

Great Idea Form

Requirement Summary

GIF:	CSPO-GIF-1042	Status:	Pending CBP Change Control Board (CCB) Review	Submit Date:	September 14, 2009
Title:	MMM-HL-042-M1-Expansion of the shipment tracking number and in-bond number fields				

Origination

Requirement Initiator:	Tim Perry
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Initiator Phone:	202-496-2482
Sponsor:	Kim Santos

Source:

Source:
Trade Request

Business Sponsor

Business Office:	Office of Information and Technology
Executive Director for the Business Office:	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>Customs plans to expand the following fields:</p> <ul style="list-style-type: none"> • MAWB to 50 characters • HAWB to 50 characters • SUB-HAWB to 50 characters • Inbond Number to <u>maximum</u> of 50 characters <p>The committee suggests having two different capabilities:</p> <ol style="list-style-type: none"> 1. Express carrier (FXI, FXC etc messaging) allow 3 levels MAWB-HAWB-SUB HAWB 2. Conventional carrier (FRI, FRC etc messaging) allow 2 levels MAWB and HAWB <p>(Only 5% of Conventional carrier business would require SUB-HAWB level detail, therefore the conventional carriers prefer to continue to support the present Bill of Lading size limits of MAWB 11 characters and lowest level HAWB 12 characters).</p> <p>The following issues were identified that would have financial or procedural impact for the Trade and do not support the expansion to a 150 character</p>

	<p>combination of MAWB/HAWB/SUB-HAWB:</p> <ul style="list-style-type: none"> • No edit feature (mod-7) for a 50 character AWB. • Carriers track, trace and billing systems would need to be re-designed. • Air carrier systems support numeric tracking numbers not alpha/numeric • Forwarder systems would have to be re-designed. • Brokers ABI system would need to be re-designed • World standards for field lengths are not supported by WCO. • IATA standard message formats do not support this. • There are legal issues accepting a Bill of Lading from another mode because of the Warsaw convention. Liability cannot be transferred. • Printable forms would have to be re-designed. • Human error on manual keying of 50 to 150 characters could generate a high level of inaccuracy.
Benefit of Change:	
Impact Assessment:	Unknown at time of entry in tool.

System/Subsystem

System:	ACE	Cargo Business Area:	CCR
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Implementation Requirements

Needed By Date:		Change Urgency:	
Level of Effort:		Cost Estimate:	

Sponsor Recommendation

Sponsor	
Recommendation:	
Sponsor Comments:	

Board Disposition

Date:	Disposition:	Comments:

Next Steps:

Next Steps:

Reasons for

Return/Deferral/Withdrawn/Rejection/Forward to PO

Reason for Return:	
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:

Update History

Date:	User Name:	Note:
