

Automated Commercial Environment

ACE Rail X12 Changes

November 2010



U.S. Customs and
Border Protection



Rail Changes

Version: July 2010

U.S. Customs and Border Protection Rail Transaction Sets 356, 357 and 355 contain new CBP grey notes and should be read in their entirety.

Changes Applicable to all X12 Transaction Sets:

'CBP' is changed to 'CBP'

'Eastern Standard/Daylight Time' has been added to elements reporting Time.

Inbound and Outbound ISA01 = 'Always 04', ISA02 = 'Always SW(TS #) plus 5 spaces, ISA05 and ISA07 = 'Always 02'.

Inbound ISA08, GS03, Outbound ISA06 and GS02 are set to 'USCT' – Testing or 'USCP' – Production.

Transaction Set introductory text, data element descriptions, and notes have been updated throughout where needed to add clarification.

All references in grey notes and qualifiers to Canadian Customs have been removed.

SPECIAL MESSAGING CONSTRAINTS:

- Limit one Interchange (ISA-IEA) per message transmission.
- Limit one message Group (GS-GE) per message transmission.
- Limit one transaction set (ST-SE) of the same Transaction Set (TS) Identifier Code (i.e., 309). Only one is allowed per message transmission.
- Element delimiters used in this transaction must be ' * ' (asterisk). No blanks between delimiters if element is null.
- Segment delimiters used in this transaction must be one byte with a value of hex '15'.
- A segment delimiter must be the last byte of data in the message transmission data stream.
- Only transmit uppercase AMERICAN ENGLISH alphabetic data.
- Transmit ONLY displayable characters found on a standard American English keyboard. Low-values, carriage return characters, or other non-standard characters must NOT be transmitted.
- 'Not Used' in the left column indicates that a composite or data element will not be used by CBP.
- 'Dep' in the left column indicates that CBP usage of a particular segment or element is - Dependent (Conditional) within the CBP application.
- Per the ASC X12 Standard, an 'M' indicates a Mandatory use, 'O' indicates Optional Use and an 'X' indicates a Conditional use.
- CBP requirements may override ASC X12 Standard Mandatory or Conditional usages.

309 U.S. Customs Manifest Transaction Set Changes:

The following notes are applicable to U.S. Customs and Border Protection (CBP) only. U.S. Customs and Border Protection will send a copy of the 309 to the broker identified in the N1 if requested via the broker download functionality. The brokers will file individual releases for each 309. Releases will be consolidated at time of summary filing.

To accommodate the Customs Brokers obtaining the Unique Identifier generated by the manifesting carrier, CBP will forward a copy of the Manifest (309) received to the broker via the ABI communications network. Status notifications (350) will go to both the carrier and broker via ABI as entries are filed and releases obtained.

Version 4010 modifications that have been made are:

DTM, X1, R4, M7 and MAN segments status has changed to 'Not Used'.
Element **M1212** has been added to the M12 segment.
Qualifier '**FEN**' – Foreign Entry Number' was added to the N901 element.
Qualifier '**SNP**' – Secondary Notify Party' was added to the N101 element.

Changes to M10 segment:

M1005 - CBP accepts up to 23 alpha/numeric characters in this element.
- Syntax Note 2 (At least one of M1005 or M1004 is required.) will not be validated.
Errors will be returned in a TS355 instead of a TS997.

M1006 - CBP accepts up to 5 alpha/numeric characters for this element.

M1012 - Carrier-assigned reference number that will be returned in the response message.

M1004, M1008, M1011, and M1013 elements status changed to 'Not Used'.

Changes to P4 segment:

P401 - CBP only accepts 4 numeric characters in this field.

P402 - Estimated Date of Arrival. Match EDA of original BOL/Port when Amending BOL.

P403 and P404 elements status changed to 'Not Used'.

Changes to M13 segment:

Segment note: Not used when M1009 is 'P' or 'T'.

M1301 - SCAC of Bill Issuer. M1301 + M1304 comprise the unique bill of lading number.

M1302 - The Port of Arrival of the train in the U.S. Refer to Census Schedule D in CAMIR Appendix E for valid codes. CBP accepts accept 4 numeric characters in this element.

M1304 - CBP accepts up to 12 alpha/numeric characters in this element.

If Bill of Lading number different than Bill of Lading Number in M1101/B01.Bill of Lading Sequence Number, then Bill of Lading number in M1304/A01.Bill of Lading Sequence Number used."

M1305 - New Quantity if amendment code in M1303 is 'R'. CBP only accepts 10 numeric characters with zero fill in this element.

M1307 and M1308 – Changed to ‘Not Used’

M1309 - SCAC identifying the Carrier's conveyance code.

Changes to M11 segment:

Segment notes added: 2. Segment will not be validated as 'Mandatory' during translation.
3. Syntax Notes 3 and 4 will not be validated during translation. Syntax Note 3: If M1115 is present, then M1114 is required. Syntax Note 4: If M1118 is present, then M1115 is required.

M1101 - CBP accepts up to 12 alpha/numeric characters in this element.

If Bill of Lading number different than Bill of Lading Number in M1101/B01.Bill of Lading Sequence Number, then Bill of Lading number in M1304/A01.Bill of Lading Sequence Number used."

M1102 - CBP only accepts 5 numeric characters in this element.

M1103 - Piece count units are given in the N1001. The total number of N1001 piece counts for the bill of lading must equal the amount in the manifest quantity data field. This value must be greater than zero. No decimals.

- CBP accepts up to 10 numeric characters with zero fill in this element.

M1105 - The value must be greater than zero. No decimals.

M1106 - Values accepted by CBP.

- E – Metric Ton
- K – Kilograms
- L – Pounds
- M – Measurement Ton
- S – Short Ton
- T – Long Ton

M1107 and M1108 – Changed to ‘Not Used’

M1109 – Removed:

- 21** Foreign Cargo Remaining on Board
- 22** International Mail

23 International Mail In-bond

Added:

- 24 One Entry per C4 for Line Release
- 25 Multiple C4 per Entry for Line Release
- 26 Unit Train for Line Release

Changed:

- 15 Changed from 'Returned goods' to 'Non-Automated In-Transit'
- 18 Changed from 'Returned American Goods' to 'Goods Astray'

M1110 - A city or country name in which the carrier took possession of the cargo destined for the U.S.

M1112 - SCAC of the Bill Issuer. M1112 + M1101 comprise the unique bill of lading identifier.

M1114 - Designation of a Secondary Notify Party nominated to receive BOL status notifications. (This can either be a SCAC or FIRMS code.)

M1115 - Designation of a Secondary Notify Party. (This can either be a SCAC or FIRMS code.) Syntax Note 3 will not be validated in translation. Syntax Note 3: If M1115 is present, then M1114 is required.

M1111 and M1113 – Changed to 'Not Used'

Changes to N9 segment:

N901 - Qualifier '8S' was removed.

N901 - To be returned in the Broker Download:

- This data element is also used to report the Bill of Lading number of the original AMS carrier (OB) who initially imported the cargo into Canada or Mexico.
- The N901 is also used by Carriers to report the Mexican Pedimento Number ('FEN', Foreign Entry Number). The Mexican Pedimento Number is 15 numeric characters, left justified in the N902. There should be no embedded hyphens, dashes or other special characters. The required format for a Mexican Pedimento Number is as follows:
yyppbbbbddddd where
yy - the last two digits of a year
pp - the Mexican customs port code.
bbbb - the Mexican broker code
ddddd - the document number
- Refer to CAMIR section INP record B04 Note 1 for valid codes.
- Qualifier 'FEN – Foreign Entry Number' was manually added to list.

N902 - Required. CBP accepts 1/30 alpha/numeric characters for rail usage in this element.

Changes to N1 segment:

Segment note deleted: If 404/417 contains XU or CB, XU will be converted to CB and passed to Customs in TS 309.

N101 - List of codes accepted by CBP has changed. Refer to CAMIR INP Record N00 Note 2 for additional codes. Qualifier 'SNP – Secondary Notify Party' has been manually added to the Standards list.

N102 - Required for codes other than CB, SNP, and Z1. CBP accepts up to 35 alpha/numeric characters in this element.

N103 - List of codes has changed:

- 2 – Used to support CBP requirements for secondary notify party.
- 17 – Automated Broker Interface (ABI) Routing Code.

Required if N101 is CB or SNP. Should be '2' if N101 is Secondary Notify Party (SNP). Should be '17' if N101 is Customs Broker (CB).

N104 - Should be SCAC or FIRMS code if N101 is Secondary Notify Party (SNP).

- CBP only accepts 4 alpha/numeric characters in this element. Should be Broker Routing Code if N101 is Customs Broker (CB). CBP accepts up to 9 alpha/numeric characters in this element.

Changes to N3 segment:

N301 / N302 – Change to formalize acceptance/expectation of Contact information in these elements.

Changes to N4 segment:

No changes.

Changes to PER segment:

PER03 – The following Qualifiers have been added to match the list of qualifiers in the CAMIR INP Chapter:

AU	Defense Switched Network
CP	Cellular Phone
ED	Electronic Data Interchange Access Number
EM	Electronic Mail
EX	Telephone Extension
FT	Federal Telecommunications System (FTS)
HP	Home Phone Number
IT	International Telephone
PS	Packet Switching
TL	Telex

TM Telemail
TX TWX
WP Work Phone Number

Changes to X1 segment:

Segment status has been changed to 'Not Used'.

Changes to M12 segment:

Segment note has been deleted: M1206 contains the conventional in-bond number.

M1202 - Carriers authorized to participate in Paperless in-bond will be assigned a 3-position filer identification code beginning with 'V'. Required for Paperless Master In-Bond participants only. CBP accepts 11 alpha/numeric characters in this element.

M1203 – Required by CBP. U.S. port of in-bond destination. Refer to Census Schedule D CAMIR Appendix E for valid codes. CBP only accepts 4 numeric characters in this element.

M1204 - Required by CBP when M1201 is T&E '62' or IE '63'. Foreign Port of Destination - See Census Schedule K in CAMIR Appendix F for valid codes. CBP accepts 5 numeric characters in this element.

M1205 - Required by CBP when M1201 is T&E '62' or IE '63'. Value must be greater than zero. Twenty dollars (20) per kilo may be used if the value is unknown. No decimals. CBP accepts 8 numeric characters with leading zeros in this element.

M1206 - Either M1202 or M1206 must be provided.

M1209 - Required for Conventional (M1206) and Paperless (M1202) in-bonds. Bonded Carrier ID Number. CBP accepts up to 12 alpha/numeric characters in this element. Values accepted by CBP are:

NN-NNNNNNNXX Internal Revenue Service (IRS) Number
NNN-NN-NNNN Social Security Number
YYDDPP-NNNN CBP Assigned Number

M1210 - May be sent via EDI in lieu of CR7513. Can be populated in the 309 or 357 transactions if M1201 is T&E '62' or IE '63', the method of export is waterborne, and M1211 is supplied. Can also be reported in the 353 M1515.

M1211 - May be sent via EDI in lieu of CR7513. Can be populated in the 309 or 357 transactions if M1201 is T&E '62' or IE '63', the method of export is waterborne, and M1211 is supplied. Can also be reported in the 353 M1516. CBP accepts up to 23 alpha/numeric characters in this element.

M1212 - Element has been added to the M12 segment. Dependent – Required if M1201 is T&E '62'.

Changes to R4 segment:

Segment status has been changed to 'Not Used'.

Changes to VID segment:

Segment notes added:

1. Segment will not be validated as 'Mandatory' during translation. The segment is not used if M1303 is 'D' or 'R'. Errors will be returned in a TS355 instead of a TS997
2. When reporting Equipment Type in VID09, use the relevant ISO code for the equipment characteristics. Refer to CAMIR Appendix M for valid codes.
3. There must be at least one N10 segment if the VID segment is used.
4. The combination of the VID02 and VID03 fields comprise the container number. A specific container may be reported only once within the same bill of lading.

VID01 - Equipment Description Code. Refer to CAMIR Appendix I for valid codes. List has changed. Required for rail usage.

VID02 - Element will not be validated as 'Mandatory' during translation.

VID03 - Indicate 'NC' for non-containerized cargo. Element will not be validated as 'Mandatory' during translation.

VID04 - A valid exporter/carrier seal number associated with this shipment. Cannot include ' . ' or ' - '. Required for rail usage if seals are applied. CBP accepts a minimum of 2 non-blank characters and up to 15 alpha/numeric characters in this element.

VID05 - A valid exporter/carrier seal number associated with this shipment. Cannot include ' . ' or ' - '. Required for rail usage if seals are applied. CBP accepts a minimum of 2 non-blank characters and up to 15 alpha/numeric characters in this element.

VID06 to VID09 – Changed to 'Not Used'

VID10 – Qualifier 'T – Total' was added from Standards list.

Changes to M7 segment:

Segment status has been changed to 'Not Used'.

Changes to N10 segment:

Segment notes added:

1. There must be at least one N10 segment if VID segment is used. If container is empty, send 'EMPTY' in element N1002.
2. Do not use character selected to serve as Subelement Separator (ISA16) in Description and Marks and Numbers fields.
3. Do not exceed 999 lines of description.
4. Tariff data (TSUSA) must be included in the N1005 on all bills designated for export (T&E, IE).

N1001 - Full bill quantity or breakdown quantity may be reported as long as all N1001 elements equal the quantity listed in M1103.

N1002 - Required by CBP. When data is present in this element, then Marks and Numbers must be reported in element N1003.

. CBP accepts up to 45 alpha/numeric characters in this element.

N1003 - If data is present in this element, then a description must be reported in element N1002.

N1004 - Qualifier 'Z - Chemical Abstract Service Number (CAS)' status was removed.

N1005 - Harmonized Tariff Schedule code. Required if M1201 Entry Type T&E '62' or IE '63'. - CBP will only accept up to 10 numeric characters in this field. CBP will only validate the first 6 bytes and return the associated description when necessary.

N1006 - Required if M1201 is T&E '62' or IE '63'. Value in whole U.S. dollars. No decimals. Syntax Note 2 is not validated in translation.

N1007 - Values accepted by CBP.

E – Metric Ton

K – Kilograms

L – Pounds

M – Measurement Ton

S – Short Ton

T – Long Ton

N1008 - Required if M1201 is T&E '62' or IE '63'. Value in whole numbers. No decimals. Required if data found in N1007.

N1010 - Refer to CAMIR Appendix N for valid codes.

N1011 – Added 'XV' for Nunavut, 'XD' for British Columbia (Inland), 'XE' for British Columbia (Coastal). Removed 'XC' for British Columbia.

Changes to VC segment:

Segment notes added: CBP accepts Vehicle Identification Numbers (VINs) in this segment.

VC02 – VC13 status has been changed to 'Not Used'.

Changes to MAN segment:

Segment status has been changed to 'Not Used'.

Changes to H1 segment:

Segment notes added: CBP usage of the H1 segment is Conditional - If hazardous cargo is being carried it must be reported. Up to 99 H1 segments may be sent.

H101 - CBP requires a valid value from the UN/NA (United Nations/North American Hazardous Materials Code) List. CBP only accepts 4 alpha/numeric characters in this element.

Changes to H2 segment:

Segment notes added: Up to 2 H2 segments may be sent for each H1 segment.

358 U.S. Customs Consist Information:

Transaction Set notes: If the Consist changes the port of arrival, CBP will send an event advisory message to the brokers identified in the N1 segments of the manifest (309), the carrier and secondary notify parties.

Version 4010 modifications that have been made are:

X1 segment status has changed to 'Not Used'.

Changes to M10 segment:

M1003 - Reference to Appendix G was replaced by 'Must be CA, MX or US'.

M1005 – Added 'CBP accepts up to 23 alpha/numeric characters in this element. '

M1006 - Must contain the Julian date (YYDDD) if a land border crossing.

M1008, M1011, M1013 and M1014 status has been changed to 'Not Used'.

M1012 - Carrier-assigned reference number that will be returned in the response message.

Changes to P4 segment:

P401 - Port of Arrival of the train in the U.S. Refer to Census Schedule D in CAMIR Appendix E for valid codes. CBP only accepts 4 numeric characters in this field.

P402 - Estimated Date of Arrival. Date as CCYYMMDD where:

CC - Century

YY - Year

MM - Month of Year

DD - Day of Month

P403 - status has been changed to 'Not Used'.

P405 - Use Eastern Standard/Daylight time. Time as HHMM where:

HH - Hours

MM – Minutes

Changes to VID segment:

Segment notes changed: 1. The combination of the VID02 and VID03 fields comprise the container number. 2. A specific container may be reported only once within the same Consist.

VID01 - List of valid codes has changed. Added 'Refer to CAMIR Appendix I for more valid codes.'

VID02 - For containers without initials use 'NONU'. For trailers without initials use 'NONZ'.

VID03 - Indicate 'NC' for non-containerized cargo. Element will not be validated as 'Mandatory' during translation.

Changes to MBL segment:

MBL02 - MBL01 + MBL02 comprise the unique bill of lading. CBP accepts up to 12 alpha/numeric characters in this element.

MBL04 - Default value is 'Y'. BOL in MBL01 and MBL02 has been manifested with a 309. MBL04 must be 'Y' to add an SNP with the M13. Value of 'N' denotes the BOL has not been manifested with a 309.

Changes to M13 segment:

Segment notes changed: When the M13 is used to add a Secondary Notify Party (SNP), MBL04 must be 'Y'. The SNP is added to the Bill of Lading specified in the parent MBL segment.

M1301 - SCAC of Bill Issuer. M1301 + M1304 comprise the unique bill of lading number. Element will not be validated as 'Mandatory' during translation.

M1302 - The Port of Arrival of the conveyance in the U.S. Element will not be validated as 'Mandatory' during translation.

M1304 - M1301 + M1304 comprise the unique Bill of Lading. Element will not be validated as 'Mandatory' during translation. CBP accepts up to 12 alpha/numeric characters in this element.

M1309 - SCAC identifying the Secondary Notify Party.

353 U.S. Customs Events Advisory Details:

Version 4040 modifications that have been made are:

K1 segment status has changed to 'Not Used'.

Changes to M10 segment:

Segment notes added: Syntax Note 2 will not be validated upon translation. Errors will be returned in a TS355 instead of a TS997.

M1001 - A code representing the automated Carrier reporting the 353 Transaction Set.

M1005 - This field is required for conveyance arrival (M1501=4), Delete Consist (M1501= S), and Enroute (M1501=X); not validated for all other message codes. CBP accepts up to 23 alpha/numeric characters in this element. Syntax Note 2 will not be validated upon translation. Errors will return a TS355 instead of a TS997.

M1006 - Must contain the Julian date (YYDDD) if a land border crossing. This field is required for conveyance arrival (M1501=4), Delete Consist (M1501= S), and Enroute (M1501=X); not validated for all other message codes.

M1007, M1008 and M1011 status has been changed to 'Not Used'.

M1012 - Carrier-assigned reference number that will be returned in the response message. CBP accepts up to 30 alpha/numeric characters in this element.

Changes to P4 segment:

P401 - A code representing the CBP District/Port. Refer to Census Schedule D in CAMIR Appendix E for valid codes. CBP only accepts 4 numeric characters in this element.

P402 - Estimated Date of Arrival. Date as CCYYMMDD where:

CC - Century

YY - Year

MM - Month of Year

DD - Day of Month

P403 – P405 status has been changed to 'Not Used'.

Changes to M15 segment:

Segment notes added: Syntax Notes 1 and 2 will not be validated upon translation.

1. Only one train arrival notification (M1501 = '4') may be reported per 353 message sent to CBP.

2. By supplying the export vessel name in the M1515, participants can satisfy U.S. Bureau of CENSUS requirements concerning reporting the waterborne exportation of shipments and the necessity of filing a Commerce Department Form 7513. If information has already been provided in the 309 Manifest in data elements M1210 and M1211, it does not have to be provided here in the 1515 and M1516 elements.

3. When M1501 is 3, 7, C, H, K, N, or P and M1502 reflects the container number, M1513 and M1514 will be required.

4. In-bond Diversion is identified when M1501 is 'Z'. The in-bond number is placed in the M1502. An In-bond Diversion is rejected if a hold exists for any Bill on the In-bond and for Type 63 In-bonds.

M1501 - List of valid codes has changed.

M1502 - If M1501 is 1, 5, A, F, I, L or Z then this will be the In-bond Number.

If M1501 is 2, 6, B, G, J, M or V, the M1502 will be the Issuer Sequence number of the Bill of Lading. The Issuer SCAC is reported in the M1505.

If M1501 is 3, 7, C, H, K, N, or P, the M1502 will be the Equipment Initial and Equipment Number. If M1513 is 'IB', the M1514 must be the In-bond Number. If M1513 is 'BM' or 'OB', the M1514 must be the Issuer SCAC and the Issuer Sequence Number which make up the Bill of Lading Number

If M1501 is 4, S or X then this element will not be validated.

M1503 - Actual arrival/export in the destination port, Transfer of In-bond Liability, Vessel Arrival. Date as CCYYMMDD where:

CC - Century

YY - Year

MM - Month of Year

DD - Day of Month

M1504 - This element is required when M1501 is 1, 2, 3, 4, or Z. All other codes will not be validated.

When M1501 is 1, 2, or 3, this element represents the District/Port of In-bond Arrival. When M1501 is '4', this element represents the District/Port of Unlading and must equal the value in the P401 District/Port of Unlading.

When M1501 is 'Z', this element represents the District/Port of the In-bond to which it is Diverted.

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

M1505 - SCAC of the issuer of the Bill of Lading. Required when M1501 is 2, 6, B, G, J, M or V.

M1506 - Use Eastern Standard/Daylight Time. Time as HHMM where:

HH - Hours

MM - Minutes

M1508 - Required for Transfer of Liability when the M1501 is A, B, or C. Provide the Bonded Carrier ID of the bonded carrier assuming liability for the in-bond movement in this element.

Required for In-bond Diversion when M1501 is 'Z'. Provide the Bonded Carrier ID from the original 309 or 357 in this element. CBP will accept up to 12 alpha/numeric characters in this element including embedded hyphens.

Values accepted by CBP are:

NN-NNNNNNNXX Internal Revenue Service (IRS)

YYDDPP-NNNN CBP Assigned Number

NNN-NN-NNNN Social Security Number

M1509 - Required for Transfer of Liability when M1501 is A, B, or C. The code represents the bonded carrier assuming liability for the in-bond movement.

M1510 - Required for Transfer of Liability when M1501 is A, B, or C and there is no valued provided in the M1504. Provide City Name where transfer occurs. CBP accepts up to 19 alpha/numeric characters in this element including embedded hyphens.

M1511 - Required for Transfer of Liability when M1501 is A, B, or C and there is no valued provided in the M1504. State Code where transfer occurs. Used when M1501 is 'A','B','C','L','M', or 'N'.

M1512 – Changed to ‘Not Used’

M1513 - Required if the M1501 is 3, 7, C, H, K, N, or P. SEE NOTE 3 ABOVE

M1514 - Required if the M1501 is 3, 7, C, H, K, N, or P. When equipment number or container number is reported in M1502, the corresponding Bill of Lading number or in-bond number is required. (The in-bond number can be Paperless or Conventional.)

- CBP will accept up to 16 alpha/numeric characters in this element.

M1515 - Vessel name required if T&E (62) or IE (63) movement. Optional for M1501 message codes 5, 6, or 7.

- CBP will accept up to 23 alpha/numeric characters in this element.

SEE NOTE 2 ABOVE.

M1516 - Required if T&E (62) or IE (63) movement. Required if M1515 is populated. Optional when M1501 is 5, 6, or 7.

357 U.S. Customs Events Advisory Details:

Version 4040 modifications that have been made are:

1. CBP requires an M21 segment to be sent if an M12 is provided.
2. This segment should be reported when adding or deleting an in-bond.

M1202 changed from ‘Automated Commercial System Code Furnished by U.S. Customs’ to ‘Automated Commercial Environment Code Furnished by U.S. Customs’.

M1203 - Added ‘CBP only accepts 4 numeric characters in this element.’

350 U.S. Customs Status Information:

Version 4040 modifications that have been made are:

0540 and 0950 K1, 0850 BA1 and 0900 X4 segments status have changed to 'Not Used'.
N901 – Manually added Qualifier 'SNP – Secondary Notify Party' to Standards list.

Changes to M10 segment:

Segment notes added: Status notifications (350) will go to both the carrier and broker as entries are filed and releases obtained.

All transactions will result in a new status notification which will be sent to all parties associated with the manifest.

The trigger for the 350 release will be a 358 train Consist if less than 1 hour from the border, the receipt of the Enroute message (353) or the train is arrived at the first port of arrival (353).

Notes:

1. The X4 segment is provided for Bill of Lading status notifications.
2. The V9 segment is provided for conveyance-level status notifications.

The first occurrence of any of the X415 reference qualifiers 8S, OB, or BN is reported on the X4 segment. If more than one of these applies, additional values are reported on the Reference Identifier segment (N9). A Secondary Notify Party (SNP) can only be reported using the N9 segment.

M1002 - Value returned from CBP. O – Containerized Ocean and R - Rail

M1008, M1011-M1014 element status has been changed to 'Not Used'.

M1005 - Vessel Name will be returned if M1002 = 'O'.

M1006 - Voyage Number will be returned if M1002 = 'O'.

M1007 - If not provided, CBP will return '000001' in the notification message.

Changes to P4 segment:

P401 - When M1002 = 'R', CBP returns the Port of Arrival of the Train in the U.S.
When M1002 = 'O', CBP returns the Port of Arrival for the Ocean Vessel.

P402 - CBP returns the Estimated Date of Arrival.

P403 - P405 elements status has been changed to 'Not Used'.

Changes to V9 segment:

V901 - Qualifier COC note: This capability is restricted to the most recent arrival of a train in a port and can only be performed by CBP personnel via the portal.

This cancellation will negate the arrivals/exports of in-bonds associated with the train that have occurred after the train has arrived in that port.

When the train is re-arrived by the carrier or CBP, in-bonds must also be re-arrived and re-exported.

Added Values:

OCA	Overdue Conveyance Arrival
SEI	Seized Equipment
SER	Seized Equipment - Removed
LCK	Consist Lock
ULC	Consist Unlock

V903 - Date of Posting.

V904 - Time of Posting will be in Eastern Standard/Daylight time.

ADDED VID segment:

Used elements: VID01, VID02, VID03, VID06, VID07, VID08, VID09, VID10, VID12, and VID13

Elements 'Not Used': VID04, VID05, VID11

Changes to N9 segment:

N901 - Values will be returned if sent in the inbound message. 8S – Broker Identification, BN – Booking Number, OB – Ocean Bill of Lading, SNP – Secondary Notify Party.

N902 - For Reference Identifier Qualifier '8S', the Reference Identifier is the filer code of the broker initiating an in-bond move against the bill.

For Reference Identifier Qualifier 'BN', the Reference Identifier is the Booking Number provided in the inbound manifest.

For Reference Identifier Qualifier 'OB', the Reference Identifier is the Ocean bill of lading number.

For Reference Identifier Qualifier 'SNP', the Reference Identifier is the SCAC identifying a Secondary Notify Party for the Bill of Lading. Data will only be returned when the SNP carrier (SCAC) is using a service center to receive data.

Changes to X4 segment:

X401 - X401 + X409 comprise the unique bill of lading number. Changed to 'Must Use'.

X402 - Quantity of the disposition provided in the X407. Changed to 'Must Use'.

X403 - Refer to CAMIR Appendix B to explain valid codes.

X404 - The CBP entry number, form number (e.g., CBP Form 3299), a regulatory provision, or an in-bond number used to release the shipment.

X405 - Date of posting.

X406 - Time of Posting will be in Eastern Standard/Daylight time.

X407 - A code advising the carrier, port authority, service bureau, or agent of the posting action taken on a bill of lading. Refer to the CAMIR Appendix D to explain valid codes.

X409 - Bill of Lading Issuer. X401 + X409 are the unique bill of lading number.

X413 - CBP Port of processing - Refer to Census Schedule D in CAMIR Appendix E to explain valid codes. CBP only returns 4 numeric characters in this field.

X414 - Facilities Information Resources Management Systems (FIRMS) code related to Permit To Transfer (PTT) move.

X415 - Required if X416 is present. Values returned by CBP. 8S – Broker Identification (Future Use), BN – Booking Number, OB – Ocean Bill of Lading.

X416 - Required if X415 is present.

For Reference Identifier Qualifier '8S', the Reference Identifier is the filer code of the broker initiating an in-bond move against the bill. – Future Use

For Reference Identifier Qualifier 'OB', the Reference Identifier is the Ocean bill of lading number.

For Reference Identifier Qualifier 'BN', the Reference Identifier is the Booking Number provided in the inbound manifest.

X418 - CBP Port of Termination for in-bond shipments. Refer to Census Schedule D in CAMIR Appendix E to explain valid codes.

X419 - Port of Foreign Destination for Transportation & Exportation (T&E-62) or Immediate Export (IE-63) in-bond shipments. This data field is left blank for IT (61) entries. Refer to Census Schedule K in CAMIR Appendix F to explain valid codes.

X420 - A code 'Y' is used when a disposition code is re-sent as a result of a change in Port of Arrival or Vessel Name.

Changes to X4 segment:

N701 - Container Prefix from inbound manifest.

N702 - Container Number from inbound manifest.

355 U.S. Customs Acceptance/Rejection:

Version 4040 modifications that have been made are:

P5 Loop and M14 Loop changed to 'Not Used'.
M1009 – Removed code list. 355 will return whatever came in on the inbound message.
M1305 – Quantity has been restored.
M1307 and M1308 – 'Changed to 'Not Used'
M1107, M1108, M1111 and M1113 - Changed to 'Not Used'
M1207 – Changed to 'Not Used'.
M2105, M2107 to M2110 – Changed to 'Not Used'.
M1507 and M1512 – Changed to 'Not Used'.
VID06 to VID09 – Changed to 'Not Used'.
MBL03 – Changed to 'Not Used'.
M1305 to M1308 and M1310 – Changed to 'Not Used'.
VC02 to VC09 and VC11 to VC13 – Changed to 'Not Used'.
H102, H103, H106, H107 and H109 – Changed to 'Not Used'.

All Code Lists except M1009 will be deleted. Whatever came in on the inbound messages will be returned.

Changes to the Rail 309

This Transaction Set has been modified to accommodate U.S. Customs and border Protection (CBP) implementation requirements.

1. The N1 Loop Repeat has been changed from 5 to 25.
2. The VC segment has been moved from below the VID to below the N10.
3. Added 'SNP' to N101 Entity Identifier Code.
4. Added 00, 10, 12, 15, 17, 18, 24, 25 and 26 M1109 Bill of Lading Type Codes.
5. Added 'FEN' to N901 Reference Identification Qualifier for Mexican Pedimento reporting.
6. Added 61, 62, 63, 69, and 70 to M1201 Customs Entry Type Code.
7. Added 'X' code list of Canadian Provinces to N1011 for Softwood Lumber reporting.