

Freight Forwarder Implementation Webinar

Chat Box Question – June 22, 2017

1. This is not replacing the TCCU, correct? 14:12 mark
2. Isn't the prime also required on the close message regardless of FF tier level? 20:54 mark
3. Regarding the multi-tiered HBLs, please clarify the responsibility of the master co-loader? Are they responsible for making sure that the FF filing below them also transmit their eHBLs and close messages 24 hours to sailing from origin in Ocean shipments? 22:13 mark
4. How will you know when there is a final close message if more than one Freight Forwarder is in the consolidated box? Meaning, is the goal to know when all the house bills in the box are submitted or are each freight forwarders closure list handled independently? 27:58 mark
5. How soon can SNP be implemented to facilitate this information? We are aware of Manifest Forward but may not want to provide our proprietary customer details. I just want to provide a notice. 45:03 mark
6. Communication between FF & Broker: what is an acceptable paper document to provide to a broker - the usual Cargo Control Document we provide today in paper, or must it also include a reference to the fact eHBL was filed? 48:12 mark
7. In regards to the warehouse, since their sub-loc is showing, do we need to show them as an SNP or, since their sub-loc is showing, is that enough for them to receive the information? 49:49 mark
8. Do you know how many brokers have the capability to receive the manifest data? 50:23 mark (taken back)
9. Communication between FF & Broker: on same earlier question, we are seeing multiple variations on paper doc with CCN showing eHBL filed? Is CBSA going to issue a directive to this? 52:15 mark
10. Why can't EDI customers pull information from the portal if the document was sent via EDI? Only documents input directly through the portal can you get support documents. If I am filing hundreds of bills a week, I don't want to re-key them into CBSA system. Of those, I may need to extract one or two data from the portal but can't. 58:48 mark
11. Is it still mandatory to get the deconsolidation / close message stamped by CBSA port of destination? When will the customs notice be updated? 59:28 mark

12. Who issues the document numbers? Are these generated by the commercial entities or do they need to relate a CBSA TYPE NUMBER? 1:00:36 mark
13. Will the name "Status History" be changed to "Deconsolidation notice" at any point of time? 1:01:11 mark
14. Any plans for a webinar for CW warehouse operators? 1:02:42 mark
15. What type of questions should be directed to the eManifest help desk versus the CBSA port at the place of destination for review? 1:03:10 mark
16. On a back-to-back shipment, the ports get put a hold sometimes when that carrier code is non-bonded which holds up the processing of the transaction on EDI. Per the sup. At the port, the only way to resolve this is physically going to the port office and ask for a sup. To review. TCCU cannot and does not see this hold. 1:04:45 mark
17. How do we handle a flying truck air freight eManifest shipment when the airlines trucking company will issue a trucking cargo control number that replaced/cancelled the primary MAWB number - as the eManifest was issued with the MAWB as the primary CCN? 1:06:57 mark
18. When will the second round of report cards be issued? These are essential to measure compliance levels and improve performance. 1:09:09 mark
19. What steps are being taken to prevent a house bill from being arrived before a primary or conveyance is arrived? It doesn't make sense that Freight Forwarders can have their house bill acquitted to our Bond when 9000s are not arrived. What is CBSA doing to mandate Carriers to properly submit CACM or fix incorrect CRN? 1:10:15 mark
20. What is being done to prevent both an eManifest and supplementary from being accepted for the same master? 1:13:38 mark
21. On March 4th, there was a system change which now prevents brokers who are presenting PARS to receive a PARS-acceptance message once reviewed by officer. Since March, unless the House Bill (CCN) for which the PARS is submitted had been presented (ACI Primary Cargo, eManifest Hwy, eManifest HBL), the broker no longer gets PARS acceptance response. Given that mandatory eManifest HBL implementation has been pushed back by 1 year, is there any chance that this system change will be undone for now (for air/ocean, brokers lose visibility to PARS acceptance because uptake on eManifest HBL is still very low (and will now be lower given announced delays). 1:19:01 mark