electronic Export Manifest pilot was announced in the FRN on July 17, 2015. A number of air carriers and indirect air carriers (freight forwarders) volunteered to participate, and the initial pilot group was established.

Ocean: The Ocean Electronic Export Manifest pilot was announced in the FRN on August 20, 2015. CBP has received a number of volunteers for the ocean pilot, and the initial pilot group has been established.

Rail: The Rail Electronic Export Manifest pilot was announced in the FRN on September 9, 2015. CBP received a number of volunteers for the rail export manifest pilot.

Current: CBP has worked with the Commercial Operations Advisory Committee (COAC) and the American Association of Railroads (AAR) to develop the first three pilots and to address various aspects of the pilots. These discussions include deadlines for the submission of data, data elements, and how CBP should target high-risk shipments, to determine how the pilots will be operated. These discussions continue for each mode of transportation as issues arise.

Air Status: As of the end of October 2016, CBP had resolved the issues with the air manifest profiles and the client representatives were reaching out to the pilot participants to establish their profiles and begin certification testing. One carrier, Aerolineas Argentina has filed, in production, the electronic export manifest for a single flight. It is anticipated that several air carriers and indirect air carriers will begin transmitting manifest data within the next few weeks.

Cargolux was the first carrier to have their profile established for the air electronic export manifest and are also filing air waybills in the certification environment. It is anticipated that Cargolux will soon be electronically submitting export master and house air waybills to CBP in production. BDP International has indicated to CBP Headquarters that they have completed the certification testing and are ready to begin submitting their portions of the export manifest as an indirect air carrier as early as the first week of November 2016.

CBP client representatives have or are reaching out to the air export manifest pilot participants to set up their profiles and to begin working with them to complete the certification process.

Lufthansa Airlines has been submitting incomplete electronic export manifest information to CBP for years, even though there was no system for the data. Lufthansa has recently requested to work with CBP to establish their profile and to begin the filing of air export manifest data. Aerolineas Argentina became the first air carrier to submit a manifest for a flight in the production system.

Ocean Status: As of August 2016, there are several carriers in the ocean environment sending data into production for a number of different vessels. CBP is working with several other pilot participants to be active in the pilot. At least one Roll-on/Roll-off carrier and one Non-Vessel Operating Common Carrier (NVOCC) has started the certification testing.

The number of data elements to be submitted and the status of those elements (mandatory, operational, or conditional) have been agreed upon for the pilot. The timeframe for the data element submission was agreed upon (24 hours prior to vessel departure).

The Ocean group has experience with the 24-hour rule and Importer Security Filing implementation. The Ocean group is seeking to align the requirements for the export manifest with the current inbound manifest, targeting, and inspection processes.

Rail Status: The ACE Business Office (ABO) has been facilitating much of the conversation with the Rail group due to certain rail carriers initiating testing during the summer of 2015. There are currently two rail carriers sending in data to production and another carrier is looking at beginning the certification testing process.

Truck Status: A COAC working group, composed of export carriers and other interested parties, has been established to develop the truck electronic export manifest pilot. The working group is discussing truck operations into Mexico and Canada and the associated data elements for each country, along with the North American Single Window Initiative. The goal of the working group is the development of a FRN for a truck pilot.

It is anticipated that in part, due to the complexities of truck operations, that the truck export manifest pilot FRN will take some time to publish.

Pilot Immediate and Long-term Next Steps:

1. To encourage new participants in the pilots and to continue to work with all pilot participants to complete the coding and testing in each mode of transportation.
2. To identify any automation, policy, or operational issues prior to CBP utilizing the electronic manifest for operational purposes.
3. To identify any issues associated with the data elements. CBP will also provide feedback to the carriers and other participants about the data being submitted.
4. Identify what adjustments are required on the part of the carriers, other pilot participants, and CBP.
5. Determine which data elements are required for the export manifest.
6. Determine how a progressive filing model might be used by the trade and CBP.
7. Publication of Final Rule for the mandatory submission of electronic export manifest in each of the modes of transportation.

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