



CrimsonLogic

Solutions. Simplified.

ACI/AMS/ISF

OCEAN SOLUTIONS SIMPLIFIED



ACI/AMS 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 key data to be transmitted electronically before goods and conveyances arrive in the country. This application allows electronic submission of A6, A6A and freight forwarder supplementary (\$10) document types directly to CBSA.

What is AMS?

The Automated Manifest System (AMS) was introduced by the U.S. Customs and Border Protection (CBP). This initiative is a multi modular cargo inventory control and release notification system for sea, air and rail carriers. AMS speeds the flow of cargo and entry processing and provides participants with electronic authorization to move cargo prior to arrival.

ACI/AMS Timelines

Timeframes for Conveyance Reporting	
International Cargo	
<ul style="list-style-type: none"> Containerized cargo Non-authorized break-bulk cargo Empty marine containers 	96-hours Prior to Arrival
<ul style="list-style-type: none"> Authorized break-bulk cargo Bulk cargo 	24-hours Prior to Arrival
United States Cargo	
<ul style="list-style-type: none"> Containerized bulk or break bulk or empty containers 	24-hours Prior to Arrival

Timeframes for Cargo Reporting	
International Supplementary Cargo	
<ul style="list-style-type: none"> Containerized cargo Non-authorized break-bulk cargo 	24-hours Prior to Loading
<ul style="list-style-type: none"> Authorized break-bulk cargo Bulk Cargo 	24-hours Prior to Arrival
<ul style="list-style-type: none"> Empty marine containers 	96-hours Prior to Arrival
United States Supplementary Cargo	
<ul style="list-style-type: none"> Containerized, bulk or break-bulk 	4-hours Prior to Arrival
<ul style="list-style-type: none"> Empty marine containers 	24-hours Prior to Arrival

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 to CrimsonLogic and complete the CBSA application

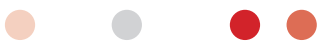
Getting Started with AMS

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

1. International Carrier (C3) bond; should be in the amount of \$50,000. (MVOCC/NVOCC)
2. Federal Maritime Commission (FMC) bond or Ocean Transportation Intermediary (OTI) bond is required (NVOCC); the amount of the FMC bond is usually in the amount of \$150,000 which is used to cover any infractions that the forwarder might incur while moving cargo into the United States.

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





Services Offered

ACI/AMS/ISF WEB	ACI/AMS/ISF FAX	ACI/AMS/ISF INTEGRATION
<ul style="list-style-type: none"> - 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 	<ul style="list-style-type: none"> - Electronic processing of requests via fax - Confirmation of acceptance from CBSA and CBP by phone, email or SMS - Access to portal account for tracking submissions 	<ul style="list-style-type: none"> - 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 AS2, Web Services)

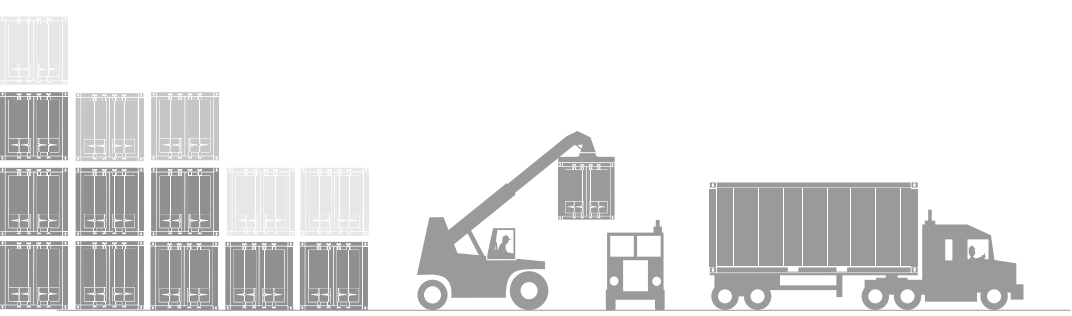
FEATURES	BENEFITS
Secure corporate account	Security with high availability for enterprise class users
24/7 customer support	Expert advice and assistance on customs compliance matters
Streamlined and easy-to-use application	Enjoy efficiency and time savings with less data entry
Multiple plans and connectivity options	Enjoy cost savings with our selection of plans that fit your organization
Report generation capabilities	10+2 data helps to track and analyze cargo movements
Notification for AMS B/L match	Match alert when your ISF data links to the AMS ocean submission
Advanced integration options available	Data can stream from multiple sources to a single ISF transmission



The CrimsonLogic Customer Experience

Subscribing to CrimsonLogic ensures you have a trusted partner, as our commitment to your business does not end with the sale of an application, but is on-going with continued software updates and the drive to stay on top of the regulatory environment on your behalf.

Our customers benefit from our 24/7 customer service and personalized assistance by phone, e-mail and live chat. With offices around the world, CrimsonLogic can provide a customer service experience that is more knowledgeable, responsive and proactive in local markets globally.



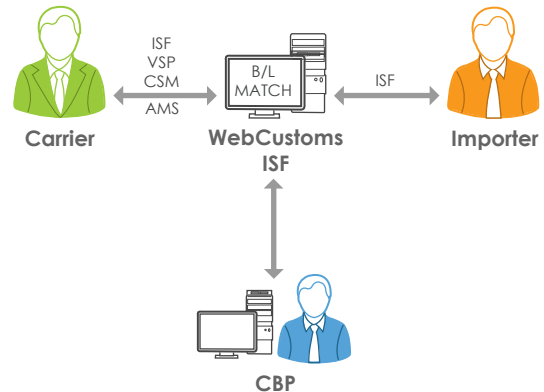
10 + 2 ISF IMPORTER SECURITY FILING

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 even for empty containers)

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