ANSI X.12
Truck Import Manifest
Implementation Guide

350 Customs Status Information

November 2024

U.S. Customs and Border Protection

350 Customs Status Information

FUNCTIONAL GROUP ID = AU

This X12 Transaction set contains the format and establishes the data contents of the Customs Status Information Transaction Set (350) for use within the context of an Electronic Data Interchange (EDI) environment. The transaction set can be used by the Customs Service (CS) to supply carriers, terminal operators, port authorities, and service providers with cargo release and cargo hold information for import shipments. It can also be used by the CS to provide exporters or their agents, carriers, and service providers with information pertaining to export shipments.

If the consist (358) changes the port of arrival, USCS will send an event advisory message to the brokers identified in the N1 segments of the manifest, the carrier and secondary notify parties.

A status notification which will be sent to all parties associated with the manifest.

The trigger for the 350 release will be a conveyance arrival message when the truck crosses the border.

The M10 and P4 segments are required for import shipments for CBP.

This data set is used by CBP and CBSA as part of the US-Canada In-transit program.
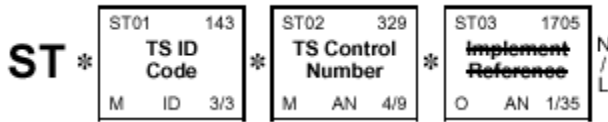
When a trip has more than 9,999 bills, which are reported in the P4/X4 loop, additional bills will be sent on one or more transaction set 350 messages.

Table 1						
PAGE #	Pos. #	Seg. ID	NAME	REQ. DES.	MAX USE	LOOP REPEAT
3	0100	ST	Transaction Set Header	M	1	
4	0100	M10	Manifest Identifying Information	O	1	
		P4				20
6	0400	P4	Port Information	O	1	
7	0500	V9	Event Detail	O	20	
12	0455	VEH	Vehicle Information	O	10	
14	0460	NM1	Individual or Organization Name	O	9999	
15	0470	VID	Conveyance Information	O	9999	
17	0480	M7	Seal	O	5	
N/U	0490	M7A	Seal Number Replacement	O	22	
N/U	0500	K1	Remarks	O	4	
		P4/PX				9999
18	0600	X4	Customs Release Information	O	1	
21	0700	K1	Remarks	O	4	
22	0710	N9	Extended Reference Identification	O	999	
N/U	0810	N7	Equipment Details	O	999	
		BA1				999
N/U	0850	BA1	Export Shipment Identifying Information	O	1	
		BA1/X4				9999
N/U	0900	X4	Custom Release Information	O	1	
N/U	0950	K1	Remarks	O	4	
23	1000	SE	Transaction Set Trailer	M	1	
24			Appendix			

Table of Changes

Date of Change	Section(s) Affected	Brief Description of Change
November 2024	K1 Remarks	Increased maximum length of K1 Free-form message from 30 to 60 characters.
October 2024	Appendix of X407 Disposition Codes	Added new valid disposition code: 95 – Warning generated as a result of a violation of Section 321's maximum daily value of $800 by consignee.
April 2024	Appendix of X407 Disposition Codes	Added new valid disposition code for FUTURE USE: 92 – BOL information removed from a manifest due to violation of Section 321 maximum daily value of $800 by Consignee.
September 2022	V901 Event Codes	Added new valid event codes: ACO – Conveyance added by Customs MCO – Conveyance updated by Customs DCO – Conveyance removed by Customs AEQ – Equipment added by Customs MEQ – Equipment updated by Customs DEQ – Equipment removed by Customs ACR – Crew added by Customs MCR – Crew updated by Customs DCR – Crew removed by Customs D2 – Seal added to equipment by Customs D3 – Seal removed from equipment by Customs
	Appendix of valid X407 disposition codes at the end of this document	Added new valid disposition codes: 93 – Bill of Lading added to manifest by Customs 94 – Bill of Lading removed from manifest by Customs
July 2021	Various	Introduce Master and House bill terminology FOR FUTURE USE: Simple/Regular/Master bill number = Shipment Control Number; House bill number = Bill Control Number
	Transaction Set Intro Note	Added note regarding status notifications for trips with more than 9,999 bills.
	V901 Event Code	FVC – Spell out acronym CVSA
April 2018	Appendix at the end of this document: Added new valid disposition code 3W	3W – Request for In-bond Diversion Granted

|	
Segment:	ST Transaction Set Header
Position:	0100
Loop:	
Level:	
Usage:	Mandatory
Max Use:	1
Purpose	To indicate the start of a transaction set and to assign a control number
Syntax:	N/A
Semantic:	1) The transaction set identifier (ST01) used by the translation routines of the interchange partners to select the appropriate transaction set definition (e.g., 810 selects the invoice transaction set).
	2) The implementation convention reference (ST03) is used by the translation routines of the interchange partners to select the appropriate implementation convention to match the transaction set definition. When used, this implementation convention reference takes precedence over the implementation reference specified in the GS08.
Comments:	N/A

```
         ST01      143      ST02      329      ST03      1705
         TS ID              TS Control         Implement     N
ST  *    Code      *        Number    *        Reference     /
                                                             L
         M    ID   3/3      M   AN   4/9        O    AN  1/35
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Data Element Summary

Data Element Summary			
REF. DEF.	**DATA ELEMENT**	**NAME**	**ATTRIBUTES**
ST01	143	**Transaction Set Identifier** Code uniquely identifying a Transaction Set using Code 350-Customs Status Information	M ID 3/3
ST02	329	**Transaction Set Control Number** Identifying control number that must be unique within the transaction set functional group assigned by the originator for a transaction set.	M AN 4/9

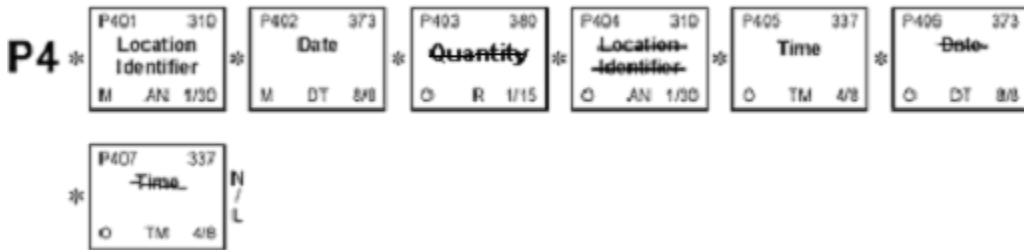|		
Segment:	**M10**	Manifest Identifying Information
Position:	0200	
Loop:		
Level:	N/A	
Usage:	Mandatory	
Max Use:	1	
Purpose	To transmit manifest identifying information	
Syntax:	**4 P0410** If either M1004 or M1010 is present, then the other is required.	
	5 R0504 At least one of M1005 or M1004 is required.	
	15 P1516 If either M1015 or M1016 is present, then the other is required	
Semantic:	**4** M1004 is Lloyd's vessel code	
	7 M1007 is used for the 6-digit Numeric Manifest Sequence Number.	
	11 M1011 indicates if the transmission involves an in-bond participant. A "Y' indicates it does. A "N" indicates it does not.	
	12 M1012 is the unique identification number of the manifest described by the originator of the manifest with a maximum length of 15.	
	17 M1017 is the type of initial manifest being amended by this transmission.	
Comments:	**A** M1003 is the code identifying the country in which the ship (vessel) is registered.	
	B 1008 is used for Number of Bills Lading. (Maximum 5 Digits.)	
Notes:	For CBP truck manifest: Key information is comprised of M1001, M1006 And M1009	
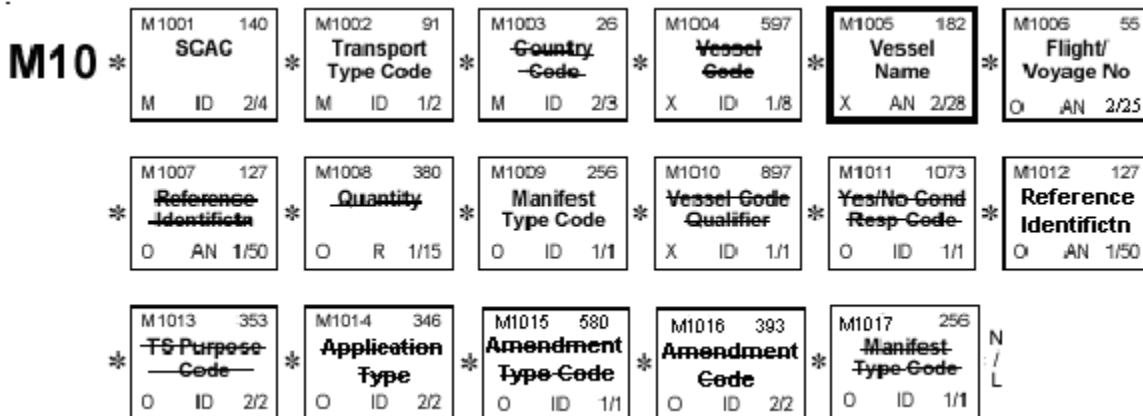
Data Element Summary

REF. DEF.	DATA ELEMENT	NAME	ATTRIBUTES
M1001	140	**Standard Carrier Alpha Code**	**M ID 2/4**
M1002	91	**Transportation Method/Type Code** Code specifying the method or type of transportation for the shipment.	**M ID 1/2**
M1005	182	**Vessel Name** Name of ship as documented in Lloyd's Register of ships.	**X AN 2/28**
M1006	55	**Flight/Voyage Number** Identifying designator for the particular flight or voyage on which the cargo travels.	**O AN 2/10**
M1009	256	**Manifest Type Code** Code identifying type of manifest transmitted between carriers and CBP. Code Z Definition: Sent from CBP to Carriers	**O ID 1/1**

M1012	127	**Reference Identification** Reference identification as defined for a particular Transaction Set, or as specific by the Reference Identification Qualifier.	**O AN 1/50**

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Segment:	**P4**	Port Information
Position:	0400	
Loop:	P4	
Level:	N/A	
Usage:	Optional	
Max Use:	1	
Max Length:	117	
Purpose	To transmit identifying information for a port.	
Semantic:	1. P401 is used for CBP port code (Census Schedule D).	
	2. P402 is the estimated date of arrival.	
	3. P403 is used for number of bills of lading.	
	4. P404 is the Facilities Information and Resources Management System (FIRMS) Code	
	5. P405 is the Estimated Time of Arrival for P402	
	6. P406 is the date conveyance departed prior port.	
	7. P407 is the time conveyance departed prior port.	
Notes:	Only one P4 segment allowed per transaction for Truck applications	

Data Element Summary			
REF. DEF.	**DATA ELEMENT**	**NAME**	**ATTRIBUTES**
P401	**310**	**Location Identifier** Code which identifies a specific location	**M AN 1/30**
P402	**373**	**Date** Date expressed as CCYYMMDD where CC represents the first two digits of the calendar year.	**M DT 8/8**
P405	**337**	**Time** Time expressed in 24-hour clock time as follows: HHMM, or HHMMSS, or HHMMSSDD, where H = hours (00-25), M = minutes (00-59), S = seconds, and DD = decimals seconds. Decimals seconds are expressed as follows: D = tenths (0-9) and DD = hundredths (00-99).	**O TM 4/8**

Segment:	**V9**	Event Details
Position:	0450	
Loop:	P4	
Level:	N/A	
Usage:	Optional	
Max Use:	20	
Purpose	To specify information about a specific event.	
Syntax:	1. **C0605** If V906 is present, then V905 is required.	
	2. **P1011** If either V910 or V911 is present, then the other is required.	
	3. **C1304** If V913 is present, then V904 is required.	
	4. **C1509** If V915 is present, then V909 is required	
Semantic:	1. **V903** is the Event Date.	
	2. **V904** is the Event Time.	
	3. **V909** is the Standard Point Location Code (SPLC) of the event shown in the V901.	
	4. **V910** is the length of the delay expressed in hours and minutes.	
	5. **V913** reflects the time zone which the event time reflects.	
	6. **V914** is the quantity of fuel in gallons	
	7. **V915** is the Standard Point Location Code (SPLC) of the secondary point of the event shown in the V911.	
	8. **V916** is the total number of cars associated with the event code in V901.	
	9. **V917** is the total number of loaded cars associated with the event code in V901.	
	10. **V918** is the total number of empty cars associated with the event code in V901.	
	11. **V919** is the total Gross Tons of the cars identified in V916. Includes the gross weight of the loads and the tare weight of the empties.	
	12. **V920** is the total outside foot length of the cars identified in V916, rounded off to the nearest foot.	
Comments:	N/A	

Data Element Summary			
REF. DEF.	**DATA ELEMENT**	**NAME**	**ATTRIBUTES**
V901	**304**	**Event Code** Code identifying the event about which a report is made.	**M ID 3/3**

Code	Definition
AAD	Actual arrival of conveyance at first U.S port.
COC	Cancel truck arrival (FUTURE USE)
HCR	Crew/passengers held. Used for CBP Truck Release when crew members or passengers are detained at the border.
HEQ	Equipment held. Used in Truck Release when equipment is detained at the border.
HMI	Conveyance held. Used in Truck Release when conveyance is detained at the border.
HTR	Trip held. Used in CBP Truck Release in lieu of HCR, HEQ, HMI and Cargo held, when all components are held.
OCA	Overdue conveyance arrival. Used when the truck has not been arrived at the first US Port within two days of consisting.
RCR	Crew/passengers released. Used for CBP Truck Release when crew/passengers are released completely at the border without detention, or when detention is completed.
RCO	Conveyance released. Used for CBP Truck Release when conveyance is released completely at the border without detention, or when detention is completed.
REQ	Equipment Released. Used for CBP Truck Release when container/equipment is released completely at the border without detention, or when detention is completed.
RTR	Release Trip. Used for CBP Truck Release in lieu of RCE, RCO, REQ when the entire trip is released at the border without detention, or when detention is completed.
FCA	Carrier does not possess valid U.S. operating authority. Used for CBP Truck Release for FMCSA notifications to the carriers. Pre-arrival of the truck at the first U.S. port: The information contained in the information systems of FMCSA indicates that the carrier does not possess valid operating authority. Arrival at the first U.S. port: If this carrier operates in the United States, it will be subject to enforcement action because the carrier does not possess valid operating authority.
FCB	Carrier has an Out of Service order against it. Used for CBP Truck Release for FMCSA notifications of a safety violation to the carriers. Pre-arrival of the truck at the first U.S. port: The information contained in the information systems of FMCSA indicates that this carrier has an out-of-service order against it. Arrival at the first U.S. port: If this carrier operates in the United States, it will be subject to enforcement action because the carrier has an out-of-service order against it.
FCC	Safety score indicates inspection is warranted. Used for CBP Truck Release for FMCSA notifications to the carriers. Pre-arrival of the truck at the first U.S. port: Safety score indicates inspection warranted.

FCI	Carrier's current insurance does not meet the minimum level or better. Used for CBP Truck Release for FMCSA notifications to the carriers. Pre-arrival of the truck at the first U.S. port: The information contained in the information systems of FMCSA indicates that this carrier's current insurance level does not meet the minimum requirements. Arrival at the first U.S. port: If this carrier operates in the United States, it will be subject to enforcement action because the carrier's current insurance level does not meet the minimum requirements.
FDL	Driver does not have valid/current CDL or equivalent (MX or CA). Used for CBP Truck Release for FMCSA notifications to the carriers. Pre-arrival of the truck at the first U.S. port: The information contained in the information systems of FMCSA, Mexico, or Canada indicates that this driver does not have a valid/current CDL or equivalent (Mexico/Canada). Arrival at the first U.S. port: If this carrier operates in the United States, the driver and the carrier will be subject to enforcement action because the driver does not have a valid/current CDL or equivalent (Mexico/Canada)
FDH	Driver does not have proper CDL endorsements for HAZMAT cargo. Used for CBP Truck Release for FMCSA notifications to the carriers. Pre-arrival of the truck at the first U.S. port: The information contained in the information systems of FMCSA, or Mexico indicates that this driver does not have a valid CDL with the proper HM endorsement or equivalent Mexican CDL with proper HM class of license. Canadian drivers must present HM training certificate on demand. If this carrier operates in the United States, the driver and the carrier will be subject to enforcement action because the driver does not have a CDL with the proper HM class of license.
FVC	No current CVSA decal on file. Please check visually. Used for CBP Truck Release for FMCSA notifications to the carriers prior to arrival of the truck at the first U.S. port. Pre-arrival of the truck at the first U.S. port: No current safety inspection decal from the Commercial Vehicle Safety Alliance (CVSA) on file for one or more commercial motor vehicles (Mexican long-haul carriers only). If this carrier operates in the United States beyond commercial zones with these vehicles, it will be subject to enforcement action because one or more of the vehicles do not have current safety inspection decal
FCD	Carrier check not performed. Data not available at this time. Used for CBP Truck Release for FMCSA notifications to the carriers prior to arrival of the truck at the first U.S. port.
FDD	Driver check not performed. Data not available at this time. Used for CBP Truck Release for FMCSA notifications to the carriers prior to arrival of the truck at the first U.S. port.
FVD	Tractor check not performed. Data not available at this time. Used for CBP Truck Release for FMCSA notifications to the carriers prior to arrival of the truck at the first U.S. port.
FED	Trailer check not performed. Data not available at this time. Used for CBP Truck Release for FMCSA notifications to the carriers prior to arrival of the truck at the first U.S. port.
FCS	Carrier data not found in FMCSA systems. Used for Truck Release for FMCSA notifications to the carriers prior to arrival of the truck at the first U.S. port. The information contained in the information systems of FMCSA indicates that this carrier is not registered with FMCSA. If this carrier operates in the United States, it will be subject to enforcement action because the carrier is not registered with the FMCSA.

STV	Driver account information needs to be updated with country of driver's citizenship.
	Generated when a driver's citizenship is not recorded in the driver's ACE account. This will occur even if citizenship is sent with the manifest, but it does not exist in the account. The driver's ACE account must be updated either via the ACE Portal or an EDI MEDPID message.
SUV	Driver account information needs to be updated with an approved WHTI document.
	Generated when a driver's ACE master data does not contain a valid Western Hemisphere Travel Initiate (WHTI) document. This will occur even if a WHTI document is sent with the manifest but it does not exist in the driver's master data. The driver's master data must be updated either via the ACE Portal or an EDI MEDPID message.
ACO	Conveyance information has been added to the manifest by Customs.
	Generated when conveyance information has been added to a manifest by a CBP officer to reflect the actual conveyance at arrival.
MCO	Conveyance information on the manifest has been updated by Customs.
	Generated when conveyance information on the manifest is updated by a CBP officer to reflect the actual conveyance at arrival.
DCO	Conveyance information on the manifest has been removed by Customs.
	Generated when conveyance information on the manifest has been removed by a CBP officer.
AEQ	Equipment information has been added to the manifest by Customs.
	Generated when equipment information on the manifest is updated by a CBP officer to match the actual equipment at arrival.
MEQ	Equipment information on the manifest has been updated by Customs.
	Generated when equipment information on the manifest is updated by a CBP officer to match the actual equipment at arrival.
DEQ	Equipment information on the manifest has been removed by Customs.
	Generated when equipment information on the manifest has been removed by a CBP officer.
ACR	Crew information has been added to the manifest by Customs.
	Generated when crew information has been added to a manifest by a CBP officer to match the crew at arrival.
MCR	Crew information on the manifest has been updated by Customs.
	Generated when crew information on the manifest is updated by a CBP officer to match the actual crew at arrival.
DCR	Crew information on the manifest has been removed by Customs.
	Generated when crew information on the manifest is removed by a CBP officer.
D2	Seal added to equipment by Customs.
	Generated when seal information is added to equipment by a CBP officer
D3	Seal removed from equipment by Customs.
	Generated when seal information is removed from equipment by a CBP officer.

Data Element Summary			
REF. DEF.	**DATA ELEMENT**	**NAME**	**ATTRIBUTES**
V903	**373**	**Date** Date expressed as CCYYMMDD where CC represents the first two digits of the calendar year. This is the arrival date of the conveyance.	**O DT 8/8**

| V904 | 337 | **Time**
Time expressed in 24-hour clock time as follows: HHMM, or HHMMSS, or HHMMSSDD, where H = hours (00-25), M=minutes (00-59), S = integer seconds, and DD= decimal seconds, decimal seconds are expressed as follows: D = tenths (0-9) and DD = hundredths (00-99). | **X TM 4/8** |

Segment:	**VEH**	Vehicle Information
Position:	0455	
Loop:	P4	
Level:	N/A	
Usage:	Optional	
Max Use:	10	
Purpose	To specify information about a specific event.	
Syntax:	**4) L040507** If VEH04 is present, then at least one of VEH05 or VEH07 is required.	
	5) C0504 If VEH05 is present, then VEH04 is required.	
	6) C060405 If VEH06 is present, then VEH04 and VEH05 are required.	
	7) C0704 If VEH07 is present, then VEH04 is required.	
	10) E1026 Only one of VEH10 or VEH26 may be present	
	10) C1017 If VEH10 is present, then VEH17 is required	
	18) P1819 If either VEH18 or VEH19 is present, then the other is required.	
	20) L200221 If VEH20 is present, then at least one of VEH02 or VEH21 is required.	
	21) P2122 If either VEH21 or VEH22 is present, then the other is required.	
	22) C2617 If VEH26 is present then VEH17 is required	
Semantic:	**4** VEH04 applies to VEH05, VEH06, and VEH07.	
	5 VEH05 is the vehicle make.	
	6 VEH06 is the vehicle model.	
	7 VEH07 is the vehicle style.	
	8 VEH08 is the length of the vehicle measured in feet.	
	9 VEH09 is the vehicle reference number.	
	10 VEH10 is the vehicle registration state or province.	
	11 VEH11 is used to identify a territory as defined by trading partners.	
	12 VEH12 is the Used Car Indicator. A 'Y' indicates the vehicle is a used vehicle; an 'N' indicates the vehicle is a new vehicle. A value of 'U' indicating unknown cannot be used.	
	13 VEH13 is the original cost of the vehicle when it was new (i.e. OCN – original cost new).	
	14 VEH14 is the Vehicle Altered Indicator. A 'Y' indicates the vehicle was altered; an 'N' indicates the vehicle was not altered. A value of 'U' indicating unknown cannot be used.	
	15 VEH15 is the value of the alterations for a vehicle.	
	17 VEH17 is the Country of the State in VEH10 or the country subdivision in VEH26.	
	18 VEH18 is the Name of the Vehicle Owner.	
	19 VEH19 is the Residence Country of the Vehicle Owner in VEH18	
	21 VEH21 is the ACE (Automated Commercial Environment) ID assigned by US Customs and Border Protection.	
	24 VEH24 is the transponder number of the vehicle.	
	25 VEH25 is the Department of Transportation (DOT) number of the vehicle	
Comments:	N/A	

Data Element Summary

REF. DEF.	DATA ELEMENT	NAME	ATTRIBUTES
VEH02	539	**Vehicle Identification Number** Unique identification number stamped on the vehicle by manufacturer.	X AN 1/30
VEH09	127	**Reference Identification** Reference identification as defined for a particular Transaction Set, or as specified by the Reference Identification Qualifier.	O/Z AN 1/50
VEH17	26	**Country Code** Code identifying the country. The 2 alpha ISO country code of the state/province in VEH10.	X/Z AN 2/3
VEH20	40	**Equipment Description Code** Code identifying the type of conveyance.	O ID 2/2
VEH21	127	**Reference Identification** Reference identification as defined for a particular Transaction Set, or as specified by the Reference Identification Qualifier.	X AN 1/50
VEH22	128	**ID Code Qualifier** Code designating the system/method of code structure used for identification	X ID 2/3
VEH23	322	**Load/Empty Status Code** Code qualifying VEH20	O ID 2/3
VEH24	127	**Reference Identification** Reference identification as defined for a particular Transaction Set, or as specified by the Reference Identification Qualifier.	O/Z AN 1/50
VEH25	127	**Reference Identification** Reference identification as defined for a particular Transaction Set, or as specified by the Reference Identification Qualifier. This is the DOT Number.	O/Z AN 1/50
VEH26	1715	**Country Subdivision** Code identifying the country subdivision.	X ID 1/3

	Segment:	**NM1**	Individual or Organizational Name
Position:	0460
Loop:	P4
Level:	N/A
Usage:	Optional
Max Use:	9999
Purpose	To supply the full name of an individual or organizational entity
Syntax:	1. **P0809** If either NM108 or NM109 is present, then the other is required.
	2. **C1110** If NM111 is present, then NM110 is required.
	3. **C1203** If NM112 is present, then NM103 is required.
Semantic:	1. NM102 qualifies NM103.
Comments:	A. NM110 and NM111 further define the type of entity in NM101.
	B. NM112 can identify a second surname
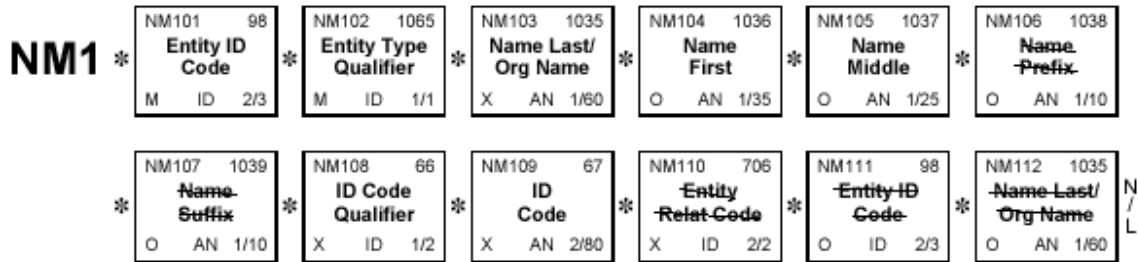
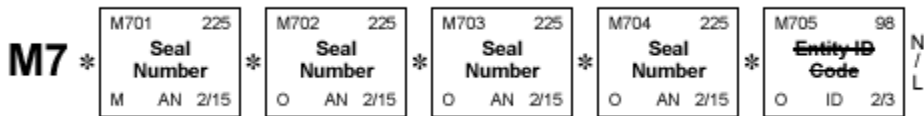| **Data Element Summary**			
REF. DEF.	**DATA ELEMENT**	**NAME**	**ATTRIBUTES**
NM101	98	**Entity Identifier Code** Code identifying an organizational entity, a physical location, or an individual.	X AN 1/30
NM102	1065	**Entity Type Qualifier** Code qualifying the type of entity.	M ID 1/1
NM103	1035	**Name Last** Individual last name *(Truck Manifest accepts only 40 positions.)*	X AN 1/60
NM104	1036	**Name First** Individual first name.	O AN 1/35
NM105	1037	**Name Middle** Individual middle name or initial.	O AN 1/25
NM108	66	**Identification Code Qualifier** Code designating the system/method of code structure used for identification.	X ID 1/2
NM109	67	**Identification Code** Code identifying a party or other code. *(Truck Manifest accepts only 10 positions.)*	X AN 2/80

Segment:	**VID**	Vehicle ID
Position:	0470	
Loop:	P4	
Level:	N/A	
Usage:	Optional	
Max Use:	1	
Purpose	To identify a conveyance and its attributes	
Syntax:	**14) L141518** If either VID14 or VID15 (VID18) is present, then the other is required.	
	15) E1518 Only one of VID15 or VID18 may be present.	
	15) C1516 If VID15 is present then VID16 is required.	
	16) L161518 If VID16 is present, then at least one of VID15 or VID18 is required.	
	18) C1816 If VID18 is present, then VID16 is required.	
Semantic:	**12** VID12 is the Census Schedule K Code for the foreign port of loading on a vessel.	
	13 VID13 is the Standard Carrier Alpha Code (SCAC) of the Haulage Rights Carrier.	
	14 VID14 is the license plate of the equipment	
	15 VID15 is the state or province of the license in VID14	
	16 VID16 is the country of the license in the VID15 or VID18	
	17 VID17 is the ACE (Automated Commercial Environment) ID of the Equipment identified in the VID03.	
	18 VID18 is the country subdivision of the license in the VID14	
Comments:	N/A	

Data Element Summary			
REF. DEF.	**DATA ELEMENT**	**NAME**	**ATTRIBUTES**
VID01	**40**	**Equipment Description Code** Code identifying type of equipment used for shipment	**M ID 2/2**
VID02	**206**	**Equipment Initial** Prefix or alphabetic part of an equipment unit's identifying number.	**O AN 1/4**
VID03	**207**	**Equipment Number** Sequencing or serial part of an equipment unit's identifying number (pure numeric form for equipment number is preferred).	**M AN 1/15**
VID10	**322**	**Load/Empty Status Indicator** Code which specifies the loaded condition of the transportation equipment.	**O ID 1/1**
VID14	**127**	**Reference Identification** Reference Identification as defined for a particular Transaction Set, or as specified by the Reference Identification Qualifier. This the license plate off the trailer/equipment	**O/Z AN 1/80**

VID16	26	**Country Code** Code identifying the country. The 2 alpha ISO country code of the state/province in VID15.	**X/Z ID 2/3**
VID17	127	**Reference Identification** Reference Identification as defined for a particular Transaction Set, or as specified by the Reference Identification Qualifier.	**O/Z AN 1/50**
VID18	1715	**Country Subdivision** Code identifying the country of subdivision.	**X/Z ID 1/3**

Segment: **M7** Seal Numbers
Position: 0480
Loop:
Level: N/A
Usage: Optional
Max Use: 4
Purpose To record seal numbers used and the organization that applied the seals.
Syntax: N/A
Semantic: N/A
Comments: M705 indicates the name of the organization who applied the seal(s).
Notes: **This segment is used by the CBP and CBSA as part of the USA-Canada In-transit program.**

Data Element Summary			
REF. DEF.	**DATA ELEMENT**	**NAME**	**ATTRIBUTES**
M701	**225**	**Seal Number** Unique number on seal used to close a shipment. When returned with N901 code 'XC' and N902 the Canadian trucking company's pro-bill number (CCNI) these are the seals on the container/equipment.	**M AN 2/15**
M702	**225**	**Seal Number** Unique number on the seal used to close a shipment.	**O AN 2/15**
M703	**225**	**Seal Number** Unique number on the seal used to close a shipment.	**O AN 2/15**
M704	**225**	**Seal Number** Unique number on the seal used to close a shipment.	**O AN 2/15**

Segment:	**X4**	Customs Release Information
Position:	0600	
Loop:	X4	
Usage:	Optional	
Max Use:	1	
Purpose	To identify items for release.	

Syntax:	1.	**P0304** If either X403 or X404 is present, then the other is required.
	2.	**P0810** If either X408 or X410 is present, then the other is required.
	3.	**P1516** If either X415 or X416 is present, then the other is required.
	4.	**C1706** If X417 is present, then X406 is required.
	5.	**C1803** If X418 is present, then X403 is required.
	6.	**C1903** If X419 is present, then X403 is required.
Semantic:	1.	X401 is the unique Simple/Regular/Master bill of lading number.
	2.	X402 is used for quantity released.
	3.	X405 is the date the authority for release of parts or material is issued/
	4.	X406 is the time for the disposition specified in X407.
	5.	X414 is the U.S. Customs Facilities Information and Resources Management System (FIRMS) code
	6.	X417 reflects the time zone which the time reflects.
	7.	X418 is the CBP port of final destination.
	8.	X419 is the first Foreign Port of Destination.
Comments:	A.	X408 is the unique bill of lading number for consolidated shipments.
	B.	X409 is the unique bill of lading issuer code.
	C.	X410 is the issuer code for consolidated shipments.
	D.	X413 is the U.S Customs port of transaction. Use Census Schedule D.
	E.	X418 is a 4-digit numeric Census Schedule D. It is the port of destination if
	F.	X403 is 61. It is the port of export if X403 is 62 or 63.
	G.	X419 is a 5-digit numeric Census Schedule K if X403 is 62 or 63.

Data Element Summary			
REF. DEF.	**DATA ELEMENT**	**NAME**	**ATTRIBUTES**
X401	598	**Bill of Lading/Waybill Number** Identification number assigned to the shipment by the carrier or consolidator. Same unique Simple/Regular/Master bill number sent on the M1101 in transaction set 309. Required.	M AN 2/15
X402	380	**Quantity** Numeric value of quantity. Can be a partial release. Quantity does not need to match the lading quantity. Required	O R 1/15
X403	581	**Customs Entry Type Code** Code defining the type of entry assigned by U.S. Customs. See CAMIR document for code source and explanations. Codes may be added as appropriate.	X ID 2/2
X404	601 E	**Customs Entry Number** Automated Commercial System code furnished by U.S. Customs Service	X AN 1/15
X405	373	**Date** Date expressed as CCYYMMDD where CC represents the first two digits of the Calendar year.	M DT 8/8
X406	337	**Time** Time expressed in 24-hour clock time as follows: HHMM, or HMMSS, or HHMMSSDD, where H = hours (00-25), M=minutes (00-59), S = integer seconds, and DD= decimal seconds, decimal seconds are expressed as follows: D = tenths (0-9) and DD = hundredths (00-99).	X TM 4/8
X407	35	**Bill of Lading Disposition Code** Code advising the carrier or port authority about postings to a bill of lading.	M AN 2/2
X408	598	**Bill of Lading/Waybill Number** Identification number assigned to the shipment by the carrier or consolidator. Same unique number sent on the M1111 in transaction set 309.	X AN 1/25
X409	140	**Standard Carrier Alpha Code** Standard Carrier Alpha Code Same as the SCAC in M1112 in transaction set 309. X401+X409 is the full simple/regular/master (shipment control) number.	M ID 2/4

X410	140	**Standard Carrier Alpha Code** Standard Carrier Alpha Code Same as the SCAC in M1113 in transaction set 309. X408+X410 is the full house bill (control) number	**X ID 2/4**
X413	310	**Location Identifier** Code which identifies a specific location. Census Schedule D Code. US port of transaction/entry	**O AN 1/30**
X414	310	**Location Identifier** Code which identifies specific location. Used only for a permit to transfer. FIRMS code for facility	**O AN 1/30**
X415	128	**Reference Identification Qualifier** Code qualifying the Reference Identification. Code 8S – Definition: Broker Identification Entry-Advisory generated by a QP transaction Code OB – Definition: Bill of Lading	**X ID 2/3**
X416	127	**Reference Number** Reference identification as defined for a particular Transaction Set, or as specified by the Reference Identification Qualifier. Contains the filer code of the entity generating the In-Bond, if code '8S' is used in X415.	**X AN 1/50**
X418	310	**Location Identifier** Code which identifies a specific location. Census Schedule D code. US port of in-bond destination	**O AN 1/30**
X419	310	**Location Identifier** Code which identifies a specific location. Census Schedule K code. US port of in-bond destination	**O AN 1/30**

Segment:	**K1**	Remarks
Position:	0700	
Loop:	X4	
Level:	N/A	
Usage:	Optional	
Max Use:	4	
Purpose	To transmit information in a free form format, if necessary for comment or special instructions.	
Syntax:	N/A	
Semantic:	N/A	
Comments:	N/A	
Notes:	1.	Text related to the disposition and/or text from the ACE portal screen entered by CBP officers or other agencies.
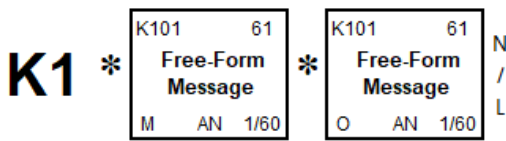
Data Element Summary

REF. DEF.	DATA ELEMENT	NAME	ATTRIBUTES
K101	**61**	**Free Form Message** Free form information	**M AN 1/60**
K102	**61**	**Free Form Message** Free form information	**O AN 1/60**

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Segment:	**N9**	**Extended Reference Indentification**
Position:	0710	
Loop:	LX	
Usage:	Optional	
Max Use:	999	
Purpose	To transmit information as specified by the reference identification qualifier	
Syntax:	**2. R0203** At least one of N902 or N903 is required.	
	6. C0605 If N906 is present, then N905 is required.	
	3. If either C04003 or C04004 is present, then the other is required.	
	5. If either C04005 or C04006 is present, then the other is required.	
Semantic:	**6.** N906 reflects the time zone which the time reflects.	
	7. N907 contains data relating to the value cited in N902.	
Comments:	N/A	
Notes:	This segment is used by CBP, and CBSA, as part of the US-Canada In-transit program	

Data Element Summary			
REF. DEF.	**DATA ELEMENT**	**NAME**	**ATTRIBUTES**
N901	**128**	**Reference Number Qualifier** Code qualifying the Reference Identifier. Code: XC – Definition: Cargo Control Number This code is returned to CBSA with the value in N902 when a conveyance under the USA-Canada transit movement enters the USA. It is returned to CBP when the in-transit movement enters Canada.	**M ID 2/3**
N902	**127**	**Reference Identification** Reference identification as defined for a particular Transaction Set, or as specified by the Reference Identification Qualifier. When returned with code 'XC' in the N901, this is the Canadian trucking company's pro-bill number (CCNI) for this shipment, or the US trucking company's Pro-bill number. The Canadian CCNI may be up to 25 positions.	**X AN 1/50**

Segment: **SE**   Transaction Set Trailer
Position: 1000
Loop: N/A
Level: N/A
Usage: Mandatory
Max Use: 1
Purpose To indicate the end of the transaction set and provide the count of the transmitted segments (including the beginning (ST) and ending (SE) segments).
Syntax: N/A
Semantic: N/A
Comments: An SE is the last segment of each transaction set.
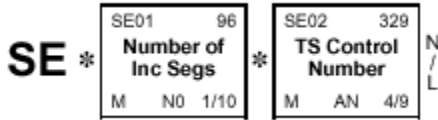
Data Element Summary			
REF. DEF.	**DATA ELEMENT**	**NAME**	**ATTRIBUTES**
SE01	**96**	**Number of Included Segments** Total number of segments included in a transaction set including ST and SE segments.	**M N0 1/10**
SE02	**329**	**Transaction Set Control Number** Identifying control number that must be unique within the transaction set.	**M AN 4/9**

APPENDIX

X407 - Current valid disposition codes

Code	Definition	Explanation
1A	Entered: Intensive examination required	Generated as a result of selectivity processing or Customs manual posting.
1B	Released: Intensive examination complete	Generated as a result of selectivity processing or Customs manual posting at the conclusion of an intensive examination.
1C	Entered and released: General examination	Generated as a result of selectivity processing or Customs manual posting. No further action required.
1F	Customs hold removed at port of in-bond	Generated as a result of a Customs hold removal posting affecting the port of in-bond destination. Bill returns to previous status from "HELD".
1G	Customs hold placed at port of in-bond destination	Generated as a result of a manually posted hold effective in the port of in-bond destination. Release is denied. Bill status changes to "HELD".
1H	Customs hold placed at port of discharge	Generated as a result of a manually posted Customs hold effective in the port of discharge (conveyance arrival). Release is denied. Bill status changes to "HELD".
1I	Customs hold removed at port of discharge	Generated as a result of a manually posted removal of a Customs hold effective in the port of discharge (conveyance arrival). Bill status returns to previous status.
1J	In-bond Movement Authorized: Bill of Lading open	Generated in response to IT, TE, and IE bill data input by AMS (ACE) participants or Customs.
1K	Bill of Lading late in 5 days	Advisory generated for IT, TE, and IE in-bond bills created by AMS (ACE) participants that have not been arrived at destination 5 days before expiration of the transit period.
1L	Bill of Lading late	Advisory generated for IT, TE, and IE in-bonds bills created by AMS (ACE) participants that have not been arrived at destination by the expiration of the transit period.
1N	Overage	Advisory generated to the master or house bill transmitter when the quantity in the entry or associated entries filed is greater than the manifested quantity in the master or house bill. The status code should be generated once.
1O	Shortage	Advisory generated to the master or house bill transmitter when the quantity in the entry filed is less than the manifested quantity in the master or house bill. The status code should be generated once. Advisory generated to a participant when the quantity in an in-bond entry filed by a broker does not match the quantity of the shipment in the AMS participant's bill.
1R	Pending eligible general order	Advisory generated 2 days before the expiration of lay order: indicates the released quantities on the bill are less than the original manifested or amended quantities.
1S	Ordered to general order	Advisory generated at the expiration of the lay order. Indicates discrepancy in released quantities and the original manifested or amended quantities has not been resolved by the end of the lay order.
1T	Seized	Generated as a result of manual posting by Customs indicating that the manifest or partial quantity of the bill has been seized for violations. The seized quantity amount is written in the released quantity field.

1U	Sent to general order	Generated as a result of manual posting by Customs indicating that the manifested or partial quantity of the bill has been removed to a general order facility. The quantity sent to GO is written in the REL quantity field.
2F	USDA miscellaneous hold removed at port of in-bond destination	Generated as a result of a USDA miscellaneous hold removal posting affecting the port of in-bond destination. Bill returns to the previous status from "HELD".
2G	USDA miscellaneous hold placed at port of in-bond destination	Generated as a result of a manually posted USDA miscellaneous hold effective in the port of in-bond destination. Release is denied. Bill status changes to "HELD".
2H	USDA miscellaneous hold placed at port of discharge	Generated as a result of a manually posted USDA miscellaneous hold effective in the port of discharge (conveyance arrival). Release is denied. Bill status changes to "HELD".
2I	USDA miscellaneous hold removed at port of discharge	Generated as a result of a manually posted removal of a USDA miscellaneous hold effective in the port of discharge (conveyance arrival). Bill status changes to "HELD".
3F	Other Government Agency hold removed at port of in-bond destination	Generated as a result of a manually posted removal of an Other Government Agency hold effective in the port of in-bond destination. Bill status changes to previous status.
3G	Other Government Agency hold placed at port of in-bond destination	Generated as a result of a manually posted Other Government Agency hold effective in the port of in-bond destination. Release is denied. Bill status changes to "HELD" status.
3H	Other Government Agency hold placed at port of discharge	Generated as a result of a manually posted Other Government Agency hold effective in the port of discharge (conveyance arrival). Release is denied. Bill status changes to "HELD" status.
3I	Other Government Agency hold removed at port of discharge	Generated as a result of a manually posted removal of an Other Government Agency hold effective in the port of discharge (conveyance arrival). Release is denied. Bill status changes to previous state.
3W	Request for In-bond Diversion granted	Generated as a result of an accepted request to divert an in-bond to a new destination.
4A	Override	Generated as a result of selectivity processing; overrides 1C or 1B. Do not release.
4C	Override	Generated as a result of selectivity processing; overrides a 1A to a 1C. Cargo examination has been overridden. Cargo is released, however, do not release if any holds are still in force.
4E	Entry cancelled	Generated as a result of selectivity processing; indicates previous entry has been withdrawn by the broker.
5H	Entry processing hold	Generated as a result of selectivity processing; indicates previous entry posting has been targeted for a document discrepancy exam. Release is denied. Bill status changed to "HELD".
5I	Entry processing hold removed	Generated as a result of selectivity processing: bill status returns to previous status.
02	Entry on file	Advisory generated to a participant when an entry has been filed in the port of discharge (conveyance arrival) against a bill on a conveyance that is still enroute. Not a release.
05	QP on file	Advisory generated to a participant when a QP in-bond entry has been filed by a broker on an AMS participant's bill.

06	Duplicate in-bond request via QP, carrier's in-bond accepted	Advisory generated to a carrier when it has transmitted bill of lading data with in-bond information and a broker has transmitted an in-bond request for the same bill via QP, or when a broker has transmitted a QP request for a carrier's bill prior to the carrier transmitting his bill and in-bond data. In both cases the carrier's in-bond request takes precedence over the QP request, and the QP request is rejected in ACE.
11	Arrival of in-bond – complete movement	Advisory generated when an in-bond movement has been arrived at destination as a complete movement (in-bond number) by the AMS (ACE) participant or by Customs.
12	Arrival of in-bond – bill of lading	Advisory generated when an in-bond movement has been arrived at destination by the bill of lading by the AMS (ACE) participant or by Customs.
13	Arrival of in-bond – container	Advisory generated when an in-bond movement has been arrived at the destination port by the container/equipment number by the AMS (ACE) participant or by Customs.
18	Master in-bond advisory	Advisory generated to participant when an entry has been filed in the port of in-bond destination against an in-bond bill that is enroute. Not a release.
50	Export of in-bond – in-bond number	Advisory generated when an in-bond movement has been exported at the destination port as a complete movement (in-bond number) by the AMS (ACE) participant or by Customs.
51	Export of in-bond – bill of lading	Advisory generated when an in-bond movement has been exported at the destination port as a complete movement (in-bond number) by the AMS (ACE) participant or by Customs.
52	Export of in-bond – container	Advisory generated when an in-bond movement has been exported at the destination port by the container/equipment number by the AMS (ACE) participant or by Customs.
53	Overdue export	Advisory generated to AMS (ACE) participant when paperless or conventional TE or IE in-bond movement is not exported from the destination port within 30 days after the in-bond.
57	Change arrival of in-bond – complete movement	Advisory generated when a paperless or conventional in-bond is arrived in the system at destination as a complete movement by the AMS (ACE) participant or by Customs subsequent to the original arrival at destination.
58	Change arrival of in-bond – bill of lading	Advisory generated when a paperless or conventional in-bond is arrived in the system at destination by the bill of lading by the AMS (ACE) participant or by Customs subsequent to the original arrival at destination.
59	Change arrival of in-bond - container	Advisory generated when a paperless or conventional in-bond is arrived in the system at destination by the container/equipment number by the AMS (ACE) participant or by Customs subsequent to the original arrival at destination.
60	Change export of in-bond – complete movement	Advisory generated when a paperless or conventional in-bond is exported from the destination port as a complete movement (in-bond number) by the AMS (ACE) participant or by Customs, subsequent to the original export. New export date written to all bills associated with the in-bond number.
61	Change export of in-bond – bill of lading	Advisory generated when a paperless or conventional in-bond is exported from the destination port by a bill of lading number by the AMS (ACE) participant or by Customs, subsequent to the original export. New export date written to the bill. Does not affect other bills associated with the in-bond number.

62	Change export of in-bond j container	Advisory generated when a paperless or conventional in-bond is exported from the destination port by a container/equipment number by the AMS (ACE) participant or by Customs, subsequent to the original export. New export date written to all the bills and in-bonds associated with the container/equipment.
63	Cancel arrival of in-bond – complete movement	Advisory generated through Customs action by complete movement (in-bond number).
64	Cancel arrival of in-bond – bill of lading	Advisory generated through Customs action by bill of lading number.
65	Cancel arrival of in-bond - container	Advisory generated through Customs action by container/equipment number.
66	Cancel export of in-bond – complete movement	Advisory generated through Customs action by complete movement (in-bond number).
67	Cancel export of in-bond – bill of lading	Advisory generated through Customs action by bill of lading number.
68	Cancel export of in-bond - container	Advisory generated through Customs action by container/equipment number.
69	Bill on file	Advisory generated to participant when an entry has been filed in the port of arrival against a bill that is in a trip that is enroute. Not a release.
71	Intensive hold for USDA placed at port of discharge	Generated as a result of a manually placed USDA intensive hold effective in the port of discharge (conveyance arrival). Release is denied. Bill status changes to "HELD".
72	Inspection/document review for USDA placed at the port of discharge	Generated as a result of a manually placed USDA inspection/document review hold effective in the port of discharge (conveyance arrival). Release is denied. Bill status changes to "HELD".
73	Fumigation hold for USDA placed at the port of discharge	Generated as a result of a manually placed USDA fumigation hold effective in the port of discharge (conveyance arrival). Release is denied. Bill status changes to "HELD".
74	Intensive hold for USDA removed at port of discharge	Generated as a result of a manually posted removal of USDA intensive hold effective in the port of discharge (conveyance arrival). Bill status returns to previous status.
75	Inspection/document review for USDA removed at the port of discharge	Generated as a result of a manually placed USDA inspection/document review hold effective in the port of discharge (conveyance arrival). Bill status changes to previous status.
76	Fumigation hold for USDA removed at port of discharge	Generated as a result of a manually posted removal of a USDA fumigation hold effective in the port of discharge (conveyance arrival). Bill status returns to previous status.
77	Intensive hold for USDA placed at port of in-bond destination	Generated as a result of a manually placed USDA intensive hold effective in the port of in-bond destination. Release is denied. Bill status changes to "HELD".
78	Inspection/document review for USDA placed at the port of in-bond destination	Generated as a result of a manually placed USDA inspection/document review hold effective in the port of in-bond destination. Release is denied. Bill status changes to "HELD".
79	Fumigation hold for USDA placed at the port of in-bond destination	Generated as a result of a manually placed USDA fumigation hold effective in the port of in-bond destination. Release is denied. Bill status changes to "HELD".
80	Intensive hold for USDA removed at port of in-bond destination	Generated as a result of a manually posted removal of USDA intensive hold effective in the port of in-bond destination. Bill status returns to previous status.
81	Inspection/document review for USDA removed at the port of in-bond destination	Generated as a result of a manually placed USDA inspection/document review hold effective in the port of in-bond destination. Bill status changes to "HELD".

82	Fumigation hold for USDA removed at the port of in-bond destination	Generated as a result of a manually posted removal of a USDA fumigation hold effective in the port of in-bond destination. Bill status returns to previous status.
92	Section 321 BOL removed from manifest	Generated as a result of BOL information removed from a manifest due to violation of Section 321's maximum daily value of $800 by consignee. (FUTURE USE)
93	BOL added to manifest	Generated as a result of BOL information added by Customs.
94	BOL removed from manifest	Generated as a result of BOL information removed by Customs.
95	Section 321 max value exceeded	Warning generated as a result of a violation of Section 321's maximum daily value of $800 by consignee.
A1	PN on file	Advisory Generated as a result of FDA/BTA processing. This notification is sent when the PN data is initially on file for a shipment, in-bond, or informal. For pre-filed PAPS or BCS entries the notification will be based on the FDA status of the associated entry.
A4	Entry not on file	Advisory Generated as a result of FDA/BTA processing. This notification is sent on the actual or estimated date of arrival, whichever comes first to indicate the entry data is not yet on file for a PAPS or BCS shipment.
A5	PN not on file	Advisory Generated as a result of FDA/BTA processing. This notification is sent on the actual or estimated date of arrival, whichever comes first, to indicate that the PN data is not yet on file for a shipment, in-bond or informal which has FDA freight indicator = 'Y'.