

Automated Commercial Environment

Chapter 5: Advance EDI Transactions

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U.S. Customs and
Border Protection



5. Advance EDI Transactions

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Advanced Transaction Techniques

5.1. Understanding Section 321

This is a citation for the release of **low value** merchandise governed by section 321 of the Tariff Act (19CFR 143.23j). It exempts certain qualifying merchandise from normal entry requirements. Principally the merchandise must have a value of less than \$200, must have originated in a country not under sanctions, and must not otherwise be prohibited from release under this section of law. Since entry requirements are waived, the carrier can request a release of a shipment under Section 321 in his manifest data, and Customs can concur or reject the request. The following are Section 321 requirements:

- 19 Code of Federal Regulations Section 143.23(j)
- Country of origin and value will be entered into the manifest shipment records
- With these additional data elements the manifest becomes the entry
- Maximum value is 200 dollars

The following data demonstrates a test case with a Section 321 values in an ANSI X.12 format:

```

ISA*00*                *00*                *02*ZZZZ                *02*CBP-
ACE-TEST      *040312*1802*~*00406*000000362*0*T*:
GS*AO*RHCO*CBP-ACE-TEST*20040312*1802*362*T*004060USCBP
ST*309*0362
M10*YFSY*J***20060418CQ01*TRUCK***W***OPSYS*****8
VEH**VIN123456*****GOOD2GO*****US***TR*****14197*MS
NMI*EJ*1*MOUSE*MICKEY
DMG*DB*19550404*M***8*US
REF*ACW*95453525**ZZ*US
REF*CDN*7820011*ON*ZZ*CA
REF*5K*6170363*FL**US
N3*1313 MOCKINGBIRD LANE
N4*ORLANDO**32837*US***FL
P4*0901*20060530***2359
LX*1
M11*20060418CQ01*01520*****13***YFSY*****K *DS
N1*SH*SHIPPING 4 YOU
N3*123 LONGMEAD CROSSING*
N4*SILVER SPRING**20906**US***MD
N1*CN*THE LIQUIDATORS
N3*2 RUNMOBILE DRIVE*SUITE 309
N4*ST PAUL**12345*US***MN
VID*NC**NO NUMBER
N10*6*DOG BONES*****200*L*500000**CRT*MX**USD
SE*22*0362      ▲
GE*1*362
    
```

5.2. About In-Bonds

5.2.1. Requesting IN-Bond moves via EDI

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 in-bond shipments that have been previously arrived. These are the same in-bond 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 in-bond moves associated with ACE carriers' shipments via the ABI QP application.

A carrier or his authorized agent using EDI may create an in-bond using a nine-digit in-bond number found on the CF 7512, or a 'paperless' in-bond number, also called a 'V' number.

CF7512 number versus paperless in-bond numbers

They are two different things:

- A CF7512 number is a 9 digit number assigned by Customs to brokers and others preparing in-bonds. The number is written at the top right on a CF7512 form. The last number is a check digit.
- A paperless in-bond number in ACS is an 11 position alpha-numeric number. The first position is always a 'V' followed by a (2) position identifier and an (8) position alphanumeric control number devised by the carrier. The last number here is also a check digit. The carrier must be pre-approved by CBP to participate in the paperless program and is responsible for the shipments moving under the paperless number.
- A truck carrier may also use his bill of lading number as an inbond control document.

NOTE No in-bond document (CF7512) is required when a paperless in-bond 'V' number is used. In ACE, if a carrier uses his bill of lading as an in-bond control this is also considered a paperless number.

Information on requirements for the CF 7512 are in the Customs Regulations (19th CFR). Requirements for the paperless in-bond number are in the CAMIR document.

If a carrier chooses to use his bill of lading number as inbond control number he should understand that until corrections are made to this paperless inbond capability his bill of lading used as inbond number may not fit the qualifications for inbond numbers for entry purposes.

In addition participants in truck AMS may also use their shipment control numbers as in-bond numbers providing they do not exceed twelve (12) positions without the SCAC code.

5.2.2. Mapping the In-bond M12 Segment

They use the **M12** segment to provide complete information about the in-bond move: in-bond type (61, 62, or 63) need explanation of these entry types the US port of in-bond 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 in-bond destination.

For example:

M12*62**2809*58270**987654321*AAAA*BI*95-098765432***Y*20060904*Z012

In-bond Identifying Information					Example
M12*62**2809*58270**987654321*AAAA*BI*95-098765432***Y*20060904*Z012					
User	M12	*		Definition	M12 *
M	M1201	*		Entry Type Code	62 *
X	M1202	*		Entry Number	*
O	M1203	*		Location Identifier	2809*
O	M1204	*		Location Identifier	*
N/A	M1205	*		Customs Shipment Value	58270*
X	M1206	*		In-bond Control Number	987654321*
O	M1207	*		SCAC	AAAA*
X	M1208	*		Reference Number Qualifier	BI*
X	M1209	*		Reference Identification	95-098765432*
X	M1210	*		Transport Type Code	*
X	M1211	*		Vessel Name	*
O	M1212	*		Yes/No Conditional Response Code	Y*
O	M1213	*		Date -- CCYYMMDD	20060904*
O	M1214	*		Location Identifier	Z012
M1201 - Entry Type Code					
61	Immediate Transportation				
62	Transportation Exportation				
63	Immediate Exportation				
M1207, M1208, M1209, M1214 are required for a local transfer.					
69	Transit - (Future use)				
70	Multi-Transit - (Future use)				

Figure 5-1 – ANSI X.12 segment mapping for M12 value taken from the N10 not M12

Additional information required for in-bonds that may be exported via water are in the N10 segment. They include the Harmonized Tariff (HTS) code describing the shipment to the 6th digit, the value, and the weight, and the weight unit. When the truck has Complete Manifest ANSI X.12 – CF7512 an in-bond number is used.

Example of an In-Bond (63) Immediate Exportation ANSI X.12 Complete. See grey highlighted M12 segments.

```

ISA*00*                *00*                *02*ZZZZ
*ZZ*CBP-ACE-TEST      *050202*0914*U*00406*000000285*0*T*:'
GS*AQ*ZZZZ*CBP-ACE-TEST*20050202*0914*412*X*004060USCBP'
ST*309*0412'
M10*ZZZZ*J***2453970CQ763*TRUCK***W***QPS4U*****8'
VEH**VIN14197*****WA85799*****US***TR*****14197*FL'
NM1*EJ*1*STEIN*FRANK*N'
DMG*DB*19350724*M***8*FL'
REF*ACW*US9454123**ZZ*US'
REF*5K*FL64170363*FL**US'
N3*1313 MOCKINGBIRD LANE'
N4*ORLANDO**32837*US***FL'
P4*0901*20060831***1900'
LX*1'
    
```

```

M11*2453970CQ063*01535*****00***ZZZZ*****K
*CG'
N9*FEN*3833312112'
N1*SH*ACME SHIPPING'
N3*3131 BLACKBIRD STREET'
N4*ORLANDO**32837*US***FL'
N1*CN*ACME CONSIGNEE'
N3*1313 MOCKINGBIRD LANE'
N4*ORLANDO**32837*US***FL'
M12*63**3004*20195**890123452*ZZZZ*BI*47-
14197063****20060615*A123'
VID*FR**NO NUMBER*****GOIN4U**US**VA'
N10*100*EDI MANUALS**J*0101200020*30*L*1000**CTN***USD'
SE*23*0412'
GE*1*412'
IEA*1*000000285'

```

If carrier uses his own bill of lading number as inbond control number, no inbond number is reported in the M12. Also if he uses his own bonded carrier ID no Id is reported in M1208 and M1209

5.2.3. ANSI X.12 Complete manifest using a CF7512 number

For example in the ANSI X.12 standard 309 set is considered a complete manifest. All required information for the manifest, the trip, the conveyance, the crew, the equipment, and the shipment are present; therefore the manifest is complete at transmission. The carrier attempts to create an in-bond record in his manifest with a paper CF7512 number in the **M1209** position.

```

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**123443
21*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

```

5.2.4. EDIFACT Complete manifest using a Paperless in-bond number

Same caution here for using the bill of lading number as inbond control.

This is an example of the complete manifest in the EDIFACT CUSCAR set. In-bond information is provided in the **DOC**, **LOC**, and **DTM** segments, see below the **CNI** segment.

- DOC segment provides the in-bond type and CF 7512 number.
- LOC requests the US port of in-bond destination, and the second LOC requests the foreign port of destination if the shipment will be exported.
- 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

5.2.5. ANSI X.12 Unassociated Shipment (Preliminary Bill) with Paperless In-bond in

This is an example of a stand-alone shipment that has been created in ACE with basic bill of lading information, but has not been associated with a trip, conveyance, equipment, and crew. They will all be associated later in a conveyance report (358 set) that ties them together.

The in-bond record is the **M12** which is substantially the same as in the previous example. The only difference is the carrier supplies a paperless in-bond number composed of a 'V' followed by a two (2) alphanumeric identifier and an eight (8) alphanumeric control number. This control number is generated by the carrier within his system. There is no paper in-bond document accompanying the shipment.

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
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*V39987G654h*2809*58270***AAAA*BI*95-
098765432***Y*20060904*Z012
VID*OE**NO NUMBER*****KEG345****BC
M7*09876543
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

5.2.6. Unassociated Shipment (Preliminary Bill) with Paperless In-bond in EDIFACT

The capability for a carrier to create an in-bond move using a paperless in-bond number also exists in the EDIFACT standard. The paperless in-bond number is provided in the DOC segment of the CUSCAR with supporting information in the LOC and DTM 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+87:::STANDARD++2
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
SEL+09876543
RFF+ABZ:KEG345

LOC+89+BC:163
 LOC+89+CA:162
 CNI+1+:23
DOC+950:62:V3998765432
 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
 PCI++MADE IN CANADA
 CST+010110:122
 UNT+36+CUSCAR54
 UNE+1+54
 UNZ+1+54

5.2.7. Complete Manifest ANSI X.12 – 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 in-bond control numbers. The advantage to the carrier is they would have only one number, the shipment control number/bill number, governing the transport transaction.

NOTE The disadvantage is that shipments will **not** be grouped under one in-bond number. Each shipment would have its own in-bond number and would have to be arrived and exported individually. Also, as previously noted, the bill of lading number won't fit the definition of inbond number for entry purposes.

The **M12** segment contains an in-bond type but no in-bond number. There is no bonded carrier identification number if the carrier is assuming liability for the shipment during the move. The ACE system will understand by the absence of in-bond number and bonded carrier ID that the carrier is using their pro-bill and bond number and default to them. The pro-bill number **cannot** be longer than twelve (12) characters 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**123443
21*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*613001****AAA*****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

5.2.8. 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

5.2.9. PAXLST UN/EDIFACT Unregistered Crew Members repeat. We already had this

In EDIFACT a complete manifest can be supplied in a self contained CUSCAR cargo declaration if crew members have been pre-registered with CBP and can be identified with ACE ID's or FAST ID's. In instances where crew members have not been pre-registered, personal information about the crew members must be supplied in the manifest via the PAXLST. The CUSCAR and the PAXLST produce a complete manifest in the EDIFACT environment. The unique key that the ACE system associates the CUSCAR and PAXLST is that they both have the same trip number which is 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

```

5.2.10. Arriving in-bond via CF7512 number

Once the in-bond request has been approved and the authorized message has been generated to the carrier, the in-bond shipment travels to the destination port. The carrier then is obligated to arrive the in-bond in ACE. There are three (3) methods in which a carrier may arrive an in-bond:

- by in-bond number,
- by shipment control number
- by container/equipment number

Arriving by in-bond number arrives all shipments and bills associated with the number, even those shipments that have not physically arrived at destination. Arriving by shipment control number will arrive only that shipment and does not affect other shipments tied to the in-bond. Arriving by container/equipment number will arrive all the in-bonds and shipments associated with that container. In this case, the container must have a 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 in-bond number or shipment control number associated with the container/equipment being arrived.

In this example the carrier is arriving a complete in-bond (code '1') by **CF7512** number and includes the date, time, and US port where the shipment arrived. The ANSI X.12 **353** transaction 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 need examples of arriving by bill of lading
and container
GE*1*313
IEA*1*000000313
```

In instances where transportation and exportation in-bonds have arrived at destination, and where immediate transportation in-bonds have been associated with shipments they must be exported from the destination port. As there are three (3) methods arriving in-bonds, there are also three (3) methods of exporting in-bonds. Suggest we do arrivals and exports in ANSIX12 first and then in EDIFACT to avoid jumping around

5.2.11. EDIFACT CUSREP exporting previously arrived in-bond by CF7512 number

This example, with an EDIFACT CUSREP set, demonstrates exporting a complete in-bond 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+CUSREP+LOCK:02+LOCK:02+041016:1604+54+UN+D:03B:
UNH+CUSREP6+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+CUSREP6
UNE+1+6
UNZ+1+6
```

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

This is an example of arriving an in-bond 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
```

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

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

```
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
```

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

This is an example, in the ANSI X.12 standard, if arriving an in-bond 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*ZZZZ12345
6789101
SE*5*0313
GE*1*313
IEA*1*000000313
```

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

This example in the EDIFACT standard is an in-bond 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 in-bonds they create in their manifests at the ports of destination. In the case of in-bond exports carriers must export the shipments within 30 days of arrival at in-bond destinations or become subject to penalties for failure to export.

NOTE The capability of carriers to perform exports and cancellations of in-bond arrivals and exports in ANSI X.12 and EDIFACT is still in development. The examples of the in-bond exports in EDIFACT are provided here as illustrations of what the message could look like.

5.3. Hazmat Conventions

The importation of toxic chemical substances is regulated by the Environmental Protection Agency (EPA). Commercial imports of chemical substances must comply with the [Toxic Substances Control Act \(TSCA\)](#).

Duty rates and **HTS** numbers for chemicals can be found in the [Harmonized Tariff Schedule](#), see http://www.cbp.gov/xp/cgov/import/duty_rates/

For a listing of Hazmat Codes, see http://www.unece.org/trans/danger/publi/unrec/rev14/14files_e.html, Part 3

5.3.1. The essential segments for Hazmat using ANSI X.12:

- CII segment which details the insurance information on the conveyance, if any shipment on the trip is hazardous. **Also the REF for hazardous material endorsement on the driver's license must be provided**
- H1 segment which indicates specific information relative to Hazardous materials, see grey highlights.

Example of ANSI X.12 Hazmat

```
ISA*00*                *00*                *02*CARL
*02*CBP-ACE-TEST      *040312*1712*~*00406*000000348*0*T*:'
GS*AQ*CARL*CBP-ACE-TEST*20040312*1712*348*T*004060USCBP'
ST*309*0348'
M10*CARL*J***2450580CQ001*TRUCK***W***OPSYS*****8'
VEH**ARC05191947*****TRK000*****US***TR*****38333*M
S'
CII*ALL STATES INSURANCE*PolicyNo123*2004**100000'
NM1*EJ*1*SPARROW*JACKSON'
DMG*DB*19670720*M***8*US'
REF*ACW*U95453525**ZZ*US'
REF*CDN*7820011*ON*ZZ*CA'
REF*5K*FL46170363*FL**US'haz endorsement
N3*1313 MOCKINGBIRD LANE'
N4*ORLANDO**32868*US***FL'
P4*0901*20061231***2300'
```



```

LX*1'
M11*2450580CQ101*01520*****CARL*****K *DS'
N1*SH*ACME SHIPS TO U'
N3*3131 BLACKBIRD STREET'
N4*ORLANDO**32837*US***FL'
N1*CN*ACME CONSIGNEES'
N3*1313 MOCKINGBIRD LANE'
N4*ORLANDO**32837*US***FL'
N1*IAV*THE QUICKSTER'
N3*4747 VAROOM DRIVE'
N4*ORLANDO**32837*US***FL'
PER*IC**TE*703-336-4546'
VID*TL**NO NUMBER*****TRL000**US**MS'
N10*100*SMOOTH BORE SHOCKS*****L*1000**CTN*CA'
H1*0029***QUICKSTER*****TE*703-668-2415'
H1*0049***QUICKSTER*****TE*703-668-2415'
SE*29*0348'
ST*309*0074'
M10*CARL*J***2450580CQ001****3*****8'
P4*0901*20061231***2300'
LX*1'
SE*5*0074'
GE*1*348'
IEA*1*000000348'

```

5.3.2. The essential segments for Hazmat using EDIFACT:

For CUSCAR

```

FTX0670 C108 4440 - in the example below the hazmat code =1001
DGS0710

```

Example of EDIFACT Hazmat CUSCAR

```

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041016:1604+54++ACE
UNG+CUSCAR+LOCK:02+LOCK:02+041016:1604+54+UN+D:03B:
UNH+54+CUSCAR:D:03B:UN
BGM+85:::STANDARD+LOCK2453002GK415+22
DTM+132:200605302359:203
LOC+60+3004:77
NAD+CA+LOCK:172
NAD+VW+14102:109+++77 SUNSET
STRIP+HOLLYWOOD+FL:163+33020
TDT+11++03+++I++:109:::10000016
EQD+FR+10000022:109
RFF+ABZ:P031XV
LOC+89+MS:163
CNI+1+:23
RFF+AAM:LOCK2453002GK415
CNT+58:15

```

LOC+9+20195:78
 GEI+7+135
 TDT+11
 DTM+133:20060530:102
 RFF+AWM
 TSR+9
 NAD+CN+14101:109
 NAD+OS+14101:109
 GID+1
 PAC+15++BOX
 FTX+AAA+++BRUSHLESS MOTORS FOR MONSTER TRUCKS
F'TX+AAC+++UNDG1001:NAMEQuickster:TELE7039091499
 MEA+AAI++K:15
DGS+++1001
 UNT+28+54

For PAXLST

EMP0240

Example of EDIFACT Hazmat PAXLST

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041013:1901+16++ACE
 UNG+PAXLST+LOCK:02+LOCK:02+041016:1604+16+UN+D:03B:
 UNH+16+PAXLST:D:03B:UN
 BGM+10+LOCK065E02GK413+2
 RFF+ABO:Using all data
 TDT+11++03++LOCK:172
 DTM+132:20060730:102
 NAD+VW+++WARD:BARNEY:C+77 SUNSET
 BLVD+BELLEWOOD+MS:163+50210+US
 ATT+2++M
 DTM+329:19470720:102
EMP+4+++1:::++8
 NAT+2+CA:::5
 DOC+BCN+31220 (G67)
 LOC+91+PH:162
 DOC+5K+6170363
 LOC+91+BC:163
 LOC+91+CA:162
 UNT+16+16
 UNE+1+16
 UNZ+1+16

 UNE+1+54

5.4. Master Bill vs. House Bill

A carrier issues bills to his clients for transporting shipments in his conveyance. These are 'master' bills. Frequently his clients are not direct shippers but freight forwarders or consolidators who lease space from the carrier on a master bill and

then issue their own bills to clients. These bills are 'house' bills. In truck manifest there must be a parent-child relationship between the master bill and house bills. Entries are filed against the house bills to close them. When all house bills are closed with entries or otherwise disposed of according to law, the master bill is also closed.

Step 1 - Creating a Master Bill

First step is for a carrier to create a master bill, which is basically an empty shipment. CN code in M11 indicates it's a master bill that will be referenced in house bill data

```
ISA*00*                *00*                *02*ZZZZ
*ZZ*CBP-ACE-TEST      *050202*0914*U*00406*000000285*0*T*:
GS*AQ*ZZZZ*CBP-ACE-TEST*20050202*0914*412*X*004060USCBP
ST*309*0412
M10*ZZZZ*J***SYSTEM*TRUCK***P***QPS4U*****8
P4*0901*20060630***2300
LX*1
M11*2453883CQ100*ORLANDO*****CN***ZZZZ*****ZZ
N1*SH*SHIPPER 1
N3*123 MAIN STREET
N4*MILTON**L9T4Z1*CA***ON
N1*CN*CONSIGNEE 1
N3*123 BACK STREET
N4*ORLANDO**32837*US***FL
VID*FR**NO NUMBER
N10**BLUE HATS
SE*14*0412
GE*1*412
IEA*1*000000285
```

Step 2 - Creating a House Bill

Master bill owner then provides the master bill number to other carriers wanting to add their shipments to the master bill owner's manifest. The other carriers can then create their own unassociated shipments using the master bill number and their own house bill number.

```
ISA*00*                *00*                *02*CARL
*ZZ*CBP-ACE-TEST      *050202*0914*U*00406*000000285*0*T*:
GS*AQ*CARL*CBP-ACE-TEST*20050202*0914*412*X*004060USCBP
ST*309*0412
M10*CARL*J***SYSTEM*TRUCK***P***QPS4U*****8
P4*0901*20060630***2300
LX*1
M11*2453883CQ100*ORLANDO*****2453883CQ200*ZZZZ*CARL*
*****ZZ
N1*SH*SHIPPER 1need different shipper/consignee from
master bill
N3*123 MAIN STREET
N4*MILTON**L9T4Z1*CA***ON
N1*CN*CONSIGNEE 1
N3*123 BACK STREET
```

N4*ORLANDO**32837*US***FL
 VID*FR**NO NUMBER
 N10*10*DURATRAX VENDETTA*****L*3**BOX*CA
 SE*14*0412
 GE*1*412
 IEA*1*000000285

Step 3 - Master Bill Trip Shell creation

Master bill owner now begins the manifest creation process by first creating a trip shell using the 358 and linking the master bill to the trip shell. This is done using the ANSI X.12 358.

ISA*00* *00* *02*ZZZZ
 *ZZ*CBP-ACE-TEST *050202*0934*U*00406*000000194*0*T*:
 GS*BD*ZZZZ*CBP-ACE-TEST*20050202*0934*194*X*004060USCBP
 ST*358*0194
 M10*ZZZZ*J***2453883CQ000*TRUCK***S***QPS4U*****8
 VEH**TP0123456789*****P031TU*****US***TR*****14197*
 MS
 NM1*EJ*1*MOUSE*MICKEY
 DMG*DB*19550404*M***8*US
 REF*HD*Yes
 REF*ACW*95453525**ZZ*US
 REF*CDN*7820011*ON*ZZ*CA
 REF*5K*6170363*FL**US
 N3*1313 MOCKINGBIRD LANE
 N4*ORLANDO**32837*US***FL
 P4*0901*20060630***2300
 VID*FR**NO NUMBER*****HAUL4U**US**VA
 MBL*ZZZZ*2453883CQ100
 SE*15*0194
 GE*1*194
 IEA*1*000000194

Step 4 - Updating the Manifest

Then, using the ANSI X.12 358, the master bill owner does an update to his manifest using a 'Y' in the manifest type code or **M1009**.

ISA*00* *00* *02*ZZZZ
 *ZZ*CBP-ACE-TEST *050202*0934*U*00406*000000194*0*T*:
 GS*BD*ZZZZ*CBP-ACE-TEST*20050202*0934*194*X*004060USCBP
 ST*358*0194
 M10*ZZZZ*J***2453883CQ000*TRUCK***Y***QPS4U*****8
 VEH**TP0123456789*****P031XV*****US***TR*****14197*
 MS
 NM1*EJ*1*MOUSE*MICKEY
 DMG*DB*19550404*M***8*US
 REF*HD*Yes
 REF*ACW*95453525**ZZ*US
 REF*CDN*7820011*ON*ZZ*CA
 REF*5K*6170363*FL**US

N3*1313 MOCKINGBIRD LANE
 N4*ORLANDO**32837*US***FL
 P4*0901*20060630***2300
 VID*FR**NO NUMBER*****HAUL4U**US**VA
 MBL*ZZZZ*2453883CQ100*****CARL*2453883CQ200
 SE*15*0194
 GE*1*194
 IEA*1*000000194

Step 5 – Ending the House Bill Manifest

When all the house bills have been linked to the manifest the master bill owner files a X.12 353 with Customs and this put the manifest into a 'Complete' status.

ISA*00* *00* *02*ZZZZ
 *02*USCS *041022*1510*~*00406*000000027*0*T* :
 GS*AX*ZZZZ*USCS*20041022*1615*27*X*00406USCBP
 ST*353*0027
 M10*ZZZZ*T***2453883CQ000*TRUCK***Z*****8
 P4*0901*20060630***2300
 M15*Z*EOM*20060624*0901*ZZZZ*1900
 SE*5*0027
 GE*1*27
 IEA*1*000000027

5.4.1. Manifest Bill of Lading Details (can only be used ONE time) OPTIONAL

User	M11	*	Limits	Definition
M	M1101	*	12	Bill of Lading (Shipment Control Number)
M	M1102	*	30	Location Identifier
X	M1103	*		Quantity (future use)
X	M1104	*		Manifest Unit Code (future use)
X	M1105	*		Weight (future use)
X	M1106	*		Weight Unit Code (future use)
N/A	M1107	*		Volume
N/A	M1108	*		Volume Unit Qualifier
O	M1109	*	2	Bill of Lading Type Code
O	M1110	*	17	Place of Receipt by Pre-carrier
X	M1111	*	12	Pro-Bill Number (House Bill Number)
M	M1112	*	4	SCAC (Shipment Control Number)
X	M1113	*	4	SCAC (House Bill Number)
N/A	M1114	*		SCAC

User		M11	*	Limits	Definition
N/A		M1115	*		SCAC
N/A		M1116	*		Shipper's Export Declaration Requirements
N/A		M1117	*		Export Exception Code
N/A		M1118	*		Standard Carrier Alpha Code / HAZMAT FLAG
N/A		M1119	*		Standard Carrier Alpha Code
N/A		M1121	*		Location Identifier
N/A		M1122	*		Transport Type Code
N/A		M1123	*		Payment Method Code
N/A		M1124	*		Industry Code
O		M1125	*	3	Reference Number Qualifier
O		M1126	*	2	Service Level Code
M		M1127	*	8	Date -- CCYYMMDD
O		M1128	*	1	Yes/No Condition Response Code

5.4.2. Manifest Amendment Details OPTIONAL

User		M13	*		Definition
M		M1301	*	4	SCAC (Shipment Control Number)
M		M1302	*	30	Location Identifier
O		M1303	*	1	Amendment Type Code
M		M1304	*	12	Bill of Lading (Shipment Control Number)
N/A		M1305	*		Quantity
O		M1306	*	2	Amendment Code
N/A		M1307	*		Action Code
X		M1308	*	12	BOL/Waybill Number (House Bill Number)
N/A		M1309	*		SCAC
X		M1310	*	4	SCAC (House Bill Owner)
N/A		M1311	*		ID Code Qualifier
N/A		M1312	*		ID Code

5.5. MEDPID format

The MEDPID data set is an EDIFACT data set that is used by CBP for pre-registering crew, conveyance, and equipment data into a carrier's account. The user receives an ACE ID for every crew member, conveyance, or equipment so registered. The purpose of this is alleviate the carrier's responsibility to report full crew, conveyance, and equipment data in the manifest by substituting an ACE ID number for the data in the account.

Format	Description
<p>Inbound MEDPID (Trade to CBP)</p>	<p>Customs Person Identification Message</p> <p>The Medical Person Identification message (MEDPID) is used to pass detailed information on persons from, for instance, health insurance agencies to local government in order to verify, add, change or delete person related data in information systems. The message may also be used to transfer person information between various application systems within one organization (for example, hospital). Usually detailed person related information for one or more persons is sent from one organization to another who will acknowledge the message that is sent and proceed with changing, adding or deleting person data in their own files or use the transferred information to check their own registers and send a verification message back.</p> <p>The following notes are applicable to Customs and Border Protection (CBP) use only. This implementation guide adapts the MEDPID from a medical industry message to an Accounts Management message for the Trade and CBP use. The Accounts Management message is to be used as an Implementation Guide to exchange account data between the Trade and Customs and Border Protection. (Initial message from Trade to CBP). The Trade can use this message to pre-register crew, conveyance, and equipment information for account setup.</p>
<p>Out bound MEDPID (CBP to Trade)</p>	<p>Response Message</p> <p>The following notes are applicable to Customs and Border Protection (CBP) use only. This implementation guide adapts the MEDPID from a medical industry message to an Accounts Management message for the Trade and CBP use. The Accounts Management Response message is to be used as an Implementation Guide to exchange account data between the Trade and Customs and Border Protection. (Response from CBP to the Trade).</p> <p>The Accounts Management Response message is used to accommodate the following actions:</p> <p>Respond to any Accounts Management message coming from the trade. Responses will:</p> <ul style="list-style-type: none"> • acknowledge receipt of the message, • verify acceptance of the message in whole or in part, or • report the rejection of the message in whole or in part. <p>The entire message will be sent back EXACTLY as it was transmitted by the Trade in addition to the status code and any free text. How are rejects indicated?</p>

5.5.1. Purpose

EDI solution for the trade community to submit master data to a carrier's account for use in e-Manifest: Trucks (Release 4)

Master data includes:

- Crew
- Equipment
- Conveyance

- Actions: Add, deactivate, and modify
- Existing translators can be used

MEDPID is compatible with United Nations/Electronic Data Interchange for Administration, Commerce, and Transport (UN/EDIFACT) MEDPID standard rules and guidelines

5.5.2. MEDPID Message Constraints

- Up to 9999 master data records can be sent in one MEDPID
- Send 1 MEDPID per interchange (UNH-UNT)
- Limit one interchange per message transmission
- Limit MEDPID message to one category (crew, conveyance, or equipment) per message transmission
- Only one Message Group (UNG-UNE) per message transmission
- Message Group is optional
- Maximum message size is 4MB

5.5.3. Adding Crew information

An Automated Commercial Environment Identification (ACE ID), once deactivated from the previous account, or the following is required:

- Standard Carrier Alpha Code (SCAC)
- First, last, and middle name (if middle name exists)
- Gender
- Date of Birth
- Nationality/Citizenship
- Driver’s License, State/Province and Country, Hazmat Endorsement
- Travel Documents

5.5.4. Adding Conveyance or Equipment

An ACE ID, once deactivated from the previous account, or the following is required:

Conveyance	Equipment
SCAC	SCAC
Conveyance type	Equipment type
Conveyance number/ID	Equipment number/ID
License plate with state/province, country	License plate with state/province, country
Vehicle Identification Number (VIN)	
Transponder number, if it exists	

5.6. Using ACE IDs

The purpose of the ACE ID is to alleviate the carrier's responsibility to report full crew, conveyance, and equipment data in the manifest.

And also, if a conveyance is pre-registered in ACE, either ACE ID or Conveyance ID or VIN number or Transponder ID is to be provided in the e-manifest.

ACE IDs are commonly used in EDIFACT submission, for instance in the EDIFACT complete manifest below the following segments have ACE IDs:

- NAD segment which reports crew, consignee, or shipper information
- TDT segment reports conveyance
- EQD segment reports equipment

NOTE Any crew/passengers without an ACE ID must be reported using the PAXLST after the trip is submitted, because a trip number is required for the PAXLST to be referenced.

Example EDIFACT CUSCAR using ACE IDs

```

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041016:1604+54++ACE
UNG+CUSCAR+LOCK:02+LOCK:02+041016:1604+54+UN+D:03B:
UNH+54+CUSCAR:D:03B:UN
BGM+85:::STANDARD+SEXT2453600CQ001+22
DTM+132:200605192300:203
LOC+60+0901:77
NAD+CA+SEXT:172
NAD+VW+14102:109+++77 SUNSET
STRIP+HOLLYWOOD+FL:163+30110+US
TDT+11++03+++I++:109::10000030
EQD+FR+10000033:109
CNI+1+:23
RFF+AAM:SEXT2453600CQ111
LOC+9+20195:78
NAD+CN+++CONSIGNEE ONE+12112 MAIN
STREET+BELTSVILLE+MD:163+20708+US
NAD+OS+++SHIPPER ONE+13133 SIDE
STREET+GULLYVILLE+MD:163+20708+US
GID+1
PAC+100++BAG
FTX+AAA+++CLOD PARTS
MEA+AAI++L:6
CNI+2+:23
RFF+AAM:SEXT2453600CQ121
LOC+9+20195:78
NAD+CN+14101:109
NAD+OS+14101:109
GID+1

```

PAC+25++BOX
 FTX+AAA+++CLODBUSTER KITS
 MEA+AAI++L:19
 UNT+27+54
 UNE+1+54
 UNZ+1+54

5.7. Broker Download

This a transferal of complete bill of lading data provided by a carrier in the manifest to a broker designated within the bill. The purpose of the download is to provide the broker with essential information, primarily the shipment control number, and the bill piece count, that may be used in the entry. This will eliminate mismatches of data between carrier information and broker information, which prevent bills from closing.

5.8. Empty Trips, Trip Shells, and Instruments of International Trade

5.8.1. Empty Trips

As a side note to this creed? should be stated that there is still some serious discussion going on within Customs as to whether or not a manifest needs to be filed for an empty trip.

If you remember this one basic fact about ACE; the 309 is all about shipment information (this came from ocean to rail to ACE) and the 358 is all about crew, conveyance, and equipment, or the driver, tractor, and trailer in real trucker type terminology. And what does that have to do with my empty trip? Well, if you look you will see that the 309 is all about shipments but in this case there is no shipment, there is only an empty trailer.

IMPORTANT If there are no instruments of international traffic, then there is no need for any load status in either the **VEH23** or the **VID10**.

Example #1 – The empty trip

Example 1 shows an empty trip coming back across the border with nothing but a tractor and trailer with no IITs on board. There is the trip number in the M10 segment, tractor identified in the **VEH** segment, driver with an ACE ID in the NM1, plus an address of where he can be reached, and the trailer information in the VID segment. That's it, nothing more and nothing less. Next step is to file the 353 to make it complete.

```
ISA*00*                *00*                *02*CARL
*02*USCS                *050425*0509*~*00406*000000074*0*T* :
GS*AQ*CARL*USCS*20050425*1615*74*X*00406USCBP
ST*358*172
M10*CARL*J***2453970CQ901*TRUCK***S***OPS4U*****8
VEH**SCCFE33Q9VHF65358*****TRK00*****US***TR*****1
4197*MS
```

```
NM1*EJ*1*****A7*14102
N3*1313 MOCKINGBIRD LANE
N4*ORLANDO**32837*US***FL
P4*0901*20060828***2300
VID*TL**NO NUMBER*****TRL000**US**MS
SE*09*172
GE*1*74
IEA*1*000000074
```

Example #2 – An empty trip with no equipment

Coming across the border with nothing but a box truck does **not** require any equipment to be declared and is shown in example 2. This example shows a box truck but it could also be only the tractor with no trailer attached.

```
ISA*00*                *00*                *02*CARL
*02*USCS                *050425*0509*~*00406*000000074*0*T* :
GS*AQ*CARL*USCS*20050425*1615*74*X*00406USCBP
ST*358*172
M10*CARL*J***2453812CQ900*TRUCK***S***OPS4U*****8
VEH**SCCFE33Q9VHF65358*****TRK000*****US***BT*****1
4197*MS
NM1*EJ*1*SPARROW*CAPTAIN
DMG*DB*19550404*M***8*US
REF*ACW*US5453525**ZZ*US
REF*CDN*7820011*ON*ZZ*CA
REF*5K*USA6170363*FL**US
N3*1313 MOCKINGBIRD LANE
N4*ORLANDO**32837*US***FL
P4*0901*20061231***2300
SE*12*172
GE*1*74
IEA*1*000000074
```

NOTE A carrier cannot file an empty trip using the 309 is because there is no shipment information.

There are, however, the pallets and come-alongs in the trailer so these will need to be declared in my empty trip filing as that is a Customs requirement. Fortunately U.S. CBP has already anticipated this and created a definition for these items so that it is easy to include them on a trip coming across the border, Instruments of International Trade (IIT) as they are commonly known.

5.8.2. Instruments of International Trade (IIT)

IITs can also be used, or perhaps loaded is better terminology, on the conveyance. So that means IIT codes can also be used in the VEH segment as well as the VID segment. And, in fact, the codes are the same for both.

- VEH23 - Load/Empty Status Code
- VID10 - Load/Empty Status Indicator

CODE	DEFINITION
C	Indicates party whose bond is obligated for the release of instruments of international traffic - empty IITs covered by the carrier's bond. In standard manifests, this indicates shipments consisting solely of empty IITs covered by Carrier's bond.
I	Indicates party whose bond is obligated for the release of Instruments of international traffic - empty IITs covered by the importer's bond. In standard manifests, this indicates shipments consisting solely of empty IITs covered by importer's bond.
A	Indicates party whose bond is obligated for the release of international traffic - merchandise and IITs covered by the carrier's bond. In standard manifests, this indicates a shipment consisting of merchandise and IITs. IITs covered by carrier's bond.
B	Indicates party whose bond is obligated for release of instruments of international traffic - merchandise and IITs covered by the importer's bond. In standard manifests, this indicates a shipment consisting of merchandise and IITs. IITs covered by importer's bond.

One other point that needs to be discussed here is that two of the IIT codes, A and B, deal with IITs being included on a manifest that also has other shipments with commodities. That is, a carrier can be carrying normal shipments with commodities but also be carrying IITs on the same trip.

NOTE IITs may be carried on the tractor (conveyance) and or the trailer (equipment), **shown in example 3.** or on both.

And last but not least, depending upon where the IITs are located will dictate where the IIT code is declared. If the driver has chains, come-a-longs, and chain jacks hanging from the back of the tractor then this is where the IIT code would go, in the VEH23. If there are racks and parts bins and pallets in the trailer then the IIT code would go in the VID10.

Some examples follow, hope this makes sense and helps in the understanding of empties and IITs.

Example #1 - 358 is used to file an empty trip with or without IITs.

```

ISA*00*                *00*                *02*CARL
*02*USCS                *050425*0509*~*00406*000000074*0*T* :
GS*AQ*CARL*USCS*20050425*1615*74*X*00406USCBP
ST*358*172
M10*CARL*J***2454050CQIIT*TRUCK***S***OPS4U*****8
VEH**SCCFE33Q9VHF65358*****TRK00*****US***TR*****1
4197*MS
NM1*EJ*1*HOPKINS*ANTHONY
DMG*DB*19450404*M***8*US
REF*BCN*31220 (G67) ***PH
REF*5K*FLA6170363*AK**US
N3*1313 MOCKINGBIRD LANE
N4*ORLANDO**32837*US***FL
P4*0901*20061130***2300
    
```

VID*TL**NO NUMBER*****C****TRL000**US**MS
SE*12*172
GE*1*74
IEA*1*000000074

Example #2 - Send EOM (End of Manifest) to Customs

```

ISA*00*                *00*                *02*CARL
*02*USCS                *041022*1510*~*00406*000000027*0*T*:
GS*AX*CARL*USCS*20041022*1615*27*X*00406USCBP
ST*353*0027
M10*CARL*J***2454050CQIIT*TRUCK***Z*****8
P4*0901*20061130***2300
M15*Z*EOM*20061118*0901**1400
SE*5*0027
GE*1*27
IEA*1*000000027
    
```

Example #3 – 309 with IITs on Tractor and Trailer

```

ISA*00*                *00*                *02*CARL
*02*CBP-ACE-TEST      *040312*1712*~*00406*000000348*0*T*:
GS*AQ*CARL*CBP-ACE-TEST*20040312*1712*348*T*004060USCBP
ST*309*0348
M10*CARL*J***2450580CQ001*TRUCK***W***OPSYS*****8
VEH**
SCCFE33Q9VHF65358*****TRK000*****US***TR***A**38333
*MS
CII*ALL STATES INSURANCE*PolicyNo123*2004**100000
NM1*EJ*1*SPARROW*JACKSON
DMG*DB*19670720*M***8*US
REF*HD*Yes
REF*ACW*U95453525**ZZ*US
REF*CDN*7820011*ON*ZZ*CA
REF*5K*FL46170363*FL**US
N3*1313 MOCKINGBIRD LANE
N4*ORLANDO**32868*US***FL
P4*0901*20061231***2300
LX*1
M11*2450580CQ101*01520*****CARL*****K *DS
N1*SH*ACME SHIPS TO U
N3*3131 BLACKBIRD STREET
N4*ORLANDO**32837*US***FL
N1*CN*ACME CONSIGNEES
N3*1313 MOCKINGBIRD LANE
N4*ORLANDO**32837*US***FL
N1*IAV*THE QUICKSTER
N3*4747 VAROOM DRIVE
N4*ORLANDO**32837*US***FL
PER*IC**TE*703-336-4546
VID*TL**NO NUMBER*****A*****TRL000**US**MS
N10*100*SMOOTH BORE SHOCKS*****L*1000**CTN*CA
H1*0029***QUICKSTER*****TE*703-668-2415
SE*29*0348
    
```

GE*1*348
IEA*1*000000348

Example #4 – The empty trip.

The empty trip is always defined by a 358 manifest.

```
ISA*00*                *00*                *02*CARL
*02*USCS                *050425*0509*~*00406*000000074*0*T* :
GS*AQ*CARL*USCS*20050425*1615*74*X*00406USCBP
ST*358*172

M10*CARL*J***2453970CQ901*TRUCK***S***OPS4U*****8
VEH**SCCFE33Q9VHF65358*****TRK000*****US***TR*****1
4197*MS
NM1*EJ*1*****A7*14102
N3*1313 MOCKINGBIRD LANE
N4*ORLANDO**32837*US***FL
P4*0901*20060828***2300
VID*TL**NO NUMBER*****TRL000**US**MS
SE*09*172
GE*1*74
IEA*1*000000074
```

Example #5 – An empty trip with no equipment

```
ISA*00*                *00*                *02*CARL
*02*USCS                *050425*0509*~*00406*000000074*0*T* :
GS*AQ*CARL*USCS*20050425*1615*74*X*00406USCBP
ST*358*172

M10*CARL*J***2453812CQ900*TRUCK***S***OPS4U*****8
VEH**SCCFE33Q9VHF65358*****TRK000*****US***BT*****1
4197*MS
NM1*EJ*1*SPARROW*CAPTAIN
DMG*DB*19550404*M***8*US
REF*ACW*US5453525**ZZ*US
REF*CDN*7820011*ON*ZZ*CA
REF*5K*USA6170363*FL**US
N3*1313 MOCKINGBIRD LANE
N4*ORLANDO**32837*US***FL
P4*0901*20061231***2300
SE*12*172
GE*1*74
IEA*1*000000074
```

Where's the EDIFACT examples?

5.9. Split Shipments

CBP defines a split shipment as one (1) shipment of multiple quantities destined for one (1) conveyance and trip and carried on two (2) or more conveyances and trips at the convenience of the carrier at the time of loading. Regardless of how the shipment is transmitted in the 309 (preliminary or complete) a 358 set for each trip the shipment is associated with must be transmitted, and the SCN for the split shipment must be submitted under the equipment record with the boarded

quantity for the equipment indicated in the MBL segment. There is no change from current procedure here.

In the case of one shipment on one conveyance/trip in multiple pieces of equipment (like tandem trailers): this is one shipment split between two trailers rather than a Customs split shipment. There are a couple ways of looking at this.

- If the preliminary bill does not have a trip number indicated ('system'): an original 358 set ('S') needs to be created to set up the trip. If the shipment is divided into two or more equipment, the SCN must be listed under each equipment record (VID). No boarded quantities should be submitted.
- If the preliminary bill has a trip number and the two or more containers associated with it are already listed in the body of the bill, with the quantities of the bill in each container in N10 records following the VIDs, the carrier needs to transmit an amended 358 set (code 'Y') to add the crew and conveyance information.

The commingled bill does not have to be listed????, since the information was already transmitted in the 309 set. Outside of adding crew information, the only purpose of this 358 set would be to add other preliminary bills that do not have trip number identifiers, or change equipment. In the case of adding new bills, the carrier should use the M13 record with a code 'A' instead of the MBL segment. The important point is the split shipment on on 2 or more trips not 2 or more equipments

5.9.1. Creating a Split Shipment with ANSI X.12

Scenario:

A shipment contains 100 pieces.

1st border crossing:

Trip #1 consists of tandem trailers.

75 pieces are contained within the 2 trailers (30 in trailer #1 and 45 in trailer #2)

2nd border crossing:

Remaining 25 pieces are on Trip #2 in trailer #1

The ANSI X.12 data for the unassociated shipment should contain the following information in the VID01 and N1001.

309 (Preliminary/unassociated shipment) with the VID01 = "NC" and N1001 Quantity = 100

```
ISA*00*                *00*                *02*CARL
*ZZ*CBP-ACE-TEST      *050202*0914*U*00406*000000285*0*T* :
GS*AQ*CARL*CBP-ACE-TEST*20050202*0914*412*X*004060USCBP
ST*309*0412
M10*CARL*J***SYSTEM*TRUCK***P***QPS4U*****8
P4*0901*20061231***1900
```


LX*1
M11*2453657CQ110*ORLANDO*****ORLANDO**CARL*****
**ZZ
N1*SH*SHIPPER 1 LLC
N3*123 MAIN STREET
N4*MILTON**L9T4Z1*CA***ON
N1*CN*CONSIGNEE 1 LLC
N3*123 TOON STREET
N4*ORLANDO**32837*US***FL
VID*NC**NO NUMBER
N10*100*SMOOTH BORE SHOCKS*****L*1000**CTN
SE*14*0412
GE*1*412
IEA*1*000000285

358 for Trip #1 with:

VID = Trailer #1 and Boarded Quantity (MBL06) = 30;

VID = Trailer #2, Boarded Qty (MBL06) = 45

ISA*00* *00* *02*CARL
*ZZ*CBP-ACE-TEST *050202*0934*U*00406*000000194*0*T* :
GS*BD*CARL*CBP-ACE-TEST*20050202*0934*194*X*004060USCBP
ST*358*0194
M10*CARL*J***2453657CQ100****S***QPS4U*****8
VEH**VIN4747474747*****2GO4U*****US***TR*****38333*
MS
CII*SKAPEGOAT*POLICY555*2005**2000000000
NM1*EJ*1*MOUSE*MICKEY
DMG*DB*19670720*M***8*US
REF*HD*Yes
REF*ACW*95453525**ZZ*US
REF*CDN*7820011*ON*ZZ*CA
REF*5K*6170363*FL**US
N3*1313 MOCKINGBIRD LANE
N4*ORLANDO**32837*US***FL
P4*0901*20061231***1900
VID*TL**34343434
MBL*CARL*2453657CQ110****30
VID*TL**35353535
MBL*CARL*2453657CQ110****45
SE*18*0194
GE*1*194
IEA*1*000000194

353 End of Manifest for Trip #1

ISA*00* *00* *02*CARL
*02*USCS *041022*1510*~*00406*000000027*0*T* :

```
GS*AX*CARL*USCS*20041022*1615*27*X*00406USCBP
ST*353*0027
M10*CARL*T***2453657CQ100*TRUCK***Z*****8
P4*0901*20061231***1900
M15*Z*EOM*20061231*0901*CARL*1900
SE*5*0027
GE*1*27
IEA*1*000000027
```

358 for Trip #2 = 2453657CQ200

Important to remember here is that the shipment control number (SCN) for the initial unassociated shipment is the **same** SCN in Trip #2.

VID = Trailer #1 and Boarded Quantity (MBL06) = 25

```
ISA*00*                *00*                *02*CARL
*ZZ*CBP-ACE-TEST      *050202*0934*U*00406*000000194*0*T*:
GS*BD*CARL*CBP-ACE-TEST*20050202*0934*194*X*004060USCBP
ST*358*0194
M10*CARL*J***2453657CQ200****S***QPS4U*****8
VEH**VIN4747474747*****2G04U*****US***TR*****38333*
MS
CII*SKAPEGOAT*POLICY555*2005**2000000000
NMI*EJ*1*MOUSE*MICKEY
DMG*DB*19670720*M***8*US
REF*HD*Yes
REF*ACW*95453525**ZZ*US
REF*CDN*7820011*ON*ZZ*CA
REF*5K*6170363*FL**US
N3*1313 MOCKINGBIRD LANE
N4*ORLANDO**32837*US***FL
P4*0901*20061231***1900
VID*TL**35353666
MBL*CARL*2453657CQ110****25
SE*16*0194
GE*1*194
IEA*1*000000194
Any other bills on this trip?
```

353 End of Manifest for Trip #2

Ending the last 353 manifest notifies US Customs that they need to put all the pieces together for the SCN **2453657CQ110** and then total the shipment quantity = 100.

```
ISA*00*                *00*                *02*CARL
*02*USCS                *041022*1510*~*00406*000000027*0*T*:
GS*AX*CARL*USCS*20041022*1615*27*X*00406USCBP
```

```

ST*353*0027
M10*CARL*T***2453657CQ200*TRUCK***Z*****8
P4*0901*20061231***1900
M15*Z*EOM*20061231*0901*CARL*1900
SE*5*0027
GE*1*27
IEA*1*000000027

```

Here are some notes on the PROPER way to do an EDIFACT split-shipment. It is a little bit convoluted, in comparison to the other transportation methods, but it is the best we can do for right now.

5.9.2. 1. Creating a Split Shipment with EDIFACT

The creation of split shipment requires a total of 3 messages (e.g., CUSREP (trip shell), CUSCAR (unassociated shipment), CUSREP (link shipment & create split shipment)).

Provided below is the how to process steps:

The use of the CUSREP to update the boarded quantity (QTY) implies that the shipment cannot initially be linked or associated with a trip. My understanding is that SAP is expecting a "link indicator" in combination with the boarded quantity QTY to trigger split shipment.

First, the trade will create an unassociated shipment with all the shipment segments (i.e., initial boarded quantity - CNT in CUSCAR). Second, the trade will have to create a shell trip. Third, the trade will send a CUSREP to link the shipment at the same time update the QTY (boarded quantity CUSREP) which triggers SAP to create a split shipment.

5.9.3. Completing a Split Shipment via EDIFACT

In order to complete a split shipment via EDIFACT, the trade will need to send 2 messages (CUSCAR) and (CUSREP). First, the trade will create a trip shell via CUSREP. Second, the trade will send a CUSREP link the previously used SCN & BCN and update the remaining quantity (QTY-boarded quantity).create a paxlst

Step 1 –Unassociated shipment submission with CUSCAR

```

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041016:1604+54++ACE
UNG+CUSCAR+LOCK:02+LOCK:02+051016:1604+54+UN+D:03B:
UNH+54+CUSCAR:D:03B:UN
BGM+87:::STANDARD+SYSTEM+2
CNI+1+:23
RFF+AAM:LOCK2453819CQ100
LOC+9+20195:78
GEI+7+135
NAD+OS+++HPI RACING LLC+12356 DRY RIVER
RD+LADNER+BC:163+V4G1A9+CA
NAD+CN+++QUICK RC SHOPS+10900 LAKE VIEW
RD+FERNDALE+WA:163+98248+US
GID+1
→ PAC+50++BOX
FTX+AAA+++SAVAGE X 3 SPEED TRANSMISSION

```

MEA+AAI++L:2
 UNT+13+54
 UNE+1+54
 UNZ+1+54

Step 2 – Trip shell submission with CUSREP

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041014:1953+6++ACE
 UNG+CUSREP+LOCK:02+LOCK:02+041014:1953+6+UN+D:03B
 UNH+6+CUSREP:D:03B:UN
 BGM+336:::STANDARD+LOCK2453819CQ000+2
 DTM+132:200604302359:203
 RFF+ABO:New Trip Shell #1
 LOC+60+0901:77
 NAD+CA+LOCK:109
 UNT+7+6
 UNE+1+6
 UNZ+1+6

Step 3 Crew list submission with PAXLST

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+050416:1901+16++ACE
 UNG+PAXLST+LOCK:02+LOCK:02+051016:1604+16+UN+D:03B:
 UNH+PAXLST16+PAXLST:D:03B:UN
 BGM+10+ LOCK2453819CQ000+2
 TDT+11++++LOCK:172
 DTM+132:20060331:203
 NAD+VW+LOCK:172++AHAWKS:MIKE:::1+77 SUNSET
 STRIP+HOLLYWOOD+FL:163+30110+US
 ATT+2++M
 DTM+329:19350919:102
 EMP+4+++1++8
 NAT+2+US::5
 DOC+5K+P000971219801
 LOC+91+VA:163
 LOC+91+US:162
 DOC+39+9719801
 LOC+91+US:162
 UNT+15+PAXLST16
 UNE+1+16
 UNZ+1+16

Step 4 – Linking the shipment to the Trip shell with a CUSREP

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+050416:1953+6++ACE
 UNG+CUSREP+LOCK:02+LOCK:02+041014:1953+6+UN+D:03B
 UNH+6+CUSREP:D:03B:UN
 BGM+336:::STANDARD+LOCK2453819CQ000+4
 DTM+132:200604302359:203
 RFF+ABO:Link Shipment
 LOC+60+0901:77
 DOC+700+:23

RFF+AAM:LOCK2453819CQ100
 QTY+11:30
 NAD+CA+LOCK:172
 NAD+VW+LOCK:172
 TDT+11++03+++I++:109::10000016
 EQD+FR+10000022:109
 UNT+13+6
 UNE+1+6
 UNZ+1+6

Step 5 - CUSREP Customs Conveyance Report Message – End of Manifest

Sent to Certification 2/22/06 16:06:0042

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041014:1953+6++ACE
 UNG+CUSREP+LOCK:02+LOCK:02+041016:1604+6+UN+D:03B:
 UNH+CUSREP6+CUSREP:D:03B:UN
 BGM+336:::STANDARD+LOCKKH2006030301+6
 DTM+132:200603020600:203
 RFF+ABO:12345
 UNT+5+CUSREP6
 UNE+1+6
 UNZ+1+6

Step 6 - CUSREP Customs Conveyance Report Message Remainder of split shipment

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041014:1953+6++ACE
 UNG+CUSREP+LOCK:02+LOCK:02+041016:1604+6+UN+D:03B:
 UNH+6+CUSREP:D:03B:UN
 BGM+336:::STANDARD+LOCK2453819CQ000+6
 DTM+132:200604302359:203
 RFF+ABO:End of Manifest
 LOC+60+0901:77
 UNT+6+6
 UNE+1+6
 UNZ+1+6

Step 7 - Submit Trip shell #2

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041014:1953+6++ACE
 UNG+CUSREP+LOCK:02+LOCK:02+041014:1953+6+UN+D:03B
 UNH+6+CUSREP:D:03B:UN
 BGM+336:::STANDARD+LOCK2453819CQ010+2
 DTM+132:200604302359:203
 RFF+ABO:New Trip Shell #2
 LOC+60+0901:77
 NAD+CA+LOCK:109
 UNT+7+6
 UNE+1+6
 UNZ+1+6

Step 8 – Submit PAXLST for trip #2

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041013:1901+16++ACE
 UNG+PAXLST+LOCK:02+LOCK:02+041016:1604+16+UN+D:03B:
 UNH+16+PAXLST:D:03B:UN
 BGM+10+ LOCK2453819CQ010+2
 RFF+ABO:Using all data
 TDT+11++03++LOCK:172
 DTM+132:20060430:102
 NAD+VW+++BURNS:KOOKY:C+77 SUNSET
 STRIP+HOLLYWOOD+FL:163+30110+US
 ATT+2++M
 DTM+329:19470720:102
 NAT+2+CA::5
 DOC+BCN+31220 (G67)
 LOC+91+PH:162
 DOC+5K+6170363
 LOC+91+BC:163
 LOC+91+CA:162
 UNT+15+16
 UNE+1+16
 UNZ+1+16

Step 9 – Submit CUSREP to link the split shipment

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+050416:1953+6++ACE
 UNG+CUSREP+LOCK:02+LOCK:02+041014:1953+6+UN+D:03B
 UNH+6+CUSREP:D:03B:UN
 BGM+336:::STANDARD+LOCK2453819CQ000+4
 DTM+132:200604302359:203
 RFF+ABO:Link Shipment
 LOC+60+0901:77
 DOC+700+:23
 RFF+AAM:LOCK2453819CQ100



QTY+11:20
 NAD+CA+LOCK:172
 NAD+VW+LOCK:172
 TDT+11++03+++I++:109:::10000016
 EQD+FR+10000022:109
 UNT+13+6
 UNE+1+6
 UNZ+1+6

Step 10 – Submit CUSREP for end of Manifest for Trip #2

UNB+UNOA:4+LOCK:02+CBP-ACE-TEST:02+041014:1953+6++ACE
 UNG+CUSREP+LOCK:02+LOCK:02+041016:1604+6+UN+D:03B:
 UNH+6+CUSREP:D:03B:UN
 BGM+336:::STANDARD+LOCK2453819CQ010+6
 DTM+132:200604302359:203
 RFF+ABO:End of Manifest

LOC+60+0901:77

UNT+6+6

UNE+1+6

UNZ+1+6