Input to Customs

Provides descriptions and format requirements for each data element contained within a transaction record input by a carrier, port authority, or service bureau to transmit data to the U.S. Customs Service Data Center.

RECORD DESCRIPTIONS

Input to Customs

Manifest input records provide a carrier, port authority, or service bureau with the format for transmitting manifest data to the U.S. Customs Service Data Center. The input records provide all identifying information for the shipper and consignee.

Included in the data is information on hazardous material or substances. Customs needs to retain data on substances and materials determined by the Secretary of Transportation to be capable of posing unreasonable risk to health, safety and property when transported in commerce. The information is also for the use of other interested parties such as the Coast Guard, Port Authorities and the Department of Transportation. The hazardous material records V01, V02, and V03 will follow the Description (D00 and D01) records and the Marks and Numbers (D02) record. One V01, V02, V03 group is allowed for each hazardous commodity. A maximum number of 99 groups per bill of lading is permitted.

Information on Harmonized Tariff Schedule codes and on values and weight for shipments travelling under Transportation and Exportation (T&E) and Immediate Exportation (IE) bonds may be downloaded to the Bureau of Census in export shipments records. Currently the information is extracted from Customs Form-7512. With the advent of Paperless T&E processing, this form is no longer collected at border points by Customs and distributed to Census. In the future, the obligation of the carrier to provide this information to Census separately may be hindered by the downloading.

Secondary notify party allows AMS participants to nominate up to two other entities to receive a copy of the status notification for an individual bill of lading. The information transmitted to the second party is a duplicate of the data received by the primary AMS participant. The secondary notify parties are designated via the B02 Bill of Lading Transaction Record.

This chapter provides descriptions and format requirements for each data element contained within an AMS input record. Format the accumulated data into the prescribed record formats as outlined in this chapter.

The Manifest (M01), Port (P01), Issuer Code (J01), Bill of Lading Transaction (B01), Shipper Name/Address (S01), Bill Container (C01), Bill Cargo Description (D01), and the Marks and Numbers (D02) records are mandatory.

The Supplementary In-bond Information (B05), Shipper Address (S02), Shipper Telephone/Telex (S03), Consignee Name/ Address (U01), Consignee Address (U02), Consignee Telephone/Telex (U03), Entity Name (N00), Notify Party Name/Address (N01), Notify Party Address (N02), Notify Party Telephone/Telex (N03), Administrative Communications Contact (N04), and In-bond (I01) records are conditional records.

The Manifest (M02), Bill of Lading Transaction (B02), Reference Identifier (B04), Bill of Lading Container (C02), Additional Cargo Description (D00), In-bond (I02), and Hazardous Material (V01-V03) records are optional.

Generation of Status Notification Messages

The variable release window is a restriction placed on the generation of status notification messages based on the relation of the creation date of the manifest or amendment and the posting (system) date of the action. Normally, status notifications for bills in a manifest or amendment transmitted more than five days before the estimated date of vessel arrival (EDA) are withheld until five days prior to EDA. If a manifest or amendment is transmitted five, four, three, or two days prior to the EDA, the notifications are not withheld. If the manifest or amendment is transmitted one day prior to the EDA, or after the EDA if the vessel has not been arrived in AMS, the notifications are withheld until the vessel has been arrived.

The following chart explains the Variable Release Window logic:

X = System (posting) date

Y = Create date

H = Hold

S = Send

Y

X

	-0	0	1	2	3	4	5
-0	H *NA*	H	H	S	S	S	S
0	H *NA*	H	H	S	S	S	S
1	H *NA*	H	H	S	S	S	S
2	H *NA*	H	H	S	S	S	S
3	H *NA*	H	H	S	S	S	S
4	H *NA*	H	H	S	S	S	S
5	H *NA*	H	H	S	S	S	S
6	H *NA*	H	H	S	S	S	S

Record Identifier M01

Manifest Record

This is a mandatory record used to transmit conveyance, total number of bills, and specific manifest data.

Record Identifier M01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal M01.	
Carrier Code	4AN	4-7	M	A code representing the importing carrier. This is the Standard Carrier Alpha Code (SCAC) issued by the National Motor Freight Traffic Association, Inc. located at 2200 Mill Road, Alexandria, VA 22310. In the case of water carriers who own their containers, the SCAC code is issued by the Intermodal Association of North America located at 6410 Kenilworth Ave., Suite 108, Riverdale, MD 20737.	
Mode of Transportation Code	2N	8-9	M	A code indicating the type of conveyance used to carry the manifested cargo. Valid codes are: 10 = Vessel, non-container, or unable to determine if container (Including Lightered, Land Bridge and LASH) 11 = Vessel Containerized (Container) 20 = Rail	
Conveyance Country Code	2A	10-11	M	An International Organization for Standardization (ISO) country code representing the flag country of the conveyance.	
Conveyance Name	23AN	12-34	C	A valid conveyance name, entered using no slashes. This data element is mandatory if Conveyance code is left blank (positions 52-58). If this is a preliminary transmission, unknown can be used.	
Voyage Number	5AN	35-39	M	The voyage number, entered using no slashes. If this data element is not available, use the Julian date.	
Number of Bills of Lading	5N	40-44	M	The total number of bills of lading for all U.S. Customs district/ports of unlading on the manifest. This is a mandatory data element for transmissions to Customs. It is not used in transmissions from Customs.	

Record Identifier M01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Manifest Sequence Number	6N	45-50	O	The manifest sequence number. This number is an optional carrier-assigned sequence number. The system-generated default is one (000001). It may be a date. Once transmitted, it cannot be changed. All subsequent transmissions for the manifest must use the original manifest sequence number.	
AMS MIB (Paperless) Participant	1X	51	C	A code of *Y* indicating a user who is a paperless MIB participant. If not, space fill.	
Conveyance Code	7AN	52-58	C	The Lloyds of London registry code representing the importing conveyance. This code is mandatory if Conveyance Name is not entered in positions 12-34 of this record. When the mode of transportation code is *20* (rail), this data element is optional.	
Export Flag	1X	59	O	A code of *Y* indicating the manifest is for outbound cargo. This one-character export flag indicates that the transmitted manifest data will be processed by the export database.	
Filler	21AN	60-80	M	Space fill.	

Record Identifier M02

Manifest Continuation Record

This is an optional record used to transmit the carrier-assigned batch number.

Record Identifier M02					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal M02.	
Carrier-Assigned Batch Number	30AN	4-33	M	The carrier-assigned batch number. The 30 position maximum length is used by railroad participants.	
Filler	47AN	34-80	M	Space fill.	

Record Identifier P01

Port Record

This is a mandatory record used to transmit port data.

Record Identifier P01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal P01.	
District/Port of Unlading Code	4N	4-7	M	A code representing the U.S. Customs district/port. See Census Schedule D, included as Appendix G of this publication for valid district/port codes.	
Original Estimated Date	6N	8-13	M	A date in MMDDYY (month, day, year) format representing the original scheduled date of arrival (for imports) or departure (for exports) at this port.	
Number of Bills of Lading for Port	5N	14-18	M	The total number of bills of lading/house bills transmitted for the U.S. Customs district/port.	
FIRMS Code	4AN	19-22	O	Facilities Information and Resources Management code that identifies the facility where goods are located. Railroad participants use this data element.	
Time	4N	23-26	O	Times in HHMM (hour, minute) 24-hour clock format representing the estimated time of conveyance arrival. Railroad participants use this data element	
Filler	54AN	27-80	M	Space fill.	

Record Identifier J01

Issuer Code Record

This is a mandatory record used to transmit data pertaining to the issuer of the bill(s) of lading. This record is transmitted only once within a manifest transmission for each different issuer.

Record Identifier J01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal J01.	
Issuer Code	4AN	4-7	M	The SCAC code of the issuer of the bill(s) of lading. The actual bill of lading number is the combination of this code and the bill of lading sequence number transmitted on the B01 record.	
Filler	73AN	8-80	M	Space fill.	

Record identifier B01

Bill of Lading Transaction Record

This is a mandatory record used to transmit manifest and bill of lading data.

Record Identifier B01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal B01.	
Bill of Lading Sequence Number	12X	4-15	M	A code representing the issuer-assigned sequence number which identifies the shipment. The sequence number must be unique for the issuer (not repeated within three years). Do not include issuer code as it is contained in the preceding J01 record.	
Foreign Port	5N	16-20	M	A code representing the foreign port in which cargo was laden on board the conveyance or where the export cargo is be unladen. See Census Schedule K, included as Appendix H of this publication for valid foreign port codes.	
Manifest Quantity	10N	21-30	M	A value representing the total number of pieces on the bill of lading (e.g., if there are 10 cartons and 10 bales on one bill of lading, insert the number 20 only in the manifest quantity data element). Use the smallest exterior package unit. Piece count units are given in the D01 record. The total number of D01 record piece counts for the bill of lading must equal the amount in the manifest quantity data field. This value must be greater then zero.	
Manifest Units	5X	31-35	M	A code representing the manifest unit of measure, such as CTNS (cartons). If the unit is more than five characters, truncate the excess.	
Weight	10N	36-45	M	The gross weight in pounds or kilos. Input only whole numbers; no decimals or fractions. The value must be greater than zero.	
Weight Unit	2A	46-47	M	A code representing the unit of measure. Valid codes are: LB = Pounds KG = Kilograms	

Record Identifier B01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Bill of Lading Status Indicator	1X	48	C	A code representing the status of the bill of lading. Valid codes are: 0 or space = Regular bill 1 = Space charter 2 = Empty equipment instruments of international trade 3 = Sec 321 Tariff Act 1930 4 = Intangibles 5 = Non-Automated Intransit 7 = Monthly manifest 8 = Goods astray 9 = Regular consolidation A = Space charter and consolidation B = Foreign retained on board C = International Mail – Direct Discharge at Mail Facility D = International Mail – In-bond to International Mail Facility E = FROB Cargo Laden in Foreign F = FROB Cargo Laden in Foreign G = FROB Cargo Laden in Foreign H = FROB Cargo Laden in Foreign I = One entry per C4 code J = One entry per bill of lading K = One entry per unit train	1
Master In-bond Indicator	1X	49	C	A code representing the status of the Master In-bond (MIB). Valid codes are: 0 or space = Not MIB 1 = MIB	
House Bill Number	12X	50-61	O	A code used to report individual portions of a consolidated shipment. In concept, it performs the same function for vessel shipments as the house air waybill does for air shipments. Insert the carrier assigned number that identifies the portion of the consolidation being reported. The number must be unique within the bill of lading. (This is for future use.)	

Record Identifier B01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
In-bond Entry Type	2N	62-63	C	A code representing the entry type. This is a required code if the M01 record's paperless MIB data element is *Y* and the B01 record's MIB indicator data element is *1*. Valid codes are: 61 = Immediate Transportation (IT) 62 = Transportation and Exportation (T&E) 63 = Immediate Exportation (IE)	
In-bond Port of Destination	4N	64-67	C	A code representing the in-bond port of destination. This is a required code if the M01 record's paperless MIB data element is *Y* and the B01 record's MIB indicator data field equals *1*. See Census Schedule D, included as Appendix G of this publication, for valid port codes.	
SCAC	4N	68-71	C	The standard carrier alpha code of the party responsible for filing the export transaction data for the bill electronically. Leave this data element blank for consolidation bills where multiple export transaction data filers may exist.	
Export Information Code	2AN	72-73	O	A code indicating the reason the shipment does or does not require transaction data. See the Census list of Export Information codes in Appendix L.	
FIRMS	4AN	74-77	O	FIRMS code identifier when "C" or "D" is in position 48.	
Filler	3AN	78-80	M	Space fill.	

Note 1

B = Foreign retained on board = FROB Cargo Laden in foreign, touching one or many U.S. ports, proceeding foreign on the same vessel/voyage. The vessel name/ voyage numbers do not change during the entire trip, and the vessel does not touch foreign and return to the U.S. during the itinerary. The bill becomes "fully closed" at transmission.

E = FROB cargo laden in foreign, touching one or many U.S. ports, proceeding foreign on the same vessel/voyage number, re-enters the U.S. on the same vessel/voyage number touches one or many U.S. ports, proceeds foreign on the same vessel/voyage number. The vessel name and voyage numbers do not change but vessel touches foreign and returns to U.S. territory during itineraries. The bill becomes "fully closed" at transmission.

Note 1 – Continued

F = FROB cargo laden in foreign, touching one or many U.S. ports, proceeding foreign on the same vessel/voyage number, re-enters the U.S. on the same vessel/different voyage number touches one or many U.S. ports, proceeding foreign on the same vessel/voyage number. The itinerary is the same as "E" but the trip number changes. The bill becomes "fully closed" at transmission.

G = FROB cargo laden in foreign, touching one or many U.S. ports, proceeding foreign on the same vessel/voyage number, re-enters the U.S. on a different vessel, different voyage number touches one or many U.S. ports, proceeds foreign on the same vessel/voyage number. The itinerary is the same as in "E" but both vessel name and voyage number change. The bill becomes "fully closed" at transmission.

H = FROB cargo laden in foreign, touching one or many U.S. ports, proceeding foreign on the same vessel/voyage number, re-enters the U.S. on a different vessel, different voyage number, is discharged in one U.S. port. Cargo arrives in the U.S. as a FROB, touches foreign and returns to the U.S. as a "regular" bill of lading destined for discharge in the U.S. The bill becomes "fully closed" at transmission of the first leg. When the second leg is transmitted via K01/M13 the bill type changes to "regular" and to appropriate bill status: "OPEN" or "fully closed".

Record Identifier B02

Bill of Lading Transaction Record

This is an optional record used to transmit additional manifest and bill of lading data. Use this record to nominate up to two secondary notify parties to receive an electronic duplicate of the bill status sent to the primary AMS participant. The secondary notify parties must have established communications links with AMS.

Record Identifier B02					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal B02.	
Volume	10N	4-13	O	A value representing the shipment's volume.	
Volume Unit	2A	14-15	C	A code representing the unit of volume. This data element is required if the Volume data element is provided. Valid codes are: CF = cubic feet CM = cubic meters	
Place of Receipt by Pre-carrier	17AN	16-32	M	A valid city or country name in which the pre-carrier took possession of the cargo.	
Space Charter B/L Reference	12X	33-44	C	The bill of lading number issued to the carrier that chartered the space from the vessel operator. The carrier who is reporting bills of lading covered by the space charter agreement only uses this element. (This is for future use.)	
Second Notify Party (1)	4AN	45-48	O	The Standard Carrier Alpha Code (SCAC) of the secondary notify party authorized to receive a copy of the bill of lading release.	1
Second Notify Party (2)	4AN	49-52	O	The Standard Carrier Alpha Code (SCAC) of the secondary notify party authorized to receive a copy of the bill of lading release.	1
Filler	28AN	53-80	M	Space fill.	

Note 1

The Standard Carrier Alpha Code (SCAC) is issued by the National Motor Freight Traffic Association, Inc. located at 2200 Mill Road, Alexandria, VA 22310. In the case of water carriers who own their containers, the SCAC code is issued by the Intermodal Association of North America located at 6410 Kenilworth Ave., Suite 108, Riverdale, MD 20737.

Record Identifier B04

Reference Identifier

This is an optional record used to transmit the automotive advance shipment notice (ASN) number, the reference identifiers associated with the B01 record, and other shipment-specific details.

Record Identifier B04					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal B04.	
Qualifier	3AN	4-6	M	A code indicating the type of export shipment. If using the two-character code qualifier, it must be left justified.	1
Reference Identifier	30AN	7-36	M	Automotive ASN number/unique reference number. The unique reference number consists of: 11 position Harmonized Tariff System (HTS) number 11 position DUNS number 17 position reference number 12 position House Bill number or Automotive ASN number 3 position filer code of the broker initiating an in-bond movement 16 position bill of lading number of the original ocean AMS carrier who initially imported the cargo. This could be an AMS ocean carrier who imported the cargo into the U.S. and turned it over to an AMS rail participant for transportation and exportation, or an AMS ocean carrier who discharges the cargo in Canada and turns it over to an AMS rail participant for importation into the U.S.	
Filler	44AN	37-80	M	Space fill.	

Note 1

This data element is used by carriers to report an export shipment. For rail carriers, use the ASN number; for export shipments, use the number supplied to AES by the exporter, or the House Bill of Lading number supplied by NVOCC.

This data element is also used to report the filer code to the broker initiating an in-bond movement or the bill of lading number of the original ocean AMS carrier who initially imported the cargo.

Note 1 - Continued

Valid qualifier codes are:

Code	Description
M	Master XTN (Export Transaction Number)
H	House XTN (Export Transaction Number)
B	House Bill of Lading
8S	Broker Identification (Used to pass the broker filer code)
BL	Government Bill of Lading
BM	Bill of Lading Number
BN	Booking Number
CG	Consignee's Order Number
CN	Carrier's Reference Number (PRO/Invoice)
CO	Customer Order Number
CR	Customer Reference Number
CX	Consignment Classification ID
ED	Export Declaration
FN	Forwarder's/Agent's Reference Number
FP	Forestry Permit Number
GB	Grain Block Number
GR	Grain order Reference Number
HS	Harmonized Code System (Canada) (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)
IN	Consignee's Invoice Number
LT	Lot Number
MA	Ship Notice/Manifest Number (Used for the Automotive ASN Number)
MB	Master Bill of Lading
OB	Ocean Bill of Lading
OM	Ocean Manifest
OW	Service Order Number
PK	Packing List Number
PN	Permit Number
PO	Purchase Order Number
RC	Rail Routing Code (Used by Automotive Manufacturers and Brokers)
S7	Stack Train Identification
SI	Shipper's Identifying Number for Shipment (SID)
SO	Shipper's Order (Invoice Number)
ST	Store Number
SW	Seller's Sale Number
UT	Unit Train
VA	Vessel Agent Number
WU	Vessel
WY	Rail Waybill Number
XP	Previous Cargo Control Number
ZE	Coal Authority Number
ZZ	Mutually Defined
FEN	Foreign Entry Number

Record Identifier B05

Supplementary In-bond Information Record

This is a conditional record used to add bonded carrier information for a subsequent bonded movement. (FUTURE USE)

Record Identifier B05					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal B05.	
Reference Number Qualifier	2AN	4-5	M	A code qualifying the reference number. Valid qualifier codes are: BI = Bonded carrier internal revenue identification number	
Reference Number	12X	6-17	M	The identification (ID) of the bonded carrier (also referred to as the importer number or IRS number) must include any embedded hyphens. Valid format for importer number is NN-NNNNNNNXX.	
Filler	63AN	18-80	M	Space fill.	

Record Identifier S01

Shipper Name/Address Record

This is a mandatory record used to transmit the shipper's name and the first line of the address. This data must be transmitted exactly as it appears on the ocean bill of lading. AMS participants must provide shipper name and address information that is as full and complete as possible.

Record Identifier S01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal S01.	
Shipper Name/Code	35X	4-38	M	A valid shipper name.	
Shipper Address, Line 1	35X	39-73	M	The first line of the shipper's address, or the city and country, if that is the only information available.	
Filler	7AN	74-80	M	Space fill.	

Record Identifier S02

Shipper Address Record

This is a conditional record used to transmit lines two and three of the shipper's address. This data must be transmitted exactly as it appears on the ocean bill of lading.

Record Identifier S02					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal S02.	
Shipper Address, Line 2	35X	4-38	M	The shipper's address, if available.	
Shipper Address, Line 3	35X	39-73	C	The shipper's address, if available.	
Filler	7AN	74-80	M	Space fill.	

Record Identifier S03

Shipper Telephone/Telex Record

This is a conditional record used to transmit the telephone or telex number of the shipper. This data must be transmitted exactly as it appears on the ocean bill of lading.

Record Identifier S03					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal S03.	
Shipper Telephone or Telex Number	35X	4-38	M	The telephone or telex number of the shipper, if available. Place the word *telex* before the telex number. For the telephone number, insert only the number. If neither number is available, the S03 record may contain a fourth address line.	
Filler	42AN	39-80	M	Space fill.	

Record Identifier U01

Consignee Name/Address Record

In manifest record sets, this record is conditional when used to transmit data pertaining to the issuer of the bill(s) of lading. One record for each different issuer within a manifest record must be transmitted.

This record is mandatory when used to transmit intermediate and ultimate consignee name and address information. At least one U01 record must transmit ultimate consignee data.

This is a conditional record used to transmit the consignee's name and the first line of the address. This data must be transmitted exactly as it appears on the ocean bill of lading. AMS participants must provide consignee name and address information that is as complete and accurate as possible.

Record Identifier U01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal U01.	
Consignee Name/ Code	35X	4-38	M	A valid consignee name.	
Consignee Address, Line 1	35X	39-73	M	The first line of the consignee address, or the city and country, if that is the only available information.	
Consignee Type Code	1X	74	O	A code indicating the type of consignee name and address information. Valid consignee type codes are: I = Intermediate U = Ultimate This data element is mandatory for U01 records included in the export transaction data record sets. At least one U01 record in the export transaction data set must be U.	
Filler	6AN	75-80	M	Space fill.	

Record Identifier U02

Consignee Address Record

This is a conditional record used to transmit lines two and three of the consignee's address data. This data must be transmitted exactly as it appears on the ocean bill of lading.

Record Identifier U02					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal U02.	
Consignee Address, Line 2	35X	4-38	M	The second line of the consignee address, if available.	
Consignee Address, Line 3	35X	39-73	C	The third line of the consignee address, if available.	
Filler	7AN	74-80	M	Space fill.	

Record Identifier U03

Consignee Telephone/Telex Record

This is a conditional record used to transmit the telephone or telex number of the consignee. This data must be transmitted exactly as it appears on the ocean bill of lading.

Record Identifier U03					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal U03.	
Consignee Telephone or Telex Number	35X	4-38	M	The telephone or telex number of either the ultimate or intermediate consignee (depending upon the type specified in the U01 record). Place the word *telex* before the telex number. For the telephone number, insert only the number. If neither number is available, the U03 record may contain a fourth address line.	
Filler	42AN	39-80	M	Space fill.	

Record Identifier N00

Entity Name Record

This is a conditional record used to transmit a party by type of organization, name, and code. The data must be transmitted exactly as it appears on the bill of lading. AMS participants must provide complete information. (FUTURE USE)

Record Identifier N00					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal N00.	
Entity ID Code	2AN	4-5	C	A code identifying the type of entity. Valid codes are: BN = Beneficial Owner C1 = Care of party #1 CB = Customs Broker (If this data element is used, the Code Qualifier and ID Code must be provided.) CD = Consignee to Receive Mail & Small Parcels CN = Consignee N1 = Notify Party #1 N2 = Notify Party #2 OO = To Order Of PF = Payer of Freight SF = Ship From SH = Shipper UC = Ultimate Consignee	
Name	35AN	6-40	C	A free form test for Name of entity.	
Code Qualifier	2AN	41-42	C	This data element is required if Entity ID Code = CB, Code 9 - DUNS+4, Code 17 = ABI Office Routing code, Code FI = Federal Taxpayers Identification Number.	
ID Code	17AN	43-59	C	A code related to preceding Code Qualifier data element. This code is required if the Code Qualifier = DUNS +4 or the ABI Office Routing code.	
Entity Relationship Code	2AN	60-61	C	Not Used. Leave this data element blank.	
Entity ID Code	2AN	62-63	C	Not Used. Leave this data element blank.	
Filler	17AN	64-80	M	Space fill.	

Record Identifier N01

Notify Party Name/Address Record

This is a conditional record used to transmit the notify party's name and the first line of the address data. This data must be transmitted exactly as it appears on the ocean bill of lading. AMS participants must provide notify party name and address information that is as full and complete as possible.

Record Identifier N01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal N01.	
Notify Party Name/Code	35X	4-38	M	A valid notify party name.	
Notify Party Address, Line 1	35X	39-73	M	The first line of the notify party address, or the city and country, if that is the only available information.	
Filler	7AN	74-80	M	Space fill.	

Record Identifier N02

Notify Party Address Record

This is a conditional record used to transmit lines of the notify party's address data. This data must be transmitted exactly as it appears on the ocean bill of lading.

Record Identifier N02					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal N02	
Notify Party Address Line 2	35X	4-38	M	The second line of the notify party's address, if available.	
Notify Party Address Line 3	35X	39-73	C	The third line of the notify party's address, if available.	
Filler	7AN	74-80	M	Space fill.	

Record Identifier N03

Notify Party Geographic Area

This conditional record is used by participants to report a geographic area associated with a notify party (FUTURE USE).

Record Identifier N03					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal N03.	
City Name	19AN	4-22	C	Free form text for the name of the city.	
State/Province	2AN	23-24	O	The U.S. postal code for the State/Province.	
Postal Code	9AN	25-33	O	A code representing the international postal zone code (ZIP in U.S.).	
Country Code	2AN	34-35	O	An ISO code identifying the country of origin. See Appendix I for a listing of valid ISO Country codes.	
Filler	45AN	36-80	M	Space fill.	

Record Identifier N04

Administrative Communications Contact-Notify Party

This conditional record is used by participants to identify a person or office to whom administrative communications should be directed (FUTURE USE).

Record Identifier N04					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal N04.	
Contact Name	23AN	4-26	O	Free form text for the name of the person or office to whom communications should be directed.	
Comm Number Qualifier	2AN	27-28	C	A code identifying the type of communications number.	1
Communications Number	25AN	29-53	C	A complete communications number including country or area code, when applicable.	
Comm Number Qualifier	2AN	54-55	C	A code identifying the type of communications number.	1
Communications Number	25AN	56-80	C	A complete communications number including country or area code, when applicable.	

Note 1

Valid Communications Number Qualifier Codes are:

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

Record Identifier I01

In-bond Record

This is a conditional record used to transmit in-bond data if the master in-bond indicator is *1* on the Bill of Lading Transaction (B01) record.

Record Identifier I01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal I01.	
In-bond Entry Type	2N	4-5	M	A code representing the various types of in-bond movements. Valid codes are: 61 = Immediate Transportation (IT) 62 = Transportation and Exportation (T&E) 63 = Immediate Exportation (IE) 69 = Transit 70 = Multi-Transit	
Filler	2X	6-7	M	Space fill.	
Conventional In-bond Number	9N	8-16	C	A Customs assigned in-bond control number used with conventional MIB movements. Either this data element or the Paperless In-bond Number data element (positions 50-60) must be completed.	
In-bond Carrier Code	4AN	17-20	C	A SCAC code representing the original in-bond carrier, if other than the importing/exporting carrier.	
U.S. Port of Destination/ Intermediate Destination	4N	21-24	C	A code representing the U.S. Customs district/port of termination for an IT (61) entry, or the district/port of exportation for a T&E (62) entry, or the district/ port of arrival for an IE (63) entry. When used with Record Identifier B03, this code is the port of destination for the second or subsequent in-bond. It must be the same district/port code used in Record Identifier B03 for U.S. Port of Destination. See Appendix G of this publication for valid district/port codes.	
Foreign Destination	5N	25-29	C	A code representing the foreign port of destination for T&E (62) or IE (63) entries. This data field is left blank for IT (61) entries. See Census Schedule K, included as Appendix H of this publication for valid foreign port codes.	
Value	8N	30-37	M	A value in whole dollars of the in-bond movement. Twenty dollars per kilo may be used if the value is unknown. This data element must be greater than zero.	

Record Identifier I01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Bonded Carrier ID Number	12X	38-49	M	The identification (ID) number of the original bonded carrier (also referred to as the importer number of IRS number) must include any embedded hyphens. Valid formats for importer number are: NN-NNNNNNNXX = Internal Revenue Service Number; YYDDPP-NNNN = Customs assigned Number; or NNN-NN-NNNN = Social Security Number	
Paperless In-bond Number	11AN	50-60	C	A code representing the carrier assigned *V* in-bond number used with paperless MIB movements. Either the conventional in-bond number data element or the paperless in-bond number data element must be completed.	
Port of In-bond Arrival/Departure	4N	61-64	C	The Census Schedule D code representing the U.S. port where the shipment anticipates exiting or re-entering the country after transiting Canada incidental to traveling to the in-bond destination port.	
Port of In-bond Arrival/Departure	4N	65-68	C	The Census Schedule D code representing the U.S. port where the shipment anticipates exiting or re-entering the country after transiting Canada incidental to traveling to the in-bond destination port.	
Port of In-bond Arrival/Departure	4N	69-72	C	The Census Schedule D code representing the U.S. port where the shipment anticipates exiting or re-entering the country after transiting Canada incidental to traveling to the in-bond destination port.	
Port of In-bond Arrival/Departure	4N	73-76	C	The Census Schedule D code representing the U.S. port where the shipment anticipates exiting or re-entering the country after transiting Canada incidental to traveling to the in-bond destination port.	
Port of In-bond Arrival/Departure	4N	77-80	C	The Census Schedule D code representing the U.S. port where the shipment anticipates exiting or re-entering the country after transiting Canada incidental to traveling to the in-bond destination port.	

Record Identifier I02

In-bond Record

This is an optional record used to transmit waterborne export data for the U.S. Bureau of the Census. This record must be paired with the I01 record.

Record Identifier I02					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal I02.	
Mode of Transport	2N	4-5	M	Equals 10.	
Vessel Name	23AN	6-28	M	The valid name of the exporting vessel.	
Filler	52AN	29-80	M	Space fill.	

Record Identifier C01

Bill Container Record

This is a mandatory record used to transmit the container/equipment number and seal numbers associated with a bill of lading. Transmit as many C01 records as necessary to record container/equipment and seal numbers that exist per bill of lading. There can only be one container/equipment number per C01 record, but up to two seal numbers. Quantities for each container/equipment are calculated from the Bill Cargo Description (D01) record. The C01 record must precede the D00, D01, and D03 cargo description records for commodities associated with container/equipment.

Record Identifier C01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal C01.	
Container/ Equipment No.	14AN	4-17	M	A valid container/equipment number associated with a bill of lading. This container/equipment number must reflect the number exactly as it physically appears on the container. Indicate *NC* for non-containerized freight. Neither an identical container/equipment number nor the designation *NC* should be repeated within the same bill.	
Seal Number 1	15AN	18-32	C	A valid exporter/carrier seal number associated with the container/equipment.	
Seal Number 2	15AN	33-47	C	A valid exporter/carrier seal number associated with the container/equipment.	
Container/ Equipment Description Code	2AN	48-49	C	A code for describing the type of container or equipment used for shipment.	1
Container/ Equipment Length	5N	50-54	C	Length (in feet and inches) of container/equipment ordered or used to transport shipment. The formula is FFFII, where FFF is feet and II is inches. The range for II is 00 through 11.	
Height	8X	55-62	C	Vertical dimension of an object when object is in upright position.	
Width	8X	63-70	C	A shorter measurement of the two horizontal dimensions measured with the object in the upright position.	
Container/ Equipment Type	4AN	71-74	C	A code identifying the type of container/equipment. A container/ equipment type code alone may be used in lieu of the container/equipment length, height and width.	2

Record Identifier C01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Load/Empty Status Code	1A	75	O	A code which specifies the loaded condition of the transportation equipment. Valid status codes are: E = Empty L = Loaded T = Total	
Type of Service Code	2AN	76-77	C	A code specifying the extent of transportation service required. Valid codes are: BB = Break Bulk CS = Container Station CY = Container Yard HH = House-to-House HL = Headload or Devanning HP = House-to-Pier MD = Mixed Delivery NC = Non-Containerized PH = Pier-to-House PP = Pier-to-Pier RR = Roll on - Roll Off For participants in the paperless manifest program, this field is mandatory.	
Filler	3AN	78-80	M	Space fill.	

Note 1

A complete listing of Container/Equipment Description codes can be found in Appendix K.

Note 2

A code consisting of four separate characters used to identify a type of container or equipment. There are two categories of Container/Equipment Type Codes: "old" codes, referencing containers and equipment built before January 1, 1996, and "new" codes, for containers and equipment built since January 1, 1996.

"Old" codes are all numeric. One example of an "old" Container/Equipment Type code is 4204. 42 = 12,000 mm or 40 feet in nominal length X 2,581 mm or 8 feet 6 inches in nominal height without a tunnel for goose neck. 04 = a general-purpose container with openings at both ends plus opening roof plus openings at one or both sides.

The codes are broken down in the following tables. The first two characters of the code identify length and height.

Note 2 – Continued

ISO freight containers series [1] and assimilated containers	Nominal Heights *h*		*h* = 2,438 mm (8 ft)		*h* = 2,581 mm (8 ft 6 in)		*h* > 2,591 m (6ft 6 in)		1,219 mm (4 ft) <*h* <1,295 mm (4 ft 3 in)		1,295 mm (4 ft 3 in) <*h* <2,436 mm (8 ft)	*h* = 1,219 mm (4 ft)
	Nominal Length *L*	Tunnel for Goose Neck	w/o	with	w/o	with	w/o	with	w/o	with	with or w/o	with or w/o
		Index	0.00	1	2	3	4	5	6	7	8	9
	3,000 mm (10 ft)	1	10	11	12	13	14	15	16	17	18	19
	6,000 mm (20 ft)	2	20	21	22	23	24	25	26	27	28	29
	9,000 mm (30 ft)	3	30	31	32	33	34	35	36	37	38	39
	12,000 mm (40 ft)	4	40	41	42	43	44	45	46	47	48	49
Other containers	3,000 mm (10ft) <*L* <6,000 mm (20 ft)	6	60	61	62	63	64	65	66	67	68	69
	6,000 mm (20 ft) <*L* <9,000 mm (30 ft)	7	70	71	72	73	74	75	76	77	78	79
	9,000 mm (30 ft) <*L* <12,000 mm (40 ft)	8	80	81	82	83	84	85	86	87	88	89
	L> 12,000 (40 ft)	9	90	91	92	93	94	95	96	97	89	99

[1] – Assimilated means that the container is in accordance with ISO 1161 relating to the dimensions and location of corner fittings horizontal plan view and can be handled by the equipment used for lifting ISO containers.

		Index	Size code designations of containers having a nominal length < 3,000 mm (10 ft)									
ISO freight containers	*L* < 3,000 mm (10 ft)	0.00	0.00	01	02	03	04	05	06	07	08	09
	Type of containers	To be allocated										
Other containers	*L* < 3,000 mm (10 ft)	5			52	53	54	55	56	57	58	59
	Internal volume of containers	These codes will be given later.										

Note 2 – Continued

Type		Characteristics	
0	General-purpose container. General purpose of closed vented/ventilated container: Container other than Thermal, Dry Bulk, Air, or other specific container. One having floor, walls, and roof, and being capable of being loaded at least by openings (doors) at one end and, in some types, additional openings and, in other types, vented/ventilated openings as well. Opening: A hinged movable or removable panel of a container designed as a load-bearing structure and also to be watertight and reasonably airtight.	Openings at one end or both ends	00
		Opening(s) at one or both ends plus "full" opening(s) on one or both sides	01
		Opening(s) at one or both ends plus "partial" opening(s) on one or both sides	02
		Opening(s) at one or both ends plus opening roof	03
			04
		Opening(s) at one or both ends plus opening roof, plus opening(s) at one or both sides	05
		(Spare)	06
		(Spare)	07
		(Spare)	08
		(Spare)	09
		(Spare)	
1	Closed container vented. General purpose of closed vented/ventilated container: Container other than Thermal, Dry Bulk, Air, or other specific container. One having floor, walls, and roof, and being capable of being loaded at least by openings (doors) at one end and, in some types, additional openings and, in other types, vented/ventilated openings as well. Opening: A hinged movable or removable panel of a container designed as a load-bearing structure and also to be watertight and reasonably airtight.	Passive vents at upper part of cargo space - Total vent cross-section area < 25 cm^2/m of nominal container length.	10
		Passive vents at upper part of cargo space - Total vent cross-section area > 25cm^2/m of nominal container length	11
		(Spare)	12

Note 2 – Continued

Type		Characteristics	
1	Closed container, ventilated Opening: A hinged movable or removable panel of a container designed as a load-bearing structure and also to be watertight and reasonably airtight.	Non-mechanical system, vents at lower and upper parts of cargo space	13
		(Spare)	14
		Mechanical ventilation system, located internally	15
		(Spare)	16
		Mechanical ventilation system, located externally	17
		(Spare)	18
		(Spare)	19
2	Thermal Container: Types 20 to 49 Containers built with insulating walls, doors, floor and roof which retard the rate of heat transmission between the inside and outside of the container.		
	Insulated container: Thermal container without devices for cooling and/or heating.	Insulated - containers shall have insulation "*K*" values of $K_{max} < 0.4$ W/(m^2.^{o}C).	20
		Insulated - containers shall have insulation "*K*" values of $K_{max} < 0.7$ W/(m^2.^{o}C).	21
	Heated container: thermal container fitted with a heat-producing appliance.	Heated - containers shall have insulation "*K*" values of $K_{max} < 0.4$ W/(m^2.^{o}C). Containers shall be required to maintain the internal temperatures given in ISO 1496/2. Series 1 freight containers – specification and testing - part 2: Thermal containers	22
		(Spare)	23
		(Spare)	24

Note 2 – Continued

Type		Characteristics	
2	Named cargo containers.	(Spare) Livestock carrier	25
		(Spare) Automobile carrier	26
		(Spare)	27
		(Spare)	28
		(Spare)	29
3	Thermal Container: Types 20 to 49 Containers built with insulating walls, doors, floor and roof which retard the rate of heat transmission between the inside and outside of the container.		
	Refrigerated container: Thermal container using either expendable refrigerant or fitted with a refrigerator appliance.	Refrigerated - expendable refrigerant – containers shall have insulation "*K*" values of $K_{max} < 0.4$ W/(m^2.^{o}C). Containers shall be required to maintain the internal temperatures given in ISO 1496/2. Series 1 freight containers – specification and testing - part 2: Thermal containers	30
		Mechanically refrigerated – containers shall have insulation "*K*" values of $K_{max} < 0.4$ W/(m^2.^{o}C). Containers shall be required to maintain the internal temperatures given in ISO 1496/2. Series 1 freight containers - specification and testing - part 2: Thermal containers	31

Note 2 – Continued

Type		Characteristics	
3	Refrigerated and heated. Heated container: thermal container fitted with a heat-producing appliance. Refrigerated container: Thermal container using either expendable refrigerant or fitted with a refrigerator appliance.	Refrigerated and heated - containers shall have insulation "*K*" values of $K_{max} < 0.4$ W/(m^2.^{o}C). Containers shall be required to maintain the internal temperatures given in ISO 1496/2. Series 1 freight containers - specification and testing - part 2: Thermal containers	32
		(Spare)	33
		(Spare)	34
		(Spare)	35
		(Spare)	36
		(Spare)	37
		(Spare)	38
		(Spare)	39
4	Thermal Container: Types 20 to 49 Containers built with insulating walls, doors, floor and roof which retard the rate of heat transmission between the inside and outside of the container.		

Note 2 – Continued

Type		Characteristics	
4	Refrigerated and/or heated with removable equipment. Refrigerated container: Thermal container using either expendable refrigerant or fitted with a refrigerator appliance. Removable equipment: Refrigerating and/or heating appliance which is designed primarily for attachment to or detachment from the container when transferring between different modes of transportation. Such equipment may be "located internally", i.e., totally within the external dimensional envelope of the container as defined in ISO 668, or "located externally", i.e., partially or totally outside the external dimensional envelope of the container as defined in ISO 668.	Refrigerated and/or heated with removable equipment appliance located EXTERNALLY - containers shall have insulation "*K*" values of K_{max} < 0.4 W/(m^2.^{o}C).	40
		Refrigerated and/or heated with removable equipment appliance located INTERNALLY - containers shall have insulation "*K*" values of K_{max} < 0.4 W/(m^2.^{o}C).	41
		Refrigerated and/or heated with removable equipment appliance located EXTERNALLY - containers shall have insulation "*K*" values of K_{max} < 0.7 W/(m^2.^{o}C).	42
		(Spare)	43
		(Spare)	44
		(Spare)	45
		(Spare)	46
		(Spare)	47
		(Spare)	48
		(Spare)	49

Note 2 – Continued

Type		Characteristics	
5	Open top container: A description applied when one or more of the sides, ends or the roof of a container is permanently open.	Opening(s) at one or both ends	50
		Opening(s) at one or both ends plus removable top member(s) in end frame(s)	51
		Opening(s) at one or both ends, plus opening(s) on one or both sides	52
		Opening(s) at one or both ends, plus opening(s) on one or both sides plus removable to member(s) in end frame(s)	53
		(Spare)	54
		(Spare)	55
		(Spare)	56
		(Spare)	57
		(Spare)	58
		(Spare)	59
6	Platform (container)	Platform (container) - Type 60. A loadable platform having no superstructure whatever but having the same length and width as the base of the series 1 container and equipped with top and bottom corner fittings, located in plain view as on other series 1 containers so that some of the same securing and lifting devices can be used.	60

Note 2 – Continued

Type		Characteristics	
6	Platform-based container with incomplete superstructure Platform-based container: Container having a base structure of the platform type for which camber may be provided. Platform (container): Type 60. A loadable platform having no superstructure whatever but having the same length and width as the base of the series 1 container and equipped with top and bottom corner fittings, located in plain view as on other series 1 containers so that some of the same securing and lifting devices can be used. Platform-based container with incomplete superstructure with fixed complete end structure or with fixed freestanding posts for which the requirements of ISO 668 for the overall top length may be relaxed.	With complete and fixed ends (2)	61
		With fixed free standing posts	62
		With complete and folding ends	63
		With folding free-standing posts	64
6	Platform-based container with complete superstructure and open-sided.	With roof	65
		With open top	66
		With open top, open ends (skeletal)	67
		(Spare)	68
		(Spare)	69

Note 2 – Continued

Type		Characteristics	
7	Tank containers: Tank container for liquids or gases: Container specially built for transporting and distributing liquids or gases in bulk (with due regard to such codes and national and international regulatory requirements as may be applicable). Liquid: A fluid substance having a vapour pressure not greater than 3.0 bar (3 kgf/cm^2) absolute at 50^{o}C (42.67 lbf/in^2 absolute at 122^{o}F). Gas: A gas or vapour having a vapour pressure greater than 3.0 bar (3 kgf/cm^2) absolute at 50^{o}C (42.67 lbf/in^2 absolute at 122^{o}F). Test pressures for tank containers and dry bulk containers: the test pressure given is the minimum value of the respective class. Any tank or dry bulk container with a test pressure in the range between a given minimum pressure and the next higher minimum pressure belongs to the lower class. Dangerous substances (goods) are those substances classified as dangerous by the UN Committee of Experts on the Transport of Dangerous goods or by competent authorities concerned.	For non-dangerous liquids, test pressure 0.45 bar For non-dangerous liquids, test pressure 1.5 bar For non-dangerous liquids, test pressure 2.65 bar For dangerous liquids, test pressure 1.5 bar For dangerous liquids, test pressure 2.65 bar For dangerous liquids, test pressure 4.0 bar For dangerous liquids, test pressure 6.0 bar For dangerous gases, test pressure 10.5 bar For dangerous gases, test pressure 22.0 bar For dangerous gases, test pressure (to be developed)	70 71 72 73 74 75 76 77 78 79
8	Dry bulk containers: Test pressures for tank containers and dry bulk containers: the test pressure given is the minimum value of the respective class. Any tank or dry bulk container with a test pressure in the range between a given minimum pressure and the next higher minimum pressure belongs to the lower class.	Reserved for dry bulk containers (code allocation, characteristic text and notes, where required, shall be provided by ISO/TC 104/5C 2)	80 to 89
9	Air/surface containers: Code characteristics are to be developed by ISO and IATA jointly. It is envisaged that number 90 to 99 will be allocated to containers for carriage in fixed wing aircraft.		90 to 99

Note 2 – Continued

"New" codes are all alphanumeric. One example of a "new" container/equipment type code is 4EV0. 4 = 12,192 mm or 40 feet in length; E = 2,895m (9'6") x >2,438 mm but <2,500 mm in width, and V0 = a non-mechanical system with vents at lower and upper parts of cargo space.

The codes are broken out in the following tables. The first character of the code identifies the length.

Code	Length	
	Mm	ft in
1	2,991	10'
2	8,058	20'
3	9,125	30'
4	12,192	40'
5	Spare	
6	Spare	
7	Spare	
8	Spare	
9	Spare	
A	7,150	
B	7,316	24'
C	7,420	
D	7,430	24' 6"
E	7,800	
F	8,100	
G	12,500	41'
H	13,106	43'
K	13,600	
L	13,716	45'
M	14,630	48'
N	14,935	49'
P	15,154	
R	Spare	
"	Spare	

Note 2 – Continued

The second character of the code identifies the width and height.

width mm (ft, in) height mm (ft, in)	2,438 (8')	2,438 (>8') <=2,500 (8',2.5")	>2,500 (> 8'2.5")
2,438 (8')	0		
2,592 (8'6")	2	C	L
2,743 (9')	4	D	M
2895 (9'6")	5	E	N
> 2,895 (9'6")	6	F	P
1,295 (4'3")	8		
< = 1,219 (4')	9		

The third and fourth characters of the code identify the type of container/equipment.

General Purpose Container/Equipment	
Code	**Description**
G0	Opening(s) at one end or both ends.
G1	Passive vents at upper part of cargo space.
G2	Opening(s) at one or both ends plus "full" opening(s) on one or both sides.
G3	Opening(s) at one or both ends plus " partial" opening(s) on one or both sides.
G4	(Spare)
G5	(Spare)
G6	(Spare)
G7	(Spare)
G8	(Spare)
G9	(Spare)
V0	Non-mechanical system vents at lower and upper parts of cargo space.
V1	(Spare)
V2	Mechanical ventilation system located internally.
V4	(Spare)
V5	(Spare)
V6	(Spare)
V7	(Spare)
V8	(Spare)
V9	(Spare)
Dry Bulk Container	
B0	Closed
B1	Airtight
B2	(Spare)
B3	Horizontal discharge, test pressure 1,5 bar.
B4	Horizontal discharge, test pressure 2,65 bar.

Note 2 – Continued

Dry Bulk Container	
Code	**Description**
B5	Tipping discharge, test pressure 1,5 bar.
B6	Tipping discharge, test pressure 2,65 bar.
B7	(Spare)
B8	(Spare)
B9	(Spare)
Named Cargo Containers	
S0	Livestock carrier
S1	Automobile carrier
S2	Livefish carrier
S3	(Spare)
S4	(Spare)
S5	(Spare)
S6	(Spare)
S7	(Spare)
S8	(Spare)
S9	(Spare)
Thermal Containers	
R0	Mechanically refrigerated
R1	Mechanically refrigerated and heated
R2	Mechanically refrigerated
R3	Mechanically refrigerated and heated
R4	(Spare)
R5	(Spare)
R6	(Spare)
R7	(Spare)
R8	(Spare)
R9	(Spare)
Thermal Containers	
H0	Refrigerated and/or heated with removable equipment appliance located EXTERNALLY. Heat transfer K = 0.4 W/(m^2.K)
H1	Refrigerated and/or heated with removable equipment appliance equipment appliance located INTERNALLY.
H2	Refrigerated and/or heated with removable equipment appliance located EXTERNALLY. Heat transfer K = 0.7 W/(m^2.K)
H3	(Spare)
H4	(Spare)
H5	Insulated. Heat transfer K = 0.4 W/m^2, K)
H6	Insulated. Heat transfer K = 0.7 W/(m^2, K)
H7	(Spare)
H8	(Spare)
H9	(Spare)

Note 2 – Continued

Open-Top Containers	
Code	**Description**
U0	Opening(s) at one or both ends.
U1	Opening(s) at one or both ends, plus removable top member(s) in end frame(s).
U2	Opening(s) at one or both ends, plus opening(s) on one or both sides.
U3	Opening(s) at one or both ends, plus opening(s) on one or both sides plus removable top member(s) in end frame(s).
U4	Opening(s) at one or both ends, plus "partial" opening on one side and "full" opening on the other side.
U5	Open top - no doors.
U6	(Spare)
U7	(Spare)
U8	(Spare)
U9	(Spare)
Platform (Container)	
P0	Platform (container)
P1	With two complete and fixed ends.
P2	With fixed posts, either freestanding or with removable top member.
P3	With folding complete end structure.
P4	With folding posts, either freestanding or with removable top member.
P5	With open top, open ends (skeletal).
P6	(Spare)
P7	(Spare)
P8	(Spare)
P9	(Spare)
Tank Container	
T0	Minimum pressure 0,45 bar.
T1	Minimum pressure 1,5 bar.
T2	Minimum pressure 2,65 bar.
T3	Minimum pressure 1,5 bar.
T4	Minimum pressure 2,65 bar.
T5	Minimum pressure 4,0 bar.
T6	Minimum pressure 6,0 bar.
T7	Minimum pressure 9,1 bar.
T8	Minimum pressure 22 bar.
T9	Minimum pressure (to be developed)

Record Identifier C02

Bill of Lading Container Record - Motor Vehicle Control

This is an optional record used to report vehicle identification numbers (VINs) of vehicles associated with a specific container by AMS participants. There may be 21 C02 records per C01 record. This may also be used to record the foreign port of lading of an empty container onboard a conveyance.

Record Identifier C02					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal C02.	
VIN	30AN	4-33	M	The unique vehicle identification number stamped on a vehicle by the manufacturer.	
Filler	5AN	34-38	M	Space fill.	
Foreign Port	5N	39-43	C	Code representing the foreign port in which an empty container was laden onboard the conveyance. See Census Schedule K included as Appendix K of this publication for valid foreign port codes.	
Factory Car Order Number	10AN	44-53	O	The number to be supplied by the shipper for Canadian Customs requirements at border points for all finished motor vehicles exported to the U.S. from Canada.	
Filler	27AN	54-80	M	Space fill.	

Record Identifier D00

Additional Cargo Description Record

The universally recognized reference number, the Harmonized Tariff Schedule Code, characterizes a commodity and complements the written description in the D01 record. It is not used for classification purposes. At least the Harmonized Tariff Schedule Code number must appear in this record to make it valid. A commodity value and/or net weight without the code number will not be accepted. AMS will accept all 11 positions of the code number, but fewer positions of the code are acceptable. AMS participants are requested to submit a commodity value and net weight for each type of commodity referenced in the D01 record. It is mandatory for participants in the paperless T&E and IE programs to submit a D00 record of their bill data.

If the descriptions in the D01 record correspond to the information in the D00 record, and the commodity remains unchanged, it is not necessary to repeat the D00 record. If the commodity is different in the second or subsequent D01 records, a new D00 record with that new commodity's Harmonized Tariff Schedule Code number, commodity value and net weight information should be submitted. If different harmonized numbers describe a single commodity, multiple D00 records, each with a different Harmonized number may be grouped before a D01 record.

Record Identifier D00					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal D00.	
Harmonized Number	11N	4-14	C	The code located in the *Harmonized Tariff Schedule of the United States Annotated* that represents the tariff number or Harmonized Tariff Schedule B that represents the commodity export. Left justify the number and fill any remaining positions with zeros (0). On import manifests, the Harmonized Code is mandatory for paperless entry types (62 (T&E) and 63 (IE) for waterborne export shipments.	
Value	8N	15-22	O	A value greater than zero, in whole dollars, of the commodity. Twenty dollars per kilo may be used if the value is unknown.	
Weight	10N	23-32	C	A value greater than zero representing the net weight in pounds or kilos of the commodity.	
Weight Unit	2A	33-34	C	A code representing the unit of measure. Valid codes are: LB = pounds KG = kilograms	
Filler	46AN	35-80	M	Space fill.	

Record Identifier D01

Bill Cargo Description Record

This is a mandatory record used to transmit the description of the cargo. Up to 999 D01 records may exist per Bill Container (C01) record. AMS participants must provide complete and accurate commodity descriptions in this record.

Record Identifier D01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal D01.	
Piece Count	10N	4-13	C	The total number of pieces in the container being described, if there is only one description record for a container. This field is required for the first record. This is the number of the smallest exterior package units. A carton, box, bag, or crate are examples of smallest exterior packaging; a pallet and container are not.	1
Description	45X	14-58	M	A description of the cargo. Multiple description lines may be used for one container record. Every D01 record must have data in the description.	
C4 Number	14AN	59-72	O	The Customs C4 number for line release.	2
Manifest Unit Code	3AN	73-75	O	A code representing the manifest unit of measure - the smallest package unit for the bill of lading.	3
Country Code	2AN	76-77	O	An International Organization for Standardization (ISO) country code representing the country of origin of the commodity.	4
Filler	3AN	78-80	M	Space fill.	

Note 1

If there is more than one line of description for a container, each D01 record may contain an entry in the piece count giving the quantity for that record only. Customs computes the container quantity by totaling the D01 records.

Alternately, the first D01 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, and 7 coils steel wire. The quantity for this container is 21 pieces.

The total amount in all piece count fields in all D01 records must equal the amount in the manifest quantity field on the associated B01 record.

Note 2

U.S. Customs bar code number for line release.

Note 3

Valid Manifest Unit codes are:

Code	Description
AMM	Ammo Pack
BAG	Bag
BAL	Bale
BBL	Barrel
BDL	Bundle
BEM	Beam
BIC	Bing Chest
BIN	Bin
BKG	Bulk Bag
BKT	Bucket
BLE	Bale
BLK	Bulk
BOB	Bobbin
BOT	Bottle
BOX	Box
BRG	Barge
BSK	Basket
BXI	Box with inner container
BXT	Bucket
CAB	Cabinet
CAG	Cage
CAN	Can
CAR	Carcass
CAS	Case
CBC	Container Bulk Cargo
CBY	Carboy
CCS	Can Case
CHE	Cheeses
CHS	Chest
CLD	Car Load, Rail
CAN	Household goods, Containers, wood
CNB	Container MSC-ISO Military Airlift Container - Internationals Standards Organization, Light weight 8x8x20 foot air
CNC	Container, Navy Cargo Transporter
CND	Container, Commercial Highway lift
CNE	Engine Container

Note 3 – Continued

Code	Description
CNF	Multiwall Container Secured to Warehouse Pallet
CNT	Container
CNX	CONEX - Container Express
COL	Coil
CON	Cones
COR	Cord
CRD	Cradle
CRT	Crate
CSK	Cask
CTN	Carton
CUB	Cube
CYL	Cylinder
DBK	Dry Bulk
DRK	Double Length Rack
DRM	Drum
DSK	Double Length Skid
DTB	Double Length Toe Bin
DUF	Duffel Bag
ENV	Envelope
FIR	Firkin
FLO	Flo-bin
FLX	Liner Bag Liquid
FRM	Frame
FSK	Flask
FWR	Forward
GAL	Gallon
GOH	Garments on Hangers
HED	Heads of Beef
HGH	Hogshead
HMP	Hamper
HPT	Hopper Truck
HRB	On Hanger or Rack in Boxes
HRK	Half-Standard Rack
HTB	Half-Standard Tote Bin
JAR	Jar
JUG	Jug
KEG	Keg
KIT	Kit
KRK	Knockdown Rack
KTB	Knockdown Tote Bin
LBK	Liquid Bulk
LIF	Lifts

Note 3 – Continued

Code	Description
LOG	Logs
LSE	Loose
LUG	Lugs
LVN	Lift Van
MLV	MILVAN - Military Van
MRP	Multi-Roll Pack
MSV	MSCVAN - Military Sealift Command Van
MXD	Mixed Type Pack
NOL	Noil
OVW	Overwrap
PAL	Pail
PCK	Packed - not otherwise specified
PCL	Parcel
PCS	Pieces
PIR	Pims
PKG	Package
PLF	Platform
PLN	Pipeline
PLT	Pallet
POV	Private Vehicle
PRK	Pipe Rack
QTR	Quarters of Beef
RAL	Rail (Semiconductor)
RCK	Rack
REL	Reel
ROL	Roll
RVR	Reverse Reel
SAK	Sack
SBC	Liner Bag Dry
SCS	Suitcase
SHK	Shook
SHT	Sheet
SID	Sides of Beef
SKD	Skid
SKE	Skid elevating or lift truck
SLP	Slip Sheet
SLV	Sleeve
SPI	Sin Cylinders
SPL	Spool
SVN	SEAVAN - Sea Van
TBE	Tube
TBN	Tote Bin

Note 3 – Continued

Code	Description
TKR	Tank Car
TIN	Tin
TKT	Tank Truck
TLD	Intermodal Trainler/Container Load (Rail)
TNK	Tank
TRC	Tierce
TRI	Triwall Box
TRK	Trunk or Chest
TRY	Tray
TSS	Trunk, Salesmen Sample
TTC	Tote Can
TUB	Tub
UNP	Unpacked
UNT	Unit
VEH	Vehicles
VPK	Van Pack
WDC	Wooden Case
WHE	On Own Wheels
WLC	Wheeled Carrier
WRP	Wrapped

Note 4

Rail AMS participants may use the Canadian Province Codes. Valid codes are:

Code	Description
XA	Alberta
XB	New Brunswick
XC	British Columbia
XM	Manitoba
XN	Nova Scotia
XO	Ontario
XP	Prince Edward Island
XQ	Quebec
XS	Saskatchewan
XT	Northwest Territories
XW	Newfoundland
XY	Yukon Territory

Record Identifier D02

Marks and Numbers Record

This is a mandatory record used to specify information regarding marks and numbers. Diagrams, drawings, figures and other representations appearing on packaging may be described in writing. By capturing marks and numbers data in AMS, Customs seeks to incorporate in an automated environment information that is already made mandatory in the Customs manifest by Part 4 of the Customs Regulations. AMS users must provide full and complete manifest marks and numbers information, as in the paper manifest. There may be 999 D02 records per container per bill of lading.

Record Identifier D02					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal D02.	
Marks and Numbers	45AN	4-48	M	The written description of the symbols and markings that are on the outside of the packaging.	
Filler	32AN	49-80	M	Space fill.	

Record Identifier V01

Hazardous Material Record

This is an optional record used to specify information relative to hazardous materials, as defined in the 49th Code of Federal Regulations, for ocean and Intermodal manifests.

Record Identifier V01					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal V01.	
Hazardous Material Code	10X	4-13	M	A code representing the identification number assigned to the hazardous material.	1
Hazardous Material Class	4X	14-17	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	18	O	A code that describes the hazardous material class.	2
Hazardous Material Description	30AN	19-48	O	The proper shipping name of the material designated as hazardous.	
Hazardous Material Contact	24AN	49-72	O	The name and/or phone number of the person or department to contact in case of an emergency.	
UN Hazardous Material Page	6AN	73-78	O	The page number in the IMDG code in which the hazardous material identification appears.	
Filler	2AN	79-80	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.

The Standard Transportation Commodity Code (STCC), published by the Association of American Railroads is assigned to the hazardous material.

Note 2

Valid codes for hazardous materials are:

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

Of the above, the most commonly used codes are *I* and *U*.

Record Identifier V02

Hazardous Material Record

This is an optional record used to specify information relative to hazardous materials, as defined in the 49th Code of Federal Regulations, for ocean and Intermodal manifests.

Record Identifier V02					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal V02.	
Flashpoint Temperature	3N	4-6	C	A code representing the lowest temperature at which the vapor of a hazardous combustible liquid will ignite in the air.	
Unit of Measure Code	2X	7-8	C	A code representing the basic unit of measurement (UOM) for the flashpoint temperature. This is always CE = Degrees Centigrade/Celsius.	
Negative Indicator	1A	9	C	A code of *N* is used when a flashpoint temperature is negative, that is, below 0 degrees Centigrade/Celsius.	
Filler	71AN	10-80	M	Space fill.	

Record Identifier V03

Hazardous Material Record

This is an optional record used to specify free form hazardous descriptive data in addition to the information provided in the V01 and V02 for ocean and Intermodal manifests. For each commodity, there may be two V03 records per V01/V02 record.

Record Identifier V03					
Data Element	**Length/ Class**	**Position**	**Status**	**Description**	**Note**
Control Identifier	3AN	1-3	M	Must always equal V03.	
Hazardous Material Description	30AN	4-33	O	The material name, special instructions, and/or the phone number, if applicable.	
Hazardous Material Classification	30AN	34-63	C	Free form description of hazardous material classification, division, or label requirements.	
Filler	17AN	64-80	M	Space fill.	