Automated Commercial Environment

A Guide To Create, Arrive and Export In-bond Shipments in E-Manifest for Trucks

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U.S. Customs and Border Protection

ace

A SHORT GUIDE TO CREATE, ARRIVE AND EXPORT IN-BOND SHIPMENTS IN E-MANIFEST: TRUCK (TRUCK AMS)

Truck AMS delivers the capability for carriers and their designated agents to request shipments to move in-bond, report the arrival of in-bond shipments, and report the export of inbond shipments that have been previously arrived. These are the same inbond processes employed in the current sea,rail, and air AMS. They take place either via the ACE Secure Data Portal or EDI transmissions. In addition, Customs brokers or authorized ABI users can request inbond moves associated with ACE carriers' shipments via the ABI QP application.

3 Methods of Requesting Inbond Moves in Truck AMS

I. Via the ACE Secure Data Portal
II. Va the ABI QP Application
III. Via EDI, either in the ANSI X12 or UNEDIFACT standard

I. REQUESTING IN-BOND MOVES VIA THE ACE SECURE DATA PORTAL

1. When creating a shipment record in the ACE Secure Data Portal the manifest filer or authorized agent can change the "shipment release type" from the default of "PAPS" to "Pre-filed In-bond". By doing so the manifest filer will be asked for additional information when creating the shipment record.   The additional data elements for all inbond types are:

*1. In-bond Entry Type
    61   Immediate Transportation (IT)
    62   Transportation and Exportation (TE)
    63   Immediate Export (IE)

*2. In-bond destination: (U.S. port/district code reported using the Schedule D number)

3. Onward Carrier (SCAC): Optional field to identify a carrier other than the arriving carrier.

*4. Bonded Carrier (IRS): Internal Revenue Service number of the bonded carrier

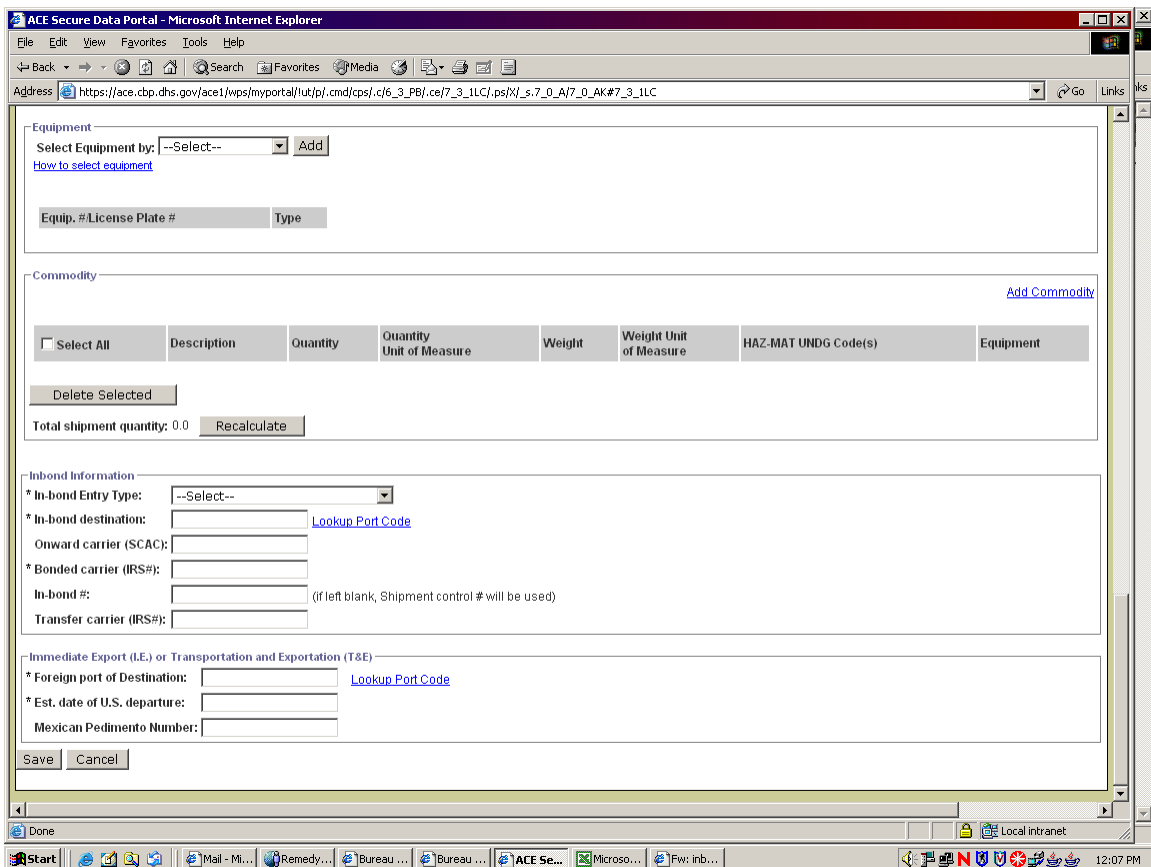5. In-bond #: This optional data element must be reported in one of three forms
    a. Customs Assigned in-bond number: Nine digit number found in the CF7512 transportation entry document issued in blocks of   numbers by local CBP ports.
    b. Master in-bond number: Eleven digit alphanumeric identifier beginning with a 'V' followed by a 2 position identifier and an 8 position control number
    c. Leave blank: If this field is left blank the Shipment Control Number (SCN) will be used as the in-bond number. If used do not exceed 12 positions (excluding the SCAC code).

6. Transfer carrier (IRS#): Used to identify a local cartman that would deliver the cargo to the bonded facility in the destination port.

If the shipment is a TE or I.E. the following additional data elements are required.

1. Foreign port of Destination: Schedule K code identifying the foreign destination port
2. Est. date of U.S. departure
3. Mexican Pedimento Number: Required for I.E.s departing from US-Mexico ports and destined for Mexico. The Pedimento number is the Mexican equivalent to a Customs Entry number.

4. The Value of the shipment should be entered in U.S. dollars.

5. If the shipment is being exported from the United States via Water a Harmonized Tariff Schedule number must be entered in the Commodity details screen.

This is an example of the ACE Secure Data Portal screen where the required inbond information is submitted.

Information on TE shipments exported via water is submitted in the following screen:

II. REQUESTING IN-BOND MOVES VIA THE ABI QP APPLICATION

If an in-bond shipment is declared via the Automated Broker Interface (QP application), citing an ACE carrier's shipment control number (bill of lading number) and this shipment has not been transmitted in ACE, a shipment record will be established in the carrier's account. The ABI filer will be required to provide full bill data to create the shipment and inbond records. If the "QP" filer identifies the carrier as the bonded carrier and reports the SCAC code as the first four positions of the Shipment Control Number then the carrier can view all of the details of the in-bond shipment via their ACE Secure Data Portal Account. This "un-associated" shipment can be "associated / linked" to a trip either via the Portal by using the "Lookup Shipment(s) feature of the "Create Manifest" process or via EDI by reporting the Bill of Lading Number (SCN) in a "Consist" message. (ANSIX12 358 or UNEDIFACT CUSREP). In the QP application, the ABI filer is restricted to using only a CF7512 inbond number.

QP – to create an inbond shipment

The example here is a QP application creating a shipment record and an inbond movement with a CF7512 inbond number. The other data segments are not required in

the QP application because the information is already in the pre-existing ACE carrier's bill.

```
A3004F00
B03004F00QP
10A62987654321   ZZZZ280997117000303598-000000000
20ZZZZ30US6774                  1        3403072206
30AY0001zzzz123456789101                                  0000000007
40018220000000007PKGS 0000000175KG
50SHIPPER LTD                    77 MONT ROYAL W
51MONTREAL PQ H2T 2S6 CA
52555-555-5555
55CONSIGNEE INC                  123 MAIN ST
56MORRISTOWN NY 13664 US
57555-555-5555
65NC
706301901000 000030350000000175LB
710000000007BLANKETS
72SHIPPER BLANKETS
Y  3004F00QP00014
Z3004F00
```

WP to arrive and export an inbond movement

Filers who create inbonds by means of the QP application must arrive them at destination and export them if they are export inbonds. The method to do this is the ABI WP application.

In this example the filer indicates he is arriving a complete inbond movement in the 10 record by the code '1'. He then indicates the inbond being arrived. ABI will understand that this is a transportation and exportation in bond requiring an export within 30 days.

```
A3004F00
B3004F00WP
101987654321
20060809222594428092ZZZZ34-000000000
Y  3004F00WP00002
Z3004F00
```

III. REQUESTING IN-BOND MOVES VIA EDI, EITHER ANSI X12 or UNEDIFACT

A carrier or his authorized agent using EDI may create an inbond using a 9 digit inbond number found on the CF 7512. In addition participants in truck AMS may also use their shipment control numbers as inbond numbers providing they don't exceed 12 positions without the SCAC code

This example in the ANSI X12 standard of a 309 set is a complete manifest. All required information for the manifest, the trip, the conveyance, the crew, the equipment, and the shipment are present and the manifest is complete at transmission. The carrier attempts to create an inbond record in his manifest with a paper CF7512 number. He uses the M12 segment to provide complete information about the inbond move: inbond type (61,62, or 63) the US port of inbond destination, the foreign port of destination if it is an export in bond, the CF7512 number, the SCAC code of the onward carrier assuming responsibility for the movement, the bonded carrier ID number, the FDA/BTA indicator, the expected date of export, and the FIRMS code of the facility where the shipment will be deposited in the inbond destination. Additional information

required for inbonds that may be exported via water are in the N10 segment. They include the Harmonized Tariff code describing the shipment, the value, and the weight, and the weight unit. When the truck has arrived at the border, if there are no other extenuating circumstances, the authorization to move this shipment inbond will be generated.

Complete Manifest ANSI x12 – CF7512 in-bond number used

```
ISA*00*          *00*          *02*ZZZZ          *02*CBP-ACE-TEST
040310*1808*~*00406*000000313*0*T*:
GS*AQ*ZZZZ*CBP-ACE-TEST*20050208*1808*313*T*004060USCBP
ST*309*0313
M10*ZZZZ*J***DK2006030203*TRUCK***W***0987DK*****8
VEH**AB123456789*******KEG123********CA***TR***A**12344321*ON
M7*89765432
NM1*EJ*1*POTTER*HARRY*A
DMG*DB*19701225*M***8*CA
REF*ACW*12345670**ZZ*CA
REF*5K*ON456789012*ON*ZZ*CA
N3*900 SASSAFRAS ST
N4*SEATTLE**98107*US***WA
P4*3004*20060902***2330
LX*1
M11*123456789101*14094*******00*VICTORIA**ZZZZ*************K* CG
N1*SH*BEAVER ARTIFACTS LTD
N3*751 GEORGE ST
N4*VANCOUVER**V5M2H1*CA***BC
N1*CN*HONG KONG INDUSTRIALS
N3*123 NEW HARBOR ST
N4*KOWLOON**98765*HK***
M12*62**2809*58270**987654321*AAAA*BI*95-098765432***Y*20060904*Z012
VID*OE*ABCD*566778**********KEG345****BC
M7*09876543
N10*50*WIDGETS, FINELY GRAINED*MADE IN CANADA*J*010110*5000*L*2000**BOX
N10**SOLID STEEL
VID*OE**NO NUMBER**********KAN234****ON
M7*01234567
N10*50*WIDGETS, FINELY GRAINED*MADE IN CANADA*J*010110*5000*L*2000**BOX
N10**SOLID STEEL
SE*28*0313
GE*1*313
IEA*1*000000313
```

Complete manifest EDIFACT – CF7512 number used

This is an example of the complete manifest in the EDIFACT CUSCAR set. Inbond information is provided in the DOC, LOC, and DTM segments. The DOC provides the inbond type and CF 7512 number. The LOC requests the US port of inbond destination, and the second LOC requests the foreign port of destination if the shipment will be exported. The DTM asks for the estimated date of exportation. The additional information for shipments that will be exported by water is provided in the MOA and CST segments

```
UNB+UNOA:4+LOCK:02+CBP-ACE-
UNG+CUSCAR+LOCK:02+CBP-ACE-TEST:02+041016:1604+54+UN+D:03B:
UNH+CUSCAR54+CUSCAR:D:03B:UN
BGM+85:::STANDARD+LOCK20060302KH11+22
DTM+132:200608092330:203
```

```
LOC+60+3004:77
RFF+ABO:0987
RFF+IIT:MC
RFF+SN:89765432
NAD+CA+LOCK:172
NAD+VW+141026789:109+++900 SASSAFRAS ST+SEATTLE+WA:163+98107+US
TDT+11++03+:::TR++I++:146::AB123456789
TDT+11++03+:::TR++I++:274::88974
TDT+11++03+:::TR++I++:215::KEG123
LOC+89+ON:163
EQD+OE
SEL+09876543
RFF+ABZ:KEG345
LOC+89+BC:163
LOC+89+CA:162
EQD+OE
SEL+01234567
RFF+ABZ:KAN234
LOC+89+ON:163
LOC+89+CA:162
CNI+1+:23
DOC+950:62:098765432
RFF+AAM:LOCKKH3456789110
LOC+9+14094:78
LOC+45+2809:77
LOC+8+58270:78
TDT+11
DTM+133+20060914:102
NAD+OS+++BEAVER ARTIFACTS LTD+751 GEORGE ST+VANCOUVER+BC:163+V5M2H1+CA
NAD+CN+++HONG KONG INDUSTRIES+123N HARBOR ST+KOWLOON++HK
NAD+GC+96-012345678
GID+1
PAC+100++BOX
FTX+AAA+++WIDGETS, FINELY GRAINED, SOLID STEEL
MEA+AAI++L:4000
MOA+5000
SGP+KEG345:215+50
SGP+KAN234:215+50
PCI++MADE IN CANADA
CST+010110:122
UNT+36+CUSCAR54
UNE+1+54
UNZ+1+54
```

Complete Manifest ANSI x12 – Shipment Control Number used as In-bond Control Number

An innovation in the Truck AMS system is that carriers may use their shipment control numbers (pro bills) as inbond control numbers. The advantage to the carrier is he would have only one number, the shipment control number/bill number, governing the transport transaction. The disadvantage is shipments could not be grouped under one inbond number. Each shipment would have its own inbond number and would have to be arrived and exported individually.

The M12 segment contains an inbond type but no inbond number. There is no bonded carrier identification number if the carrier is assuming liability for the shipment during

the move. ACE will understand by the absence of inbond number and bonded carrier ID that he is using his pro bill and bond number and default to them. The pro bill number can't be bigger than 12 without the leading SCAC code.

```
ISA*00*          *00*          *02*ZZZZ          *02*CBP-ACE-TEST
040310*1808*~*00406*000000313*0*T*:
GS*AQ*ZZZZ*CBP-ACE-TEST*20050208*1808*313*T*004060USCBP
ST*309*0313
M10*ZZZZ*J***DK2006030203*TRUCK***W***0987DK*****8
VEH**AB123456789*******KEG123********CA***TR***A**12344321*ON
M7*89765432
NM1*EJ*1*POTTER*HARRY*A
DMG*DB*19701225*M***8*CA
REF*ACW*12345670**ZZ*CA
REF*5K*ON456789012*ON*ZZ*CA
N3*900 SASSAFRAS ST
N4*SEATTLE**98107*US***WA
P4*3004*20060902***2330
LX*1
M11*123456789101*14094*******00*VICTORIA**ZZZZ*************K* CG
N1*SH*BEAVER ARTIFACTS LTD
N3*751 GEORGE ST
N4*VANCOUVER**V5M2H1*CA***BC
N1*CN*CONSOLIDATED WIDGETS INC
N3*123 SKID ROW
N4*SEATTLE**98115*US***WA
M12*61**3001****AAAA*****Y**Z001
VID*OE**NO NUMBER**********KEG345****BC
M7*09876543
N10*50*WIDGETS, FINELY GRAINED*MADE IN CANADA****L*2000**BOX
N10**SOLID STEEL
VID*OE*ABCD*566778**********KAN234****ON
M7*01234567
N10*50*WIDGETS, FINELY GRAINED*MADE IN CANADA****L*2000**BOX
N10**SOLID STEEL
SE*28*0313
GE*1*313
IEA*1*000000313
```

Complete manifest in EDIFACT using Shipment Control Number as In-bond Control Number

```
In the EDIFACT standard, the carrier supplies his pro bill number in
the RFF segment of the CUSCAR

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041016:1953+6++ACE
UNG+CUSCAR+LOCK:02+LOCK:02+041016:1604+54+UN+D:03B:
UNH+CUSCAR54+CUSCAR:D:03B:UN
BGM+85:::STANDARD+LOCK20060302KH11+22
DTM+132:200608092330:203
LOC+60+3004:77
RFF+ABO:0987
RFF+IIT:MC
RFF+SN:89765432
NAD+CA+LOCK:172
TDT+11++03+:::TR++I++:146::AB123456789
```

```
TDT+11++03+:::TR++I++:274::88974
TDT+11++03+:::TR++I++:215::KEG123
LOC+89+ON:163
EQD+OE+567890:ZZZZ:172
SEL+09876543
RFF+ABZ:KEG345
LOC+89+BC:163
LOC+89+CA:162
EQD+OE
SEL+01234567
RFF+ABZ:KAN234
LOC+89+ON:163
LOC+89+CA:162
CNI+1+:23
DOC+950:61
RFF+AAM:LOCKKH3456789110
LOC+9+14094:78
LOC+45+3001:77
TDT+11
NAD+OS+++BEAVER ARTIFACTS LTD+751 GEORGE ST+VANCOUVER+BC:163+V5M2H1+CA
NAD+CN+++CONSOLIDATED WIDGETS+123 SKID ROW ST+SEATTLE+WA+98120+US
NAD+GC+96-012345678
GID+1
PAC+100++BOX
FTX+AAA+++WIDGETS, FINELY GRAINED, SOLID STEEL
MEA+AAI++L:4000
SGP+KEG345:215+50
SGP+KAN234:215+50
PCI++MADE IN CANADA
UNT+36+CUSCAR54
UNE+1+54
UNZ+1+54
```

PAXLST EDIFACT UNREGISTERED CREW MEMBERS

In EDIFACT a complete manifest can be supplied in a self contained CUSCAR cargo declaration if crew members have been preregistered with CBP and can be identified with ACE ID's or FAST ID's. In instances where crew members have not been preregistered, personal information about the crew members must be supplied in the manifest via the PAXLST. The CUSCAR + the PAXLST can produce a complete manifest in the EDIFACT environment. The key that associates the CUSCAR and PAXLST is the trip number provided in the BGM segment

```
UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+050630:0905+16++ACE
UNG+PAXLST+LOCK:02+LOCK:02+041016:1604+16+UN+D:03B:
UNH+PAXLST16+PAXLST:D:03B:UN
BGM+10:::STANDARD+LOCK20060302KH11+2
TDT+11++03++LOCK:172
DTM+132:200608092330:203
NAD+VW+++POTTER:HARRY:A+900 SASSAFRAS RD+SEATTLE+WA:163+98248+US
ATT+2++M
DTM+329:19540122:102
NAT+2+CA::5
```

```
DOC+39+22458784
LOC+91+CA:162
DOC+5K+0058711427
LOC+91+ON:163
LOC+91+CA:162
UNT+14+PAXLST16
UNE+1+16
UNZ+1+16
```

Customs Events Advisory Details Arriving in-bond via CF7512 number

Once the inbond request has been approved and the authorized message has been
generated to the carrier, the inbond shipment travels to the destination port. The carrier
then is obligated to arrive the inbond in ACE. There are 3 methods in which a carrier
may arrive an inbond: by inbond number, by shipment control number, and by
container/equipment number. Arriving by inbond number arrives all shipments and bills
associated with the number, even those that have not physically arrived at destination.
Arriving by shipment control number arrives only that shipment and doesn't affect other
shipments tied to the inbond. Arriving by container/equipment number arrives all the
inbonds and shipments associated with that container. In this case, the container must
have a real (unique) container/equipment number. Using the code 'no number' will not
make the container/equipment unique . Also, since containers travel in and out of the
country the carrier must cite an inbond number or shipment control number associated
with the container/equipment being arrived .

In this example the carrier is arriving a complete inbond (code '1') by CF7512 number
and includes the date, time, and US port where the shipment arrived. The ANSI X12
353 set must be used.

```
ISA*00*          *00*          *02*ZZZZ          *02*CBP-ACE-TEST
040310*1808*~*00406*000000313*0*T*:
GS*AQ*ZZZZ*CBP-ACE-TEST*20050208*1808*313*T*004060USCBP
ST*353*0313
M10*ZZZZ*J***DK2006030203*TRUCK***H***0987DK*****8
P4*3004*20060902***2330
M15*1*987654321*20060904*2809**220006
SE*5*0313
GE*1*313
IEA*1*000000313
```

EDIFACT CUSREP exporting previously arrived in-bond by CF7512 number

In instances where transportation and exportation inbonds have arrived
at destination, and where immediate transportation inbonds have been
associated with shipments they must be exported from the destination
port. As there are 3 methods arriving inbonds, there are also 3
methods of exporting inbonds.

This example, with an EDIFACT CUSREP set, demonstrates exporting a
complete inbond by CF7512 number including the number, date/time of
export/and port of export

```
UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041016:1953+6++ACE
```

```
UNG+CUSCREP+LOCK:02+LOCK:02+041016:1604+54+UN+D:03B:
UNH+CUSCREP6+CUSREP:D:03B:UN
BGM+833:::STANDARD+LOCK200603KH11+64
DTM+132:200608092330:203
DOC+833:098765432
RFF+IB:098765432
DTM+136:200608112300+203
LOC+114:2809
UNT+5+CUSCREP6
UNE+1+6
UNZ+1+6
```

Customs Events Advisory Details Arriving in-bond via shipment control number

This is an example of arriving an inbond by shipment control number. The shipment control number is in M1502 and the SCAC code associated with this number is in M1505.

```
ISA*00*          *00*          *02*ZZZZ          *02*CBP-ACE-TEST
040310*1808*~*00406*000000313*0*T*:
GS*AQ*ZZZZ*CBP-ACE-TEST*20050208*1808*313*T*004060USCBP
ST*353*0313
M10*ZZZZ*J***DK2006030203*TRUCK***W***0987DK*****8
P4*3004*20060902***2330
M15*2*123456789101*20060904*2809*ZZZZ*220006
SE*5*0313
GE*1*313
IEA*1*000000313
```

EDIFACT CUSREP exporting previously arrived in-bond by shipment control number

This is an example, in the EDIFACT standard, of exporting a previously arrived inbond by shipment control number. In the instance of using the shipment control number as inbond control number this is the preferred method of arriving and exporting the inbond.

```
UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041016:1953+6++ACE
UNG+CUSCREP+LOCK:02+LOCK:02+041016:1604+54+UN+D:03B:
UNH+CUSCREP6+CUSREP:D:03B:UN
BGM+833:::STANDARD+LOCK200603KH11+64
DTM+132:200608092330:203
DOC+833:LOCK20060302KH11
RFF+AAM:LOCK20060302KH11
DTM+136:200608112300+203
LOC+114:2809
UNT+5+CUSCREP6
UNE+1+6
UNZ+1+6
```

Customs Events Advisory Details Arriving in-bond via container/equipment number

This is an example, in the ANSI X12 standard, if arriving an inbond at
destination via the container/equipment number. The bill of lading
referenced within the container/equipment is cited at the end of the
M15 segment.

```
ISA*00*           *00*            *02*ZZZZ            *02*CBP-ACE-TEST
040310*1808*~*00406*000000313*0*T*:
GS*AQ*ZZZZ*CBP-ACE-TEST*20050208*1808*313*T*004060USCBP
ST*353*0313
M10*ZZZZ*J***DK2006030203*TRUCK***H ***0987DK*****8
P4*3004*20060902***2330
M15*3*ABCD566778*20060904*2809**220006******BM*ZZZZ123456789101
SE*5*0313
GE*1*313
IEA*1*000000313
```

**EDIFACT CUSREP exporting previously arrived in-bond by
container/equipment number**

This example in the EDIFACT standard is an inbond export by
container/equipment number. The container/equipment number is in the
RFF segment and the shipment control number within the
container/equipment is in the DOC record

```
UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041016:1953+6++ACE
UNG+CUSCREP+LOCK:02+LOCK:02+041016:1604+54+UN+D:03B:
UNH+CUSCREP6+CUSREP:D:03B:UN
BGM+833:::STANDARD+LOCK200603KH11+64
DTM+132:200608092330:203
DOC+833:LOCK20060302KH11
RFF+AGP:ZZZZ567890
DTM+136:200608112300+203
LOC+114:2809
UNT+5+CUSCREP6
UNE+1+6
UNZ+1+6
```

Carriers are advised that they are responsible for arriving the inbonds they create in their
manifests at the ports of destination. In the case of inbond exports carriers must export
the shipments within 30 days of arrival at inbond destinations or become subject to
penalties for failure to export.

NOTE:
The capability of carriers to arrive inbonds by container/equipment number, report
exports, and cancel in-bond arrivals and exports in ANSI X12 and EDIFACT is still in
development. The examples of these functions are provided here as illustrations of what
the messages will be like when the programming is completed.