ACI/ACE/ISF

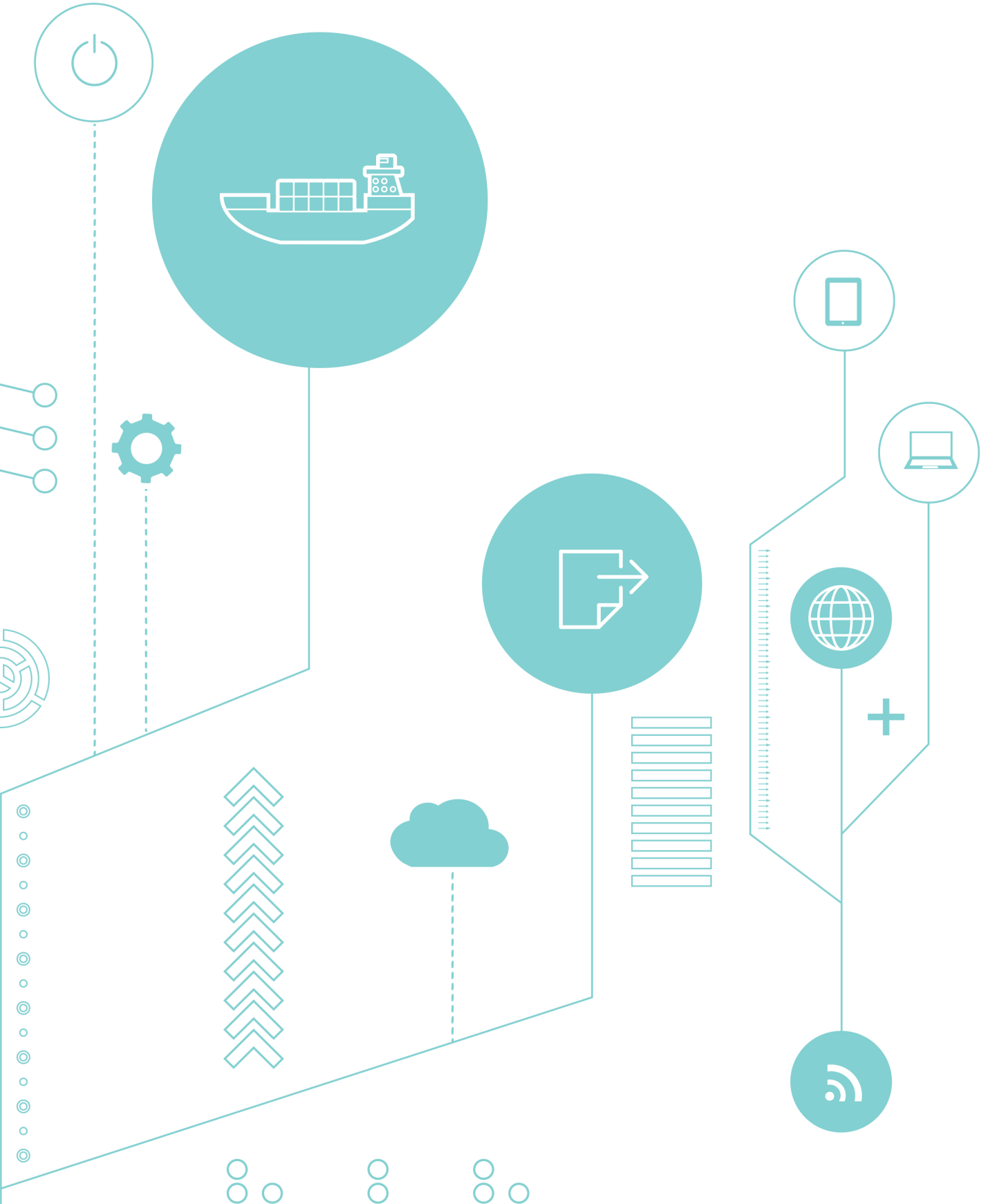## OCEAN SOLUTIONS SIMPLIFIED

ACI/ACE/ISF

OCEAN SOLUTIONS SIMPLIFIED

ACI/ACE CUSTOMS CONNECTIVITY

WHAT IS ACI?

The **Advance Commercial Information (ACI)** program was introduced by the **Canada Border Services Agency (CBSA)** as a major part of the Customs Action Plan to better manage risks by effectively identifying health, safety and security threats at the border. ACI requires cargo manifest data to be transmitted electronically before cargo is loaded at the origin port. Conveyance information is submitted before the arrival of the vessel into Canada. Conveyance arrival information is submitted upon the arrival of the vessel at the port of destination in Canada. This application allows electronic submission of A6, A6A and freight forwarder supplementary (S10) and house bill data directly to CBSA.

WHAT IS ACE?

The **Automated Commercial Environment (ACE)** was introduced by the **U.S. Customs and Border Protection (CBP)**. This initiative is a multi-modular cargo control and release notification system for ocean, air, rail and highway carriers. ACE speeds the flow of cargo and entry processing and provides participants with electronic authorization to move cargo prior to arrival.

ACI/ACE TIMELINES

Cargo Transmission Time Frames	
ACE Ocean - Cargo Data (including FROB) Transmission Time Frames	
• Containerized • Break Bulk (non-exempt)	24 hours prior to loading
• Bulk Cargo (voyage more than 24 hours) • Break Bulk (exempt)	24-hours Prior to Arrival
• Bulk Cargo (voyage less than 24 hours) • Break Bulk (exempt)	Time of sailing
ACI Ocean - Cargo, Supplementary and House Report Transmission Time Frames	
• Containerized cargo	24 hours before loading
• Break-bulk cargo	24 hours before arrival
• Bulk cargo	24 hours before arrival
• Empty marine containers	96 hours before arrival
ACI Ocean - Cargo, Supplementary and House Report Transmission Time Frames (cargo loaded in the U.S.)	
• Containerized, bulk or break-bulk	24 hours before arrival
• Empty marine containers	4 hours before arrival

Vessel Report Transmission Time Frame	
ACI Vessel Report Transmission Time Frames (cargo loaded in a country other than the U.S.)	
• Conveyances with containerized cargo	96 hours before arrival
• Conveyances with empty marine containers	
• Conveyances with a combination of goods described above	24 hours before arrival
• Conveyances with bulk cargo	
ACI Vessel Report Transmission Time Frames (cargo loaded in the U.S.)	
• Conveyances with containerized, bulk or break-bulk	24 hours before arrival
• Conveyances with empty containers	4 hours before arrival
ACI Vessel Arrival Message	
• Conveyance Arrival Message	The Conveyance Arrival Message must be transmitted at the time of arrival whether at anchor, at dock or berthed alongside at the nearest CBSA office designated for that purpose. Electronic arrival messages can be transmitted to the CBSA within a two (2) hour window, in the marine mode. This will allow marine carriers to send in their request for an arrival up to two hours in advance of their actual arrival at a Canadian port. This two-hour window is conditional on the vessel being within Canadian waters at the time the arrival request is submitted to the CBSA. Furthermore, the 'actual date and time of arrival' transmitted on the Conveyance Arrival Message must be the actual date and time the message is transmitted.

GETTING STARTED WITH ACI

For a carrier (MVOCC) or a freight forwarder (NVOCC) to get set up with ACI, it is a very simple and straight forward process:

1. Apply for a Canadian carrier code for ACI reporting purposes
2. Subscribe and complete the CBSA application online

GETTING STARTED WITH ACE

To get set up with ACE, the following bonds are required:

1. International Carrier (C3) bond. (MVOCC/NVOCC)
2. Federal Maritime Commission (FMC) bond or Ocean Transportation Intermediary (OTI) bond is required.

Once these bonds have been obtained by the company, they may proceed to sign up online with CrimsonLogic.

DEPLOYMENT OPTIONS

ACI/ACE/ISF WEB	ACI/ACE/ISF (FAX)	ACI/ACE/ ISF INTEGRATION
• Allow convenient access anywhere with Internet connection. • Reduce data entry with template creation. • Receive instant responses from CBSA and CBP. • Full audit trail and reporting capabilities.	• Electronic processing of requests via fax or email. • Confirmation of acceptance from CBSA and CBP by phone, email or SMS. • Access to portal account for tracking submissions.	• Electronic integration with in-house software systems. • Support partial data transfer to web portal account for completion and submission to CBP & CBSA. • Support variety of submission protocols (FTP, sFTP, SMTP MQ, Web Services).

FEATURES	BENEFITS
Secure corporate account.	Security with high availability for enterprise class users.
24/7 customer support.	Expert advice and assistance on customs compliance matters.
Streamlined and easy-to-use application.	Enjoy efficiency and time savings with less data entry.
Multiple plans and connectivity options.	Enjoy cost savings with our selection of plans that fit your organization.
Report generation capabilities.	Data helps to track and analyse cargo movements.
Notification for ACE B/L match.	Match alert when your ISF data links to the ACE ocean submission.
Advanced integration options available.	Data can stream from multiple sources to a single transaction.

OUR CUSTOMER EXPERIENCE

As your trusted partner, our commitment to your business does not end at sale application level. We proactively bring up to date our software and industry regulatory so as to keep your business atop your competitors.

Our offices located around-the-world can provide you the quality customer service experience that is based on knowledge, responsive and proactive in your local markets.

Our 24/7 customer service - your personalized assistance is within reach by phone, e-mail and live chat globally.

"10+2" ISF IMPORTER SECURITY FILING

WHAT IS "10+2"?

10+2 regulation requires importers to submit an electronic **Importer Security Filing (ISF)** of 10 data elements 24 hours prior to the shipment being loaded. Additionally, it requires carriers to submit a **Vessel Stow Plan (VSP)** and a **Container Status Message (CSM)** no later than 24 hours prior to the shipment being loaded. In cases where the goods are in-transit, the carrier is required to enter 5 ISF data elements.

PARTIES INVOLVED IN "10+2" ISF

IMPORTER - the party causing goods to enter the U.S. (owner, purchaser, consignee, agent)

CARRIER - the party whose vessel the shipment is arriving on. During In-transit situations (FROB, IE, TE & FTZ), the carrier is considered to be the importer.
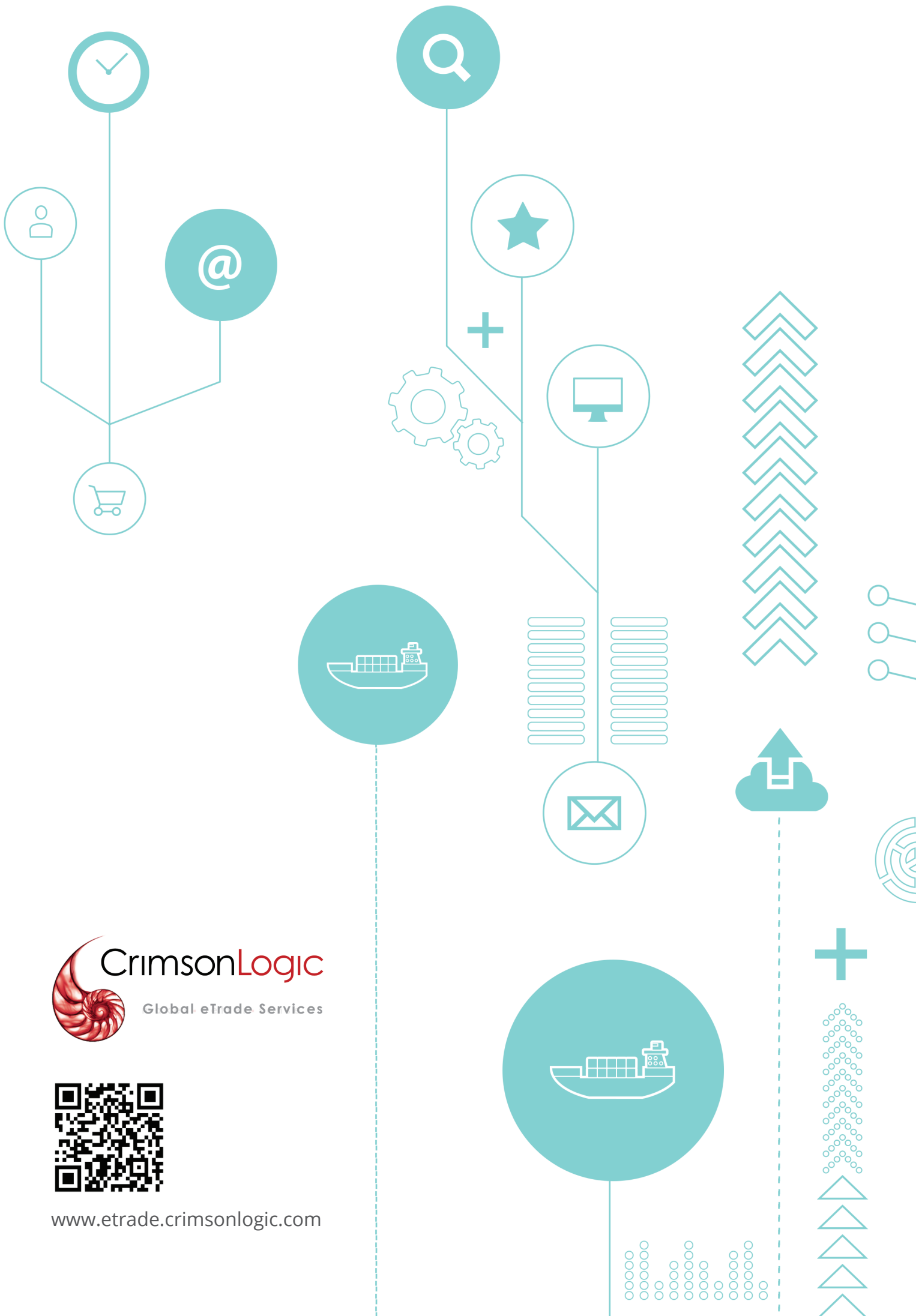
SERVICE PROVIDER – the party who will potentially file on the importer's behalf. Since ISF information is considered confidential, a confidentiality agreement should be signed.
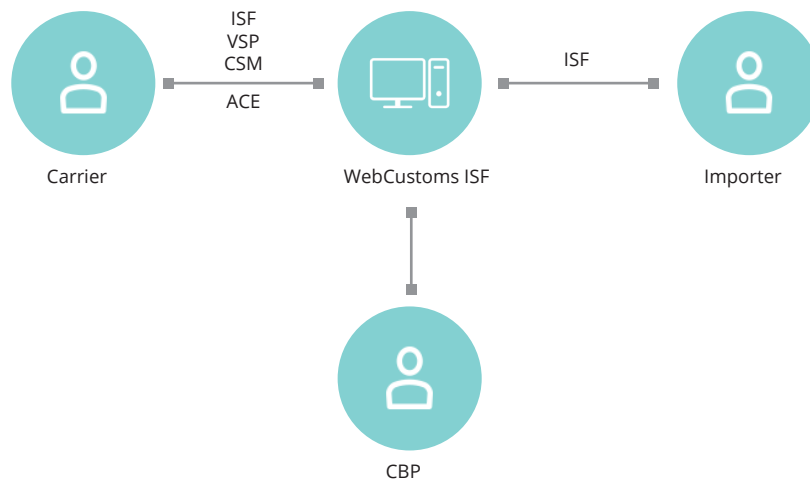
"10+2" ISF TIME FRAMES

Enforcement commenced January 26, 2010. CBP will assess liquidated damages against an ISF bond holder in the amount of $5000 per violation in addition to penalties applicable under other laws. CBP may also issue "no load" messages for ISF violations.

SUBMISSION TYPE	TIMEFRAME FOR SUBMISSION
Importer ISF (10 Data Elements)	24 hours before cargo is laden
Carrier ISF (5 Data elements)	24 hours before cargo is laden
Vessel Stow Plan	Within 48 hours after departure from last foreign port If voyage is shorter than 48 hours then must be filed prior to arrival at US port
Container Status Message	When specific event occurs or no later than 24 hours after carrier enters CSM in its data tracking system (required for empty containers)