

Change log for July 2916

Truck 353

ANSI X12

Change M1501 to:

<b>M</b>	<b>M1501</b>	<b>1497</b>	<b>Notification Entity Qualifier</b>	<b>M</b>	<b>1</b>	<b>AN 1/2</b>
Code indicating type of notifications						
Values accepted by CBP						
			1	Arrive inbond by inbond number at destination port		
			2	Arrive inbond by bill of lading number at destination port		
			3	Arrive inbond by container/equipment at destination port		
			5	Export inbond by inbond number		
			6	Export inbond by bill of lading number		
			7	Export inbond by container/equipment		
			8	Export of conveyance to foreign port		
			B	Replace seal		
			C	Add Seal		
			D	Delete Seal		
			F	Cancel inbond arrival by inbond number		
			G	Cancel inbond arrival by bill of lading		
			H	Cancel inbond arrival by container/equipment		
			I	Cancel inbond export by inbond number		
			J	Cancel inbond export by bill of Lading		
			K	Cancel inbond export by Container/equipment		
			S	Delete Consist		
			X	En-route message		
			Z	Request for in-bond diversion		

**Change  
M1502  
to:**

<b>M</b>	<b>M1502</b>	<b>127</b>	<b>Reference Identification</b>	<b>M</b>	<b>1</b>	<b>AN 1/80</b>
Reference information as defined for a particular Transaction Set or as specified by the Reference Identification Qualifier						
If M1501 = S, the original export 358 is deleted						
If M1501 = 8 then M1014 in the original export 309 data was '28' and M1009 in the original export 358 data set was 'S'. The consisted conveyance has departed the Country.						
If M1501 = X then the train is 1 hour from arrival in the last U.S. port prior to departure From the U.S. Inbonds manifested for export on this conveyance are arrived in the last port						
- CBP will accept up to 14 alpha/numeric characters in this element.						
If M1501 is '1', '5', 'F', 'I' then this will be the inbond number found in the M1202 or M1206 of the original 309 set.						
If M1501 is '2', '6', 'G', 'J' then this will be the bill of lading number found in the						

M1101 +M1112 of the original 309 set

If M1501 is '3','7','H','K', then this will be the equipment initial and number found in the VID segment of the original 309 set. Then M1513 must be 'IB' or 'BM'm and M1514 must be the inbond number from the M1202 or M1206 or a bill of lading number from the M1101+M1112 or M1111+M1113 associated with the VID segment in the original 309 set.

If M1501 is 'B', 'C','D', then this will be the seal number being replaced, added, or deleted.

If M1501 = 'Z' then the M1502 will contain the in-bond number for which the The diversion is being requested

Provide the diversion port in M1504

Provide the original bonded carrier in M1508

Change to:

**M1504**      **310**      **Location Identifier**      **X**      **1 AN 1/30**

Code which identifies a specific location

This element is required when M1501= 8. For all other M1501 message codes only ANSI X.12 syntax validations will be performed on M1504.

When M1501=8, this element represents the U.S. Port of inspection and may or may not equal the value in the P401,.

Required for in-bond diversion. For message code 'z' this element represents port to which the in-bond is diverted

Refer to Schedule D in CAMIR Appendix E for valid codes.

Change to:

**M**      **M1506**      **337**      **Time**      **M**      **1 TM 4/8**

Time expressed in 24-hour clock time as follows: HHMM, or HHMMSS, or HHMMSSD, or HHMMSSDD, where H = hours (00-23), M = minutes (00-59), S = integer seconds (00-59) and DD = decimal seconds; decimal seconds are expressed as follows: D = tenths (0-9) and DD = hundredths (00-99)

Time expressed in 24-hour clock time as follows: HHMM, or HHMMSS, or HHMMSSD, or HHMMSSDD, where H = hours (00-23), M = minutes (00-59), S = integer seconds (00-59) and DD = decimal seconds; decimal seconds are expressed as follows: D = tenths (0-9) and DD = hundredths (00-99).

Required by CBP when time of Conveyance Arrival (M1501=4, Conveyance Export (M1501=8).

Required if 'Z' is in M1501

Use Eastern Standard/Daylight Time.

Time as HHMM where:

**Change  
M1508 to:**

**M1508**

**127**

**Reference Identification**

**O**

**1 AN 1/80**

The Internal Revenue Service Identification number of the next in-bond carrier  
Reference information as defined for a particular transaction set or as specified by the reference qualifier  
Required for transfer of Liability when the M1501 = 'A', and for in-bond diversion when m1501 = 'Z'. For in-bond diversion provide the bonded carrier identification number of the carrier assuming liability for the in-bond movement. The system will validate whether the ID is on tile and has a valid bond type.

NN-NNNNNNNXX	IRS number
YYDDPP-NNNNN	CBP assigned number
NNN-NN-NNNN	Social Security Number

CBP will accept up to 12 alpha numeric characters in this element including embedded hyphens

**UNEDIFACT CUSREP**

**Change RFF Reference 0100 'notes' to:**

**Notes:**

**USAGE:**

1. to report reasons for amendment to the conveyance, crew/passenger, and/or equipment information after the trip has been finalized,
2. to report seal numbers on the conveyance,
3. to report the status of Instruments of International Traffic (IIT's), and
4. to report a transmission reference number.
5. to request an in-bond diversion

**STANDARD MANIFEST DATA ELEMENTS:**

Amendment code (Manifest): Used to specify amendment reason for changes after complete submission of Manifest to Customs. (C506/1154)

Seal number (conveyance): Seal numbers as applicable, attached to prevent tampering. This is to be provided if the conveyance has the seals. (C506/1154)

IIT entity indicator (conveyance): Indicates party whose bond is obligated for release of Instruments of International Traffic (IIT). (C506/1154)

Transmission reference number: A unique identifier issued by the carrier to reference a transmission. It is returned to the carrier in output messages (CUSRES). (C506/1154)

Requests a in-bond diversion

### Data Element Summary

Data	Component			
<u>Element</u>	<u>Element</u>	<u>Name</u>	<u>Attributes</u>	
M	C506	REFERENCE	M	1
M	1153	Reference code qualifier	M	an..3
<p>Use 'SN' when reporting seals on a conveyance.</p> <p>Use 'RFA' when reporting an Amendment code.</p> <p>Use 'IIT' when reporting IIT entity indicator.</p> <p>Use 'ABO' when reporting the Transmission reference number.</p> <p>USE 'Z' to request an in-bond diversion</p>				
C				
	ABO	Originator's reference		
	IIT	Instruments of International Traffic code, Customs		
	RFA	Reason for amendment		
	SN	Seal number		
	Z	Request for in-bond diversion		

Change LOC 0130 to:

**Notes:**

STANDARD MANIFEST DATA ELEMENTS:

First expected port of arrival in US: First port where conveyance will enter the United States. (C517/3225)

If RFF0100 C506 = 'Z' this is the port two which the in-bond is diverted

**Data Element Summary**

	<b>Data</b>	<b>Component</b>		
	<b><u>Element</u></b>	<b><u>Element</u></b>	<b><u>Name</u></b>	<b><u>Attributes</u></b>
<b>M</b>	<b>3227</b>		<b>LOCATION FUNCTION CODE QUALIFIER</b>	<b>M 1 an..3</b>
			60 Place of arrival/departure	
<b>&gt;&gt;</b>	<b>C517</b>		<b>LOCATION IDENTIFICATION</b>	<b>C 1</b>
<b>&gt;&gt;</b>		<b>3225</b>	<b>Location name code</b>	<b>C an..35</b>

Submit the port code for the first port of arrival of the conveyance in the United States, or the port of in-bond diversion

FORMAT: an4