

E-Manifest



Verses

eManifest



What Are the Known Differences!

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Much has been said and published about the two versions of what is known as “eManifest” resulting in a great deal of confusion as to what is required. Some think that the two versions are the same. They are not. They did not find their origins in the same operating systems, with each country having had their own unique versions. The Legislation of each country in itself causes the two programs to be different.

The United States E-manifest system found its roots in ACE (Automated Customs Environment). ACE is the commercial trade processing system developed by the CBP (Customs Border Protection) to facilitate legitimate trade and strengthen border security. ACE, as with any large data system is made up of several different components. Some examples are, Automated Export System (AES), Automated Manifest Systems (AMS), Automated Broker Interface (ABI) and of course E-manifest. The Americans targeted the highest risk freight first, that which travels from overseas and via marine. They began with the 24 hour rule which required steamship companies to obtain authority from the U. S. Customs to load cargo destined to the U.S.A. PRIOR to loading goods onto a vessel traveling to the U.S.A. This became a priority for the United States because of the unfortunate events of September 11th, 2001. The United States had to protect its Ports from possible attack. They followed up with the advance reporting of highway cargo which was introduced port by port. The requirement to report cargo data to customs electronically was mandated by the U. S. Congress with specific dates set. Customs were not ready and called on Customs Brokers to transmit the data through the automated broker interface (A.B.I.) to fulfill the mandate of Congress. After implementing their advance cargo reporting rules Customs realized that they did not receive all the data they required and proposed the 10 plus 2 rule. The 10 are additional elements they are asking for today that were not required previously and the 2 are related strictly to marine movements.

The Canadian eManifest system found its roots in the CADEX (Customs Automated Data Exchange) system which required the customs entry information (B3) be sent electronically to customs. CADEX design began in November of 1985 and was put into production by Canadian Importers and Brokers on January 1, 1988. Evolving out of CADEX was the ACROSS systems (Accelerated Commercial Release Operating Support System). After several years of development,

testing and consultation ACROSS was introduced to Canadian traders in April 1996 and required the customs invoice data to be transmitted to customs along with other government department data. To enhance these systems customs envisioned ACI (Advance Commercial Information). Phase I of the Advance Commercial Information

Program was implemented on April 19, 2004 requiring marine carriers to electronically transmit marine cargo data to the Canada Border Services Agency (CBSA) 24 hours prior to loading cargo at a foreign port. Phase II required Air Mode and Marine Shipments loaded in the United States destined for Canada to have conveyance, cargo and supplementary cargo data transmitted to the Canada Border Services Agency (CBSA) four hours prior to arrival in Canada. This phase was completed on July 26, 2006. Now in the development stage is Phase 3 which will require the electronic transmission of advance cargo and conveyance information from carriers for all highway and rail shipments. In addition, the electronic transmission of advance secondary data will be required from freight forwarders and the electronic transmission of advanced importer data will be required from importers or their brokers.

Due to concerns of further attacks on the United States after September 11th, 2001, the Americans worked very closely with the Canadians encouraging them to put these new systems into place as quickly as possible. When we compare the data elements required under the American U. S. E-manifest system to that which is transmitted today to the Canadian Customs under the PARS system (Pre Arrival Review System) one will see that despite current misunderstandings seven of the ten new requirements for the United States (10 + 2) are currently transmitted to Canada Customs today. This makes the transition to the Canadian eManifest system much easier for Canadians.

The Canadian approach is much different than the American one. Each has its advantages. The American approach has been for Congress to legislate the requirements and for Customs to comply. The Canadian approach is for Canadian Customs (CBSA) personnel to work with industry to insure the information they require is obtained from the best sources.

The attached chart compares the data elements required by the American E-manifest with Canadian eManifest.

Criteria	US 24 hour Rule	US '10+2'	CDN IAD - Land	CDN IAD - Air	CDN IAD - Marine	CDN PARS
Exporter			X (if different from seller/ vendor)	X (if different from seller/vendor)	X (if different from seller/vendor)	Conditional if different than Vendor/Shipper
Consignor						
Carrier identification / name	X					Carrier Code or Name if Itinerant (77YY).
Importer Number		X	X	X	X	X
Consignee Name and Address or Consignee Number	X	X	X	X	X	X
Delivery destination		X				Required for CFIA controlled commodities
Agent	X					
Tariff code number / description of goods	X	X	X	X	X	X
UN Dangerous Goods Number	X					

Criteria	US 24 hour Rule	US '10+2'	CDN IAD - Land	CDN IAD - Air	CDN IAD - Marine	CDN PARS
Type / Number of packages	X					X
Gross weight	X					X
Equipment identification number / size type	X					Optional
Seal number	X					
Total invoice amount						X
Place of loading	X					
Identification / nationality of means of transport crossing the border	X					
Conveyance reference number	X					
Transport charges method of payment code						Conditional on AQ transmissions, if not included in invoice total amount
Customs office of exit	X					
Date and time of arrival at first port of arrival in Customs territory	X					Must be provided for pre-arrival service options.
Brief cargo description	X					X
Manufacture name / address		X		Offshore only	Offshore only	Conditional, if required for OGD.
Seller name / address		X	X	X	X	X
Buyer name / address		X	X	X	X	"Purchaser" Conditional, if different than Importer/Consignee
Container stuffing location		X			X	
Consolidator name / address		X			X	
Country of origin [2]		X	X	X	X	X
Number of items[3]						X
Goods item number[4]						System generated (CBSA)
Location of goods[6]						Port (and Sub-location if applicable) of clearance
Transport document number (CCN)						X
Declaration date (**)						Estimated date and time of arrival
Country of Export			X	X	X	X
Currency of Settlement						X
Transaction Number						X

If you require further information or clarification of the issues discussed in this article, or have other concerns related to eManifest, please contact us at: emanifest@farrow.com.

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