

CW Warehouse Webinar

Chat Box Questions - October 12, 2017

1. Does the WACM submission have to be in certain order? I.e. submit WACM for the previous CCN before their breakdown CCN's, if any. **33:44 mark**
2. Why do the CW warehouses sometimes receive D4 Arrived notices even before the CW submits the WACM? And when they submit the WACM, they get a response "Request Id already in arrived status". **35:14 mark**
3. Does the inland warehouse have to keep the original Airline stamped Master Air waybill copy, or does facsimile copy suffice in the closed file? **37:11 mark (taken back)** (response below provided by the Assessment and Licensing Unit):

A facsimile copy would suffice, providing it is legible and meets the requirements as outlined in Memorandum [D17-1-1](#), paragraphs 42-45 (Document and Signature Requirements for CBSA Purposes)

4. Why do you not include highway carriers as operators of CW warehouses? **37:57 mark**
5. a) Does CW warehouse have to keep D4 notices in a closed file - even though all house bills already acquitted when CACM triggered release on flight arrival? **38:43 mark** (answered during the call by Policy with a follow up comment from the Assessment and Licensing Unit):

The licensee must keep records of release documents or data in a closed file for possible future reference and audit. Therefore if you have the D4 notice, you are required to keep it as part of your records.

- b) In the event of flying truck into Primary warehouse - we do not see D4 notice- so how do we differ these closed files from consols with D4's? **38:43 mark** (answered during the call by Policy with a follow up comment from the Assessment and Licensing Unit):

From a licensing perspective, if the warehouse operator is not getting a D4 notice the CBSA would not have an expectation for the SW operator to have it as part of their records.

6. You mentioned that a deconsolidation cannot occur at a primary warehouse...in the highway mode, if a back to back shipment were to bond inland for clearance, can that clear at the primary BW warehouse? **40:00 mark**
7. Can you please advise why a freight forwarder with multiple bonded shipments can move directly to a CW but a highway carrier with a failed pars (data accepted in ACI) cannot have direct delivery to their CW warehouse? This is especially important since the Post Audit program was officially cancelled which allowed Post Audit LTL carriers to report to their facility for de-stuffing prior to reporting bonded freight to a primary warehouse. **41:03 mark**

8. When the previous CCN did not file eManifest but their breakdown CCN did, and when WACM is submitted, why are there no D4 Deconsolidation Notices? 42:42 mark
9. Manifest Forward functionality is important for CW but there is a reported bug in EDI formatting error since March of this year but is still unresolved. When will this be resolved? Reference TEHD-130352. 43:49 mark (taken back)

As per the TCCU, this has been resolved as of October 12, 2017.

10. Are you able to send this PowerPoint presentation to all recipients again, please? 44:30 mark
11. There are occasions where we are receiving releases prior to freight arriving at our CW warehouse (RNS CODE 4) ...should we be re-arriving the shipments? 44:52 mark
12. Why does the system require an inland port and sub-location code to be entered for a CSA Shipment when the release is done at FPOA? 46:03 mark
13. For moving air shipment from primary warehouse to another CW warehouse, does it need to obtain the Deconsolidation Notice? Is this conflict from the CBSA side for no deconsolidation at primary warehouse? 47:37 mark
14. We (the warehouse) are showing code 4 releases yet the freight forwarder indicates that it has not yet been arrived and not released. 48:59 mark
15. Please elaborate how the cargo moves between 495 (3037) to 496 (5152)? 54:10 mark
16. When will all CW warehouses become mandatory for the WACM? 58:46 mark
17. Recently CW warehouses also receives RNS Release on previous CCN with the same transaction number as the breakdown CCN. Is this another bug with RNS? 1:00:00 mark
18. In the event of the freight forwarder seeing a "held status" on a house bill - via their EDI provider portal, and the warehouse received the RNS - how does forwarder / warehouse act? 1:01:36 mark
19. Any updates on why CW warehouses sometime receive multiple RNS Releases on the same CCN? Ref TEHD-149713. 1:03:07 mark (taken back)

As per the TCCU, IT confirmed this is a known problem that will be fixed in the stabilization release. It is classified as high priority and IT is working to get it resolved as quickly as possible.

20. Is the wheels up status still available? Do the air carriers send their WACM within the 4 hour arrival so that brokers may submit their release request? 1:04:15 mark