

# Great Idea Form

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## Requirement Summary

<b>GIF:</b>	CSPO-GIF-1015	<b>Status:</b>	Pending CBP Change Control Board (CCB) Review	<b>Submit Date:</b>	September 2, 2009
<b>Title:</b>	MMM-HL-005 Use BOL numbers as in-bond numbers including split shipments and house bills of lading				

## Origination

<b>Requirement Initiator:</b>	Tim Perry, Multi-Modal Manifest Committee- Co-Chair
<b>Initiator Email:</b>	Timothy_Perry@apl.com
<b>Initiator Phone:</b>	202-496-2482
<b>Sponsor:</b>	Kim Santos

## Source:

<b>Source:</b>
Trade Request

## Business Sponsor

<b>Business Office:</b>	Office of Information and Technology
<b>Executive Director for the Business Office:</b>	Lou Samenfink

## CSPO Planning

Change to CSPO System?	
Change Planned?	Where/When Planned?
Assign to System: ACE	Assign to Release/Delivery: M1, M2.1, M2.2, M2.3

## Requirements Description

Business Area:	ACE Carriers
Request Type:	Business Need
Impacts Trade?	Yes
Description of Change:	<p>U.S. Customs and Border Protection regulations currently require a separate identifying in-bond control number for each part of a split shipment. The air waybill number is used for the first part of the split and individual CBP 7512 control numbers are assigned to each subsequent part of the split shipment. MAWB on splits, Master Air Waybill/House Waybill combination on house bills</p> <p>ASSUMPTIONS:</p> <ol style="list-style-type: none"> <li>1. Unique identifier for each shipment (use of unique bill numbers in use)</li> <li>2. Option of using the V number is to be retained as an option</li> </ol> <p>Toni and Becky to work with Tim on understanding If Air waybill or house air waybill numbers were used as CBP 7512 control numbers in all instances, the amount of paperwork and electronic entries would be reduced. Also, carriers would eliminate the arduous task of keeping track of and issuing 7512 control numbers by CBP, along with the task of calculating 7512 numbers. This would eliminate many data integrity problem for both USCA and carriers. Adding other elements to the identification process such as flight number and date could identify individual splits.</p>
Benefit of Change:	Reduction of paperwork and simplification of process
Impact Assessment:	Unknown at time of entry in tool.

## System/Subsystem

<b>System:</b>	ACE	<b>Cargo Business Area:</b>	CCR
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## Implementation Requirements

<b>Needed By Date:</b>		<b>Change Urgency:</b>	
<b>Level of Effort:</b>		<b>Cost Estimate:</b>	

## Sponsor Recommendation

<b>Sponsor Recommendation:</b>	
<b>Sponsor Comments:</b>	

## Board Disposition

<b>Date:</b>	<b>Disposition:</b>	<b>Comments:</b>

## Next Steps:

<b>Next Steps:</b>

## Reasons for

## Return/Deferral/Withdrawn/Rejection/Forward to PO

<b>Reason for Return:</b>	
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Reason for Deferral:	
Reason for Withdrawal:	
Reason for Rejection:	
Reason for Forward to PO:	

### Secretary Comments:

Comments:

### Related Items:

CR#:	CR Name:
PTR#:	PTR Name:

### Attachments

Attachments:	
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### Action Descriptions

### Document History

### Action History

Date:	User Name:	Note:
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Update History

Date:	User Name:	Note:
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