Good day everyone. Thank you for joining us for the webinar. My name is Steve Hilsen within Customs and Border Protection ACE Business Office. Joining me today is Carlos Rodriguez with the Business Office Communications and Training team. During the course of today's webinar we will go over a number of issues and basic information about ACE and the ACE program. Let's start off with housekeeping issues and items along those sorts. As you participate in the webinar and join us today, again, we will reiterate some information that was shared with you when you register for the webinar. First off, please make sure you have your pop-up blockers turned off to allow the presentation to show the PowerPoint. The audio is available through the computer speakers, so those of you who are listening through speakers, which is the audio we are providing, we ask you to make sure you mute your microphones as well in order to make sure that we can all here during the course of this. Closed captioning is also available during today's webinar. We should have information posted or if you have a question about that, please type in a Q&A and the Q&A we will provide. We have the functionality available that if you have a question during webinar we ask you to type it into the box we will leave time at the end of the webinar to answer as many questions as we can. We will not be able to get to all of them but we will capture all of those and we will continually work to update and improve and provide information and frequently -- in the Frequently Asked Questions part of the website. Information on the webinar we will post copy of the presentation that is on the screen today after the webinar is completed. If you go to CBP.GOV/ACE, you will find information relating to the webinar today.

Today I'm going to walk through the basic fundamentals of ACE. What it is and what are we building and what is the intent of where we are going with this, provide information on what processes will include. We will go through a timeline and deployment schedule so you can get a sense of begin to understand when certain functionality will be available as well as working through the functionality we have both already and deploy. Then I will turn the webinar over to Carlos who will spend time with you talking about our ACE portal. The ACE report functionality and information along those lines. Basic information. People have been asking a lot of questions. The intent of the webinar is not to answer everyone's questions, but we are looking to make sure we can provide foundation, a basic level set of information about ACE and where we are in the program. As we move forward with the development, you will see a series, a continuing series of webinars and information from CBP ACE program in future for dinars -- future webinars, user guides, communication efforts as we move forward through the remainder of this initial part of the ACE program. With that, I want to go ahead and started. Let's turn to the presentation to put this in context, I want to start first by talking about the single window for trade. February 19 there was an Executive Order issued titled *Streamlining the Export/Import Process for America's Businesses*. The overriding goal of that executive order is to help coordinate and move forward all the government agencies, US government agencies that have a role in overseeing, regulating the importation or exportation of merchandise into or out of the US. We have 47 US government agencies that have a role in import or export an executive order requires or directs us all to move towards completion, completing the development of an electronic single window by December's 2016. What we mean by a single window, electronic single window, is to provide for the trade

community the ability to submit all information required to facilitate the importation or exportation of merchandise through one place at one time so we can replace the current process in which if you have multiple government agencies that regulate or oversee goods, currently have to supply the information individually to those government agencies, we are looking to build a process or mechanism by which you can submit all of the information required at one time and looking to reduce duplication and reduce paperwork wherever possible. The single window essentially will enable filers to send data once to the system and have it used multiple times as appropriate to facilitate the importation or exportation. By single window, traders will easily be able to provide data required and the government can more easily evaluate that and use it to make final determinations as to the admissibility and movement of those goods in and out. Benefits for both sides include better and quicker access to data, quicker access and easier access to data from the government side and can translate into clickable determinations as to admissibility and faster release of goods. Reduction in paper requirements, submitted at the points of entry or other government agencies, automated responses back to the trade and moving closer and closer to real-time decision-making or the release of shipments. It will help facilitate industry compliance with government regulation as we lay them out and create greater, he uniformity -- greater uniformity, greater harmonization and standardization. Inefficiencies and movements of good more quickly to the system, fewer redundant data request and less paperwork requirement, it will translate into greater cost a significant cost savings we believe from both trade community and the US government.

When we talk about ACE what are we talking about? What does it include? What is this thing called ACE development of a single window has been ongoing and has been through the development of ACE, the Automated Commercial Environment. Automated Commercial Environment is Customs and Border Protection and the US government's new modernized automated process for facilitating and processing importation and exportation of goods. All submissions of information regarding the shipment of goods into or out of the manifest for the carriers carrying the goods in and out as well as shipment details, all will be processed and handled through this new Automated Commercial Environment. Development of the Automated Commercial Environment or ACE has been ongoing for a number of years. The coordination of that automation development effort along the lines with the work that has been going on throughout US agencies and UN system process looks to bring together the two efforts to streamline the process and provide the ability to provide electronic information on import requirements through the eye tedious process and the automation infrastructure technology to support that kind of business process are coming together and that is why we are seeing the ability to move forward with this on an end of 2016 timeframe. From this chart, it represents within the ACE program plan, when you look at the scope of what is going to be built or what we are building, we look at core trade processing. What does that mean? The graphic represents the business processes that are being developed and will be included in the final development of ACE in our current project plan.

To walk through this at a high level at this point, we are talking about or trade processing, the pre-arrival processes that include the manifested information from the carrier as to what is coming into the US. The arrival process or cargo release process where we see the first information about the shipment and determinations are made as to the release of the goods into the commerce of the United States. The post-release process includes duty calculations,

determination of fees, taxes, and other post-release processes, such as liquidation, protest, drawback, and all of the processes that take place in the import stream post-release of the goods of the ports of entry. Also included in our core trade processing scope is export process.

In March of this year, the AES Automated Export System was migrated, the platform, into ACE and now resides in the ACE framework on the platform. So that the export commodity filing is now integrated in ACE, but we are also building export manifest, electronic manifest processing that will be available. Is mentioned through -- in support of single window, we have Partner Government Agency integration. All of the agencies that have a role, we are currently in the process of integrating them so that is part of the scope of this project. As you see, the level of the dark blue lines represents the amount of work we have been able to accomplish today. On the manifest process, you will see 75% complete. We have manifest processing in ACE are ready for ocean, rail, and truck modes of transportation. And are in the process of building the air manifest process.

When you look at the arrival of cargo release process, you will see that is about two thirds complete. We have got -- developed and are in the process of utilizing and testing the ability to file entries, cargo release, and all of our modes of transportation and have some work still to do with that additional functionality and a couple of domes.

And post-release environment, we currently have and have had for more than four years the functionality and ability to file entry summaries in ACE for formal, informal, and under -- anti-dumping countervailing duty summaries. We have still to do the other automated entry types and other post-release processes. As mentioned in the export environment, we have the, to the filing that is currently in ACE and in the process of building the export manifest functionality for all modes of transportation and that is still to be done. With other government agency partner government agency integration we have a lot of work with these work -- work with these folks and getting high technology development done.

That is the scope and the functionality that we are going to be including in a spirit the next question is when will this happen. Or for all of you, when will we require that you actually utilize the system? If we go to the next slide we will talk about our mandatory use states.

We have identified three dates on which the use of the new ACE functionality will be mandatory for the straight community. The first mandatory use date you see on the slide is May 1, 2015 beginning May 1, 2015 all electronic manifest filing must be done in ACE. As mentioned, we have it working in ACE are ready for the ocean, rail, and truck modes of transportation. What this translates into is the use for ACE for filing air manifest will be mandatory on May 1, 2015, meaning air AMS will be discontinued and we will move into the new system. About a year from now, we are looking at that first mandatory use date. The second mandatory use date follows about six months after that, November 1, 2015. All entry cargo release filing and all entry summary filings will be for all entry types that are currently automated today will be required to be filed in ACE, which means the ACS, automated commercial system that exist today will not be available any longer and all entry and entry summary filings will be required in ACE. That is just about a year and a half from now. At that point as well, our partner government agencies that have a role in admissibility of goods into the US will be integrated as well. If you think about the

partner government agencies that have a role on determining FDA, USDA, those agencies that have admissibility role will be integrating them into the system so that it's part of the ACE transaction process.

The third mandatory use date is October 2016. That is any remaining pieces of that core trade processing I talked about will be made available and we will be doing exclusively in ACE , utilizing the automated commercial environment.

A couple of messages from this. The first is, while 11/17/28 months may seem a little ways off, it really is not that great of period of time from today. What we want to encourage you and we walk through some details, is to begin to look for the opportunity to begin to utilize the functionality in ACE that we have built and to look forward to and plan for utilizing the functionality we will be going over the next 18 months. We have period of time and plan we have dealt and I will talk through in more detail, we have the functionality available well ahead of those mandatory use states, so that -- used dates, so that you and the Trade community and we at CBP and other critical stakeholders and partner government agencies will have the opportunity to utilize the new functionality and understand what implications this new functionality will have on our princes process -- business process.

As we remember into the -- as we move into the modernized import process, we are moving more and more to a truly electronic paperless process. In case, you submit your -- in ACE you submit electronically and CBP will review electronically, if we need to exchange additional information as follow-up questions or supporting information for transactions, we are building the functionality to be able to submit that to us electronically as well. Messaging back and forth. So we all need to look at what are the implications, though we are not bound by a paper process, we are all -- also building submitting into the government earlier in the transportation chain and the opportunity to perfect information throughout the transportation chain up until the point of arrival. So we are providing greater flexibility and looking to provide a longer period of time in which information can be submitted and part of this opportunity we have before these mandatory use states is to have you -- mandatory use date to have you and the government utilizes so you can see what the efficiencies are and the challenges maybe as we look at the impact of the processes.

With that, we will move to our deployment chart. On this schedule, notice at the bottom it says full schedule can be seen or found at CBP.gov -- CBP.gov/ace this is the schedule we are using to move forward to provide the functionality I've been talking about. Let's walk through the chart. The three red line to see on the chart represent the mandatory use states. The vertical red line is the May 2015 date for mandatory use for manifest filing, electronic manifest filing. The second is November 2015 date that represents the mandatory use of entry early release and entry summary filing and the third is the 2016 date for the remaining processes in the core trade process.

The rows across, as you move across from the blue down to the green represent the business process, for those I talked about in the beaker chart. One we walked through the core trade processing. You see reflected the pre-arrival manifest process, entry cargo release process, post release processes, export, and then the PGA integration partner government agency.

For those of you who may have been following the work of the program today, you will notice this is a different version of the chart and specifically what you see is a lot more detail in regards to our partner government agencies and when we will see the functionality actually rolling in and deploy into the ace program.

Given those three mandatory dates, the red lines, the scope of work we need to do, the rows across, the program identified seven deployments into production, seven deliveries of functionality to meet those timelines. You will see them represented across as columns. The plan identifies that if we deploy or make available certain functionalities as certain period of time, we can be ahead of the red lines and make unction out the available for the trade community, CBP, and the partner government agencies to be lies before we get to the red mandatory use states. That is what the information in the box represents. Seven deployments, the first deployment, we have actually successfully completed the first three deployments of functionality. The first deployment letter A, November letter A, November 2013. Second deployment, deployment not -- B, January B, January 2014 and most recent, April 5, 2014.

What I would like to do is walk through a little bit what has been deployed and what is out there and then we will spend time talking about what is on the horizon. What we have deployed already and what we have available, this is in addition to the function it's existing for the last several years. Filing manifest, truck, ocean, and rail, the ability to file entry summaries for ACE for formal, informal, and anti-dumpy countervailing duty entry summaries, the periodic monthly statement functionality has been out there and up and running. With these current deployments in some pilot testing we have done over the last few years, we currently have availability, the functionality to file an entry cargo release in the mode of air transportation.

We have provided the ability to file. We just released functionality and working with the Trade community to test cargo release in the ocean and rail modes of transportation and some basic functionality of file an entry cargo release and the truck mode of transportation. We have deployed a series of edits and validations covering the ACE entry summary functionality that has been available and they will continue to roll out. As you look at the schedule, what you will notice is that when you look at the first four rows, for example, the primary focus of the development has been in the entry cargo release and the entry summary environments. The reason for that is, first, as mentioned, we released the functionality for entry summary more than four years ago. As we released that, we talked with the trade community about utilizing that more and more. What you identified to us while that is good functionality because we didn't have a cargo release entry piece also in ACE, ferns, companies utilizing ACE entry summary were operating into systems . They suggested that we -- if we were able to provide entry cargo release functionality, then the trade community could submit complete transactions in ACE and not have to use two systems. We have been focusing on that. You will see that across all four modes of transportation we are releasing the basic functionality to do the entry cargo release filing. In addition the trade community expressed the need to have edits and validations in the system to benefit both the trade community and CBP and so we have built that and made that available with some validations coming over the course of the summer. In addition, ability to file from one step and in the process of testing that with the trade community as well.

The focus has been to provide the functionality of the trade community to encourage you all to begin the process of migrating into ace for testing the waters and testing the systems. In addition, this ACS functionality for us. As soon as we can migrate off of the mainframe very costly, not very agile system, into the new modernized platform, the government reads benefit in that and it is more efficient and less costly and we can build more functionality in the system and use some of the dollars required to maintain the old mainframe system in the development of new functionality. That is what we have out there in addition to the export functionality that I mentioned. That is what we rolled out today. So I will spend a couple minutes on what is to come and to help you as you look forward to the next developments.

As mentioned, we need to roll out the air manifest functionality that will come towards the end of this calendar year, beginning of next calendar year ahead of that May requirement for mandatory use we will have that available for folks to use and get assess -- sense for the system and we are building the remaining automated entry types and you will see them in the deployment schedule so we handle the other processes in the entry summary universe. We are finishing up functionality in the entry universe in a remote location filing and we are building an electronic bond process, E bonds for single transactions and continuous bonds. And then through the remaining processes process, liquidations, statement, quota, those kinds of processes. So that is what represented on the chart.

A couple minutes at the bottom of the portion of the chart in green in the part of government agencies that we have laid out with partner government agencies a time like to bring them into the system and to -- the goal being to create a more efficient process and the ability to share information that are back-and-forth between the Trade community and government agencies. As we rollout over the next 18 months, we will focus on three areas of functionality for integration with our partner government agencies. The first is we have looked for opportunities in which we can provide the ability for the trade community to submit requirements of the other government agencies at the same time be of the same mechanism by which you submit your entry and your entry summary we call it the PGA message set. What we are looking to realize and looking forward to seeing over the 18 months is a number of other government agencies forms being replaced and going away, the requirement to submit those with packages would be supplanted by the relevant information, data, information being submitted with the entry re-entry summary. We pass it along as a government agency and they can provide their decision as a release and visibility as appropriate in a more real-time basis. The other functionality that we have in place and working with other government agencies electronic versions of documents to we call it document imaging system. That is where the form exists but do we need to provide or collect the original paper document at the time of entry. So in those instances where we need to see something or by the ability to submit electronic image of that form or document, again, along with the automated broker interface EDI transmission along with the entry and entry summary. And then these third is working with partner government agencies to provide access to their information in a more automated fashion. That as will you will see the IWS or Interoperability Web Services which is a mechanism for us to share information with agencies that may not have a need nor role in the actual release of information, but have a role and responsibility for collecting information, such as trade statistics and creating a mechanism we can share with them.

We are excited about the work going on in the area and we see a lot of efficiencies and benefits for both the trade and for the government as we move to this next year and year and a half, begin to see the impacts of the work we are doing.

To reiterate, what we're looking at is more paperless processing. Truly paperless. Elimination in the entry cargo release environment of 3461. The ability to file shipment data prior to the carrier notifying CBP of departure. We are reducing redundant data requests, requiring the same information from multiple parties or we require that you provide the same information multiple times to multiple agencies, we are streamlining the process and identifying when we capture that information and what appropriate, we can share that with appropriate parties instead of asking for that information again.

The ability to make corrections on entry cargo release data, electronically. We are putting into place an electronic corrections functionality where you will know longer have to put paper packages with pen and ink changes to a hand to customs to do the input into the system for you, you can do it electronically, send it to us so we can respond and request additional information electronically without requiring paper moving back and forth. The entry summary environment, paperless process. Electronic information comes across as of the paper 7501 four. Request for additional information can be handled electronically. Submitted up as appropriate to the business process via ABI and it electronically as taught -- Carlos will talk about by the portal.

The ability to file using remote location filing. So process since his warnings to electronically override electronic through ACE. Post summary corrections electronically as well as an additional standard functionality for queries of the system. We have a lot of great efficiencies we are looking to pick up and excited about where we are moving forward with this timeline is an aggressive timeline and we recognize that. It is aggressive for us as well as trade, but we are fully on track following this deployment schedule to meet these timelines and our message out to the trade is, now would be an appropriate time to start looking at where, over this timeline, based on your print this processes, it might be both -- most best initial -- beneficial to begin the migration process.

I want to make clear that prior to the mandatory use states, once you file or start doing something in days, it doesn't mean you are in and everything you do has to be done all the time. This is your opportunity to perhaps take a particular commodity or particular trade Lane or business process to begin to utilize entry and entry summary functionality so that you can begin to understand what the impact is or potentially is on your business or where the opportunities lie. We encourage you to -- sooner rather than later to work with us on this if you are a filer or, broker, reach out to your client representatives for the opportunities. The earlier the process begins, the better it will be for everyone involved as we get closer to the deadline, bandwidth will be stretched thin.

Continue to encourage a lot of information on the website and we will show that at the end, information and resources to help you in that process. With that, I'm going to turn it over to Carlos. Carlos is going to walk through the portal reports in some specific information that I know a lot of folks are interested in here Carlos?

Thank you, Steve. Good afternoon everyone. Good morning to a few. Just as a reminder my name is Carlos Rodriguez and I'm with the communications team at the ACE business office here at U.S. Customs and Border Protection. You have heard Steve mention the single window concepts, he's talked about our progress in ACE development and he's gone over the ACE development and deployment plan. So I'm here to talk about another important component, which is getting you on board and having you as the trade community transition over to file transactions in ACE I would like to start off by mentioning the process is simple. There are two phone calls that you need to be making right now. The first one is to your software provider. You want to make sure and ask and see if your system is ready to file transaction in ACE. Basically, the process is still going to be the same. He will file your entry data from your system and you will send the information to ACE. Right now you're sending it to ACS. The system is configuring the information and sending it over to the new system.

When you call your software vendor, find out if you need to purchase any add-on products or if you need any special training. In my conversations with the trade, I have heard they are ready and all they need to do is flip or hit a button and they are able to transmit. Your second call is to your client representatives. Before you can file a transaction in ACE, you have to let them know and they will go into the system and flipped a few switches as well. That is pretty much all that you need to do right now. We want you to start early. Don't wait until the last minute, you don't want to be stuck on hold with your software provider or your client representative because they are working with other clients. We also want you to be one step ahead of the game. Do not risk not being able to file transactions in ACE because you are not ready. We want you to start benefiting from ACE capabilities available now. I would like to start off by mentioning a few of those.

When you file ACE cargo release entry data, you can -- like Steve said, we are eliminating the forms. Everything is going to remain electronic. You will file less data elements when you file your cargo release entry data. And you will also be able to file the information in advance, to the carrier sending their departure messages. So that is a big benefit. Also, you will start receiving messages, status updates on the transactions. And you can make changes and corrections all the way through the date of arrival. Right now, once messages are sent back to a file or and the status message is established, you are not able to make any corrections. One awesome benefit, which I think you will like a lot, is being able to make corrections electronically. Currently, you have to send your messenger at the very last minute to customs to get those pen and ink changes made. And we defined a way to send messages electronically. So that is one benefit of ace cargo release entry data that I am very excited about. In addition to be ace cargo release data, benefits for ACE summary , we are eliminating the forms. You can file anti-dumping and countervailing entry summaries using a remote location filing, which you cannot do now in ACS. So that is another benefit. You can also process senses warnings and overrides electronically, so you can let customers know if this is going to impact your transaction.

With changes, we have the post summary corrections that are now done electronically and that illuminates a paper-based process that the trade has been using for many years. In addition to that, Steve mentioned the document image system, which you can use to submit requested documents to CBP or PGAs. And then you can also gain a lot more information when you query anti-dumping and countervailing transactions. When the transaction is in a spirit that's another

benefit as well as when you query entry summary data in a you can get a lot more information -- in ACE you can get a lot more information than you can obtain today. And for ACE report, I know a lot of you are using ACE reports. When you run entry summary reports, you will find a lot more data objects that are not currently available in account management reports. So that is one benefit right there that I would like to promote.

Our team designed and informational graphic to discuss how the trade can interact with CBP. There are two ways. The trade submitting information through EDI. Basically, EDI is the exchange of electronic files. Brokers right now are using ABI, that is the conflict to send information to CBP. We designed this information graphic as we were hearing a lot of comments from the trade and there was the misconception of being able to file transactions through the ACE secure data portal. That is not the case. I would like to go over some of the functions that are used by the trade community right now and verify a few things. If you are a filer and submitting Importer Security Filing data, that particular transaction can be processed through EDI, through ACE system that you acquire through a software provider or if you are an importer who files Lowell volume transactions, specifically, you can have up to 12 per year -- low volume transactions, you can use ACE portal to file the messages. If you are a carrier and you are submitting import ocean and rail manifest information, that is strictly through EDI. If you are filing truck manifests, the ACE portal does have the capability to allow a carrier to submit a manifest through the ACE portal. That it's pretty much it. Truck carriers can file their manifest through EDI as well. To file an entry, this is the part that I want to reiterate, entry data is strictly sent through EDI. You will use a software package that you purchased through a software vendor and you are designing your own or programming your own or you are using a service center. Please keep that in mind. Entry and entry summary information is sent through EDI, we don't have any plans to incorporate that type of filing in the portal. If you are filing export commodity data, that's another transaction that is handled through EDI. We have moved the AES platform into ACE. So all those transactions are going into ACE. If you want to run reports, that is a feature available through the secure data portal and I will talk about that once we start looking at those slides. So be ACE portal has a neat feature that allows CBP to a lot -- community would trade using forms, form 28, 29 4647, which are the most common ones in use today. And I will talk about that shortly. And then we have features where we allow the import is to create blanket declarations, which are used to support duty claims on entry summaries. And that is a feature of the portal I will talk about. And then we have features where it CBP request documentation, the portal has a way to allow the trade to upload the documents but we also have the DIS system that we provide to the trade to upload the forms. I want to mention, we are planning a series of webinars in the future that will go into specific detail of how these the forms are processed or work. Then we have the ability to do allow the trade to manage their accounts and see periodic monthly statement information through the ACE portal. Finally, the filing of export manifests and import air manifest that will be coming in soon and that is processed through EDI.

I would like to shift my topic a bit and go more into the ACE secure data portal. What we have today I decided to bring a copy of the ACE application because I get a lot of questions about this. I wanted to share some tips with you that hopefully will assist you if you are applying for an ACE portal account. For those of you that do not have an ACE portal account, let me mention that the ACE secure data portal is a free web-based access point to ACE. It is designed to connect it CBP trade partners and partner government agencies. So ACE , the vivid -- visibility is

one of the biggest advantages of ACE , prior in the legacy systems we did not have a way to bring all the stakeholders together and with ACE we are getting -- giving everyone visibility, CBP, PGA, the trade community. The way the Trade community can see ACE is by opening up an ACE secure data portal.

When you visit our website and you do a search for the ACE application form, keep in mind that our system is capable of supporting different business entities. When you look at the ACE application, you will see a section that may not apply to you, do not worry. Provide us with your business activity information as well as the trade account and your signatures and that application can be sent electronically and then within a few days, you can get an ACE portal account. What I want to suggest is when you are completing the form, and you are listing a trade account owner, keep in mind that the trade account owner is going to be the person who is going to be assigning access to other members within the company. Try to set someone up who is actually going to be using the portal a lot because this person is going to be the point of contact for all the other use within the organization.

Keep in mind as well that the ACE portal is an enterprise system and can accommodate companies with one office or companies with multiple offices, companies that have other divisions within their organization. The system can support that. So there is no need to complete an ACE application for your different businesses entities. And the ACE application gives you three fields, so if you are an importer and you have more than one IRS, you can list them on the ACE application.

If you're a company that has other business activities, such as a broker and you are also a carrier, you don't need to open up another account for your carrier activity. You can actually call the help desk and request a second view for your carrier business. Basically, that prevents having to log into two accounts and everything is together in one.

My last comment regarding this ACE application, before opening an account, if your company has multiple offices, to the run you may have an account open already and all you have to do is contact the trade account owner to get access into the ACE portal.

I also brought a screenshot of the ACE login screen. I have a few items that I would like to mention. One thing that I heard from the Trade community, we recently posted -- we actually redesign the CBP.gov website and we recently added a link to the ACE secure data portal URL. It's right there on the slide if you want to write that down. Basically, when you login to the ACE secure data portal, be careful as you are logging in because you only have three opportunities to login. If you enter your password three times incorrectly, the system blocks your access. If it happens, contact the helpdesk and we will be more than happy to get the account enabled again.

If you forget your password, we have provided a link that you can click on and the system and it will ask you for the answers to three of the five challenge questions that you originally set up when you opened the account. Once those are completed, it sends you an e-mail with the password link. Keep in mind, when you receive the password link, you will need your shared secret and the shared secret for the trade account owner who is the main user in the account, will be a specific shared secret assigned by CBP. But for proxy trade account owners, and trade

account orders, it is your user ID. If you forget, call the help desk and we will help you obtain your shared secret.

Keep in mind the password retrieval link e-mails expire after 21 days. This is a suggestion I leave with the trade when I'm speaking, try to log into your ACE portal account at least once every 45 days. One thing you can do is go in and review the news tab, which we use to communicate important information about the ACE secure data portal. Every -- after 90 days, the system will prompt you to change your password. What I would like to remind everyone is that every time you create a new password or every time the system posse to change the password, you must use a new password and when you try to log back in, close all of your browser sessions and open up a new session and log in with the new password that is created. Hopefully, that should make things smooth.

Go ahead and look at the home screen or the home tab and this is what you will see when you login. Unfortunately, I'm not logging into the live environment today, so I will not be able to go into that much detail regarding the ACE portal functionality, but I do want to leave you with some information as to what is available. I've broken it down by a different account type. I'm going to start with importers. If you're it an importer and you have an ACE portal account, you can take advantage of using the task list, which is the feature that CBP is using to communicate messages to the trade, particularly importer accounts, when additional information is requested.

When the user logs into the ACE portal account on the home tab, you will see the task list and that is where those forms will arrive. There are three links in the task list. There is one called approvals, second one is notification, and third one is forms. If you click on forms, you will see a listing of either forms 28, 29, 4647. And those forms, the neat thing about it, it CBP is sending them to you as they are reviewing your summary data. So they will need information and use these forms to request and you can actually reply back to customs through the forms. So you can add messages and you can have forms and you will be able to send that back. It is a safeguard feature because wind you are replying back electronically, you know that the person sending the form is going to receive the information.

In addition to the forms, we have a place to create blanket declarations. These are forms that are used and normally submit with the entry package to customs. The system allows the importer to create them in the account and, CBP as reviewing entry summaries, they know they can go into your account and look at those blanket declarations. So if you use any of the four forms that we are supporting right now, I highly encourage you to use this feature. Right now, we are supporting the affidavit a manufacturer. The importer certifying statements. Than non-reimbursement statement, blanket statement, and the North American Free Trade Agreement certificate of origin. If you are submitting those forms with your entry package is today, I highly recommend that you set those up in your ACE portal account and CBP will be able to nationwide, be able to go in and see those forms.

For importers, those using brokers, if the broker is flagging your entry transactions to go on a periodic monthly statement, that statement data will not be available through ABI until the date selected for the report to print or for the statement to pray. As an importer, if you have an ACE portal account, you can log in and see activities on the statement. So you don't have to call the

broker and asked for a copy appearing in your statement on that given date. You can actually go and, we have two places you can get statement information. We have an actual link within the accounts tab that you can go in and see a preview of what is pending that will be paid on periodic monthly statements that we have several reports under the -- or in the report tool that will provide you the information. You to make arrangements to have those funds ready.

As an importer, you can also view your continuous bond information in the account and that is very helpful. If you are a low filing, I mentioned this already, if you are a low filer of ISF transactions, you can use the ACE portal. We have a link from the references tab that launches the ISF portal. And you can file messages through their. Is only 12 per year or minimum two per day.

And if you are handling anti-dumping and countervailing entry transactions, we have a case and message search built in the portal. I know there are different venues where you can get the information, but the portal will provide you historical information on those cases as well as the messages, which are important when you have those entries.

And then ACE reports, that is the biggest perk of having a ACE portal account . Right now we have over 400 reports that you can take a look at and get the information that your broker is sending to CBP.

We have the authorized data extract lastly and that will allow you to run high volume reports of data and extract those into your computer

That is the importer benefit the broker's. I have some benefits but I want to mention and this goes back to the forms functionality that we provide through the ACE portal -- ACE portal.

Forms, was sent to the tray, they are meant to go into importer accounts. Brokers will not be able to see those forms unless the importer provides cross account access, another feature that the ACE portal has available.

Another way -- and I like to mention this because a few folks may not know or be aware, as a broker, you can run the ESM 7025 report and you can capture CD4 -- CBP form activity through that report. I will mention that may help some of you -- currently, the report was designed for ACE entry summary data records. After we released the report, we make changes and expanded the capability and we said, we will allow the tray to actually capture ACS transactions as well. Of recommendation I have. If you are running the report, you will need to modify it. When you modify it, make sure that you remove a filter called system control code. When you remove that filter which defaults to ACE, you will be able to capture ACS and ACE entry summaries at the same time. Keep that in mind.

Brokers who have clients who do not have ACE portal accounts, there is a way that you can take advantage of the declarations -- blanket that relations -- blanket declarations feature. Just switch your view from broker to importer and you will see a link called non-portal accounts and from there you can create declarations for importers that do not have accounts.

The periodic monthly statement, same thing. If you don't want to wait around for the statement to generate through ABI, on that given day that you designate, you can also run. On it monthly standard reports and get details of what is going to be scheduled on the statements.

We recently had the feature for quite some time now, but we enhanced it last year. That involves your employees brokers to be compliant, need to report their employee records to CBP. So we have a feature in the portal and it is available through the permit level in your account. One thing I also want to mention, when you open up a ACE portal account, this applies to everybody, make sure you go through the different levels within the account and you set up the required information to be able to save the view. In addition to that, make sure you add contacts. A lot of times when you go into the specific level within the ACE portal account, you will not see the available options or tabs that are there for you. Until the contact is added. So once you add the contact, then the screen will display the features. Some of you may have gone in and not seen the stats, but the broker permit level has a tab for employees and, initially, the process was a little lengthy and difficult to add employees. We recently enhanced the feature and we added the template that the trade can download and complete and once they are ready to load that into the application, you can upload that template. The template can be used for employees in different offices, so if you have different permits or ports, you can designate that in the template and use it to add or remove employees. It's a lot faster to maintain that employee list in the portal now. This is another feature I highly recommend you take a vantage of.

ACE reports, you can run ACE reports and you can also use the anti-dumping countervailing case message search in the event that your ABI system is down. And if you are filing border releases, you can also create entry number banks, which is important or required. For carriers, I want to mention the portal has the ability for truck carriers to file truck manifest and through those truck manifests, you can also request an inbound move through the truck management. And then we have a feature that you can restrict who can obligate your bonds, it is called the bond authorization feature. That is another thing that I highly recommend the trade to use. And if you are an ocean carrier, you can maintain your conveyances and the portal. That feature also has the ability for the traits to download a template, populated, and uploaded with multiple records. And Ace reports. There's a lot of ACE reports that are providing valuable information and you can run them at any time. One thing I want to mention in regards to reports, we had with our first deployment on November -- in November, we did an update to the reports interface. A lot of you who have used reports for some time now noticed that the interface is different. Getting to the reports change, but getting to reports is the same.

There's a lot of nice features with the new interface that I want to mention. Like the ability that you now can run multiple reports rather than only one, as in the past. When you need to modify a report, you don't need to go into modify one, you can run a standard reports and switch over to design mode to be able to modify it quickly. On this slide I provided a list of the most common reports that the trade uses. I would recommend if you don't use them already, to go ahead and run them.

When you first login to be ACE reports after the upgrade, we provided some instructions in the user guide where you need to go into preferences and within preferences, there is an area called Web intelligence and from there, there are two areas, one called view and the second one is

called modify, it is important that those settings are made to the system because if not, when you try to run reports, the screens will not display properly. If you are having problems now, take a look at that because I can be the cause for all of the difficulties with reports.

I would suggest to make sure your pop-up blocker is off when you run reports because it will not display correctly if it is on. If the report tool opens up in the center of your screen, maximize it because I have noticed that some folks will not be able to see certain options and it is because the screen is not at full screen. Those are some tips that I would like to leave you with today. Again, please, visit the website because we do have a user guide that provides step-by-step instruction on running reports. We have a basic ACE report webinar that everyone should take a look at because it is going to give you a lot of helpful hints and instructions to successfully run reports.

On that note, that's all I have for today.

Thank you, Carlos.

Obviously, good information. Hopefully, help provide some insights. We have received a number of questions. We will not be able to get through all of these. As mentioned, we will work our way through those we can. We will take all of the questions that we receive and make sure they are incorporated in or if they are not addressed already in the FAQs, and other information we have going out, we will look to include those. I want to thank everyone for providing the feedback and encourage you to continue to do so we will capture all of these, even as I know we will run out of time. We will work our way through herer. Carlos will tag-team answer these. I want to highlight that as part of the presentation, we have a lot of information about where you can get more information. Linkage to information. The CSMS, cargo systems messaging service, if you're not signed up for that, we have information on how to do that that is how we push information to the trade. Links and information for the portal applications for things that Carlos talked about. Links to the web-based training that exists that we have reached of our releases. Links to information about getting started in ACE. Federal Register notices. Technical documentation. Including the message sets. Implementation guides, we even have list of certified software vendors, those that have been through the certification process with us for ACE and for those who may be looking to find some partners to work with, or if you are a software vendor, please check it to make sure we have your information accurately reflect their Carlos and I ran into that at one report outreach that we did and we are happy to update that and make sure it is work that reflects what you're doing.

As you work through year, the questions, I had a couple of questions regarding I is asked. -- ISF. One regarding the low-volume 12 per year capability. Is that a temporary or do we have a plan to increase that? I want to talk about what we are providing in ACE to do that.

I will need to research that and get back to that. I'm not sure.

I take it as we have no plans to change that. When we talk about that because notice in the deployment schedule that we do have an item for single filing to include ISF data. You will see them deploy during the course of the summer, if you are filing and summary transactions but in ACE entry specifically, we will provide that you can add additional data elements, specifically

containers dumping station, those fees them information. And then indicated to us that if you have the appropriate information for the ISF filing, and you can file your CBP ACE entry and your ISF information in one data transmission to us, no repeat and data elements. What you filed an entry will -- we will take an same as the ISF data element, we will provide that we will actually be able to pull that out and submit it as if it was a standalone ISF filing on your behalf. When I talk about submitting the data once and using it for multiple purposes, let me give you an example of what we are building towards and what the vision is that we are moving towards. Was one data submission via ABI, you can submit entry information in ACE and in the entry information, it's a slightly different format than you see in ACS, but lines of closely with the ISF data. You can file -- filed entry information, designate you would like to use pre-ISF filing, a couple of extra data elements that are not entry requirements. You are not repeating the same entry information for the ISF filing, you can file your entry summary as part of a one step or certified summary process and you can provide specific partner government agency data as part of the PGA message set up and there's a license or permit number something that is unique that can be provided and you can submit all of that at one time with one submission to CBP, no repeat of the data we will take it and we would as appropriate, send it to the program -- appropriate places. This is something we have to unify filing in ACS and would all have many using that, but as we build the ACE entry, we specifically lined it up to provide this opportunity. If it is appropriate ticket is not going to ban mandatory that you filed through ACE, that's not what we are removing periods available so you can be the business process.

Another question we had on here is regarding future webinars. This one asked about ACE portal. Yes, we will have over the course of 18 months to two years, we will begin having webinars on more specific topics as we move along. As we do those we will capture those that oppose them. Through the CSMS messaging particular through the information on the website we encourage you to check back and pay attention. You will see more of these coming out. Carlos mentioned more functionality as it comes out, reports, portal account, as appropriate. I've had a number of questions regarding the export side as well. I will not have an opportunity to adjust those. If you are engaged in the export side of the shop, there will be additional webinar information and user guide information regarding exports. What is included and exports and how deep into licensing process will we look. Reports for exports. All of that will be coming. Keep your eye out for that. We will push information as it becomes available. We will look for that in summer and fall.

Do we have a java in order to run ACE reports. The answer is yes. We recommend Java seven update 25 as a minimum. I have the cycle and. Are CBP 28, 29 4647 sent in ACE only four entries transmitted in ACE. No, it applies to both ACS and ACE entry summaries.

That was a question that we got an Carlos mentioned, is the information from ACS going to be migrated or available in ACE when we start running reports. The answer is yes. So when you do a query or report looking for your import history, it won't only be just those transactions filed in ACE. You will have access back to your historical data as well into ACS. There are some data fields that are different between ACE and ACS entry summary but you will have access to the historical information.

Another question regarding partner government agencies. I mentioned we are providing customs entry, the ability to update information up to the point of arrival. The question has to do with

corrections to submit a partner government agencies. That is the basic process work we are doing now today. As they have their requirements and timelines, we will provide a mechanism for that to happen, but what you will need to look for and continue your conversation with those other government agencies that regulate your goods, his to stay in touch with them and provide feedback as to what your business process is and how that happens. From an automated perspective, week can provide the functionality. Based on their regulations and requirements, that will drive how the business process will run. You will see it come out as we do deployments and other government agencies, online. They are working through the information for their trade communities to provide the information.

Regarding -- we put a statement announcing more than 30% of entries file, 76% of duties and fees collected in ACE and the question is are the stats current -- stats current. The answer is yes. That is where we are in the process for those who utilize ACE. We would like to use those -- see the numbers increase but we recognize -- as I mentioned, there was additional functionality that many folks in the trade were looking for or before looking to jump in so they can file entire transactions in ACE to include Cargo release. We are currently at 34% of the eligible entries we would like to see it increased significantly. Would like to make sure you have the information and the support you need to do that. That is why we encourage folks to get in. If you are not filing a ACE entry summary and looking to file a Cargo release, you may want to start with entry summary universe first and understand that and as we continue to rollout the entry cargo release functionality you can all -- incorporate that into the [indiscernible] model looking forward to engage with ACE and to get into the process.

Question regarding plans facilitating of payment bills as well as penalty [indiscernible] grace.

What you did not see in our ACE deployment of class was collections activities. The actual exchange of money. The process by which we take your money and give you money back. You do not see that as part of the ACE plan. That is an ongoing conversation and a plan is being developed that we are monetizing the processes. You will see that over the course of the summer into the fall and here more info about that. That will be its own effort that will then be incorporated and integrated with the processes in ACE. At this point we don't have that specifically outlined in our project.

I have a question. Is the data currently available and the ACE portal the same available via importer trade activity, I chart requested that is over question I get a lot. Currently, the trade would have to run a couple of reports to capture all of the data. I did bring this up to one of our developers and they are aware it's a common request we are getting. Another question is, I use a custom broker is it only use for brokers or also importers? And would I need to only have my tax ID? The ACE portal, ACE -- brokers can open accounts. If you have one importer record number, we can accommodate them if you have 100.

I have something I want to mention about ACE reports. I saw question. The data available in reports, the trade team data for four fiscal years including the current one, so we go back five years. The data and reports are refreshed, entry summary data is refreshed lightly, periodic monthly statement report data is refreshed hourly. There are a couple of other reports, particularly with compliance information that are refreshed monthly. I would like to mention, a

lot of folks have asked, why do current transactions sometimes not appear in reports. That is an easy fix. When you are running reports, look out for a prompt called include entries with no entry dates. If you check that, you will be able to see transactions that are happening right now because of the days between entry and the entry summary filing and payment and all that transaction, they do not appear on reports. Is just checking off that prompt and it is called include entries with no entry dates and you will see those transactions of their.

Does your password expire? Yes, it will expire every 90 days.

What do you mean by Trade Account Owner?

The ACE portal has different roles within an account. The trade account owner is the person that we obtain information on the ACE application as the primary user on the account. That trade account owner can set up proxy trade account owners who can also set up trade account users. Proxies would be like your managers and trade account users would be your end users. Keep in mind that the ACE portal can only have one account owner but multiple proxy account owners.

We are getting terrific questions. Again, we will not get through them all. That I would anticipate that if we don't get to your question, as you see future iterations of FAQs, you will see a lot of questions you are posing. I want to run through a number of these, one is you have to use PMS periodic moderate monthly statement feature when it is mandatory, the answer is no. That the selection, determination that you make. I have some questions saying talking about transition from ABI to ACE. I want to walk through the process to make sure we are clear. ABI as we walked through, it is the mechanism by which information is sent to customs, that's a pipeline. There is no change in the pipeline. Use the same pipeline ABI, EDI transmission as you do today. What changes is the structure of the message set that is being sent to CBP. We have different fields and organize differently, but it is still filed ABI. We are not changing the transmission mechanism to customs by which you submit that information.

When you make the switch to ACE, coming into the pipeline, based on the message that you are telling us with the designator, this will left a ACE or write to ACS, and on November write to ACS, and on November 2015, we take away the right to ACS, the move is taken away. It is still an ABI transmission. So if you are a broker or a software vendor, that's what they should be working on is making those programming changes so that from year and you are putting your information in and it is submitted to CBP the appropriate way.

Regarding one's ACE is fully implemented will there be a need for hard copies of CF 34 and 7501 and the answer is no. There are so implications. Regarding non-warehouse, CES, non-automated warehouse. This is an issue peer customs dated two years ago as part of the pilot of the air entry mode of transportation, the office of field operations without guidance and policy directive on how that interaction happens. So to put it bluntly, from a customs perspective, in ACE when we file and process goes through, we will release it electronically and it will be able to see when you go into the system. If warehouse is not automated and cannot see the message, because they don't have the computer connection, CBP is not going to be creating paper-based processes for those entities that are not automated today. The guidance came out and we have a reference to it, we will lick it up through our website to the guidance, if the broker is able to see

that release in the system as H11 release, they can provide certification to the warehouse operator through a screen print or whatever they want to do, but you will see CBP getting of the business of perforating, signing, hole punching, putting in a drop of blood, whatever it is, to provide the document. We understand warehouses are looking to exercise reasonable care, but we need to move to a more automated process and CBP is not going to look to create a vapor -- paper-based process from a paperless system. That is going to be a challenge and we are working on outreach as well to the warehouse community that if that is a reality in NNI environment you operate, raise that which are local ports of entry. We are doing outreach to field offices in major ports to work with them and identify what outreach needs to be done.

We will continue to try to get as many questions as we can.

I have one, what about multiple users regarding passwords and shared secret issue peer when the account is created and the trade account owner is established and that trade account owner creates users, if a user account becomes disabled, that has no invocation on other users within the account. Other account users should be able to login, same thing with the trade account owner. If he or she is having issues logging and, all the other users to still be able to login.

Regarding partner government agencies. Is timely because it is our first pilot. Regarding EPA and submission of EPA information via ACE. It gives me a chance to walk through an example of the process we will put into place across the PGAs wherever we can. EPA has authority over the importation of those owned depleting substances, the Freon and other items that were not in the atmosphere, you need to be unapproved imported to import those goods. Approval comes from communication between the importer and EPA. At the time of importation, currently the process is unique to provide a piece of paper that says you are an approved importer of the substances peer we work with EPA, they have their information of who is approved importer on in ACE entry summary that is time in with the ACE summary package. What we did as part of the new message set that PG message set available that number identifier that says that the importer is approved comes in as part of the ABI transaction, we take it from our computer system and represent against the improved importer list and if it matches, then the message goes back as part of your messaging back from customs that says it is okay to go. That requirement has been satisfied. What is happening in the first transaction that we did our first pilot of the last month is the information is going back to the filer prior to arrival. We are eliminating a paperwork climate and providing more timely information earlier in the transportation chain, EPA's can see the information real-time and CBP is not collecting forms and you get your response earlier and you don't have to create a piece of paper. That is a good model for what we are trying to continue to move with across-the-board. That is available now for EPA, ozone-depleting substances, if you are an importer of those goods, that EPA is looking for participants in that to you live that and so please let us know and you can go back through the client Representative or reach out to EPA or port of entry and we will work with you.

The question was related to what happens if your ACE portal account is inactive is there a need to reapply for an ACE portal account the answer is no. It your access is disabled, you can always call the help desk and we will activate the account again. Where can we find the ACE user guide? There are different places for user guide information. The first one we have ACE training through Nemo, which is basically a web-based online training. And we have in the ACE or the

CBP.gov website, there is a lot of user guides available that will provide step-by-step instructions on running reports, functionality through the ACE portal. Recently, if you go to our website and click on trade and for the trade community, and then ACE in the automated systems page, you will see new buttons on the right hand side that you can click and they will take you directly to the pages where the user guides are located. The ACE outreach events calendar , there is a lot of new information. If you haven't gone to CBP.gov, go right now. There is a link to Nemo on CBP.gov.

We would like to thank everyone. Remember CBP.gov/ace. It will be posted to the website following the webinar. We think of your questions and be on the lookout or future outreach event. Thank you very much. Have a great afternoon.[Event Concluded]