



**300 Booking Request
From Customer
To INTTRA
ASCX12 Version 5030**

**User Guide
Version 2.0**

ASC X12 300 Booking Request

From Customer to INTTRA

ANSI X12 300 Version 5030

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I. Audience

This document is intended for business, technical and EDI personnel engaged in establishing an electronic connection with INTTRA for the purpose of sending Customer booking request messages to INTTRA Carriers via INTTRA's version of ANSI X12 (Version 005030).

The following sections provide detail information regarding General Conventions, message flow, message specifications, and message samples, to facilitate effective and efficient use of INTTRA's business transaction sets.

II. Business Context

Customers with an electronic connection to INTTRA implement the booking life cycle using the pair of messages, ANSI X12 300 Version 5030 for Customer Booking Request and the Carrier replies with an IFTMBC Carrier Booking Response. This Implementation Guide describes the ANSI X12 300 Version 5030 transaction set supported by INTTRA.

Customers may use the ANSI X12 300 Version 5030 transaction set to send new booking requests, make amendments or changes to existing bookings, and to cancel bookings. The ANS X12 300 Version 5030 message supports only INTTRA bookings, *viz.* bookings made by the customer using one of INTTRA's product channels.

III. Booking Transaction Management

A. Booking State Transitions

As a result of customer and carrier activity, bookings change state during the course of the booking cycle.

The following state matrices shows all possible transitions that can be attempted between states and categorizes them as Allowed, Not Allowed, or Ignored by INTTRA.

Allowed state transitions are those transitions that are actively supported at INTTRA, and will lead to a new revision of the Booking, so long as the transaction passes all other strict validations on data.

Transactions that attempt Not Allowed state transitions will be failed at INTTRA. Also, INTTRA will generate failure notifications for attempted 'Not Allowed' state transitions. Customers may subscribe to receive notifications of these and any other failures occurring during inbound message processing.

Transactions that attempt state transitions that are ignored by INTTRA will not be processed or stored; however attempting ignored transitions will not cause transactions to fail (no error message will be generated). These ignored transactions would have no relevant impact to the state of a booking in the INTTRA portal.

The Booking state matrix illustrated below applies to INTTRA Bookings that are made by Shippers/Forwarder or Carriers using the INTTRA Portal. Actions by Shippers/Forwarders result in a state of Requested, Amended (Changed) or Cancelled. Actions by Carriers result in a state of Pending, Confirmed, Replaced or Declined. When a new state is "proposed" (across the top) to an existing state (down the left column), the effect of such proposed state change is reflected in the cells (Allowed, Not Allowed or Ignored).

Booking State Matrix:

		PROPOSED STATE						
		SHIPPER/FORWARDER			CARRIER			
		REQUEST	AMEND	CANCEL	PENDING	CONFIRM	DECLINE	REPLACE
EXISTING STATE	None	✓	✗	✗	Ignored	✓	Ignored	Ignored
	Requested	✗	✗	✓	✓	✓	✓	✓
	Amended	✗	✗	✓	✓	✓	✓	✓
	Cancelled	✗	✗	Ignored	✗	✗	Ignored	✗
	Pending	✗	✓	✓	✓	✓	✓	✓
	Confirmed	✗	✓	✓	✗	✓	✓	✓
	Declined	✗	✗	Ignored	✗	✗	Ignored	✗
	Replaced	✗	✗	Ignored	✗	✗	✗	✗

Legends used in the table above:

State Transition:

Allowed State Transition: ✓

Not Allowed State Transition: ✗

Ignored State Transition: Ignored

Existing States:

Booking states initiated by Shipper/Forwarder: Requested, Amended, & Cancelled.

Booking states initiated by Carrier: Pending, Confirmed, Declined, & Replaced.

B. Changing Carriers within a group

INTTRA allows carriers to re-route Customer new booking requests to another carrier within the same carrier group. The second carrier then becomes the carrier of record for the booking. A booking may be reassigned only in the first carrier response to an INTTRA booking; all subsequent carrier transactions on the booking must reference the new carrier. This facility must be pre-configured at INTTRA for participating carriers within a carrier group. Customer transactions inbound to INTTRA may contain either the original carrier or the new carrier of record, as explained in the following sections. However, if original Carrier is sent in Amendment or Cancellation, INTTRA will convert the original carrier to the new carrier before storing the Booking, and sending the outbound Booking to the new Carrier.

C. Customer Transaction Matching, Key Identifiers

Customer Booking Requests are identified uniquely by the INTTRA Reference Number within the INTTRA Portal. This number is generated by INTTRA when a new Booking request is received. INTTRA Link and Desktop bookings (un-split) are also identified by a unique combination of Customer Shipment ID and Booker Party, both of which are provided by the Customer, and are mandatory for bookings made on these channels. Hence, Customer Shipment ID for a new booking must be unique among all Active and Replaced bookings. For split bookings, this pair of keys may be shared by a customer initiated booking and its associated carrier initiated splits; *viz.*, at any time, the only active bookings that may share common values for this pair of keys are bookings related to each other as carrier initiated splits. See Appendix 4 (Booking Split Conventions) of this Implementation Guide for a detailed treatment of Split handling.

New Booking Requests:

On a new booking request, the combination of Customer Shipment ID and Booker Company must be unique across all Bookings in active or Replaced status. Transactions that do not meet this criterion will fail. Note that Shipment IDs on inactive bookings (previous versions, or current versions of bookings in cancelled or declined state) may be reused by the Customer, on another active booking. Shipment IDs associated with Bookings that have been Replaced by carrier split activity cannot be reused.

Carrier Party is mandatory on Customer new booking requests. The Carrier specified on the Booking Request must be set up to receive Bookings from the Customer using the selected channel (INTTRA Link, for EDI Customers).

Under the Shipper Managed Booking Number (SMBN) and Rapid Reservation (RR) programs, Bookings may have Carrier Booking Numbers prior to carrier confirmation, a function normally limited to carriers during the confirmation process. Under SMBN and RR, ownership of a Carrier primary key is shared.

SMBN is authorized for specific carrier/shipper combinations. RR is authorized by carrier. Under SMBN, eligible shippers are issued a list of pre-authorized Carrier Booking Numbers that the shipper uses and maintains external to INTTRA. Under RR, INTTRA assigns Carrier Booking Numbers from a sequence authorized by a participating carrier (and optionally for specific regions and/or customer groups) and managed within INTTRA Works. If an SMBN has been provided by the Customer, INTTRA's RR feature will not be invoked, even if applicable.

SMBN numbers and RR numbers cannot be reused, even if they are present on terminated (cancelled or declined) or replaced bookings. Only the Carrier has the option to reuse Booking Numbers. When assigned to new bookings, SMBN numbers and RR numbers have to be unique across all bookings, whether active, terminated or replaced. Any Customer new Request transaction that violates this rule will be failed.

Amendments and Cancellations:

For Link and Desktop bookings, subsequent Amendments and Cancellation transactions will be resolved at the level of detail provided by the Customer. Please refer to Booking Split Conventions Appendix for details on how INTTRA matches Customer transactions to target bookings in the INTTRA Portal. Here, we only describe the specific manipulation of transaction keys that are permitted on Amendments and Cancellations.

INTTRA Reference number, once assigned by INTTRA, can never be changed on a subsequent Carrier or Customer update of a booking.

Booker party is mandatory for Amendments and Cancellations, and must match the booker on the target booking.

Carrier party is mandatory for Amendments and Cancellations, and must match the Carrier on the target booking or the Carrier to whom the original Booking Request was submitted. Carrier Booking Number, if provided on incoming Amendments or Cancellations, must match the one on the target booking. If provided with the INTTRA Reference, Customer Shipment ID may be updated on a target booking, with the new value subject to the uniqueness rules described earlier for new booking requests.

IV. General Conventions

A. Message Content

The INTTRA ANSI X12 300 Version 5030 message set is designed so that Customers can provide exactly the information required for a particular business transaction. This allows implementation of various use cases, each with differing data requirements, without the constraints of generic validations. Specifically, INTTRA imposes few mandatory requirements. However, any data provided by the Customer to INTTRA and subsequently stored and sent by INTTRA to the Carrier, will be validated according to the rules contained in this specification.

In addition to strict validations, INTTRA has put in place specific recommendations for Customer booking transactions. For maximum efficiency, Customer booking transactions should conform to the INTTRA recommendations for usage as described in the body of this Implementation Guide. By tracking conformance with recommendations, INTTRA supports Customer data quality improvement initiatives and can report on transactional data quality measured according to the recommendations in this guide.

Note that INTTRA does not enforce recommended usage. Any data that conforms with stated requirements and specific validations contained in this Implementation Guide will be accepted from the Customer. However, by putting in place explicit recommendations for use, INTTRA offers customers and carriers a specific guideline for streamlining their connections.

B. Data Management

For ANSI X12 300 5030 transactions, INTTRA will only relay data provided by the customer, with the few exceptions noted below. INTTRA will not merge data from prior booking versions, while storing or sending outbound data to the Carrier.

Booking number and INTTRA Reference number will be provided from INTTRA's database, if they are not supplied by the Customer on an inbound booking transaction.

Carrier aliases will be provided for coded locations and INTTRA registered parties, if present, as described in Section 6 (Standard Code Lists, Master Data Catalogues) of this document. For some standard codes, under Carrier preference control, literals may be supplied from INTTRA's database, if not provided by the Customer, as described in Section 6 of this document. INTTRA will maintain a history of all the transactions in a booking's life cycle.

Customer may provide a summary of changes which will be stored and sent to the Carrier. Customer provided changes are only applicable to Amendment/Change transactions.

In addition, INTTRA detects and reports differences between subsequent versions based on sections of data present on transactions being compared. INTTRA will not attempt to interpret the absence of sections of data as data deletion. Instead, INTTRA will report absent sections of data as 'not provided'. So, INTTRA generated change summary may accompany an Amendment/Change transaction, if INTTRA detects changes in the amended transaction when compared to the previous version of the Booking.

C. Data Access

Data access applies both to on-line access (Booking User Interface, result sets for Booking and Container Status Events Search, Reports) and access through subscribed notifications (Bookings and Container Status Events). For INTTRA Bookings, only INTTRA registered parties provided by the Customer are eligible to access a booking through the INTTRA portal and receive related subscription notifications from INTTRA.

Carriers may add parties to booking transactions or update parties already associated with INTTRA booking transactions but these activities will not affect access to the transaction with the following exceptions. Subject to Customer authorization, a Carrier-supplied INTTRA registered Consignee or Main Notify Party will be considered for access privileges in the absence of a Consignee or Main Notify Party provided by the Customer.

For carrier initiated splits of INTTRA bookings, the split inherits the access parties and Customer provided transactional email notification recipients from the parent booking. Under Customer authorization, Carrier supplied INTTRA registered Consignee or Main Notify party will be considered for access privileges in the absence of a Consignee or Main Notify Party provided by the Customer. Other parties provided by the Carrier will not have access to the Booking.

Since the carrier acts as a proxy for the customer in the case of Stand Alone bookings, INTTRA registered parties provided by the carrier on a stand alone booking will be eligible to access the booking through the INTTRA portal and receive related subscription notifications from INTTRA.

Advisory Charge Information provided on a Customer booking request as well as charge information confirmed by the Carrier using the IFTMBC transaction will be available only to the Booker and the Carrier of record on the transaction. No other party will have access to charge information, even if they have access to other data on the booking. Transactional Email notifications will not include information on charges.

V. General Data Format Conventions

A. Character Set Support

The character set supported by INTTRA is the UNOC UN/ECE level C, as defined in ISO-8859-1 character set (Hex 0x01 to 0xFF). Certain control characters should be avoided to ensure timely and complete EDI processing.

The following subset of control characters may be deleted or converted to spaces by INTTRA in the inbound message from the Customer, to allow accurate processing by INTTRA and the carriers:

- Hex 0x01 through Hex 0x1F
- Hex 0x7F
- Hex 0x80 through Hex 0x9F

Characters outside of the range of Hex 0x01 to 0xFF are not supported by INTTRA and should not be sent.

Character entities (Ex. ') should not be used. Inbound Customer transactions containing these values will be failed. General entities (Ex. &) are acceptable by INTTRA.

B. Numeric Conventions

1. General numeric conventions for decimal values

- Decimal must be represented using the dot ('.') e.g., 10455.12 or 45.8735
- Group separators must not be sent. e.g., 10,455.125 is invalid

The applicable precision varies by type of numeric data and is defined for each relevant element.

2. Numeric elements representing counts must be supplied as whole numbers without group separators.

3. Temperature elements must conform to the following rules:

4. Temperature must contain 3 valid Numeric Digits, and may also contain a decimal and minus ('-') sign.

- Decimal Separator must be represented using a Dot ('.').
- Temperature values must not include group separators
- Maximum Precision for Temperature values is 1.
- Negative Temperature must include a Minus Sign ('-') in the first position of the element.
- Positive Temperature must be Unsigned.

C. Email Format Conventions

INTTRA checks email addresses for format validity, using the following rules:

- Minimum length is 6 characters (Example: a@b.cd)
- Only one @ sign
- At least one dot ('.') after @ with at least one character in between
- Must have at least 2 characters after the last dot
- Allowed characters:
 - ASCII characters
 - Digits
 - -, -, @, .
- Disallowed characters:
 - All others not mentioned including , ; “ ‘ / \, etc.

D. Date Format Conventions

1. INTTRA's implementation includes date fields with the following formats:

- Date alone, in the format CCYYMMDD
- Date accompanied by time, in the format CCYYMMDDHHMM

2. When present, the time component is assumed to be in 24 hour format.

3. Unless explicitly stated in the IG to be considered as GMT/UTC, date/time values are considered to be local at the point of activity.

4. Unless explicitly stated otherwise, INTTRA requires all dates to be within 400 calendar days of the GMT date/time at which the transaction is validated.

VI. Standards Code Lists, Master Data Catalogues

The following code lists are used by INTTRA to validate specific elements in the ANSI X12 300 Version 5030 Customer booking request. These validations are strictly applied, and any coded values sent must conform to the published code lists maintained at INTTRA. Contact your INTTRA Project Manager (IPM) for the current code lists supported by INTTRA.

A. ISO Country Codes

INTTRA uses 2-character ISO Country code (ISO 3166 2A) lists to validate country codes in the message set. Messages with invalid country codes will be failed.

B. ISO Currency Codes

INTTRA uses 3-character ISO Currency code (ISO 4217 3A) lists to validate currency codes in the message set. Messages with invalid currency codes will be failed.

C. Package Types

INTTRA requires that either a package code or description be provided, if commodity information is included in the customer request. If provided, the package code will be validated against INTTRA's master list of standard package types, based on the UN/ECE standard (UN ECE Recommendation 21, Release 4). Messages with invalid package type codes will be failed.

A package description provided by the Customer will be stored and sent to the Carrier. If a package code is supplied without any package description literals, INTTRA may send literals from its master tables, under preference control by the carrier.

A complete list of ANSI X12 300 Version 5030 supported package types is provided in this Implementation Guide.

D. ISO Container Codes

INTTRA supports a specific list of ISO Container codes. Incoming container types will be validated strictly against this list of ISO Container codes. INTTRA stores Container codes as received on the inbound transaction from the Customer.

In the Booking Link 1.0 portal environment the individual ISO Container codes were associated to a grouping called the "INTTRA Equivalent To code". In the Booking Link 2.0 portal environment, the 'New' ISO Standard Size type Group Codes (ISO 6346 01/1996) will be used instead of equivalent to codes.

Container ISO codes may be converted to ISO Group codes when Booking 2.0 transactions are displayed on INTTRA Act or INTTRA Desktop and prior to their transmission under Customer or Carrier preference control.

In addition, the ISO Container code lists are used by INTTRA to identify equipment types for which controlled settings may be provided. These fall into two sub categories, *viz.* reefer equipment, and what INTTRA refers to as "hybrid equipment". INTTRA's definition of hybrid equipment is a container that is not a defined "reefer" container, but may include temperature control. Reefer containers are by definition controlled equipment, and must be accompanied with controlled settings, or indicated as non-operative. Hybrid containers may be used as standard or controlled equipment, and hence may be provided with or without controlled settings. A common example of hybrid equipment is a Tank container, which may or may not have control settings.

A complete list of ISO Group codes and ISO Container type codes supported in Booking 2.0 along with the sub-categorization of hybrid and reefer equipment is issued as a supplement to this Implementation Guide.

E. Coded Locations

INTTRA provides support for coded locations in the form of standard UNLOC codes and Customer geography aliases. When INTTRA receives a coded location, it is validated against master location data, if not valid then message will fail.

INTTRA recommends that Customers use UN Location codes for all locations provided. This eliminates ambiguity and facilitates effective change detection and reporting.

In the event that it is not possible or practical to provide codes for certain locations there are 2 options to help ensure effective message handling:

1. Advise the INTTRA Project Manager of the situation and arrange cross-references for non-coded locations. INTTRA will establish a cross reference between your codes and the UNLOC codes required for Carrier processing, this is referred to in the Implementation Guide (IG) as Customer Geography Alias.
2. Provide a clear location name in lieu of a code. In this case, INTTRA recommends that Customers also provide country code and/or country name, as well as subdivision code/name if applicable. This will help partners identify the location without ambiguity.

In general, it is best to provide both a code and a clear, consistent, text description for all locations. Departure from this recommended behavior may cause processing delays.

INTTRA will not make any attempt to resolve free text literals to coded geographies, or to reconcile coded information with information supplied in the literals.

In outbound transactions, recipient alias will be supplied for coded geographies for which the recipient has established aliases. When there is no recipient alias, the UNLOC code will be sent for coded geographies.

Any location literals provided by the customer will be sent to the carrier. If a coded geography is supplied without any location literals, INTTRA may send literals from its master tables in the outbound message, under preference control by the carrier.

Coded Parties

When parties are provided on Customer booking transactions, INTTRA recommends that they be coded by one of the 4 supported schemes.

1. INTTRA company ID; must be a valid INTTRA-assigned company ID and indicates a company registered with INTTRA.
2. Customer Alias; must resolve to a valid INTTRA-assigned company ID and indicates a company registered with INTTRA.

Messages with invalid values for codes subject to strict validation will be failed. INTTRA will not make any attempt to resolve free text literals provided by the Customer to coded parties, or to reconcile coded information with information supplied in the literals.

In outbound transactions, recipient alias will be supplied for registered parties for which the recipient has established aliases. When there is no recipient alias, the INTTRA ID will be supplied for registered parties.

When parties are provided, INTTRA recommends that the customers provide ISO Country code, and postal code in structured fields, in addition to the full name and address, as this will further reduce ambiguity in party identification.

Any party literals provided by the Customer will be sent to the Carrier. If an INTTRA registered coded party is supplied without any party literals, INTTRA may send literals from its master tables, under preference control by the Carrier.

See the earlier section for data access implications of providing INTTRA registered parties on the Booking.

The Booker Party

INTTRA requires an INTTRA registered party designated as the Booker, to process a Booking through the INTTRA Portal. Carriers typically do not store this party as a party to the transaction. If the Booker is also a party to the transaction, the Booking should include an additional party segment identifying the Booker in the appropriate role,

e.g.: as Forwarder, Shipper, Consignee, etc.

The Booker is a key party on the customer booking for a couple of reasons. It is a key transaction identifier; as described previously, Customer transactions are uniquely identified by the pair of keys, Customer Shipment ID and
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Booker. Secondly, INTTRA determines eligibility for various services based on the configuration set up for the Booker. In particular, INTTRA will only process bookings from parties configured to send Bookings to INTTRA, to Carriers that are set up to receive bookings for carriers who are set up to receive Bookings from the Booker through the selected channel (INTTRA Link, for EDI Bookers). Similarly, eligibility for Shipper Managed Booking Number, Rapid Reservation etc are determined primarily based on the Booker party. Contact your INTTRA project manager for a full list of service configurations and set up that must be performed for the Booker party, to process bookings successfully through INTTRA.

Additional recommended code lists

Additionally, INTTRA recommends the use of the following standard code lists when applicable. Values in the Customer booking transaction will not be validated against these code lists; however INTTRA recommends that Customers provide valid data from the standard lists.

- Transport Operator codes (SCAC codes, Truck Operator codes)
- Lloyd's vessel codes
- WCO 6 digit Harmonized Tariff Schedule numbers (WCO HSC 6 Digit Harmonized Commodity Description)
- UNDG Numbers for Hazardous goods
- IMO Codes for Hazardous goods
- IBC Package Codes

VII. Message Usage Summary

A. Customer New Booking Requests

The ANSI X12 300 Version 5030 message is designed to accommodate as much information as needed for a particular business case. It is most efficient for Carriers to process a Customer's booking request in a single, complete transaction. To make optimal use of the INTTRA booking process, Customers should ensure that new booking requests are as complete as possible, and have enough data to allow the Carrier to process the booking based on the data supplied in the initial request.

To support specific business processes, INTTRA's ANSI X12 300 Version 5030 message also caters for 'cumulative' request. In this case, the customer can provide an initial new booking request with minimal required information and then provide additional operational detail as it becomes available. This may be appropriate for advanced bookings, or recurring bookings made in advance, for which more details become available later in the booking cycle.

Note that INTTRA's recommendations to Customers are geared towards increasing the efficiency with which carriers process and respond to Customer Booking requests. To that extent, conformance with INTTRA recommendations will support more efficient, reliable and predictable communication between Customer and Carrier.

B. Customer Amendments

In general, amendments should be restricted to those cases when a customer needs to make a specific change to a booking. Carrier processing efficiency is maximized when the customer amendment has complete and correct information like new booking requests. Hence, INTTRA requires customers to provide the same minimum set of data for amendments as the minimum data set required for successful processing of new booking requests.

The ANSI X12 300 Version 5030 message allows customers to amend or change bookings only if they have been previously responded to by the carrier. Customers may hence amend information on a Confirmed booking, or a booking in Pending state. Customers may also amend bookings split by the Carrier. Please see Appendix 4 (Booking Split Conventions) of this Implementation Guide for a detailed discussion of Amendment processing related to split conditions.

C. Customer Booking Cancellation

Customers may cancel bookings at any stage in the Booking life cycle, before or after the carrier has responded to the latest customer transaction requesting a new booking, or changes to an amended booking. Customers may also cancel bookings split by the Carrier. Please see Appendix 4 (Booking Split Conventions) of this Implementation Guide for a detailed discussion of Cancellation processing related to split conditions.

In the interests of streamlining the processing of terminating transactions INTTRA only processes transaction identifiers, transaction contact, transaction assembled date time and customer comments on a Customer Cancellation.

Transaction identifiers include Customer Shipment ID, Booker Party, INTTRA reference, Carrier Party, & Booking number. All other data provided in the Cancellation transaction is ignored by INTTRA. In the same vein, INTTRA ignores carrier or customer terminations to already terminated Bookings.

Note that customers cannot add or change transaction email notification recipients in a terminating transaction. However, any transaction email notification recipients provided previously by the Customer will be notified on Customer Cancellation.

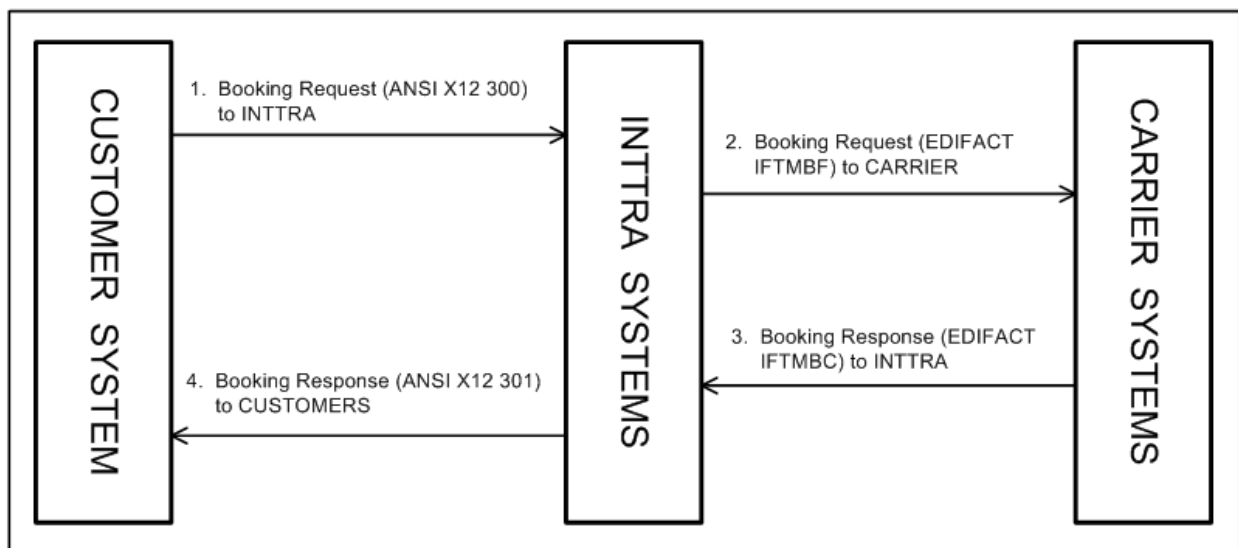
D. Standalone bookings

INTTRA defines a “standalone booking” as a booking in the INTTRA portal where the Booking Request was not initiated via the INTTRA portal through any one of the INTTRA customer channels (INTTRA Link, INTTRA Act or INTTRA Desktop). This means that the customer initiated the booking request with the carrier through a direct (or non-INTTRA channel) and the confirmation was then sent to INTTRA by the carrier. These bookings are also referred to as “non-INTTRA bookings”.

Customers will not be able to use the INTTRA portal to amend or cancel the standalone bookings.

VIII. Message Flow

1. Customer sends to INTTRA an ANSI X12 300 Booking (Request, Amendment, Cancellation) Transaction per INTTRA Message Specification via communication methods detailed in INTTRA Connectivity Guide.
2. INTTRA's proprietary Portal Application performs message and content validation then issues the Booking (Request, Amendment, Cancellation) to the destination carrier via INTTRA IFTMBF.
3. Carrier system issues IFTMBC Booking (Pending, Confirmation, Decline, Replace) Transaction to INTTRA.
4. INTTRA system issues ANSI X12 301 Booking (Pending, Confirmation, Decline, Replace) Transaction to the customer.



Revision History

Revision Date	Version	IG Ref	Description
July 2, 2009	V.1.0		First Version
July 22, 2010	V.2.0	L0, N1	<ol style="list-style-type: none"> 1. Allow L0 segment without package count and package type code/package description information 2. For commodity with multiple packaging levels, the Package Count AND Package Type or Description will become mandatory for all package levels (e.g. Outer, Inner and Inner-Inner). 3. For Hazardous Commodity, the Package Count and Package Type or Description are always mandatory 4. Package Count and Package Type or Description are mutually inclusive (e.g. when package count is provided then package type or description must be provided and vice versa) 5. When Package Count is provided, it must be a whole number that is greater than zero 6. Process Booker Party for Carrier Decline. Additionally, INTTRA will try to promote the booker party from the previous booking versions.

IX. ANSI X12 300 Version 5030 Specification

Heading:

Page No.	Pos. No.	Seg. ID	Name	Req. Des.	Max.Use	Loop Repeat	Notes and Comments
16	005	ISA	Interchange Control Header	M	1		
18	007	GS	Functional Group Header	M	1		
19	010	ST	Transaction Set Header	M	1		
20	020	B1	Beginning Segment for Booking or Pick-up/Delivery	M	1		
22	025	G61	Contact	M	3		
Not Used	030	Y6	Authentication	O	2		
Not Used	040	Y7	Priority	O	1		
23	050	Y1	Space Reservation Request	M	1		
LOOP ID - Y2				O		4	
25	060	Y2	Container Details	O	1		
Not Used	065	W09	Equipment and Temperature	O	1		
26	070	N9	Reference Identification	O	100		
Not Used	075	R2A	Route Information with Preference	O	25		
LOOP ID - N1				M		15	
29	080	N1	Name	M	1		
Not Used	090	N2	Additional Name Information	O	1		
31	100	N3	Party Location	O	2		
32	110	N4	Geographic Location	O	1		
33	120	G61	Contact	O	3		
LOOP ID - R4				O		11	
34	130	R4	Port or Terminal	M	1		
36	140	DTM	Date/Time Reference	O	2		
38	150	W09	Equipment and Temperature	O	1		
40	160	H3	Special Handling Instructions	O	4		
Not Used	170	EA	Equipment Attributes	O	5		

Detail:

Page No.	Pos. No.	Seg. ID	Name	Req. Des.	Max.Use	Loop Repeat	Notes and Comments
LOOP ID - LX				O		999	
41	010	LX	Assigned Number	M	1		
42	020	N7	Equipment Details	O	1		
45	030	W09	Equipment and Temperature	O	20		
48	040	DTM	Date/Time Reference	O	6		
LOOP ID - L0				M		120	
51	050	L0	Line Item - Quantity and Weight	O	1		
LOOP ID - PO4				O		100	
55	052	PO4	Item Physical Details	M	1		
59	054	MEA	Measurements	O	2		
	060	L5	Description, Marks and Numbers	M	1		
Used	070	L4	Measurement	O	1		
Not Used	085	L1	Rate and Charges	O	1		
LOOP ID - H1				O		99	
61	090	H1	Hazardous Material	M	1		
62	0100	H2	Additional Hazardous Material Description	O	18		
LOOP ID - LH1				O		100	
Not Used	0110	LH1	Hazardous Identification Information	O	1		
Not Used	0112	LH2	Hazardous Classification Information	O	4		
Not Used	0114	LH3	Hazardous Material Shipping Name Information	O	10		
Not Used	0116	LFH	Free-form Hazardous Material Information	O	25		
Not Used	0118	LEP	EPA Required Data	O	3		
Not Used	0120	LH4	Canadian Dangerous Requirements	O	1		
Not Used	0122	LHT	Tran border Hazardous Requirements	O	3		
Not Used	0124	LHR	Hazardous Material Identifying Reference Numbers	O	5		
Not Used	0126	PER	Administrative Communications Contact	O	5		
64	0130	V1	Vessel Identification	O	1		

Not Used	0140	V9	Event Detail	O	10
66	0150	K1	Remarks	O	999

Summary:

<u>Page No.</u>	<u>Pos. No.</u>	<u>Seg. ID</u>	<u>Name</u>	<u>Req. Des.</u>	<u>Max.Use</u>	<u>Loop Repeat</u>	<u>Notes and Comments</u>
69	010	SE	Transaction Set Trailer	M	1		
70	085	GE	Functional Group Trailer	O	1		
71	090	IEA	Interchange Control Trailer	O	1		

Segment: **ISA** Interchange Control Header
Position: 005
Loop:
Level: Heading
Usage: Mandatory
Max Use: 1
Purpose: To start and identify an interchange of zero or more functional groups and interchange-related control segments

Syntax Notes:
Semantic Notes:
Comments:
Notes:

ISA*00* *00* *ZZ*CUSTOMER ID *ZZ*INTTRA
 *010925*1330*U*00400*000010000*0*P*^

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
M	ISA01	I01	Authorization Information Qualifier Code to identify the type of information in the Authorization Information 00 No Authorization Information Present (No Meaningful Information in I02)	M ID 2/2
M	ISA02	I02	Authorization Information Information used for additional identification or authorization of the interchange sender or the data in the interchange; the type of information is set by the Authorization Information Qualifier (I01)	M AN 10/10
M	ISA03	I03	Security Information Qualifier Code to identify the type of information in the Security Information 00 No Security Information Present (No Meaningful Information in I04)	M ID 2/2
M	ISA04	I04	Security Information This is used for identifying the security information about the interchange sender or the data in the interchange; the type of information is set by the Security Information Qualifier (I03)	M AN 10/10
M	ISA05	I05	Interchange ID Qualifier Qualifier to designate the system/method of code structure used to designate the sender or receiver ID element being qualified ZZ Mutually Defined	M ID 2/2
M	ISA06	I06	Interchange Sender ID Identification code published by the sender for other parties to use as the receiver ID to route data to them; the sender always codes this value in the sender ID element Sender ID as agreed with INTTRA	M AN 15/15
M	ISA07	I05	Interchange ID Qualifier Qualifier to designate the system/method of code structure used to designate the sender or receiver ID element being qualified ZZ Mutually Defined	M ID 2/2
M	ISA08	I07	Interchange Receiver ID Identification code published by the receiver of the data; When sending, it is used by the sender as their sending ID, thus other parties sending to them will use this as a receiving ID to route data to them INTTRA	M AN 15/15
M	ISA09	I08	Interchange Date Date of the interchange YYMMDD	M DT 6/6
M	ISA10	I09	Interchange Time Time of the interchange	M TM 4/4

HHMM

M	ISA11	I10	Interchange Control Standards Identifier	M ID 1/1
			Code to identify the agency responsible for the control standard used by the message that is enclosed by the interchange header and trailer Refer to 50300 Data Element Dictionary for acceptable code values.	
M	ISA12	I11	Interchange Control Version Number	M ID 5/5
			This version number covers the interchange control segments Refer to 50300 Data Element Dictionary for acceptable code values.	
M	ISA13	I12	Interchange Control Number	M N0 9/9
			A control number assigned by the interchange sender	
M	ISA14	I13	Acknowledgment Requested	M ID 1/1
			Code sent by the sender to request an interchange acknowledgment (TA1)	
			0 No Acknowledgment Requested	
M	ISA15	I14	Usage Indicator	M ID 1/1
			Code to indicate whether data enclosed by this interchange envelope is test, production or information	
			P Production Data	
			T Test Data	
M	ISA16	I15	Component Element Separator	M AN 1/1
			Type is not applicable; the component element separator is a delimiter and not a data element; this field provides the delimiter used to separate component data elements within a composite data structure; this value must be different than the data element separator and the segment terminator	

Segment: **GS** Functional Group Header
Position: 007
Loop:
Level: Heading
Usage: Mandatory
Max Use: 1
Purpose: To indicate the beginning of a functional group and to provide control information
Syntax Notes:
Semantic Notes:

- 1 GS04 is the group date.
- 2 GS05 is the group time.
- 3 The data interchange control number GS06 in this header must be identical to the same data element in the associated functional group trailer, GE02.

Comments:

- 1 A functional group of related transaction sets, within the scope of X12 standards, consists of a collection of similar transaction sets enclosed by a functional group header and a functional group trailer.

Notes: GS*RO*Sender ID*INTTRA*20010925*1330*1000*X*005030

Data Element Summary

Ref.	Data Des.	Element	Name	Attributes
M	GS01	479	Functional Identifier Code Code identifying a group of application related transaction sets RO Ocean Booking Information (300, 301, 303)	M ID 2/2
M	GS02	142	Application Sender's Code Code identifying party sending transmission; codes agreed to by trading partners Sender Id	M AN 2/15
M	GS03	124	Application Receiver's Code Code identifying party receiving transmission; codes agreed to by trading partners INTTRA	M AN 2/15
M	GS04	373	Date Date expressed as CCYYMMDD	M DT 8/8
M	GS05	337	Time Time expressed in 24-hour clock time.	M TM 4/8
M	GS06	28	Group Control Number Assigned number originated and maintained by the sender	M N0 1/9
M	GS07	455	Responsible Agency Code Code used in conjunction with Data Element 480 to identify the issuer of the standard X Accredited Standards Committee X12	M ID 1/2
M	GS08	480	Version / Release / Industry Identifier Code Code indicating the version, release, subrelease, and industry identifier of the EDI standard being used, including the GS and GE segments; if code in DE455 in GS segment is X, then in DE 480 positions 1-3 are the version number; positions 4-6 are the release and subrelease, level of the version; and positions 7-12 are the industry or trade association identifiers (optionally assigned by user); if code in DE455 in GS segment is T, then other formats are allowed 005030 Version 5030 is used by INTTRA to indicate Booking 2.0 transactions.	M AN 1/12

Segment: **ST** Transaction Set Header
Position: 010
Loop:
Level: Heading
Usage: Mandatory
Max Use: 1
Purpose: To indicate the start of a transaction set and to assign a control number
Syntax Notes:
Semantic Notes: 1 The transaction set identifier (ST01) is used by the translation routines of the interchange partners to select the appropriate transaction set definition (e.g., 810 selects the Invoice Transaction Set).
Comments:
Notes: ST*300*0001

Data Element Summary

	<u>Ref.</u>	<u>Data</u>	<u>Name</u>	<u>Attributes</u>
	<u>Des.</u>	<u>Element</u>		
M	ST01	143	Transaction Set Identifier Code Code uniquely identifying a Transaction Set INTRA Accepted Values: 300 Reservation (Booking Request) (Ocean)	M ID 3/3
M	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
Not Used	ST03	1705	Implementation Convention Reference Reference assigned to identify Implementation Convention	O 1 AN 1/35

Segment: **B1** Beginning Segment for Booking or Pick-up/Delivery
Position: 020
Loop:
Level: Heading
Usage: Mandatory
Max Use: 1
Purpose: To transmit identifying numbers, dates, and other basic data relating to the transaction set
Syntax Notes:
Semantic Notes:

- 1 B101 is the Standard Carrier Alpha Code (SCAC) of the carrier sending the EDI transmission.
- 2 B103 is the booking date accepted by the carrier.

Comments:
Notes: B1**SI_2499458*20010321*N~

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
Not Used	B101	140	Standard Carrier Alpha Code Standard Carrier Alpha Code	M ID 2/4
M	B102	145	Shipment Identification Number Identification number assigned to the shipment by the shipper that uniquely identifies the shipment from origin to ultimate destination and is not subject to modification; (Does not contain blanks or special characters) It must be a unique value for the Shipment. Value will be used for booking updates and deletions. No blanks or special characters allowed. For a New Booking (B104 = N), Shipment ID must be unique among all active (not terminated) bookings for the Booker Party. Shipment ID cannot be provided as the sole identifier for a booking change/amendment (B104 = U) or cancellation (B104 = D) of Bookings that have been Split. Split Bookings inherit the Shipment ID of the booking that was split. To Change or Cancel a split booking, the customer must provide the INTTRA Reference (N9,'ZZ') and/or the Carrier Booking Number (N9, 'BN') of the specific booking to be Changed or Cancelled along with the Shipment ID. The Unique Shipment Identification Number of a booking may be changed by the customer in a Change transaction by providing the INTTRA Reference Number (N9,'ZZ') of the booking and the new Unique Shipment Identification Number. The Unique Shipment Identification Number may be reused as long as all prior occurrences are associated with Terminated (Cancelled or Declined) bookings.	M AN 1/30
M	B103	373	Date Date expressed as CCYYMMDD Mandatory for INTTRA Booking Request Date Booking Cancellation Date Booking Change Date	M DT 8/8
M	B104	558	Reservation Action Code Code identifying action on reservation or offering Mandatory for INTTRA	M ID 1/1

INTTRA Accepted Values:

D Reservation Cancelled
 N New
 U Change

Applicable only for bookings that are in confirmed or pending status in INTTRA's system.

O B105 1073 Yes/No Condition or Response Code O 1 ID 1/1

Code indicating a Yes or No condition or response

Used by INTTRA to indicate that the Booker is requesting for a release number for each container (Per Container Release Number).

Y – Per Container Release Number Requested

Not Used B106 1658 Shipment or Work Assignment Decline Reason Code O 1 ID 3/3

Only applicable when Reservation Action Code is 'N' – New.

Code indicating the reason for declining a shipment or work assignment

Refer to Data Element Dictionary for acceptable code values.

Segment: **G61 Contact**
Position: 025
Loop:
Level: Heading
Usage: Mandatory
Max Use: 3
Purpose: To identify a person or office to whom communications should be directed
Syntax Notes: 1 if either G6103 or G6104 is present, then the other is required.
Semantic Notes:
Comments: 1 G6103 qualifies G6104.
Notes: G61*IC*GENERAL CONTACT NAME*TE*(901) 338-5598~

Only the first instance of the G6102 element will be stored by INTTRA.

A maximum of 3 G61 loops can be provided but the Name (G6102) in the first G61 loop is processed. Name in the succeeding G61 loops will be ignored.

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
M	G6101	366	Contact Function Code Code identifying the major duty or responsibility of the person or group named INTTRA Accepted Values: IC Information Contact	M ID 2/2
M	G6102	93	Name Free-form name Maximum 35 characters captured.	M AN 1/60
	G6103	365	Communication Number Qualifier Code identifying the type of communication number INTTRA Accepted Values: EM Electronic Mail TE Telephone FX Fax	X ID 2/2
C	G6104	364	Communication Number Complete communications number including country or area code when applicable	X AN 1/512
Not Used	G6105	443	Contact Inquiry Reference Additional reference number or description to clarify a contact number	O AN 1/20

Segment: Y1 Space Reservation Request
Position: 050
Loop:
Level: Heading
Usage: Mandatory
Max Use: 1
Purpose: To specify information used to make a reservation for space on an ocean vessel
Syntax Notes:
Semantic Notes:
Comments:
Notes:

Y1*****DD~

The reservation request information entered in this segment will also be the haulage arrangement information applied to all equipment in the shipment.

This segment is mandatory for INTTRA.

This segment will not be processed if received in a Cancellation transaction (B104 = D).

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
Not Used	Y101	135	Sailing/Flight Date Estimated Date for reservation expressed in format CCYYMMDD	O DT 8/8
Not Used	Y102	373	Date Date expressed as CCYYMMDD	X DT 8/8
Not Used	Y103	140	Standard Carrier Alpha Code Standard Carrier Alpha Code	O ID 2/4
Not Used	Y104	91	Transportation Method/Type Code Code specifying the method or type of transportation for the shipment 6 Military Official Mail	O ID 1/2
Not Used	Y105	98	Entity Identifier Code Code identifying an organizational entity, a physical location, property or an individual Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 2/3
Not Used	Y106	19	City Name Free-form text for city name	O AN 2/30
Not Used	Y107	156	State or Province Code Code (Standard State/Province) as defined by appropriate government agency	O ID 2/2
	Y108	375	Tariff Service Code Code specifying the types of services for rating purposes	O ID 2/2

If DD (Door-to-Door service) is coded then complete (N1, N3 and G61) Ship From (SF) and Ship To (ST) information is mandatory.

If DP (Door-to-Pier service) is coded then complete (N1, N3 and G61) Ship From (SF) is mandatory.

If PD (Pier-to-Door service) is coded then complete (N1, N3 and G61) Ship To (ST) is mandatory.

INTTRA Accepted Values:

DD	Door-to-Door
	Rate applies for shipments in door-to-door service
	Door-to-Door

DP	Carrier Haulage at Export, Carrier Haulage at Import Door-to-Pier Rate applies for shipments in door-to-ocean carrier's port/terminal pier service
PD	Door -to-Pier Carrier Haulage at Export, Merchant Haulage at Import Pier-to-Door Rate applies for shipments in pier-to-door service
PP	Pier-to-Door Merchant Haulage at Export, Carrier Haulage at Import Pier-to-Pier All cargo other than that specified in codes HH, HP, or PH whether shipped in containers or otherwise All other cargo other than that specified in codes DD, DP, or PP. Pier-to-Pier Merchant Haulage at Export, Merchant Haulage at Import

Not Used **Y109** **374** **Date/Time Qualifier** **X** **ID 3/3**
Code specifying type of date or time, or both date and time
Refer to 50300 Data Element Dictionary for acceptable code values.

Segment: Y2 Container Details
Position: 060
Loop: Y2 Optional
Level: Heading
Usage: Optional
Max Use: 1
Purpose: To specify container information and transportation service to be used
Syntax Notes:
Semantic Notes:
Comments:
Notes:

Y2*5***42G0~

This segment is ignored if LX Loop's N7 is provided.

Container count and Container Type information provided in this segment will apply to all commodities in the shipment.

INTTRA recommends using the N7 and W09 segment in the LX Loop when providing Equipment details.

This segment will not be processed if received in a Cancellation transaction (B104 = D).

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
M	Y201	95	Number of Containers Number of shipping containers Number of Containers must be numeric whole number greater than zero.	M N0 1/4
Not Used	Y202	78	Container Type Request Code Code indicating type of container equipment requested Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 1/1
Not Used	Y203	56	Type of Service Code Code specifying extent of transportation service requested Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 2/2
M	Y204	24	Equipment Type Code identifying equipment type Must be a valid INTTRA Supported Container Type Code	M ID 4/4
Not Used	Y205	91	Transportation Method/Type Code Code specifying the method or type of transportation for the shipment Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 1/2
Not Used	Y206	177	Intermodal Service Code Code identifying the Intermodal Service Plan	O ID 1/2
Not Used	Y207	140	Standard Carrier Alpha Code Standard Carrier Alpha Code	O ID 2/4
Not Used	Y208	464	Container Terms Code Code indicating origin and destination of transportation and type of container	O ID 3/3
Not Used	Y209	465	Container Terms Code Qualifier Code indicating container terms reference Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 1/1
Not Used	Y210	466	Total Stop-offs Total number of stop-offs specified for a shipment	O N0 1/2

Segment: N9 Reference Identification
Position: 070
Loop:
Level: Heading
Usage: Optional
Max Use: 100
Purpose: To transmit identifying information as specified by the Reference Identification Qualifier
Syntax Notes: 1
Semantic Notes: 1
Comments:
Notes:

N9*FN*FN_3909480~

Except for OCBN (BN), all reference number can have a maximum length of 35 characters. OCBN (BN) can have a maximum length of 30 characters.

Only one of TS (Tariff Number), AAL (Outbound Booking Agent Reference), BN (Booking Number), CT (Contract Number), L6 (Contract line item number) and ZZ (INTTRA Reference number) may be sent.

Multiple occurrences of all other references may be provided as follows: Up to 30 occurrences of BM (Bill of Lading Number) and TN (Internal Transaction Number). Any combination of CT (Contract Party Reference), VT (Vehicle Identification Number), L8 (Consignee's Reference), FF (Freight Forwarders Reference), ON (Purchase Order Number) and SI (Shipper's Reference) up to 60 occurrences.

TS (Tariff number) and Q1 (Contract reference number) are mutually exclusive.

L6 (Contract line Item number) must only be transmitted when Q1 (Contract number) is provided.

Customers must provide at least the INTTRA Reference Number (ZZ) or Booking Number (BN) of the following reference numbers for Amendment (B104 = 'U') and Reservation Cancelled (B104 = 'D').

INTTRA RECOMMENDS that TS (Tariff Number) or CT (Contract Number) be provided for Booking Request (B104 = 'N') and Amendment (B104 = 'U') transactions.

For Cancellations (B104 = D), only the Booking Number (BN) and INTTRA Reference Number (ZZ) will be processed. All other references are ignored.

Data Element Summary

Ref.	Data	Name	Attributes
M	<u>Element</u> N901 128	<u>Reference Identification Qualifier</u> Code qualifying the Reference Identification	M ID 2/3
INTTRA Accepted Values:			
		BM Bill of Lading Number	
		BN Booking Number	

Ocean Carrier Booking Number (OCBN). Please note that this value supports Shipper Managed Booking Numbers (SMBN) for INTTRA's Platinum booking user program. If the carrier is not participating in the SMBN program or the sender is not a Platinum user, original bookings (B104 = 'N') containing a Carrier Booking number will be rejected. All booking numbers must be uniquely defined per carrier. Shippers cannot modify SMBN or carrier assigned Ocean Carrier Booking numbers through a booking amendment. Booking amendments and cancellations will be rejected if a booking number is provided and there is no matching Ocean Carrier Booking number found within the INTTRA system.

Note:

Max length for SMBN is 17 characters.

Q1	Contract Number/Quote Numbers
FN	Forwarder's/Agent's Reference Number
PO	Purchase Order Number
SI	Shipper's Identifying Number for Shipment (SID) A unique number (to the shipper) assigned by the shipper to identify the shipment Mapped as Shipper Reference Number by INTTRA
ZZ	Mutually Defined INTTRA Reference Number
TN	Transaction Reference Number Used to indicate the unique ITN (Internal Transaction Number) as provided by the US AES (Automated Export System)
VT	Vehicle Identification Number The identification number which uniquely distinguishes one vehicle from another through the lifespan of the vehicle.
TS	Tariff Number Freight tariff number
CT	Contract Reference Contract Party reference number
AAL	Agent Reference Outbound Booking Agent Reference
L8	Consignee Reference Number
L6	Subcontract Line Item Number Contract Line Item Number. Must only be used when Q1 (Contract Number) is also provided.

N902 127 Reference Identification X AN 1/80

Reference information as defined for a particular Transaction Set or as specified by the Reference Identification Qualifier

Except for OCBN (BN), all reference number can have a maximum length of 35 characters. OCBN (BN) can have a maximum length of 30 characters.

Not Used N903 369 Free-form Description X AN 1/45

Free-form descriptive text

Not Used N904 373 Date O DT 8/8

Date expressed as CCYYMMDD

Not Used	N905	337	Time Time expressed in 24-hour clock time	X	TM 4/8
Not Used	N906	623	Time Code Code identifying the time. In accordance with International Standards Organization standard 8601, time can be specified by a + or - and an indication in hours in relation to Universal Time Coordinate (UTC) time; since + is a restricted character, + and - are substituted by P and M in the codes that follow Refer to 50300 Data Element Dictionary for acceptable code values.	O	ID 2/2
Not Used	N907	C040	Reference Identifier To identify one or more reference numbers or identification numbers as specified by the Reference Qualifier	O	
Not Used	C04001	128	Reference Identification Qualifier Code qualifying the Reference Identification Refer to 50300 Data Element Dictionary for acceptable code values.	M	ID 2/3
Not Used	C04002	127	Reference Identification Reference information as defined for a particular Transaction Set or as specified by the Reference Identification Qualifier	M	AN 1/80
Not Used	C04003	128	Reference Identification Qualifier Code qualifying the Reference Identification Refer to 50300 Data Element Dictionary for acceptable code values.	X	ID 2/3
Not Used	C04004	127	Reference Identification Reference information as defined for a particular Transaction Set or as specified by the Reference Identification Qualifier	X	AN 1/80
Not Used	C04005	128	Reference Identification Qualifier Code qualifying the Reference Identification Refer to 50300 Data Element Dictionary for acceptable code values.	X	ID 2/3
Not Used	C04006	127	Reference Identification Reference information as defined for a particular Transaction Set or as specified by the Reference Identification Qualifier	X	AN 1/30

Segment:	N1 Name
Position:	080
Loop:	N1 Mandatory
Level:	Heading
Usage:	Mandatory
Max Use:	1
Purpose:	To identify a party by type of organization, name, and code
Syntax Notes:	<ol style="list-style-type: none"> 1 At least one of N102 or N103 is required. 2 If either N103 or N104 is present, then the other is required.
Semantic Notes:	
Comments:	<ol style="list-style-type: none"> 1 This segment, used alone, provides the most efficient method of providing organizational identification. To obtain this efficiency the "ID Code" (N104) must provide a key to the table maintained by the transaction processing party.
Notes:	<p>N1*ZZ*COMPANY NAME*94*802438~ N1*CA*COMPANY NAME *93*CA10~</p> <p>(ZZ) Booking Party and (CA) Carrier are mandatory for INTTRA.</p> <p>(ZZ) Booking Party and (CA) Carrier must be INTTRA member.</p> <p>Either (SH) Shipper or (FW) Forwarder must be provided and one must be an INTTRA member.</p> <p>You must use the INTTRA Customer ID when N103 = 94 or your Company ID (ALIAS) when N10 = 93.</p> <p>If Door-to-Door service (DD in Y108 element) then complete (N1, N3 and G61) Ship From (SF) and Ship To (ST) information is recommended.</p> <p>If Door-to-Pier service (DP), then complete (N1, N2, N3 and G61) Ship From (SF) information is recommended.</p> <p>If Pier-to-Door service (PD), then complete (N1, N2, N3 and G61) Ship To (ST) information is recommended.</p> <p>The carrier party listed in the N1 segment represents the carrier with whom the shipment is being booked.</p> <p>The N104 value for the 'CA' party is the carrier SCAC code as defined by INTTRA or as aliased in the INTTRA system. If using SCAC code, use qualifier '93' in N103.</p> <p>Only one of each party type may be sent per container group with the exception of Intermediate Export Stop Off Location (LL) which may be sent multiple times.</p> <p>INTTRA RECOMMENDS customers send Intermediate Export Stop Offs (LL) only when Carrier Haulage at Export is being requested (Y1 = PP or PD).</p> <p>INTTRA RECOMMENDS customers send Empty Container Pick Up Location (CL) only when Merchant Haulage at Export is being requested (Y1 = DD or DP).</p> <p>INTTRA RECOMMENDS customers send Subcontractor (28) only when Super Freezer Service or In-Transit Cold Sterilization Service is being provided by someone other than the carrier.</p> <p>Parties defined in this segment applies to the whole shipment.</p> <p>For Cancellation (B104 = D), only (ZZ) Booking Party and (CA) Carrier will be processed, the rest are ignored.</p>

Data Element Summary

Ref.	Des.	Data Element	Name	Attributes
M	N101	98	Entity Identifier Code Code identifying an organizational entity, a physical location, property or an individual INTTRA Accepted Values: C9 Contract Holder Contract Party CA Carrier CN Consignee FW Forwarder NP Main Notify Party N1 Notify Party no. 1 N2 Notify Party no. 2 SF Ship From SH Shipper ST Ship To CP Freight/Charges Payer CL Container Location Requested Empty container pick up location. LL Location of Load Exchange (Export) Intermediate Export Stop Off Location 28 Subcontractor Firm carrying out a part of the works for a contractor. ZZ Mutually Defined Booking Party	M ID 2/3
X	N102	93	Name Free-form name Only the first 35 characters of the party name will be processed.	X AN 1/60
	N103	66	Identification Code Qualifier Code designating the system/method of code structure used for Identification Code (67) INTTRA Accepted Values: 93 Code assigned by the organization originating the transaction set Customer Assigned Code. It is required to establish the code in the INTTRA Alias table prior to sending the file. 94 Code assigned by the organization that is the ultimate destination of the transaction set INTTRA Assigned Code (INTTRA Customer ID)	X ID 1/2
X	N104	67	Identification Code Code identifying a party or other code Only the first 35 characters will be processed.	X AN 1/80
Not Used	N105	706	Entity Relationship Code Code describing entity relationship Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 2/2
Not Used	N106	98	Entity Identifier Code Code identifying an organizational entity, a physical location, property or an individual	O ID 2/3

Segment: N3 Address Information
Position: 100
Loop: N1 Mandatory
Level: Heading
Usage: Optional
Max Use: 2
Purpose: To specify the location of the named party
Syntax Notes:
Semantic Notes:
Comments:
Notes:

N3*200 Maple Avenue*Additional Address Information~
 A maximum of 2 N3 loops can be received, but only 210 characters will be processed.

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
M	N301	166	Address Information Address information	M AN 1/55
O	N302	166	Address Information Address information	O AN 1/55

Segment: N4 Geographic Location
Position: 110
Loop: N1 Mandatory
Level: Heading
Usage: Optional
Max Use: 1
Purpose: To specify the geographic place of the named party
Syntax Notes: 1
Semantic Notes:
Comments: 1
2
Notes: N4*Newark*NJ*07322*US~

Accepted by INTTRA but not kept discrete.

Data Element Summary

Ref.	Data			Attributes
<u>Des.</u>	<u>Element</u>	<u>Name</u>		
O	N401	19	City Name	O AN 1/30
			Free-form text for city name	
O	N402	156	State or Province Code	O ID 2/2
			Code (Standard State/Province) as defined by appropriate government agency	
O	N403	116	Postal Code	O ID 1/17
			Code defining international postal zone code excluding punctuation and blanks (zip code for United States)	
O	N404	26	Country Code	O ID 2/3
			Code identifying the country	
			INTTRA Accepted Values:	
			ISO Country Code	
Not Used	N405	309	Location Qualifier	X ID 1/2
			Code identifying type of location	
			Refer to 50300 Data Element Dictionary for acceptable code values.	
Not Used	N406	310	Location Identifier	O AN 1/30
			Code which identifies a specific location	
Not Used	N407	1715	Country Subdivision Code	X 1 ID 1/3
			Code identifying the country subdivision	

Segment: **G61 Contact**
Position: 120
Loop: N1 Mandatory
Level: Heading
Usage: Optional
Max Use: 3
Purpose: To identify a person or office to whom communications should be directed
Syntax Notes: 1 If either G6103 or G6104 is present, then the other is required.
Semantic Notes:
Comments: 1 G6103 qualifies G6104.
Notes: G61*CN*General Contact*TE*9736872039~
 If in an N1 loop identifying (SF) Ship From or (ST) Ship To then segment and all elements identified is Mandatory.
 This segment will not be processed if received in a Cancellation (B104 = D) transaction.

Data Element Summary

Ref.	Data Element	Name	Attributes
M	G6101	366 Contact Function Code	M ID 2/2
		Code identifying the major duty or responsibility of the person or group named	
		INTRA Accepted Values:	
		CN General Contact	
M	G6102	93 Name	M AN 1/60
		Maximum 35 characters captured.	
	G6103	365 Communication Number Qualifier	X ID 2/2
		Code identifying the type of communication number	
		INTRA Accepted Values:	
		TE Telephone	
		EM Email	
		FX Fax	
	G6104	364 Communication Number	X AN 1/512
		Complete communications number including country or area code when applicable	
Not Used	G6105	443 Contact Inquiry Reference	O AN 1/20
		Additional reference number or description to clarify a contact number	

Segment: **R4 Port or Terminal**
Position: 130
Loop: R4 Mandatory
Level: Heading
Usage: Mandatory
Max Use: 1
Purpose: Contractual or operational port or point relevant to the movement of the cargo
Syntax Notes: 1 If either R402 or R403 is present, then the other is required.
Semantic Notes:
Comments: 1 R4 is required for each port to be identified.
Notes: R4*R*UN*USNYC*NEW YORK NEW YORK*NY~

(R) Place of Receipt and (E) Place of Delivery are Mandatory for INTTRA for Booking Requests (B104 = 'N') and Amendment (B104 = 'U').

Only one occurrence of each location type segment will be accepted with the exception of (T) Requested Transshipment location.

INTTRA RECOMMENDS customers send Booking Office if location is other than the export start location. INTTRA will not default Booking Office if the customer does not send it.

This segment will not be processed if received in a Cancellation (B104 = 'D') transaction.

Data Element Summary

Ref.	Data Element	Name	Attributes
M	R401	Port or Terminal Function Code	M ID 1/1
		Code defining function performed at the port or terminal with respect to a shipment	
		INTTRA Accepted Values:	
		D Port of Discharge (Operational) Port at which cargo is unloaded from vessel	
		E Place of Delivery (Contractual) Place at which cargo leaves its care and custody of carrier	
		L Port of Loading (Operational) Port at which cargo is loaded on vessel	
		R Place of Receipt (Contractual) Place at which cargo enters the care and custody of carrier	
		T Transshipment Port (Contractual) Requested Transshipment location	
		O Origin (Operational) Carrier's Booking Office	
	R402	Location Qualifier	X ID 1/2
		Code identifying type of location	
		UNLOCODE is Preferred.	
		INTTRA Accepted Values:	
		93 Sender's Location Code Assigned by Customer - code to be defined in INTTRAs Alias system.	
		UN United Nations Location Code (UNLOCODE) When "93" is used, Port Name (R404) is required.	

	R403	310	Location Identifier Code which identifies a specific location MANDATORY FOR INTTRA UNLOCODE or ALIAS.	X AN 1/30
X	R404	114	Port Name Free-form name for the place at which an offshore carrier originates or terminates (by transshipment or otherwise) its actual ocean carriage of property The city name stored with the location identifier by INTTRA overwrites the port name.	X AN 1/256
O	R405	26	Country Code Code identifying the country INTTRA Accepted Values: ISO Country Code	O ID 2/3
Not Used	R406	174	Terminal Name Free-form field for terminal name	O AN 2/30
Not Used	R407	113	Pier Number Identifying number for the pier	O AN ¼
O	R408	156	State or Province Code Code (Standard State/Province) as defined by appropriate government agency	O AN 2/70

Segment: **DTM** Date/Time Reference
Position: 140
Loop: R4 Mandatory
Level: Heading
Usage: Optional
Max Use: 2
Purpose: To specify pertinent dates and times
Syntax Notes: 1
Semantic Notes:
Comments:
Notes:

DTM*369*20010412~

This segment pertains to the R4 segment immediately preceding this segment.

For (E) Place of Delivery the following DTM qualifiers can be sent:
371 (Estimated Date of Arrival)

For (R) Place of Receipt the following DTM qualifiers can be sent:
369 – Estimated Departure Date

For (L) Port of Load the following DTM qualifiers can be sent:
369 – Estimated Departure Date

For (D) Port of Discharge the following DTM qualifiers can be sent:
371 – Estimated Arrival Date

Data Element Summary

Ref.	Data	Name	Attributes
<u>Des.</u>	<u>Element</u>	<u>Name</u>	<u>Attributes</u>
M	DTM01	374 Date/Time Qualifier	M ID 3/3
		Code specifying type of date or time, or both date and time	
		INTTRA Accepted Values:	
		369 Estimated Departure Date	
		371 Estimated Arrival Date	
	DTM02	373 Date	X DT 8/8
		Date expressed as CCYYMMDD	
	DTM03	337 Time	X TM 4/8
		Time expressed in 24-hour clock time.	
		The twenty-four hour clock system must be used to express time. Time must be expressed and transmitted by means of four figures, the first two denoting the hour past midnight and the last two the minutes past the hour.	
		Examples :	
		12:45 a.m. is expressed as 0045	
		12:00 noon is expressed as 1200	
		11:45 p.m. is expressed as 2345	
		12:00 midnight is expressed as 0000	
		1:30 a.m. is expressed as 0130	
		1:45 p.m. is expressed as 1345	
		4:30 p.m. is expressed as 1630	
Not Used	DTM04	623 Time Code	O ID 2/2
		Code identifying the time. In accordance with International Standards Organization standard 8601, time can be specified by a + or - and an indication in hours in relation to Universal Time Coordinate (UTC) time; since + is a restricted character, + and - are substituted by P and M in the codes that follow	

			Refer to 50300 Data Element Dictionary for acceptable code values.	
Not Used	DTM05	1250	Date Time Period Format Qualifier	X ID 2/3
			Code indicating the date format, time format, or date and time format	
			Refer to 50300 Data Element Dictionary for acceptable code values.	
Not Used	DTM06	1251	Date Time Period	X AN 1/35
			Expression of a date, a time, or range of dates, times or dates and times	

Segment: **W09** Equipment and Temperature
Position: 150
Loop:
Level: Heading
Usage: Optional
Max Use: 1
Purpose: To relate equipment type and required temperatures
Syntax Notes: 1 if either W0902 or W0903 is present, then the other is required.
Semantic Notes: 1 W0902 is the minimum allowable temperature condition for shipment; (the qualifying temperature scale is specified in W0903).
2 W0906 is used to describe the environment required within an ocean-type, refrigerated container when other than normal air is required.
3 W0908 is the humidity percentage.
4 W0909 is the number of air exchanges per hour.

Comments:

Notes:

W09*CZ*-15*FA***Reefer Comments**40*2~

This W09 can only occur once in a booking. The identified settings are relevant for all Reefer equipment on the Booking.

INTTRA will only accept 3 digits (including the minus sign).

W0902 is Set Temperature (if temperature is negative this field must be signed with a - sign therefore temperature can be set from -999 to 998

Unsigned temperature is assumed to be positive.

W0906 is used to describe the environment required within an ocean-type, refrigerated container when other than normal air is required.

W0908 is the humidity percentage.

W0909 is the number of air exchanges per hour.

If a reefer container is used, but refrigeration is not needed, W0902 will be set to 999, which indicates no set temperature.

This segment provides information for Reefer containers types in segment Y2.

If LX Loop's N7 is provided then this segment is ignored.

Data Element Summary

Ref.	Data Element	Name	Attributes
M	W0901	40 Equipment Description Code Code identifying type of equipment used for shipment INTTRA Accepted Values: CZ Refrigerated Container	M ID 2/2
	W0902	408 Temperature Temperature INTTRA interpretation Set Temperature	X R 1/3
	W0903	355 Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken INTTRA Accepted Values: CE Centigrade, Celsius FA Fahrenheit	X ID 2/2

Not Used	W0904	408	Temperature Temperature	X	R 1/4
Not Used	W0905	355	Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken Refer to 50300 Data Element Dictionary for acceptable code values.	X	ID 2/2
	W0906	3	Free Form Message Free-form text Reefer remarks	O	AN 1/60
Not Used	W0907	1122	Vent Setting Code Code describing the setting on the air vents on ocean-type containers Refer to 50300 Data Element Dictionary for acceptable code values.	O	ID 1/1
	W0908	488	Percent Percent expressed as 0 to 100 Humidity Percentage	O	N0 1/3
	W0909	380	Quantity Air Exchange per hour in cubic meters	O	R 1/18

Segment: **H3** Special Handling Instructions
Position: 160
Loop:
Level: Heading
Usage: Optional
Max Use: 4
Purpose: To specify special handling instructions in coded or free-form format
Syntax Notes:
Semantic Notes:
Comments:
Notes:

H3*01~

This segment indicates the nature of shipment. Shipment can be a combination of the following:

- 01 – Out of Gauge Shipment
- 02 – Hazardous/Dangerous Goods Shipment
- 03 – Temperature Controlled Shipment
- 04 – Environmental Pollutant Shipment

Only 1 of each code can be sent.

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
O	H301	152	Special Handling Code Code specifying special transportation handling instructions Refer to 50300 Data Element Dictionary for acceptable code values. 01-Out of Gauge Shipment 02-Hazardous Shipment 03-Temperature Controlled Shipment 04-Environmental Pollutant Shipment	O ID 2/3
Not Used	H302	153	Special Handling Description Free-form additional description of special handling instructions to appear on printed bill if special handling code is not adequate	X AN 2/30
Not Used	H303	241	Protective Service Code Code specifying perishable protective service- rail carriers only Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 1/4
Not Used	H304	242	Vent Instruction Code Code specifying vent instructions Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 1/7
Not Used	H305	257	Tariff Application Code Code indicating to which traffic a tariff applies Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 1/1

Segment: LX Assigned Number
Position: 010
Loop: LX Mandatory
Level: Detail
Usage: Mandatory
Max Use: 1
Purpose:
Syntax Notes:
Semantic Notes:
Comments:
Notes:

LX*1~

INTTRA will ignore the Assigned Number (LX01) provided for this element since the Commodity Line Item Number is derived from the L0 segment.

Data Element Summary

Ref.	Data		
<u>Des.</u>	<u>Element</u>	<u>Name</u>	<u>Attributes</u>
M	LX01	554 Assigned Number	M N0 1/6
		Number assigned for differentiation within a transaction set	

INTTRA will ignore the Assigned Number (LX01) provided for this element since the Commodity Line Item Number is derived from the L0 segment.

Segment: **N7** Equipment Details
Position: 020
Loop: LX Mandatory
Level: Detail
Usage: Optional
Max Use: 1
Purpose: To identify the equipment
Syntax Notes: 1 if either N703 or N704 is present, then the other is required.
 2 If either N708 or N709 is present, then the other is required.
Semantic Notes: 1 N710 is the owner of the equipment.
Notes: N7*CONT*1234567890*8000.000*G****5000.0000*E*2*****K*****22GP~

INTTRA allows equipment placement for commodities. This segment defines the equipment or container where a commodity is placed.

The Equipment Number must be a unique in the transaction.

When this segment is provided, segment Y2 is ignored.

When this segment is provided W09 at position 0150 is ignored.

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
O	N701	206	Equipment Initial	O AN 1/4
Prefix or alphabetic part of an equipment unit's identifying number				
The first four alphabetic character of the container number.				
For logical container numbers, this segment is left blank.				
M	N702	207	Equipment Number	M R 1/15
Sequencing or serial part of an equipment unit's identifying number (pure numeric form for equipment number is preferred)				
For logical container number, this element will be a sequence of number greater than 1 identifying the container. The logical container number must be unique.				
For the actual container number this element will be the numeric serial number of the container. The actual container number is the concatenated value of N701 and N702.				
A maximum of 15 characters (N701 and N702 combined) will be processed by INTTRA.				
C	N703	81	Weight	X R 1/18
Gross weight of Container plus Commodity.				
Decimal must be represented using the dot ('.').				
Group separators must not be sent.				
Maximum of 3 digits of precision is allowed.				
C	N704	187	Weight Qualifier	X ID 1/2
Accepted Values: G Gross Weight				
Not Used	N705	167	Tare Weight	X N0 3/8
Weight of the equipment				
Not Used	N706	232	Weight Allowance	O N0 2/6
Allowance made for increased weight due to such factors as snow				

Not Used	N707	205	Dunnage Weight of material used to protect lading (even bracings, false floors, etc.)	O N0 1/6
C	N708	183	Volume Cubic Volume of Container Decimal must be represented using the dot ('.'). Group separators must not be sent. Maximum of 4 digits of precision is allowed.	X R 1/18
C	N709	184	Volume Unit Qualifier Accepted Values: E Cubic Feet X Cubic Meter	X ID 1/1
O	N710	102	Ownership Code Code indicating the relationship of equipment to carrier or ownership of equipment 1 – Shipper Owned 2 – Carrier Owned Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 1/1
Not Used	N711	40	Equipment Description Code Code identifying type of equipment used for shipment Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 2/2
Not Used	N712	140	Standard Carrier Alpha Code Standard Carrier Alpha Code	O ID 2/4
Not Used	N713	319	Temperature Control Free-form abbreviation of temperature range or flash-point temperature	O AN 3/6
Not Used	N714	219	Position Relative position of shipment in car, trailer, or container (mutually defined)	O AN 1/3
Not Used	N715	567	Equipment Length Length (in feet and inches) of equipment ordered or used to transport shipment (The format is FFFII where FFF is feet and II is inches; the range for II is 00 through 11)	O N0 4/5
Not Used	N716	571	Tare Qualifier Code Code identifying the type of tare Refer to 50300 Data Element Dictionary for acceptable code values.	X ID 1/1
X	N717	188	Weight Unit Code Accepted Values: K Kilograms L Pounds	X ID 1/1
Not Used	N718	761	Equipment Number Check Digit Number which designates the check digit applied to a piece of equipment	O N0 1/1
Not Used	N719	56	Type of Service Code Code specifying extent of transportation service requested Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 2/2
Not Used	N720	65	Height Vertical dimension of an object measured when the object is in the upright position	O R 1/8
Not Used	N721	189	Width Shorter measurement of the two horizontal dimensions measured with the object in the upright position	O R 1/8

M	N722	24	Equipment Type Code identifying equipment type INTTRA Supported Equipment Type.	M ID 4/4
Not Used	N723	140	Standard Carrier Alpha Code Standard Carrier Alpha Code	O ID 2/4
Not Used	N724	301	Car Type Code Code specifying type of rail car or intermodal equipment type and its general characteristics	O ID 1/4

Segment: **W09** **Equipment and Temperature**
Position: 030
Loop: LX Mandatory
Level: Detail
Usage: Optional
Max Use: 20
Purpose: To relate equipment type and required temperatures
Syntax Notes: 1 If either W0902 or W0903 is present, then the other is required.
Semantic Notes: 1 W0902 is the minimum allowable temperature condition for shipment; (the qualifying temperature scale is specified in W0903).
 2 W0906 is used to describe the environment required within an ocean-type, refrigerated container when other than normal air is required.
 4 W0908 is the humidity percentage.
 5 W0909 is the number of air exchanges per hour.

Comments:
Notes:

W09*CN*-15*FA***TCI-Reefer Comments**40*2~

INTTRA requires that the set temperature (W0902) be the same for all W09 segment in the transaction.

INTTRA will only accept 3 digits (including the minus sign).

W0902 is Set Temperature (if temperature is negative this field must be signed with a - sign therefore temperature can be set from -99 to 998

Unsigned temperature is assumed to be positive.

W0906 is used to describe the environment required within an ocean-type, refrigerated container when other than normal air is required.

W0908 is the humidity percentage.

W0909 is the number of air exchanges per hour.

If a reefer container is used, but refrigeration is not needed, W0902 will be set to 999, which indicates no set temperature (Non Active Reefer).

The Equipment Information provided in this segment will apply to the N7 segment preceding this W09 segment.

Only one of each code can be sent per LX Loop.

If multiple W09 is sent, the Temperature, Air Flow and Humidity Setting are processed from the first W09 segment provided. Temperature, Air Flow and Humidity settings from the succeeding W09 loops will be ignored.

This W09 Segment can only be used if N7 is provided. The application will ignore this segment if it has no corresponding N7.

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
M	W0901	40	Equipment Description Code Code identifying type of equipment used for shipment INTTRA Accepted Values:	M ID 2/2
			CN Container	
C	W0902	408	Temperature Temperature Reefer temperature.	X R 1/3

For NON ACTIVE reefer, set the temperature to 999.

C **W0903** **355** **Unit or Basis for Measurement Code** **X** **ID 2/2**
Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken

Mandatory if W0902 is provided.

INTTRA Accepted Values:

CE Centigrade, Celsius
FA Fahrenheit

Not Used **W0904** **408** **Temperature** **X** **R 1/3**
Temperature

Not Used **W0905** **355** **Unit or Basis for Measurement Code** **X** **ID 2/2**
Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken
Refer to 50300 Data Element Dictionary for acceptable code values.

O **W0906** **3** **Free Form Message** **O** **AN 1/512**
Free-form text

The first 4 characters (including the dash) of the comments is the code that identifies equipment information provided in the free form element.

A. Temperature Control Instructions

1. TCI-: Temperature Control Instructions
2. ECA: This is an indicator/flag to indicate that the Equipment Atmosphere must be controlled. When ECA is sent, only the first 3 characters of this element are processed.
3. FRZ: This is an indicator/flag to indicate that Super Freezer Service is requested. When FRZ is sent, only the first 3 characters of this element are processed.
4. GEN: This is an indicator/flag to indicate that GENSET is required. When GEN is sent, only the first 3 characters of this element are processed.
5. HUM: This is an indicator/flag to indicate that the Humidity in the Equipment must be controlled. When HUM is sent, only the first 3 characters of this element are processed.
6. ICP-: Number of USD probes for ICT service
7. ICT-: This is an indicator/flag to indicate that In transit Cold Sterilization is required. When ICT is sent, only the first 3 characters of this element are processed.
8. NTP-: Number of temperature probes requested
9. TVA-: Temperature Variance Details

Example:

W09*CN*-15*FA***TCI-REEFER COMMENTS**40*2~
W09*CN*****ECA~
W09*CN*****FRZ~
W09*CN*****GEN~
W09*CN*****HUM~
W09*CN*****ICP-12345~
W09*CN*****ICT~
W09*CN*****NTP-12345~
W09*CN*****TVA-100~

B. Special Service Request

1. CLN: This is an indicator/flag to indicate that the Equipment Must be Cleaned. When CLN is sent, only the first 3 characters of this element are processed.
2. FGE: This is an indicator/flag to indicate that Food Grade Equipment is

O	W0909	380	Percent expressed as 0 to 100	O R 1/18
			Humidity Percentage	
			Quantity	
			Air Exchange Per Hour in Cubic Meters	

Segment: **DTM** Date/Time Reference
Position: 040
Loop: LX Mandatory
Level: Detail
Usage: Optional
Max Use: 6
Purpose: To specify pertinent dates and times
Syntax Notes: 1 If DTM04 is present, then DTM03 is required.
Semantic Notes:
Comments:
Notes:

The following are dates associated with the equipment:

(118) Pick up of full container at Door/Ship From Location
(996) Placement of empty equipment at Door/Ship From Location
(992) Requested Pick up date/time of empty equipment at Ship To Location
(002) Requested delivery date/time of full container at Ship To Location
(144) Date/time container will be positioned/delivered at the Intermediate Export Stop Off Location
(087) Pick up of full container at Intermediate Export Stop Off Location

The below examples describes how the dates will be used.
The below date qualifiers will only be sent for N1 segment Ship From (N101 = 'SF').
DTM*996*20090619*1200~
DTM*118*20090702*0900~

The below date qualifier will only be sent for N1 segment Ship To (N101 = 'ST').
DTM*002*20090702*0900~

The below date qualifiers will only be sent for N1 segment Intermediate Export Stop Off Location (N101 = 'LL').
DTM*144*20090619*1200~
DTM*087*20090619*1200~

The below date qualifier will only be sent for N1 segment Empty Container Pick-up Location (N101 = 'CL').
DTM*992*20090619*1200~

Only 1 of each DTM code can be provided per LX loop.

Each DTM code will be mapped to an N1 party. If the DTM code does not have a corresponding N1 code/segment, then the DTM will be ignored.

This DTM segment can only be used if Segment N7 is provided.

Data Element Summary

Ref.	Data Element	Name	Attributes
M	DTM01	374 Date/Time Qualifier	M ID 3/3
Code specifying type of date or time, or both date and time			
INTTRA Accepted Values:			
	118	Requested Pick-up Pick up of full container at Door/Ship From Location	
	996	Required Delivery A date on which or before, ordered goods or services must be delivered Placement of empty equipment at Door/Ship From Location	
	992	Date Requested	

				Requested Pick up date/time of empty equipment at Ship To Location	
		002		Delivery Requested	
				Requested delivery date/time of full container at Ship To Location	
		144		Estimated Acceptance	
				Date/time container will be positioned/delivered at the intermediate export stop off location.	
		087		Requested for Shipment (week of)	
				Pick up of full container at Intermediate Export Stop Off Location	
C	DTM02	373	Date		X DT 8/8
				Date expressed as CCYYMMDD	
C	DTM03	337	Time		X TM 4/8
				Time expressed in 24-hour clock time.	
				The twenty-four hour clock system must be used to express time. Time must be expressed and transmitted by means of four figures, the first two denoting the hour past midnight and the last two the minutes past the hour.	
				Examples :	
				12:45 a.m. is expressed as 0045	
				12:00 noon is expressed as 1200	
				11:45 p.m. is expressed as 2345	
				12:00 midnight is expressed as 0000	
				1:30 a.m. is expressed as 0130	
				1:45 p.m. is expressed as 1345	
				4:30 p.m. is expressed as 1630	
Not Used	DTM04	623	Time Code		O ID 2/2
				Code identifying the time. In accordance with International Standards Organization standard 8601, time can be specified by a + or - and an indication in hours in relation to Universal Time Coordinate (UTC) time; since + is a restricted character, + and - are substituted by P and M in the codes that follow Refer to 50300 Data Element Dictionary for acceptable code values.	
Not Used	DTM05	1250	Date Time Period Format Qualifier		X ID 2/3
				Code indicating the date format, time format, or date and time format Refer to 50300 Data Element Dictionary for acceptable code values.	
Not Used	DTM06	1251	Date Time Period		X AN 1/35
				Expression of a date, a time, or range of dates, times or dates and times	

Segment: **L0** Line Item - Quantity and Weight
Position: 040
Loop: LX Mandatory
Level: Detail
Usage: Mandatory
Max Use: 1
Purpose: To specify quantity, weight, volume, and type of service for a line item including applicable "quantity/rate-as" data

- Syntax Notes:**
- 1 If either L002 or L003 is present, then the other is required.
 - 2 If either L004 or L005 is present, then the other is required.
 - 3 If either L006 or L007 is present, then the other is required.
 - 4 If either L008 or L009 is present, then the other is required.
 - 5 If L011 is present, then L004 is required.

Semantic Notes: 1 L008 is the number of handling units of the line item tendered to the carrier.

Comments:

Notes:

Commodity with package count, package type code and package type description:
L0*1***45000*G*12345.50*E*100*CRT*CRATE*L

Commodity without package count and package type code or package description:
L0*1***45000*G*****L

Mandatory for INTTRA.

Outer Packaging information is mandatory for INTTRA. Only 1 commodity is allowed per each L0 loop.

The L0 segment and loop will be used to report multi-level packaging. The L008/09 contains the Outer package type and quantity. The PO4 within the L0 loop contains Inner and/or Inner-inner packaging details. The PO4 segment can iterate for each additional Inner package type. The L0 segment iterates for each Outer package type within the same container.

The L0 Line Item Number (L001) must increment by 1 for each Outer package within the transaction.

For hazardous commodity, package type code or package description and number of packages must be provided.

Number of Packages must be a whole number greater than zero.

INTTRA allows for a L0 segment to be sent without package count and package type code or package description but if multiple package levels are sent (i.e. with inner and inner-inner packaging), the package code/description and number of packages must be provided for all package level.

If package code or package description is provided then number of package must also be provided.

A total of 999 Outer, Inner and Inner-Inner packaging level information (combined) will be processed by INTTRA.

Data Element Summary

Ref.	Data	Name	Attributes
Des.	Element		
M	L001	213 Lading Line Item Number	M N0 1/5

Sequential line number for a lading item

The L0 Line Item Number must increment by 1 (starting from 1) for each Outer package in the transaction.

			The Line Item Number must be unique in the shipment.	
Not Used	L002	220	Billed/Rated-as Quantity	X R 1/11
Basis for rating (miles, value, volume, etc.); Note: Weight may be defined by either data element 220 or 81				
Not Used	L003	221	Billed/Rated-as Qualifier	X ID 2/2
Code identifying the type of quantity or value on which the rate or item pricing is based				
Refer to 50300 Data Element Dictionary for acceptable code values.				
C	L004	81	Weight	X R 1/18
Numeric value of weight				
Mandatory for INTTRA				
Numeric values must conform to below rules:				
- Decimal must be represented using the dot ('.'). Only 1 decimal can be provided.				
- Group separators ',' must not be sent.				
- Maximum 3 digits of precision allowed.				
Examples: valid - "1000.123" invalid - "1,000.123", "1.000,123"				
C	L005	187	Weight Qualifier	X ID 1/2
Code defining the type of weight				
INTTRA Accepted Values:				
G Gross Weight				
C	L006	183	Volume	X R 1/18
Numeric values must conform to below rules:				
- Decimal must be represented using the dot ('.'). Only 1 decimal can be provided.				
- Group separators ',' must not be sent.				
- Maximum 4 digits of precision allowed:				
Examples: valid - "1000.1234" invalid - "1,000.1234", "1.000,1234"				
C	L007	184	Volume Unit Qualifier	X ID 1/1
Code identifying the volume unit				
Refer to 50300 Data Element Dictionary for acceptable code values.				
E - Cubic Feet				
X - Cubic Meter				
C	L008	80	Lading Quantity	C N0 1/8
Number of units (pieces) of the lading commodity				
Note: Must be a valid whole number greater than zero (no commas or decimals).				
If Package Type Code (L009) or Package Type Description (L010) is provided then the Lading Quantity (L008) must be provided.				
For multiple package level commodities, the Package Type Code (L009) or Package Type Description (L010) and Lading Quantity (L008) must be provided for all package levels (i.e. Outer, Inner and Inner-inner package level).				
For hazardous commodity, Package Type Code (L009) or Package Type Description (L010) and Lading Quantity (L008) must always be provided.				
C	L009	211	Packaging Form Code	C ID 3/3
Code for packaging form of the lading quantity				

If Lading Quantity (L008) is provided then either the Package Type Code (L009) or Package Type Description (L010) must be provided.

For multiple package level commodities, the Package Type Code (L009) or Package Type Description (L010) and Lading Quantity (L008) must be provided for all package levels (i.e. Outer, Inner and Inner-inner package level).

For hazardous commodity, Package Type Code (L009) or Package Type Description (L010) and Lading Quantity (L008) must always be provided.

Describes the Outer Package Type. This element will contain the 3 character packaging type code

BAG	Bag
BKG	Bag, Super Bulk
BBL	Barrel
BDL	Bundle
BOB	Bobbin
BOX	Box
BSK	Basket or hamper
BXT	Bucket
CAG	Cage
CAS	Case
CHS	Chest
COL	Coil
CON	Cone
CRT	Crate
CSK	Cask
CTN	Carton
CYL	Cylinder
DRM	Drum
ENV	Envelope
FIR	Firkin
FRM	Frame
FSK	Flask
HGH	Hogshead
HPR	Hamper
JAR	Jar
JUG	Jug
KEG	Keg
LBK	Liquid Bulk
LOG	Log
LVN	Lift Van
PAL	Pail
PKG	Package
PLT	Pallet
RCK	Rack
REL	Reel
ROL	Roll
SAK	Sack
SCS	Suitcase
SHT	Sheet

	A thin layer of material usually used as a pad for extra protection by isolating/separating tiers or layers of parts within the package
SKD	Skid
SLP	Slip Sheet
	Shipping containers utilizing slip sheets, which are cardboard platforms used to hold product for storage or transportation
SLV	Sleeve
SPL	Spool
SRW	Shrink Wrapped
TBE	Tube
TRC	Tierce
TRK	Trunk
TRY	Tray
TUB	Tub
UNP	Unpacked
VIL	Vial
VPK	Vanpack

C L010 458 Dunnage Description C AN 1/35

This element will be used by INTTRA to store the packaging type description.

If Lading Quantity (L008) is provided then either the Package Type Code (L009) or Package Type Description (L010) must be provided.

For multiple package level commodities, the Package Type Code (L009) or Package Type Description (L010) and Lading Quantity (L008) must be provided for all package levels (i.e. Outer, Inner and Inner-inner package level).

For hazardous commodity, Package Type Code (L009) or Package Type Description (L010) and Lading Quantity (L008) must always be provided.

L011 188 Weight Unit Code O ID 1/1

Code specifying the weight unit

Mandatory for INTTRA

INTTRA Accepted Values:

K	Kilograms
L	Pounds

Not Used L012 56 Type of Service Code O ID 2/2

Code specifying extent of transportation service requested

Refer to 50300 Data Element Dictionary for acceptable code values.

Not Used L013 380 Quantity X R 1/15

Numeric value of quantity

Not Used L014 211 Packaging Form Code O ID 3/3

Refer to 50300 Data Element Dictionary for acceptable code values.

Not Used L015 1073 Yes/No Condition or Response Code X ID 1/1

Code indicating a Yes or No condition or response

Refer to 50300 Data Element Dictionary for acceptable code values.

Segment: **PO4** Item Physical Details
Position: 052
Loop: PO4 Optional
Level: Detail
Usage: Mandatory
Max Use: 1
Purpose: To specify the physical qualities, packaging, weights, and dimensions relating to the item
Syntax Notes: 1 If either PO402 or PO403 is present, then the other is required.
Semantic Notes:
Comments: 1 PO403 - The "Unit or Basis for Measure Code" in this segment position is for purposes of defining the pack (PO401) /size (PO402) measure which indicates the quantity in the inner pack unit. For example: If the carton contains 24 12-Ounce packages, it would be described as follows: Data element 356 = "24"; Data element 357 = "12"; Data element 355 = "OZ".

Notes: The PO4 segment is used to inform Inner and Inner-Inner package quantities and type, thus allowing a 3 level packaging structure. If more than one type of Inner packaging is used, the PO4 will iterate for each Inner package and will be identified as such using element PO403, code of 'PK' for Inner pack or 'AB' for Inner-inner pack.

It will be used as follows:

The L0 segment contains the Outer package type and quantity, the first instance of PO4 will contain the Inner package type and if needed, the second instance can contain the Inner-inner package type.

Example:

L0* --Outer Package
PO4*2*1*PK*BOX*****BOXES~ --First Inner Package type (L0 segment contains the Outer Package information)
MEA* --Measurements for first Inner Package
PO4*10*1*AB*BAG*****BAGS~ --First Inner-Inner Package type
PO4*3*1*PK*CTN*****CARTONS~ --Second Inner Package type
MEA* --Measurements for Second Inner Package
PO4*15*1*AB*BOT*****BOTTLES~ --Second Inner-Inner Package type

An Inner Package must always be preceded by an Outer Package (L0 segment)
An Inner-Inner Package must always be preceded by an Inner Package.

A total of 999 Outer, Inner and Inner-Inner packaging level information (combined) can be sent.

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
M	PO401	356	Pack	M N0 1/8
			The number of inner containers, or number of each if there are no inner containers, per outer container The total number of Inner or Inner-Inner packages.	
			Must be a whole number.	
C	PO402	357	Size	X R 1/8
			Default to 1 to satisfy the PO403 and PO402 conditional requirement (INTTRA will ignore this field)	
M	PO403	355	Unit or Basis for Measurement Code	M ID 2/2
			Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken	
			AB Bulk Pack Package equals Inner-inner.	

			PK	Package
				Package equals Inner.
M	PO404	103	Packaging Code	X AN 3/5
			Code identifying the type of packaging; Part 1: Packaging Form, Part 2: Packaging Material; if the Data Element is used, then Part 1 is always required	
			BAG	Bag
			BKG	Bag, Super Bulk
			BBL	Barrel
			BDL	Bundle
			BOB	Bobbin
			BOX	Box
			BSK	Basket or hamper
			BXT	Bucket
			CAG	Cage
			CAS	Case
			CHS	Chest
			COL	Coil
			CON	Cone
			CRT	Crate
			CSK	Cask
			CTN	Carton
			CYL	Cylinder
			DRM	Drum
			ENV	Envelope
			FIR	Firkin
			FRM	Frame
			FSK	Flask
			HGH	Hogshead
			HPR	Hamper
			JAR	Jar
			JUG	Jug
			KEG	Keg
			LBK	Liquid Bulk
			LOG	Log
			LVN	Lift Van
			PAL	Pail
			PKG	Package
			PLT	Pallet
			RCK	Rack
			REL	Reel
			ROL	Roll
			SAK	Sack
			SCS	Suitcase
			SHT	Sheet
				A thin layer of material usually used as a pad for extra protection by isolating/separating tiers or layers of parts within the package
			SKD	Skid
			SLP	Slip Sheet
				Shipping containers utilizing slip sheets, which are cardboard platforms used to hold product for storage or transportation

SLV	Sleeve
SPL	Spool
SRW	Shrink Wrapped
TBE	Tube
TRC	Tierce
TRK	Trunk
TRY	Tray
TUB	Tub
UNP	Unpacked
VIL	Vial
VPK	Vanpack

Not Used	PO405	187	Weight Qualifier Code defining the type of weight G Gross Weight	O ID 1/2
Not Used	PO406	384	Gross Weight per Pack Numeric value of gross weight per pack	X R 1/9
Not Used	PO407	355	Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken Refer to 005030 Data Element Dictionary for acceptable code values.	X ID 2/2
Not Used	PO408	385	Gross Volume per Pack Numeric value of gross volume per pack	X R 1/9
Not Used	PO409	355	Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken Refer to 005030 Data Element Dictionary for acceptable code values.	X ID 2/2
Not Used	PO410	82	Length Largest horizontal dimension of an object measured when the object is in the upright position	X R 1/8
Not Used	PO411	189	Width Shorter measurement of the two horizontal dimensions measured with the object in the upright position	X R 1/8
Not Used	PO412	65	Height Vertical dimension of an object measured when the object is in the upright position	X R 1/8
Not Used	PO413	355	Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken Refer to 005030 Data Element Dictionary for acceptable code values.	X ID 2/2
Not Used	PO414	810	Inner Pack The number of each per inner container Number of pieces in the designated Inner package.	O N0 1/6
Not Used	PO415	752	Surface/Layer/Position Code Code indicating the product surface, layer or position that is being described Refer to 005030 Data Element Dictionary for acceptable code values.	O ID 2/2
O	PO416	350	Assigned Identification Package Description. Used to indicate Inner or Inner-Inner package description depending on the definition in the PO4.	X AN 1/35
Not Used	PO417	350	Assigned Identification Alphanumeric characters assigned for differentiation within a transaction set	O AN 1/20
Not Used	PO418	1470	Number	O N0 1/9

A generic number

Segment: **MEA** Measurements

Position: 054

Loop: PO4 Optional

Level: Detail

Usage: Optional

Max Use: 2

Purpose: To specify physical measurements or counts, including dimensions, tolerances, variances, and weights

Syntax Notes: 1

Semantic Notes: 1

Comments: 1

Notes: MEA**VOL*200.0324*CR

or

MEA**WT*200.398*KG

Used to indicate the Volume and Weight of the Inner and Inner-Inner Packages reported in the previous PO4.

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
Not Used	MEA01	737	Measurement Reference ID Code Code identifying the broad category to which a measurement applies	O ID 2/2
X	MEA02	738	Measurement Qualifier Code identifying a specific product or process characteristic to which a measurement applies Accepted values: VOL Volume WT Weight	X ID 1/3
X	MEA03	739	Measurement Value The value of the measurement Weight Value: - Decimal will be represented using the dot (.). - Maximum of 3 digits of precision allowed. Examples: Valid "1234.001" Invalid "1,234.001" or "1.234,001" Volume Value: - Decimal will be represented using the dot (.). - Maximum of 4 digits of precision allowed. Examples: Valid "1234.0001" Invalid "1234.0001" or "1.234,0001"	X R 1/18
X	MEA04	C001	Composite Unit of Measure To identify a composite unit of measure (See Figures Appendix for examples of use)	X
M	C00101	355	Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken Accepted values: CF Cubic Feet CR Cubic Meter KG Kilogram LB Pound	M ID 2/2
Not Used	C00102	1018	Exponent Power to which a unit is raised	O R 1/15

Not Used	C00103	649	Multiplier Value to be used as a multiplier to obtain a new value	O R 1/10
Not Used	C00104	355	Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken Refer to 004012 Data Element Dictionary for acceptable code values.	O ID 2/2
Not Used	C00105	1018	Exponent Power to which a unit is raised	O R 1/15
Not Used	C00106	649	Multiplier Value to be used as a multiplier to obtain a new value	O R 1/10
Not Used	C00107	355	Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken Refer to 004012 Data Element Dictionary for acceptable code values.	O ID 2/2
Not Used	C00108	1018	Exponent Power to which a unit is raised	O R 1/15
Not Used	C00109	649	Multiplier Value to be used as a multiplier to obtain a new value	O R 1/10
Not Used	C00110	355	Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken Refer to 004012 Data Element Dictionary for acceptable code values.	O ID 2/2
Not Used	C00111	1018	Exponent Power to which a unit is raised	O R 1/15
Not Used	C00112	649	Multiplier Value to be used as a multiplier to obtain a new value	O R 1/10
Not Used	C00113	355	Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken Refer to 004012 Data Element Dictionary for acceptable code values.	O ID 2/2
Not Used	C00114	1018	Exponent Power to which a unit is raised	O R 1/15
Not Used	C00115	649	Multiplier Value to be used as a multiplier to obtain a new value	O R 1/10
Not Used	MEA05	740	Range Minimum The value specifying the minimum of the measurement range	X R 1/20
Not Used	MEA06	741	Range Maximum The value specifying the maximum of the measurement range	X R 1/20
Not Used	MEA07	935	Measurement Significance Code Code used to benchmark, qualify or further define a measurement value Refer to 004012 Data Element Dictionary for acceptable code values.	O ID 2/2
Not Used	MEA08	936	Measurement Attribute Code Code used to express an attribute response when a numeric measurement value cannot be determined Refer to 004012 Data Element Dictionary for acceptable code values.	X ID 2/2
Not Used	MEA09	752	Surface/Layer/Position Code Code indicating the product surface, layer or position that is being described Refer to 004012 Data Element Dictionary for acceptable code values.	O ID 2/2
Not Used	MEA10	1373	Measurement Method or Device The method or device used to record the measurement Refer to 004012 Data Element Dictionary for acceptable code values.	O ID 2/4

Segment: **L5** Description, Marks and Numbers
Position: 060
Loop: LX Mandatory
Level: Detail
Usage: Mandatory
Max Use: 1
Purpose: To specify the line item in terms of description, quantity, packaging, and marks and numbers

Syntax Notes:
1 If either L503 or L504 is present, then the other is required.
2 If L507 is present, then L506 is required.

Semantic Notes:
Comments: **1** L502 may be used to send quantity information as part of the product description.
Notes:

Example of L5 segment without Harmonized information
L5*1*Lading Description**

Example of L5 segment with Harmonized information
L5*1*Lading Description*010290*A

Lading Description is Mandatory for INTTRA

Data Element Summary

Ref.	Data			
<u>Des.</u>	<u>Element</u>	<u>Name</u>	<u>Attributes</u>	
O	L501	213	Lading Line Item Number	O N0 1/3
			Defaulted to 1. This element will be ignored.	
M	L502	79	Lading Description	M AN 1/512
			Description of an item as required for rating and billing purposes	
			Mandatory for INTTRA	
C	L503	22	Commodity Code	X AN 1/30
			Code describing a commodity or group of commodities	
			Harmonize Code – INTTRA recommends that customers use 6 character classification codes from the World Customs Organization (WCO) Harmonize System (HS)	
C	L504	23	Commodity Code Qualifier	X ID 1/1
			Mandatory if L503 is provided.	
			A – Harmonized Code B – Schedule B Code	
			Code identifying the commodity coding system used for Commodity Code Refer to 50300 Data Element Dictionary for acceptable code values.	
Not Used	L505	103	Packaging Code	O AN 3/5
			Code identifying the type of packaging; Part 1: Packaging Form, Part 2: Packaging Material; if the Data Element is used, then Part 1 is always required Refer to 50300 Data Element Dictionary for acceptable code values.	
Not Used	L506	87	Marks and Numbers	X AN 1/48
			Marks and numbers used to identify a shipment or parts of a shipment	
Not Used	L507	88	Marks and Numbers Qualifier	O ID 1/2
			Code specifying the application or source of Marks and Numbers (87) Refer to 50300 Data Element Dictionary for acceptable code values.	
Not Used	L508	23	Commodity Code Qualifier	X ID 1/1
			Code identifying the commodity coding system used for Commodity Code Refer to 50300 Data Element Dictionary for acceptable code values.	

Not Used	L509	22	Commodity Code	X	AN 1/30
			Code describing a commodity or group of commodities		
Not Used	L510	595	Compartment ID Code	O	ID 1/1
			Code identifying the compartment in a compartmentalized tank car		
			Refer to 50300 Data Element Dictionary for acceptable code values.		

Segment: L4 Measurement
Position: 070
Loop: LX Mandatory
Level: Detail
Usage: Optional
Max Use: 1
Purpose: Outer Package Out of Gauge measurements
Syntax Notes:
Semantic Notes:
Comments:

Notes: Used to indicate the Out of Gauge (OOG) dimensions of the Outer Packaging.
 Length, Width and Height: maximum of 3 digit precession allowed.
 If L4 is provided at least, one of the OOG dimension for Length, Width or Height must be provided
 L4*123.123***F – only Length is provided
 L4*1.123*2.456*3.369*M – Length, Width, Height OOG dimensions provided

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
O	L401	82	Length Largest horizontal dimension of an object measured when the object is in the upright position	O R 1/15
O	L402	189	Width Shorter measurement of the two horizontal dimensions measured with the object in the upright position	O R 1/15
O	L403	65	Height Vertical dimension of an object measured when the object is in the upright position	O R 1/15
C	L404	90	Measurement Unit Qualifier Code specifying the linear dimensional unit. Mandatory if any of the Length, Width or Height is provided. F - Feet M - Meter Refer to 50300 Data Element Dictionary for acceptable code values.	X ID 1/1
Not Used	L405	380	Quantity Numeric value of quantity	O R 1/15
Not Used	L406	1271	Industry Code Code indicating a code from a specific industry code list	O AN 1/30

Segment: **H1 Hazardous Material**
Position: 090
Loop: H1 Optional
Level: Detail
Usage: Mandatory
Max Use: 1
Purpose: To specify information relative to hazardous material
Syntax Notes: 1 If either H107 or H108 is present, then the other is required.
Semantic Notes:
Comments: 1 This segment is required when the shipment contains hazardous material.
 2 H107 is the lowest temperature for hazardous materials.
Notes: H1*1789*8*1**Hazardous Material Contact*130-2*45*CE*2~

Data Element Summary

	<u>Ref.</u>	<u>Data</u>	<u>Name</u>	<u>Attributes</u>
	<u>Des.</u>	<u>Element</u>		
M	H101	62	Hazardous Material Code Code relating to hazardous material code qualifier for regulated hazardous materials Mandatory for INTTRA	M AN 4/10
M	H102	209	Hazardous Material Class Code Code specifying the kind of hazard for a material Mandatory for INTTRA	M AN 1/7
O	H103	208	Hazardous Material Code Qualifier Code which qualifies the Hazardous Material Class Code (209) INTTRA Accepted Values:	O ID 1/1
Not Used	H104	64	Hazardous Material Description Material name, special instructions, and phone number if any	O AN 2/30
O	H105	63	Hazardous Material Contact Emergency Contact Name only. Emergency Contact Telephone Number should be sent in H2 loop (H201 code = ECN).	O AN 1/35
O	H106	200	Hazardous Materials Page IMDG page number.	O AN 1/7
O	H107	77	Flashpoint Temperature The flashpoint temperature for hazardous material	O R 1/3
X	H108	355	Unit or Basis for Measurement Code Code specifying the units in which a value is being expressed, or manner in which a measurement has been taken INTTRA Accepted Values:	X ID 2/2
O	H109	254	Packing Group Code Code indicating degree of danger in terms of Roman number I, II or III INTTRA Accepted Values:	O ID 1/3

Segment: **H2 Additional Hazardous Material Description**

Position: 0100

Loop: H1 Optional

Level: Detail

Usage: Optional

Max Use: 18

Purpose: To specify free-form hazardous material descriptive data in addition to the information provided in the H1 segment

Syntax Notes:

Semantic Notes:

Comments:

Notes:

H2 will be utilized as follows:

The H2 segment will be used to provide hazardous material information. Element H101 will indicate the type of information.

Only one of each type can be sent per Hazardous Loop (per H2 Loop).

PSN-: Proper Hazardous Material Description

ECN-: Emergency Contact Number

EMS-: EMS Number Emergency

TRE - TREM Card Number

IM2-: 2nd IMO Code

IM3-: 3rd IMO Code

GEN-: General Hazmat Comments

TEN-: Dangerous Goods Technical Name

HAZ-: Hazard Information (Hazmat Placard)

AEP-: Radioactive goods additional information

PKG-: Packaging Information

REG-: Regulatory information

EUR: Empty, Un-cleaned Receptacle Indicator

IHL: Inhalant Hazard Indicator

TLQ: Transport of Dangerous Goods in Limited Quantities Indicator

Aggregate States Indicator. GAS, LQD and SLD are mutually exclusive.

GAS: Gas

LQD: Liquid

SLD: Solid

Marine Pollutant Indicator. NMP, MPO and SMP are mutually exclusive.

NMP: Non-Marine Pollutant

MPO: Marine Pollutant

SMP: Severe Marine Pollutant

Description Codes:

1. PSN: Proper Hazardous Material Description. This is MANDATORY for INTTRA. Maximum allowed length is 512 characters.
2. ECN: Emergency Contact Number. This is MANDATORY if Emergency Contact Name is provided. This is the contact number of the name defined in H105. Only the first 512 char will be processed.
3. EMS: EMS Number Emergency procedures for ships carrying hazardous materials
4. TRE: TREM Card Number: The identification of a transport emergency card giving advice for emergency actions
5. IM2: 2nd IMO Code. Used if more than one IMO class applies to the dangerous commodity.
6. IM3: 3rd IMO Code. Used if more than two IMO class applies to the dangerous commodity.
7. GEN: General Hazmat Comments
8. EUR: This is a flag/indicator for Empty, Un-cleaned Receptacle

- 9. IHL: To indicate that the Hazardous shipment is an inhalant hazard
- 10. TLQ: Transport of Dangerous Goods in Limited Quantities indicator

Note: Aggregate State: GAS, LQD, SLD are mutually exclusive.

- 11. GAS: To indicate the Hazardous Material state is Gas
- 12. SLD: To indicate the Hazardous Material state is solid
- 13. LQD: To indicate that the Hazardous Material state is liquid

Note: NMP, MPO, SMP are mutually exclusive

- 14. NMP: Non-Marine Pollutant
- 15. MPO: Marine Pollutant
- 16. SMP: Severe Marine Pollutant

17. TEN: Dangerous Goods Technical Name. Maximum allowed length is 512 characters.

18. AEP: Radioactive goods additional information

19. HAZ: Hazard Information. Used to indicate the Hazmat Placard

20. PKG: Packaging Information. Should only contain IBC (intermediate bulk container code)

21. REG: Regulatory information

Examples:

H2*PSN~Proper Shipping Name* Proper Shipping Name ~ (MANDATORY)

H2*ECN~6326550183~ (Emergency Contact Phone Number – MANDATORY if Emergency Contact Name is provided)

H2*EMS~1234~ (EMS Number)

H2*TRE~12345~ (TREM Card Number)

H2*IM2~3.2~ (Second IMO)

H2*IM3~1.8~ (Third IMO)

H2*GEN~General Hazmat Comments* General Hazmat Comments ~

H2*EUR~ (Empty Unclean Receptacle Indicator)

H2*LQD~ (Aggregation State—either GAS, LIQUID or SOLID)

H2*IHL~ (Inhalant Hazard Indicator)

H2*TLQ~ (Transport In Limited Quantities Indicator)

H2*NMP~ (Marine Pollutant Indicator—either Non, Severe or Marine Pollutant)

H2*TEN~Hazardous Material Technical Name~ (Hazardous Material Technical Name)

H2*AEP~Radioactive Goods Addnl Info~ (Radio Active Goods addition information)

H2*HAZ~Placard~ (Hazardous Placard)

H2*PKG~12345~ (Intermediate Bulk Container Code)

H2*REG~Regulatory Information~ (Regulatory Information)

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
M	H201	64	Hazardous Material Description	M AN 1/512
O	H202	274	Hazardous Material Classification Free-form description of hazardous material classification or division or label requirements	O AN 1/512

Segment: **V1** Vessel Identification
Position: 0130
Loop:
Level: Detail
Usage: Optional
Max Use: 1
Purpose: To provide vessel details and voyage number
Syntax Notes: 1 At least one of V101 or V102 is required.
Semantic Notes: 1 V103 is the code identifying the country in which the ship (vessel) is registered.
 2 V105 identifies the ocean carrier.
Comments:
Notes:

V1**Vessel Name*PH*OJW4059*SCAC

Only the Main Carriage Vessel Information can be provided in this segment.

Pre-Carriage and On-Carriage Information can be provided in the K1 segment.

INTTRA RECOMMENDS that any vessel/voyage specification include the Lloyd's code for the vessel.

Data Element Summary

	<u>Ref. Des.</u>	<u>Data Element</u>	<u>Name</u>	<u>Attributes</u>
Not Used	V101	597	Vessel Code Code identifying vessel	X ID 1/8
C	V102	182	Vessel Name Name of ship as documented in "Lloyd's Register of Ships"	X AN 1/35
O	V103	26	Country Code 2 Character Country Code identifying the country Country where the means of transport is registered.	O ID 2/3
O	V104	55	Flight/Voyage Number Identifying designator for the particular flight or voyage on which the cargo travels	O AN 1/17
O	V105	140	Standard Carrier Alpha Code Standard Carrier Alpha Code	O ID 1/4
Not Used	V106	249	Vessel Requirement Code Code specifying options for satisfying vessel requirements Refer to 50300 Data Element Dictionary for acceptable code values.	O ID 1/1
Not Used	V107	854	Vessel Type Code Code to determine type of vessel INTTRA Accepted Values:	O ID 2/2
			BC Barge Carrying Vessels (Lash & Seabee)	
			BD Bulk-Dry	
			BI Barge-Inland	
			BK Bulk-Undetermined	
			BL Bulk-Liquid	
			BO Barge-Oceangoing	
			CB Con bulk	
			CT Container	
			DG Dredge	
			DP Display Vessels	

FH	Fishing
GC	General Cargo
GT	Government-Non-Military
MT	Military
PC	Partial Container
PS	Passenger
RR	Roll on/Roll off
SP	Supply Ship
TG	Tug
VH	Vehicle Carrier

Not Used **V108** **897** **Vessel Code Qualifier** **O** **ID 1/1**

Code specifying vessel code source

INTTRA Accepted Values:

L Lloyd's Register of Shipping

Not Used **V109** **91** **Transportation Method/Type Code** **O** **ID 1/2**

Code specifying the method or type of transportation for the shipment

Segment: **K1** Remarks
Position: 110
Loop:
Level: Detail
Usage: Optional
Max Use: 999
Purpose: To transmit information in a free-form format for comment or special instruction
Syntax Notes:
Semantic Notes:
Comments:
Notes:

The K1 segment will be used to provide general shipment information, transport details and charges information.

A. General Shipment Comments Codes

Only 1 of each code types can be sent.

1. AMS: To indicate that the Customer will Perform AMS Filing

Example: K1*AMS~

2. NVO-: The NVOCC SCAC under which AMS Filing will be done. This code should be followed by the 4 char NVOCC SCAC Code.

Example: K1*NVO-SCAC~

3. GEN-: General Comments/Cancel Comments. This code should be followed by the comments text.

Example: K1*GEN-General Comments*General Comments~

4. AES-: Customer's reason for amending the booking. This code is followed by text containing the customer's reason for amending.

Example: K1*AES-Amendment Comments*Amendment Comments~

5. CCN-: Canadian Cargo Control Number. This code should be followed by the CCN Number. This is typically provided by the Carrier for use by registered Forwarders in Supplementary Cargo Reports filed with CBSA in Canada. Only 45 characters is allowed.

Example: K1*CCN-12345CCN~

6. UCN-: Customs Export Declaration Unique Consignment. This code should be followed by the DUCR Number. Typically provided by the Exporter or its Agent for shipments departing Great Britain. Only 45 characters is allowed.

Example: K1*UCN-12345UCN~

B. Transport Details

Maximum of 99 Transport Leg Details can be sent.

1. Transport Legs Codes. The Transport Leg Code (Pre Carriage, Main Carriage and On Carriage) is followed by the transport means code (refer to the K102 description).

Codes:

PRE :Pre Carriage

MAIN :Main Carriage

ON :On Carriage

Examples:

K1*PRE*TRK~

K1*MAIN*OV~

K1*ON*RE~

2. Transport Leg Port of Load and Port of Discharge.

The Main Carriage Locations must always be preceded by the Main Carriage Stage (K1*MAIN). If there is no preceding MAIN Carriage, the Main location will be ignored.

The Pre Carriage Locations must always be preceded by the Pre Carriage Stage (K1*PRE). If there is no preceding PRE Carriage, the Pre location will be ignored.

The On Carriage Locations must always be preceded by the On Carriage Stage (K1*ON). If there is no preceding ON Carriage, the On carriage location will be ignored.

The location must be a valid UNLOC code.

Codes:

MPOL :Main Carriage Port of Load

MPOD :Main Carriage Port of Discharge

PPOL :Pre Carriage Port of Load

PPOD :Pre Carriage Port of Discharge

OPOL :On Carriage Port of Load

OPOD :On Carriage Port of Discharge

Example:

K1*MPOL*UNLOC~

K1*MPOL*USNYC~

3. Transport Leg Estimated Time of Arrival and Departure.

The Main Carriage ETA Date (META) must always be preceded by a Main Carriage Port of Discharge (K1*MPOD). The Main Carriage ETD Date (METD) must always be preceded by a Main Carriage Port of Load (K1*MPOL). META and METD will be ignored if there no corresponding MPOD and MPOL respectively.

The On Carriage ETA Date (OETA) must always be preceded by a Main Carriage Port of Discharge (K1*OPOD). The On Carriage ETD Date (OETD) must always be preceded by an On Carriage Port of Load (K1*OPOL). OETA and OETD will be ignored if there no corresponding OPOD and OPOL respectively.

The Pre Carriage ETA Date (PETA) must always be preceded by a Pre Carriage Port of Discharge (K1*PPOD). The Pre Carriage ETD Date (PETD) must always be preceded by a Pre Carriage Port of Load (K1*PPOL). PETA and PETD will be ignored if there no corresponding PPOD and PPOL respectively.

The date must be in the format CCYYMMDD.

Time must be in the format HHMM using the 24 hour clock system. Midnight must be expressed as 0000.

Codes:

META: Main Carriage ETA

METD: Main Carriage ETD

PETA: Pre Carriage ETA

PETD: Pre Carriage ETD

OETA: On Carriage ETA

OETD: On Carriage ETD

Example:
 K1* META*20090619~
 K1* META*200907022300~
 K1* META*200907020000~

C. Charge Type and Charge Location

1. Type of Charges and Payment Method. Refer to K102 description for the payment method codes.

- AC:** Additional Charges
- BF:** Basic Freight
- DHC:** Destination Haulage Charges
- DPC:** Destination Port Charges
- OPC:** Origin Port Charges
- OHC:** Origin Haulage Charges

Example:
 K1*AC*ELS~
 K1*BF*COL~
 K1*DHC *PP~

2. Charge Type Location. The Place of Payment should be preceded by a charge type. Payment Location is mandatory if Payable Elsewhere. If there's no corresponding Charge Type, the Charge Location will be ignored.

The location must be a valid UNLOC code.

Code:
 POP: Place of Payment for Charges.

Examples:
 K1*POP*UNLOC~
 K1*POP*USNYC~

Data Element Summary

Ref.	Data	Name	Attributes
<u>Des.</u>	<u>Element</u>		
M	K101	61 Free-Form Message	M AN 1/512
		Comments Code	
C	K102	61 Free-Form Message	O AN 1/512
		Free-form information	

The following are the transport means code that must be sent if the K1 code is PRE, MAIN or ON.

- CS** – Container Ship (Vessel capable of carrying containers and other cargo)
- SHIP** – Ship (A large vessel navigating deep water)
- OV** – Ocean Vessel (An ocean-going vessel that is not a ship)
- BARG** – Barge (A category of boat used to transport material over water)
- RE** – Rail Express
- TRK** – Truck (An automotive vehicle for hauling goods)

The following are the payment method codes that can be provided for the different charge types.

- Pre-Paid/Collect Indicator:
- ELS:** Payable Elsewhere
- COL:** Collect
- PP:** Pre Paid

Segment: **SE** Transaction Set Trailer
Position: 010
Loop:
Level: Summary
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 Notes:

Semantic Notes:

Comments: 1 SE is the last segment of each transaction set.

Notes: SE*21*0001

Data Element Summary

	Ref.	Data		Attributes
	Des.	Element	Name	
M	SE01	96	Number of Included Segments	M N0 1/10
			Total number of segments included in a transaction set including ST and SE segments	
M	SE02	329	Transaction Set Control Number	M AN 4/9
			Identifying control number that must be unique within the transaction set functional group assigned by the originator for a transaction set	

Segment: **GE** Functional Group Trailer
Position: 085
Loop:
Level: Summary
Usage: Optional
Max Use: 1
Purpose: To indicate the end of a functional group and to provide control information
Syntax Notes:
Semantic Notes: 1 The data interchange control number GE02 in this trailer must be identical to the same data element in the associated functional group header, GS06.
Comments: 1 The use of identical data interchange control numbers in the associated functional group header and trailer is designed to maximize functional group integrity. The control number is the same as that used in the corresponding header.
Notes: GE*1*1000

Data Element Summary

	Ref.	Data	Attributes
	<u>Des.</u>	<u>Element</u> <u>Name</u>	
M	GE01	97 Number of Transaction Sets Included	M N0 1/6
		Total number of transaction sets included in the functional group or interchange (transmission) group terminated by the trailer containing this data element	
M	GE02	28 Group Control Number	M N0 1/9
		Assigned number originated and maintained by the sender	

Segment: **IEA** Interchange Control Trailer
Position: 090
Loop:
Level: Summary
Usage: Optional
Max Use: 1
Purpose: To define the end of an interchange of zero or more functional groups and interchange-related control segments

Syntax Notes:

Semantic Notes:

Comments:

Notes: IEA*1*000010000

Data Element Summary

	Ref.	Data		Attributes
	<u>Des.</u>	<u>Element</u>	<u>Name</u>	
M	IEA01	I16	Number of Included Functional Groups A count of the number of functional groups included in an interchange	M N0 1/5
M	IEA02	I12	Interchange Control Number A control number assigned by the interchange sender	M N0 9/9

X. Appendix 1 – Use Cases

This appendix shows Customers how to use the ANSI X12 300 Version 5030 message set under different use case conditions to make new booking requests to INTTRA carriers, and to amend or cancel bookings made previously with INTTRA carriers.

A. Customer AMS Filing

The customer may indicate that they are responsible for AMS filing and provide the SCAC Code under which AMS filing will occur as shown in the Customer Request below.

```
K1*AMS~  
K1*NVO~NVOCC SCAC~
```

This information may be provided on the first booking request, or in subsequent amendments. Customers are advised that there is no provision in the message for changing this declaration once it is provided.

B. Requested Booking Office

Customers may indicate that a particular Carrier booking office should handle a booking by using the header location segment as shown below.

```
R4*O*UN*USNYC*NEW YORK, NEW YORK*NY~
```

INTTRA recommends that Customers provide the booking office when it is at a location other than the location at which the cargo will be loaded. Customers must provide a coded location for a requested booking office.

C. Requested Routing and Haulage Service Arrangement

Customers are required to provide the following information on a new booking request and in a booking amendment:

- A valid, coded Place of Receipt in segment R4
- A valid, coded Place of Delivery in segment R4
- At least one of:
 - Departure date/time, earliest at Place of Receipt
 - Delivery date/time, latest at Place of Delivery
 - Vessel name (or Lloyd's code) and Voyage (both sent in same V1 main-carriage segment).
 - Haulage Service Arrangement and Move Type code, which must be provided (Y1 segment) which will be the same for all the equipment on the booking.

D. Specifying Transshipment and Partial Shipment Locations

Customers may indicate requested Transshipment Ports as follows, in the R4 segment:

```
R4*T*UN*USNYC*NEW YORK, NEW YORK*NY~
```

Note that INTTRA will report values as specified by the customer. An absence of a value will not be interpreted or defaulted by INTTRA.

E. Flagging Special Cargo

INTTRA recommends that Customers provide a header level indicator when requesting bookings for special Cargo. Special Cargo categories defined are: Out of Gauge, Controlled Equipment, Hazardous Cargo and Environmental Pollutant.

```
H3*01~ Out of Gauge Shipment  
H3*02~ Hazardous/Dangerous Goods Shipment  
H3*03~ Temperature Controlled Shipment  
H3*04~ Environmental Pollutant Shipment
```

F. Specifying Charge Information

Customers may provide advisory information about charges in a Booking request or amendment. These advisory charges will be provided under the Booker party. It must contain payment arrangements and may include payment location as shown in the Customer Request example below.

```
K1*AC*ELS~  
K1*POP*USNYC~
```

In addition, INTTRA provides a special party type, the Freight Payer Party, which may be used to send information about any charges that are not associated with any of the other parties on the Booking. Customers can send a Freight Payer Party only if there are associated charges sent with it.

NOTE: Carrier confirmation of a Booking Request or Amendment containing advisory charge information does not constitute acceptance of the charges. Similarly, carrier acknowledgement, of receipt of advisory charge information does not constitute acceptance of the charge information provided.

G. Customer Provided Transport Plan Details

INTTRA recommends that customers do not typically need to provide a transport plan. However, if the customer provides a plan, INTTRA recommends that it be consistent with the mandatory Place of Receipt and Place of Delivery and that it include at least one complete main carriage leg.

Lack of a main leg, or inconsistencies between the Place of Receipt and Place of Delivery specified in segment R4 and the associated Start and End locations in the Transport Plan will not cause a Customer transaction to fail; however, these inconsistencies will be tracked by INTTRA, as a part of Customer Data Quality Improvement initiatives.

If any transport plan details need to be updated in an Amendment, INTTRA recommends that the entire plan be resent.

H. Customer Specified Equipment Details

Customers are required to provide Equipment details on a New Booking Request and in Booking Amendments.

I. Customer Provision of Container Numbers

Customers may use logical or actual container numbers to link commodities to requested equipment, as shown in the examples below. Only one type of number maybe provided per container and only one occurrence of a given container number can occur in the detail section of a Booking.

Logical:

```
LX*1~  
N7**001*8000.000*G****5000.0000*E*2*****K*****22GP~  
L0*1***45000*G*12345.50*E*100*CRT*CRATE*L~  
L5*1*LADING DESCRIPTION 1**~  
L0*2***12345*G*67890*E*100*CNT*CONTAINER*L~  
L5*1*LADING DESCRIPTION 2**~  
LX*1~  
N7**002*8000.000*G****5000.0000*E*2*****K*****22GP~  
L0*1***45000*G*12345.50*E*100*CRT*CRATE*L~  
L5*1*LADING DESCRIPTION 1**~  
L0*2***12345*G*67890*E*100*CNT*CONTAINER*L~  
L5*1*LADING DESCRIPTION 1**~
```

Actual:

```
LX*1~  
N7*ABCU*111111111*8000.000*G****5000.0000*E*2*****K*****22GP~  
L0*1***45000*G*12345.50*E*100*CRT*CRATE*L~  
L5*1*LADING DESCRIPTION 1**~  
L0*2***12345*G*67890*E*100*CNT*CONTAINER*L~  
L5*1*LADING DESCRIPTION 2**~
```

LX*1~
N7***ABCU*2222222222***8000.000*G****5000.0000*E*2*****K*****22GP~
L0*1***45000*G*12345.50*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~
L0*2***12345*G*67890*E*100*CNT*CONTAINER*L~
L5*1*LADING DESCRIPTION 1**~

J. Requesting Merchant/Carrier Haulage

Customers must specify haulage service arrangements requested for the Export and Import sides of a shipment, at the level of each equipment group in New Booking Request and in Booking Amendments. As noted earlier (See Section 3), the value of Haulage Service Arrangement code must be the same for all Equipment on the booking.

In addition, Customers may also indicate a desired Empty Pick-up Depot Address and Pick up date time. The information will apply to all equipment in the transaction. The example below shows a Customer request for Merchant haulage at each side and indicates the desired Empty Pick up Depot Address and Pick up date time.

Customers may request Carrier Haulage service on a booking, by specifying the Haulage Service Arrangement code, and by specifying the details of Carrier haulage which will be applied to all Equipment in the booking. The example below shows Carrier haulage at each side and indicates the Ship From Location, the requested Empty Positioning date at Ship From, requested pick up date at Ship From, as well as the Ship To location.

Customers may also request multi stop service for Carrier Haulage bookings, using INTTRA's ANSI X12 30 message set. By convention, INTTRA expects the sequence in which haulage addresses are sent to match the sequence in which the intermediate stop offs should occur on the outbound leg, with the Intermediate Export Stop Off (LL) locations immediately following the Ship From, in order of occurrence. The example below shows a request for multi stop haulage on the Export Leg.

Provision of Merchant Haulage

Y1*****DD~ Carrier Haulage at Export, Carrier Haulage at Import
Y1*****DP~ Carrier Haulage at Export, Merchant Haulage at Import
Y1*****PD~ Merchant Haulage at Export, Carrier Haulage at Import
Y1*****PP~ Merchant Haulage at Export, Merchant Haulage at Import

Provision of Empty Container Pick up Location

N1*CL*INTTRA*94*1000~
N3*EMPTY CONTAINER PICK UP LOCATION ADDRESS~
N4*Newark*NJ*07322*US~
G61*CN*CONTACT NAME*EM*CONTACT@EMAIL.COM~
G61*CN*CONTACT NAME*TE*12345678~

Provision of Ship From Location

N1*SF*INTTRA*94*1000~
N3*EMPTY CONTAINER PICK UP LOCATION ADDRESS~
N4*Newark*NJ*07322*US~
G61*CN*CONTACT NAME*EM*CONTACT@EMAIL.COM~
G61*CN*CONTACT NAME*TE*12345678~

Provision of Ship To Location

N1*ST*INTTRA*94*1000~
N3*EMPTY CONTAINER PICK UP LOCATION ADDRESS~
N4*Newark*NJ*07322*US~
G61*CN*CONTACT NAME*EM*CONTACT@EMAIL.COM~
G61*CN*CONTACT NAME*TE*12345678~

Provision of Intermediate Export Stop Off Location

N1*LL*INTTRA*94*1000~
N3*EMPTY CONTAINER PICK UP LOCATION ADDRESS~
N4*Newark*NJ*07322*US~
G61*CN*CONTACT NAME*EM*CONTACT@EMAIL.COM~
G61*CN*CONTACT NAME*TE*12345678~

M. Specifying Shipper owned equipment

When Customers want Carriers to provide Equipment, this should be specified as shown in the request below:

```
N7*ABCU*111111111*8000.000*G****5000.0000*E*2*****K*****22GP~
```

Alternatively, Customers Booking requests may be for Shipper Owned Equipment, in which case the Carrier is not required to provide the Equipment. This should be specified as shown in the request below:

```
N7*ABCU*111111111*8000.000*G****5000.0000*E*1*****K*****22GP~
```

N. Specifying Controlled Equipment Details

Controlled Equipment in this document contains a comprehensive description of the rules and recommendations for providing controlled equipment information in the ANSI X12 300 Version 5030 message. A few typical use cases are described here.

INTTRA recommends that Customers set the header level Controlled Equipment Indicator (Segment H3) for all Bookings with controlled equipment settings.

When a Customer Booking request contains Reefer equipment, it must always be accompanied by a W09 segment. The same segments may be sent for equipment qualified as Hybrid, e.g., tanks. For equipment types classified as Reefer or Hybrid, INTTRA requires that the set temperature provided be the same for all active Reefer and Hybrid equipment on a single booking request.

A simple reefer example is given below, followed by a simple example of non-operative reefer equipment.

Active Reefer (Y2/W09):

```
Y2*5***45RC~
```

```
N1*CA*CARRIER*93*CARR~
N3*9300 ARROWPOINT BLVD*CHARLOTTE, NC 28273~
N4*CITY2*S2*MN~
N1*ZZ*BOOKER*94*1000~
N3*9300 BOOKER BLVD*LOTTE, NC 28273~
G61*CN*ARLENE~
R4*R*UN*USNNY*NEWARK*US***NJ~
DTM*371*20090409*1130~
R4*D*93*USNNY*NEW YORK*US***NY~
DTM*369*20090323~
W09*CZ*-15*FA***REEFER COMMENTS**12*37~
```

Non Active Reefer (Y2/W09):

```
Y2*5***45RC~
```

```
N1*CA*CARRIER*93*CARR~
N3*9300 ARROWPOINT BLVD*CHARLOTTE, NC 28273~
N4*CITY2*S2*MN~
N1*ZZ*BOOKER*94*1000~
N3*9300 BOOKER BLVD*LOTTE, NC 28273~
G61*CN*ARLENE~
R4*R*UN*USNNY*NEWARK*US***NJ~
DTM*371*20090409*1130~
R4*D*93*USNNY*NEW YORK*US***NY~
DTM*369*20090323~
W09*CZ*999*FA***REEFER COMMENTS **12*37~
```

Active Reefer (N7/W09):

```
LX*1~
```

```
N7*ABCU*111111111*8000.000*G****5000.0000*E*2*****K*****22GP~
W09*CN*-15*FA***TCI-REEFER COMMENTS**12*37~
```

Non Active Reefer (N7/W09):

LX*1~
N7***ABCU***11111111*8000.000*G****5000.0000*E*2*****K*****22GP~
W09*CN***999*****FA*****TCI-REEFER COMMENTS**12*37~

O. Specifying details for Hazardous Substances

Appendix 3 (Hazardous/Dangerous Goods) in this document contains a comprehensive description of how to use the ANSI X12 300 Version 5030 message set to provide details for Bookings containing Hazardous Substances, as well as applicable rules and recommendations. A few typical use cases are described here.

INTTRA recommends that Customers set the header level Controlled Equipment Indicator (H3) for all Bookings with Hazardous Substances.

Hazardous Goods information can be provided only at the Outer Pack level. In particular, INTTRA recommends each cargo item be defined as a discrete commodity within a single type of outer package and with a single HS classification, a specific description, a single set of measurements and a single set of hazardous details. Cargo items encompassing more than one hazardous classification should ideally be split.

The following details are mandatory for every dangerous goods detail line:

UNDG Code and 1 st IMO Code:	H1*1234*1.3*I*DESC*MAUREEN*Pg1*6.8*CE*1~
Proper Shipping Name:	H2*PSN-PROPER SHIPPING NAME~
Emergency Contact Telephone Number:	H2*ECN-+6597511476~

The following examples list some of the specialized Hazardous Substance characteristics that are supported in the INTTRA ANSI X12 300 Version 5030 message and provide illustrative message fragments. All segments shown here belong to the H1/H2 Segment Group.

Marine Pollutant Indicator may be specified using any one of three mutually exclusive settings:

Non-Marine pollutant:	H2*NMP~
Marine pollutant:	H2*MPO~
Severe Marine pollutant:	H2*SMP~

Aggregation State may be specified using any one of three mutually exclusive settings:

Solid:	H2*SLD~
Liquid:	H2*LQD~
Gas:	H2*GAS~

IBC Package codes may be specified as shown below:

H2*PKG*6HA1~

P. Out of Gauge Dimensions

Customers can provide details of Out of Gauge bookings at the commodity level (Segment L4). If sent, INTTRA recommends that Customers provide Out of Gauge dimensions only at one of these levels.

When providing Out of Gauge details, INTTRA recommends the Customer sends the header level H3 indicator.

The actual dimensions at the Outer Pack level for out of gauge commodities can be specified as follows.

LX*1~
N7***ABCU***11111111*8000.000*G****5000.0000*E*2*****K*****22GP~
L0*1***45000*G*12345.50*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~
L0*2***12345*G*67890*E*100*CNT*CONTAINER*L~
L5*1*LADING DESCRIPTION 2**~
L4*1.123*2.456*3.369*M~

Q. Customer Specification of Changes

INTTRA recommends that Customers provide a clear free text description of changes requested in an Amendment transaction, as shown below:

```
K1*AES-CONTAINER 22G0 COUNT REDUCED FROM 3 TO 2~
```

The changes specified as above will be sent to the Carrier as provided by the Customer.

R. Requesting Per Container Release Handling

Customers can request Carriers for per container release handling, i.e., that a unique release number should be issued for each requested container, preferably under a single booking number. INTTRA has provided a flag for this purpose.

The per container release handling flag is supported only for multi-container bookings and can only be provided in the request. The flag should be set as shown in the Customer request below:

```
B1**SI_2499458*20010321*Y~
```

S. Providing Booking Numbers on Booking Requests

Typically, Carriers assign Booking numbers in response to Customer new booking requests. However, Customers who have been issued a set of booking numbers and authorized by the carrier to supply those numbers with their requests may provide the Booking Number with the initial booking request.

This is known as the SMBN (Shipper Managed Booking Number) program at INTTRA and must be specifically configured by INTTRA for individual Customer, Carrier pairs in order for Customers to use this feature.

In this case, the Customer should specify the SMBN in the new booking request as follows:

```
B1**CUSTOMER SI*20090619**~  
N9*BN*00980076~
```

Shipper Managed Booking Numbers are subject to uniqueness rules as described in the preamble of this Implementation Guide.

Note that Carriers can supersede these booking numbers provided by Customers. Customers cannot change Booking Numbers on Amendments or Cancellations.

In addition, INTTRA also supports Rapid Reservation, a feature by which INTTRA assigns Booking Numbers from a sequence authorized by a participating carrier (and optionally for specific regions and/or customer groups) and managed within INTTRA. Please refer to the Preamble of this Implementation Guide for details of the SMBN and RR programs.

XI. Appendix 2 – Line Item Convention

This appendix describes how to use the LX (Commodity Details) segment group to provide commodity details, and describes how INTRRA processes the commodity information provided in the L0 Segment Group.

A. Commodity and Equipment Relationship

Single Outer Pack/Single Container. In this example the commodity defined in L0 is loaded in the Equipment defined in N7.

```
LX*1~
N7*ABCU*11111111*8000.000*G****5000.0000*E*2*****K*****22RC~
W09*CN*-15*FA***TCI-REEFER COMMENTS**12*37~
L0*1***45000*G*12345.50*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~
```

Multiple Outer Pack/Single Container. In this example, commodities defined in the L0 segment are packed all packed in the Equipment defined in N7.

```
LX*1~
N7*ABCU*11111111*8000.000*G****5000.0000*E*2*****K*****22RC~
W09*CN*-15*FA***TCI-REEFER COMMENTS**12*37~
L0*1***1111*G*1111*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~
L0*2***2222*G*2222*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 2**~
```

Multiple Outer Pack/Multiple Container:

```
LX*1~
N7*ABCU*11111111*8000.000*G****5000.0000*E*2*****K*****22RC~
W09*CN*-15*FA***TCI-REEFER COMMENTS**12*37~
L0*1***1111*G*1111*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~
L0*2***2222*G*2222*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 2**~
LX*1~
N7*ABCU*22222222*8000.000*G****5000.0000*E*2*****K*****22RC~
W09*CN*-15*FA***TCI-REEFER COMMENTS**12*37~
L0*1***1111*G*1111*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~
L0*2***2222*G*2222*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 3**~
```

Multiple Outer Pack/Multiple Container:

```
LX*1~
N7*ABCU*11111111*8000.000*G****5000.0000*E*2*****K*****22RC~
W09*CN*-15*FA***TCI-REEFER COMMENTS**12*37~
L0*1***1111*G*1111*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~
LX*1~
N7*ABCU*22222222*8000.000*G****5000.0000*E*2*****K*****22RC~
W09*CN*-30*CE***REEFER COMMENTS**12*37~
L0*1***1111*G*1111*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~
```

Single Outer Pack and Y2 Containers. In this example, the commodity defined in the L0 segment will be distributed to the containers defined in Y2.

```
Y2*5***42G0~
```

```
.
```

```
.
```

```
LX*1~
```

L0*1***1111*G*1111*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~

Y2 and N7 Relationship. In this example, both Y2 and N7 are provided. If N7 is provided in any of the N7 LX loop then Y2 is ignored.

Y2*5***42G0~ -- ignored

.

.

LX*1~

N7*ABCU*111111111*8000.000*G****5000.0000*E*2*****K*****22GP~

L0*1***1111*G*1111*E*100*CRT*CRATE*L~

L5*1*LADING DESCRIPTION 1**~

B. Package Levels

Package Levels – Single Inner Pack Level.

LX*1~

N7*ABCU*111111111*8000.000*G****5000.0000*E*2*****K*****22RC~

W09*CN*-15*FA***TCI-REEFER COMMENTS**12*37~

L0*1***1000*G*1000*E*100*CRT*CRATE*L~

PO4*2*1*PK*BOX*****BOXES~ -- inner pack

L5*1*LADING DESCRIPTION 1**~

Package Levels – Multiple Inner Pack Level.

LX*1~

N7*ABCU*111111111*8000.000*G****5000.0000*E*2*****K*****22RC~

W09*CN*-15*FA***TCI-REEFER COMMENTS**12*37~

L0*1***1000*G*1000*E*100*CRT*CRATE*L~

PO4*10*1*PK*BOX*****BOXES~ -- inner pack 1

PO4*5*1*PK*BAG*****BAGS~ -- inner pack 2

PO4*100*1*PK*ENV*****ENVELOPES~ -- inner pack 3

L5*1*LADING DESCRIPTION 1**~

Package Levels – Single Inner-Inner Pack Level.

LX*1~

N7*ABCU*111111111*8000.000*G****5000.0000*E*2*****K*****22RC~

W09*CN*-15*FA***TCI-REEFER COMMENTS**12*37~

L0*1***1000*G*1000*E*100*CRT*CRATE*L~

PO4*10*1*PK*BOX*****BOXES~ -- inner pack

PO4*10*1*AB*BAG*****BAGS~ -- inner-inner pack

L5*1*LADING DESCRIPTION 1**~

Package Levels – Multiple Inner-Inner Pack Level.

LX*1~

N7*ABCU*111111111*8000.000*G****5000.0000*E*2*****K*****22RC~

W09*CN*-15*FA***TCI-REEFER COMMENTS**12*37~

L0*1***1000*G*1000*E*100*CRT*CRATE*L~

PO4*10*1*PK*BOX*****BOXES~ -- inner pack A

PO4*10*1*AB*BAG*****BAGS~ -- inner-inner pack 1

PO4*10*1*AB*ENV*****ENVELOPES~ -- inner-inner pack 2

PO4*10*1*PK*BAG*****BAGS~ -- inner pack B

PO4*10*1*AB*ENV*****ENVELOPES~ -- inner-inner pack 1

L5*1*LADING DESCRIPTION 1**~

C. Harmonize and Scheduled B

Customers can provide Harmonize Code and Schedule B Code information in segment L5.

L5*1*Lading Description*010290*A~ -- harmonized code

L5*1*Lading Description*010290*B~ -- schedule B code

D. Lading Quantity, Package Type Code and Package Type Description

Multiple Outer Pack Commodity Line Items without Lading Quantity (L008), Package Type Code (L009) and Package Type Description (L010):

LX*1~
L0*1***1111*G*1111*E***L~ --- Outer Package 1
L5*1*LADING DESCRIPTION 1**~
LX*2~
L0*2***1111*G*1111*E***L~ --- Outer Package 2
L5*2*LADING DESCRIPTION 2**~
LX*3~
L0*3***1111*G*1111*E***L~ --- Outer Package 3
L5*3*LADING DESCRIPTION 3**~

For Hazardous Commodity, Lading Quantity (L008) and Package Type Code (L009) or Package Type Description (L010) must always be provided:

Valid:

L0*1***1111*G***5**CRATE*L~
L5*1*LADING DESCRIPTION 1**~
L4*1.123*2.456*3.369*M~
H1*1789*8*I**Hazardous Material Contact*130-2*45*CE*2~
H2*PSN-Proper Shipping Name*Proper Shipping Name~
H2*ECN-6326550183~

Invalid:

L0*1***1111*G*****L~
L5*1*LADING DESCRIPTION 1**~
L4*1.123*2.456*3.369*M~
H1*1789*8*I**Hazardous Material Contact*130-2*45*CE*2~
H2*PSN-Proper Shipping Name*Proper Shipping Name~
H2*ECN-6326550183~

For Multiple Package Levels, Lading Quantity (L008) and Package Type Code (L009) or Package Type Description (L010) must always be provided:

Valid:

L0*1***2222*G*2222*E*5*CRT**L~ --- Outer Pack
PO4***PK*****~ --- Inner pack
MEA**VOL*200.0324*CR~
MEA**WT*200.398*KG~
PO4*10*1*AB*BAG*****BAGS~ --- Inner-inner pack
MEA**VOL*200.0324*CR~
MEA**WT*200.398*KG~
L5*1*LADING DESCRIPTION 1**~

Invalid:

L0*1***2222*G*2222*E*** *L~ --- Outer Pack
PO4***PK*****~ --- Inner pack
MEA**VOL*200.0324*CR~
MEA**WT*200.398*KG~
PO4*10*1*AB*BAG*****BAGS~ --- Inner-inner pack
MEA**VOL*200.0324*CR~
MEA**WT*200.398*KG~
L5*1*LADING DESCRIPTION 1**~

XII. Appendix 3 – Dangerous Goods

This Appendix describes how Customers may use the structured fields in the ANSI X12 300 Version 5030 Transaction Set to provide those details, especially the construction of structured free text segments to provide structured information.

For a complete list of allowed values and validations at the segment or element level please refer to the body of this Implementation Guide.

The table shows validations that are enforced (ERR) on inbound Customer data, recommendations that are tracked (REC) as a part of Customer Data Quality Improvement initiatives, as well as usage that is recommended but not tracked (USG).

Dangerous Goods Information	EDI Segment, Elements, Qualifiers	Data Validation	ERR / REC / USG
Dangerous Goods Indicator	H3*02~	Always provide if sending hazardous goods information in L0/H1.	REC
Dangerous Goods Detail Lines	L0/H1 Loop	Provide with Dangerous Goods Indicator (H3)	REC
UNDG Code	H101	Required for each H1 line	ERR
		Must be exactly 4 characters	ERR
		Recommend use of valid UNDG code (INTTRA does not track conformance)	USG
Proper Shipping Name	H2, H201 Code = 'PSN'	Required for each H1 line	ERR
		Recommend consistency with UNDG, IMO Codes (INTTRA does not track conformance)	USG
IMO Code	H102	Required for each H1 line	ERR
		Recommend consistency with UNDG, IMO Codes (INTTRA does not track conformance)	USG
Additional IMO Code 1	H2, H201 Code = 'IM2'	Recommend Use of valid IMO Code (INTTRA does not track conformance)	USG
Additional IMO Code 2	TREM Card Number	Recommend Use of valid IMO Code (INTTRA does not track conformance)	USG
Applicable DG Regulations Page Number	H106		
Flashpoint	H107	Required if Flashpoint UOM is provided	ERR
Flashpoint UOM	H108	Required if Flashpoint is provided	ERR
		Must be one of CE, FA	ERR
Packing Group	H109	Must be one of 1, 2, 3	ERR
EMS Number	H2, H201 Code = 'EMS'		
TREM Card Number	H2, H201 Code = 'TRE'		
Technical Name	H2, H201 Code = 'TEN'		
General Hazmat Comments	H2, H201 Code = 'GEN'		
Inhalant Hazard Indicator	H2, H201 Code = 'IHL'		

Aggregation State	H2, H201 Code = 'GAS' or 'LQD' or 'SLD'	Aggregation state must be one of GAS, LQD (Liquid), SLD (Solid)	ERR
Marine Pollutant	H2, H201 Code = 'NMP' or 'MPO' or 'SMP'	Marine Pollutant status must be one of NMP (Non Marine Pollutant), MPO (Marine Pollutant), SMP (Severe Marine Pollutant).	ERR
		Values NNP, MPO, SMP are mutually exclusive; for a given H1 line, only one of them can apply.	ERR
Limited Quantity Indicator	H2, H201 Code = 'TLQ'		
Empty Un-cleaned Receptacle	H2, H201 Code = 'EUR'		
Intermediate Bulk Container (IBC) Package Code	H2, H201 Code = 'PKG'	Recommend Use of valid IBC Package Code (INTTRA does not track conformance)	USG
Placard Information	H2, H201 Code = 'HAZ'		
Radioactive Goods Additional Information	H2, H201 Code = 'AEP'		
Regulatory Information	H2, H201 Code = 'REG'		
Contact Name, Contact Phone	H105 / H201 = 'ECN'	At least one dangerous goods contact name and phone number should be provided.	ERR

XII. Appendix 4 – Booking Split Conventions

This appendix -

1. Provides an overview of the Splits functionality
2. Provides recommendations for Customer interaction with Split Bookings and describes how INTTRA manages these interactions.
3. Provides a set of examples illustrating the recommendations and conventions described in the preceding sections. This Appendix is a companion appendix to the IFTMBC Appendix 6, Booking Split Conventions. The latter describes and illustrates how INTTRA manages carrier initiated splits of both INTTRA and standalone bookings, and how customers will be notified of Split activity.

A. Splits Overview

Splits are initiated by carriers. By definition, a split results in the creation of one or more new bookings. These new bookings are 'split' from the parent booking. Terminated bookings cannot be split. Bookings in any other state can be split. The new bookings arising from a split may be in Pending, Confirmed or Terminated (Declined) status.

Splits are discrete bookings. Each will have its own INTTRA Reference. In the INTTRA repository, split bookings are linked to their predecessors using the linking information provided by the Carrier in the incoming booking transactions.

For bookings originally requested through INTTRA that are subject to Carrier split activity, INTTRA will include the Shipment ID of the original Customer booking Request in the split transaction sent to the Customer. This means that the Customer will receive multiple INTTRA Reference values for a given Shipment ID, one for each split.

Customers are also likely to receive multiple Carrier Booking Numbers for a given Shipment ID, one for each confirmed split arising from the original request. A confirmed split will have its own OCBN. A terminated split may have its own OCBN. Please refer to Appendix 6 (Booking Split Convention) of the IFTMBC Implementation Guide for a detailed description of how Customers are notified of splits.

Splits of INTTRA bookings are accessible to the customer-provided parties that have access to the parent, access meaning on-line access and status event and booking subscriptions. Split transactions inherit push recipients assigned by the customer to the parent.

When splitting a booking, INTTRA recommends that carriers make sure to make the appropriate adjustments to the original, either adjusting it and placing it in an active status (Confirmed) or indicating that it has been replaced entirely by splits.

If a Booking has been fully replaced with splits, it can no longer be updated by the Carrier; Carrier transactions that attempt to change the status of a Replaced booking will be failed.

In general, Carrier & Customer interactions with split bookings are resolved at the level of individual bookings. The subsequent sections of this Appendix describe INTTRA's recommendations for Customer interaction with Split bookings, and the conventions used by INTTRA to manage these interactions.

B. Resolution of Customer Action on Bookings that have been Split

Although related to their predecessors, Splits are new bookings with their own identifiers in the INTTRA system and in the systems and processes maintained by Carriers. As a consequence of this, INTTRA requires that Customers address each split as a discrete booking when taking action on bookings that have been split by the Carrier. Specifically, INTTRA requires that Customers provide the INTTRA Reference of the Split booking or its OCBN in addition to the Shipment ID to ensure that amendment or cancellation transactions have the desired affect on the specific set of equipment for which the transaction is intended.

If the customer provides only the Shipment ID in an Amendment or Cancellation transaction for a booking that has active splits associated with it, INTTRA will fail the transaction because it is ambiguous. This will be the case regardless of the status of the target booking – Active, Replaced or Terminated.

Please consider the following example -

A request for 6 containers is split by the carrier who reduces the container count on the original booking to 2 and creates two splits, each with 2 containers. The carrier confirms all three of the 2 container bookings. The customer wants to change 2 of the containers to high cube, but is able only to provide the Shipment ID of the original booking in the amendment transaction. Rather than guess at the intent, INTTRA will fail the Amendment transaction.

When the customer provides the INTTRA Reference of a booking in an amendment or cancellation transaction, INTTRA applies that transaction only to the specific booking identified by the incoming INTTRA Reference. If the booking identified by the incoming INTTRA Ref is in 'Replaced' status, the amendment will be failed and cancellation will be ignored by INTTRA.

When the customer provides the INTTRA Ref and the Shipment ID of a booking in an amendment or cancellation transaction, the INTTRA Ref takes precedence as the identifier for the target booking. As above, INTTRA applies that transaction only to the specific booking identified by the incoming INTTRA Ref. If the booking identified by the incoming INTTRA Ref is in 'Replaced' status, the amendment will be failed and the cancellation will be ignored. Note that if the incoming Shipment ID is different than that on the target booking, the Shipment ID on the booking will be updated. In this way, customers can assign new Shipment ID's to split bookings using the INTTRA Reference of the split.

The customer may also provide OCBN in an incoming amendment or cancellation transaction. When OCBN is provided by the customer with an INTTRA Reference, the INTTRA Reference will take precedence for identification of the target booking and the incoming OCBN must match the OCBN of the booking identified by the INTTRA Reference or the incoming transaction will be failed. If the booking identified by the incoming INTTRA Ref is in 'Replaced' status, the amendment will be failed and the cancellation will be ignored.

If the OCBN is provided with only the Shipment ID, the OCBN must match either the OCBN of the booking identified by the Shipment ID or it must match the OCBN of a split associated with the parent booking matched by the incoming Shipment ID. If neither of these conditions is met, the incoming transaction will be failed. The

incoming transaction is applied to the single booking with the OCBN match as long as it is not in Replaced status. If the booking identified by the incoming INTTRA Ref is in 'Replaced' status, the amendment will be failed and the cancellation will be ignored. Note that the customer cannot change the OCBN under any circumstance.

To reiterate:

1. When INTTRA Ref is provided by the customer it will take precedence over any other identifier provided for determination of the target booking and will always resolve to a single booking. If a Booking Number (OCBN) is provided with an INTTRA Ref, the incoming OCBN must match the OCBN on the target or, the incoming transaction will be rejected. The Shipment ID provided with an INTTRA Ref will replace the value of the Shipment ID on the target booking.
2. When INTTRA Ref is not provided, determination of target bookings is resolved as follows. Shipment ID and Booking Number resolve to the single booking with the Shipment ID and OCBN. If there is no match for the OCBN, the incoming transaction will be rejected. Shipment ID alone resolves to the booking with the Shipment ID and if that booking has splits associated with it, the transaction will be failed.
3. In all cases, if the incoming amendment is resolved to a Booking in Replaced status, it will be failed. Also, if the incoming cancellation is resolved to a Booking in Replaced status, it will be ignored

State Transition Resolution for Bookings in Replaced Status:

Prior State	Current State	Allowed	Initiator	Comment
Replaced	Amend	Not Allowed	Customer	A replaced transaction cannot be Changed/amended.
Replaced	Cancelled	Ignore	Customer	Cancellation of Replaced Bookings will be ignored by INTTRA.
Replaced	Declined	Not Allowed	Carrier	Carrier cannot action a transaction that has been replaced.
Replaced	Confirmed	Not Allowed	Carrier	Carrier cannot action a transaction that has been replaced.
Replaced	Pending	Not Allowed	Carrier	Carrier cannot action a transaction that has been replaced.
Replaced	Replaced	Not Allowed	Carrier	Error. A Booking that has been Replaced cannot be Replaced again.
Replaced	Requested	Not Allowed	Customer	Shipment ID cannot be re-used when associated with a Replaced booking.
Replaced	Null	Not Allowed		Invalid message.

C. Managing Carrier Splits

Terminated bookings cannot be split. Bookings in any other state can be split. The new bookings arising from a split may be in Pending, Confirmed or Terminated (Declined) status. A confirmed split will have its own OCBN. A Pending split must have an OCBN even though OCBN is not required for non-split Pending bookings. A terminated split may have its own OCBN.

Once created, split bookings are subject to the same state transitions as standard bookings. In particular, once split bookings can themselves be split.

If a Booking has been fully replaced with splits, it can no longer be updated by the Carrier; Carrier transactions that attempt to change the status of a Replaced booking will be failed.

The carrier may update the Carrier Booking Number (OCBN) of an active, non-replaced INTTRA booking at any time by providing a replacement OCBN value with the INTTRA Ref of the target INTTRA booking. OCBN updates are not allowed to terminated bookings or to bookings in Replaced status.

Note that carriers may re-use Booking Numbers only when all prior occurrences are associated with inactive (declined or cancelled) bookings. Carriers may not re-use booking numbers that are associated with bookings that have been 'replaced'. For the purpose of OCBN re-use, bookings in 'Replaced' status are considered active.

Split transactions are subject to the same set of strict validations and recommendations as other carrier responses. INTTRA will not propagate transactional information from predecessors to splits. The only transactional

information in a split is that which the carrier has provided. INTTRA expects Carriers to distribute appropriate information to splits and to ensure that only information that pertains to a split is distributed to that split.

Splits of INTTRA bookings are accessible to the customer-provided parties that have access to the parent, access meaning on-line access and status event and booking subscriptions. Split transactions inherit push recipients assigned by the customer to the parent.

D. Split Notifications to Customers

INTTRA will provide the appropriate indicators in B1-B105 for EDI split transactions sent to customers, as explained in the section below on ANSI X12 301 Split conventions. Each split sent will have its own INTTRA Ref.

All Confirmed & Pending splits sent to customers will always have the OCBN assigned by the carrier. When the split is related to a booking originally requested by the customer through INTTRA, INTTRA will include the Shipment ID of the original customer booking Request in the split transaction sent to the customer. This means that the customer will receive multiple INTTRA Reference values for a given Shipment ID, one for each split. This also means that customers are likely to receive multiple Carrier Booking Numbers for a given Shipment ID, one for each confirmed split arising from the original request.

Split transactions will trigger standard notifications. Customers subscribed to receive EDI will receive an X12 301 message for each split created by the carrier. Customers subscribed for Email will similarly receive email notifications for each split confirmation or decline. Split transactions will also trigger push notifications to all recipients established by the customer on the original booking transaction.

As noted above, splits of INTTRA bookings are accessible to the customer-provided parties that have access to the parent, access meaning on-line access and status event and booking subscriptions. Split transactions inherit push recipients assigned by the customer to the parent.

INTTRA recommends that carriers provide the following information specific to split transactions. If provided by the Carrier, this information will be stored and sent outbound to the Customer.

1. A statement relating a split to the set of splits for the predecessor booking. Specifically, INTTRA recommends that the carrier includes a statement of the form 'This is split N of M of Booking [INTTRA REF], [OCBN]'.

This is done in the K1 segment as shown below.

K1*ABD-THIS IS SPLIT 1 OF 2 OF BOOKING REQUEST 456345~

2. A Code indicating the reason that the Booking was Split. This done using the list of codes supported with K1 Text Qualifier 'DOC', 'RLD' and 'PCR' as shown below.

K1*DOC~

K1*RLD~

K1*PCR~

The list of Split Reason Codes supported is:

DOC - Split for Documentation reasons

RLD - Split because one or more containers were rolled from the original booking

PCR - Split to support customer request for Per Container Release

3. In addition to the INTTRA provided Split Reason Codes, Carriers have the option of providing free form explanations also using segment K1 with Text Qualifier 'SPL', as shown below.

K1*SPL-THIS IS A FREE TEXT SPLIT REASON~

E. ANSI X12 301 Splits Conventions

For new Split Bookings introduced by the Carrier:

1. The new Split Bookings in Confirmed status will have the value 'Y' in B1 B105 segment. Split booking can have the following status Confirmed, Conditional Confirmation, Decline and Pending.

2. The Customer Shipment ID in B1 B102 for all Split INTTRA Bookings will be the Customer Shipment Id of the original Source Booking transaction being split. For standalone bookings, the Customer Shipment Id will be blank.
3. The INTTRA Ref in N9, 'ZZ', for all Split INTTRA Bookings will be the INTTRA Ref of the newly created Split.
4. When a previously confirmed booking is split, the resulting Split Bookings will always include a new reference, 'BS', Senders Reference to Original Message, in Segment N9. This reference will have the value of the Carrier Booking Number of the Source Booking. The BN reference in the same group will have the value of the Carrier Booking Number for the new Split Booking.

NOTE: In the event that the Split is a split of a previously split booking, the value for AGO is that of the immediate parent, not the original.

5. INTTRA recommends that the carrier include a statement of the form 'This is split N of M of Booking [INTTRA REF], [OCBN] in the X12 301K1 segment, under qualifier 'ABD'. If provided by the Carrier, this statement will be included on all Customer notifications.
6. The Booker Party will be present on the Split Booking only if provided by the Carrier. If provided, it will be the same as the Booker on the Source Booking being split.
7. For the Source Booking Split by the Carrier:
 - a. If the Source Booking is deactivated in order to be replaced by one or more Split Bookings, the value of B1 B104 will be 'R', 'Cancel, Reissue'. In this case, the Source booking will be in 'Replaced' status on INTTRA's portal. The value of BGM 4343 will be null as is the case for all termination transactions.
 - b. If the Source Booking remains active, it will be returned with the appropriate changes. In this case, the value of B1 B104 is the standard value 'A' (Confirmed) or 'B' (Conditionally Accepted).
 - For INTTRA Bookings, The Customer Shipment Id (B1 B101), as well as INTTRA Ref (in N9) for the Source Booking is unchanged.
 - The 'BS' reference is not required and may not be provided. If provided, the values of 'BS' and 'BN' will be the same for the Source Booking.

F. SPLIT Examples

1. Splitting a Request, Original Remains Active

Original Request from Customer to INTTRA (6 containers)

GS*RO*CUSTOMER*INTTRA*20090228*1654*177621*X*005030~
ST*300*000000530~
B1**CUSID_0001*20090619*N~
.
Y2*6***42G0~
.
N9*ZZ*0001~ -- INTTRA REF
.

Confirm of Original (Parent) Request to Customer (container count reduced to 2)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A~ -- CONFIRMED
.
Y4*****2*42G0~ -- 2 CONTAINERS CONFIRMED
.
N9*ZZ*0001~ -- INTTRA REF
N9*BN*OCBN_0001~ -- CARRIER BOOKING NUMBER
.

Split 1of Original (Parent) Request (2 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A*Y~ -- CONFIRMED SPLIT
.
Y4*****2*42G0~ -- 2 CONTAINERS CONFIRMED
.
N9*ZZ*0002~ -- INTTRA REF
N9*BN*OCBN_0001a~ -- OCBN
N9*BS*OCBN_0001~ -- PARENT OCBN
.
K1*ABD-THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0001~
K1*RLD~ -- SPLIT REASON
.

Split 2 of Original (Parent) Request (2 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A*Y~ -- CONFIRMED SPLIT
.
Y4*****2*42G0~ -- 2 CONTAINERS CONFIRMED
.
N9*ZZ*0002~ -- INTTRA REF
N9*BN*OCBN_0001b~ -- OCBN
N9*BS*OCBN_0001~ -- PARENT OCBN
.
K1*ABD-THIS IS SPLIT 2 OF 2 OF ORIGINAL BOOKING 0001~
K1*RLD~
.

2. Splitting a Request, Original Is Replaced

Original Request from Customer to INTTRA (6 containers)

GS*RO*CUSTOMER*INTTRA*20090228*1654*177621*X*005030~
ST*300*000000530~
B1**CUSID_0001*20090619*N~
.
Y2*6***42G0~
.
N9*ZZ*0001~ -- INTTRA REF
.

Replace of Original Request (splits to follow)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*R~ -- REPLACED
.
N9*ZZ*0001~ -- INTTRA REF
.

Split 1 (4 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A*Y~ -- CONFIRMED SPLIT
.
Y4*****4*42G0~ -- 4 CONTAINERS CONFIRMED
.
N9*ZZ*0002~ -- INTTRA REF
N9*BN*OCBN_0001~ -- OCBN
.
K1*ABD-THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0001~
K1*RLD~ -- SPLIT REASON
.

Split 2 (2 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A*Y~ -- CONFIRMED SPLIT
.
Y4*****4*42G0~ -- 4 CONTAINERS CONFIRMED
.
N9*ZZ*0003~ -- INTTRA REF
N9*BN*OCBN_0002~ -- OCBN
.
K1*ABD-THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0001~
K1*RLD~ -- SPLIT REASON
.

3. Splitting a Confirmed Booking

Original Request from Customer to INTTRA (6 containers)

GS*RO*CUSTOMER*INTTRA*20090228*1654*177621*X*005030~
ST*300*000000530~
B1**CUSID_0001*20090619*N~

.
Y2*6***42G0~

.
N9*ZZ*0001~ -- INTTRA REF

Confirm of Original Request (all 6 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A~ -- CONFIRM ORIGINAL

.
Y4*****6*42G0~ -- 6 CONTAINERS CONFIRMED

.
N9*ZZ*0001~ -- INTTRA REF
N9*BN*OCBN_0001~ -- OCBN

Replace of Confirmed Booking (splits to follow)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*R~ -- REPLACED

.
N9*ZZ*0001~ -- INTTRA REF
N9*BN*OCBN_0001~ -- OCBN

Split 1 (4 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A*Y~ -- CONFIRMED SPLIT

.
Y4*****4*42G0~ -- 4 CONTAINERS CONFIRMED

.
N9*ZZ*0002~ -- INTTRA REF
N9*BN*OCBN_0001a~ -- OCBN
N9*BS*OCBN_0001~ -- PARENT OCBN

.
K1*ABD-THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0001~
K1*RLD~ -- SPLIT REASON

Split 2 (2 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A*Y~ -- CONFIRMED SPLIT

.
Y4*****4*42G0~ -- 4 CONTAINERS CONFIRMED

.
N9*ZZ*0003~ -- INTTRA REF
N9*BN*OCBN_0001b~ -- OCBN
N9*BS*OCBN_0001~ -- PARENT OCBN

.
K1*ABD-THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0001~
K1*RLD~ -- SPLIT REASON

4. Splitting a Standalone Booking

Initial Carrier Originated Booking (Standalone for 5 containers)

```
GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1***20090619*A~                -- CONFIRMED STANDALONE
.
Y4*****5*42G0~                -- 5 CONTAINERS CONFIRMED
.
N9*ZZ*0001~                    -- INTTRA REF
N9*BN*OCBN_0001~              -- OCBN
.
```

Split 1of Carrier Originated Booking (Standalone) (2 containers)

```
GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1***20090619*A*Y~            -- CONFIRMED SPLIT
.
Y4*****2*42G0~              -- 2 CONTAINERS CONFIRMED
.
N9*ZZ*0002~                  -- INTTRA REF
N9*BN*OCBN_0001a~           -- OCBN
N9*BS*OCBN_0001~           -- PARENT OCBN
.
K1*ABD- THIS IS SPLIT 1 OF 2 OF THE CONFIRMED BOOKING 0001~
K1*RLD~                      -- SPLIT REASON
.
```

Split 2 of Carrier Originated Booking (Standalone) (3 containers)

```
GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1***20090619*A*Y~            -- CONFIRMED SPLIT
.
Y4*****3*42G0~              -- 3 CONTAINERS CONFIRMED
.
N9*ZZ*0003~                  -- INTTRA REF
N9*BN*OCBN_0001b~           -- OCBN
N9*BS*OCBN_0001~           -- PARENT OCBN
.
K1*ABD- THIS IS SPLIT 2 OF 2 OF THE CONFIRMED BOOKING 0001~
K1*RLD~                      -- SPLIT REASON
.
```

5. Splitting a Previous Split of an INTTRA Booking

Original Request from Customer

GS*RO*CUSTOMER*INTTRA*20090228*1654*177621*X*005030~
ST*300*000000530~
B1**CUSID_0001*20090619*N~
.
Y2*6***42G0~
.
N9*ZZ*0001~ -- INTTRA REF
.

Replace of Original Request (splits to follow)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*R~ -- REPLACED
.
N9*ZZ*0001~ -- INTTRA REF
.

Split 1 (4 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A*Y~ -- CONFIRMED SPLIT
.
Y4*****4*42G0~ -- 4 CONTAINERS CONFIRMED
.
N9*ZZ*0002~ -- INTTRA REF
N9*BN*OCBN_0001a~ -- OCBN
.
K1*ABD- THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0001~
K1*RLD~ -- SPLIT REASON
.

Split 2 (2 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A*Y~ -- CONFIRMED SPLIT
.
Y4*****2*42G0~ -- 2 CONTAINERS CONFIRMED
.
N9*ZZ*0003~ -- INTTRA REF
N9*BN*OCBN_0001b~ -- OCBN
.
K1*ABD- THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0001~
K1*RLD~ -- SPLIT REASON
.

Subsequent Split of Split 1: Replace of Split 2 (splits to follow)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*R~ -- REPLACED
.
N9*ZZ*0003~ -- INTTRA REF
N9*BN*OCBN_0002~ -- OCBN
.

Split 2.1 of Split 2 Carrier Originated Booking (Standalone) (2 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1***A*Y~ -- CONFIRMED SPLIT (Standalone)
. .
Y4*****2*42G0~ -- 2 CONTAINERS CONFIRMED
. .
N9*ZZ*0004~ -- INTTRA REF
N9*BN*OCBN_0001b_1~ -- OCBN
N9*BS*OCBN_0001b~ -- PARENT OCBN
. .
K1*ABD- THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0003~
K1*RLD~ -- SPLIT REASON
. .

Split 2.2 of Split 2 Carrier Originated Booking (Standalone) (3 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1***A*Y~ -- CONFIRMED SPLIT (Standalone)
. .
Y4*****3*42G0~ -- 3 CONTAINERS CONFIRMED
. .
N9*ZZ*0005~ -- INTTRA REF
N9*BN*OCBN_0001b_2~ -- OCBN
N9*BS*OCBN_0001b~ -- PARENT OCBN
. .
K1*ABD- THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0003~
K1*RLD~ -- SPLIT REASON
. .

6. Re-Confirming a Split

Split 1 (4 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A*Y~ -- CONFIRMED SPLIT
.
Y4*****4*42G0~ -- 4 CONTAINERS CONFIRMED
.
N9*ZZ*0002~ -- INTTRA REF
N9*BN*OCBN_0001a~ -- OCBN
.
K1*ABD- THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0001~
K1*RLD~ -- SPLIT REASON
.

Split 2 (2 containers)

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A*Y~ -- CONFIRMED SPLIT
.
Y4*****2*42G0~ -- 2 CONTAINERS CONFIRMED
.
N9*ZZ*0003~ -- INTTRA REF
N9*BN*OCBN_0001b~ -- OCBN
.
K1*ABD- THIS IS SPLIT 1 OF 2 OF ORIGINAL BOOKING 0001~
K1*RLD~ -- SPLIT REASON
.

Re-Confirm Split 1

GS*RO*INTTRA*CUSTOMER*20090228*1654*177621*X*005030~
ST*301*000000530~
B1**CUSID_0001*20090619*A~ -- CONFIRMED
.
Y4*****2*42G0~ -- 2 CONTAINERS CONFIRMED
.
N9*ZZ*0002~ -- INTTRA REF
N9*BN*OCBN_0001a~ -- OCBN
.

XIII. Appendix – Limitations

EDIFACT IFTMBC has become the standard message for INTTRA carriers. Though the footprint of IFTMBC is larger than that of the 301, effort had been made to enable the 301 message to contain all the information the IFTMBC can handle.

Below is a list of items message 300/301 cannot support as of Version 1.0 of this IG.

1. References

- IFTMBC enables carrier's to provide reference information at the Line Item and Equipment Level. In ANSI X12 301, references can be provided using the N9 segment at the Header section. INTTRA will attempt to supply all the reference provided by the carrier in the line item and equipment section of IFTMBC in the N9 segment.
- Export License Reference is not supported in ANSI X12 300/301. If the carrier sends this information it will be dropped in the 301 message.
- Customer Load Reference is not supported in ANSI X12 300 message.

2. Parties

- Message Recipient Party is not supported
- Customer Push Notification is not yet supported in this release of the IG.

3. Transport Details

- IFTMBC allows the carrier to provide multiple leg transport plan. Pre, Main and On carriage information can be provided together with other transport leg information like ETA, ETD, Port of Load, Port of Discharge, Vessel Name, Conveyance Number, Transport Mode/Means, etc. Effort was made to enable the 301 message to support multiple leg transport plan but not all information can be provided. Refer to Segment V1 and K1 on how message 301 will support multiple transport legs.

4. Customs Declaration Information

- IFTMBC allows for carriers to provide Customs Declaration Information (CCN and DUCR) at the line item and equipment detail level while message 301 only support this at the header level (K1 segment). The Carrier's Customs Declaration Information provided at the line item and at the equipment detail level will be dropped when generating the 301 message.

5. Hazardous Goods

- ANSI X12 300/301 does not support hazardous goods measurements like Net Net Weight, Net Volume, Radioactivity and Concentration of Acid. If the carrier provides this measurement then these measurements will be concatenated together with the Proper Shipping Name.
- Split Goods Placement of hazardous materials is not supported in the 300 message.

6. Equipment

- IFTMBC allows for multiple Pick-up and Drop-off location/parties. Pick-up and Drop-off parties can be provided for each container in the IFTMBC message. The 301 message only support 1 occurrence of the pick-up/drop-off party and the pick-up/drop-off party will apply to all containers in the transaction. If the carrier provides multiple container location, only the first occurrence of the container location will be reported in the 301 message.
- In the 301 message, Out of Gauge information can be for the commodity (L4 segment). IFTMBC allows for Out of Gauge information at the line item and equipment levels. The 301 message does not support Out of Gauge information at the equipment level.
- Equipment Gas Levels. This is not supported in the 301 message but in order to provide this information to the customers, the gas level measurements will be appended to the Equipment Comments.

7. Comments

- IFTMBC can accommodate up to 1024 characters for the comments. ANSI X12 300 and 301 can accommodate only 1020 characters since the first 4 characters will be use to store the code (comment identifier)

- Commodity description in IFTMBC can have a maximum length of 1024. Due to the limitations in the ANSI X12 standards, ANSI X12 300 and 301 message can only accommodate 512 characters for the commodity description.
8. Package Types
- The list of Package types ANSI X12 supports is enumerated in the L0 and PO4 segments. The package types ANSI supports is limited and EDIFACT has a more comprehensive list. For outbound transactions to customers (ANSI X12 301 Outbound), if the package type carriers provided is not supported by the ANSI X12 301 message then the package type is left blank.
9. Haulage
- Every container/commodity can only have one Ship From, Ship To, Intermediate Export Stop Off Location and Requested Empty Container Pick up location
10. Locations
- The following locations are not yet supported by Booking 2.0 ANSI X12 300/301
 - Prohibited Transshipment Location