

Great Idea Form

Requirement Summary

GIF:	CSPO-GIF-1051	Status:	Pending CBP Change Control Board (CCB) Review	Submit Date:	September 14, 2009
Title:	MMM-HL-044-M2.1-Inter-Modal Shipments - a method that would “cross reference” specific data that would allow each Mode to use their standard revenue tracking numbers for subsequent movements while maintaining a relationship or link to the original shipment control number that was reported to Customs and Border Protection when the shipment was first reported entering the US.				

Origination

Requirement Initiator:	Timothy Perry
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Sponsor:	Kim Santos

Source:

Source:
Trade Request

Business Sponsor

Business Office:	Office of Information and Technology
Executive Director for the Business	Lou Samenfink

Office:	
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CSPO Planning

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

Requirements Description

Business Area:	ACE Carriers
Request Type:	Business Need
Impacts Trade?	Yes
Description of Change:	<p><u>INTER-MODAL SHIPMENTS</u></p> <p>Due to variations in carrier liability and conditions of carriage, Bills of Lading are not interchangeable between various modes of transportation. When the mode of transportation (MOT) changes during the movement of an international shipment, a new Bill of Lading is issued on behalf of the mode performing the next leg of transport.</p> <p>Additionally in the case of a consolidation, the contract of carriage is at the Master Bill of Lading level between a specific origin and destination, yet the lower level House Bills could require further transportation beyond the Master level termination point in order to reach their final their destination.</p> <p>The following scenarios suggests a method that would “cross reference” specific data that would allow each Mode to use their standard revenue tracking numbers for subsequent movements while maintaining a relationship or link to the original shipment control number that was reported to Customs and Border Protection when</p>

the shipment was first reported entering the US.

In these scenarios the standard revenue tracking document for a mode is referred to as a Supplemental Bill of Lading (SBL) and would be issued based on the following:

SBL field is conditional but

- Mandatory on MAWB when new MOT Bill of Lading is required for onward movement
- Mandatory when TRN is initiated at HAWB level

The following examples suggest some new message formats utilizing current AIR-AMS Standard Message Identifiers. If current message types cannot be used or modified, then new message types would have to be created that will provide CBP with the required data

Example #1 shipment routing: MAWB Narita/Chicago
 HAWB Chicago/New
Orleans

Importing carrier JAL transmits MAWB and HAWB records as direct arrival at ORD.

Consolidation is terminating at ORD but HAWB final destination is MSY.

Broker sends inbond request at HAWB level with new revenue AWB that will be used on American Airlines ORD/MSY as domestic-inbond movement.

New version of FRC at HAWB level with Supplementary Bill of Lading

FRC

ORDJAL

131-45569263-EI614439562

ARR/JAL091202142006/14FEB

new unique flight

format

TRN/ORDMSY-D/AAL

inbond defaults to

MAWB-HAWB combo

CSD/CN/1984-USD

SBL/001-74324545

AAL new domestic

revenue awb

RFA/19

ACE responds to importing and onward carrier and broker

FSN

ORDJAL

131-45569263-EI614439562
ARR/JAL091202142006/14FEB
SBL/001-74324545
CSN/1P-15/14FEB194520/ORDMSY-D/AAL/131-45569263-
EI614439562

AAL acknowledges acceptance of bond transfer

FSN
ARR/JAL091202142006/14FEB
SBL/001-74324545
ASN8

****Maybe we need a new FSC status code 11 message to confirm the cross reference:**

FSC
ARR/JAL091202142006/14FEB
131-45569263-EI614439562
SBL/001-74324545
FSC/11

**new code 11 confirms CBP
SBL link to original import
shipment number & inbond
number**

****New ASN code sent by AAL in MSY for arrival of inbond with SBL**

FSN
ARR/JAL091202142006/14FEB
SBL/001-74324545
ASN9

arrival of SBL

new ASN code 9 for

Same as ASN3 for

inbond arrival but

Only used with SBL

Example #2 shipment routing:

Mexico

Canada U.S

City codes

YUL

BUF/ELP

CUU

MOT

Truck

Truck

Air

Original transmission by Truck Company in BUF. Shipment planned to remain on same truck to ELP:

FRI
BUFNNNNN truck
port code
YUL-340997 Truck
BOL
WBL/YUL/T34/K900/COMPUTERS
ARR/SCACXXXX/30MAR truck
conveyance info
SHP/WINFULL TRANSPORTATION CO LTD
/1318 SICHY ROAD
/MONTREAL QUEBEC
/CA
CNE/UNIVERSAL CARGO M SA DE CV ORIENTE
/172 378 COL MOCTEZUMA SEGUNDA SECC
/MEXICO
/MX//52-55-57842584
TRN/BUFELP-I//877147913 9-digit
CBP issued CCN
CSD/CN/1984-USD

ACE responds to trucker with inbond approval:

FSN
BUFNNNNN
YUL-340997
ARR/SCACXXXX/30MAR
CSN/1D-34/30MAR122410/BUFELP-I//877147913

Truck Company transfers to UPS in BUF to expedite shipment movement:

FRC
BUFNNNNN
YUL-340997
ARR/SCACXXXX/30MAR
TRN/BUFELP-I/UP/877147913 same 9-digit CBP
CCN number used
SBL/406-12345678 UPS Supplemental
Bill Number is
RFA/03 mandatory – provided
by truck co.

ACE responds to each (importing and onward) carrier with:

FSN
BUFNNNNN
YUL-340997
ARR/SCACXXXX/30MAR
SBL/406-12345678

CSN/1D-34/30MAR135010/BUFELP-I/UP/877147913

UPS acknowledges acceptance of bond transfer:

FSN

ARR/SCACXXXX/30MAR

SBL/406-12345678

ASN8

use of new ASN code

8

New FSC status code 11 message to confirm the cross reference:

FSC

ARR/SCACXXXX/30MAR

YUL-340997

SBL/406-12345678

FSC/11

new code 11 confirms CBP
SBL link to original import
shipment number & inbond
number

New ASN code sent by UPS in ELP for arrival of inbond with

SBL

FSN

ARR/SCACXXXX/30MAR

SBL/406-12345678

ASN9

new ASN code 9 for

arrival of SBL

If UPS is not giving shipment to another trucking company but will keep on their own truck for export they send an ASN7:

FSN

ARR/SCACXXXX/30MAR

SBL/406-12345678

ASN7

Example #2-A

This business scenario is the same as Example-#2 up to this point, however UPS is now giving the shipment to another trucking company for export. The export truck company is waiting to build a load to fill their truck ELP to CUU.

UPS would perform transfer to local shed

FRC

ARR/SCACXXXX/30MAR

SBL/406-12345678

TRN/ELPELP-D//F2143
RFA/03

ACE responds with:

FSN
ARR/SCACXXXX/30MAR
SBL/406-12345678
CSN/1F-15/31MAR081512/ELPELP-D/F2143

Local transfer shed in ELP then advises CBP they've received shipment:

FSN
ARR/SCACXXXX/30MAR
SBL/406-12345678
ASN4 arrives shipment at
ELP shed

Export Truck Company cross references their Supplementary Bill number (ELP-87654) with UPS SBL number:

FRC
ARR/SCACXXXX/30MAR
SBL/406-12345678
TRN/ELPELP-I New inbond leg on
original 9-digit CCN
SBL/ELP-87654 New export truck
SBL

ACE responds with FSC code acknowledging the new SBL

Cross reference:

FSC
ARR/SCACXXXX/30MAR
SBL/406-12345678 reference original
UPS-SBL
SBL/ELP-87654 New export truck
SBL for ELP/CCU
FSC/11 New status code 11
confirms link made to
previous SBL and
inbond number

ACE responds with:

FSN
ARR/SCACXXXX/30MAR
SBL/ELP-87654
CSN/1D-15/01APR095010/ELPELP-I//877147913

Export Truck Company departs ELP to CUU:

FSN
ARR/SCACXXXX/30MAR
SBL/ELP-87654
ASN7

The previous examples suggest some new message formats utilizing current AIR-AMS Standard Message Identifiers. If current message types cannot be used or modified, then new message types would have to be created that will provide CBP with the required data. One suggestion is to create a **FSB** (Freight Supplementary Bill) message type the works similarly to the current FRC and FSN message types.

Instead of modified FRC utilize a new FSB:

FSB
ARR/SCACXXXX/30MAR
SBL/406-12345678
TRN/ELPELP-D//F2143
RFA/03

Instead of modified FSN utilize a new FSB:

FSB
ARR/SCACXXXX/30MAR
SBL/406-12345678 previous (old)
SBL number
TRN/ELP-I
SBL/ELP-87654 new SBL
number for next Mode
ASN8

A new ASN status code used in FSB arrival message:

FSB
ARR/SCACXXXX/30MAR
SBL/ELP-87654
ASN9

Example # 3 shipment routing MAWB
Narita/Seattle
Part A arrives by AIR NRT/SFO
inbond to SEA

Part B arrives US by TRUCK NRT to
YVR/AIR YVR to
US/TRUCK Local transfer
back to JL at SEA

JAL transmits arrival at SFO and inbond request for first part of shipment

FRI
SFOJL
131-24204994-M
WBL/NRT/T2/K505.0/CONSOL
ARR/JL000209132006/13SEP/B1/K205.0 unique flt ID
and Boarded qty
SHP/TAS EXPRESS CO LTD
/3 16 1 CENTRAIR TOKONAME
/AICHI
/JP
CNE/VANTEC WORLD TRANSPORT INC
/1353 LOWRIE AVE
/SEATTLE/WA
/US/94080
TRN/SFOSEA-D default to awb
as inbond control
CSD//252500-USD

ACE responds with inbond movement approval

FSN
SFOJL
131-24204994-M
ARR/ JL000209132006/13SEP/B1/K205.0
CSN/1D-1/13SEP104510/SFOSEA-D//131-24204994

JL arrives inbond at SEA

FSN
SFOJL
131-24204994-M
ARR/JL000209132006/13SEP/B1/K205.0
ASN3

Part B of shipment is flown from NRT to YVR, then trucked to SEA

Below would be a modified FRC with movement showing from YVR to SEA and new

Truck transmits for 2nd part of shipment using E-ACE

FRC

BLAINENNNNN

SCAC131-24204994

SCAC prefix

on JL AWB

WBL/NRT/T2/K505.0/CONSOL

ARR/SCACXXXX/15SEP/B3/K300.0

Trk

conveyance & Boarded qty

SHP/TAS EXPRESS CO LTD

/3 16 1 CENTRAIR TOKONAME

/AICHI

/JP

CNE/VANTEC WORLD TRANSPORT INC

/1353 LOWRIE AVE

/SEATTLE/WA

/US/94080

TRN/BWSSEA-D

defaults to trk bill as

inbond number

SBL/131-24204994

Supplementary Bill of

Lading CSD//252500-USD

ACE responds with inbond approval

FSN

BLAINENNNNN

SCAC131-24204994

ARR/ SCACXXXX/15SEP/B3/K300.0

SBL/131-24204994

CSN/1D-3/14SEP122410/BLAINESEA-D//SCAC131-24204994

Truck Carrier arrives shipment in SEA:

FSN

ARR/SCACXXXX/15SEP/B3/K300.0

SBL/131-24204994

ASN9

Truck Carrier transfers shipment back to JAL in SEA using new FSB message:

FSB

ARR/SCACXXXX/15SEP/B3/K300.0

SBL/131-24204994

TRN/SEASEA-D//F6666

ACE responds with FSN to both truck and JL carriers:

FSN

ARR/SCACXXXX/15SEP/B3/K300.0

SBL/131-24204994

	CSN/1F-3/15SEP142445/SEASEA-D/F6666 <u>JAL arrives shipment in SEA using new FSB message:</u> FSB ARR/ SCACXXXX/15SEP/B3/K300.0 SBL/131-24204994 ASN9
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:
