Customs and Trade Automated Interface Requirements (CATAIR) Implementation Guide

ACE Broker Download

October 2021

U.S. Customs and Border Protection

ace

ACE Broker Download

This chapter applies to ACE eManifest: Rail, Sea and Truck. Differences in the status of elements for the modes are noted in the introductory information and record descriptions.

Table of Contents

This section describes the output transaction used to send a copy of bill of lading data to ABI participants nominated by the carrier.

This section describes the Mandatory/Conditional/Optional designation for each output record, relationships between records, and looping constraints.

RECORD DESCRIPTIONS

  This is a mandatory output record providing manifest header information.

  This is a conditional output record providing additional manifest header information.

  This is a mandatory output record providing port of crossing information.

  This is a mandatory output record that identifies the bill issuer.

  This is a conditional output record used to provide bill of lading action information.

  This is a mandatory output record used to provide bill of lading and in-bond information.

  This is a conditional output record used to provide information about the place of pre-carrier receipt.

  This is a conditional output record used to provide additional reference numbers to identify the shipment.

  This is a mandatory output record used to identify the entities involved in the import transaction.

  This is a conditional output record used to identify the entities involved in the import transaction.

  This is a conditional output record used to identify the entities involved in the import transaction.

  This is a conditional output record used to identify the entities involved in the import transaction.

Table of Changes

Revision Number	Date of Change	Section(s) Affected	Brief Description of Change
4	October 14, 2021	1B Bill of Lading Type Code	Reinstated "Intangibles" to type 4 for Truck.
3	October 13, 2021	Search "*Ocean House Bill Release*" for new functionality and edits to become effective in ACE Certification – anticipated Summer 2022:	
		1B Bill of Lading Status Indicator	Renamed this field to Bill of Lading Type Code to be consistent with X.12 format's equivalent. Added new codes 3 and 7 for Section 321 Release bill types.
		4B record	Added some missing reference qualifiers.
2	June 5, 2012	All	Complete replacement of the chapter to conform to ACE ABI CATAIR guidelines.
1	Nov. 2010	All	Initial release.

ACE BROKER DOWNLOAD TRANSACTION PROCESSING

This application is used to provide ACE bill of lading and manifest information to a specified ABI filer. In the motor environment the bill of lading is also called the Shipment Control Number, and the house bill of lading is also called the Bill Control Number. The ACE Broker Download Transaction Processing Customs and Border Protection (USCBP) receives this information electronically from participating carriers and makes it available to ABI filers as a mechanism to reduce paper handling.

In conjunction with bill of lading and manifest information, ABI filers also receive bill of lading status messages. Status messages include, but are not limited to, holds, Line Release compliance exam requirements and CBP keyed narrative messages. These status messages are sent in the **NS** application. Record layouts for the NS application are found in the In-bond chapter of this document.

With the cooperation of the ABI filer, the participating carrier may also transmit the C4 code for Line Release within the bill of lading information. When a bill of lading is cleared via a transmitted C4 code, the ABI filer is notified of the entry number through the **XR** application, exactly as if the C4 code had been wanded by CBP. Record layouts for the XR application are contained in the Line Release chapter of this document.

General Rules for Output Transmissions from USCBP:

- Spaces are transmitted in all data elements marked 'filler'.
- USCBP transmits ONLY uppercase ENGLISH alphabetic data.
- USCBP transmits ONLY displayable characters found on a standard keyboard. Low-values, carriage return characters, or other non-standard characters will NOT be transmitted.

Input: There are no ABI input records.

Output: Record identifiers 1M, 1P, 1J, 1B, 0N, 1C, and 1D are mandatory. Records 2M, 1A, 2B, 4B, 2N, 3N, 4N, 1I, 2I, 2C, 0D, 2D, 1V, 2V, and 3V are conditional.

The ACE broker download application identifier in Record Identifier B is **BD**. For additional information on Record Identifier B, refer to the ACE ABI CATAIR Batch & Block Control chapter.

STATUS NOTIFICATION TRANSACTION PROCESSING

This section of the ACE ABI CATAIR includes a description of status notifications sent to ABI filers nominated in the ACE Rail, Ocean, or Truck application via the Customs Broker process. These status notifications use the NS05 as the header record of the NS message set. Refer to the ACE ABI CATAIR In-Bond chapter for a description of Status Notifications provided to the ABI filer when nominated via the QP application (which use NS10 as the header record of the NS message set).

The "**NS**" Application is used in Rail, Ocean, and Truck transactions. Refer to the section on Output Record Usage Maps for details on record relationships and looping structure. The application identifier on Record Identifier B is NS. For additional information on Record Identifier B, refer to the ACE ABI CATAIR Batch & Block Control chapter.

OUTPUT RECORD USAGE MAPS

This section illustrates how the output record will be structured within a **BD or NS** transaction grouping. Conditional output records and fields will be populated only if the corresponding records and fields were included in the original or amended manifest submission. The transaction records described in this chapter must be preceded by the Batch and Block Control Header (A and B) records and followed by the Batch and Block Control Trailer (Y and Z) records as described in the ACE CATAIR Batch and Block Control chapter. Additional notes are provided for clarification on looping structures.

The following table illustrates how the output records will be structured within an ACE Broker Download transmission. Additional notes are provided for clarification on looping structures.

ACE Broker Download (BD) Record Usage Map:

Record ID	Name	Req. Des.	Max Use	Loop Repeat	Notes
	Manifest Grouping	M		1	
1M	Manifest	M	1		
2M	Manifest Reference Identifier	C	1		
	Port Grouping	M		1	
1P	Port	M	1		
	Issuer Grouping	M		1	
1J	Issuer Code	M	1		
	Amendment Grouping	C		1	*1*
1A	Amendment	M	1		
	Bill of Lading Grouping	C		1	*1*
1B	Bill of Lading Transaction	M	1		
2B	Bill of Lading Transaction	M	1		
4B	Bill of Lading Reference Identifier	C	999		
	Entity Grouping	C		25	
0N	Entity Name	M	1		
2N	Entity Address	C	2		
3N	Entity Geographic Area	O	1		
4N	Administrative Communication Contact	O	1		

Code	Description	Designation	Max	Group Max	Note
	In-bond Grouping	C		1	
1I	In-bond	M	1		
2I	In-bond	C	1		
	Bill of Lading Container Grouping	M		999	
1C	Bill of Lading Container	M	1		
2C	Bill of Lading Container – Motor Vehicle Control	C	9999		
	Cargo Description Grouping	M		1	2
0D	Harmonized Nomenclature	C	999		
1D	Bill Cargo Description	M	999		
2D	Marks and Numbers	M	999		
	HAZMAT Grouping	C		99	3
1V	Hazardous Material	M	1		
2V	Hazardous Material	C	1		
3V	Hazardous Material	C	2		

Designation: M = Reporting Mandatory; C = Reporting Conditional

Note 1:

For original manifest submissions, the ACE Broker Download transmission will include the bill of lading transaction records (1B through 3V), and the Amendment record (A01) is not provided.

For amendment to delete or replace a bill of lading quantity, the 1A alone is included, and 1B through 3V are not included in this case. For amendments to add a bill of lading, the Amendment record (1A) is followed by the associated bill of lading transaction records (1B through 3V).

Example – Original Manifest Submission Download:
1M
2M
1P
1J
1B
2B
0NSH
2N
0NCN
2N
1C
1D
2D

Note 1 - Continued:

Example – Manifest Amendment [Delete] Download:
1M
2M
1P
1J
1A

Example – Manifest Amendment [Add] Download:
1M
2M
1P
1J
1A
1B
2B
0NSH
2N
0NCN
2N
1C
1D
2D

Note 2:

A maximum of 999 Cargo Description (1D) records may be included for each container record. One or more 1D records may be grouped together and preceded by one or more Harmonized Nomenclature (0D) records, in which case the 0D records are applicable to the entire group of 1D records which follows (up to the next 0D record).

A maximum of 999 Marks and Numbers (2D) records may be included for each container record. The 2D records typically follow associated 1D record(s).

Note 2 - Continued:

The Cargo Description Grouping structure allows for various possibilities as illustrated in the examples below:

Example 1:
1C
0D
0D
1D
1D
1D
2D
2D

Example 2:
1C
0D
1D
2D
0D
1D
2D
2D
0D
1D
1D
2D

Example 3:
1C
1D
2D
0D
1D
1D
2D
2D
2D

Note 3:

Hazardous Material information (1V-3V) is included if hazardous materials are being shipped. The hazardous material records 1V, 2V, and 3V will follow the Description (0D and 1D) records and the Marks and Numbers (2D) record. One 1V, 2V, 3V group is allowed for each hazardous commodity. A maximum number of 99 groups per container are permitted.

Status Notification (NS) Record Usage Map:

Record ID	Name	Req. Des.	Max Use	Loop Repeat	Notes		
NS05	Status Notification Header – Conveyance Information	C	1		*4*		
NS30	Status Notification Detail	M	1				
NS40	Status Notification Detail – Continuation	C	1				
NS50	Status Notification Remarks	C	2				
NS60	Container	C	999				

Designation: M = Reporting Mandatory; C = Reporting Conditional; O = Reporting Optional

Note 4:

The NS05 record is used for status notifications for Bills of Lading unrelated to in-bonds created through the QP application; the NS05 record will be returned to the ABI filer nominated as Customs Broker ("CB").

Refer to the ACE ABI CATAIR In-Bond chapter for a description of Status Notifications provided to the ABI filer when nominated via the QP application (which use NS10 as the header record of the NS message set).

Record Identifier 1M (Output)

This is a mandatory output record providing carrier and manifest header information.

Record Identifier 1M (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 1M.	
Carrier Code	4AN	3-6	M	This is the Standard Carrier Alpha Code (SCAC) of the importing carrier.	
Transportation Indicator	2N	7-8	M	A code indicating the method of transportation.

10 = Vessel, non-container, or unable to determine if container (Including Lightered, Land Bridge and LASH)
11 = Vessel Containerized (Container)
20 = Rail non-container or unable to determine if container
21 = Rail, containerized
30 = Land, non-container or unable to determine if container
40 = Air, non-container, or unable to determine container (future use)
41 = Air, containerized (future use) | |
| Country Code of Importing Conveyance | 2A | 9-10 | C | ISO country code for the importing conveyance. In ACE ocean and rail this is mandatory. In ACE Truck this is not used. | |
| Importing Conveyance Name | 23X | 11-33 | C | Name of the importing conveyance, or trip number in motor environment. In truck manifest, this is the trip number. In truck manifest preliminary bills, if the trip number is unknown, "SYSTEM" will appear here. In ACE ocean either this or the Lloyds Vessel Code (positions 51-57) will be returned. | |
| Trip Data | 5X | 34-38 | O | Rail - Julian date in YYDDD (year, date) format.
Ocean - The voyage number entered. | |
| Filler | 5AN | 39-43 | M | Space fill. | |
| Manifest Sequence Number | 6N | 44-49 | O | A code representing the manifest sequence number. This number is an optional carrier-assigned number. The system- generated default is one (000001). It may be a date. Once transmitted it cannot be changed. All subsequent transmissions must use the original manifest sequence number. This is used only in Rail and Ocean. | |

Record Identifier 1M (Output)

Data Element	Length/Class	Position	Desig	Description	Note
Filler	1AN	50	M	Space fill.	
Vessel Code	7AN	51-57	C	The International Maritime Organization (IMO) code representing the importing vessel. Either this or the Importing Conveyance Name (positions 11-33) will be returned.	
Manifest Type Code	1A	58	M	P = Preliminary (Rail and Truck) Y= Amendment (Rail, Ocean and Truck) T = In-transit (Rail and Truck) ~~Future Use~~ W = Complete (Ocean and Truck)	
Filler	22AN	59-80	M	Space fill.	

Record Identifier 2M (Output)

This is a conditional output record providing additional carrier and manifest header information. This record is only used by Rail.

Record Identifier 2M (Output)					
Data Element	Length/ Class	Position	Desig	Description	Note
Control Identifier	2AN	1-2	M	Must always equal 2M.	
Carrier-Assigned Batch Number	30AN	3-32	M	Control number assigned by the carrier.	
Filler	48AN	33-80	M	Space fill.	

Record Identifier 1P (Output)

This is a mandatory output record providing port of crossing information.

Data Element	Length/ Class	Position	Desig	Description	Note
| Record Identifier 1P (Output)					
Control Identifier	2AN	1-2	M	Must always equal 1P.	
Port of Unlading	4N	3-6	M	A code representing the USCBP port of crossing or unlading. Valid codes can be queried through the Extract Reference File chapter of this document. This is used by Rail, Ocean and Truck.	
Original Scheduled Date of Arrival	6N	7-12	M	A numeric date in MMDDYY (month, day, year) format representing the estimated date of arrival at the port of crossing. This is used by Rail, Ocean and Truck.	
Filler	5AN	13-17	M	Space fill.	
FIRMS Code	4AN	18-21	O	An element representing the Facilities Information and Resources Management System (FIRMS) code. It is provided by USCBP. This code is a four-position serial number. This is only used in Rail.	
Time	4AN	22-25	C	The estimated time of arrival in HHMM (hour minute) format. For preliminary bills the time will be 0000, for amended bills an actual time will be sent. This is required by Rail and Truck.	
Filler	55AN	26-80	M	Space fill.	

Record Identifier 1J (Output)

This is a mandatory output record that identifies the bill issuer.

Record Identifier 1J (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 1J.	
Issuer Code	4AN	3-6	M	This is the Standard Carrier Alpha Code (SCAC) of the party who issued the master bill / shipment control number.	
Filler	74AN	7-80	M	Space fill.	

Record Identifier 1A (Output)

This is a conditional output record used to provide bill of lading action information.

Record Identifier 1A (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 1A.	
Carrier Code	4AN	3-6	M	The Standard Carrier Alpha Code (SCAC) of the importing carrier.	
CBP Port	4N	7-10	M	A code representing the USCBP port of crossing or unlading. Valid codes can be queried through the Extract Reference File chapter of this document.	
Action Code	1N	11	C	A code representing the CBP type of manifest amendment. Valid codes are: A = Add bill of lading. This is used in Rail, Ocean and Truck. D = Delete bill of lading. This is used in Rail, Ocean and Truck. M = Replace segment. This is only used in Truck. R = Replace the existing manifest quantity with new data. This is only used in Rail and Ocean.	
Bill of Lading Number	12AN	12-23	M	The master bill of lading number/shipment control number. Does not include the issuer code as it is contained in the 1J record. This is used in Rail, Ocean and Truck.	
Quantity	10X	24-33	C	If the action code is R on this record, the quantity of the bill of lading is replaced with a new amended quantity. This is only used in Rail and Ocean.	
Amendment Code	2X	34-35	C	A code representing the reason(s) for the amendment of the manifest record. See ACE Ocean Appendix B. This is mandatory in Rail and Ocean. In truck this may be used if the amendment occurs after the manifest is complete.	
House Bill Number	12X	36-47	C	A code representing the house bill number, bill control number. Does not include the issuer code which is in positions ~~52-55~~72-75. This is used only in Truck and Ocean (new for *Ocean House Bill Release*).	
Filler	4AN	48-51	M	Space fill.	

Record Identifier 1A (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Code Qualifier	3AN	52-54	C	This data element is required if action code is "C". Code ABI = ABI Office Routing code. In Truck this code is returned for any action code.	
ID Code	17AN	55-71	C	This code is related to the preceding code qualifier ABI office routing code. This code is used by Truck for any action code. The ABI routing code is composed of the port code number (4) + filer (3) + filer office code (2). The filer code may not always be provided.	
Issuer Code	4A	72-75	C	This is a SCAC of the party who issued the house bill, bill control number. This is only used in Truck and Ocean (new for *Ocean House Bill Release*).	
Filler	5AN	76-80	M	Space fill.	

Record Identifier 1B (Output)

This is a mandatory output record used to provide bill of lading and in-bond information.

Data Element	Length /Class	Position	Desig	Description	Note
Record Identifier 1B (Output)					
Control Identifier	2AN	1-2	M	Must always equal 1B.	
Bill of Lading	12X	3-14	M	The simple/regular/master bill number as listed on the manifest. If the number is less than 12 positions, it is left justified. Do not include spaces, hyphens, slashes, or other special characters. This is used in Rail, Ocean and Truck.	
Foreign Port of Lading	5N	15-19	M	The Schedule K code representing the foreign port in which the cargo was laden on board the importing conveyance. This is used in Rail, Ocean and Truck.	1
Manifest Quantity	10N	20-29	C	The quantity associated with the lowest level of the bill number being reported. It is the smallest exterior packaging unit. This is required in Rail and Ocean and is not returned in Truck.	
Manifest Units	5X	30-34	C	An abbreviation representing the unit of measure. This is required in Rail and Ocean and is not returned in Truck.	
Weight	10N	35-44	C	A value greater than zero representing the gross weight in pounds or kilos. Input only whole numbers; no decimals or fractions. This is required in Rail and Ocean and is not returned in Truck.	
Weight Unit	2A	45-46	C	A code representing the unit of weight. Valid codes are: LB = Pounds KG = Kilograms LT = Long Ton ST = Short Ton ET = Metric Ton MT = Measurement Ton This is required in Rail and Ocean and is not returned in Truck.	
Bill of Lading Status IndicatorType Code	1X	47	C	A code representing the status type of the bill of lading.	2

Record Identifier 1B (Output)					
Data Element	**Length /Class**	**Position**	**Desig**	**Description**	**Note**
Master In-Bond Indicator	1X	48	C	A code representing the status of the master-in-bond (MIB). This is only used in Rail and Ocean. Valid codes are: 0 or space = Not MIB 1 = MIB In Truck a space is returned.	
House Bill Number	12X	49-60	C	A code representing the house bill number, bill control number. Does not include the issuer code which is in positions 67-70. This is only used in Truck and Ocean (new for *Ocean House Bill Release*).	
In-Bond Entry Type	2N	61-62	C	The code representing the type of in-bond movement. Valid codes are: 61 = Immediate Transportation (IT) 62 = Transportation and Exportation (T&E) 63 = Immediate Exportation (IE) 69 = Transit (US-Canada-US) (Currently used for Rail) (For Truck – future use) 70 = Transit (Canada-US-Canada) (Currently used for Rail) (For Truck – future use)	
In-Bond Port of Destination	4N	63-66	M	The Schedule D code representing the CBP port of termination for an IT '61' entry, or the port of exportation for a T&E '62' entry, or the port of arrival for an IE '63' entry. This is used in Rail, Ocean and Truck.	
Issuer Code	4AN	67-70	C	This is the SCAC of the party who issued the house bill. This is only used in Truck and Ocean (new for *Ocean House Bill Release*).	
Filler	10AN	71-80	M	Space fill.	

Note 1:

The following codes are to be used when cargo was laden on the importing conveyance at an inland location and the shipment is destined for a non-seaport location in Canada or Mexico. These codes are to be used only for in-bond and for Rail or Truck:

Canadian Provinces			97107	Coahuila
			Code	**Description**
Code	**Description**			
			97108	Chiapas
80101	Alberta		97109	Distrito Federal
80102	Manitoba		97110	Durango
80103	Saskatchewan		97111	Guerrero
80104	Northwest Territories		97112	Guanajuato
80105	Yukon		97113	Hidalgo
80106	British Columbia		97114	Jalisco
80107	Ontario		97115	Michoacan
80108	Quebec		97116	Morelos
80109	Nova Scotia		97117	Mexico
80110	New Brunswick		97118	Navarit
80111	Prince Edward Island		97119	Nuevo Leon
80112	Newfoundland		97120	Oaxaca
80113	Nunavut		97121	Puebla
			97122	Quintana Roo
Mexican States			97123	Queretaro
			97124	Sinaloa
Code	**Description**		97125	San Luis Potosi
			97126	Sonora
97101	Aguascalientes		97127	Tabasco
97102	Baja California Norte		97128	Tlaxcala
97103	Baja California Sur		97129	Tamaulipas
97104	Chihuahua		97130	Veracruz
97105	Colima		97131	Yucatan
97106	Campeche		97132	Zacatecas

Note 2:

Valid bill of lading type codes are:

Code	Description
0 or space	Simple/Regular bill. A bill for which a broker's entry is required for release. (This is used in Rail, Ocean, and Truck).
2	Empty equipment/instruments of international traffic. This is used in Rail and Ocean for the release of empty cars under section 10.41(a) of the Tariff Act. Also new for Truck (FUTURE USE).
3	Sec 321 Tariff Act of 1930. Release under Section 321 of the Tariff Act for low valued shipments without entry; shipment value of country origin are required. This is used in Truck and Ocean for Simple/Regular bills (new for *Ocean House Bill Release*).
4	Intangibles or General Note 1-exemptions. This is used for the release without entry of commodities designated intangibles or General Note 1 in Head note 1 of the Tariff Act. This is used in Truck.
5	In-transit. This is used in Rail and Truck.
6	Gifts. This is used by Truck for courier shipments.
7	Section 321 Release Off the Manifest (No Participating Government Agency Considerations) – House Bill (Ocean Only) (new for *Ocean House Bill Release*)
8	American goods returned. This is used by Truck to designated shipments that are free astray; shipments for U.S. consignees that have strayed across the border and have been returned to the U.S. within 45 days of exportation having not been out the custody of foreign Customs, and shipments legitimately exported and rejected by the consignee, and returned to the U.S. within 45 days of exportation having not been out of the custody of the carrier; as prescribed by Head note 1 of the Tariff Act. Good Astray (Rail)
9	Consolidated Shipment. Indicates a master shipment control number for which associated bill control numbers are expected. This is used in Truck.
B	Simple/Regular Bill Foreign Retained On Board (FROB) (Ocean Only)
I	One Entry per C4 Code. This is used in Rail and Truck to designate shipments that qualify for line release; all the C4 line release codes must have the same filer and importer.
J	Individual Entry Multiple C4's. This is used in Rail and Truck to designate shipments that qualify for line release, where there are multiple commodities in the bill, each having a different C4 codes. Shipment is cleared with one entry.
K	One entry per unit train (Rail)

Note 2 – Continued:

Code	Description
M	Master Bill ~~(MVOCC)~~ (Ocean only)
N	House Bill ~~(NVOCC)~~ (Ocean only)
O	Master FROB ~~(MVOCC)~~ (Ocean only)
P	House FROB ~~(NVOCC)~~ (Ocean only)
R	Section 321 BTA. Release under Section 321 of the Tariff Act for low valued shipments without entry but with FDA/BTA concerns. Value and country of origin are required. This is used in Truck.
S	CBPF-7523. This is used in Truck; this is not a bill type/release; it is for statistical purposed to alert CBP that a paper CBPF-7423 is attached requiring processing before release.
T	CPBF-3311. This is used in Truck; this is not a bill type/release; it is used for statistical purposed to alert CBP that a paper CBPF-3311 is attached requiring processing before release.
U	CBPF-3299. This is used in Truck; this is not a bill type/release; it is used for statistical purposed to alert CBP that a paper CBPF-3299 is attached requiring processing before release.

Record Identifier 2B (Output)

This is a conditional output record used to provide information about the place of pre-carrier receipt.

Data Element	Length/Class	Position	Desig	Description	Note
Record Identifier 2B (Output)					
Control Identifier	2AN	1-2	M	Must always equal 2B.	
Measurement	10N	3-12	O	A value representing the measurement from the original manifest. Field will be zero filled if not transmitted by the carrier. This is only used by Rail and Ocean.	
Measurement Unit	2A	13-14	C	A code representing the measure. This data element is required if the measurement value is given. This is only used by Rail and Ocean.	
Place of Receipt by Pre-carrier	17AN	15-31	C	A city or country name in which the pre-carrier took possession of the cargo. This is used by Rail, Ocean and Truck and is required.	
Filler	12X	32-43	M	Space filled.	
Carrier Code	4AN	44-47	O	A code representing the first secondary notify party. Currently, the only acceptable secondary notify party code is the four position Standard Carrier Alpha Code (SCAC). This is used by Rail, Ocean and Truck.	
Carrier Code	4AN	48-51	O	A code representing the second secondary notify party. Currently, the only acceptable secondary notify party code is the four position Standard Carrier Alpha Code (SCAC). This is used by Rail, Ocean and Truck.	
Filler	29AN	52-80	M	Space fill.	

Record Identifier 4B (Output)

This is a conditional output record used to provide additional reference numbers to identify the shipment. This record may be repeated up to ten times.

Record Identifier 4B (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 4B.	
Reference Qualifier	3AN	3-5	M	Number type identifier. If using the two character code qualifiers it must be left justified.	1
Reference Number	30AN	6-35	M	Number identified by the reference qualifier.	
Filler	45AN	36-80	M	Space fill.	

Note 1

The list of valid reference qualifiers and narrative description is as follows:

Code	Description
2K	Food and Drug Administration (FDA) Product Type
8S	Broker Identification – used only by Truck
BEN	Brokers Entry Number – This is only used by Truck
BL	Government Bill of Lading
BM	Bill of Lading Number
BN	Booking Number
CG	Consignee's Order Number
CN	Carrier's Reference Number (Pro or Invoice Number)
CO	Customer Order Number
CR	Customer Reference Number
CUB	USCBP Bill of Lading Number
CX	Consignment Classification Number
ED	Export Declaration
EP	Softwood Lumber Permit
FEN	Foreign Entry Number – Mexican Pedimento
FN	Forwarders or Agents Reference Number
FP	Forestry Permit Number
GB	Grain Block Number
GR	Grain Order Reference Number
HS	Harmonized Code System
IN	Consignee's Invoice Number
LT	Lot Number
MA	Ship Notice or Manifest Number
MB	Master Bill of Lading

Note 1 – Continued:

Code	Description
OB	Ocean Bill of Lading – This is used by Rail and Truck
OL	Identifies the original bill when the bill of lading has been split after initial loading.
OM	Ocean Manifest
OW	Service Order Number
PK	Packing List Number
PN	Permit Number
PO	Purchase Order Number
RC	Rail Routing Code
RR	Railroad
S7	Stack Train Identification
SI	Shipper's Identifying Number for Shipment (SID) – This is used by Rail and Truck
SO	Shipper's Order (Invoice Number)
ST	Store Number
SW	Seller's Sale Number
UT	Unit Train
VA	Vessel Agent Number
WU	Vessel
WY	Rail Waybill Number
XC	Canadian Cargo Control Number (CCN)
XP	Previous Cargo Control Number
ZE	Coal Authority Number
ZZ	Mutually Defined

Record Identifier 0N (Output)

This is a mandatory output record used to identify the entities involved in the import transaction. This record may be repeated up to five times per bill of lading.

Record Identifier 0N (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2A	1-2	M	Must always equal 0N.	
Entity ID Code	3AN	3-5	C	For a full set of the valid values, refer to the respective mode of transportation's ANSI X.12 TS-309 implementation guide (IG's) N101 (Entity Identifier Code) data element; Ocean/Rail CAMIR Manifest IG's N00 Entity Code; or Truck CUSCAR IG's NAD 3035 (Party Function Code Qualifier) data element. Below are the more common ones: BN = Beneficial Owner – This is used only by Rail. C1 = In Care of Party– This is used only by Rail. CB = CBP Broker – This is used by Rail, Ocean and Truck. CD = Consignee to Receive Mail & Small Parcels – This is used only by Rail CN = Consignee – This is used by Rail, Ocean and Truck. IM = Importer – This is used only by Rail. N1 = Notify Party #1 – This is used only by Rail and Ocean. N2 = Notify Party #2 – This is used only by Rail and Ocean. OO = Order of Party – This is used only by Rail. PF = Payer of Freight – This is used only by Rail. SF = Shipped From – This is used only by Rail. SH = Shipper – This is used by Rail, Ocean and Truck. UC = Ultimate Consignee – This is used only by Rail. SNP = Secondary Notify Party – This is used only by Rail, Ocean and Truck.	
Name	35AN	6-40	C	Free form name of the identified entity. This is used by Rail, Ocean and Truck.	
Code Qualifier	2AN	41-42	C	2 = SCAC 17 = ABI Routing Code This is used by Rail, Ocean and Truck.	

Record Identifier 0N (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
ID Code	17AN	43-59	C	Either SCAC or ABI Routing Code as related to preceding Code Qualifier. If positions 3-5, Entity Code = SNP, then Code Qualifier '2' is used in positions 41-42 (NOTE: The leading numeric 2 must be followed by one column of space fill). The SCAC or FIRMS of the SNP is placed in the ID Code field starting in position 43. The ABI routing code is composed of the port code number (4) + filer (3) + filer office code (2). The filer office code may not always be provided. This is used by Rail, Ocean and Truck.	
Entity Relationship Code	2AN	60-61	O	This field is reserved for future use. Space fill.	
Entity ID Code	2AN	62-63	O	This field is reserved for future use. Space fill.	
Filler	78AN	64-80	M	Space fill.	

Record Identifier 2N (Output)

This is a conditional output record used to identify the entities involved in the import transaction. If used, this record will immediately follow record 0N.

Record Identifier 2N (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 2N.	
Entity Party Address	35X	3-37	M	A representation of the first line of the entity's address or just entity country if that is the only information available.	
Entity Party Address	35X	38-72	C	A representation of the second line of address of the entity, if available.	
Filler	8AN	73-80	M	Space fill.	

Record Identifier 3N (Output)

This is a conditional record used to identify the entities involved in the import transaction. If used, this record will immediately follow record 2N.

Record Identifier 3N (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 3N.	
City Name	19AN	3-21	C	Free form text for the city name. Limited to 19 characters for rail.	
State/Province	2AN	22-23	O	Code (State/Province) as defined by the appropriate government agency. This is used only in Rail and Ocean.	
Postal Code	9AN	24-32	O	Code defining the international postal code, excluding punctuation and blanks. Zip codes will be used for U.S.A. addresses.	
Country Code	2AN	33-34	O	ISO country code.	
Location Identifier	5AN	35-39	C	Not used in Rail or Ocean. Space fill. In Truck this is the 1-3-letter state/province code.	1
Filler	41AN	40-80	M	Space fill.	

Note 1:

Valid country subdivision codes:

United States			**ID**	Idaho
			IL	Illinois
Code	**Description**		**IN**	Indiana
			KS	Kansas
AK	Alaska		**KY**	Kentucky
AL	Alabama		**LA**	Louisiana
AR	Arkansas		**MA**	Massachusetts
AZ	Arizona		**MD**	Maryland
CA	California		**ME**	Maine
CO	Colorado		**MI**	Michigan
CT	Connecticut		**MN**	Minnesota
DC	District of Columbia		**MO**	Missouri
DE	Delaware		**MS**	Mississippi
FL	Florida		**MT**	Montana
GA	Georgia		**NC**	North Carolina
GU	Guam		**ND**	North Dakota
HI	Hawaii		**NE**	Nebraska
IA	Iowa		**NH**	New Hampshire
Code	**Description**		**NJ**	New Jersey

Note 1 – Continued:

Code	Description
NM	New Mexico
NV	Nevada
NY	New York
OH	Ohio
OK	Oklahoma
OR	Oregon
PA	Pennsylvania
PR	Puerto Rico
RI	Rhoda Island
SC	South Carolina
SD	South Dakota
TN	Tennessee
TX	Texas
UT	Utah
VA	Virginia
VI	Virgin Islands
VT	Vermont
WA	Washington
WI	Wisconsin
WV	West Virginia
WY	Wyoming

Mexican States

Code	Description
AGU	Aguascalientes
BCN	Baja California Nord
BCS	Baja California Sur
CAM	Campeche
CHH	Chihuahua
CHP	Chiapas
COA	Coahuila
COL	Colima
DIF	Distrito Federal
DUR	Durango
GRO	Guerrero
GUA	Guanajuato

Code	Description
HID	Hidalgo
JAL	Jalisco
MEX	Mexico State
MIC	Michoacan
MOR	Morelos
NAY	Nayarit
NLE	Nuevo Leon
OAX	Oaxaca
PUE	Puebla
QUE	Queretaro
ROO	Quintana Roo
SIN	Sinaloa
SLP	San Luis Potosi
SON	Sonora
TAB	Tabasco
TAM	Tamaulipas
TLA	Tlaxcala
VER	Vera Cruz
YUC	Yucatan
ZAC	Zacatecas

Canadian Provinces

Code	Description
AB	Alberta
BC	British Columbia
MB	Manitoba
NB	New Brunswick
NL	New Foundland and Labrador
NS	Nova Scotia
NT	Northwest Territories
NU	Nunavut
PE	Prince Edward Island
QC	Quebec
SK	Saskatchewan
YT	Yukon Territory

Record Identifier 4N (Output)

This is a conditional record used to identify the entities involved in the import transaction. If used, this record will immediately follow record 3N.

Record Identifier 4N (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 4N.	
Contact Name	23AN	3-25	O	Free form name for the contact person.	
Comm Number Qualifier	2AN	26-27	C	Code Identifying the type of communications number.	1
Communications Number	25AN	28-52	C	The complete communications number, including country and area code when applicable. This is used by Rail and Truck. *Note*: A number longer that 25 positions may be truncated.	
Comm Number Qualifier	2AN	53-54	C	This field is reserved for future use. Space fill.	
Communications Number	25AN	55-79	C	This field is reserved for future use. Space fill.	
Filler	1AN	80	M	Space fill.	

Note 1:

Valid Communications Number Qualifier Codes are:

Code	Description
AU	Defense Switched Network Department of Defense Telecommunications System and Successor of the Automatic Voice Network (AUTOVON) – This is used by Rail and Ocean.
CP	Cellular Phone – This is used by Rail and Ocean.
ED	Electronic Data Interchange Access Number – This is used by Rail and Ocean.
EM	Electronic Mail – This is used by Rail, Ocean and Truck.
EX	Telephone Extension – This is used by Rail and Ocean.
FT	Federal Telecommunications System (FTS) – This is used by Rail and Ocean.
FX	Facsimile – This is used by Rail, Ocean and Truck.
HP	Home Phone Number – This is used by Rail and Ocean.
IT	International Telephone – This is used by Rail and Ocean.
PS	Packet Switching – This is used by Rail and Ocean.
TE	Telephone – This is used by Rail, Ocean and Truck.
TL	Telex – This is used by Rail and Ocean.
TM	Telemail – This is used by Rail and Ocean.
TX	TWX – This is used by Rail and Ocean.
WP	Work Phone Number – This is used by Rail and Ocean.

Record Identifier 1I (Output)

This is a conditional record used to provide supplemental in-bond information on the bill.

Record Identifier 1I (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 1I.	
In-Bond Entry Type	2N	3-4	M	The code representing the type of in-bond movement. Valid codes are: 61 = Immediate Transportation (IT) 62 = Transportation and Exportation (T&E) 63 = Immediate Exportation (IE) These are used by Rail, Ocean and Truck. 69 = Transit (US-Canada-US) 70 = Transit (Canada-US-Canada These are used by Rail and Truck.	
FDA/BTA Confirmation Indicator	1A	5	M	FDA/BTA confirmation indicator. Valid codes are: Y = PN on file with FDA N = No PN on file This is used by Rail, Ocean and Truck.	
Filler	1AN	6	M	Space Fill.	
Conventional In-Bond Number	9N	7-15	C	The in-bond entry number. The only format currently used is the conventional 9 character all numeric in-bond number as listed on the CF-7512. It will be left justified and will not contain spaces, hyphens, slashes, or other special characters. This is used by Rail, Ocean and Truck. Will be zero filled if carrier transmits a "V" in-bond. In Truck, the carrier may also use his shipment control number as in-bond control number, positions 60-75.	
In-Bond Carrier Code	4AN	16-19	C	A code representing the Standard Carrier Alpha code (SCAC) of the in-bond carrier assuming liability for the in-bond movement. This is used by Rail, Ocean and Truck.	
U.S. Port of Destination	4N	20-23	C	The Schedule D code representing the CBP port of termination for an IT '61' entry, or the port of exportation for a T&E '62' entry, or the port of arrival for an IE '63' entry. This is used by Rail, Ocean and Truck.	

Record Identifier 1I (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Foreign Destination	5N	24-28	C	The Schedule K code representing the foreign port of destination for T&E '62' or IE '63' entries. This field is left blank for IT '61' entries. This is used by Rail, Ocean and Truck.	
Value	8N	29-36	M	A value in whole dollars of the in-bond movement. Twenty dollars per kilo may be used if the value is unknown. Must be greater than zero. This is used by Rail, Ocean and Truck.	
Bonded Carrier ID Number	12X	37-48	M	A code representing the identification (ID) number of the bonded carrier (also referred to as the importer or IRS number). Must include any embedded hyphens. Valid formats for importer number are: **NN-NNNNNNNXX** = Internal Revenue Service Number; **YYDDPP-NNNN** = CBP Assigned Number; **NNN-NN-NNNN** = Social Security Number This is used by Rail, Ocean and Truck.	
Paperless In-Bond	11AN	49-59	C	A code representing the carrier assigned V in-bond number used with paperless MIB movements. For Rail and Ocean, either the conventional in-bond number data element or the paperless in-bond data element must be completed. In Truck, the carrier may also use his shipment control number as in-bond control number, positions 60-75.	
Shipment Control Number In-Bond	16AN	60-75	C	A code representing the carrier assigned shipment control number used as in-bond number. This is only used by Truck.	
Filler	5AN	76-80	M	Space fill.	

Record Identifier 2I (Output)

This is a conditional output in-bond record used only for water borne exports. If used, it will immediately follow the 1I record. This is used only in Rail.

Record Identifier 2I (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 2I.	
Transportation Indicator	2N	3-4	O	Code for the transportation indicator must be: S = Sea This is only used by Rail and Ocean.	
Vessel Name	23AN	5-27	O	Valid name of the exporting vessel. This is only used by Rail and Ocean.	
Filler	53AN	28-80	M	Space fill.	

Record Identifier 1C (Output)

This is a mandatory output record used to provide equipment and seal numbers.

Record Identifier 1C (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always be 1C.	
Equipment Initial	4AN	3-6	O	Prefix or alphabetic part of an equipment unit's identifying number. Can be up to four characters. This is used by Rail, Ocean and Truck.	
Equipment Number	10AN	7-16	M	Sequencing or serial part of an equipment unit's identifying number. This is used by Rail, Ocean and Truck. In truck manifest if equipment number is unknown, indicate "No number".	
Seal Number 1	15AN	17-31	C	A valid exporter/carrier seal number associated with the container. This is used by Rail, Ocean and Truck.	
Seal Number 2	15AN	32-46	C	A valid exporter/carrier seal number associated with the container. This is used by Rail, Ocean and Truck.	
Container/ Equipment Description Code	2AN	47-48	C	Type of container or equipment used for the shipment. See ACE Ocean Appendix B. This is used in Rail, Ocean and Truck. For no container or unknown container use "NC".	
Container/ Equipment Length	5N	49-53	O	Length (in feet and inches) of container/ equipment used to transport shipment. The formula is FFFII, where FFF is feet and II is inches. The range for II is 00 through 11. Length is space filled if Container/ Equipment Type is provided. This is used only in Ocean.	
Height	8X	54-61	O	Vertical dimension of an object when object is in upright position. The formula is FFFFFFII, where FFFFFF is feet and II is inches. The range for II is 00 through 11. Height should be space filled if Container/Equipment Type is provided. This is used only in Ocean.	
Width	8X	62-69	O	A shorter measurement of the two horizontal dimensions measured with the object in the upright position. The formula is FFFFFFII, where FFFFFF is feet and II is inches. The range for II is 00 through 11. Width should be space filled if Container/Equipment Type is provided. This is used only in Ocean.	

Record Identifier 1C (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Container/ Equipment Type	4AN	70-73	O	A code identifying the type of container/ equipment. A container/equipment type code alone may be used in lieu of the container/equipment length, height and width. Refer to ACE Ocean Appendix M valid codes. The Container/Equipment Length, Height, and Width fields should be space filled when the Container/Equipment Type is given, otherwise they will be ignored. This is used only in Ocean	
Load/Empty Status Code	1A	74	O	Code which specifies the loaded condition of transportation equipment. E = Empty (This is only used in Rail and Ocean) L = Loaded (This is only used in Rail and Ocean) C = IITs covered by carrier's bond (This is only used in Truck) I = IITs covered by importers bond (This is only used in Truck) A = IITs and merchandise covered by carriers bond (This is only used in Truck) B = IITs and merchandise covered by importers bond (This is only used in Truck)	
Type of Service	2AN	75-76	O	A code specifying the extent of transportation service required. Valid codes are: BB = Break Bulk CS = Container Station CY = Container Yard HH = House-to-House HL = Headload or Devanning HP = House-to-Pier MD = Mixed Delivery NC = Non-Containerized PH = Pier-to-House PP = Pier-to-Pier RR = Roll on - Roll Off This is used only in Ocean.	
Filler	4AN	77-80	M	Space fill.	

Record Identifier 2C (Output)

This is a conditional output record relating to finished vehicles of Canadian origin. This record may be repeated up to twenty one times.

Data Element	Length/ Class	Position	Desig	Description	Note
Control Identifier	2AN	1-2	M	Must always be 2C.	
VIN	30AN	3-32	M	Vehicle Identification Number. A unique number stamped on the vehicle by the manufacturer. This is used by Rail, Ocean and Truck.	
Filler	10AN	33-42	M	Space fill.	
Factory Car Order Number	10AN	43-52	O	The shipper for Canadian customer requirements at border points supplies this number for all finished vehicles exported to the U.S. from Canada. This is used only by Rail.	
Filler	28AN	53-80	M	Space fill.	

Record Identifier 2C (Output)

Record Identifier 0D (Output)

This is a conditional output record. It may be transmitted at any time, but is required for in-bond shipments.

Record Identifier 0D (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 0D.	
Harmonized Number	11N	3-13	C	The code located in the Harmonized Tariff Schedule of the United States Annotated that represents the tariff number. Left justify the number and fill any remaining positions with spaces. If only six positions are sent the remaining positions will be space filled. This is used in Rail, Ocean and Truck.	
Value	8N	14-21	C	A value greater than zero, in whole dollars, of the commodity. Twenty dollars per kilo may be used if the value is unknown. This is used in Rail, Ocean and Truck.	
Weight	10N	22-31	C	A value greater than zero representing the net weight in pounds or kilos of the commodity. This is used in Rail, Ocean and Truck.	
Weight Unit	2A	32-33	C	A code representing the unit of measure. This is used in Rail, Ocean and Truck. Valid codes for Rail and Ocean are: LB = Pounds KG = Kilograms LT = Long Ton ST = Short Ton ET = Metric Ton MT = Measurement Ton Valid codes for Truck are: G = Grams L = Pounds K = Kilograms O = Ounces T = Tons	
Filler	47AN	34-80	M	Space fill.	

Record Identifier 1D (Output)

This is a mandatory output record used to provide quantity and description information. This record may be repeated up to 999 times. If transmitted the line release C4 code is in this record.

Record Identifier 1D (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 1D.	
Piece Count	10N	3-12	C	A value representing the total number of pieces in the container being described, if there is only one description record for a container. This field is required for the first record. This is the number of the smallest exterior package units. A carton, box, bag, or crate are examples of smallest exterior packaging, a pallet and container are not. This is used in Rail, Ocean and Truck.	
Description	45X	13-57	M	A description of the cargo. Multiple description lines may be used for one container record. This is used in Rail, Ocean and Truck and is required.	
C4 Number	14AN	58-71	O	CBP C4 number for line release. This is used in Rail and Truck.	
Manifest Unit Code	3AN	72-74	O	A code representing the manifest unit of measure - the smallest exterior package unit for the bill of lading. This is used in Rail, Ocean and Truck.	
Country Code	2AN	75-76	O	An International Organization for Standardization (ISO) country code representing the country of origin of the commodity. This is used in Rail and Truck.	
Filler	4AN	77-80	M	Space fill.	

Record Identifier 2D (Output)

This is a conditional output record used to provide marks and numbers. If there are none, "No Marks or Numbers" should appear in the first 2D. Subsequent 2D records may contain "." (a period). This record can be repeated 999 times.

Record Identifier 2D (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 2D.	
Marks and Numbers	45AN	3-47	C	The written description of the symbols and marking that are on the outside of the packaging. In Rail and Ocean this is required. If no marks and numbers are present "no marks and numbers" is returned. Marks and numbers may be supplied in Truck.	
Filler	33AN	48-80	M	Space fill.	

Record Identifier 1V (Output)

This is a conditional output record used to provide hazardous material information. This record may be repeated ten times.

Record Identifier 1V (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 1V.	
Hazardous Material Code	10X	3-12	M	A code representing the identification number assigned to the hazardous material. This is used in Rail, Ocean and Truck.	
Hazardous Material Class	4X	13-16	O	A code representing the hazardous class or division designated for the materials in the International Maritime Dangerous Goods (IMDG) code handbook. This is used only in Ocean.	
Hazardous Material Code Qualifier	1X	17	O	A code that describes the hazardous material class. This is only used by Rail and Ocean.	
Hazardous Material Description	30AN	18-47	O	The proper shipping name of the material designated as hazardous. This is only used by Rail and Ocean.	
Hazardous Material Contact	24AN	48-71	O	The name and/or phone number of the person or department to contact in case of an emergency. This is used by Rail, Ocean and Truck.	
UN Hazardous Material Page	6AN	72-77	O	The page number in the IMDG code in which the hazardous material identification appears. This is used only in Ocean.	
Filler	3AN	78-80	M	Space fill.	

Record Identifier 2V (Output)

This is a conditional output record used to provide additional hazardous material information. It is used only in Rail.

Record Identifier 2V (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 2V.	
Flashpoint Temperature	3N	3-5	C	A code representing the lowest temperature at which the vapor of a hazardous combustible liquid will ignite in the air. This is only used by Rail and Ocean.	
Unit of Measure Code	2X	6-7	C	A code, CE, representing degrees Centigrade/ Celsius, the basic unit of measurement (UOM) for the flashpoint temperature. This is used in Rail and Ocean.	
Negative Indicator	1A	8	C	A code of "N" is used when a flashpoint temperature if negative, that is, below 0 degrees Celsius. This is only used by Rail and Ocean.	
Filler	72AN	9-80	M	Space fill.	

Record Identifier 3V (Output)

This is a conditional output record used to provide additional hazardous material information. This record may be repeated up to 99 times. It is used for Rail and Ocean.

Record Identifier 3V (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Control Identifier	2AN	1-2	M	Must always equal 3V.	
Hazardous Material Description	30AN	3-32	O	Material name, special instructions and/or phone number if any. This is only used by Rail and Ocean.	
Hazardous Material Classification	30AN	33-62	C	Free form description of hazardous material classification or division or label requirements. This is used only by Ocean.	
Filler	18AN	63-80	M	Space fill.	

Record Identifier NS05 (Output)

This is a conditional output record used to provide conveyance information to ABI filers participating in the ocean, rail, or truck manifest systems. This record is not returned with the broker download set but is provided here to illustrate that NS records are generated as a result of status advisory events against a Bill of Lading.

Record Identifier NS05 (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Record Type	2AN	1-2	M	Must always equal 05.	
Importing Conveyance Name	23AN	3-25	O	The name which identifies the importing conveyance.	
Trip Number	5X	26-30	O	Rail - Julian date in YYDDD (year, date) format. Ocean - The voyage number entered.	
Port	4N	31-34	O	A code representing the USCBP port of crossing or unlading. See Schedule D for valid port codes.	
Estimated Date of Arrival	6N	35-40	O	Dates in YYMMDD (year, month, day) format representing the original scheduled date of arrival.	
Estimated Time of Arrival	6N	41-46	O	A time in HHMMSS (hour, minute, second) 24 hours clock format representing the estimated time of conveyance arrival. This is used only by Rail.	
Filler	34AN	47-80	M	Space fill.	

Record Identifier NS30 (Output)

This mandatory output record contains the notification information relating to a particular bill of lading. This record can be repeated as many times as necessary. This record is not returned with the broker download set but is provided here to illustrate that NS records are generated as a result of status advisory events against a Bill of Lading.

Record Identifier NS30 (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Record Type	2N	1-2	M	Must always equal 30.	
Disposition Code	2AN	3-4	M	A code advising the recipient of the posting action taken on a bill of lading. Valid Disposition Codes are listed in ACE Ocean Appendix D.	
Issuer Code of Master Bill Number	4AN	5-8	C	A code representing the Standard Carrier Alpha Code (SCAC) of the party who actually issued the bill of lading. Do not confuse the issuer of the bill with the operator of the vessel. This code is mandatory for ocean bills.	
Master Bill Number	12AN	9-20	M	The master bill number, shipment control number, as listed on the manifest. If the number is less than 12 positions, it is left justified. Do not include spaces, hyphens, slashes, or special characters.	
Issuer Code of House Bill Number	4AN	21-24	C	This is the SCAC of the party who issued the house bill, bill control number. This is used in Truck *and Ocean (new for Ocean House Bill Release)*.	
House Bill Number	12AN	25-36	C	A code representing the house bill number, bill control number. Does not include the issuer code which is in positions 21-24. This is used in Truck *and Ocean (new for Ocean House Bill Release)*.	
Issuer Code of Sub-house Bill Number	4AN	37-40	C	Not used. Space fill.	
Sub-house Bill Number	12AN	41-52	C	This field is reserved for future use. Space fill.	
Quantity	10N	53-62	M	A value representing the total number of pieces on the bill of lading/air waybill affected by the action indicated by the disposition code.	
Negative Indicator	1A	63	C	A code of *N* when a negative number is associated with a disposition code of *1A, 1B* or *1C*; otherwise, space fill.	

Record Identifier NS30 (Output)					
Data Element	**Length/ Class**	**Position**	**Desig**	**Description**	**Note**
Action Date	6N	64-69	M	The date in YYMMDD (year, month, day) format on which the action was authorized by CBP or another Federal Agency, or the date that the action was scheduled to occur.	
Action Time	4N	70-73	M	A time in HHMM (hour, minute) military time format representing the time that the transmission to CBP was processed.	
In-bond Carrier Code	4X	74-77	M	A code representing the Standard Carrier Alpha Code (SCAC) or the International Air Transport Association Code (IATA) of the in-bond carrier.	
Filler	3AN	78-80	M	Space fill.	

Record Identifier NS40 (Output)

This conditional output record contains additional notification information relating to a particular bill of lading. This record, if used, will immediately follow the associated NS30 record. This record is not returned with the broker download set but is provided here to illustrate that NS records are generated as a result of status advisory events against a Bill of Lading.

Record Identifier NS40 (Output)					
Data Element	**Length/Class**	**Position**	**Desig**	**Description**	**Note**
Record Type	2N	1-2	M	Must always equal 40.	
Entry Type	2N	3-4	C	The code representing the entry category. Entry type codes are listed in ACE Ocean Appendix B.	
Entry Number	15AN	5-19	C	A code representing the CBP entry number, form number or a regulatory provision.	
Port of Transaction	4N	20-23	M	The Schedule D port code representing the location at which the action occurred. Always use 9900 for disposition code *1W* status notifications.	
FIRMS Code	4AN	24-27	C	A Facilities Information and Resources Management System (FIRMS) code representing the location of the goods.	
Container Number	14AN	28-41	C	A container/equipment number associated with the bill of lading.	
Filler	39AN	42-80	M	Space fill.	

Record Identifier NS50 (Output)

This conditional output record contains remarks relating to the posting of a bill of lading or the status of the importing conveyance. There will be no more than two remarks (NS50) records per bill of lading (NS30) record. This record is not returned with the broker download set but is provided here to illustrate that NS records are generated as a result of status advisory events against a Bill of Lading. .

Record Identifier NS50 (Output)					
Data Element	Length/ Class	Position	Desig	Description	Note
Record Type	2N	1-2	M	Must always equal 50.	
Remarks	45X	3-47	M	The reason a hold is placed on a bill of lading/air waybill. The remarks may contain hold quantities or other information.	
Filler	33AN	48-80	M	Space fill.	

Record Identifier NS60 (Output)

This conditional output record identifies all containers associated with the bill of lading for which the status notification is issued. There is a maximum use of 999 container status notification (NS60) records for each bill status notification (NS30) records. This record is not returned with the broker download set but is provided here to illustrate that NS records are generated as a result of status advisory events against a Bill of Lading.

Record Identifier NS60 (Output)					
Data Element	Length/ Class	Position	Desig	Description	Note
Record Type	2N	1-2	M	Must always equal 60.	
Action Indicator	1N	3	C	A code of *1* (one) indicates that the disposition action indicated in the NS30 record is a container-level action taken specifically against the container. A blank indicates that the disposition action was not a container-level action taken against the container.	
Container Number	14AN	4-17	C	A container/equipment number associated with the bill of lading/air waybill.	
Seal Number 1	15AN	18-32	C	An exporter/carrier seal number associated with the container.	
Seal Number 2	15AN	33-47	C	An exporter/carrier seal number associated with the container.	
Filler	33AN	48-80	M	Space fill.	