



**301 Booking Confirmations
From INTTRA
To Customer
ASCX12 Version 5030**

**User Guide
Version 2.0**

ASC X12 301 Booking Confirmation

From INTTRA to Customer

ANSI X12 301 Version 5030

| | |
|---|-----------|
| I. Audience..... | 4 |
| II. Business Context | 4 |
| III. Booking Transaction Management..... | 4 |
| <i>Booking State Transitions</i> | <i>4</i> |
| <i>Carrier Booking Splits</i> | <i>5</i> |
| <i>Changing Carriers within a group.....</i> | <i>5</i> |
| <i>Key Identifiers for Carrier Booking Responses Outbound to the Customer</i> | <i>5</i> |
| IV. General Conventions..... | 6 |
| A. <i>Message Content</i> | <i>6</i> |
| B. <i>Data Management</i> | <i>7</i> |
| C. <i>Data Access.....</i> | <i>8</i> |
| V. General Data Format Conventions..... | 8 |
| <i>Character Set Support</i> | <i>8</i> |
| <i>Numeric Conventions.....</i> | <i>9</i> |
| <i>Email Format Conventions</i> | <i>9</i> |
| <i>Date Format Conventions.....</i> | <i>9</i> |
| VI. Standard Code Lists, Master Data Catalogues..... | 9 |
| <i>ISO Country Codes</i> | <i>9</i> |
| <i>ISO Currency Codes</i> | <i>10</i> |
| <i>Package Types</i> | <i>10</i> |
| <i>ISO Container Codes</i> | <i>10</i> |
| <i>Coded Locations</i> | <i>10</i> |
| <i>Coded Parties</i> | <i>11</i> |
| <i>Additional recommended code lists</i> | <i>11</i> |
| VII. Message Usage Summary | 12 |
| <i>Carrier Booking Confirmations</i> | <i>12</i> |
| <i>Carrier Initiated split of a Booking.....</i> | <i>12</i> |
| <i>Declining a Booking</i> | <i>12</i> |
| <i>Standalone bookings.....</i> | <i>12</i> |
| VIII. Message Flow | 13 |
| <i>Revision History.....</i> | <i>14</i> |

| | | |
|--------------|---|-----------|
| IX. | ANSI X12 301 Version 5030 Specification | 15 |
| X. | Appendix 1 – ANSI X12 301 Use Cases..... | 71 |
| | <i>A. Providing AMS Details.....</i> | <i>71</i> |
| | <i>B. Providing Booking Office Details.....</i> | <i>71</i> |
| | <i>C. Acknowledging Charges.....</i> | <i>71</i> |
| | <i>E. Providing Transport Plan details.....</i> | <i>72</i> |
| | <i>F. Updating the Transport Plan.....</i> | <i>73</i> |
| | <i>G. Updating Equipment Details.....</i> | <i>73</i> |
| | <i>H. Associating actual Container Numbers</i> | <i>73</i> |
| | <i>I. Providing Merchant Haulage details</i> | <i>74</i> |
| | <i>J. Updating Carrier Haulage Details</i> | <i>74</i> |
| | <i>K. Providing Dangerous Goods summary</i> | <i>75</i> |
| | <i>L. Out of Gauge Dimensions.....</i> | <i>75</i> |
| | <i>M. Per Container Release.....</i> | <i>75</i> |
| | <i>N. Splits due to Per Container Release.....</i> | <i>75</i> |
| | <i>O. Rolled Containers and Documentation Splits</i> | <i>76</i> |
| | <i>P. Updating Consignee and Main Notify Party details.....</i> | <i>76</i> |
| | <i>Q. Minimum Declination</i> | <i>76</i> |
| | <i>R. Minimum Confirmation</i> | <i>76</i> |
| | <i>S. Carrier Specification of Changes</i> | <i>77</i> |
| | <i>T. Minimum Pending Confirmation</i> | <i>77</i> |
| | <i>U. Providing Pending Reasons</i> | <i>77</i> |
| XI. | Appendix 2 – Line Item Convention..... | 78 |
| | <i>A. Package Levels.....</i> | <i>78</i> |
| | <i>C. Harmonize and Scheduled B.....</i> | <i>78</i> |
| | <i>D. Lading Quantity, Package Type Code and Package Type Description</i> | <i>79</i> |
| XII. | Appendix 3 – Dangerous Goods..... | 81 |
| XIII. | Appendix 4 – Controlled Equipment..... | 82 |
| XIV. | Appendix 5 – Booking Split Conventions..... | 82 |
| | <i>A. Splits Overview.....</i> | <i>83</i> |
| | <i>B. Resolution of Customer Action on Bookings that have been Split.....</i> | <i>83</i> |
| | <i>C. Managing Carrier Splits</i> | <i>84</i> |
| | <i>D. Split Notifications to Customers.....</i> | <i>85</i> |
| | <i>E. ANSI X12 301 Splits Conventions</i> | <i>86</i> |
| | <i>F. SPLIT Examples.....</i> | <i>87</i> |
| XV. | Appendix – Limitations..... | 94 |

I. Audience

This document is intended for Customer business, technical and EDI personnel engaged in establishing an electronic connection with INTTRA for the purpose of receiving and processing Carrier responses to Customer booking requests, via INTTRA's version of ANSI X12 301 Version 5030.

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 customer booking request and the ANSI X12 301 carrier booking response. This Implementation Guide describes the IFTMBC transaction set supported by INTTRA.

Carriers will respond to Customer new bookings and amendments by either confirming, or declining the Customer request, or by putting the Booking into a Pending state or by replacing a Booking with Splits. Carriers may also update bookings in pending or confirmed state. Carriers use the EDIFACT IFTMBC message to send their response. INTTRA will convert this message to the ANSI X12 301 message.

Customers may use the ANSI X12 301 Version 5030 transaction set to receive carrier responses to both INTTRA bookings, *viz.* bookings received from the customer through INTTRA's portal, and Standalone bookings, *viz.* bookings requested through a channel other than the INTTRA portal.

III. Booking Transaction Management

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.

Carrier Booking Splits

The ANSI X12 301 Version 5030 message supports a set of conventions to be used by Carriers to indicate the details of a booking split, the condition in which one or more containers from one active booking are moved to a new booking. Booking splits may occur at any of the supported carrier-initiated state transitions except Decline. Please see 'Booking Split Conventions' Appendix for a detailed explanation of split handling.

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.

Key Identifiers for Carrier Booking Responses Outbound to the Customer

This section describes the key identifiers provided by INTTRA on booking transactions sent in ANSI X12 301 Version 5030 messages outbound to the Customer.

Responses to INTTRA Bookings, viz., bookings made by the Customer via INTTRA will contain the Customer Shipment ID most recently provided by the Customer for the booking. The Booker Party will be present only if it was provided by the Carrier. If provided, the Booker will match the Booker on the original Booking request. In the case of carrier initiated splits of INTTRA bookings, INTTRA will include the Shipment ID of the original customer booking on the split booking transaction sent outbound to the Customer. For carrier initiated splits of INTTRA bookings, Booker party will be present only if provided by the Carrier on the split transactions inbound to INTTRA. Please see 'Booking Split Conventions' Appendix for a detailed explanation of split handling.

Customer assigned Shipment IDs will be unique across all active and replaced bookings, and may only be shared by a set of bookings related by carrier split activity. For un-split bookings, the combination of Booker and Customer Shipment ID resolves to a single active booking on the INTTRA portal. For split bookings, the combination of

Booker and Customer Shipment ID may resolve to a set of bookings related by carrier split activity. Customers can update Shipment IDs on INTTRA bookings by using INTTRA reference number of the booking to update the Shipment ID in an Amendment transaction.

Standalone bookings received by the customer will never have a Customer Shipment ID, and will have a Booker party only if a Carrier provided one. Again, the Booker party, once provided, will never be changed.

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 from the Customer or when a first time standalone booking is received from the Carrier, and will be used as the primary identifier for every subsequent transaction version created for the booking.

All booking responses sent to the Customer will have the INTTRA reference number. Once assigned, the INTTRA Reference number will not be changed. The INTTRA Reference can always be used in subsequent Customer and Carrier transactions to find a single unique booking on the INTTRA portal. In particular, carrier-initiated splits may be differentiated from each other, and from the parent booking, by means of the INTTRA reference number. When provided on an incoming Customer transaction, the INTTRA reference number takes precedence over all other identifiers as an identifier for the target booking on the INTTRA portal.

The Carrier party will always be provided on all Carrier responses, to both INTTRA bookings and standalone bookings. For INTTRA Bookings, the Carrier may be changed in the very first response to an INTTRA booking, for those carriers configured to operate as a group. Thereafter, the Carrier will always match the new carrier of record on the booking. For standalone bookings, the Carrier in all subsequent carrier transactions will match the original carrier provided on the first carrier booking transaction.

Booking number will always be provided on all confirmations, and carrier initiated splits in Confirmed or Pending state, for both INTTRA and standalone bookings. Booking Number may also be provided on Pending and Decline transactions, and in carrier initiated splits in Decline state.

Carriers may override previously assigned booking numbers. This includes booking numbers previously assigned by the carrier on an earlier response as well as Shipper Managed Booking Number (SMBN) or Rapid Reservation (RR) numbers assigned on an initial customer new booking request. Please see the ANSI X12 300 Version 5030 Implementation Guide for an explanation of the SMBN and RR programs as implemented at INTTRA.

Carrier assigned Booking Numbers will be unique across all active and replaced bookings for that carrier. In particular, Carrier Booking Numbers may also be used to distinguish carrier initiated splits from one another, and from the parent booking. Please refer to the ANSI X12 300 Version 5030 customer guide for a detailed discussion of Customer interaction with Split bookings.

In addition to these transactional identifiers, Customers may provide references on their booking requests that may optionally be used to link transactions within their own systems. Note that INTTRA offers a feature, enabled as a Customer preference, by which a Customer can elect to receive references provided with their original bookings on Carrier responses to their bookings, as well as on status events linked to their bookings, subject to the precedence rules described in the sub-section on Data Management document in the section on General Conventions below.

IV. General Conventions

A. Message Content

The INTTRA ANSI X12 301 Version 5030 message set is designed so that carriers 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 Carrier to INTTRA and subsequently stored and sent by INTTRA to the Customer, will be complete and valid according to the rules contained in this specification.

INTTRA has put in place specific recommendations for Carrier booking responses. ***For maximum efficiency, Carrier booking transactions should conform to the INTTRA recommendations for usage as described in the body of this Implementation Guide.*** INTTRA expects carriers to provide data as soon as it becomes available in the confirmation cycle. Expectations on recommended data may be fulfilled by the carrier with the first carrier

response, or cumulatively in subsequent confirmation updates. By tracking conformance with recommendations, INTTRA supports Carrier data quality improvement initiatives and can report on transactional data quality measured according to the recommendations in this guide.

Note, though, 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 Carrier. 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 301 Version 5030 transactions, INTTRA will only relay data provided by the carrier, with the few exceptions noted below. INTTRA will not merge data from prior booking versions while storing or sending outbound data to the Customer, except to include some key identifiers as noted below, or to include customer provided references on the outbound message to the customer under customer preference control, also as noted below.

INTTRA Reference number will be provided from INTTRA's database, if it is not supplied by the Carrier on an inbound booking transaction. INTTRA will send the Customer provided Shipment Id on all INTTRA booking transactions outbound to the Customer. In the case of carrier initiated splits of INTTRA bookings, INTTRA will include the Shipment ID of the original customer booking on the split booking transaction sent outbound to the Customer. Other data that is propagated for splits is discussed in the next section of Data Access, as well as in 'Booking Split Conventions' Appendix, which provides a detailed treatment of carrier, initiated splits.

Customer aliases will be provided for coded locations and INTTRA registered parties, if present, as described in Section 6 (Standard Code List & Master Data Catalogues). For some standard codes, under Customer preference control, literals may be supplied from INTTRA's database, if not provided by the Carrier, as described in Section 6 (Standard Code List & Master Data Catalogues).

INTTRA will maintain a history of all the transactions in a booking's life cycle. Carriers may provide a summary of changes which will be stored and sent to the Customer. In addition, INTTRA detects and reports differences between subsequent versions based on sections of data present on the 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'. Since Difference Reporting (DIFF) focuses on data that is provided, it follows that it is most efficient when transactions are used to only convey data that is pertinent to the business case, as noted above.

The specific implementation of Reference supplementation is as follows. Email notifications will contain all references provided by the carrier, as well as supplementary references requested by the customer. In the case of single occurrence references, this will result in both carrier and shipper supplied values being sent. Diff will not consider references provided by supplementation. DIFF will only consider references provided by the carrier. Note that carrier-initiated splits are eligible for reference supplementation using the reference from the parent booking.

INTTRA will use the following method when supplementing an EDI notification of a Carrier transaction with customer-provided references.

- Carrier controlled references – Booking Number ('BN'), Parent Booking Number ('BS), Local Booking Number ('ZH), BL Number ('BM'), Release Number ('RE') and Outbound Booking Agent's Reference ('AAL) – Always supersede customer provided values for the same types.
- Customer controlled references – Shipper's Reference, Freight Forwarder's Reference, Consignee's Reference, Contract Party's Reference, Purchase Order Number, Vehicle Identification Number and Export License Number always supersede Carrier provided values for the same types.
- Carrier provided Tariff or Contract numbers will supersede customer provided values of the same type because Tariff and Contract Numbers are mutually exclusive, either value supplied by the carrier will supersede either value provided by the customer.
- Reference precedence is by type, not individual value. Carrier provided values for a carrier controlled type are the only values provided for that type. Similarly, customer provided values for a customer controlled type are the only values provided for that type.

Email notifications will contain all references provided by the carrier, as well as supplementary references requested by the customer. INTTRA recommends that customers subscribe to EMAIL Notification.

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 because 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.

In addition to Portal access and subscribed notifications, INTTRA's transactional notification feature allows recipients to receive transactional booking data by email. The access rules for transactional notifications are as follows:

- Transactional notification email addresses provided by the Customer for a Booking will receive notifications of Carrier Confirm, Pending, Replace and Decline transactions and Customer Request, Amendments and Cancellation of the booking.
- INTTRA also provides a transactional notification feature that allows carriers to send email notification of a particular ANSI X12 301 transaction to any valid email address included by the carrier in the transaction. The scope of the email is purely transactional – subsequent changes to the Booking will not be automatically sent to these addresses. Carriers must specify the email address on every carrier transaction that they want notified. This feature is not available with Decline and Replace transactions.

Advisory Charge Information provided on a Customer booking request as well as charge information confirmed by the Carrier using the ANSI X12 301 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

This section of the Implementation Guide describes INTTRA's support for special character handling and format validations applicable to email addresses provided in the IFTMBC transaction set. Unless otherwise noted, this discussion applies to both INTTRA and standalone booking responses. INTTRA's supported formats and usage conventions for numeric, date and temperature fields may be found in the detailed specification section of this Implementation Guide.

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). The following subset of control characters may be deleted in the inbound message from the Carrier by INTTRA to allow accurate processing by INTTRA and the Customer:

- 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 will not be sent. Character entities (Ex. ') will not be used. Inbound Carrier transactions containing these values will be failed. General entities (Ex. &#amp;) are acceptable by INTTRA.

Numeric Conventions

1. General numeric conventions for decimal values
 - Decimal will be represented using the dot ('.') e.g., 10455.12 or 45.8735
 - Group separators will 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 will be supplied as whole numbers without group separators.
3. Temperature elements will conform to the following rules:
 - Temperature will contain 3 valid Numeric Digits, and may also contain a decimal and minus ('-') sign.
 - Decimal Separator will be represented using a Dot ('.').
 - Temperature values will not include group separators
 - Maximum Precision for Temperature values is 1.
 - Negative Temperature will include a Minus Sign ('-') in the first position of the element.
 - Positive Temperature will be Unsigned.

Email Format Conventions

INTTRA checks email addresses in incoming Carrier transactions 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.

Email addresses provided by INTTRA to the Customer in the outbound IFTMBC transaction will comply with the above rules.

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. Standard Code Lists, Master Data Catalogues

The following code lists are used by INTTRA to validate Carrier booking response transactions. Outbound ANSI X12 301 transactions to the Customer will contain data that is validated against these lists.

ISO Country Codes

Country codes provided by INTTRA in the IFTMBC transaction will be valid 2-character ISO Country codes (ISO 3166 2A).

ISO Currency Codes

Currency Codes provided by INTTRA in the IFTMBC transaction will be valid 3-character ISO Currency codes (ISO 4217 3A).

Package Types

Package codes provided by INTTRA in the ANSI X12 301 transactions will be valid according to the UN/ECE standard (UN ECE Recommendation 21, Release 4). A package description provided by the Carrier will be sent to the Customer. If a package code is supplied without any package description literals, INTTRA may send literals from its master tables, under preference control by the Customer.

A complete list of supported ANSI X12 301 package types is issued in this Implementation Guide. Since Carriers—who are working on EDIFACT IFTMBC message—has a broader selection of package types; Carriers can send package types not supported by this message. It is advised that customers subscribe to receive package type descriptions instead.

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.

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.. It should also be noted that INTTRA will not support the “old” ISO container size type codes supported in Booking 1.0 in the Booking 2.0 portal environment.

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.

Coded Locations

INTTRA recommends that Carriers use UN Location codes for all locations provided. This eliminates ambiguity and facilitates effective change detection and reporting. Carriers are also advised to provide a clear, consistent, text description for all locations. In the event that it is not possible or practical to provide codes for certain locations INTTRA recommends that Carriers provide a clear location name in lieu of a code, as well as country code and/or country name, and subdivision code/name if applicable. This will help partners identify the location without ambiguity.

Any coded location provided by INTTRA in the IFTMBC transaction outbound to the Customer will be valid according to INTTRA’s master location data. INTTRA will not make any attempt to resolve free text literals provided by the Carrier 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 Carrier will be sent to the Customer. 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 Customer.

Coded Parties

When parties are provided on Carrier 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. Carrier Alias; must resolve to a valid INTTRA-assigned company ID and indicates a company registered with INTTRA.
3. DUNS number; not validated or resolved by INTTRA. (Not supported in this message)
4. Pass-through Code; not validated or resolved by INTTRA. (Not supported in this message)

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 Carrier 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. DUNS number and Pass-Through Code will be sent exactly as received from the Carrier.

Any party literals provided by the Carrier will be sent to the Customer. 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 Customer.

Additional recommended code lists

Additionally, INTTRA recommends the use of the following standard code lists when applicable. Values in the incoming transaction from the Carrier will not be validated against these code lists; however INTTRA recommends that messages contain valid data from the standard lists.

- Transport Operator codes (SCAC codes, Truck Operator codes)
- Lloyd's vessel codes
- DUNS Numbers
- Schedule B Numbers
- 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

Carrier Booking Confirmations

INTTRA supports multiple styles of carrier responses using the 301 message.

The ANSI X12 301 Version 5030 message allows confirmation of a booking request (or amendment) with minimal information. This may be appropriate for recurring bookings or for bookings in which the customer has provided all of the salient details and does not require specific acknowledgment at a detailed level.

The ANSI X12 301 Version 5030 message also caters for a 'cumulative' confirmation. In this case, the carrier can provide a quick initial confirmation with minimal information and additional operational detail as it becomes available. This may be appropriate for markets with limited capacity or for highly competitive markets or for customers that need an immediate response to forward their own operations (e.g., SAP) but that do not require all operational details in the first response.

The ANSI X12 301 message also offers a 'PENDING' response, which can be used to provide a quick response to bookings that are pending confirmation, by informing customers of the Pending reason. While the mandatory data requirement on a Pending message is minimal, carriers have the option of providing any information that can normally be sent on a confirmation message, in a Pending message.

The ANSI X12 301 message allows carriers to update information on a confirmed booking, or a booking in Pending state at any point in the booking cycle.

The detailed use cases in Appendix 1 (Carrier Use Cases) at the end of the message specification describe how the various segments of the IFTMBC may be used to represent specific business data, with illustrative examples.

Carrier Initiated split of a Booking

With this release of the ANSI X12 301, Carriers can use the message to convey information about split bookings to ANSI X12 customers. The child bookings may be in confirmed, pending or declined state. The source booking can continue to exist as a booking with a reduced count of containers, or be replaced. 'Booking Split Conventions' Appendix describes the processing of carrier initiated splits.

Once created, splits are treated exactly like other bookings, subject to the same set of requirements and recommendations.

Declining a Booking

In the interests of streamlining the processing of terminating transactions INTTRA only processes transaction identifiers, transaction contact, transaction assembled date time and carrier comments on a Declination. Transaction identifiers include INTTRA reference, Carrier Party, Booking number. Additionally, for split bookings, Parent

Booking number, Split reasons and Split comments will be processed. All other data is ignored by INTTRA. In the same vein, INTTRA ignores carrier or customer terminations to already terminated Bookings.

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 are also referred to as a "non-INTTRA booking".

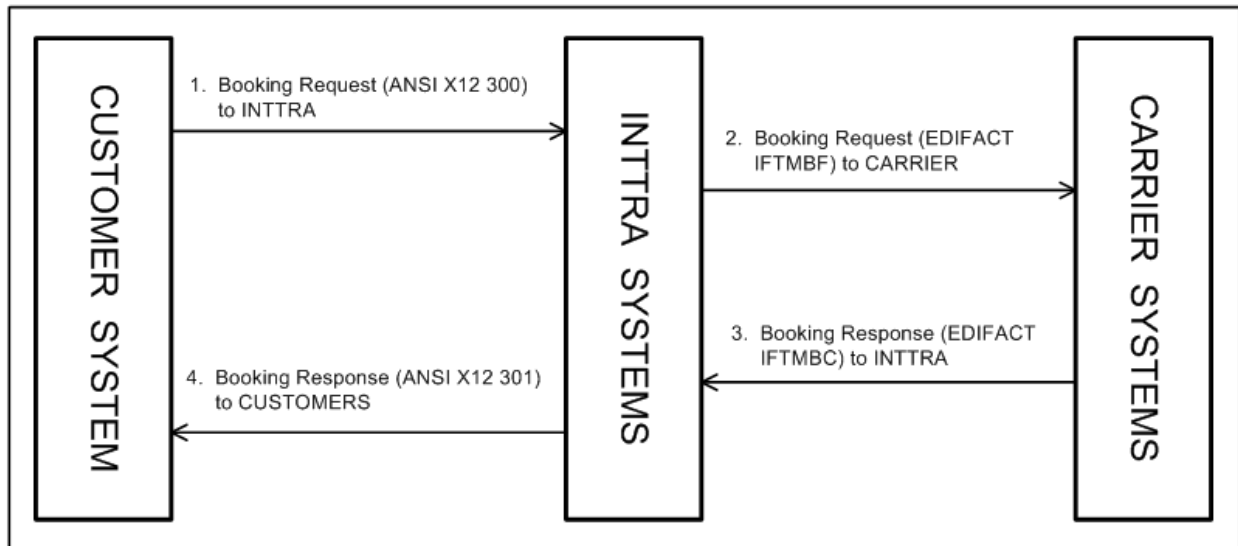
INTTRA only processes those standalone bookings that have at least one registered INTTRA party, other than the carrier, on the first version sent to INTTRA. Carriers may use the full data set to supply all details for standalone bookings. INTTRA supports standalone bookings to provide visibility and notifications across all bookings made by a customer, both INTTRA bookings and direct bookings.

The access to booking data on INTTRA's portal will be limited to the Carrier and any registered parties present on the booking. INTTRA recommends that Carriers identify the Booker in the transaction as an INTTRA registered party different from the Carrier Party.

Note that even Customers with access to a booking on INTTRA's portal will not be able to use the INTTRA portal to amend or cancel the standalone booking.

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. 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) 4. When Package Count is provided, it must be a whole number 5. Process Booker Party for Carrier Decline. Additionally, INTTRA will try to promote the booker party from the previous booking versions. |
| | | | |
| | | | |
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| | | | |

IX. ANSI X12 301 Version 5030 Specification

| <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> |
|-----------------|-----------------|----------------|---|---------------------|----------------|--------------------|---------------------------|
| 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 | 9 | | |
| Not Used | 030 | Y6 | Authentication | O | 2 | | |
| 23 | 050 | Y3 | Space Confirmation | O | 1 | | |
| | | | | LOOP ID - Y4 | O | 999 | |
| 25 | 060 | Y4 | Container Release | M | 1 | | |
| 26 | 065 | W09 | Equipment and Temperature | O | 27 | | |
| 31 | 070 | N9 | Reference Identification | O | 100 | | |
| Not Used | 075 | R2A | Route Information with Preference | O | 25 | | |
| | | | | LOOP ID - N1 | M | 17 | |
| 33 | 080 | N1 | Name | M | 1 | | |
| Not Used | 090 | N2 | Additional Name Information | O | 1 | | |
| 34 | 0100 | N3 | Address Information | O | 2 | | |
| 35 | 0110 | N4 | Geographic Location | O | 1 | | |
| 36 | 0120 | G61 | Contact | O | 9 | | |
| 37 | 0125 | DTM | Date/Time Reference | O | 2 | | |
| | | | | LOOP ID - R4 | O | 6 | |
| 39 | 0130 | R4 | Port or Terminal | M | 1 | | |
| 41 | 0140 | DTM | Date/Time Reference | O | 3 | | |
| Not Used | 0150 | W09 | Equipment and Temperature | O | 1 | | |
| 43 | 0160 | H3 | Special Handling Instructions | O | 4 | | |
| Not Used | 0170 | EA | Equipment Attributes | O | 5 | | |

Detail:

| <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> |
|-----------------|-----------------|----------------|---|----------------------|----------------|--------------------|---------------------------|
| | | | | LOOP ID - LX | O | 999 | |
| 44 | 010 | LX | Assigned Number | M | 1 | | |
| Not Used | 020 | N7 | Equipment Details | O | 1 | | |
| Not Used | 030 | W09 | Equipment and Temperature | O | 1 | | |
| Not Used | 040 | K1 | Remarks | O | 10 | | |
| | | | | LOOP ID - L0 | M | 120 | |
| 46 | 050 | L0 | Line Item - Quantity and Weight | M | 1 | | |
| | | | | LOOP ID - PO4 | O | 100 | |
| 50 | 052 | PO4 | Item Physical Details | M | 1 | | |
| 53 | 054 | MEA | Measurements | O | 2 | | |
| 55 | 060 | L5 | Description, Marks and Numbers | O | 1 | | |
| 56 | 070 | L4 | Measurement | O | 1 | | |
| Not Used | 080 | L1 | Rate and Charges | O | 1 | | |
| | | | | LOOP ID - H1 | O | 99 | |
| 57 | 090 | H1 | Hazardous Material | M | 1 | | |
| 59 | 0100 | H2 | Additional Hazardous Material Description | O | 18 | | |
| 62 | 0130 | V1 | Vessel Identification | O | 2 | | |
| Not Used | 0140 | V9 | Event Detail | O | 10 | | |
| 64 | 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> |
|-----------------|-----------------|----------------|-----------------------------|------------------|----------------|--------------------|---------------------------|
| 68 | 010 | SE | Transaction Set Trailer | M | 1 | | |
| 69 | 085 | GE | Functional Group Trailer | O | 1 | | |
| 70 | 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*INTTRA      *ZZ*CUSTOMER_ID
*020329*0930*U*00400*000010000*0*P*~^
```

Data Element Summary

| Ref. | Data Element | Name | Attributes |
|------|--------------|---|------------|
| 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 | M ID 2/2 |
| | | ZZ Mutually Defined | |
| 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 | M AN 15/15 |
| | | INTTRA | |
| 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 | M ID 2/2 |
| | | ZZ Mutually Defined | |
| 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 | M AN 15/15 |
| | | Customer EDI ID | |
| M | ISA09 | I08 Interchange Date Date of the interchange YYMMDD format | M DT 6/6 |
| M | ISA10 | I09 Interchange Time Time of the interchange HHMM format | M TM 4/4 |
| M | ISA11 | I10 Interchange Control Standards Identifier Code to identify the agency responsible for the control standard used by the | M ID 1/1 |

| | | | | |
|---|-------|-----|---|----------|
| | | | message that is enclosed by the interchange header and trailer Refer to 005030 Data Element Dictionary for acceptable code values. | |
| M | ISA12 | I11 | Interchange Control Version Number This version number covers the interchange control segments 05030 Draft Standards for Trial Use Approved for Publication by ASC X12 Procedures Review Board through October 1997 | M ID 5/5 |
| M | ISA13 | I12 | Interchange Control Number A control number assigned by the interchange sender | M N0 9/9 |
| M | ISA14 | I13 | Acknowledgment Requested Code sent by the sender to request an interchange acknowledgment (TA1) 0 No Acknowledgment Requested | M ID 1/1 |
| M | ISA15 | I14 | Usage Indicator Code to indicate whether data enclosed by this interchange envelope is test, production or information P Production Data T Test Data | M ID 1/1 |
| M | ISA16 | I15 | Component Element Separator 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 | M AN 1/1 |

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*INTTRA*CUSTOMER_ID*20020329*0930*1000*X*005030

Data Element Summary

| <u>Ref.</u> | <u>Data</u> | <u>Element</u> | <u>Name</u> | <u>Attributes</u> |
|-------------|-------------|----------------|--|-------------------|
| 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 INTTRA | M AN 2/15 |
| M | GS03 | 124 | Application Receiver's Code Code identifying party receiving transmission; codes agreed to by trading partners Customer EDI ID | 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 INTTRA Accepted Value: 005030 Version 5030 is used by INTTRA to indicate Booking 2.0 transactions. | M AN 1/12 |

Refer to 005030 Data Element Dictionary for acceptable code values.

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*301*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 301 Confirmation (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 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 B103 is the booking date accepted by the carrier.
Comments:
Notes:

B1**SHIPMENTID123*20020329*A

Bookings in Confirmed state cannot be placed in Pending state.

Customer Shipment ID will be sent if provided on the original Customer booking request.

Customer Shipment ID will also be provided on any split booking transaction resulting from the original request.

Carriers Must provide INTTRA Reference for ALL UN-SPLIT INTTRA initiated bookings.

For Confirmed and Declined splits (B105 = 'Y') of INTTRA initiated bookings, INTTRA Reference must be the INTTRA Reference of the parent.

For Replaced Splits (B104 = 'R') of INTTRA initiated bookings, INTTRA Reference must be the INTTRA Reference of the booking being replaced.

See Booking Split Conventions Appendix for explanation of Splits processing.

Customer's Shipment Id will be blank for all carrier initiated bookings (stand alones).

Response Code (B105) will be used by the Carriers to indicate that the Booking is a Split/Extract of a requested booking.

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 | M ID 2/4 |
| | | | Standard Carrier Alpha Code | |
| O | B102 | 145 | Shipment Identification Number | O AN 1/30 |
| | | | 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) | |
| | | | Customer Shipment ID | |
| O | B103 | 373 | Date | O DT 8/8 |
| | | | Date expressed as CCYYMMDD | |
| | | | Date of Booking Activity (B104) | |
| M | B104 | 558 | Reservation Action Code | M ID 1/1 |
| | | | Code identifying action on reservation or offering | |
| | | | INTTRA Supplied Values: | |
| | | | A Reservation Accepted/Confirmed | |
| | | | B Conditional Acceptance | |
| | | | D Reservation Cancelled/Declined | |
| | | | P Pending | |
| | | | R Replaced | |

Source Booking Replaced with Splits

| | | | | | | |
|-----------------|-------------|-------------|--|----------|----------|---------------|
| O | B105 | 1073 | Yes/No Condition or Response Code | O | 1 | ID 1/1 |
| | | | Code indicating a Yes or No condition or response | | | |
| | | | Split Booking Indicator | | | |
| | | | Y – Split Booking | | | |
| | | | N – Non Split | | | |
| | | | Refer to the Booking Splits Conventions Appendix for explanation of Splits processing. | | | |
| | | | The split indicator will be ignored if sent for Booking Replacement B104 = 'R' | | | |
| Not Used | B106 | 1658 | Shipment or Work Assignment Decline Reason Code | O | 1 | ID 3/3 |
| | | | Code indicating the reason for declining a shipment or work assignment | | | |
| | | | Refer to 005030 Data Element Dictionary for acceptable code values. | | | |

Segment: **G61 Contact**
Position: 025
Loop:
Level: Heading
Usage: Mandatory
Max Use: 9
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~

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 supplied value: IC Information Contact | M ID 2/2 |
| M | G6102 | 93 | Name Free-form name Only 35 characters will be processed. | M AN 1/60 |
| C | G6103 | 365 | Communication Number Qualifier Code identifying the type of communication number INTTRA Supplied Values: EM Electronic Mail FX Facsimile TE Telephone | 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 1 AN 1/20 |

Segment: Y3 Space Confirmation
Position: 050
Loop:
Level: Heading
Usage: Optional
Max Use: 1
Purpose: To specify confirmation information for space booking including numbers, dates, and load time

Syntax Notes:
Semantic Notes:
Comments:
Notes:

Y3*****20090619*2300**PP~

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

INTTRA RECOMMENDS carriers provide Space Confirmation information.

INTTRA RECOMMENDS carriers provide SI document due date.

This segment will not be processed if received in a Declination transaction (B104 = D) or a Replaced transaction (B104 = R).

Data Element Summary

| | Ref. | Data | | Attributes |
|----------|------|---------|---|-------------|
| | Des. | Element | Name | |
| Not Used | Y301 | 13 | Booking Number Number assigned by the carrier for space reservation | M AN 1/17 |
| Not Used | Y302 | 140 | Standard Carrier Alpha Code Standard Carrier Alpha Code | O 1 ID 2/4 |
| Not Used | Y303 | 373 | Date Date expressed as CCYYMMDD where CC represents the first two digits of the calendar year | O 1 DT 8/8 |
| Not Used | Y304 | 373 | Date Date expressed as CCYYMMDD where CC represents the first two digits of the calendar year | O 1 DT 8/8 |
| Not Used | Y305 | 154 | Standard Point Location Code Code (Standard Point Location) defined by National Motor Freight Tariff Association (NMFTA) or the Canadian Transportation Agency (CTA) point development group as the official code assigned to a city or point (for ratemaking purposes) within a city | O 1 ID 6/9 |
| Not Used | Y306 | 112 | Pier Name Free-form name of the pier | O 1 AN 2/14 |
| O | Y307 | 373 | Date Date by which SI for the booking should be received by the carrier Format CCYYMMDD. All dates must be within 400 days of the current date. | O 1 DT 8/8 |
| C | Y308 | 337 | Time Must be sent together with the SI Due Date (Y307). SI Due Date Time. Time expressed in 24-hour clock time as follows: HHMM | X 1 TM 4/8 |
| Not Used | Y309 | 91 | Transportation Method/Type Code Code specifying the method or type of transportation for the shipment | O 1 ID 1/2 |

| | | | | |
|----------|------|-----|---|------------|
| O | Y310 | 375 | Refer to 005030 Data Element Dictionary for acceptable code values. | O ID 2/2 |
| | | | Tariff Service Code | |
| | | | Code specifying the types of services for rating purposes | |
| | | | The X12 standard does not provide a field to define Carrier/Merchant Haulage so this element will be used for that purpose: | |
| | | | If PP then Merchant haulage If DD, DP or PD then Carrier haulage | |
| | | | INTTRA will always supply one of the following values: | |
| | | | <p>DD Door-to-Door Rate applies for shipments in door-to-door service Rules: Both Ship-from and Ship-to addresses will always be sent for Door-to-Door haulage.</p> <p>Also Carrier Haulage at Export, Carrier Haulage at Import</p> <p>The carrier is responsible for the intermodal carriage of cargo including both the pre-carriage and the on-carriage.</p> | |
| | | | <p>DP Door-to-Pier Rate applies for shipments in door-to-ocean carrier's port/terminal pier service Rules: Ship-from address will always be sent for Door-to-Pier haulage.</p> <p>Also Carrier Haulage at Export, Merchant Haulage at Import.</p> <p>The carrier is responsible for the intermodal carriage of cargo including the pre-carriage, but excluding the on-carriage.</p> | |
| | | | <p>PD Pier-to-Door Rate applies for shipments in pier-to-door service Rules: Ship-to address will always be sent for Pier-to-Door haulage.</p> <p>Also Merchant Haulage at Export, Carrier Haulage at Import</p> <p>The carrier is responsible for the intermodal carriage of cargo including the on-carriage, but excluding the pre-carriage.</p> | |
| | | | <p>PP Pier-to-Pier All cargo other than that specified in codes HH, HP, or PH whether shipped in containers or otherwise Rules: No addresses are necessary for Pier-to-Pier haulage.</p> <p>Merchant Haulage at Export, Merchant Haulage at Import.</p> <p>The carrier of intermodal cargo is only responsible for the main carriage.</p> | |
| Not Used | Y311 | 623 | Time Code | O 1 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 | |

Segment: Y4 Container Release
Position: 060
Loop: Y4
Level: Heading
Usage: Optional
Max Use: 1
Purpose: To transmit information relative to containers available for release
Syntax Notes:
Semantic Notes:
Comments:
Notes: Y4*****2*42G0~

Data Element Summary

| | <u>Ref. Des.</u> | <u>Data Element</u> | <u>Name</u> | <u>Attributes</u> |
|----------|------------------|---------------------|---|-------------------|
| Not Used | Y401 | 13 | Booking Number Number assigned by the carrier for space reservation | O 1 AN 1/17 |
| Not Used | Y402 | 13 | Booking Number Number assigned by the carrier for space reservation | O 1 AN 1/17 |
| Not Used | Y403 | 373 | Date Date expressed as CCYYMMDD where CC represents the first two digits of the calendar year | O 1 DT 8/8 |
| Not Used | Y404 | 154 | Standard Point Location Code Code (Standard Point Location) defined by National Motor Freight Tariff Association (NMFTA) or the Canadian Transportation Agency (CTA) point development group as the official code assigned to a city or point (for ratemaking purposes) within a city | O 1 ID 6/9 |
| M | Y405 | 95 | Number of Containers This element will always be supplied. If the container number (Actual or Logical) is provided then the container number must be equal to 1. | M 1 N0 1/15 |
| M | Y406 | 24 | Equipment Type INTTRA will always supply the ISO equipment codes. A full container code list can be found in the INTTRA Welcome guide. | M 1 ID 4/4 |
| Not Used | Y407 | 140 | Standard Carrier Alpha Code Standard Carrier Alpha Code | O 1 ID 2/4 |
| Not Used | Y408 | 309 | Location Qualifier Code identifying type of location Refer to 005030 Data Element Dictionary for acceptable code values. | X 1 ID 1/2 |
| Not Used | Y409 | 310 | Location Identifier Code which identifies a specific location | X 1 AN 1/30 |
| O | Y410 | 56 | Type of Service Code INTTRA Will use this Element to identify the Equipment Ownership. Acceptable values are: 01 – Shipper Owned 02 – Carrier Owned | O 1 ID 2/2 |

Segment: **W09** Equipment and Temperature
Position: 065
Loop: Y4 Optional
Level: Heading
Usage: Optional
Max Use: 27
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
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) for temperature set.

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).

INTTRA RECOMMENDS that carrier not mix active and non-active settings for reefer or hybrid (e.g. tanks) containers on a single booking.

This segment must be provided when reefer containers specifically identified by equipment type code (Y406) are provided and the temperature regulation unit is to be active.

This segment may be provided when hybrid (e.g. tanks) containers specifically identified by equipment type code (Y406) are provided and the temperature regulation unit is to be active.

Temperature is stored at INTTRA as provided by the carrier.

If number of containers (Y405) is greater than 1, the information in this segment will be applied to all containers in the group.

Set Temperature must conform to below rules:

- Decimal must be represented using the dot ('.').
- Temperature values must not include group separators.
- Temperature must contain 3 valid Numeric Digits, and may also contain a decimal and minus sign ('-').
- Maximum Precision of Temperature is 1.
- Negative Temperature must include a Minus sign ('-') and it must be in the first position of the element.
- Positive Temperature must be Unsigned.

Valid examples:

005, -005, -05.5, 55.2, 45.0

Invalid examples:

1, -5, -05, 5.5, 23-, 35, .3, 5.04, +045

This segment will not be processed for carrier Cancellation/Decline (B104 = 'D') or Replacement (B104 = 'R').

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 INTRA Accepted Values: CN Container | M ID 2/2 |
| C | W0902 | 408 | Temperature Temperature Reefer temperature. | X R 1/3 |
| C | 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 Mandatory if W0902 is provided. INTRA 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 |
| O | W0906 | 3 | Free Form Message Free-form text Equipment/Reefer Comments. The first 4 characters of the comments is the code that identifies equipment information provided in the free form element. A. Temperature Control Instructions 1. 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. 2. 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. 3. 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. 4. 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. 5. ICP-: Number of USD probes for ICT service. This code is followed by a numeric value that implies the number of USD probes. | O AN 1/512 |

6. 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.
7. NTP-: Number of temperature probes requested. This code is followed by a numeric value that implies the number of temperature probes.
8. TVA-: Temperature Variance Details. This code is followed by text that describes the temperature variance details.
9. TCI-: Temperature Control Instructions. Reefer Comments.

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 requested. When FGE is sent, only the first 3 characters of this element is processed.
3. FMG: This is an indicator/flag to indicate that equipment fumigation is required. When FMG is sent, only the first 3 characters of this element are processed.
4. GOH: This is an indicator/flag to indicate that Garments are on Hanger. When GOH is sent, only the first 3 characters of this element are processed.
5. HTE: This is an indicator/flag to indicate that Heavy Weight Tested Equipment was requested. When HTE is sent, only the first 3 characters of this element are processed.
6. SWP: This is an indicator/flag to indicate that the Equipment must be Swept. When SWP is sent, only the first 3 characters of this element are processed.

Example:

```

W09*CN*****CLN~
W09*CN*****FGE~
W09*CN*****FMG~
W09*CN*****GOH~
W09*CN*****HTE~
W09*CN*****SWP~

```

C. Handling Instructions

1. SAD and SBD are mutually exclusive
 - 1a. SAD: This is an indicator/flag to indicate that the Equipment must be Stowed Above Deck. When SAD is sent, only the first 3 characters of this element are processed.

1b. SBD: This is an indicator/flag to indicate that the Equipment must be Stowed Below Deck. When SBD is sent, only the first 3 characters of this element are processed.

Example:

Either W09*CN*****SAD~ or W09*CN*****SBD~

D. General Equipment Information

1. AGK-: Equipment comments. General Equipment Comments. Informational Only.

2. CCN-: Canadian Cargo Control Number. This code is followed by the CCN Reference Number. Only 45 characters are allowed.

3. UCN-: Customs Export Declaration Unique Consignment Reference (DUCN). Typically provided by the Exporter or its Agent for shipments departing Great Britain. Only 45 characters are allowed.

4. FFF, FLL are mutually exclusive

4a. FFF: FCL/FCL. Indicator defines the movement of cargo packed by the shipper or shipper's agent and unpacked by the consignee or consignee's agent.

4b. FLL: FCL/LCL. Indicator defines the movement of cargo packed by the shipper or shipper's agent and unpacked by the consignee or consignee's agent.

5. ACN-: Actual Container Number. This code is followed by the actual container number. Maximum of 17 characters.

6. LCN-: Logical Container Number. This code is followed by the logical Container Number. Maximum of 17 characters.

Example:

W09*CN*****AGK-EQUIPMENT COMMENTS~

W09*CN*****CCN-12345~

W09*CN*****UCN-12345~

W09*CN*****ACN-CNTU1234567~

W09*CN*****LCN-001~

Either W09*CN*****FFF~ or W09*CN*****FLL~

E. Equipment Measurement

Numeric values must conform to below rules:

- Decimal must be represented using the dot ('.').
- Group separators must not be sent.

1. Weight, Radioactivity, and Acid concentration: Maximum 3 digits of precision allowed.

examples: valid - "1000.123" invalid - "1,000.123", "1.000,123"

2. Volume: Maximum 4 digits of precision allowed:

examples: valid - "1000.1234" invalid - "1,000.1234", "1.000,1234"

1. Net Weight:

1a. WKG-: Net Weight in Kilograms (KGS).

1b. WLB-: Net Weight in Pounds (LBS).

2. Net Volume:

2a. VFT-: Net Volume in Cubic Feet.

2b. VMT-: Net Volume in Cubic Meter.

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*BN*CBN020329123409

INTTRA RECOMMENDS Carriers provide all available references for Carrier initiated booking (stand-alone bookings).

Carrier Booking Number is mandatory when B104 = 'A' (confirmation) or B104 = 'B' (conditionally accepted) or B104 = 'P' (pending).

Carrier Booking Number is also mandatory for Standalone Booking Confirmations. BN (Carrier Booking Number) will always be unique among all active and replaced bookings for the carrier.

BS (Carrier Source Booking Number) is mandatory for a new booking split when the predecessor of the split booking is in Confirmed state.

For Carrier Cancellation/Decline (B104 = 'D') or Replacement (B104 = 'R') only references BN (Carrier booking number) and BS (Carrier source booking number) will be processed from the carrier's transaction. All others will be ignored.

Only one of TS (Tariff Number), AAL (Agents Reference), BS (Parent Booking Number), BN (Booking Number), Q1 (Contract Number)/L6 (contract Line Item Number), RF (Export License), or ZZ (INTTRA Reference) will be accepted.

Multiple occurrences of all other references may be provided as follows:
 Any combination of ZH (Local Booking Number), BM (Bill of Lading) and RE (Release Number) up to 30 occurrences. Any combination of CT (Contract Party reference), VT (Vehicle ID number), L8 (Consignee's reference), FN (Freight Forwarder's reference), PO (Purchase Order number) and SI (Shipper's reference number) up to 60 occurrences.

TS (Tariff Number) and Q1 (Contract Reference) are mutually exclusive.

L6 (Contract Line Item Number) will only be transmitted if Q1 (Contract Number) is provided.

Customer provided references may be supplemented by INTTRA on the outbound message to the customer, under customer preference control. For details on precedence rules and supplementation logic, please refer to the Preamble of this document.

Data Element Summary

| Ref. | Data | Name | Attributes |
|------|---------------------|---|---|
| M | <u>Des.</u> N901 | <u>Element</u> 128 Reference Identification Qualifier | M ID 2/3 |
| | | Code qualifying the Reference Identification | |
| | | INTTRA will supply one or all of the following values: | |
| | | BM | Bill of Lading Number |
| | | BN | Booking Number |
| | | | Carrier's Booking Number (will always be supplied). |
| | | Q1 | Contract/Quote Number |

| | |
|-----|--|
| 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 |
| TN | Transaction Reference Number Used to indicate the unique ITN (Internal Transaction Number) as provided by the US AES (Automated Export System) |
| TS | Tariff Number/Freight Tariff Number |
| AAL | Agent Number Outbound Booking Agent Reference |
| BS | Split Booking Number Carrier Source Booking Number Identifies source booking from which splits are created (Parent Booking's OCBN). Will be provided when a previously Acknowledged/Confirmed booking is split. Must not be more than 30 characters. |
| VT | Motor Vehicle ID Number (VIN) |
| L8 | Consignee's Release Number Will be used by INTTRA for the reference number of the consignee (Consignee Reference Number). |
| CT | Contract Reference Contract Party reference number |
| L6 | Subcontract Line Item Number Will be used by INTTRA for Reference number identifying a particular line in a document. Contract Line Item Number will only be provided when Q1 (Contract Number) is provided. |
| RE | Release Number Container release number |
| ZH | Carrier Assigned Reference Number Local Booking Number Reference number assigned by carrier to a consignment. |
| ZZ | Mutually Defined INTTRA Booking Number |
| SKU | Stock Keeping Unit |
| LCR | Customer Load Reference |

| | | | | |
|-----------------|-------------|------------|---|-------------------|
| O | N902 | 127 | Reference Identification | O AN 1/80 |
| | | | Reference information as defined for a particular Transaction Set or as specified by the Reference Identification Qualifier Maximum of 35 characters will be used. Maximum of 30 characters will is allowed for Carrier Booking Number. | |
| Not Used | N904 | 373 | Date | O 1 DT 8/8 |
| | | | Date expressed as CCYYMMDD where CC represents the first two digits of the calendar year | |

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: 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: 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: N1*SH*SHIPPER NAME*93*SHIPPERIDCODE

RULES: Either the Shipper (SH) or the Forwarder (FW) will always be supplied by INTTRA and one of them will be an INTTRA member.
 The information in this segment applies to all containers in the group.
 Either Party Code or Party Name will always be provided.
 INTTRA will not attempt to derive party codes if not provided by the carrier.
 For INTTRA registered parties, if name and/or address are not sent by the carrier, name and address from INTTRA's database will be provided at customer's request (customer preference setting).
 Carrier will always be provided and will be an INTTRA registered party.
 Carriers may reassign the booking to an associate carrier (the association must be known to INTTRA) via the CA (Carrier) party in the FIRST RESPONSE TRANSACTION ONLY.
 Name and address and Street and number may also be used to convey contact name and phone number.
 Only one of each type of party may be sent per equipment loop, with the exception of (LL) Intermediate Export Stop Offs which may be sent multiple times.
 INTTRA RECOMMENDS that carriers send Intermediate export stop offs (LL) only when Carrier Haulage at Export is being provided (Y3 = PP or PD).
 INTTRA RECOMMENDS that carriers send Empty Container Pick Up Location (CL) and/or Full Container Drop Off Location (TR) only when Merchant Haulage at Export is being provided (Y3 = DD or DP).
 INTTRA RECOMMENDS that carrier send Subcontractor (28) only when Super Freezer Service or In-Transit Cold Sterilization Service is being provided by someone other than the carrier.

Data Element Summary

| Ref. | Data | Name | Attributes |
|------|---------|---|------------|
| Des. | Element | | |
| M | N101 | 98 Entity Identifier Code | M ID 2/3 |
| | | Code identifying an organizational entity, a physical location, property or an individual | |
| | | INTTRA Supplied Values: | |
| | | C9 Contract Holder | |
| | | CA Carrier | |

| | | | | |
|----------|-------------|-----------|---|---|
| | | | | INTTRA will always supply this value (Used to identify Carrier) |
| | | CL | Container Location | Location of Empty Container |
| | | CN | Consignee | |
| | | FW | Forwarder | |
| | | N1 | Notify Party no. 1 | |
| | | N2 | Notify Party no. 2 | |
| | | NP | Notify Party for Shipper's Order | |
| | | SF | Ship From | If Haulage is Door-to-Door or Door-to-Pier, the Ship from address is always sent. |
| | | SH | Shipper | |
| | | ST | Ship To | If Haulage is Door-to-Door or Pier-to-Door, the Ship to address is always sent. |
| | | TR | Terminal | Full Container Drop-Off Location |
| | | BO | Broker or Sales Office | Used to provide address and contact details for Carrier Booking Office handling this booking. |
| | | CP | Freight/Charges Payer | Party responsible for the payment of freight. |
| | | LL | Location of Load Exchange (Export) | Will be used by INTTRA for Intermediate Export Stop Off Location. |
| | | 28 | Subcontractor | Firm carrying out a part of the works for a contractor. |
| | | ZZ | Mutually Defined | Booking Party |
| C | N102 | 93 | Name | X AN 1/60 |
| | | | Free-form name | Only the first 35 characters of the party name will be processed. |
| C | N103 | 66 | Identification Code Qualifier | X ID 1/2 |
| | | | Code designating the system/method of code structure used for Identification Code (67) | INTTRA Supplied Values: |
| | | 93 | Code assigned by the organization originating the transaction set | Code Assigned by INTTRA |
| | | 94 | Code assigned by the organization that is the ultimate destination of the transaction set | Code Assigned by Customer |
| C | N104 | 67 | Identification Code | X AN 1/80 |
| | | | Code identifying a party or other code | Only the first 35 characters will be processed. |

Segment: N3 Address Information
Position: 0100
Loop: N1 Optional
Level: Heading
Usage: Optional
Max Use: 2
Purpose: To specify the location of the named party
Syntax Notes:
Semantic Notes:
Comments:
Notes:

N3*ADDRESS 1*ADDRESS 2

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: 0110
Loop: N1 Mandatory
Level: Heading
Usage: Optional
Max Use: 1
Purpose: To specify the geographic place of the named party
Syntax Notes:
Semantic Notes:
Comments:

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: 0120
Loop: N1 Optional
Level: Heading
Usage: Optional
Max Use: 9
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*Donald Tucker*TE*1-800-111-4444

Note: For Ship-to and Ship-from, the Contact name and number will always be supplied.

Data Element Summary

| | <u>Ref.</u> | <u>Data</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 Supplied Values: CN General Contact | M ID 2/2 |
| M | G6102 | 93 | Name Free-form name Only 35 characters will be processed. | M AN 1/60 |
| C | G6103 | 365 | Communication Number Qualifier Code identifying the type of communication number INTTRA Supplied Values: TE Telephone EM Email 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 |

Segment: **DTM** Date/Time Reference
Position: 0125
Loop: N1 Mandatory
Level: Heading
Usage: Optional
Max Use: 2
Purpose: To specify pertinent dates and times
Syntax Notes: 1 If either DTM01 or DTM02 is present, then the other is required.
 2 If any of DTM01 DTM02 or DTM03 is present, then all are required.
Semantic Notes:
Comments:
Notes:

DTM*369*20011008*1900

Rules:
Date will be within 400 days of the current date.

A. The following are dates associated with the equipment:
 (017) Date and/or time when the shipper of the goods expects delivery will take place.
 (064) Earliest drop off date/time of full container to the carrier.
 (497) Latest date/time full container may be delivered to the carrier.
 (996) Date/time empty container will be positioned at Customer's location.
 (118) Date/time container will be picked-up at the intermediate export stop off location or Ship From location.
 (252) Earliest date/time empty container may be picked up.
 (144) Date/time container will be positioned at the 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*017*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*118*20090619*1200~

The below date qualifier will only be sent for N1 segment Empty Container Pick-up Location (N101 = CL).
 DTM*252*20090619*1200~

The above date qualifiers will only be sent for N1 segment Full Container Drop Off Location (N101 = TR).
 DTM*064*20090619*1200~
 DTM*497*20090619*1200~

This segment will not be processed if received in Cancellation/Decline (B104 = 'D') or Replacement (B104 = 'R') transactions from the carrier.

Data Element Summary

| Ref. | Data | Name | Attributes |
|------|---------|---|------------|
| Des. | Element | | |
| M | DTM01 | 374 Date/Time Qualifier | M ID 3/3 |
| | | Code specifying type of date or time, or both date and time | |
| | | INTTRA Supplied Values: | |
| | | 017 Estimated Delivery | |
| | | Date and/or time when the shipper of the goods expects | |

delivery will take place. Applicable only for N1 ST (Ship to)

064

Do Not Deliver Before

Date identifying a point in time before which the goods shall not be delivered.

Earliest drop off date/time of full container to the carrier.

497

Latest Delivery Date at Pier

Final date for delivering cargo to a liner ship.

Latest date/time full container may be delivered to the carrier.

996

Required Delivery

Date/time empty container will be positioned at customer's location.

118

Requested Pick-up

Date/time container will be picked-up at the intermediate export stop off location or ship from location.

252

Early Start

Date/time on which equipment can be picked up at the earliest.

Earliest date/time empty container may be picked up.

144

Estimated Acceptance

Date/time container will be positioned at the intermediate export stop off location.

Date/time on which equipment is estimated to be positioned (delivered).

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 as follows: HHMM

Local time of R4 Function

Segment: **R4 Port or Terminal**
Position: 0130
Loop: R4 Optional
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*L*UN*USNYC*NEW YORK*US***NY~

Only one of each type of location function qualifier will be sent per transaction.
 For each location, either Location Code or Location Name will always be provided.
 INTTRA will not attempt to derive codes for locations provided without codes.
 With respect to location literals, INTTRA will preserve and relay what the carrier sent.
 If location literals are not sent in for a coded location, literals from INTTRA's database will be provided at the customer's request (customer preference setting).
 For multiple MAIN Carriage transport legs, the Port of Load and Port of Discharge in this segment is from the first MAIN Carriage leg.
 INTTRA RECOMMENDS that carrier provide all 4 of the following AMS locations and related dates when the customer has indicated AMS self filing status:
 1. Foreign Port/Place of Acceptance
 2. Final Port for AMS Documentation
 3. First US Port Visited
 4. Last Non-US Port Visited
 This segment will not be processed if received in Cancellation/Decline (B104 = 'D') or Replacement (B104 = 'R') transactions from the carrier.

Data Element Summary

| Ref. | Data | Name | Attributes |
|-------------|----------------|---|-------------------|
| <u>Des.</u> | <u>Element</u> | <u>Name</u> | <u>Attributes</u> |
| M | R401 | 115 Port or Terminal Function Code | M ID 1/1 |
| | | Code defining function performed at the port or terminal with respect to a shipment | |
| | | INTTRA Supplied Values: | |
| | | D Port of Discharge (Operational) | |
| | | Port at which cargo is unloaded from vessel | |
| | | Port of Discharge will always be supplied by INTTRA | |
| | | L Port of Loading (Operational) | |
| | | Port at which cargo is loaded on vessel | |
| | | Port of Load will always be supplied by INTTRA | |
| | | A Place of Acceptance (Operational) | |
| | | First Foreign Port/Place of Acceptance | |
| | | G Port of Entry (Operational) | |
| | | First US Port Visited | |
| | | 4 Customs Office of Manifest Destination | |
| | | Final Port for AMS Documentation | |
| | | H Port of Exit (Operational) | |
| | | Last Non-US Port Visited | |
| C | R402 | 309 Location Qualifier | X ID 1/2 |
| | | Code identifying type of location | |

UNLOCODE is Preferred.

| | | | | | | |
|-----------------|-------------|------------|-------------------------------|--|----------|-----------------|
| | | | 94 | Receiver's Location Code | | |
| | | | | Used to Qualify the Customer's preferred Alias code. | | |
| | | | UN | United Nations Location Code (UNLOCODE) | | |
| C | R403 | 310 | Location Identifier | | X | AN 1/30 |
| | | | | Code which identifies a specific location | | |
| | | | | Location Code | | |
| O | R404 | 114 | Port Name | | O | AN 1/256 |
| | | | | Free-form name for the place at which an offshore carrier originates or terminates (by transshipment or otherwise) its actual ocean carriage of property | | |
| | | | | Location Name | | |
| O | R405 | 26 | Country Code | | O | ID 2/3 |
| | | | | Code identifying the country | | |
| | | | | Two character ISO Country Code | | |
| | | | | INTTRA RECOMMENDS it be compatible with UNLOC. | | |
| Not Used | R406 | 174 | Terminal Name | | O | AN 2/30 |
| | | | | Free-form field for terminal name | | |
| Not Used | R407 | 113 | Pier Number | | O | AN 1/4 |
| | | | | Identifying number for the pier | | |
| O | R408 | 156 | State or Province Code | | O | AN 2/70 |
| | | | | Code (Standard State/Province) as defined by appropriate government agency | | |

Segment: **DTM** Date/Time Reference
Position: 014
Loop: R4 Mandatory
Level: Heading
Usage: Optional
Max Use: 3
Purpose: To specify pertinent dates and times
Syntax Notes: 1 If either DTM01 or DTM02 is present, then the other is required.
2 If any of DTM01 DTM02 or DTM03 is present, then all are required.
Semantic Notes:
Comments:
Notes:

DTM*369*20011008*1900

Date will be within 400 days of the current date.

A. The following are AMS Dates:
Estimated Arrival Date at First US Port (DTM01 = 'AA1') will only be sent if the preceding location (R4) is R401= 'G' (First US Port Visited).
AMS Filing Due date (DTM01 = 'AAG') will only be sent if the preceding location (R4) is R401 = '4' (Final Port for AMS Documentation).
If time is sent it is assumed to be local time at the location identified in the preceding LOC segment.

B. The following are Transport Location Dates and will be sent only for Port Of Load or Port of Discharge locations:
(311) Final date for delivering cargo to a liner ship at Port of Load
(369) Estimated Departure Date at Port of Load
(371) Estimated Arrival Date at Port of Discharge

The below examples describes how the dates will be used.
DTM*311*20090619*1200~
DTM*369*20090619*1200~
DTM*371*20090701*1200~

For multiple MAIN Carriage transport legs, the ETA and ETD in this segment is from the first MAIN carriage in the transport plan.

This segment will not be processed if received in Cancellation/Decline (B104 = 'D') or Replacement (B104 = 'R') transactions from the carrier.

Data Element Summary

| | <u>Ref.</u> | <u>Data</u> | <u>Name</u> | <u>Attributes</u> |
|---|-------------|----------------|---|-------------------|
| | <u>Des.</u> | <u>Element</u> | | |
| M | DTM01 | 374 | Date/Time Qualifier | M ID 3/3 |
| | | | Code specifying type of date or time, or both date and time | |
| | | | INTRA Supplied Values: | |
| | | | 311 Latest Receiving Date/Cutoff Date | |
| | | | 369 Estimated Departure Date (ETD) | |
| | | | 371 Estimated Arrival Date (ETA) | |
| | | | AA1 Estimated Point of Arrival | |
| | | | Estimated Arrival Date at First US Port | |
| | | | AAG Due Date | |
| | | | Date AMS Filing is Due | |
| 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 as follows: HHMM
INTTRA assumes the twenty-four hour clock system will 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

Segment: **H3** Special Handling Instructions
Position: 0160
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 Optional
Level: Detail
Usage: Mandatory
Max Use: 1
Purpose: To reference a line number in a transaction set
Syntax Notes:
Semantic Notes:
Comments:
Notes:

LX*1
 Sequential Line Item Number starting from 1.

Data Element Summary

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

Segment: **L0** Line Item - Quantity and Weight
Position: 050
Loop: LX Optional
Level: Detail
Usage: Optional
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 L004 or L005 is present, then the other is required.
 2 If either L008 or L009 is present, then the other is required.
Semantic Notes: 1 L008 is the number of handling units of the line item tendered to the carrier.
 2
 3

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

Commodity with zero package count and a package type code:
 L0*1***45000*G*12345.50*E*0*CRT**L

L0 is 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 type with in the LX loop.

Either Package Type or Package Type Description must be provided.

Number of Packages must be a whole number greater.

If package type code (L009) or package type description (L010) is provided then number of package (L008) must also be provided.

INTTRA allows for a L0 segment to be sent without package count (L008) and package type code (L009) or package description (L010) 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.

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

Data Element Summary

| Ref. | Data | | Attributes |
|-------------|----------------|-----------------------------|------------|
| <u>Des.</u> | <u>Element</u> | <u>Name</u> | |
| 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 for each Outer package type

| | | | | |
|----------|------|-----|--|----------|
| | | | within the same container. | |
| Not Used | L002 | 220 | Billed/Rated-as Quantity Basis for rating (miles, value, volume, etc.); Note: Weight may be defined by either data element 220 or 81 | X R 1/11 |
| Not Used | L003 | 221 | Billed/Rated-as Qualifier 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. | X ID 2/2 |
| C | L004 | 81 | Weight Numeric value of weight | X R 1/18 |
| | | | Maximum 3 digits of precision allowed Examples: valid - "1000.123" invalid - "1,000.123", "1.000,123" | |
| C | L005 | 187 | Weight Qualifier Code defining the type of weight INTRA Accepted Values: | X ID 1/2 |
| | | | G Gross Weight | |
| C | L006 | 183 | Volume Volume: Maximum 4 digits of precision allowed Examples: valid - "1000.1234" invalid - "1,000.1234", "1.000,1234" | X R 1/18 |
| C | L007 | 184 | Volume Unit Qualifier Code identifying the volume unit Refer to 50300 Data Element Dictionary for acceptable code values. E - Cubic Feet X - Cubic Meter | X ID 1/1 |
| C | L008 | 80 | Lading Quantity Number of units (pieces) of the lading commodity Note: Must be a valid whole number greater (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). | X N0 1/8 |
| C | L009 | 211 | Packaging Form Code 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). Describes the Outer Package Type. This element will contain the 3 character packaging type code. BAG Bag BKG Bag, Super Bulk BBL Barrel | X ID 3/3 |

| | |
|-----|---|
| 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 | X AN 1/35 | | | | |
| <p>This element will be used by INTTRA to store the packaging type description.</p> <p>If Lading Quantity (L008) is provided then either the Package Type Code (L009) or Package Type Description (L010) must be provided.</p> <p>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).</p> <p>For hazardous commodity, Package Type Code (L009) or Package Type Description (L010) and Lading Quantity (L008) must always be provided.</p> | | | | | | | | |
| C | L011 | 188 | Weight Unit Code | X ID 1/1 | | | | |
| <p>Code specifying the weight unit</p> <p>INTTRA Accepted Values:</p> <table border="1"> <tr> <td>K</td> <td>Kilograms</td> </tr> <tr> <td>L</td> <td>Pounds</td> </tr> </table> | | | | | K | Kilograms | L | Pounds |
| K | Kilograms | | | | | | | |
| L | Pounds | | | | | | | |
| Not Used | L012 | 56 | Type of Service Code | O ID 2/2 | | | | |
| <p>Code specifying extent of transportation service requested</p> <p>Refer to 50300 Data Element Dictionary for acceptable code values.</p> | | | | | | | | |
| Not Used | L013 | 380 | Quantity | X R 1/15 | | | | |
| <p>Numeric value of quantity</p> | | | | | | | | |
| Not Used | L014 | 211 | Packaging Form Code | O ID 3/3 | | | | |
| <p>Refer to 50300 Data Element Dictionary for acceptable code values.</p> | | | | | | | | |
| Not Used | L015 | 1073 | Yes/No Condition or Response Code | X ID 1/1 | | | | |
| <p>Code indicating a Yes or No condition or response</p> <p>Refer to 50300 Data Element Dictionary for acceptable code values.</p> | | | | | | | | |

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:
Semantic Notes:
Comments:
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

| Ref. | Data Element | Name | Attributes |
|------|--------------|--|------------|
| O | PO401 | 356 Pack | O 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. | |
| O | PO402 | 357 Size | O R 1/8 |
| | | Default to 1 to satisfy the PO403 and PO402 conditional requirement (INTTRA will ignore this field) | |
| C | PO403 | 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 AB Bulk Pack Package equals Inner-inner. PK Package Package equals Inner. | |
| C | 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 | O | ID 1/2 |
| | | | G | | Gross Weight |
| 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 Used to indicate Inner or Inner-Inner package description depending on the definition in the PO4. | O | 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 A generic number | O | N0 1/9 |

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 (See Figures Appendix for example of use of C001)

Syntax Notes:

Semantic Notes:

Comments:

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 |
| O | MEA02 | 738 | Measurement Qualifier Code identifying a specific product or process characteristic to which a measurement applies Accepted values: VOL Volume WT Weight | O ID 1/3 |
| C | MEA03 | 739 | Measurement Value The value of the measurement Weight Value Notes: - 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 Notes: - 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 |
| X | 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 | X 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 005030 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 005030 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 005030 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 005030 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 005030 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 005030 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 005030 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 005030 Data Element Dictionary for acceptable code values. | O ID 2/4 |

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

Syntax Notes:

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 | Data | Attributes |
|-------------|----------------|--------------------------------|---|
| Des. | Element | Name | |
| O | L501 | 213 Lading Line Item Number | O N0 1/3 Defaulted to 1. |
| O | L502 | 79 Lading Description | O AN 1/512 Description of an item as required for rating and billing purposes |
| 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 |
| 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 Optional
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 1/18 |
| O | L402 | 189 | Width Shorter measurement of the two horizontal dimensions measured with the object in the upright position | O R 1/18 |
| O | L403 | 65 | Height Vertical dimension of an object measured when the object is in the upright position | O R 1/18 |
| 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 | 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*I*Proper Hazardous Material Desc*Hazardous Material Contact*130-2*45*CE*2

Data Element Summary

| | <u>Ref. Des.</u> | <u>Data Element</u> | <u>Name</u> | <u>Attributes</u> |
|----------|------------------|---------------------|--|-------------------|
| M | H101 | 62 | Hazardous Material Code Code relating to hazardous material code qualifier for regulated hazardous materials Mandatory for INTTRA UN Number. Maximum of 4 characters will be processed. | M AN 4/10 |
| M | H102 | 209 | Hazardous Material Class Code Code specifying the kind of hazard for a material Mandatory for INTTRA First IMO Code | M AN 1/7 |
| O | H103 | 208 | Hazardous Material Code Qualifier Code which qualifies the Hazardous Material Class Code (209) INTTRA Accepted Values: I Intergovernmental Maritime Organization (IMO) Code | 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. Emergency Contact | 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 Flash Point Temperature must conform to below rules: - Decimal must be represented using the dot ('.'). - Temperature values must not include group separators. - Temperature must contain 3 valid Numeric Digits, and may also contain a decimal and minus sign ('-'). - Maximum Precision of Temperature is 1. - Negative Temperature must include a Minus sign ('-') and it must be in the first position of the element. - Positive Temperature must be Unsigned. Valid examples: | O R 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. The 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: Gas
LQD: Liquid
SLD: Solid

Marine Pollutant Indicator:

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 of 512 characters is allowed.
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
- **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
- ** 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 of 512 characters is allowed.
 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–ProperShippingName*ProperShipping~ (Proper Shipping Name)
H2*ECN–6326550183~ (Emergency Contact Phone Number)
H2*EMS–1234~ (EMS Number)
H2*TRE–12345~ (Trem Card Number)
H2*IM2–3.2~ (IMO 2)
H2*IM3–1.8~ (IMO 3)
H2*GEN–General Hazmat Comments*Gen Hazmat Comment~
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: 2
Purpose: To provide vessel details and voyage number
Syntax Notes: 1 At least one of V101 or V102 is required.
2 If V108 is present, then V101 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 will be provided in this segment. For multiple MAIN Carriage legs, this segment will contain the first MAIN Carriage from the transport plan.

Data Element Summary

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

Refer to 50300 Data Element Dictionary for acceptable code values.

Segment: **K1** Remarks
Position: 0150
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:

A. General Booking Comments

These Remarks apply to the Entire Booking

AAC-: Summary UNDG numbers and IMO codes. This Code is followed by text summarizing the UNDG numbers and IMO codes.

AAF-: Vessel Rate of Exchange Information

AAI-: General Comments/Decline Comments. Mandatory for carrier Cancel or Decline of a booking.

ABD-: Provided only in conjunction with split bookings (B105 = 'Y') to indicate original booking request, sequence of split booking and total number of split bookings per the original. See Booking Split Conventions in the IFTMBC Appendix for a detailed explanation of split handling

ABV-: Terms and conditions

AES-: Carrier's reasons for amending the booking. This code is followed with text containing information on the reason/changes the carrier made on the booking.

ACD-: Carrier's reason for setting the booking in Pending status. This code is followed with text containing information on why the booking was placed in Pending status.

SAV: Slot Availability Verification is needed. Carrier will send this indicator if the reason for setting the booking to pending status (B104 = P) is Slot Availability Verification is needed.

CHG: Charge Verification needed. Carrier will send this indicator if the reason for setting the booking in pending status (B104 = P) is Charge Verification needed.

HCV: Hazardous Commodity Verification needed. Carrier will send this indicator if the reason for setting the booking in pending status (B104 = P) is Charge Verification needed.

EAV: Equipment Availability Verification needed. Carrier will send this indicator if the reason for setting the booking in pending status (B104 = P) is Equipment Availability Verification needed.

SPL: Carrier's reason for Splitting the Booking. Carrier will send this code together with text containing the reason for splitting the booking.

DOC: Documentation Split. Carrier will send this indicator if the reason for splitting is Documentation Split.

PCR: Container Release. Carrier will send this indicator if the reason for splitting is Container Release.

RLD: Container Rolled. Carrier will send this indicator if the reason for splitting is Container Rolled.

AMS: Use to indicate that Customer is to Handle AMS Filing.

NVO-: NVOCC SCAC. NVOCC SCAC for US Customs AMS Filing. The code will be followed the NVOCC SCAC.

CCN-: Canadian Cargo Control Number. This code is followed by the Cargo Control Number. Typically provided by the Carrier for use by Registered Forwarders in Supplementary Cargo Reports filed with CBSA in Canada.

UCN-: Customs Export Declaration Unique Consignment Reference (DUCR). Typically provided by the Exporter or its Agent for shipments departing Great Britain.

Examples:

K1*ACC-UNDG NBR IMO CODE~
K1*AAF-VESSEL RATE OF EXCHANGE IFORMATION~
K1*AAI-REASON FOR DECLINE~
K1*ABD-THIS IS SPLIT 1 OF 3 OF ORIG BKG REQUEST 4009878~
K1*ABV-TERMS AND CONDITIONS~
K1*AES-BOOKING CONFIRMED WITH AMENDMENTS~
K1*ACD-BOOKING IS IN PENDING STATUS BECAUSE...~
K1*SAV~
K1*CHG~
K1*HCV~
K1*EAV~
K1*SPL-BOOKING IS SPLIT/EXTRACTED BECAUSE...~
K1*DOC~
K1*PCR~
K1*RLD~
K1*AMS~
K1*NVO-SCAC~
K1*CCN-1234_CN~
K1*UCN-1234_UCN~

For carrier Cancellation/Decline (B104 = 'D') or Replacement (B104='R') Code = 'AAI' is Mandatory.

INTTRA RECOMMENDS carriers send Change Reason (AES) when transaction is a Confirmed with Changes (B104 = 'B').

INTTRA RECOMMENDS carriers only send CHG (charge verification), EVA (equipment availability verification), SAV (slot availability verification) or HCV (hazardous commodity verification) when booking transaction is coded as pending (B104='P').

B. Transport Details

INTTRA RECOMMENDS to customers that transport plan legs be provided in the order in which transport is expected to occur. Legs will be stored and sent to the Carrier in the order received. INTTRA does not use the dates provided in the transport plan to order legs.

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.

ALL: All Charges
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

| <u>Ref.</u> | <u>Data</u> | <u>Name</u> | <u>Attributes</u> |
|-------------|-------------|---|-------------------|
| O | K101 | 61 Free-Form Message Free-form information | O AN 1/512 |
| O | K102 | 61 Free-Form Message 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 | O AN 1/512 |

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*20*0001

Data Element Summary

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

Segment: **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

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

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*000001000

Data Element Summary

| | <u>Ref.</u> <u>Des.</u> | <u>Data</u> <u>Element</u> | <u>Name</u> | <u>Attributes</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 – ANSI X12 301 Use Cases

This appendix shows Customers how to process the ANSI X12 301 message set to extract information on Carrier booking responses under different use case conditions. Unless otherwise noted, all examples illustrate the ANSI X12 301 message outbound to the Customer from INTTRA.

A. Providing AMS Details

The Carrier may send the Customer filing AMS indicator in the ANSI X12 301 message, to acknowledge or confirm the customer's intention to file AMS. 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~
```

Carriers may also provide the 4 AMS locations and 2 related dates as shown in the Carrier Confirmation below.

```
R4*A*UN*USNYC*NEW YORK*US***NY~  
R4*H*UN*USNYC*NEW YORK*US***NY~  
R4*G*UN*USNYC*NEW YORK*US***NY~  
DTM*AA1*20090619*1200~  
R4*4*UN*USNYC*NEW YORK*US***NY~  
DTM*AAG*20090619*1200~
```

In the event that any of the AMS related information changes, the carrier may update the specific locations and/or dates as appropriate. The example below shows a new arrival time at the First US port.

```
R4*G*UN*USNYC*NEW YORK*US***NY~  
DTM*AA1*20090702*1200~
```

B. Providing Booking Office Details

Carriers may confirm the Booking Office responsible for the booking, in a carrier response. These details are provided in segment N1, and may include Street Address and Contact details as shown below.

```
N1*BO*BOOKING OFFICE*94*1000~  
N3*9300 CARRIER BOOKING OFC BLVD*LOTTE, NC 28273~  
G61*CN*DAVID*TE:+6512345~
```

Note that Customers can specify a Booking Office location in the Customer booking request; INTTRA cannot reliably determine whether or not the Booking Office information provided by the Carrier matches the Booking Office previously requested by the customer.

C. Acknowledging Charges

Customers may provide advisory information about charges in a Booking request or amendment. The carrier may elect to acknowledge some or all of the advisory charge information provided in a Customer request by including the charges to be acknowledged in the K1 segment.

To acknowledge all charges, the carrier indicates 'All Charges' in a single K1 charges loop.

```
K1*ALL~
```

To acknowledge one or more specific charges, the carrier includes the specific charges each in a single K1 loop.

```
K1*AC~  
K1*BF~
```

NOTE: Carrier confirmation of a Booking Request or Amendment containing advisory charge information does not constitute acceptance of the charges. Similarly, carrier acknowledgement, via the K1 segment, of receipt of advisory charge information does not constitute acceptance of the charge information provided.

D. Carrier Change within Carrier Brand Group

Carriers may transfer a booking from one brand to another within their organizations for carrier groups established with INTTRA. This change can only be accomplished the first time that the carrier responds to the booking request.

Subsequent attempts by the carrier to change the Carrier Brand for a booking will fail as will attempts to transfer a booking to a carrier not established in the same brand group as the carrier on the request.

The change is accomplished by providing the new carrier SCAC code, which is then stored and sent to the Customer as shown in the example below.

```
N1*CA*CHANGED CARRIER NAME*93*SCAC~
```

Customers may provide either the original carrier, or the new carrier of record in subsequent transactions, as described in the preamble to this Implementation Guide.

E. Providing Transport Plan details

INTTRA recommends that whenever Carriers provide transport plan details, that they should be provided as a complete set starting with the Place of Receipt (Contract Start) and ending at the Place of Delivery (Contract End) as defined in the mandatory header R4 segments in the Customer's request.

INTTRA uses the following conventions to process transport plan data provided by the carrier:

1. Legs are provided in the order in which transport is expected to occur. INTTRA will store and send legs in the order received. INTTRA will not use the dates provided in the transport plan to order legs.
2. For the purposes of change reporting, INTTRA will compare
 - The Start location of the first leg of the Carrier provided transport plan with the Place of Receipt provided by the customer
 - The End Location of the last Leg of the Carrier provided transport plan with the Place of Delivery provided by the customer.
3. For Data quality tracking, INTTRA will use the following conventions
 - INTTRA will treat the Start location of the first leg as the Place of Receipt
 - INTTRA will treat the End location of the last leg as the Place of Delivery
 - INTTRA will treat the Start location of the first Main leg as the main Port of Load.
 - INTTRA will treat the End location of the last Main leg as the main Port of Discharge.
 - Additional legs may be included for Data Quality Measurement, over time
 - If any of the locations as defined above are not provided in the Transport Plan, INTTRA will show the corresponding named locations as null. For example, if the first Main leg in the carrier provided Transport Plan (Segment V1 or K1) does not include a Start location, INTTRA will show a null main Port of Load.

A sample Carrier Plan is shown below, illustrating these conventions.

```
R4*L*UN*USNYC*NEW YORK*US**NY~      -- Port of Load
DTM*369*20090619*1200~                -- ETD
R4*D*UN*PHMNL*MANILA*PH**PH~         -- Port of Discharge
DTM*371*20090702*2300~                -- ETA

V1**VESSEL NAME*PH*OJW4059*SCAC~     -- MAIN Carriage

K1*PRE*TRK~                            -- PRE Carriage
K1*PPOL*USNYC~                          -- Port of Load
K1*PPOD*USSFO~                          -- Port of Discharge
K1*PETA*200906192300~                  -- ETA
K1*PETD*200906012300~                  -- ETD
K1*MAIN*OV~                             -- MAIN Carriage
K1*MPOL*USNYC~                          -- Port of Load
```


| | |
|-----------------------|----------------------|
| K1*MPOD*USSFO~ | -- Port of Discharge |
| K1*META*200906192300~ | -- ETA |
| K1*METD*200906012300~ | -- ETD |
| K1*ON*TRK~ | -- MAIN Carriage |
| K1*OPOL*USNYC~ | -- Port of Load |
| K1*OPOD*USSFO~ | -- Port of Discharge |
| K1*OETA*200906192300~ | -- ETA |
| K1*OETD*200906012300~ | -- ETD |

F. Updating the Transport Plan

INTTRA recommends that carriers update transport plan details whenever a significant change to the transport occurs, or when additional details become available.

| | |
|---------------------------------|----------------------|
| R4*L*UN*USNYC*NEW YORK*US***NY~ | -- Port of Load |
| DTM*369*20090619*1200~ | -- ETD |
| R4*D*UN*PHMNL*MANILA*PH***PH~ | -- Port of Discharge |
| DTM*371*20090702*2300~ | -- ETA |

| | |
|----------------------------------|------------------|
| V1**VESSEL NAME*PH*OJW4059*SCAC~ | -- MAIN Carriage |
|----------------------------------|------------------|

| | |
|-----------------------|----------------------|
| K1*PRE*TRK~ | -- PRE Carriage |
| K1*PPOL*USNYC~ | -- Port of Load |
| K1*PPOD*USSFO~ | -- Port of Discharge |
| K1*PETA*200906192300~ | -- ETA |
| K1*PETD*200906012300~ | -- ETD |

| | |
|-----------------------|----------------------|
| K1*ON*TRK~ | -- MAIN Carriage |
| K1*OPOL*USNYC~ | -- Port of Load |
| K1*OPOD*USSFO~ | -- Port of Discharge |
| K1*OETA*200906192300~ | -- ETA |
| K1*OETD*200906012300~ | -- ETD |

INTTRA will compare the updated plan with the plan on the previous version of the booking, noting, in this case the addition of a Main Leg, presumably indicating transshipment.

G. Updating Equipment Details

Carriers are not required to send equipment details on a booking, and may accept the booking based on the details provided in the customer request. However, there may be cases when the carrier provides additional information for, or changes information pertaining to, specific equipment, or when the equipment itself may be changed by the carrier. In these cases, all equipment details should be sent to the customer.

Whenever equipment details are provided by the carrier, INTTRA recommends that they be provided in a complete set. Generally, this means that if any thing about a particular container changes, then all equipment level details should be provided for the Booking.

H. Associating actual Container Numbers

Logical container numbers are typically used in customer requests to link Split Goods Placement information to requested equipment.

If carriers have the ability to link actual container numbers to customer provided logical container numbers, INTTRA recommends that they send this information back to the customer, as shown in the Carrier confirmation below.

Logical Container Numbers:

| |
|---------------------|
| Y4*****1*42G0~ |
| W09*CN*****LCN-001~ |
| Y4*****1*42G0~ |
| W09*CN*****LCN-002~ |
| Y4*****1*42G0~ |

W09*CN*****LCN-003~

Actual Container Numbers:

Y4*****1*42G0~
W09*CN*****ACN-ABCU11111111~
Y4*****1*42G0~
W09*CN*****ACN-ABCU22222222~
Y4*****1*42G0~
W09*CN*****ACN-ABCU33333333~

I. Providing Merchant Haulage details

Carriers may provide Full Drop off details and closing date information for merchant haulage bookings as shown in the example below.

N1*TR*INTTRA*94*1000~
N3*FULL CONTAINER DROP OFF LOCATION ADDRESS~
N4*NEWARK*NJ*07322*US~
G61*CN*CONTACT NAME*EM*CONTACT@EMAIL.COM~
G61*CN*CONTACT NAME*TE*12345678~
DTM*064*20090619*1200~
DTM*497*20090619*1200~

Carriers may also provide Empty Pick Up details, unless the customer has provided correct Empty Pick Up details in the request. Release numbers may also be provided, if applicable. An example is given below.

N1*CL*INTTRA*94*1000~
N3*EMPTY CONTAINER DROP OFF LOCATION ADDRESS~
N4*NEWARK*NJ*07322*US~
G61*CN*CONTACT NAME*EM*CONTACT@EMAIL.COM~
G61*CN*CONTACT NAME*TE*12345678~
DTM*252*20090619*1200~

J. Updating Carrier Haulage Details

Carriers are not expected to send Carrier haulage details in the response, except if they want to augment or change customer provided information. In this case, all equipment details should be sent.

For unambiguous resolution of multi stop bookings, INTTRA recommends that carriers send back all the haulage legs as shown in the example below, even if only some of the legs are being updated.

N1*SF*INTTRA*94*1000~
N3*SHIP FROM ADDRESS~
N4*NEWARK*NJ*07322*US~
G61*CN*CONTACT NAME*EM*CONTACT@EMAIL.COM~
G61*CN*CONTACT NAME*TE*12345678~
DTM*996*20090619*1200~
DTM*118*20090702*0900~
N1*LL*INTTRA*94*1000~
N3*FIRST STOP OFF LOCATION ADDRESS~
N4*NEWARK*NJ*07322*US~
G61*CN*CONTACT NAME*EM*CONTACT@EMAIL.COM~
DTM*144*20090619*1200~
DTM*118*20090619*1200~
N1*LL*INTTRA*94*1000~
N3*SECOND STOP OFF LOCATION ADDRESS~
N4*NEWARK*NJ*07322*US~
G61*CN*CONTACT NAME*EM*CONTACT@EMAIL.COM~
DTM*144*20090619*1200~
DTM*118*20090619*1200~

By convention, INTTRA expects sequence in which haulage addresses are sent to match the sequence in which the stop offs occur, with the intermediate stop off (LL) locations for Export immediately following the Ship From, in order of occurrence.

K. Providing Dangerous Goods summary

Carriers are not required to send dangerous goods information on a booking, and may accept the booking based on the details provided in the customer request. INTTRA recommends that carriers not replay dangerous goods information provided by the customer in the Request. If sent, INTTRA recommends that dangerous goods information should be sent via the header level Dangerous Goods Summary which carriers may use to acknowledge dangerous goods and/or clarify their classification, especially UNDG and/or IMO codes. If there are substantive changes to the Dangerous goods information provided by the customer, carriers are advised to use the H1/H2 segments in the L0 segment group to send the updated Dangerous goods details. Appendix 2 (Line Item Conventions) in this document describes the conventions and rules for providing Dangerous goods details using the L0 segment group.

Note that Carriers can either provide the header level Dangerous Goods Summary or provide structured Dangerous Goods information in the H1/H2 Segment, in the L0 Segment Group. Customers will never receive both types of dangerous goods information in a single 301 transaction from the Carrier via INTTRA. Carriers may set the header level Dangerous Goods Indicator (H3) for Booking containing Dangerous Goods, as shown below:

H3+02~

L. Out of Gauge Dimensions

Carriers are not required to replay customer provided Out of Gauge dimensions. If they need to change, or add Out of Gauge information this may be done either at the commodity level (Segment L4).

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

```
LX*1~
L0*2***12345*G*67890*E*100*CNT*CONTAINER*L~
L5*1*LADING DESCRIPTION 2**~
L4*1.123*2.456*3.369*M~
```

For Out of Gauge bookings, the carrier may send the header level H3 indicator, as shown below.

H3+01~

M. Per Container Release

Carriers may in general issue release numbers at the booking level or for a set of containers, or for individual equipment. Per Container release refers to the latter situation.

When a customer requests per container release, INTTRA recommends that the carrier respond with specific release numbers.

N. Splits due to Per Container Release

For various reasons, it may not be possible or appropriate to respond to a Per Container Release request as described above. In these cases, the carrier may split a multi-container booking into multiple single container bookings in response. The example below shows splits information and split reasons for two single container splits (one set on each split booking), in response to a two container booking requesting per container release.

```
K1*ABD*THIS IS SPLIT 1 OF 2 OF ORIG BKG REQUEST 4009878~
K1*PCR~
K1*ABD*THIS IS SPLIT 2 OF 2 OF ORIG BKG REQUEST 4009878~
K1*PCR~
```

INTTRA recommends that the carrier include a statement of the form 'This is split N of M of Booking [INTTRA REF], [OCBN]' in the 301 K1, under qualifier 'ABD' as shown in the above example.

O. Rolled Containers and Documentation Splits

In addition to Per Container Release, carrier-initiated splits may occur for other reasons as shown below.

The following example illustrates a split created when containers are rolled from one booking to another.

```
K1*RLD~
```

Many carrier systems require a 1:1 relationship between Bookings and Bills of lading, which can result in the creation of Splits. The following example illustrates a split created when two Bills of Lading result from a single booking.

```
K1*RLD~
```

In addition to the INTTRA provided codes for Split Reasons, Carriers also have the option of providing un-coded free text description of the Split Reason, as follows:

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

A transaction may have at most one occurrence of each type of coded reason supported by INTTRA, and additionally, one un-coded Split reason. The following example shows a coded reason with further (un-coded) free text information.

```
K1*DOC~
```

```
K1*SPL* SHIPPER REQUESTED A BL PER CONTAINER ON 07/10/09~
```

P. Updating Consignee and Main Notify Party details

Carriers are not required to send any party details in a booking response, other than the mandatory Carrier party.

Any additional parties sent by the carrier will be stored by INTTRA, and sent to the Customer. However, access to INTTRA bookings is controlled by the booker and not available to INTTRA registered parties that are carrier provided, except possibly in the case of a Consignee or a Main Notify Party.

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.

Q. Minimum Declination

INTTRA only processes transaction identifiers, carrier comments, SPLITS information and header level references on a Declination. All other data on a declination is ignored by INTTRA. A declination of an INTTRA originated booking request outbound to the Customer is shown below, with the minimum (required) information processed by INTTRA.

```
B1**CUSTOMER SI*20090329*D~  
G61*IC*GENERAL CONTACT NAME*TE*(901) 338-5598~  
N9*ZZ*1234~  
N1*CA*CARRIER NAME*93*SCAC~  
K1*AAI*CARRIER REASON FOR DECLINE OF BOOKING~
```

Note that the B1 date sent in outbound transactions to the Customer is the date time the transaction is pulled from the INTTRA repository, and not the date time sent by the carrier on the incoming message.

R. Minimum Confirmation

The 301message allows confirmation of a booking request (or amendment) with minimal information. This may be appropriate for recurring bookings or for bookings in which the customer has provided all of the salient details and does not require specific carrier acknowledgment at a detailed level. The example shows a carrier confirmation of an INTTRA initiated booking request with the minimum (required) information.

B1**CUSTOMER SI*20090329*A~
G61*IC*GENERAL CONTACT NAME*TE*(901) 338-5598~
N9*BN*CARRIER BOOKING NUMBER
N9*ZZ*1234~
N1*CA*CARRIER NAME*93*SCAC~

S. Carrier Specification of Changes

Carriers may provide a free text description of changes to the booking when they confirm a customer booking request with changes, or update previously confirmed information. The Carrier provided change summary will be sent in the Customer outbound 301 under K1 'AES' as shown below -

K1*AES*REDUCED CONTAINER COUNT FROM 3 TO 2~

T. Minimum Pending Confirmation

A quick Pending response to an INTTRA initiated booking request may be sent with the minimum (required) information, as shown below.

B1**CUSTOMER SI*20090329*P~
G61*IC*GENERAL CONTACT NAME*TE*(901) 338-5598~
N9*BN*CARRIER BOOKING NUMBER
N9*ZZ*1234~
N1*CA*CARRIER NAME*93*SCAC~

U. Providing Pending Reasons

INTTRA recommends that Pending confirmations always be accompanied by one or more Pending reasons. Carriers may use one or more of the INTTRA defined codes to indicate the Pending reason, as shown below.

K1*EAV~

Additionally, Carriers could provide an un-coded free text description of the Pending Reason, as follows:

K1*ACD* THIS IS A FREE TEXT PENDING REASON~

A transaction may have at most one occurrence of each type of coded reason supported by INTTRA, and additionally, one un-coded Pending reason. The following example shows a coded reason with further (un-coded) free text information.

K1*HCV~
K1*ACD*HAZMAT VERIFICATION STARTED~

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 INTTRA processes the commodity information provided in the L0 Segment Group.

Single Outer Pack

```
LX*1~
L0*1***45000*G*12345.50*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~
```

Multiple Outer Packs

```
LX*1~
L0*1***1111*G*1111*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 1**~
LX*2~
L0*2***2222*G*2222*E*100*CRT*CRATE*L~
L5*1*LADING DESCRIPTION 2**~
```

A. Package Levels

Package Levels – Single Inner Pack Level.

```
LX*1~
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~
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~
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~
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):

Valid:

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**~

Valid (zero lading quantity):

LX*1~
L0*1***1111*G*1111*E*0*CRT**L~ --- Outer Package 1
L5*1*LADING DESCRIPTION 1**~

Invalid (without package type code or package type description):

LX*1~
L0*1***1111*G*1111*E*0***L~ --- Outer Package 1
L5*1*LADING DESCRIPTION 1**~

Invalid (without lading quantity):

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

Hazardous Shipment:

Valid (with lading quantity and package type description):

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~

Valid (without lading quantity, package type code and description):

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

Use Case (Providing Dangerous Goods Summary) in Appendix 1 (Use Cases) describes the conditions under which carriers may find it necessary to provide Dangerous Goods information. Appendix 2 describes the conventions and rules for associating Dangerous goods details using the L0 segment group. This Appendix describes how Carriers may use the structured fields in the 301 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 Carrier data, recommendations that are tracked (REC), 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 | H2, H201 Code = 'IHL' | | |

| | | | |
|--|---|---|-----|
| Indicator | | | |
| 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 |

XIII. Appendix 4 – Controlled Equipment

Controlled Equipment settings are specified in the W09 Segment group, under each Y4 loop. Settings provided for an Y4 loop apply to each piece of equipment individually, and use a mix of structured fields: Y4/W09.

Controlled equipment may be either Reefer, or Hybrid equipment. The ISO Container Code list maintained by INTTRA contains a list of valid Reefer and Hybrid Equipment types, as well as their equivalent codes at INTTRA. Reefer equipment will be accompanied by set temperature or marked inoperative. Hybrid equipment may function either as controlled equipment or as standard equipment, and correspondingly may or may not be accompanied by control settings. A common example of hybrid equipment is a Tank container, which may or may not have control settings.

XIV. Appendix 5 – 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 BS 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.
 - 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~

.
Y4*****2*42G0~ -- 2 CONTAINERS CONFIRMED

.
N9*ZZ*0001~ -- INTTRA REF
N9*BN*OCBN_0001~ -- CARRIER BOOKING NUMBER

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

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

.
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~

.
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~

.
Y4*****6*42G0~

.
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~

.
N9*ZZ*0001~

N9*BN*OCBN_0001~ -- REPLACED
-- INTTRA REF
-- OCBN
.

Split 1 (4 containers)

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

.
Y4*****4*42G0~

.
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~

.
Y4*****4*42G0~

.
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*0001~ -- 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
. --

XV. 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