

# Customs and Trade Automated Interface Requirements (CATAIR) Implementation Guide

In-Bond

October 2021



U.S. Customs and  
Border Protection





# In-bond

*This chapter provides record formats pertaining to ACE eManifest: Air, Sea, Rail and ACE Truck in-bond bill of lading input and output records, in-bond update/transfer of liability input and output records, and status notification records.*



## Table of Contents

**TABLE OF CHANGES.....[INB-5](#)**

**IN-BOND TRANSACTION PROCESSING..... [INB-7](#)**

This section describes the transactions used to transmit bill of lading data associated with the in-bond movement or to initiate an in-bond on an existing surface ACE eManifest: Air, Rail and Sea or ACE Truck bill.

**IN-BOND ARRIVAL/EXPORT/TRANSFER OF LIABILITY ..... [INB-8](#)**

This section describes the transaction used to arrive, export, and transfer the liability of the in-bond.

**STATUS NOTIFICATION..... [INB-8](#)**

This section describes status notifications used to advise a filer of transactions related to bills and in-bonds transmitted in QP and ACE eManifest: Air, Rail and Sea or ACE Truck bill transactions.

**INPUT RECORD USAGE MAPS..... [INB-9](#)**

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

**OUTPUT RECORD USAGE MAPS ..... [INB-15](#)**

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

### RECORD DESCRIPTIONS

**Record Identifier QP10 (Input)..... [INB-17](#)**

A mandatory input record used to transmit the in-bond header data.

**Record Identifier QP20 (Input)..... [INB-21](#)**

A conditional input record containing importing conveyance information for the bills on an in-bond.

**Record Identifier QP30 (Input)..... [INB-24](#)**

A mandatory input record used to transmit bill of lading data.

**Record Identifier QP32 (Input)..... [INB-27](#)**

An optional input record used to specify secondary notify parties.

**Record Identifier QP33 (Input)..... [INB-28](#)**

A conditional input record used to report additional reference identifiers associated to a shipment.

**Record Identifier QP40 (Input)..... [INB-30](#)**

A conditional input record used to transmit manifest and bill of lading data associated with the in-bond.

**Record Identifier QP50 (Input)..... [INB-33](#)**

A conditional input record used to transmit the foreign shipper's name and the first line of the address, exactly as they appear on the bill of lading.



**Record Identifier QP51 (Input)**..... [INB-34](#)  
A conditional input record used to transmit lines two and three of the foreign shipper's address.

**Record Identifier QP52 (Input)**..... [INB-35](#)  
A conditional input record used to transmit the telephone or telex number of the foreign shipper.

**Record Identifier QP55 (Input)**..... [INB-36](#)  
A conditional input record used to transmit the consignee's name and the first line of the address, exactly as they appear on the bill of lading.

**Record Identifier QP56 (Input)**..... [INB-37](#)  
A conditional input record used to transmit lines two and three of the consignee's address.

**Record Identifier QP57 (Input)**..... [INB-38](#)  
A conditional input record used to transmit the telephone or telex number of the consignee.

**Record Identifier QP60 (Input)**..... [INB-39](#)  
A conditional input record used to transmit the notify party's name and the first line of the address, exactly as it appears on the bill of lading.

**Record Identifier QP61 (Input)**..... [INB-40](#)  
A conditional input record used to transmit lines two and three of the notify party's address.

**Record Identifier QP62 (Input)**..... [INB-41](#)  
A conditional input record used to transmit the telephone or telex number of the notify party.

**Record Identifier QP65 (Input)**..... [INB-42](#)  
A conditional input record used to transmit the container numbers and seal numbers associated with the bill of lading.

**Record Identifier QP70 (Input)**..... [INB-43](#)  
A conditional input record used to transmit the Harmonized Tariff Schedule code associated with cargo reported in the preceding container data (record 65).

**Record Identifier QP71 (Input)**..... [INB-45](#)  
A conditional input record used to transmit the description of the cargo.

**Record Identifier QP72 (Input)**..... [INB-47](#)  
A conditional input record used to specify information regarding marks and numbers.

**Record Identifier QP75 (Input)**..... [INB-48](#)  
A conditional input record used to specify information relative to hazardous materials, as defined in the 49th Code of Federal Regulations.

**Record Identifier QP76 (Input)**..... [INB-50](#)  
A conditional input record used to specify free form hazardous descriptive data in addition to the information provided in the 75 record.

**Record Identifier QT95 (Output)**..... [INB-51](#)  
A mandatory output record used to provide information related to the acceptance or rejection of the in-bond arrival, departure, export, or transfer of bond liability.

**Record Identifier WP10 (Input)**..... [INB-52](#)



A mandatory input record used to notify USCBP of an in-bond arrival, departure, export, or to transfer bond liability.

**Record Identifier WP20 (Input)**..... [INB-55](#)

A mandatory input record used to notify USCBP of an in-bond arrival, departure, export, or to transfer bond liability.

**Record Identifier WT95 (Output)**..... [INB-57](#)

A mandatory output record used to provide information related to the acceptance or rejection of the in-bond arrival, departure, export or transfer of bond liability.

**Record Identifier NS05 (Output)**..... [INB-58](#)

This is a conditional record used to provide conveyance information to ABI filers participating in the ACE ocean, rail, air and truck manifest systems.

**Record Identifier NS10 (Output)**..... [INB-59](#)

A conditional output record that contains the necessary header data to identify the in-bond for which the status information is being transmitted.

**Record Identifier NS30 (Output)**..... [INB-61](#)

A mandatory output record that contains the notification information relating to a particular bill of lading.

**Record Identifier NS40 (Output)**..... [INB-63](#)

A conditional output record that contains additional notification information relating to a particular bill of lading.

**Record Identifier NS50 (Output)**..... [INB-64](#)

A conditional output record that contains remarks relating to the posting of a bill of lading or the status of the importing conveyance.

**Record Identifier NS60 (Output)**..... [INB-65](#)

A conditional output record that identifies all containers associated with the bill of lading for which the status notification is issued.

## RECORD DESCRIPTIONS FOR RECORDS RETURNED IN QT AND WT CONTROL RECORD AND EDI PROFILE REJECTS

**Record Identifier EA (Output)**..... [INB-66](#)

A conditional transaction control header output record that provides error messages if the totals and the structure of the transmission are in error.

**Record Identifier EB (Output)**..... [INB-67](#)

A conditional block control header output record that provides error messages if the totals and the structure of the transmission are in error.

**Record Identifier EY (Output)**..... [INB-68](#)

A conditional block control trailer output record that provides error messages if the totals and the structure of the transmission are in error.

**Record Identifier EZ (Output)**..... [INB-69](#)

A conditional transaction control trailer output record that provides error messages if the totals and the structure of the transmission are in error.

## Table of Changes

Revision Number	Date of Change	Section(s) Affected	Brief Description of Change	
46	October 2021	“In-bond Transaction Processing” introduction, QP10, QP30	Add clarification of when to use a QP-Short vs. QP-Long	
		QP10 and QP20 Carrier fields and MOT	Add clarification to the field names	
		QP70 Weight	Removed “in pounds or kilos” because other weight units are acceptable.	
		NS30 Disposition Code	Added Appendix A as reference for Air	
		Search “ <i>Ocean House Bill Release</i> ” for new functionality to be effective in ACE Certification – anticipated Summer 2022:		
		QP30/WP10/NS30 Issuer Code of House Bill and House Bill Number	In-bonds will be allowed at the house bill level. Added to QP30 Note 2 that Ocean Master in-bonds must be full bill quantity. Full or Partial bill quantity in-bonds are allowed at the regular or house bill level.	
		QP32 Note 1	Non-automated FIRMS facilities will be accepted as a second notify party.	
45	Jan 27, 2020	QP20 Estimated Date of Arrival	--Clarification of which Estimated Date of Arrival to specify for Air PTPs.	
44	April 26, 2018	WP10	--Clarification of QP Long and QP Short input records. --FIRMS code now required upon in-bond arrival – for all MOTs except Air.	
43	August 7, 2017	WP10, OI, FD01, FD02, FD03, FD04, FD05, BN01, BN02	WP Action Codes 8 and 9 to submit BTA stand-alone Prior Notice data are no longer valid. These have been replaced by the ‘PE’ (Stand-alone filing for PGA data) message set. The input OI and FD01 through FD05 records, and output BN01 and BN02 records are used solely for these 2 action codes and are therefore, being removed.	
4	February 5, 2015	QP30, WP10	Clarify in which field an air waybill prefix should be transmitted.	
3	December 15, 2014	QP10, QP20, QP30; QX10, QX20, QX30	Added specific notes for including AIR processing via QP/WP	



<b>Revision Number</b>	<b>Date of Change</b>	<b>Section(s) Affected</b>	<b>Brief Description of Change</b>
2	June 5, 2012	All	Complete replacement of the chapter to conform to ACE ABI CATAIR guidelines.
1	June 2011	All	Initial release.



# In-bond

This chapter provides ACE eManifest: Air, Rail, Sea and ACE Truck in-bond and Bill of Lading initiation, in-bond/arrival/transfer of liability/exportation, and status notification records related to ACE Bills of Lading.

## In-bond Transaction Processing

One or more in-bond transaction records may be transmitted to the U.S. Customs and Border Protection (USCBP).

**Input:** The input records that make up the in-bond transaction must be transmitted to USCBP in ascending order with certain record segments repeated as often as necessary. Refer to the section on Input Record Usage Maps for details on record relationships and looping structure. The application identifier on Record Identifier B is **QP**. For additional information on Record Identifier B, refer to the ACE ABI CATAIR Batch & Block Control chapter.

The US CBPF-7512 document should be presented to USCBP at both in-bond departure and destination ports when required by local and national policy. It must also indicate that the data was submitted electronically. This can be done by use of a ‘water mark’ or oversized type in the description area of the form to state ‘QP IN-BOND AUTHORIZED’.

When using QP for bonded withdrawals from Foreign Trade Zones (FTZ) or bonded warehouses, the QP user must transmit a “QP-Long” message to provide the full bill or pro-bill information pertaining to the withdrawal. In QP Withdrawals all carriers are considered to be non-automated. In no circumstance may the original import bill be used in this situation. When making FTZ or warehouse withdrawals the FTZ withdrawal indicator in QP10 must be set and data provided in several related fields must relate to zone information. In creating an in-bond movement from a withdrawal from an FTZ or bonded warehouse the FIRMS code of the FTZ or bonded warehouse may be used in lieu of the SCAC of the carrier, if the carrier has no SCAC or if it is unknown.

Otherwise, when not withdrawing from a foreign trade zone or bonded warehouse, a “QP-Short” message should be used for Air, Ocean and Rail in-bond requests, but a “QP-Long” for Truck. A “QP-Short” should also be used for adding an in-bond to an existing truck bill. The QP-Short message contains fewer records due to the requirement that the pertinent bill of lading must be one that already exists in the ACE system.

To comply with BTA/FDA requirements QP participants must indicate whether or not the cargo is subject to the Bio Terrorism Act of 2002. An indicator in QP10 is required for all in-bond types.

**Output:** In-bond output records provide participants with messages indicating whether or not an in-bond data transmission to USCBP contained errors or was error free. 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 **QT**. For additional information on Record Identifier B, refer to the ACE ABI CATAIR Batch & Block Control chapter.

## **In-Bond Arrival / Export / Transfer of Liability**

The In-bond Arrival/Export/Transfer of Liability transaction is used to arrive, export, and transfer the liability of in-bonds.

**Input:** Refer to the section Input Record Usage Maps for details on record relationships and looping structure. The application identifier on Record Identifier B is **WP**. For additional information on Record Identifier B, refer to the ACE ABI CATAIR Batch & Block Control chapter.

**Output:** In-bond event output records provide participants with messages indicating whether or not an input data transmission to USCBP contained errors or was error free. 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 **WT**. For additional information on Record Identifier B, refer to the ACE ABI CATAIR Batch & Block Control chapter.

## **Status Notification**

For ABI filers participating with the ACE broker download, bill of lading status messages are sent in this application. Messages include, but are not limited to; holds, line release compliance exam requirements and USCBP keyed narrative messages.

QP participants will receive **NS** messages for transactions on bills that they transmit to USCBP and for in-bonds that they attach to existing bills.

**Output:** 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.

## **Input Record Usage Maps**

This section illustrates how the automated interface expects repeating groups to be structured within a QP or WP transaction grouping. 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.



**Record Usage Map for Add or Replace In-bond and Bill of Lading for Non-Automated Carrier or Withdrawal (QP Long):**

Record ID	Name	Req. Des.	Max Use	Loop Repeat	Notes
	In-Bond Grouping	M		999	
<a href="#">QP10</a>	In-bond Header	M	1		0
<a href="#">QP20</a>	Conveyance Information	C	1		
	Bill of Lading Grouping	C		9999	0
<a href="#">QP30</a>	Bill of Lading Header	M	1		
<a href="#">QP32</a>	Secondary Notify Parties	O	1		
<a href="#">QP33</a>	Reference Identifier	C	999		
	BOL Details	C		1	
<a href="#">QP40</a>	Bill of Lading Details	M	1		
	Foreign Shipper Grouping	M		1	
<a href="#">QP50</a>	Foreign Shipper Name/Address	M	1		
<a href="#">QP51</a>	Foreign Shipper Address	O	1		
<a href="#">QP52</a>	Foreign Shipper Telephone/Telex	O	1		
	Consignee Grouping	M		1	
<a href="#">QP55</a>	Consignee Name/Address	M	1		
<a href="#">QP56</a>	Consignee Address	O	1		
<a href="#">QP57</a>	Consignee Telephone/Telex	O	1		
	Notify Party Grouping	C		3	
<a href="#">QP60</a>	Notify Party Name/Address	M	1		
<a href="#">QP61</a>	Notify Party (Entity) Address	O	1		
<a href="#">QP62</a>	Notify Party Telephone/Telex	O	1		
	Bill of Lading Container Grouping	M		999	
<a href="#">QP65</a>	Bill of Lading Container	M	1		
	Cargo Description Grouping	M		1	1
<a href="#">QP70</a>	Harmonized Nomenclature	C	999		2
<a href="#">QP71</a>	Bill Cargo Description	M	999		
<a href="#">QP72</a>	Marks and Numbers	M	999		
	HAZMAT Grouping	C		99	3
<a href="#">QP75</a>	Hazardous Material	M	1		
<a href="#">QP76</a>	Hazardous Material	C	2		

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

**Note 0:**

The QP30 record is provided when adding or replacing a specific in-bond/BOL combination for a non-automated carrier or withdrawal. The total number of bill(s) of lading for a single in-bond should not exceed a practical limit of 9999. When adding or replacing a specific BOL from an in-



bond, the QP10 Action Code is ‘A’ and the QP30 Action Code is ‘A’.

**Note 1:**

A maximum of 999 Cargo Description (QP71) records may be submitted for each container (QP65) record. One or more QP71 records may be grouped together and preceded by one or more Harmonized Nomenclature (QP70) records, in which case the QP70 records are applicable to the entire group of QP71 records which follows (up to the next QP70 record).

A maximum of 999 Marks and Numbers (QP72) records may be submitted for each container record. The QP72 records typically follow associated QP71 record(s).

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

**Example 1:**

QP65  
QP70  
QP70  
QP71  
QP71  
QP71  
QP72  
QP72

**Example 2:**

QP65  
QP70  
QP71  
QP72  
QP70  
QP71  
QP72  
QP72  
QP70  
QP71  
QP71  
QP72

**Example 3:**

QP65  
QP71  
QP72  
QP70  
QP71  
QP71  
QP72

**Note 2:**

Record QP70 is mandatory only when the in-bond being initiated is a Type T&E ‘62’ or Type IE ‘63’ at the time the Bill is being added for a non-automated carrier.

**Note 3:**

Hazardous Material information (QP75 and QP76 records) is mandatory if hazardous materials are being shipped. The hazardous material records QP75 and QP76 will follow the Description (QP70 and 71) records and the Marks and Numbers (QP72) records. One QP75/76 group is allowed for each hazardous commodity. A maximum number of 99 groups per container is permitted.



**Record Usage Map for Add or Replace In-bond for Existing Bill of Lading (QP Short):**

Record ID	Name	Req. Des.	Max Use	Loop	Repeat	Notes
	In-Bond Grouping	M			999	
<a href="#">QP10</a>	In-bond Header	M		1		
<a href="#">QP20</a>	Conveyance Information	C		1		
	Bill of Lading Grouping	C			9999	3A
<a href="#">QP30</a>	Bill of Lading Header	M		1		
<a href="#">QP32</a>	Secondary Notify Parties	O		1		
<a href="#">QP33</a>	Reference Identifier	C		999		

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

**Note 3A:**

The QP30 record is provided when adding or replacing a specific in-bond/BOL combination. The total number of bill(s) of lading for a single in-bond should not exceed a practical limit of 9999. When adding or replacing a specific BOL from an in-bond, the QP10 Action Code is ‘A’ and the QP30 Action Code is ‘A’.

**Delete In-bond / Bill of Lading (QP) Record Usage Map:**

Record ID	Name	Req. Des.	Max Use	Loop	Repeat	Notes
	In-Bond Grouping	M			999	
<a href="#">QP10</a>	In-bond Header	M		1		
	Bill of Lading Grouping	C			9999	4
<a href="#">QP30</a>	Bill of Lading Header	M		1		

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

**Note 4:**

The QP30 record is provided when deleting a specific in-bond/BOL combination. The total number of bill(s) of lading for a single in-bond should not exceed a practical limit of 9999. When deleting a specific BOL from an in-bond, the QP10 Action Code is ‘B’ and the QP30 Action Code is ‘D’.



**Delete In-bond (QP) Record Usage Map:**

Record ID	Name	Req. Des.	Max Use	Loop	Repeat	Notes
	In-Bond Grouping	M		999		
<a href="#">QP10</a>	In-bond Header	M	999		4A	

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

**Note 4A:**

The QP10 record is provided when deleting the entire in-bond. When deleting the entire in-bond, the QP10 Action Code is 'D'.

**In-bond Arrival/Export/Transfer of Liability/Diversion (WP) Record Usage Map:**

Record ID	Name	Req. Des.	Max Use	Loop	Repeat	Notes
	In-bond Event Grouping	M	9999			
<a href="#">WP10</a>	In-bond Event Header	M	1			
<a href="#">WP20</a>	In-bond Event Detail	M	1			

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



## Output Record Usage Maps

This section illustrates how the automated interface expects repeating groups to be structured within an In-bond Transaction response (QT), an Arrival / Export / Transfer of Liability transaction response (WT), or a Status Notification (NS) transaction. The transaction records described in this chapter will 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.

Conditional output response records and fields will be populated only if the corresponding records and fields were included in the inbound transmission.

### In-bond Transaction Response (QT) Record Usage Map:

Record ID	Name	Req. Des.	Max Use	Loop Repeat	Notes				
	In-Bond Grouping	M		999					
<a href="#">QP10</a>	In-bond Header	M	1		<i>I</i>				
<a href="#">QT95</a>	Error / Warning Message	C	10						
<a href="#">QT95</a>	Accept / Reject Message	C	1		<i>IA</i>				
<a href="#">QP20</a>	Conveyance Information	C	1		<i>I</i>				
<a href="#">QT95</a>	Error / Warning Message	C	10						
	Bill of Lading Grouping	C		9999					
<a href="#">QP30</a>	Bill of Lading Header	M	1		<i>I</i>				
<a href="#">QT95</a>	Error / Warning Message	C	10						
<a href="#">QP32</a>	Secondary Notify Parties	C	1						
<a href="#">QT95</a>	Error / Warning Message	C	10						
	Reference Identifier Error Grouping	C		999					
<a href="#">QP33</a>	Reference Identifier	M	1						
<a href="#">QT95</a>	Error / Warning Message	M	10						
	BOL Details Error Grouping	C		999					
<a href="#">QP40</a>	Bill of Lading Details	M	1						
<a href="#">QT95</a>	Error / Warning Message	M	10						
	Foreign Shipper Grouping	C		1					
<a href="#">QP50</a>	Foreign Shipper Name/Address	C	1						
<a href="#">QT95</a>	Error / Warning Message	C	10						
<a href="#">QP51</a>	Foreign Shipper Address	C	1						
<a href="#">QT95</a>	Error / Warning Message	C	10						
<a href="#">QP52</a>	Foreign Shipper Telephone/Telex	C	1						
<a href="#">QT95</a>	Error / Warning Message	C	10						
	Consignee Grouping	C		1					
<a href="#">QP55</a>	Consignee Name/Address	C	1						



<a href="#">QT95</a>	Error / Warning Message	C	10				
<a href="#">QP56</a>	Consignee Address	C	1				
<a href="#">QT95</a>	Error / Warning Message	C	10				
<a href="#">QP57</a>	Consignee Telephone/Telex	C	1				
<a href="#">QT95</a>	Error / Warning Message	C	10				
	Notify Party Grouping	C		3			
<a href="#">QP60</a>	Notify Party Name/Address	C	1				
<a href="#">QT95</a>	Error / Warning Message	C	10				
<a href="#">QP61</a>	Notify Party (Entity) Address	C	1				
<a href="#">QT95</a>	Error / Warning Message	C	10				
<a href="#">QP62</a>	Notify Party Telephone/Telex	C	1				
<a href="#">QT95</a>	Error / Warning Message	C	10				
	Bill of Lading Container Grouping	C		999			
<a href="#">QP65</a>	Bill of Lading Container	C	1				
<a href="#">QT95</a>	Error / Warning Message	C	10				
	Cargo Description Grouping	C		1			
	Harmonized Nomenclature Error Grouping	C		999			
<a href="#">QP70</a>	Harmonized Nomenclature	M	1				
<a href="#">QT95</a>	Error / Warning Message	M	10				
	Bill Cargo Description Error Grouping	C		999			
<a href="#">QP71</a>	Bill Cargo Description	M	1				
<a href="#">QT95</a>	Error / Warning Message	M	10				
	Marks and Numbers Error Grouping	C		999			
<a href="#">QP72</a>	Marks and Numbers	M	1				
<a href="#">QT95</a>	Error / Warning Message	M	10				
	HAZMAT Grouping	C		99			
<a href="#">QP75</a>	Hazardous Material	C	1				
<a href="#">QT95</a>	Error / Warning Message	C	10				
<a href="#">QP76</a>	Hazardous Material	C	1				
<a href="#">QT95</a>	Error / Warning Message	C	10				
<a href="#">QT95</a>	Accept / Reject Message	M	1			IB	

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

**Note 1:**

The QP10, QP20 and/or QP30 records are returned to the filer as originally input with an accepted, rejected or warning message in the QT95 record after each applicable input record.



**Note 1A:**

When the QP10 Action Code is ‘D’, a QT95 Accept/Reject Message will be returned following each QP10 In-bond Header Record.

**Note 1B:**

When the QP10 Action Code is ‘A’ or ‘B’, a QT95 Accept/Reject Message will be returned following each QP30 Bill Of Lading Grouping.

**In-bond Arrival / Export / Transfer of Liability Response (WT) Record Usage Map:**

Record ID	Name	Req. Des.	Max Use	Loop Repeat	Notes								
<a href="#">WP10</a>	In-bond Event Header	M		1		2							
<a href="#">WT95</a>	Error / Warning Message	C		10									
<a href="#">WP20</a>	In-bond Event Detail	C		1		2							
<a href="#">WT95</a>	Error / Warning Message	C		10									
<a href="#">WT95</a>	Accept / Reject Message	M		1									

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

**Note 2:**

Each output will include records WP10 and WP20 as originally input when reporting the arrival, export or transferring the liability of in-bonds, with an accepted, rejected or warning message in the WT95 record after each applicable input record.

**Status Notification (NS) Record Usage Map:**

Record ID	Name	Req. Des.	Max Use	Loop Repeat	Notes								
<a href="#">NS05</a>	Status Notification Header – Conveyance Information	C		1		4							
<a href="#">NS10</a>	Status Notification Header – In-bond Information	C		1		4							
<a href="#">NS30</a>	Status Notification Detail	M		1									
<a href="#">NS40</a>	Status Notification Detail – Continuation	C		1									
<a href="#">NS50</a>	Status Notification Remarks	C		2									
<a href="#">NS60</a>	Container	C		999									

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





**Note 4:**

Each Status Notification transaction will begin with either the NS05 or NS10 header record as follows:

- 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').
- The NS10 record will be returned to the ABI Filer for any status notifications associated with a QP In-bond.

**NOTE: CATAIR filers must include themselves as an SNP in the QP32 record in order to receive status notifications.**



## Record Identifier QP10 (Input)

This is a mandatory input record used to transmit in-bond header data.

<i>Record Identifier QP10 (Input)</i>					
Data Element	Length/ Class	Position	Desig	Description	Note
Record Type	2N	1-2	M	Must always equal 10.	
Action Code	1A	3	M	<p>A code representing the action to be taken. Valid action codes are:</p> <p>A = Add in-bond                      B = Delete In-bond from Bill                      D = Delete In-bond from all associated Bills</p> <p>If 'A' is used,  <u>and this is a request to add a Truck in-bond where the truck bill does not exist in ACE yet and the Issuer of the Master Bill of Lading in the QP30 is non-automated</u> or the QP10 FTZ/Warehouse Indicator is set to 'Y', provide QP Long-records QP10-QP76. <u>If the carrier is automated</u> Otherwise, only provide QP Short-records QP10, QP20 (for Air), and QP30 (and optionally, QP32 and QP33).</p> <p>If 'B' is used, the in-bond and bill must already be on file. Only provide Records QP10 and QP30.</p> <p>If 'D' is used, the in-bond number must already be on file. Only provide QP10.</p>	
In-bond Entry Type	2N	4-5	C	<p>The code representing the type of in-bond movement. Valid codes are:</p> <p>61 = Immediate Transportation (IT)                      62 = Transportation and Exportation (T&amp;E)                      63 = Immediate Exportation (IE)</p>	4
In-bond Number	12AN	6-17	M	The number identifying the in-bond movement. If the in-bond number is less than 12 positions, left justify. Do not include spaces, hyphens, slashes, or other special characters. The conventional 9-position in-bond number must be used.	



<b>Record Identifier QP10 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
<u>In-bond</u> Carrier Code	4AN	18-21	C	This code must be a valid 4 digit SCAC identifier or a valid International Civil Aviation Organization (ICAO) 3 Letter Airline Designator or a valid 2 character International Air Transport Association Code (IATA) identifier representing the in-bond carrier. For in-bonds created as a result of a withdrawal from a FTZ or bonded warehouse, the Facilities Information Resources Management (FIRMS) code of the FTZ or bonded warehouse may be used in lieu of the SCAC. It must match the FIRMS code in QP20, 'Foreign Trade Zone FIRMS Code'. This field is Left justified.	4
U.S. Port of Destination	4N	22-25	C	The Schedule D code representing the USCBP 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 IT '63' entry. Refer to the ACE Ocean Appendix E for valid port codes.	4
Port of Foreign Destination	5AN	26-30	C	The Schedule K code representing the foreign port of destination for a T&E '62' or IE '63' entries. Refer to the ACE Ocean Appendix F for valid Foreign Port Codes. Space or zero fill for IT '61' entries.	1, 4
Value	8N	31-38	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. No decimals. This is required.	4
<del>In-Bonded</del> Carrier ID	12X	39-50	C	A code representing the identification (ID) number of the bonded carrier (also referred to as the importer or IRS number).	2, 4
Foreign Trade Zone/ Warehouse Indicator	1A	51	C	Use 'Y' when reporting an in-bond move from an FTZ or bonded warehouse. Otherwise must be blank.	4
BTA/FDA Indicator	1A	52	C	Required if T&E '62'. Indicator must be set to 'Y' or 'N' to indicate whether cargo is subject to U.S. Food and Drug Administration Bioterrorism Act of 2002 reporting requirements.	3, 4
Filler	28AN	53-80	M	Space fill.	



**Note 1:**

The following codes are to be used when cargo was laden on the importing railroad or truck 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 only for rail and truck:

**Canadian Provinces**

<b>Code</b>	<b>Description</b>	<b>Code</b>	<b>Description</b>
80101	Alberta	80108	Quebec
80102	Manitoba	80109	Nova Scotia
80103	Saskatchewan	80110	New Brunswick
80104	Northwest Territories	80111	Prince Edward Island
80105	Yukon	80112	Newfoundland
80106	British Columbia	80113	Nunavut
80107	Ontario		

**Mexican States**

<b>Code</b>	<b>Description</b>	<b>Code</b>	<b>Description</b>
97101	Aguascalientes	97117	Mexico
97102	Baja California Norte	97118	Navarit
97103	Baja California Sur	97119	Nuevo Leon
97104	Chihuahua	97120	Oaxaca
97105	Colima	97121	Puebla
97106	Campeche	97122	Quintana Roo
97107	Coahuila	97123	Queretaro
97108	Chiapas	97124	Sinaloa
97109	Distrito Federal	97125	San Luis Potosi
97110	Durango	97126	Sonora
97111	Guerrero	97127	Tabasco
97112	Guanajuato	97128	Tlaxcala
97113	Hidalgo	97129	Tamaulipas
97114	Jalisco	97130	Veracruz
97115	Michoacan	97131	Yucatan
97116	Morelos	97132	Zacatecas



**Note 2:**

Valid formats for the In-bond Carrier Identification codes are:

NN-NNNNNNNXX	Internal Revenue Service (IRS) Number
YYDDPP-NNNNN	USCBP Assigned Number
NNN-NN-NNNN	Social Security Number

In these codes, *N* = number, *X* = alphanumeric, *YY* = the last two digits of the calendar year when the number is assigned, *DDPP* = the district/port code where the number is assigned.

**Note 3:**

The BTA indicator applies to all QP in-bonds and must be set to ‘Y’ for all Type T&E ‘62’ in-bonds subject to BTA reporting. Type IE ‘63’ shipments are exempted from this reporting and the indicator must be set to ‘N’. For Type IT ‘61’ shipments, the BTA prior notice reporting must be done at the entry-level.

All in-bonds moving out of an FTZ or bonded warehouse are exempt from reporting and the BTA indicator should be set to ‘N’.

If your shipment is subject to BTA/FDA data may be reported via the FDA web portal, or through the appropriate ABI entry application.

**Note 4:**

These fields are not required for QP10 Action Codes ‘B’ Bill Level Delete or ‘D’ Delete entire In-bond. The fields are required for QP10 Action Code ‘A’ Add In-bond.

A 2-character IATA Airline Designator ending with a number 0-9 is not accepted by Air AMS for flight identification. Use the ICAO three letter designator. Do not use substitute Census abbreviations \*U, \*C or \*F.



## Record Identifier QP20 (Input)

This is a conditional input record containing importing conveyance information for bills on an in-bond.

This record is required for bills of lading contained in the in-bond transaction which were not imported. It must not be transmitted when adding an in-bond to a previously reported Bill of Lading.

This record is required for Air in-bond and moves from a Foreign Trade Zone or bonded warehouse.

<b>Record Identifier QP20 (Input)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 20.	
<u>Importing</u> Carrier Code	4AN	3-6	M	This code must be a valid 4 digit SCAC identifier or a valid International Civil Aviation Organization (ICAO) 3 Letter Airline Designator or a valid 2 character International Air Transport Association Code (IATA) identifier representing the importing carrier.  For in-bonds created as a result of a withdrawal from a FTZ or bonded warehouse, the Facilities Information Resources Management (FIRMS) code of the FTZ or bonded warehouse may be used in lieu of the SCAC. It must match the FIRMS code in QP20, 'Foreign Trade Zone FIRMS Code' Left justified.	1
<u>Import</u> Mode of Transport (MOT) Code	2N	7-8	M	A code indicating the type of transport used by the importing carrier. Valid codes are:  30 = Truck 70 = Pipeline 40 = Air  For in-bonds created as a result of a withdrawal from an FTZ or bonded warehouse, the mode of transport code is not validated.	1



<b>Record Identifier QP20 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Country Code of Importing Carrier	2A	9-10	C	The International Organization for Standardization (ISO) country code representing the flag country of the importing carrier. Not required for Air in-bonds or in-bonds created as a result of a withdrawal from an FTZ or bonded warehouse.	
Importing Conveyance Name	23X	11-33	C	The name which identifies the conveyance. Not required for Air in-bonds or in-bonds created as a result of a withdrawal from an FTZ or bonded warehouse.	
Voyage/Flight/Trip Number	5X	34-38	C	The voyage, flight or trip number of the importing carrier as shown on the shippers manifest. Flight number assigned by the importing carrier. Format must be NNN, NNNA, NNNN or NNNNA. For in-bonds created as a result of a withdrawal from an FTZ or bonded warehouse at least 1 character is required. Left justified	1
Filler	7AN	39-45	M	Space fill.	
Port of Importing Conveyance Arrival	4N	46-49	M	The Census Schedule D code representing the CBP port (DDPP) of unloading. When requesting a subsequent in-bond move, transmit the destination port of the previously authorized in-bond. You must also transmit the previous in-bond number in the QP30 record in position 57-68.	1
Estimated Date of Arrival	6N	50-55	C	A date in MMDDYY (month, day, year) format representing the date of arrival at the port of unloading. Not required for in-bonds created as a result of a withdrawal from an FTZ or bonded warehouse.  For Air PTP (permit-to-proceed) flights, specify the scheduled date of arrival at the first U.S. port of arrival from the air manifest transmission's ARR line.	1
Foreign Trade Zone FIRMS Code	4AN	56-59	C	When the FTZ flag in QP10 record is set, provide the FIRMS code of the FTZ or bonded warehouse. The FIRMS code must be valid, active, and have a valid bond with type '2' custodial bond, '4' FTZ bond, or '10' multi use bond.	2
Filler	21AN	60-80	M	Space fill.	



**Note 1:**

When the FTZ flag in the QP10 record is set this information will relate to the port of the Foreign Trade Zone or bonded warehouse and the move out of the zone. Do not reference the original importation.

A 2-character IATA Airline Designator ending with a number 0-9 is not accepted by Air AMS for flight identification. Use the ICAO three letter designator. Do not use substitute Census abbreviations \*U, \*C or \*F.

For all subsequent in-bond requests the previous in-bond must be arrived prior to the QP transmission or the request will be rejected.

**Note 2:**

If the FIRMS code is provided it must match the FIRMS code provided in QP10 'Carrier code' and QP20 'Carrier code'.





## Record Identifier QP30 (Input)

This is a conditional input record used to transmit bill of lading data. Use multiple QP30 records to report all bills of lading associated with the in-bond. This record is required for in-bond moves from a FTZ or bonded warehouse.

Record Identifier QP30 (Input)					
Data Element	Length/Class	Position	Desig	Description	Note
Record Type	2N	1-2	M	Must always equal 30.	
Action Code	1A	3	M	<p>A code representing the action to be taken. Valid action codes are:</p> <p>A = Add bill data D = Delete In-bond from Bill</p> <p>If 'A' is used, and <del>the Issuer of the Master Bill of Lading in the QP30 is non-automated</del> <u>this is a request to add a Truck in-bond where the truck bill does not exist in ACE yet</u> or the QP10 FTZ/Warehouse Indicator is set to 'Y', provide QP Long-records QP10-QP76. <del>If the carrier is automated</del> <u>Otherwise</u>, only provide QP Short-records QP10, QP20 (for Air) and QP30 (and optionally, QP32 and QP33).</p> <p>If 'D' is used, the in-bond and bill must already be on file. Only provide Records QP10 and QP30.</p>	
Filler	1A	4	M	Space fill.	
Sequence Number	4AN	5-8	O	A sequence number used to identify the position of the QP30 input record. The sequence number will be returned in the 30 record and can be used to associate errors to the corresponding input data.	
Issuer Code of <u>Simple/Regular/</u> Master Bill of Lading	4AN	9-12	M	This code must be a valid 4-digit SCAC identifier or a valid 3-character Air Waybill Prefix. For in-bonds created as a result of a withdrawal from a FTZ or bonded warehouse, the Facilities Information Resources Management (FIRMS) code of the FTZ or bonded warehouse may be used in lieu of the SCAC. It must match the FIRMS code in QP20, 'Foreign Trade Zone FIRMS Code'. Left justified.	1



<b>Record Identifier QP30 (Input)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Issuer Sequence of <u>Simple/Regular/</u> Master Bill of Lading	12AN	13-24	M	The <u>simple/regular</u> /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 special characters. For in-bonds created as a result of a withdrawal from a FTZ or bonded warehouse the bill number must not be already on file. For Air, this is the 8-digit Air Waybill Serial Number.	1
Issuer Code of House Bill	4AN	25-28	C	<u>This field is reserved for future use.—For Ocean House Bill Release, this field is required if the House Bill Number is provided. Otherwise,</u> Space fill.	
House Bill Number	12AN	29-40	C	<u>For an in-bond request at the house bill level, this is <del>The</del> the house bill number as listed on the manifest. Left justify. Used <del>only</del> for Air, and Ocean when Ocean House Bill Release goes into effect. This field is required if the Issuer Code of House Bill is provided.</u>	1
Issuer of Sub-House Bill Number	4AN	41-44	C	This field is reserved for future use. Space fill.	
Sub-house Bill Number	12AN	45-56	C	This field is reserved for future use. Space fill.	
Previous In-bond Number	12AN	57-68	C	The number identifying the previous in-bond movement. If the in-bond number is less than 12 positions, it is left justified. Do not include spaces, hyphens, slashes, or other special characters. For in-bonds created as a result of a withdrawal from a FTZ or bonded warehouse this field must be blank.	2
In-Bond Quantity	10N	69-78	C	When creating the Bill of Lading, the quantity is provided in the QP40 and this field will not be validated.  Space fill for Air in-bonds  When adding an in-bond to an existing Bill of Lading, this field is used when the in-bond quantity is less than the full Bill quantity of the previously transmitted Bill of Lading. If not provided, the in-bond quantity will automatically be assumed to be full Bill quantity.	2



Record Identifier QP30 (Input)					
Data Element	Length/ Class	Position	Desig	Description	Note
Filler	2AN	79-80	M	Space fill.	

**Note 1:**

When the FTZ flag in the QP10 record is set this information will relate to the move out of the FTZ or bonded warehouse. Do not reference the original importation or any in-bond moves that brought the cargo to the FTZ.

A 2-character IATA Airline Designator ending with a number 0-9 is not accepted by Air AMS for flight identification. Use the ICAO three letter designator. Do not use substitute Census abbreviations \*U, \*C or \*F.

Do not confuse the issuer of the bill with the importing carrier. UNKN is not acceptable.

The QP can only be used to post an in-bond to the airway bill at the simple or house level. Submission of the QP with a master bill requires the house bill to be reported in the QP. If no house bill is included when a master bill is listed, the filer will receive a rejection of the QP.

**Note 2:**

These fields are not required for QP30 Action Code ‘D’ Delete Bill Data.

Full bill quantity is required for all Air in-bonds, partial quantities are not permitted for air shipments.

When Ocean House Bill Release goes into effect, full bill quantity is also required for Ocean in-bond requests at the Master bill level. Full or Partial bill quantity in-bonds are allowed at the lowest level, i.e. regular or house bill level in the Ocean environment.



## Record Identifier QP32 (Input)

This is an optional input record used to specify secondary notify parties. In order to receive status notifications, the submitter must nominate themselves as an SNP by placing their ABI Routing Code in one of the QP32 Secondary Notify Party Code Fields.

<b>Record Identifier QP32 (Input)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 32.	
Secondary Notify Party Code	9AN	3-11	M	A code representing the first secondary notify party.	1
Secondary Notify Party Code	9AN	12-20	O	A code representing the second secondary notify party.	1
Secondary Notify Party Code	9AN	21-29	O	A code representing the third secondary notify party.	1
Secondary Notify Party Code	9AN	30-38	O	A code representing the fourth secondary notify party.	1
Filler	42AN	39-80	M	Space fill.	

### Note 1:

If the second notify party (SNP) code is a Standard Alpha Carrier Code (SCAC), left justify. The SCAC must be automated in ACE before a message will be sent. A FIRMS code may be used in lieu of the SCAC. When Ocean House Bill Release goes into effect, a non-automated FIRMS code will be acceptable as a Second Notify Party code.

If the SNP is an ABI filer, the format must be NNNNXXXNN where NNNN is the Schedule D Code representing the USCBP port of the second notify party; XXX is the filer code; and NN is the office code, if used by that filer. When identifying a filer, it must be one that participates in QP in-bond before a message will be sent.

**NOTE: CATAIR filers must include themselves as an SNP in the QP32 record in order to receive status notifications.**



## Record Identifier QP33 (Input)

This is a conditional in-bond input record used to report additional reference identifiers associated to the shipment. In some instances use is mandatory to report data related to border security and homeland defense. This record may be used up to 999 times per QP10 record set.

<b>Record Identifier QP33 (Input)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 33.	
Qualifier	3AN	3-5	M	A code of up to three alpha/numeric characters indicating the type of Reference Identifier.	1
Reference Identifier	30AN	6-35	M	Reference identification as defined for a particular qualifier.	2
Filler	45AN	36-80	M	Space fill.	

### Note 1:

The following qualifier codes may be used to define the reference identifier:

<b>Code</b>	<b>Description</b>
<b>2K</b>	Food and Drug Administration (FDA) Product Type
<b>BL</b>	Government Bill of Lading
<b>BM</b>	Bill of Lading Number
<b>BN</b>	Booking Number
<b>CG</b>	Consignee's Order Number
<b>CN</b>	Carrier's Reference Number (PRO/Invoice)
<b>CO</b>	Customer Order Number
<b>CR</b>	Customer Reference Number
<b>CSK</b>	Schedule K
<b>CUB</b>	USCBP Bill of Lading Number
<b>CX</b>	Consignment Classification ID
<b>ED</b>	Export Declaration
<b>FEN</b>	Foreign Entry Number (Pedimento)
<b>FN</b>	Forwarder's/Agent's Reference Number
<b>FP</b>	Forestry Permit Number
<b>GB</b>	Grain Block Number
<b>GR</b>	Grain order Reference Number
<b>HS</b>	Harmonized Code System (Used when the shipment is not an IE or T&E movement, or if the HS code received from the shipper is greater than 6 digits)
<b>IN</b>	Consignee's Invoice Number
<b>LT</b>	Lot Number



**Note 1 - Continued:**

<b>Code</b>	<b>Description</b>
<b>MA</b>	Ship Notice/Manifest Number (Used for the Automotive ASN Number)
<b>MB</b>	Master Bill of Lading
<b>OM</b>	Ocean Manifest
<b>OW</b>	Service Order Number
<b>PK</b>	Packing List Number
<b>PN</b>	Permit Number
<b>PO</b>	Purchase Order Number
<b>RC</b>	Rail Routing Code (Used by Automotive Manufacturers and Brokers)
<b>S7</b>	Stack Train Identification
<b>SI</b>	Shipper's Identifying Number for Shipment (SID)
<b>SO</b>	Shipper's Order (Invoice Number)
<b>ST</b>	Store Number
<b>SW</b>	Seller's Sale Number
<b>UT</b>	Unit Train
<b>VA</b>	Vessel Agent Number
<b>WU</b>	Vessel
<b>WY</b>	Waybill Number
<b>XC</b>	Cargo Control Number
<b>XP</b>	Previous Cargo Control Number
<b>ZE</b>	Coal Authority Number
<b>ZZ</b>	Mutually Defined

**Note 2:**

The QP33 record is also used to report the Mexican Pedimento Number ('FEN', Foreign Entry Number). The Mexican Pedimento Number is 15 numeric characters, left justified in the QP33 record positions 6 to 20. There should be no embedded hyphens, dashes or other special characters. The required format for a Mexican Pedimento Number is as follows:

- yyppbbbbddddd, where
- yy - the last two digits of a year
  - pp - the Mexican customs port code
  - bbbb - the Mexican broker code
  - dddddd - the document number



## Record Identifier QP40 (Input)

This is a conditional input record used in the QP Long transaction to transmit manifest and bill of lading data associated with the in-bond. This record is required for bills of lading contained in the in-bond transaction which were not imported. It must not be transmitted when adding an in-bond to a previously reported Bill of Lading. If required, this record must immediately follow a QP30, 32 or 33 record.

This record is required for in-bond moves from a Foreign Trade Zone or bonded warehouse. When reporting in-bond moves from a Foreign Trade Zone or bonded warehouse all carriers are non-automated and the filer must provide full bill of lading information related to the movement out of the facility. Do not use the original import bill.

<b>Record Identifier QP40 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 40.	
Foreign Port of Lading	5N	3-7	M	The Schedule K or Special K code representing the foreign port in which the cargo was laden on board the importing conveyance. Refer to the ACE Ocean Appendix F for valid foreign port codes.	1
Manifest Quantity	10N	8-17	M	A value greater than zero representing the total number of pieces on the bill of lading. For example, if there are 10 cartons and 10 bales on one bill, insert the number 20. Use the smallest exterior package unit. Piece count units are given in the 71 record. The sum of all 71 record piece counts for the bill must equal the amount in this field.	
Manifest Units	5X	18-22	M	A code representing the manifest unit of measure. Refer to the ACE Ocean Appendix N for valid manifest units of measure.	
Weight	10N	23-32	M	A value greater than zero representing the gross weight. Input only whole numbers; no decimals or fractions.	
Weight Unit	2A	33-34	M	A code representing the unit of measure. Valid codes are:  LB = Pounds KG = Kilograms LT = Long Ton ST = Short Ton ET = Metric Ton MT = Measurement Ton	



<b>Record Identifier QP40 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Volume	10N	35-44	O	A value representing the shipment's volume. No decimals.	
Volume Unit	2A	45-46	C	<p>A code representing the unit of volume. This data element is required if the Volume data element is provided. Valid codes are:</p> <p>BB = Barge            CC = Cubic Centimeters            DD = Cord            CF = Cubic feet            CM = Cubic meters            FF = 100 Board Feet            GG = Gallons            HH = Hundreds of Measurement Tons            LL = Load            MM = Cubic Decimeters            NN = Cubic Inches            RR = Car            SS = Measurement Ton            TT = Container            UU = Volumetric Unit            VV = Liter</p>	
Place of Pre-receipt	17X	47-63	O	A valid city or country name in which the carrier first took possession of the cargo destined to the U.S. This field is required for paperless manifest participants.	
Filler	17AN	64-80	M	Space fill.	





**Note 1:**

When the FTZ flag in QP10 is set to ‘Y’ use ‘99999’ for the foreign port of lading. This is the only circumstance when ‘99999’ may be used.

The following codes are to be used when cargo was laden on the importing railroad or truck at an inland location. These codes are to be used only for in-bond:

**Canadian Provinces**

<b>Code</b>	<b>Description</b>	<b>Code</b>	<b>Description</b>
<b>80101</b>	Alberta	<b>80108</b>	Quebec
<b>80102</b>	Manitoba	<b>80109</b>	Nova Scotia
<b>80103</b>	Saskatchewan	<b>80110</b>	New Brunswick
<b>80104</b>	Northwest Territories	<b>80111</b>	Prince Edward Island
<b>80105</b>	Yukon	<b>80112</b>	Newfoundland
<b>80106</b>	British Columbia	<b>80113</b>	Nunavut
<b>80107</b>	Ontario		

**Mexican States**

<b>Code</b>	<b>Description</b>	<b>Code</b>	<b>Description</b>
<b>97101</b>	Aguascalientes	<b>97117</b>	Mexico
<b>97102</b>	Baja California Norte	<b>97118</b>	Navarit
<b>97103</b>	Baja California Sur	<b>97119</b>	Nuevo Leon
<b>97104</b>	Chihuahua	<b>97120</b>	Oaxaca
<b>97105</b>	Colima	<b>97121</b>	Puebla
<b>97106</b>	Campeche	<b>97122</b>	Quintana Roo
<b>97107</b>	Coahuila	<b>97123</b>	Queretaro
<b>97108</b>	Chiapas	<b>97124</b>	Sinaloa
<b>97109</b>	Distrito Federal	<b>97125</b>	San Luis Potosi
<b>97110</b>	Durango	<b>97126</b>	Sonora
<b>97111</b>	Guerrero	<b>97127</b>	Tabasco
<b>97112</b>	Guanajuato	<b>97128</b>	Tlaxcala
<b>97113</b>	Hidalgo	<b>97129</b>	Tamaulipas
<b>97114</b>	Jalisco	<b>97130</b>	Veracruz
<b>97115</b>	Michoacan	<b>97131</b>	Yucatan
<b>97116</b>	Morelos	<b>97132</b>	Zacatecas



## Record Identifier QP50 (Input)

This is a conditional input record used in the QP Long transaction to transmit the foreign shipper's name and the first line of the address, exactly as they appear on the bill of lading. This record is required for bills of lading contained in the in-bond transaction which were not imported. It must not be transmitted when adding an in-bond to a previously reported Bill of Lading. If required, this record must immediately follow a QP40 record

This record is required for in-bond moves from a Foreign Trade Zone or bonded warehouse. When reporting in-bond moves from a Foreign Trade Zone or bonded warehouse all carriers are non-automated and the filer must provide full bill of lading information related to the movement out of the facility. Do not use the original import bill.

<i>Record Identifier QP50 (Input)</i>					
Data Element	Length/ Class	Position	Desig	Description	Note
Record Type	2N	1-2	M	Must always equal 50.	
Foreign Shipper Name	35X	3-37	M	A valid foreign shipper name.	1
Foreign Shipper Address, Line 1	35X	38-72	M	A representation of the first line of the foreign shipper's address; or just the city and country if that is the only information available.	1
Filler	8AN	73-80	M	Space fill.	

### Note 1:

When the FTZ flag in the QP10 record is set, report information related to the company shipping cargo out of the FTZ or bonded warehouse.



### Record Identifier QP51 (Input)

This is an optional input record used in the QP Long transaction to transmit lines two and three of the foreign shipper's address. This data must be transmitted exactly as it appears on the bill of lading. If used, this record must immediately follow a QP50 record.

<i>Record Identifier QP51 (Input)</i>					
Data Element	Length/ Class	Position	Desig	Description	Note
Record Type	2N	1-2	M	Must always equal 51.	
Foreign Shipper Address, Line 2	35X	3-37	M	The second line of the foreign shipper's address, if available.	1
Foreign Shipper Address, Line 3	35X	38-72	O	The third line of the foreign shipper's address, if available.	1
Filler	8AN	73-80	M	Space fill.	

#### Note 1:

When the FTZ flag in the QP10 record is set, report information related to the company shipping cargo out of the FTZ or bonded warehouse.



## Record Identifier QP52 (Input)

This is an optional input record used in the QP Long transaction to transmit the telephone or telex number of the foreign shipper. This data must be transmitted exactly as it appears on the bill of lading. If used, this record must immediately follow a QP51 record.

<b>Record Identifier QP52 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 52.	
Foreign Shipper Telephone or Telex Number	35X	3-37	M	The telephone or telex number of the foreign shipper, if available. Place the word <i>TELEX</i> before the telex number. For the telephone number, insert only the number. In lieu thereof, this field may contain a fourth line of the foreign shipper's address. When the FTZ flag is set, report information related to the company shipping cargo out of the zone.	
Filler	43AN	38-80	M	Space fill.	



## Record Identifier QP55 (Input)

This is a conditional input record used in the QP Long transaction to transmit the consignee's name and the first line of the address, exactly as they appear on the bill of lading. This record is required for bills of lading contained in the in-bond transaction which were not imported. It must not be transmitted when adding an in-bond to a previously reported Bill of Lading. If required, this record must immediately follow the last record of the foreign shipper data (QP50, 51 or 52 records.)

This record is required for in-bond moves from a Foreign Trade Zone or bonded warehouse. When reporting in-bond moves from a Foreign Trade Zone or bonded warehouse all carriers are non-automated and the filer must provide full bill of lading information related to the movement out of the facility. Do not use the original import bill.

<i>Record Identifier QP55 (Input)</i>					
Data Element	Length/ Class	Position	Desig	Description	Note
Record Type	2N	1-2	M	Must always equal 55.	
Consignee Name	35X	3-37	M	A valid consignee name.	1
Consignee Address, Line 1	35X	38-72	M	The first line of the consignee's address; or just the city and country if that is the only information available.	1
Filler	8AN	73-80	M	Space fill.	

### Note 1:

When the FTZ flag in the QP10 record is set, report information related to the consignee of the cargo coming out of the FTZ or bonded warehouse.



## Record Identifier QP56 (Input)

This is an optional input record used in the QP Long transaction to transmit lines two and three of the consignee's address. This data must be transmitted exactly as it appears on the bill of lading. If used, this record must immediately follow a QP55 record.

<b>Record Identifier QP56 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 56.	
Consignee Address, Line 2	35X	3-37	M	The second line of the consignee's address, if available.	1
Consignee Address, Line 3	35X	38-72	O	The third line of the consignee's address, if available.	1
Filler	8AN	73-80	M	Space fill.	

### Note 1:

When the FTZ flag in the QP10 record is set, report information related to the consignee of the cargo coming out of the FTZ or bonded warehouse.



## Record Identifier QP57 (Input)

This is an optional input record used in the QP Long transaction to transmit the telephone or telex number of the consignee. This data must be transmitted exactly as it appears on the bill of lading. If used, this record must immediately follow a QP56 record.

<b>Record Identifier QP57 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 57.	
Consignee Telephone or Telex Number	35X	3-37	M	The telephone or telex number of the consignee, if available. Place the word telex before the telex number. For the telephone number, insert only the number. In lieu thereof, this field may contain a fourth line of the address. When the FTZ flag in the QP10 record is set, report information related to the consignee of the cargo coming out of the FTZ or bonded warehouse.	
Filler	43AN	38-80	M	Space fill.	



## Record Identifier QP60 (Input)

This is a conditional input record used in the QP Long transaction to transmit the notify party's name and the first line of the address, exactly as it appears on the bill of lading. This record is used only for bills of lading that were not imported or have not been accepted in a previous in-bond transaction. Otherwise, this record is not required and should not be transmitted. If used, this record must immediately follow the last record of the consignee data (QP55, 56 or 57 record).

<b>Record Identifier QP60 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 60.	
Notify Party Name	35X	3-37	M	A valid notify party name.	1
Notify Party Address, Line 1	35X	38-72	M	The first line of the notify party's address; or just the city and country if that is the only information available.	1
Filler	8AN	73-80	M	Space fill.	

### Note 1:

When the FTZ flag in the QP10 record is set, report information related to the notify party of the cargo coming out of the FTZ or bonded warehouse.





## Record Identifier QP61 (Input)

This is an optional input record used in the QP Long transaction to transmit lines two and three of the notify party's address. This data must be transmitted exactly as it appears on the bill of lading. If used, this record must immediately follow a QP60 record.

<b>Record Identifier QP61 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 61.	
Notify Party Address, Line 2	35X	3-37	M	The second line of the notify party's address, if available.	1
Notify Party Address, Line 3	35X	38-72	O	The third line of the notify party's address, if available.	1
Filler	8AN	73-80	M	Space fill.	

### Note 1:

When the FTZ flag in the QP10 record is set, report information related to the notify party of the cargo coming out of the FTZ or bonded warehouse.



## Record Identifier QP62 (Input)

This is an optional input record used in the QP Long transaction to transmit the telephone or telex number of the notify party. This data must be transmitted exactly as it appears on the bill of lading. If used, this record must immediately follow a QP61 record.

<b>Record Identifier QP62 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 62.	
Notify Party Telephone or Telex Number	35X	3-37	M	The telephone or telex number of the notify party, if available. Place the word telex before the telex number. For the telephone number, insert only the number. In lieu thereof, this field may contain a fourth line of the notify party's address. When the FTZ flag in the QP10 record is set, report information related to the notify party of the cargo coming out of the FTZ or bonded warehouse.	
Filler	43AN	38-80	M	Space fill.	



## Record Identifier QP65 (Input)

This is a conditional input record used in the QP Long transaction to transmit the container numbers and seal numbers associated with the bill of lading. This record is required for bills of lading contained in the in-bond transaction which were not imported. It must not be transmitted when adding an in-bond to a previously reported Bill of Lading.

This record is required for in-bond moves from a Foreign Trade Zone or bonded warehouse. When reporting in-bond moves from a Foreign Trade Zone or bonded warehouse all carriers are non-automated and the filer must provide full bill of lading information related to the movement out of the facility. Do not use the original import bill.

Transmit as many QP65 records as necessary to report all container and seal numbers that exist per bill of lading. Quantities for each container are calculated from the Bill Cargo Description in the QP71 record. This record must precede the QP70, 71, 72, 75 and 76 records that describe the commodities associated with a container. This record may be repeated up to 999 times per bill.

<b>Record Identifier QP65 (Input)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 65.	
Container Number	14AN	3-16	M	A valid container/equipment number associated with a bill of lading number exactly as it physically appears on the container. Indicate NC for non-containerized freight. Neither an identical container number nor the designation 'NC' should be repeated within the same bill.	
Seal Number 1	15AN	17-31	C	A valid exporter/carrier seal number associated with the container.	
Seal Number 2	15AN	32-46	C	A valid exporter/carrier seal number associated with the container.	
Container Description Code	2AN	47-48	C	Type of container or equipment used for shipment. Refer to ACE Ocean Appendix I for valid Container Description Codes.	
Filler	32AN	49-80	M	Space fill.	

## Record Identifier QP70 (Input)

This is a conditional input record used in the QP Long transaction to transmit the Harmonized Tariff Schedule number associated with cargo reported in the preceding container data (record QP65). This record should only be used for bills of lading contained in the in-bond transaction which were not imported. It must not be transmitted when adding an in-bond to a previously reported Bill of Lading. This record is mandatory for T&E or IE in-bond moves from a Foreign Trade Zone or bonded warehouse. Under these conditions this record is required only for T&E or IE in-bond movements (type 62 or 63, as reported in the QP10 record).

If the description in the QP71 record which immediately follows this record continues into additional QP71 records, and the commodity is unchanged, it is not necessary to repeat the QP70 record. If the commodity is different in the second of subsequent QP71 records, a new QP70 record with that new commodity's Harmonized Tariff Schedule number, commodity value and net weight information should be submitted. If different Harmonized Tariff Schedule numbers describe a single commodity, multiple QP70 records, each with a different Harmonized Tariff Schedule number, may be grouped before a QP71 record.

<b>Record Identifier QP70 (Input)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 70.	
Harmonized Number	10N	3-12	M	The 10 character code located in the <i>Harmonized Tariff Schedule of the United States Annotated</i> which represents the tariff number or Harmonized Tariff Schedule B that represents the commodity export. The HTS number will be reported at a minimum of 6-positions. Left justify the number and fill any remaining positions with spaces.  On import manifests, the Harmonized Code is mandatory for in-bond entry types 62 (T&E) and 63 (IE).	
Filler	1AN	13-13	M	Space fill.	
Value	8N	14-21	M	A value greater than zero, in whole dollars, of the commodity. Twenty dollars per kilo may be used if the value is unknown. No decimals.	
Weight	10N	22-31	M	A value greater than zero representing the net weight <del>in pounds or kilos</del> of the commodity. No decimals.	



<b>Record Identifier QP70 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Weight Unit	2A	32-33	M	A code representing the unit of measure. Valid codes are:  LB = Pounds KG = Kilograms LT = Long Ton ST = Short Ton ET = Metric Ton MT = Measurement Ton	
Filler	47AN	34-80	M	Space fill.	



## Record Identifier QP71 (Input)

This is a conditional input record used in the QP Long transaction to transmit the description of the cargo. This record is required for bills of lading contained in the in-bond transaction which were not imported. It must not be transmitted when adding an in-bond to a previously reported Bill of Lading.

This record is required for in-bond moves from a Foreign Trade Zone or bonded warehouse. When reporting in-bond moves from a Foreign Trade Zone or bonded warehouse all carriers are non-automated and the filer must provide full bill of lading information related to the movement out of the facility. Do not use the original import bill.

This record may be repeated up to 999 times per Bill Container (65) record.

<b>Record Identifier QP71 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 71.	
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 is the number of the smallest exterior package unit. A carton, box, bag, or crate are examples of smallest exterior packaging, a pallet and container are not. This field is mandatory for the first of multiple 71 records.	1
Description	45X	13-57	M	A description of the cargo. Multiple description lines may be used for one container (65) record.	
Manifest Unit Code	3AN	58-60	O	A code representing the manifest unit of measure - the smallest package unit for the bill of lading. Refer to ACE Ocean Appendix N for valid manifest unit codes.	
Filler	20AN	61-80	M	Space fill.	

### Note 1:

If there is more than one line of description for a container, each 71 record should contain an entry in the piece count giving the quantity for that record only. USCBP computes the container quantity by totaling the 71 records.



**Note 1 - Continued:**

Alternately, the first 71 record's piece count may contain the total piece count for the entire container with subsequent description piece counts embedded in the description. For example, 9 cartons plastic toys, 5 bales textile pieces, 7 coils steel wire. The quantity for this container is 21 pieces.

The total amount in all piece count fields in all 71 records must equal the amount in the manifest quantity field on the associated 40 record.



## Record Identifier QP72 (Input)

This is a conditional input record used in the QP Long transaction to specify information regarding marks and numbers. This record is required for bills of lading contained in the in-bond transaction which were not imported. It must not be transmitted when adding an in-bond to a previously reported Bill of Lading.

This record is required for in-bond moves from a Foreign Trade Zone or bonded warehouse. When reporting in-bond moves from a Foreign Trade Zone or bonded warehouse all carriers are non-automated and the filer must provide full bill of lading information related to the movement out of the facility. Do not use the original import bill.

Repeat this record up to 999 times per Bill Container (65) record

<b>Record Identifier QP72 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 72.	
Marks and Numbers	45X	3-47	M	The written description of the symbols and markings that are on the outside of the packaging.	
Filler	33AN	48-80	M	Space fill.	





## Record Identifier QP75 (Input)

This is a conditional input record used in the QP Long transaction to specify information relative to hazardous materials, as defined in Title 49 Code of Federal Regulations. This record is should only be used for bills of lading contained in the in-bond transaction which were not imported. It must not be transmitted when adding an in-bond to a previously reported Bill of Lading. This record is mandatory for in-bond moves of hazardous material from a Foreign Trade Zone or from a bonded warehouse. Otherwise, this record is not required and should not be transmitted. This record may be repeated up to 99 times per container.

<b>Record Identifier QP75 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 75.	
Hazardous Material Code	10X	3-12	M	A code representing the identification number assigned to the hazardous material.	1
Hazardous Material Class	4X	13-16	O	A code representing the hazardous class or division designated for the material in the International Maritime Dangerous Goods (IMDG) code.	
Hazardous Material Code Qualifier	1X	17	O	A code which describes the hazardous material class.	2
Hazardous Material Description	30AN	18-47	O	The proper shipping name of the material designated as hazardous.	
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.	
Flashpoint Temperature	3N	72-74	O	A code representing the lowest temperature at which the vapor of a hazardous combustible liquid will ignite in the air. When provided, the Flashpoint Temperature must be a whole number. No decimals.	
Unit of Measure Code	2X	75-76	O	A code representing the basic unit of measurement (UOM) for the flashpoint temperature. This is always CE = Degrees Centigrade/Celsius.	
Negative Indicator	1A	77	O	A code of <i>N</i> is used when a flashpoint temperature is negative, that is, below 0 degrees Centigrade/Celsius.	
Filler	3AN	78-80	M	Space fill.	



**Note 1:**

The codes preceded by UN are associated with descriptions considered appropriate for international shipments as well as domestic shipments. Those preceded by NA are associated with descriptions that are not recognized for international shipments except those to and from Canada.

**Note 2:**

Valid codes for hazardous materials are:

<b>Code</b>	<b>Description</b>
<b>4</b>	46 Level DOT Code
<b>6</b>	Airline Tariff 6D
<b>9</b>	Title 49 Code of Federal Regulations
<b>A</b>	International Civil Aviation
<b>D</b>	Hazardous Materials ID DOT
<b>E</b>	Endorsement
<b>F</b>	Air Force Regulation 71-4
<b>I</b>	International Maritime Organization (IMO) Code
<b>R</b>	Bureau of Explosives 600-A (rail)
<b>U</b>	United Nations



### Record Identifier QP76 (Input)

This is a conditional input record used in the QP Long transaction to specify free form hazardous descriptive data in addition to the information provided in the QP75 record. This record is should only be used for bills of lading contained in the in-bond transaction which were not imported. It must not be transmitted when adding an in-bond to a previously reported Bill of Lading. There may be two QP76 records per QP75 record.

<b>Record Identifier QP76 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 76.	
Hazardous Material Description	29X	3-31	C	Material name, special instructions and/or phone number if any.	
Hazardous Material Classification	30X	32-61	C	Free form description of hazardous material classification or division of label requirements.	
Filler	19AN	62-80	M	Space fill.	



## Record Identifier QT95 (Output)

This is a mandatory output record used to provide information related to the acceptance or rejection of the in-bond and/or bill of lading data.

<b>Record Identifier QT95 (Output)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 95.	
Narrative Message Type Code	2N	3-4	M	A code representing the type of narrative message. Valid codes are:  01 = Data Rejection (Error) 02 = Data Acceptance 03 = Data Acceptance with Warning	
Narrative Message Identifier	3AN	5-7	M	A code identifying the narrative message.	
Filler	1AN	8	M	Space fill.	
Narrative Message	39X	9-47	M	A narrative message indicating the acceptance or rejection of the input data.	
Filler	33AN	48-80	M	Space fill.	



## Record Identifier WP10 (Input)

This is a mandatory input record used to notify USCBP of an in-bond arrival, export, or to transfer bond liability. It can be used to update QP in-bonds for ocean, rail, air and truck modes of transport and ‘V’ paperless in-bonds initiated by ocean, rail, or truck participants.

<b>Record Identifier WP10 (Input)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 10.	
Action Code	1AN	3	M	A code representing the action to be taken.	1
In-bond Number	12AN	4-15	C	The number identifying the in-bond movement. If the in-bond number is less than 12 positions, left justify. The only two acceptable formats are the conventional 9-digit numeric in-bond number or the ‘V’ paperless in-bond number used by automated ocean and rail carriers. Do not include spaces, hyphens, slashes or other special characters. This code is mandatory for Action Codes <i>I, 3, 5, 7, A, and Z.</i>	2
Issuer Code of <u>Simple/Regular/</u> Master Bill of Lading	4AN	16-19	C	A code representing the Standard Carrier Alpha Code (SCAC) of the party who actually issued the ocean bill of lading. Do not confuse the issuer of the bill with the operator of the vessel. This data element is mandatory when using Action Codes <i>2, 3, 6, and 7.</i>  In creating an in-bond movement from a withdrawal from an FTZ or bonded warehouse the FIRMS code of the FTZ or bonded warehouse may be used in lieu of the SCAC of the carrier, if the carrier has no SCAC.  For Air, this is the 3 character Air Waybill Prefix.	
<u>Simple/Regular/</u> Master Bill of Lading	12AN	20-31	C	The <u>simple/regular/</u> master bill number as listed on the manifest. If the number is less than 12 positions, left justify. Do not include spaces, slashes or other special characters. This code is mandatory for Action Codes <i>2, 3, 6, and 7.</i>  For Air, this is the 8-digit Air Waybill Serial Number.	



<b>Record Identifier WP10 (Input)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Issuer Code of House Bill of Lading	4AN	32-35	C	<del>This field is reserved for future use. For Ocean House Bill Release, this field is populated if the in-bond request is for the house bill level. Otherwise, Space fill.</del>	
House Bill of Lading	12AN	36-47	C	The house bill number as listed on the manifest. Left justify. <del>Only used for Air, or Ocean for Ocean House Bill Release, if the in-bond request is for the house bill level.</del>	
FIRMS Location on In-Bond Arrival	4AN	48-51	C	For Action Code of '1', '2', or '3', the Facilities Information and Resource Management Systems (FIRMS) Code <i>must be reported</i> . The FIRMS location must be on file and match the Port of In-bond Arrival given in the CBP Port field. <i>Not required for an Air in-bond arrival.</i>	
Filler	12AN	52-63	M	Space fill.	
Container Number	14AN	64-77	C	A valid container number exactly as it physically appears on the container. The container number is mandatory for Action Codes 3, and 7. Not required for Air.	
Filler	3AN	78-80	M	Space fill.	

**Note 1:**

Valid action codes are:

<b>Code</b>	<b>Description</b>
<b>1</b>	Arrive entire in-bond at destination.
<b>2</b>	Arrive bill of lading at destination (the In-bond must be arrived at the In-bond level (Action Code 1) when multiple In-bonds exist against the Bill).
<b>3</b>	Arrive container/equipment at destination (the In-bond must be arrived at the In-bond level (Action Code 1) when multiple In-bonds exist against the Bill). Do not use if cargo is not containerized. Not used for Air.
<b>5</b>	Export entire in-bond from destination.
<b>6</b>	Export bill of lading from destination port (the In-bond must be exported at the In-bond level (Action Code 5) when multiple In-bonds exist against the Bill).
<b>7</b>	Export container/equipment from destination port (the In-bond must be exported at the In-bond level (Action Code 5) when multiple In-bonds exist against the Bill). Do not use if cargo is not containerized. Not used for Air.
<b>A</b>	Transfer of in-bond liability for entire in-bond. Not used for Air.



**Z**                      Diversion request

Type IT '61', in-bond needs only to be arrived. Type T&E '62', must first be arrived, and then must be exported. Type IE '63', in-bond needs only to be exported.

**Note 2:**

There have been air trade entities identified as high volume in-bond number users and in order to provide the range of in-bond numbers required for them the nine digit number check digit has been changed to the MOD-7 to add a plus one, two or three. If not identified as one of these large volume in-bond number users utilize the format documented for a 9-digit in-bond control number is included, it also must have a valid MOD-7 check digit as the final digit of the number and may not be re-used until ACE has archived the in-bond control record referencing that number.



## Record Identifier WP20 (Input)

This is a mandatory record used to notify USCBP of an in-bond arrival, export, or to transfer bond liability.

<b>Record Identifier WP20 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 20.	
Date	6N	3-8	M	A date in YYMMDD (year, month, day) format representing the date of actual arrival or export at the destination port or the date of transfer of in-bond liability.	
Time	6N	9-14	M	A time in HHMMSS (hour, minute, second) 24 hour clock format representing the time of actual arrival or export at the destination port or the time of transfer of in-bond liability.	
Port of Arrival	4N	15-18	C	The Schedule D code representing the USCBP port of destination for the in-bond movement, bill of lading/air waybill or container. This code is mandatory for action codes <i>I</i> , <i>2</i> , <i>3</i> , or <i>Z</i> as reported in Record Identifier 10. For action code <i>Z</i> , this field represents the new port of destination for the in-bond movement.	
In-bond Carrier Code	4X	19-22	C	A code representing the Standard Carrier Alpha Code (SCAC) of the in-bond carrier assuming liability for the in-bond movement. This code is mandatory for action code <i>A</i> as reported in Record Identifier 10.	
Bonded Carrier ID	12X	23-34	C	A code representing the identification (ID) number of the bonded carrier assuming liability for the in-bond movement. (Also referred to as the importer number or IRS number). Include any embedded hyphens. This code is mandatory for Action Codes <i>A</i> or <i>Z</i> as reported in Record Identifier 10.	1
City Name	19AN	35-53	C	The name of the city where the transfer of liability occurs. The city name is mandatory for Action Codes <i>A</i> as reported in Record Identifier 10.	
State Code	2A	54-55	C	If a city name is supplied, the corresponding state code must also be provided.	





<b>Record Identifier WP20 (Input)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Export MOT	2N	56-57	O	The mode of transportation (MOT) code of the exporting conveyance. Only for Code 10 and 11 = Vessel. Optional for Action Codes 5, 6, or 7.	2
Export Conveyance	23AN	58-80	O	The name of the exporting conveyance. Optional for Action Codes 5, 6, or 7.	2

**Note 1:**

Valid formats for the In-bond Carrier Identification codes are:

<b>NN-NNNNNNXX</b>	Internal Revenue Service (IRS) Number
<b>YYDDPP-NNNN</b>	USCBP Assigned Number
<b>NNN-NN-NNNN</b>	Social Security Number

In these codes, *N* = number, *X* = alphanumeric, *YY* = the last two digits of the calendar year when the number is assigned, *DDPP* = the port code where the number is assigned and *C* = character.

**Note 2:**

If either Export Conveyance or Export MOT is provided for message codes 5, 6, or 7, then both of these fields must be populated.

## Record Identifier WT95 (Output)

This is a mandatory output record used to provide information related to the acceptance or rejection of the in-bond arrival, departure, export, or transfer of bond liability. This record is repeated as often as necessary.

<b>Record Identifier WT95 (Output)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 95.	
Narrative Message Type Code	2N	3-4	M	A code representing the type of narrative message. Valid codes are:  01 = Data Rejection (Error) 02 = Data Acceptance 03 = Data Acceptance with Warning	
Narrative Message Identifier	3AN	5-7	M	A code identifying the narrative message.	
Filler	1AN	8	M	Space fill.	
Narrative Message	39X	9-47	M	A narrative message indicating the acceptance or rejection of the input data.	
Filler	33AN	48-80	M	Space fill.	



## Record Identifier NS05 (Output)

This is a conditional record used to provide conveyance information to ABI filers participating in the ocean, rail, or truck manifest systems. Either NS05 or NS10 will be returned. NS05 will be returned to the ABI filer nominated as Customs Broker.

<b>Record Identifier NS05 (Output)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2AN	1-2	M	Must always equal 05.	
Conveyance Name	23AN	3-25	M	The name which identifies the importing conveyance.	
Voyage/Trip Number	5N	26-30	M	The voyage/trip number.	
USCBP District/Port	4N	31-34	M	A code representing the USCBP district/port of arrival. See Schedule D in ACE Ocean Appendix E for valid district/port codes.	
Estimated Date of Arrival	6N	35-40	M	A date in YYMMDD (year, month, day) format representing the original scheduled date of arrival.	
Estimated Time of Arrival	6N	41-46	C	A time in HHMMSS (hour, minute, second) 24-hour clock format representing the estimated time of conveyance arrival. Eastern Standard/Daylight time will be returned.	
Filler	34AN	47-80	M	Space fill.	



## Record Identifier NS10 (Output)

This conditional output record contains the necessary header data to identify the in-bond for which the status information is being transmitted. Either NS05 or NS10 will be returned. NS10 will be returned to the ABI Filer for any status notifications associated with a QP In-bond.

<b>Record Identifier NS10 (Output)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 10.	
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)	
In-bond Number	12AN	5-16	M	The in-bond entry number. The only format currently used is the conventional 9 numeric in-bond number as listed on the CBPF-7512. This number is left justified and contains no embedded spaces, hyphens, slashes, or special characters.	2
U.S. Port of Destination	4N	17-20	M	The Schedule D code representing the USCBP 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. Refer to the ACE Ocean Appendix E for valid port codes.	
Foreign Destination	5N	21-25	C	The Schedule K code representing the foreign port of destination for T&E '62' or IE '63' entries. Space fill for IT '61' entries. Refer to the ACE Ocean Appendix F for valid foreign port codes.	1
Filler	55AN	26-80	M	Space fill.	

### Note 1:

The following codes are to be used when cargo was laden on the importing railroad or truck 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:



**Canadian Provinces**

Code	Description	Code	Description
80101	Alberta	80108	Quebec
80102	Manitoba	80109	Nova Scotia
80103	Saskatchewan	80110	New Brunswick
80104	Northwest Territories	80111	Prince Edward Island
80105	Yukon	80112	Newfoundland
80106	British Columbia	80113	Nunavut
80107	Ontario		

**Mexican States**

Code	Description	Code	Description
97101	Aguascalientes	97117	Mexico
97102	Baja California Norte	97118	Navarit
97103	Baja California Sur	97119	Nuevo Leon
97104	Chihuahua	97120	Oaxaca
97105	Colima	97121	Puebla
97106	Campeche	97122	Quintana Roo
97107	Coahuila	97123	Queretaro
97108	Chiapas	97124	Sinaloa
97109	Distrito Federal	97125	San Luis Potosi
97110	Durango	97126	Sonora
97111	Guerrero	97127	Tabasco
97112	Guanajuato	97128	Tlaxcala
97113	Hidalgo	97129	Tamaulipas
97114	Jalisco	97130	Veracruz
97115	Michoacan	97131	Yucatan
97116	Morelos	97132	Zacatecas

**Note 2:**

There have been air trade entities identified as high volume in-bond number users and in order to provide the range of in-bond numbers required for them the nine digit number check digit has been changed to the MOD-7 to add a plus one, two or three. If not identified as one of these large volume in-bond number users utilize the format documented for a 9-digit in-bond control number is included, it also must have a valid MOD-7 check digit as the final digit of the number and may not be re-used until ACE has archived the in-bond control record referencing that number.



## Record Identifier NS30 (Output)

This mandatory output record contains the notification information relating to a particular bill of lading. This record will be returned once.

<b>Record Identifier NS30 (Output)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
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. Refer to the ACE Ocean Appendix D <a href="#">or ACE Air Import Manifest Appendix A</a> for valid Disposition Codes.	
Issuer Code of <a href="#">Simple/Regular/</a> Master Bill Number	4AN	5-8	M	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. In an in-bond movement from a withdrawal from an FTZ or bonded warehouse, the FIRMS code of the FTZ or bonded warehouse may be returned in lieu of the SCAC of the carrier, if the carrier has no SCAC or if it is unknown.	
<a href="#">Simple/Regular/</a> Master Bill Number	12AN	9-20	M	The <a href="#">simple/regular/</a> master bill number as listed on the manifest. If the number is less than 12 positions, it is left justified. Will not include embedded spaces, hyphens, slashes or special characters.	
Issuer Code of House Bill Number	4AN	21-24	C	<del>This field is reserved for future use. For Ocean House Bill Release, this field is populated if the in-bond request is for the house bill level. Otherwise, Space fill.</del>	
House Bill Number	12AN	25-36	C	<del>This field is reserved for future use. For Ocean House Bill Release, this field is populated if the in-bond request is for the house bill level. Otherwise, Space fill.</del>	
Issuer Code of Sub-house Bill Number	4AN	37-40	C	This field is reserved for future use. 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 affected by the action indicated by the disposition code.	



<b>Record Identifier NS30 (Output)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Negative Indicator	1A	63	C	A code of <i>N</i> when a negative number is associated with a disposition code of <i>1A</i> , <i>1B</i> or <i>1C</i> ; otherwise, space fill.	
Action Date	6N	64-69	M	A date in YYMMDD (year, month, day) format representing the date on which the action was authorized by USCBP or another federal agency.	
Action Time	4N	70-73	M	A time in HHMM (hour, minute) 24-hour clock format representing the time that the release (or other posting action) was authorized. Eastern Standard/Daylight time will be returned.	
In-bond Carrier Code	4X	74-77	M	A code representing the Standard Carrier Alpha Code (SCAC) of the in-bond carrier. In an in-bond movement from a withdrawal from an FTZ or bonded warehouse, the FIRMS code of the FTZ or bonded warehouse may be used in lieu of the SCAC of the carrier, if the carrier has no SCAC or if it is unknown.	
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 returned, will immediately follow the associated NS30 record.

<b>Record Identifier NS40 (Output)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
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 USCBP entry number, form number, or a regulatory provision.	
District/Port of Transaction	4N	20-23	M	The Schedule D port code representing the location at which the action occurred.	
FIRMS Code	4AN	24-27	C	A Facilities Information and Resources Management Systems (FIRMS) code representing the location of the goods. If the FIRMS code is provided in NS30 for issuer code of master bill number and in-bond carrier code, it will match the FIRMS code provided here.	
Container Number	14AN	28-41	C	A valid container number associated with the bill of lading. The container number must reflect the number exactly as it physically appears on the container.	1
Filler	39AN	42-80	M	Space fill.	

### **Note 1:**

The NS40 Container Number field will be returned for ‘Container-level’ Status Notifications which are specific to a given Container for a Bill of Lading. When the NS40 Container Number field is not populated, then the Status Notification is assumed to apply to the entire Bill of Lading.





## 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.

<b>Record Identifier NS50 (Output)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Record Type	2N	1-2	M	Must always equal 50.	
Remarks	45X	3-47	M	This is a free form field that allows USCBP to return pertinent 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 (NS60) records for each bill status notification (NS30) record.

<b>Record Identifier NS60 (Output)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
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.	
Seal Number 1	15AN	18-32	C	A carrier seal number associated with the container.	
Seal Number 2	15AN	33-47	C	A carrier seal number associated with the container.	
Filler	33AN	48-80	M	Space fill.	



**RECORD DESCRIPTIONS FOR RECORDS RETURNED IN QT AND WT CONTROL RECORD AND EDI PROFILE REJECTS**

**Record Identifier EA (Output)**

This is a conditional transaction control header output record that provides error messages if the totals and the structure of the transmission are in error. If the file is not properly structured or if the totals in Record Identifier Y do not match those computed by the verification process, the transmission will not undergo further processing. This record is part of the EA/EB/EY/EZ transaction structure records.

When a participant elects not to receive error-free entry summary acknowledgment records (Record Identifier EC) and the entire block is error free, the EA Record used to transmit only header records.

<b>Record Identifier EA (Output)</b>					
<b>Data Element</b>	<b>Length/Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Control Identifier	1A	1	M	Must always equal E.	
Control Identifier of Input Record In Error	1A	2	M	Must always equal A.	
Narrative Message	40X	3-42	M	Provides a narrative explanation of the reject condition.	
Filler	38AN	43-80	M	Space fill.	



## Record Identifier EB (Output)

This is a conditional block control header output record that provides error messages if the totals and the structure of the transmission are in error. If the file is not properly structured or if the totals in Record Identifier Y do not match those computed by the verification process, the transmission will not undergo further processing. This record is part of the EA/EB/EY/EZ transaction structure records.

When a participant elects not to receive error-free entry summary acknowledgment records (Record Identifier EC) and the entire block is error free, the EB Record is used to transmit only header records.

<b>Record Identifier EB (Output)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Control Identifier	1A	1	M	Must always equal E.	
Control Identifier of Input Record In Error	1A	2	M	Must always equal B.	
Narrative Message	40X	3-42	M	Provides a narrative explanation of the reject condition.	
Filler	38AN	43-80	M	Space fill.	



## Record Identifier EY (Output)

This is a conditional block control trailer output record that provides error messages if the totals and the structure of the transmission are in error. If the file is not properly structured or if the totals in Record Identifier Y do not match those computed by the verification process, the transmission will not undergo further processing. This record is part of the EA/EB/EY/EZ transaction structure records.

When a participant elects not to receive error-free entry summary acknowledgment records (Record Identifier EC) and the entire block is error free, the EY Record is used to transmit only trailer records.

<b>Record Identifier EY (Output)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Control Identifier	1A	1	M	Must always equal E.	
Control Identifier of Input Record In Error	1A	2	M	Must always equal Y.	
Narrative Message	40X	3-42	M	Provides a narrative explanation of the reject condition.	
Filler	38AN	43-80	M	Space fill.	



## Record Identifier EZ (Output)

This is a conditional transaction control trailer output record that provides error messages if the totals and the structure of the transmission are in error. If the file is not properly structured or if the totals in Record Identifier Y do not match those computed by the verification process, the transmission will not undergo further processing. This record is part of the EA/EB/EY/EZ transaction structure records.

When a participant elects not to receive error-free entry summary acknowledgment records (Record Identifier EC) and the entire block is error free, the EZ Record is used to transmit only trailer records.

<b>Record Identifier EZ (Output)</b>					
<b>Data Element</b>	<b>Length/ Class</b>	<b>Position</b>	<b>Desig</b>	<b>Description</b>	<b>Note</b>
Control Identifier	1A	1	M	Must always equal E.	
Control Identifier of Input Record In Error	1A	2	M	Must always equal Z.	
Narrative Message	40X	3-42	M	Provides a narrative explanation of the reject condition.	
Filler	38AN	43-80	M	Space fill.	