ADVANCE COMMERCIAL INFORMATION AIR CLIENT DOCUMENT

EDI AIR CARGO, SUPPLEMENTARY AND CONVEYANCE REPORTING FOR EDIFACT MESSAGE STANDARD

Version 3.2

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1.0 PURPOSE

The following document is intended for reference purposes. Clients are advised that its content is subject to revision and amendment given the possibility of policy changes, system upgrades and changing operational requirements. That being said, the Electronic Commerce Unit (ECU) of the Canada Border Services Agency (CBSA) will endeavour to provide as much advance notice as possible of major system changes and will notify clients of upcoming changes via e-mail. Please ensure that your e-mail address information is kept up to date with the ECU.

This document is designed to provide clients of the Advance Commercial Information (ACI) Electronic Data Interchange (EDI) Air Cargo and Conveyance reporting process with technical user information on this new reporting process. It is mandatory reading material to provide information relevant to reporting air cargo and conveyances via EDI. The main purpose of this document is to assist clients with their internal implementation.

This ACI Air Client Document, for Phase 2 of ACI-EDI Reporting, encompasses information relevant to EDI transmission of Air Cargo, Supplementary, and Conveyance Reporting. The ACI message maps (Cargo Import, In-Transit, Freight Remaining on Board (FROB), and, Conveyance) are in EDIFACT standards. The Supplementary Cargo message map is in ANSI and EDIFACT standards.

We recommend that clients review all narrative sections of this document in conjunction with the message maps as some operational rules impact system programming.

Any queries or documentation requests should be directed to:

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2.0 INTRODUCTION

The Customs Action Plan announced Customs' strategy to establish two commercial processing streams to proactively deal with the increases in volume of commercial goods. The Customs Self Assessment (CSA) stream was developed to expedite the processing of low-risk goods based on pre-verification, pre-approval, and post-audit. The Advance Commercial Information (ACI) project was established to deal with unknown and higher risk goods by providing CBSA with electronic cargo and conveyance data within the timeframes specified in the *Reporting of Imported Goods Regulations* to be processed by an automated risk assessment tool.

Mandatory EDI Cargo and Conveyance Reporting is being implemented in phases, by mode, which began with the marine mode in April 2004. As part of Phase 2, mandatory EDI Air Cargo and Conveyance reporting is scheduled for implementation in December 2005.
The ANSI and EDIFACT maps have been developed using a single message structure to allow reporting of cargo and conveyance data by different modes of transportation. The multi-modal EDIFACT message structure was developed as part of the G7 Initiative to Harmonize and Simplify Customs Procedures.

3.0 SCOPE

This document addresses the mandatory transmission and receipt of electronic cargo & conveyance data, from carriers in the air mode.

EDI Air cargo and conveyance reporting will:

- Obtain additional, pre-arrival electronic data for commercial air goods to allow for more effective risk assessment by providing crucial information such as ultimate consignee, clear and accurate cargo descriptions, and the identification of dangerous and hazardous goods.
- Eliminate the presentation of paper, primary cargo and conveyance documents for imports and in-transit reporting by requiring electronic transmission of data within the timeframes specified in the *Reporting of Imported Goods Regulations.*
- Require electronic reporting of cargo data, including cargo that will be Freight Remaining on Board (FROB) air conveyances arriving in Canada.
- Maintain paper-based house bill, remanifest, and abstract secondary cargo reporting subject to the same timeframes as today, i.e. on arrival of the shipment at the primary port of destination.
- Require electronic reporting of conveyance (A6).
- Provide the warehouse location for goods upon their arrival into Canada for trade examination and release notification purposes.
- Allow for the reporting of split shipments in air.
- Maintain current OGD processing requirements.
- Maintain a data quality review and ongoing monitoring process to ensure the integrity of data for risk assessment processing.

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4.0 AIR BUSINESS FLOWS

The following Section outlines the business flows and rules involved when transmitting Air Cargo, Conveyance, and Split Shipment Reports to CBSA.

Business flows, rules and message map information for supplementary cargo reporting can be found in appendices D & E.

Air Conveyance Reports must be transmitted at least 4 hours prior to arrival at the First Port of Arrival (FPOA) in Canada.[1]

Air Cargo and Split Shipment Reports must be transmitted at least 4 hours prior to arrival at the Customs Office of Declaration/First Port of Report.[1]

If the duration of the flight is less than 4 hours, Air Cargo/Conveyance data must be reported to CBSA before the actual time of departure.[1] More detailed information regarding the rules and the reporting process is provided in Sections 5 and 6 and Appendices F – H of this document.

4.1 CONVEYANCE SCENARIOS

Scenario 1 – Conveyance / Regular Movement

This scenario for Flight #ABC illustrates conveyance reporting by Airline XX. The shipment originates in Chicago and makes a stop in Vancouver to discharge cargo. It then travels to its final destination of Edmonton where the remaining cargo will be unloaded. The conveyance report will be transmitted to CBSA at least 4 hours prior to arrival at the FPOA, which is Vancouver.[1]

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Route	ORD – YVR – YEG
Airport of Departure	ORD (Chicago – O'Hare International Airport)
First Port of Arrival (FPOA)	YVR (Vancouver International Airport)

Scenario 2 – Conveyance / Regular Movement with Fuel Stop

In this scenario Flight #ABC illustrates conveyance reporting for Airline ZZ when a fuel stop is made and no cargo is discharged from the conveyance. The conveyance originates in London but makes a fuel stop in Gander with its cargo destined to Toronto.

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Route	LHR – YQX – YYZ
Airport of Departure	LHR (London – Heathrow Airport)
First Port of Arrival (FPOA)	YQX (Gander International Airport)

[1] These are Explanatory Notes. The source of the timeframes is the *Reporting of Imported Goods Regulations.*

Note: The conveyance report will be transmitted to CBSA at least 4 hours prior to arrival at the FPOA, which in this case is Gander.[1] If the duration of the flight is less than 4 hours, conveyance data must be reported to CBSA before the actual time departure.[1]

Scenario 3 – Conveyance / Interline Transfer

This scenario for Flight #ABC illustrates conveyance reporting by Airline XX for an interline transfer of cargo from Airline ZZ. The cargo originates in France on Airline ZZ with an interline transfer to Airline XX in Chicago for delivery to the consignee in Vancouver. Airline XX, as the Transporting Carrier is responsible for filing the conveyance report to CBSA at least 4 hours prior to arrival at the FPOA, which is Vancouver.[1]

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Route	ORD – YVR
Airport of Departure	ORD (Chicago – O'Hare International Airport)
First Port of Arrival (FPOA)	YVR (Vancouver International Airport)

Note: Airline XX is responsible for filing cargo reports. *See* Section 4.2 Cargo Scenarios, Scenario 5 for details.

Scenario 4 – Conveyance / Code Share Arrangement

This scenario for Flight #ABC illustrates conveyance reporting where there is a code share arrangement. Airline XX is carrying cargo for Airline ZZ on its conveyance from Chicago to Vancouver.

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Route	ORD – YVR
Airport of Departure	ORD (Chicago – O'Hare International Airport)
First Port of Arrival (FPOA)	YVR (Vancouver International Airport)

Note: Airline XX transmits the cargo report for its cargo; Airline ZZ must also transmit its own cargo report. *See* Section 4.2 Cargo Scenarios, Scenario 6 for details.

Airline XX must transmit the conveyance report.

[1] These are Explanatory Notes. The source of the timeframes is the *Reporting of Imported Goods Regulations.*

4.2 CARGO SCENARIOS

Scenario 1 – Cargo / Import

This scenario for Flight #ABC illustrates cargo reporting by Airline XX for a shipment being imported into Canada. The shipment originated in Manila, Philippines then traveled to Vancouver.

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Number	Flight # ABC
Routing and Destination-Carrier	XX
Transporting Carrier Code	CBSA approved carrier code of Airline XX
Cargo Control Number (CCN)	CBSA approved carrier code of Airline XX + Airway Bill #
Place of Loading	MNL (Manila International Airport)
Place of Receipt	PH (Philippines)
Port of Report	0821 (Vancouver International Airport)
Customs Office of Discharge	0821 (Vancouver International Airport)
Routing and Destination- Location	MNL – YVR

Note: Airline XX will file the Cargo and Conveyance reports within the timeframes specified in the *Reporting of Imported Goods Regulations*. *See* Section 4.1 Conveyance Scenarios, Scenario 1 for details.

Scenario 2 – Cargo / Import – Inland Movement

This scenario for Flight #ABC illustrates cargo reporting for an import shipment. Airline XX carries the shipment from Jakarta, Indonesia to Calgary. Airline ZZ then transports the cargo to its final destination in Edmonton. The air cargo report will be transmitted to CBSA at least 4 hours prior to arrival at the Port of Report/Customs Office of Declaration, which in this case is Calgary.[1] The Place of Discharge is (YEG) Edmonton.

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Number	Flight # ABC
Routing and Destination-Carrier	XX
Transporting Carrier Code	CBSA approved carrier code of Airline XX
Cargo Control Number (CCN)	CBSA approved carrier code of Airline XX + Airway Bill #
Place of Loading	JKT (Jakarta International Airport)
Place of Receipt	ID (Indonesia)
Port of Report	0701 (Calgary International Airport)
Customs Office of Discharge	0702 (Edmonton International Airport)
Routing and Destination- Location	JKT – YYC – YEG

Note: Airline XX will be responsible for filing the Conveyance report for the 1st leg of the journey (Jakarta to Calgary). *See* Section 4.1 Conveyance Scenarios, Scenario 1 for details. On the Cargo report, Airline XX will also be responsible for reporting routing itinerary for the entire journey of the Cargo. In this scenario, Airline ZZ does not file any reports.

[1] These are Explanatory Notes. The source of the timeframes is the *Reporting of Imported Goods Regulations.*

Scenario 3 – Cargo / Freight Remaining on Board (FROB)

This scenario for Flight #ABC illustrates an air cargo report for freight remaining on board the aircraft. Its final destination is outside of Canada. The shipment carried by Airline XX originates in Hong Kong, China, and travels to Vancouver with the goods remaining on board the aircraft destined to New York. The Port of Report is (YVR) Vancouver and the Place of Discharge is not applicable.

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Number	Flight # ABC
Routing and Destination-Carrier	XX
Transporting Carrier Code	CBSA approved carrier code of Airline XX
Cargo Control Number (CCN)	CBSA approved carrier code of Airline XX + Airway Bill #
Place of Loading	HKG (Hong Kong International Airport)
Place of Receipt	CN (China)
Port of Report	0821 (Vancouver International Airport)
Customs Office of Discharge	N/A
Routing and Destination-Location	HKG – YVR – JFK

Note: Airline XX will file the Cargo and Conveyance Report within the timeframes specified in the *Reporting of Imported Goods Regulations*. *See* Section 4.1 Conveyance Scenarios, Scenario 1 for details.

Scenario 4 – Cargo / In-Transit

This scenario for Flight #ABC illustrates an air cargo report for a shipment reported by Airline XX for a shipment from Dharan, Saudi Arabia via London, England transiting through Canada to Mexico. Once in Montreal, the shipment will be transferred to another aircraft for furtherance to its final destination in Mexico.

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Number	Flight # ABC
Routing and Destination-Carrier	XX
Transporting Carrier Code	CBSA approved carrier code of Airline XX
Cargo Control Number (CCN)	CBSA approved carrier code of Airline XX + Airway Bill #
Place of Loading	DHA (Dharan International Airport)
Place of Receipt	SA (Saudi Arabia)
Port of Report	0396 (Pierre Elliot Trudeau International Airport)
Customs Office of Discharge	0396 (Pierre Elliot Trudeau International Airport)
Routing and Destination-Location	DHA – LHR – YUL – MEX

Note: Airline XX will file the Cargo and Conveyance Report within the timeframes specified in the *Reporting of Imported Goods Regulations*. *See* Section 4.1 Conveyance Scenarios, Scenario 1 for details.

Scenario 5 – Cargo / Interline Transfer of Goods

This scenario for Flight #ABC illustrates an air cargo report for goods which originate in Paris, France. The goods are shipped on Airline ZZ from Paris to Chicago for furtherance to Canada via an Interline Transfer on Airline XX.

Airline XX as the Transporting Carrier is responsible for transmitting the Air Cargo Report on behalf of Airline ZZ. Airline XX will transmit its own carrier code, CRN, Flight number, and submit a complete itinerary route for the goods. However, Airline XX will transmit the Airway Bill Number of Airline ZZ in the CCN field.

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Number	Flight # ABC
Routing and Destination-Carrier	XX
Transporting Carrier Code	CBSA approved carrier code of Airline XX
Cargo Control Number (CCN)	CBSA approved Carrier code of Airline ZZ + Airway Bill #
Place of Loading	ORD (Chicago Airport)
Place of Receipt	FR (France)
Port of Report	0821 (Vancouver International Airport)
Customs Office of Discharge	0821 (Vancouver International Airport)
Routing and Destination-Location	CDG – ORD – YVR

Note: Airline XX is responsible for filing the conveyance report. *See* Section 4.1 Conveyance Scenarios, Scenario 3 for details.

Scenario 6 – Cargo / Interline Transfer of Goods

This scenario for Flight #ABC illustrates an Interline agreement where Airline XX will transport a shipment from Paris, France to Toronto, Canada on behalf of Airline ZZ.

Airline XX as the Transporting Carrier is responsible for transmitting the Air Cargo Report on behalf of Airline ZZ. Airline XX will transmit its own carrier code, CRN and flight number. However, Airline XX will transmit the Airway Bill Number of Airline ZZ in the CCN field.

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Number	Flight # ABC
Routing and Destination-Carrier	XX
Transporting Carrier Code	CBSA approved carrier code of Airline XX
Cargo Control Number (CCN)	CBSA approved Carrier code of Airline ZZ + Airway Bill #
Place of Loading	CDG (Charles DeGaulle Airport)
Place of Receipt	FR (France)
Port of Report	0497 (Pearson International Airport)
Customs Office of Discharge	0497 (Pearson International Airport)
Routing and Destination-Location	CDG – YYZ

Note: Airline XX is responsible for filing the conveyance report. *See* Section 4.1 Conveyance Scenarios, Scenario 3 for details.

Scenario 7 – Cargo / Code Share Arrangement

This scenario for Flight #ABC illustrates a cargo report for goods carried by Airline XX on behalf of Airline ZZ in a code share arrangement. The goods originate in Paris, France and are transported to Chicago by Airline ZZ. In Chicago, the shipment is transferred to Airline XX for furtherance to its final destination of Vancouver.

In this scenario, each airline is responsible for filing its own cargo reports. Airline ZZ is responsible for submitting their Air Cargo Report and quoting the Conveyance Reference Number, Carrier Code, and Carrier Name of Airline XX in that report.

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Number	Flight # of Cargo Reporting Carrier (ZZ)
Routing and Destination-Carrier	XX
Transporting Carrier Code	CBSA approved carrier code of Airline XX
Cargo Control Number (CCN)	CBSA approved Carrier code of Airline ZZ + Airway Bill #
Place of Loading	CDG (Charles DeGaulle Airport)
Place of Receipt	FR (France)
Port of Report	0821 (Vancouver International Airport)
Customs Office of Discharge	0821 (Vancouver International Airport)
Routing and Destination-Location	CDG – ORD – YVR

Note: Airline XX is responsible for submitting the Conveyance Report. *See* Section 4.1 Conveyance Scenarios, Scenario 4 for details. If Airline XX also has cargo on the conveyance, they must transmit their own Cargo Report(s) within the timeframes specified in the *Reporting of Imported Goods Regulations*.

4.3 SPLIT SHIPMENT SCENARIOS

Scenario 1 – Split Shipments

A shipment reported by Airline XX from Charles De Gaulle Airport (CDG), France, must be "split" to travel in two conveyances due to lack of airline capacity. An Air Cargo Report accounting for the entire shipment is transmitted at 08:00 hrs indicating the cargo control number and the Split Shipment Indicator as "1" to indicate that more loads will follow. The Port of Report/Customs Office of Declaration is Toronto Pearson International Airport (0497) and the goods are destined to Edmonton (0702). A separate Split Shipment report with the same Cargo Control Number as the related ACR and a unique Part Arrival Reference Number is transmitted to report the boarded quantity on the aircraft.

Air Cargo Report:

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	N/A
Flight Number	N/A
Routing and Destination-Carrier	XX
Transporting Carrier Code	CBSA approved carrier code of Airline XX
Cargo Control Number (CCN)	CBSA approved carrier code of Airline XX + Airway Bill #
Part Arrival Reference Number (PARN)	N/A
Split Shipment Indicator	1
Place of Loading	CDG (Charles DeGaulle Airport)
Place of Receipt	FR (France)
Port of Report	0497 (Pearson International Airport)
Customs Office of Discharge	0702 (Edmonton International Airport)
Routing and Destination-Location	CDG – YYZ – YEG
Manifested Quantity	1000
Boarded Quantity	N/A

1st Split Shipment Report:

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC + Scheduled Date of Departure
Flight Number	Flight # ABC
Routing and Destination-Carrier	XX
Transporting Carrier Code	CBSA approved carrier code of Airline XX
Cargo Control Number (CCN)	Same CCN that was reported on the ACR
Part Arrival Reference Number (PARN)	X1
Split Shipment Indicator	N/A
Place of Loading	CDG (Charles DeGaulle Airport)
Place of Receipt	N/A
Port of Report	0497 (Pearson International Airport)
Customs Office of Discharge	0702 (Edmonton International Airport)
Manifested Quantity	N/A
Boarded Quantity	300

2nd Split Shipment Report:

DATA ELEMENT NAME	DATA TRANSMITTED
Conveyance Reference Number (CRN)	Flight # ABC2 + Scheduled Date of Departure
Flight Number	Flight # ABC2
Routing and Destination-Carrier	XX
Transporting Carrier Code	CBSA approved carrier code of Airline XX
Cargo Control Number (CCN)	Same CCN that was reported on the ACR
Part Arrival Reference Number (PARN)	X2
Split Shipment Indicator	N/A
Place of Loading	CDG (Charles DeGaulle Airport)
Place of Receipt	N/A
Port of Report	0497 (Pearson International Airport)
Customs Office of Discharge	0702 (Edmonton International Airport)
Manifested Quantity	N/A
Boarded Quantity	700

Note: A separate Conveyance report is required for each split shipment report.

5.0 AIR SYSTEM FLOW

Currently, air cargo details are reported by presenting a paper air waybill to CBSA for processing. In order to more effectively obtain air cargo and conveyance data to make informed decisions about potential risks, ACI will make it mandatory for all air cargo and conveyance information for imports, in-transits, split shipments, and freight remaining on board (FROB) to be reported electronically. Private non-commercial aircraft, and travelers with non-commercial baggage are excluded from the ACI EDI Reporting requirements.

Except for contingency purposes, air carriers will be responsible to transmit via EDI, all cargo and conveyance data to CBSA for processing within the timeframes specified in the *Reporting of Imported Goods Regulations*. CBSA will in turn verify data and generate a notice to the carrier advising of the status of the declaration.

The reporting of exports will not change with paper air waybills submitted for air shipments departing Canada. The secondary cargo reporting procedures will also remain unchanged, with paper house bills, re-manifests, and abstracts being submitted.

Figure 1 – Air Reporting and Processing

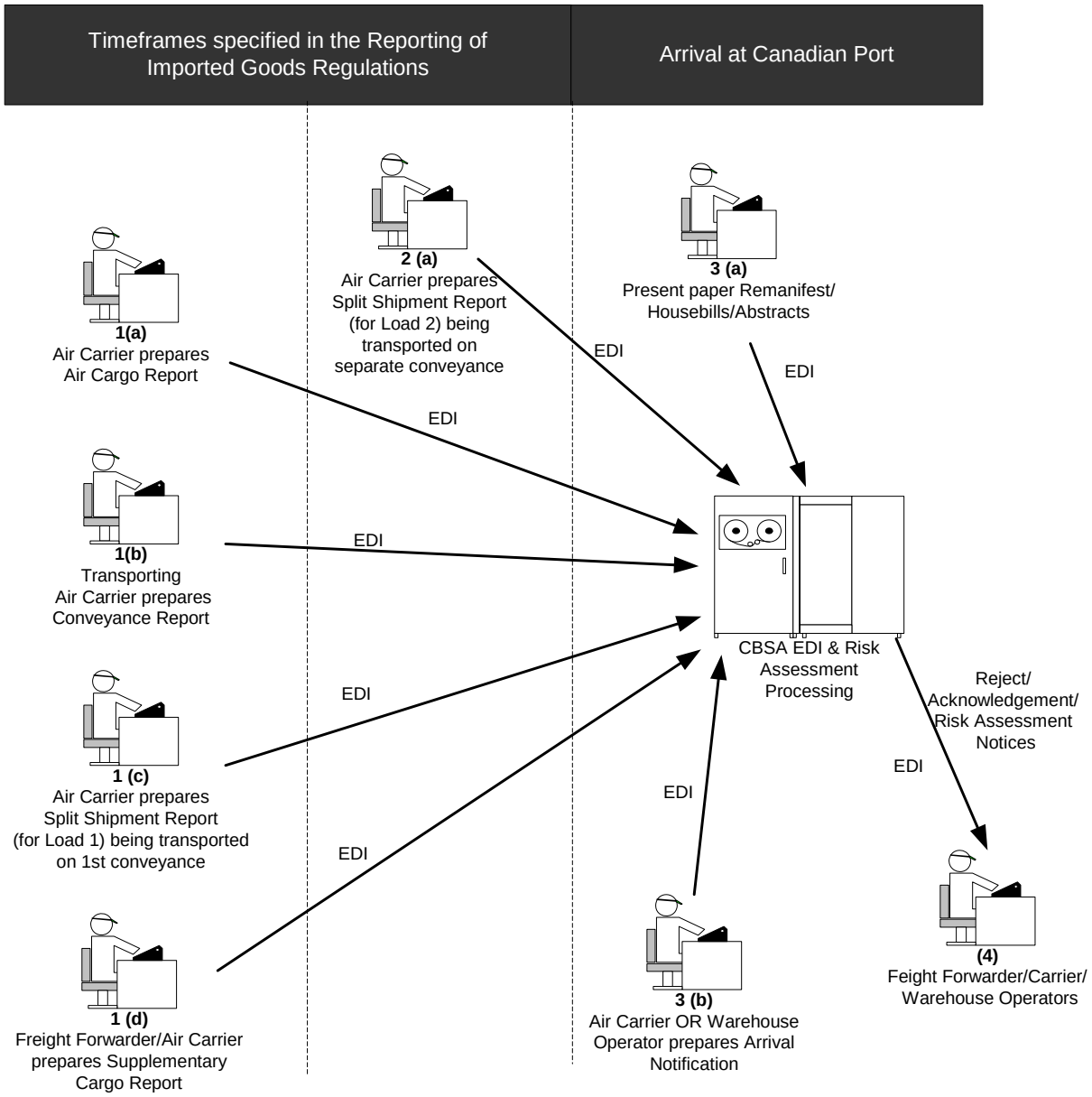


Figure 1 represents the various entities and processes involved in processing EDI Air import/in-transit/FROB, split shipment and conveyance reports.
It is important to note that the requirements pertaining to the Crew List, Ship's Stores Declaration, and any other documentation currently required by CBSA or other government departments upon conveyance arrival do not change. The only documents replaced by EDI are the conveyance report and the cargo report.

The following sections explain the business flow and reporting of the ACI Air program.

5.1 AIR CONVEYANCE REPORT PROCESSING

The Transporting Carrier, or an agent representative, prepares and transmits to CBSA the EDI transmission with the conveyance information related to an aircraft arriving in Canada within the timeframes specified in the *Reporting of Imported Goods Regulations*.

The conveyance data must be transmitted electronically to CBSA at least 4 hours prior to arrival at the First Port of Arrival (FPOA). If the duration of the flight is less than 4 hours, conveyance data must be reported to CBSA before the actual time of departure.[1]

> **Note**: Transporting Carrier means the transportation company upon whose aircraft (chartered, leased or owned) one or more cargo shipments will be arriving in Canada. Corporate logo, especially in respect of regional airlines, should not be the sole determining factor. Only the Transporting Carrier will be required to submit an Air Conveyance Report.

The Air Conveyance Report (ACR) transmission will include the following:

- The Conveyance Reference Number (CRN) of the Transporting Carrier.

  The CRN is a unique reference number given by the carrier to a certain journey or departure of a means of transport.

  > **Note**: CRN is the flight number of the Transporting Carrier followed by the Scheduled Date of Departure (XX123yymmdd).

- The First Port of Arrival in Canada (FPOA) at which the conveyance is destined to land.

  > **Note**: Regardless of the reason for landing (i.e. fuel stop, crew change, diversion, etc) the FPOA is the first airport in Canada where the aircraft will land.

- An accurate estimate of the Date and Time of Arrival at the First Canadian Port of Arrival provided in Eastern Standard/Daylight Saving Time (ET).

The Transporting Carrier will be required to transmit a change to the Air Conveyance Report to amend the FPOA and/or Estimated Date and Time of Arrival to advise CBSA of any unscheduled re-routes, changes to the ETA greater than 30 minutes, or changes to the aircraft's itinerary.

> **Note**: If the ETA varies by 30 minutes or less than what was originally reported, a change to the Air Conveyance Report reflecting the new ETA is not required. However, CBSA may send a Risk Assessment Notice at any time up to the ETA as reported on the Conveyance Report. Therefore, goods are not authorized to move from the warehouse prior to the ETA reported on the Conveyance Report.

5.2 AIR CARGO REPORT PROCESSING

The Cargo Reporting Carrier, or a representative, prepares and transmits to CBSA, the EDI transmission with the cargo information related to an air waybill within the timeframes specified in the *Reporting of Imported Goods Regulations*.
The cargo data must be transmitted electronically to CBSA at least 4 hours prior to arrival at the Port of Report/Customs Office of Declaration. If the duration of the flight is less than 4 hours, cargo data must be reported to CBSA before the actual time of departure.[1]

[1] These are Explanatory Notes. The source of the timeframes is the *Reporting of Imported Goods Regulations.*

Note: The Cargo Reporting Carrier is the carrier responsible for submitting the cargo report to CBSA.

The Air Cargo Report transmission will include the following:

- A cargo control number (CCN) that begins with the Cargo Reporting Carrier's 4-character, CBSA approved carrier code followed by a unique reference number assigned by the Carrier/Representative.

  The format for an air mode carrier code is three alpha/numerics followed by a dash (e.g. 123-).

  Note: Itinerant (ITN) carrier codes are not acceptable.

- The Conveyance Reference Number (CRN) of the Transporting Carrier.

  The CRN is a unique reference number given by the carrier to a certain journey or departure of a means of transport.

  Note: CRN is the flight number of the Transporting Carrier followed by the Scheduled Date of Departure (XX123yymmdd).

- List in chronological order all routing stops en-route to the final destination (including Place of Loading and Customs Office of Declaration).

  Note: At least one foreign port and one Canadian port must be transmitted.

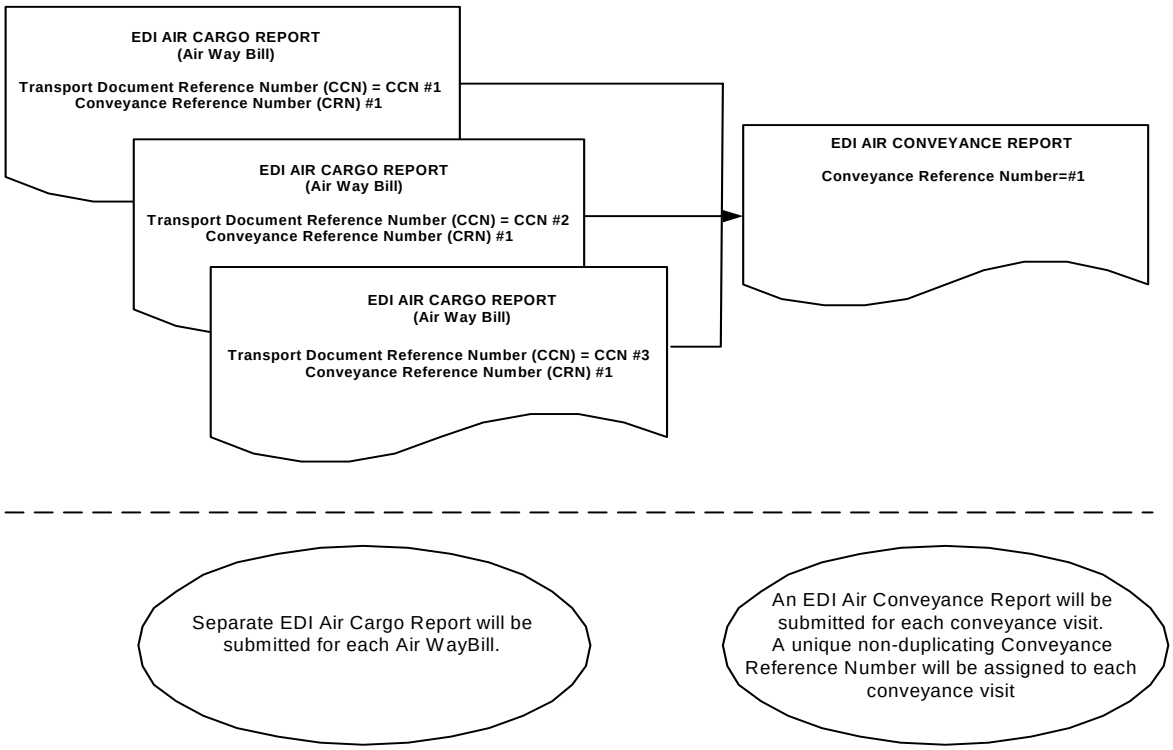
- The Customs procedure indicator set to the applicable cargo movement type for the goods (Import, In-transit, or FROB).

- If applicable, information pertaining to Unit Load Devices (ULDs) will be provided.

  Note: Couriers are exempt from the ULD reporting requirement.

[1] These are Explanatory Notes. The source of the timeframes is the *Reporting of Imported Goods Regulations.*

Figure 2 – Cargo Report Relationship to Conveyance Report



5.3 INTERLINE TRANSFERS

Transmission of a cargo report for an interline transfer is sent to CBSA by the Transporting Carrier and occurs similarly to regular cargo movements. Refer to Section 4.2, Figure 5 of the business flows for additional information.

The Air Cargo Report for interline transfers will include the following:

- A cargo control number (CCN) (a unique number that begins with the carrier's 4-character, CBSA approved carrier code followed by a unique reference number assigned by the Carrier/Representative) as assigned by the Interline Carrier, will be used by the Transporting Carrier to report the cargo.

  The format for an air mode carrier code is three alpha/numerics followed by a dash (e.g. 123-).

  Note: Itinerant (ITN) carrier codes are not acceptable.

- The Conveyance Reference Number (CRN) will be provided by the Transporting Carrier.

- List in chronological order all routing stops en-route to the final destination (including Place of Loading and Customs Office of Declaration).

  Note: At least one foreign port and one Canadian port must be transmitted.

- If applicable, information pertaining to Unit Load Devices (ULDs) will be provided.

  Note: Couriers are exempt from the ULD reporting requirement.

The Conveyance Report for interline transfers will:

- Be transmitted by the Transporting Carrier from the final Place of Departure en-route to Canada.
- List in chronological order all routing stops en-route to the final destination (including Place of Departure and First Port of Arrival).

  Note: At least one foreign port and one Canadian port must be transmitted.

- Include the Customs procedure indicator set to the applicable cargo movement type for the goods (Import, In-transit, and FROB).
- Include the Conveyance Reference Number (CRN) of the Transporting Carrier.

  The CRN is a unique reference number given by the carrier to certain journey or departure of a means of transport.

  Note: CRN is the flight number of the Transporting Carrier followed by the Scheduled Date of Departure (XX123yymmdd).

5.4 CODE SHARE ARRANGEMENT

In the case of a code share arrangement, each airline (the Transporting Carrier and the Cargo Reporting Carrier(s)) will submit an ACR for their cargo directly to CBSA. The Transporting Carrier will submit the Conveyance Report. *See* Section 4.2 Figure 6, for additional information.

The Air Cargo Report for code share arrangements will include:

- A cargo control number (CCN) that begins with the Cargo Reporting Carrier's 4- character, CBSA approved carrier code followed by a unique reference number assigned by the Carrier/Representative.

  The format for an air mode carrier code is three alpha/numerics followed by a dash (e.g. 123-).

  Note: Itinerant (ITN) carrier codes are not acceptable.

- The CBSA approved carrier code of the Cargo Reporting Carrier.

- The Conveyance Reference Number (CRN) of the Transporting Carrier. Communication of the CRN between the Transporting Carrier and Cargo Reporting Carrier will be required.

  Note: CRN is the flight number of the Transporting Carrier followed by the Scheduled Date of Departure. (XX123yymmdd).

- The Customs procedure indicator set to the applicable cargo movement type for the goods (Import, In-transit, or FROB).

- If applicable, information pertaining to Unit Load Devices (ULDs) will be provided.
  Note: Couriers are exempt from the ULD reporting requirement.

The Transporting Carrier will be responsible for transmitting the conveyance report for all cargo. This includes cargo from the Cargo Reporting Carrier as well as their own.

The Conveyance Report for code share movements will:

- Include the CRN of the Transporting Carrier.
- List in chronological order all routing stops en-route to the final destination (including Place of Departure and First Port of Arrival).
  Note: At least one foreign port and one Canadian port must be transmitted.

In a code share arrangement each Airline is responsible for transmitting a cargo report for their cargo. Therefore, outbound notices will be directed to the actual sender of the report. All outbound notices regarding conveyance reports for code share arrangements will be submitted to the sender of the conveyance report (Transporting Carrier).

5.5 AIR SPLIT SHIPMENT REPORT PROCESSING

In the air mode, the cargo detailed on an Air Cargo Report (ACR) can be carried on one conveyance or, depending on the aircraft cargo capacity and itinerary, can be carried on multiple conveyances. The objective of the ACI Air Split Shipment Reporting process is to allow carriers to report individual shipments arriving in Canada on multiple flights.

Only those shipments with the following information consistent to the ACR shall be reported as split shipments:

- Must be consigned to the same party.
- Must have been loaded in the same Place of Loading.
- Must be destined to the same Place of Destination.

Air carriers with qualifying split shipments will be required to transmit an ACR with detailed cargo information for the entire shipment within the timeframes specified in the *Reporting of Imported Goods Regulations*. All loads associated to the ACR will be filed as Split Shipment Reports (SSR) within the same timeframes specified in the *Reporting of Imported Goods Regulations* providing information pertaining to that load.

All ACRs pertaining to split shipments will be transmitted with the Split Shipment Indicator (SSI), Code = 1. Transmitting "1" in the SSI field indicates that Split Shipment Reports will follow.

A separate Conveyance Report will be required for each load of a SSR. Each conveyance report will provide an ETA that will be used to determine the arrival of each load. Carriers will be responsible to amend the individual conveyance reports for any unscheduled re-routes, delays or changes to the aircraft's itinerary.

> **Note**: The Conveyance Reference Number (CRN), the Flight Number, and any ULD IDs will not be transmitted on the ACR.

A valid ACR must be on file before related SSRs can be received. If the Air Cargo Report is in a Reject status or not on file, and an SSR is sent, the SSR will be put into Reject status. To correct this, the client will have to first transmit a change to the ACR or transmit an original ACR depending on the situation, wait for an acknowledgement, then resend the SSR as a change report.

All SSRs will be transmitted with the same CCN as provided in the ACR but will also include a Flight Number, Conveyance Reference Number (CRN), and a Part Arrival Reference Number (PARN) as a unique identifier for each load of the split shipment.

5.6 GENERAL

- Upon receipt of a transmission that meets system edit rules, CBSA will issue an acknowledgement message.
- If an acknowledgement message is not received, the carrier must resubmit corrected data within the reporting timeframes specified in the *Reporting of Imported Goods Regulations.*
- If the transmission does not meet system edit rules, CBSA will issue a reject validation message where possible (i.e. when the system can identify the transmitter of the data). Please refer to Section 7.0 Outbound Response Messages for the list of possible notices that can be received.
- If the transmission is rejected by the Customs Electronic Commerce Platform (CECP) or the CBSA System, the client will transmit the corrected data within the timeframes specified in the *Reporting of Imported Goods Regulations.*
- Any rejects that the client does not correct will be considered as a non-report of cargo and, therefore, the cargo will not be considered as authorized to move.
- After the data is successfully re-transmitted, the originator will receive an acknowledgement message from the CBSA system.
- If a Hold notice has been issued and further information is received that results in a change of decision, a new notice will be sent regarding the change of decision. Clients must comply with all messages sent to them by CBSA.

5.7 PROGRAM MONITORING

The following points reflect the processes involved in monitoring client compliance and the quality of data being reported.

- CBSA Headquarters (HQ) Program personnel will monitor the compliance of the external client.
- CBSA HQ Program personnel will monitor that the client is reporting quality data within the established standards.
- The reviewing officer may contact the client to discuss corrective action in terms of improving the data quality of the transmissions or any compliance issues.

6.0 EDI SYSTEM PROCEDURES

Data transmissions received by CBSA system are processed, issued a response, and returned to the sender.

The following Section describes the process and rules involved in transmitting data via EDI.

6.1 EDI COMMUNICATION OPTIONS

Please note: CBSA does not endorse any particular service and its responsibility is limited to making this information available to clients. Any decision on transmission services is the client's and any agreement to purchase is strictly between the vendor and the client. Before submitting an application for Electronic Data Interchange (EDI) services, the client is to ensure that the transmission option chosen is available for the CBSA application they wish to use. The client is responsible for all transmission costs to CBSA.

Below is a brief description of the options for clients to transmit EDI to CBSA's host system.

- **VAN (Value Added Network)**: A VAN is a public EDI network which provides an opportunity to exchange EDI transactions with a large number of trading partners using a single communication interface. VANs generally offer a wide range of EDI services. Clients will be responsible for the payment of their VAN connection and membership fees as well as for the transmission of their messages through the VAN to CBSA. A list of VANs is available on request from the Electronic Commerce Unit.
- **Third Party Service Provider**: There are a variety of approved third party service providers who currently transmit data to CBSA, using a variety of different communication modes. A list of EDI capable service providers is available on request from the Electronic Commerce Unit.
- **Customs Internet Gateway (CIG):** CBSA developed the CIG to provide clients a method to transmit and receive data over the Internet. CBSA adopted a Public Key Infrastructure (PKI) to provide for the security and integrity of the data. Clients are required to purchase the Entrust software for encryption and decryption and to develop or purchase the protocol software to connect to the CIG. Clients would need to transmit the data from a Canadian office as the certificate is only assigned to a device in Canada.
- **CADEX Communication Line:** New CADEX lines are no longer being offered as a method of communicating data between clients and the CBSA. Existing CADEX lines will continue to be supported.
- **Direct Connect to CBSA:** The Direct Connect is a more expensive alternative (approximately $45K in set-up costs and $15K in annual costs), but provides clients with a direct connection to CBSA.

6.2 RECEIVE DATA VIA EDI

The external clients will electronically transmit air cargo/conveyance/split shipment data for imports, in-transits, FROB.

When a client transmits an electronic report, the request will undergo a series of validations by two of CBSA's systems: The Customs Electronic Commerce Platform (CECP) and the Accelerated Commercial Release Operation Support System (ACROSS). If there are no errors, the data is stored in the format in which it was sent and the appropriate acknowledgement notice to indicate successful receipt of the transmission is sent to the applicable sender.

The following identifies the steps the system undergoes to receive and accept EDI data:

- Receives transmissions from the client.
- Authenticates the sender by verifying against the sender profile. This will confirm that the sender is valid for the specific message standard.
- Accepts sender if authentication proves valid, or rejects sender if authentication proves invalid.
- Verifies that:
  - The transmission contains the appropriate number of segments.
  - The data elements in each segment are present and that the structure of the cargo data meets syntax rules.
  - The size (min / max) and format (numeric / alphanumeric / coded values) requirements are met.
  - The segments are properly defined.
  - The segments appear in proper order.
  - Document contains the correct number of loops.
- Converts data to readable format for next steps in processing.
- Sends an electronic acknowledgment notice to the sender if no syntax errors are found, or sends an electronic reject message to the sender if any syntax errors are found.

Other Requirements:

- If syntax errors occur, a reject message with the appropriate reason code will be sent back to the initiator via the same route as the incoming transmission. Refer to Appendix C, Table #11 for a list of outbound error message response codes.

6.3 PROCESS EDI DATA

The processing of air conveyance and cargo data begins after the electronic transmission has been received and has successfully passed the CECP initial verification. When the transmission has been received by the system, it will subsequently be processed according to the validation, store, status, and trigger notice rules applicable to that service option.

If the data fails to pass validation, an electronic reject notice will be transmitted to the original sender of the message. Otherwise, an electronic acknowledgement of the successful process of the information will be generated and transmitted electronically to the original sender.

Clients are provided the functionality to change and delete cargo reports, split shipment reports, and conveyance reports.

Note: Any rejects that the client does not correct will be considered as a non-report of cargo and, therefore, the cargo will not be considered as authorized to move.

6.3.1 EDI Add/Original Rules for Cargo and Conveyance Reports

Add/Originals are used for the first submission of cargo/conveyance data.

For EDIFACT messages, an Add/Original must also be used if the client receives an EDIFACT CUSRES Syntax Error message with a code 28 or 29 in the ERP segment or if the client receives an EDIFACT CUSRES Validation Error message with a code 20, 21 or 22 in the ERP segment and the invalid data in the FTX segment is a key data element.

The "Group" column of Table #11 Outbound Error Response Message Codes will identify if the error is on a key data element.

6.3.2 EDI Delete/Cancel Rules for Air Cargo, Conveyance and Split Shipment Reports

Delete/Cancels are to be used for the complete removal of reports or packages of reports of the same type.

Where the Cargo Control Number on a cargo report or the Conveyance Reference Number on a conveyance report is incorrect, a Delete and an Add must be submitted with the correct number.

If deletions to individual data elements or loops of segments are desired, these must be processed as a change.

Air Conveyance

EDI cancels for Conveyance Reports will be accepted at any time prior to, or after arrival as long as there are no related Air Cargo Reports on file.

Note: Cancellation requests to the Air Conveyance Report will not be accepted if related ACRs are on file. All related ACRs must either be cancelled or a change request indicating a different CRN must be transmitted.

Air Cargo and Split Shipment Reports

EDI cancels will be accepted for ACRs and SSRs up to the ETA reported on the Conveyance Report.

Note: Cancellation requests to the ACR will not be accepted if related SSR(s) are on file. All SSRs must be cancelled before the related ACR can be cancelled.

6.3.3 EDI Change Rules for Air Cargo, Conveyance and Split Shipment Reports

Changes involve the transmission of the entire report, which will replace the entire original report. Individual data elements may not be transmitted separately. A change to a report may not be sent in the same transmission as an original for that same report.

Should the Cargo Control Number on a cargo report or the Conveyance Reference Number on a conveyance report need to be changed, a Delete and an Add for the cargo or conveyance report must be sent. A change request will not be accepted in that case.

However, if the related Conveyance Reference Number on a cargo report requires correction as a result of a change to the Conveyance Reference Number on the Conveyance Report, then the client can send a change to the cargo report to correct this data element.

Corrections to cargo data should be made as soon as they are known and must respect ACI reporting timeframes as specified in the *Reporting of Imported Goods Regulations*. Electronic corrections by clients will be accepted up to the ETA reported on the conveyance report.

Electronic corrections after arrival will only be accepted if the client is responding to a Risk Assessment Notice. Corrections required after arrival should be presented on paper to the local CBSA office.

Air Conveyance

EDI changes for Conveyance Reports should be made as soon as they are known and must respect ACI reporting timeframes as specified in the R*eporting of Imported Goods Regulations.*

Note: If the ETA varies by 30 minutes or less than what was originally reported, a change to the Air Conveyance Report reflecting the new ETA is not required. However, this may affect the ability to transmit EDI changes electronically.

CBSA may send a Risk Assessment Notice at any time up to the ETA as reported on the Conveyance Report. Therefore, goods are not authorized to move from the warehouse prior to the ETA reported on the Conveyance Report.

Air Cargo and Split Shipment Reports

EDI changes will be accepted for ACRs and SSRs up to the ETA reported on the Conveyance Report.

Note: Corrections to cargo data should be made as soon as they are known and must respect ACI reporting timeframes as specified in the *Reporting of Imported Goods Regulations*.

Electronic corrections after arrival will only be accepted if the client is responding to a Risk Assessment Notice. Corrections required after arrival should be presented on paper to the local CBSA office.

6.3.4 Misdirected Shipments

In the case where an air cargo shipment is reported to arrive at one location within the timeframe specified in the *Reporting of Imported Goods Regulations*, but is misdirected to another location, an EDI change transmission to the cargo report should be submitted to update the information to change the FPOA to the actual location where the goods arrive in Canada.

6.4 ARRIVAL NOTIFICATION AND RELEASE OF AIR CARGO SHIPMENT

Cargo reports for Phase 2 of ACI Air will be arrived by CBSA with the receipt of the ETA on the Conveyance report. However, for Phase 2, in order to obtain release of the goods submitted on a Pre-Arrival Release System (PARS) declaration an arrival notification must still be received by CBSA once the goods have arrived in Canada. The receipt of the arrival notification will set the declaration to released status in CBSA's system and therefore allow for the goods to be released. An arrival notification is not required for RMD declarations.

If CBSA issues a Risk Assessment Notice indicating a "HOLD" on the goods, the "HOLD" takes precedence over the Release Notification System (RNS) message.

To obtain further information regarding the RNS, contact the Electronic Commerce Unit at:

Electronic Commerce Unit
Canada Border Services Agency
250 Laurier, 6th Floor
Ottawa, Ontario K1A 0L8
Phone: 1-888-957-7224 calls within Canada and the U.S.
1-613-946-0762 for overseas callers between 08h00 to 17h00 EST
1-613-946-0763 for overseas callers between 17h00 to 08h00 EST.

6.5 EDIFACT MESSAGE FORMAT

Questions regarding the specific use of CBSA messages should be discussed with Client Representatives. *See* Section 11.2 for more information on the role of a CBSA Client Representative.

The message maps define the data elements and structure associated with submitting an Electronic Data Interchange (EDI) message to supply EDI air cargo and conveyance data to CBSA.

The message maps for cargo (import, in-transit & FROB) and conveyance reports have been designed using version 00A of the international standard United Nations/Electronic Data Interchange for Administration Commerce and Transport (UN/EDIFACT).

The message maps for the EDIFACT GSMCAR/CUSREP messages in Appendices E – H define the data element attributes (e.g. size, type, length) and, to the degree possible, their rules and relationships (e.g. mandatory or conditional, under what conditions).

The message maps themselves do not define all the details of the data element rules. The EDIFACT Data Element Glossaries and Data Element Instructions in Appendix E – H should be consulted for specific business rules.

The message format, transaction and code sets are subject to change as EDI technology, message standards, data elements and code sets evolve. Before changing to a new version or standard, CBSA will send a notice of intent to upgrade.

The following information relates specifically to the content of the EDIFACT GSMCAR/CUSREP Messages. The material provided has been generated based on common questions or problems, which were identified by clients.

Data Structures and Omission Rules – EDIFACT Messages

The following sub-sections provide information for the purpose of clarifying certain conditions and rules, which must be followed. Certain conditions and rules are applied differently depending on the message standard used. Therefore, clients should ensure that they are implementing the appropriate application controls to meet the requirement of their particular standard.

The EDIFACT standard allows for both variable record and data structures. This allows for the construction of EDIFACT messages using only the minimum required number of control and application data characters.

Although EDIFACT allows for variable construction of messages, this is accomplished within a very strict structure. The EDIFACT directory contains data element, segment, component definitions and positional layout.

The base GSMCAR & CUSREP message structures were used to generate a customized version of the EDIFACT message. Each mandatory or conditional segment, and/or data element, must be transmitted in its proper order within the message. The placement (or position) of the data within the message, along with its associated qualifiers, is used to identify specific data elements. When entire records, related and/or specific data elements are not required, they are either not transmitted or skipped by using EDIFACT syntax control characters. The placement of conditional elements at the end of a segment allows for the maximum efficiency by simply terminating the segment after the last required data element.

The following table outlines the generic rules for conditional and variable functions. It is not intended to provide an extensive overview of the operation of the EDIFACT message standard.

DATA ELEMENT TYPE	EDIFACT Control & Content	
	Skip or Terminate (if not required)	Element Content (if supplied)
SEGMENT	Do not transmit entire Segment	Segment TAG (3-Alpha fixed) followed by +
COMPOSITE or SIMPLE ELEMENT	Element Separator **Plus Sign +**	Transmit only significant data between plus signs +
COMPONENT ELEMENT	Component Separator **Colon:**	Transmit only significant data between colons:

Unless specified in the message map, no padding is required; only significant data is transmitted. An element immediately follows a control character and is terminated using the appropriate termination character.

The situation of related qualifiers is one of the main features of EDIFACT. In many cases a data element qualifier is a mandatory element, which must be transmitted. The applicable syntax rules of EDIFACT address the situation of not transmitting a qualifier, if the associated data element is not supplied.

Explanation of EDIFACT Message Map Columns

The message map contains a number of information columns for each data element. The function and values of the "columns" are described below.

EDIFACT Segment ID

Every EDIFACT segment (a group of associated data elements) is assigned a unique three alpha tag for reference purposes. The tag is defined within the EDIFACT data element directories. It should be noted that the tag is transmitted within the EDI messages in the order that it is defined.

EDIFACT Element ID

This column of the map identifies the alphanumeric or numeric identifier of each of the EDIFACT data elements. There are three types of elements defined. Description of each is provided below. It should be noted that the Element Ids. are not transmitted within the message, only the value of the data element is transmitted in the appropriate position within the segment.

Composite Data Element Name	Identifies a high level name of a set of associated data elements. The associated data elements are referred to as component data elements. Composites are identified by a single alpha character (C or S) followed by three unique numerics.
Component Data Element	Identification of an component data element which is part of a composite data element. Component data elements are identified by four unique numerics.
Simple Data Element Name	Name of a unique/individual data element within a segment, a simple data element contains one element for a single function/use. Simple data elements are identified by four unique numerics.

Segment/Element Position

This column of the map identifies the Segment or Element position within the CUSDEC message structure. The Segments are numbered in ascending values of 10 for each occurrence of a segment in the message structure. The Element position numbers identify the position of a data element within a segment. In the UN EDIFACT documentation only Composite data elements and Simple data elements are numbered in a segment. They are assigned ascending values of 10 for each occurrence of a composite or simple data element. To more specifically identify the data element positions, each Composite is assigned an incrementing number starting at one. Within each composite, the component data elements are assigned a sequential subordinate number. Simple data elements are assigned the next sequential number in order of occurrence within the segment.

Example:

UN/EDIFACT Definitions:				**Mapping Definitions:**			
Seg. Pos.	**ID.**	**Pos.**	**Element Name**	**Seg. Pos.**	**ID.**	**Pos.**	**Element Name**
0010	UNH		Message Header	0010	UNH		
	0062	10	Message Reference Number		0062	1	Message Reference Number
	S009	20	Message Identifier		S009	2	Message Identifier
	0065		Message Type		0065	2.1	Message Type
	0052		Message Version Number		0052	2.2	Message Version Number
	0054		Message Release Number		0054	2.3	Message Release Number
	0051		Controlling Agency		0051	2.4	Controlling Agency

EDIFACT Data Element Name

This column provides the name of the EDIFACT Segment, Composite, Component, or Simple Data element, as defined in the EDIFACT directories.

Notes and Descriptions

This column of the map provides notes and/or descriptions on the Segments Groups, Segments, and individual data elements. It also will identify the application data elements associated to the EDIFACT data elements. In many cases mandatory EDIFACT codes are used to qualify the data element being supplied. In these cases the description of the EDIFACT codes values are provided.

Data Type/Size

The attributes of data type and maximum size are defined in this column. These are described using an EDIFACT standard of definition as follows:

Examples : **a** = Alpha characters (a to z).
n = Numeric characters (0 to 9).
an = Alphanumeric characters (a to z, 0 to 9, plus special characters).
.. = Two periods indicate a variable length field; else it is a fixed length field.

Decimal point, where used, is not counted as a character for the purpose of determining the sign of a data element in this message.

Examples : **a5** = alpha must be five in length.
a..5 = alpha up to five in length.
n15 numeric must be 15 in length.
an..12 = alpha numeric up to 12 in length.
an9..15 = alpha numeric, must be a minimum of nine characters, up to 15.

Codes and Values

This column provides the details of the content of the data element, the expected values/codes or the applicable application data element to be supplied. In the case of Date/Time data elements the format of the date/time is also defined.

Default Syntax

The EDIFACT message structure is formatted using a set of special characters to control the position of data within a segment. The required EDIFACT syntax to be transmitted after each value is provided in this column. In some cases conditional data elements within a segment must be skipped if they are not used. In these cases more than one syntax character has been specified after a particular data element.

Status - Mandatory Or Conditional - Occurrence Count

Depending on the message requirement different rules of mandatory or conditional use of a data element may apply. In addition, a hierarchy of rules apply: If a segment or composite data element is conditional, but it is used based on the condition, some of the subordinate elements may be mandatory. In addition to the status some segments may be repeated more than once within a message. If there is a repeat factor this is also specified in this column.

M - Mandatory element. Must always be transmitted.
C - Conditional element. Transmitted if the application condition for this element applies.
M3 - A number after the condition indicates the number of occurrences at the segment level. (e.g. Mandatory three times).
N/A- Not applicable for the particular message type.

Address Fields – EDIFACT Messages

As part of the development of the data sets, the G7 Customs administrations agreed to adopt a common NAD segment standard for reporting address information.

As part of this standard, Name, Address, City, Prov/State, Postal/ZIP Code and Country Code are to be reported in designated fields. Senders should not use Name Line 2 or Address Line 2 to provide City, Prov/State, Postal/Zip Code or Country Code information.

Failure to report address information in the designated position may result in the transmission being rejected and a Reject Notice being generated and returned to the sender.
The format is presented in the table below:

GENERIC NAD SEGMENT ATTRIBUTES

		Type/Size	Status
3035	**Party function code qualifier**	**an..3**	**M**
C082	**Party identification details**		**C**
3039	Party identifier	**an..35**	**M**
1131	Code list identification code		**N/A**
3055	Code list responsible agency code	**an..3**	**M**
C058	**Name and address**		**N/A**
3124	Name and address description		**N/A**
C080	**Party name**		**C**
3036	Party name	**an..35**	**M**
3036	Party name	**an..35**	**C**
C059	**Street**		**C**
3042	Street and number or post office box identifier	**an..35**	**M**
3042	Street and number or post office box identifier	**an..35**	**C**
3164	**City name**	**an..35**	**C**
C819	**Country sub-entity details**		**C**
3229	Country sub-entity name code	**an..9**	**M**
1131	Code list identification code		**N/A**
3055	Code list responsible agency code	**an..3**	**N/A**
3228	Country Sub-Entity Name	**an..35**	**N/A**
3251	**Postal identification code**	**an..9**	**C**
3207	**Country name code**	**a2**	**C**

Notes: The second occurrence of 3036 Party Name and 3042 Street and Number are only required if the name or street address exceeds 35 characters.

City Name (element 3164) is conditional where the requirement to report full name and address is conditional (i.e. delivery destination if other than consignee etc.). City Name is mandatory where the requirement to report an address is mandatory (i.e. Consignee name and address is mandatory).

Special Characters and EDIFACT messages

EDIFACT uses specific syntax identifiers (colon, plus, and apostrophe). If you are using any of these syntax identifiers as part of free text fields within the map, you are required to prefix the character used (colon, plus, apostrophe) with a question mark (?).

EXAMPLE: PETE'S IMPORTING should be transmitted as
PETE?'S IMPORTING

EXCLAMATION MARKS and/or PIPES (ASCII hex 7C) ARE NOT ALLOWED.

In order to reduce keying errors, The CBSA system will convert the alpha letter ‘o’ to a numeric zero (0) and the letter ‘i’ to a numeric one (1) when they are used in the transmission of the following data elements: Request ID (Cargo Control Number, Conveyance Reference Number, etc.), and Original CCN, Related Release ID, and AQ Follow-up Indicator.

For example, if the client transmits a cargo report with the following Request ID; "8000jonie12345", CBSA systems will convert it to "8000j0n1e12345". If in the next three years the same client transmits a cargo report with the following Request ID: "8000j0n1e12345", CBSA systems would see this as a duplicate Request ID and a reject message would be generated.

6.6 FILING MULTIPLE MESSAGES IN ONE TRANSMISSION

In accordance with EDIFACT standards, clients have the option of sending one or more than one request in a single EDI transmission (referred to as a single interchange).

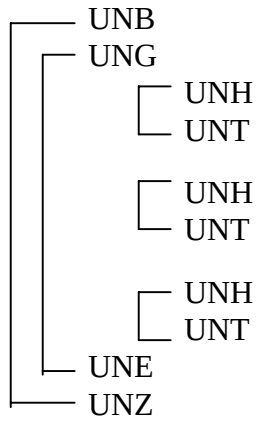
The sender can send multiple cargo reports in one interchange for the CUSCAR message or multiple conveyance reports in one interchange for the CUSREP message. However, cargo and conveyance reports cannot be combined in the same interchange.

The correct method for reporting multiple reports in a single EDI transmission is as follows:

- Transmit one UNB segment followed by one UNG segment.
- Transmit the first cargo report in UNH to UNT using all the applicable segments of the map that appear in between.
- Report the second and subsequent cargo reports by repeating UNH to UNT using all the applicable segments of the map that appear in between;

  Note: CBSA’s EDI infrastructure has no limit on the number of UNH to UNT loops that can be repeated within the same EDI message.

- To end the EDI Transmission, transmit one UNE segment followed by one UNZ segment. The count in the UNE segment must equal the number of UNH/UNT loops provided. For example, where three cargo reports were reported by transmitting the UNH to UNT loop three times, the count in the UNE segment would be ‘3’. The count in the UNZ segment will always be '1'.



For an example of reporting multiple messages in one transmission, refer to the Sample Message Scenarios in Appendix F.

7.0 OUTBOUND RESPONSE MESSAGES

One Customs Response message has been developed to respond to Cargo, Split Shipment, and Conveyance Report transactions. This message has been designed based on the United Nations/Electronic Data Interchange For Administration Commerce and Transport (UN/EDIFACT), Version 00A Code List Directories. The message allows carriers to receive one message for multiple EDI responses.

All ACI data received will be validated and processed through CBSA's systems. CBSA will transmit Response messages back to the sender. Once the notice has been translated, it is sent to the sender via the same route as the incoming transmission.

There are three types of Response messages clients can expect to receive from CBSA systems when submitting ACI reports via EDI:

- Positive Responses
- Error Responses
- Risk Assessment Notices

7.1 POSITIVE RESPONSE MESSAGES

Positive responses are issued in the form of **Acknowledgements.** Acknowledgements are generated when the EDI transmission has successfully passed all syntactical, conformance and validation edits.

Two types of acknowledgment notices (Functional and Application) can be sent to the client. However, the client has the option to suppress receipt of the Functional Acknowledgement and receive only the Application Acknowledgement.

Appendix H contains the EDIFACT CUSRES message map for cargo & conveyance reports.

Functional Acknowledgement

An acknowledgement that notifies the sender that CBSA has received the message and the message was syntactically correct. This acknowledgement is generated before the validation is performed.

Application Acknowledgement

An acknowledgement that notifies the sender that CBSA has received and successfully validated the data and found no errors.

7.2 ERROR RESPONSE MESSAGES

Error messages are issued in the form of **Reject Notices.** Reject notices are generated when invalid data or omissions of data are detected.

A specific error will cause only the specific message within which it occurred to be rejected. For example, if a transmission contains several cargo reports where one report contains a syntax error, only that specific cargo report will be rejected. The exception to this occurs when an error is made in the functional group syntax, in which case the entire transmission will be rejected.

A reject message will indicate the nature of any error and will, if appropriate, contain the following:

- Identification of the type of error.
- The data that was transmitted in error.

Version 00A of the EDIFACT CUSRES message for conveyance and cargo (import, in-transit & FROB) reports will provide for the transmission of error code(s) and the textual value of coded information.

There are two General Indicator segments (GIS):

- GIS(1) is used for Positive responses.
- GIS(2) is used for Error responses.

Where GIS(2) is used, the Error Point Details segment (ERP) provides the error details.

Two types of reject notices can be sent to the client: Syntax and Validation Reject Notices will be generated for all syntax or validation errors.

Appendix H contains the EDIFACT CUSRES message map for cargo & conveyance reports and Appendix C, Table #11 contains outbound message response codes.

Syntax Rejects

This message is generated when a syntax error is detected. The Reject Notice will identify the error as a syntax error by using the code 28 or 29 in the ERP segment to identify the invalid data element and another field providing an explanation.

When this type of message is received, the CBSA system was not able to process the message and store a record of it. Therefore, a new original EDI transmission with the corrected data is required. For more information regarding original/change/cancel rules, please refer to Section 6.3.

The following are the four types of errors a client can expect to see for syntax rejects:

- **Functional group syntax errors** which refer to errors in the way a transmission was structured.
- **Message syntax errors** which refer to errors in the way a specific message, for example, a conveyance report or cargo report was structured.
- **Segment syntax errors** which refer to errors in the way a series of data elements or fields were strung together.
- **Data element syntax errors** which refer to errors in a specific field.

Please refer to the EDIFACT Response Map in Appendix H for a further breakdown of the error types.

Validation Rejects

Validation rejects are issued for all system validation errors. A Validation Reject indicates that the transmitted data has been validated and one or more errors were detected. The Reject Notice will identify the error as a validation error by using the codes 20, 21 or 22 in the ERP segment to identify the invalid data element and include another coded field providing an explanation of the error.

When a Validation Reject is received for a non-key error, an EDI change request with the corrected data is required. When a Validation Reject is received for a key error (example Cargo Control Number/Suppementary Reference Number/Conveyance Reference Number), CBSA system is unable to store the information therefore an EDI original/add request is required. The "Group" column of Table #11 Outbound Error Response Message Codes will identify if the error is on a key data element. For more information regarding original/change/cancel rules, please refer to Section 6.3.

7.3 RISK ASSESSMENT NOTICES

Risk Assessment Notices may be issued when CBSA requires the client to provide more information regarding the cargo or, to provide the client with specific instructions regarding the unloading of cargo.

Similar to reject notices, Risk Assessment notices will include a coded field identifying the reason why the notice was issued and the specific data element requiring clarification or further explanation. In addition, Risk Assessment notices may also include a free text remarks field providing external clients with additional information concerning the coded field or with instructions for the client.

CBSA systems will send a Hold or a Hold – Cancellation message back to the sender and other relevant parties. Once the message has been translated it is sent out to the party(ies) via the same EDI route as the incoming transmission. These messages will reference the Cargo Control Number/Supplementary Reference Number.

1. **Hold Message –** A message resulting from a cargo report will be sent to the carrier responsible for reporting of the goods.

   A Hold message may be issued subsequent to the loading of the cargo on the conveyance in the foreign port where:

   - CBSA requires information pertaining to the cargo such as description of goods, ultimate consignee, shipper, delivery address or notify party. In this case, the carrier must re-transmit the required data to CBSA using the EDI change function.

   - CBSA may require an examination of the cargo upon arrival.

   In both cases above, the cargo may be unloaded from the conveyance in Canada but is not authorized to move until permission is granted by CBSA in the form of a Hold Cancellation message. *See* Cancellations below.

2. **Cancellation Message** – This type of message may be transmitted to the client(s) any time subsequent to the issuance of Hold message in order to cancel this instruction. A cancellation message will be sent to the recipients of the Hold message as appropriate.

   Refer to Appendix C, Table #12 for all Risk Assessment Reason codes.

8.0 AVAILABILITY OF THE CBSA SYSTEM

The EDI System receives and processes transmitted cargo, cargo and conveyance information 24 hours a day, 7 days a week.

CBSA's EDI System will, under normal conditions, endeavour to send acknowledgement and error messages back through the respective method of transmission from the client within 15 minutes from the receipt of the transmitted message. However, circumstances beyond CBSA's control, such as high volumes, may cause delays.

Please note that while our system updates tables for 5 to 10 minutes nightly between the hours of 23:00 and 02:00 ET, the user may experience reject messages on valid data. A way to tell if this is the case is; a validation reject on known valid port codes is typically used.

CBSA will endeavour to send the EDI response message for Risk Assessment Notices to identify a Hold on a shipment by the time of arrival.

However, due to circumstances beyond CBSA's control such as the duration of the flight, peak volumes and the respective method of transmission, there may be occasions when these notices are not sent within the aforementioned timeframes. In the case of a Hold message not sent prior to the ETA as indicated on the conveyance report, the cargo would be considered authorized to move unless a significant risk was associated to the cargo.

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9.0 RELIABILITY OF THE CBSA SYSTEM

CBSA systems are designed to provide clients with a safe and secure environment in which to transmit their data.

9.1 SECURITY

Each trading partner shall undertake all steps necessary to prevent unauthorized access to and use of any portion of the EDI Cargo/Conveyance System that is in their control. In addition, each trading partner shall comply with the security procedures as outlined in their respective trading partners list of instructions or instruction manual.

CBSA will use dedicated lines to those trading partners who use VANs or who have direct connect. These lines will have audit trails and password protection within CBSA. The same audit trails and password protection is used for trading partners who use CIG, third party service providers, and the CADEX lines.

9.2 CONFIDENTIALITY

Each trading partner shall protect the confidentiality of information of the other trading partner.

9.3 AUTHORIZATION

Each trading partner takes responsibility for controlling access by its employees to the EDI System. Any message received by CBSA would have been properly processed and authorized by the trading partner.

9.4 AUTHENTICATION

Authentication refers to each document incorporating criteria permitting the receiver to verify that it is an authentic document of the sender. A password will be incorporated in the functional group segment for this purpose.

In addition, each trading partner will follow the authentication procedures specified in their respective trading partner's list of instructions or instruction manual.

9.5 INCOMPLETE, INACCURATE OR CORRUPTED DOCUMENTS

The risk of an undetectable error in transmission is upon the sender. The client is responsible for the cost and maintenance of their data, either through an agreement with their trading partner or through their own facility. CBSA is not responsible for lost data or the cost of the retransmission of lost data.

10.0 PROBLEM REPORTING & RESOLUTION

In the event the client discovers a system and/or procedural problem, the client will contact a CBSA Client Representative. *See* Section 6.4 for contact information. The Client Representative will perform a preliminary assessment and if necessary will log the information in the problem file and send a problem identification report to the EDI IT group.

After an initial analysis, a clarification request may be forwarded to the client should additional information be required.

Once it has been established that the problem is with CBSA system, all relevant data will be compiled and analyzed after which a solution will be determined, tested, and implemented.

If the problem is determined to be in the client's environment, it will be the responsibility of the client to identify the problem area, resolve it and implement a solution.

10.1 BACK-UP-PROVISIONS

CBSA will keep a back up of all transmissions received from the respective service providers. Similarly, clients and service providers should keep a back up of all transmissions sent and received from CBSA or other service providers.

10.2 CONTINGENCY PLAN IN THE EVENT OF SYSTEM FAILURE

In the event of an outage in either the CBSA's, the client's or the service provider's systems, each party must make all efforts to continue normal communications, and to restore their systems to normal operating condition as soon as is reasonably possible.

Clients must retain the ability to produce hard copy cargo/conveyance declarations in the event of disruption to client and/or CBSA systems.
The ACI policy and specific procedures to follow in the event of CBSA or external system failures will be made available in a separate document. Details are currently being finalized.

11.0 THE APPLICATION & TESTING PROCESS

EDI is simply a mechanism for transferring data in a machine-usable form from one computer system to another. However, EDI's practical application requires certain conditions. Both ends of the link (i.e. both trading partners) need to be computerized. Telecommunication capability, translator software and back-up provisions will be required.

Therefore, CBSA has created a testing process to ensure that the electronic communication between the Trading Partner and CBSA is fully functional.

11.1 THE FORMAL APPLICATION PROCESS

Clients must complete and submit the formal application in Appendix B to CBSA. The application has two purposes: it identifies the client to CBSA and it provides CBSA with basic information on the client, a description of their automated system, and their anticipated volumes. A senior representative of the client's firm must sign the formal application.

During the client's development stage, the Client Representative will provide assistance on matters such as interpretation of the message standards and code sets. Once completed, the form can be faxed to 613-952-9979 to the attention of the Manager, Electronic Commerce Unit. Once the application has been processed by CBSA, a Client Representative will be assigned to the client and the testing process can begin.

11.2 THE CLIENT REPRESENTATIVE

Each client will be assigned a CBSA Client Representative. The Client Representative will act as an official contact for the client and will be able to provide additional information such as technical advice where possible. However, the Client Representative's role is limited to CBSA's System and operational procedures utilized for ACI Air. Each client will be responsible for the development and implementation of their automated system, both hardware and software.

During the client's development stage, the Client Representative will provide assistance on matters such as interpretation of the message standards and code sets.

During the testing phase with CBSA, the Client Representative will work closely with the client to:

- Coordinate transmissions of data.
- Ensure results of edits are conveyed back to the client both electronically and with follow-up telephone calls.
- Assist the client in interpreting CBSA acknowledgements and error messages.
- Monitor the client's progress through the testing stages.
- Monitor data quality.

Once the client is in production status, they can contact the EDI hotline for assistance or any problems concerning the transmission of EDI data. The Client Representative will be available during normal business hours.

11.3 CLIENT ACCEPTANCE TESTING

Clients involved in the EDI process must undergo acceptance testing.

During testing, clients are required to satisfy production requirements by successfully completing a series of progressively complex tests that will verify whether:

- Various types and volumes of data records are capable of being transmitted.
- The quality of the data is acceptable.
- The accurate reception of error messages, acknowledgements and other feedback transmissions from the EDI system is taking place.
- Transmissions are error free a minimum of 95% of the time.

To receive information on the testing procedures and the test package, please contact your Client Representative.

APPENDIX A

ADVANCE COMMERCIAL INFORMATION (ACI) GLOSSARY OF TERMS

APPENDIX A – ADVANCE COMMERCIAL INFORMATION (ACI) GLOSSARY OF TERMS

TERM	DEFINITION
ACI	Advance Commercial Information
ACROSS	Accelerated Commercial Release Operations Support System
ANSI	American National Standards Institute
ASCII format	American Standard Code for Information Interchange is a code for representing English characters as numbers.
Air Cargo Report (ACR)	Air freight/cargo manifest, which includes bill of lading information.
Bulk Goods	Goods that are loose or in mass, such that they are confined only by the permanent structure of a large container or a transport unit, without intermediate containment or intermediate packaging.
CBSA System Format	Pre-translated data in the CBSA's system. This data then goes to the CECP for translation into transmission data format.
CCN	Cargo Control Number
CECP	Customs Electronic Commerce Platform (formerly Electronic Commerce Platform)
CUSCAR	United Nations EDIFACT standardized message directory for Customs cargo report message.
CUSREP	United Nations EDIFACT standardized message directory for Customs conveyance report message.
CUSRES	United Nations EDIFACT standardized message directory for Customs response message.
Cargo	A term used to describe a collection of goods or a shipment. It consists of a grouping of related goods. The cargo is detailed on the waybill, the manifest or a Cargo Control Document.
Cargo Control Number (CCN)	Cargo Control Number is a number assigned to a transport document. The Cargo Control Number consists of the Carrier code followed by a unique reference number assigned by the Carrier/Representative. 1st 4 characters = CBSA approved carrier code Remaining characters = Carrier/Representative assigned reference number. This number cannot be re-used for 3 years.
Cargo Data	Information used to describe the cargo entering Canada.
Cargo Reporting Carrier	The Carrier who is responsible for transmitting the cargo report to CBSA.
Client	Anyone who, sends to CBSA a collection of information, we send notices to, or have any involvement in the decision making process.

TERM	DEFINITION
Client Document	A document produced by CBSA that sets out the specifications, terms and conditions to send advance notice of data on goods and conveyances by electronic means.
Code Share Arrangement	An agreement where one airline leases space from another airline. In a code share agreement, the airline leasing the space is responsible for filing their cargo report to CBSA within the timeframes specified in the *Reporting of Imported Goods Regulations*.
Consignee	The name of the party to which the goods are consigned.
Consignor	Name of party, which by contract with a carrier consigns or sends goods with the carrier, or has them conveyed by the carrier.
Conveyance	Taken from *Customs Act ss. 2(1).* Any vehicle, aircraft or water-borne craft or any other contrivance that is used to move persons or goods.
Conveyance Data	Information used to describe the conveyance used to transport goods or people entering Canada.
Conveyance Reference Number (CRN)	A unique reference number assigned by the carrier to identify a particular voyage for a particular conveyance.
Customs Procedure	The term that reflects the EDIFACT application type submitted by the client: import (24), in-transit (23), export (25) or Freight Remaining on Board (26).
Description of Goods	Plain language description of the nature of a goods item sufficient to identify it for customs purposes. For example, computer is acceptable, but electronic or various is not acceptable. For further explanation, consult the Data Element Instructions in Appendix F. Further examples are available on the ACI website at www.cbsa-asfc.gc.ca/import/advance/menu-e.html
Data Transmission	A single transmission of data from an external party that can contain one or many reports (i.e. cargo data, conveyance data).
EDI	Electronic Data Interchange
EDIFACT or UN/EDIFACT	United Nations Electronic Data Interchange For Administration, Commerce, and Transport. EDIFACT is the United Nations EDI International message standard.
Estimated Time of Arrival (ETA)	Generally used in the context of 'Pre-Arrival' for the purpose of knowing the approximate time that an aircraft will arrive at an airport in Canada. Use Eastern Standard/Daylight Saving Time.
First Port of Arrival (FPOA)	The first Canadian airport at which the aircraft lands for any reason including but not limited to the loading and/or discharging of cargo, safety inspections, crew changes, diversions, etc.
Freight Remaining on Board (FROB)	Cargo that is not being discharged at a Canadian airport but remains on board the aircraft for furtherance to its ultimate destination outside of Canada.

TERM	DEFINITION
Freight Forwarder	The term "freight forwarder" includes de-consolidators and poolcar operators. A "freight forwarder" is defined as an agent who arranges for the transportation of goods and who may provide other services such as grouping and consolidating shipments, de-stuffing containers, Customs brokerage and warehousing.
Goods	Alternate term for "cargo".
Harmonized System Code (HS Code)	A 10-digit code classifying the goods based on an accurate description. This is the code number of the goods in accordance with the tariff nomenclature system of classification in use where the Customs declaration is made. HS Codes are found in the Customs Tariff.
In-transit	The movement of conveyance/goods through Canada to another country without disposing of goods or people. This includes trans-shipment of goods arriving by air in Canada and transferring to another aircraft departing Canada.
Interline Transfer	An agreement where one airline (Transporting Carrier) agrees to carry cargo on behalf of another airline (Interline Carrier). The Transporting Carrier is responsible for transmitting the cargo report to CBSA within the timeframes specified in the *Reporting of Imported Goods Regulations.*
Marks and Numbers	Marks and numbers that relate to the packaging or commodities and serve to uniquely identify the shipment.
Message Function Code	The code that indicates whether the function on a report is an original, a change, or a cancel.
OGD	Other Government Department
Original Cargo Control Number	CCN of the Prime Cargo Report to which a Supplementary Cargo Report is related.
Part Arrival Reference Number (PARN)	Reference assigned to each part load of a designated split shipment where cargo from a single shipment arrives on more than one conveyance.
Pre-arrival	Prior to a conveyance or goods arriving in Canada.
Pre-arrival Information	Data pertaining to the importation of goods that is sent to CBSA in advance of the actual arrival.

TERM	DEFINITION
Prime Cargo Document	The document including all prescribed prime cargo data presented to CBSA by the transporter who physically conveys the cargo into Canada and is therefore responsible for reporting the shipment entering Canada, and is used to control the movement and disposition of the goods until they are released by CBSA or the transporter proves, within the time that may be prescribed, that the goods were: (a) destroyed while being so transported; (b) received in a customs office, sufferance warehouse, bonded warehouse or duty free shop; (c) where the goods are designated as ships' stores by regulations made under paragraph 99(g) of the Customs Tariff, received on board a conveyance of a class prescribed under that paragraph for use on the conveyance in accordance with regulations made under that paragraph; (d) received by another person who is entitled under subsection (1) to transport such goods; or (e) entered into a bonded warehouse or exported. "The cargo control document enables CBSA to control the movement of goods being imported and exported to ensure: (a) payment of duty and tax; and (b) compliance with other Acts of Parliament that control, prohibit or regulate the import or export of any specified commodity." D3-1-1.
Release Notification System (RNS)	A system message sent to the client regarding the status of cargo.
Report (electronic)	A grouping of data elements required to fulfill a CBSA reporting requirement.
Secondary Cargo Document	The document including all prescribed secondary cargo data (Customs Procedure Codes Abstract/House Bill/Re-manifest) that is presented to CBSA by transporter, freight forwarder, or de-consolidator who has assumed liability for payment of duty and tax as prescribed by the Customs Tariff, Excise Tax Act, Excise Act and the Special Import Measures Act for the cargo or a portion thereof that was originally reported to CBSA on a prime cargo document, and is used to control the movement and disposition of the goods until they are released by CBSA, or the transporter proves, within the time that may be prescribed, that the goods were: (a) destroyed while being so transported; (b) received in a CBSA office, sufferance warehouse, bonded warehouse or duty free shop; (c) where the goods are designated as ships' stores by regulations made under paragraph 99(g) of the Customs Tariff, received on board a conveyance of a class prescribed under that paragraph for use on the conveyance in accordance with regulations made under that paragraph; (d) received by another person who is entitled under subsection (1) to transport such goods; or (e) exported entered into a bonded warehouse or exported.
Service Option (SO)	Options available in ACROSS for the servicing of requests. This code indicates what type of transmission was sent to CBSA.
Shipment	A collection of commercial goods. For a single large shipment, one or more tariffs may apply. A shipment is considered to be a single importer liability. (One container or a collection of containers destined for a single importer, is a shipment).
Shipper	*See* Consignor.

TERM	DEFINITION
Split Shipment	Process to allow air carriers to transmit Split Shipment information for goods reported on an Air Cargo Report arriving in Canada on separate conveyances. Carriers will only have to transmit data pertinent to the load without having to re-transmit the data that remains consistent on the Air Cargo Report.
Split Shipment Indicator (SSI)	A trigger, when transmitted on the Air Cargo Report indicates that the cargo reported is arriving as Split Shipments.
Split Shipment Report	Service option to report subsequent loads of cargo arriving on different conveyances.
Submission Type Code	This code indicates what type of transmission was sent to the CBSA system, for example Cargo, Conveyance or Supplementary.
Supplementary Cargo Report (SCR)	A set of data elements transmitted by a carrier or freight forwarder client to complete a cargo report. Data elements include detailed cargo information that is not available on the original cargo report (i.e. ultimate consignee, precise description, & shipper info).
Supplementary Reference Number (SRN)	Reference Number assigned by the freight forwarder or carrier or the carrier's agent to identify the Supplementary Cargo Report.
Transporting Carrier	The carrier who is responsible for physically transporting the goods into Canada.
Transporting Carrier Code	A CBSA approved carrier code that identifies the carrier who is responsible for physically transporting the goods into Canada.
Unit Load Device (ULD)	Container used on an aircraft to carry cargo. Also referred to as an "igloo".
UN Dangerous Goods Code	Unique number assigned within the United Nations to substances and articles contained in a list of the dangerous goods most commonly carried.

APPENDIX B

CLIENT APPLICATION

APPENDIX B – CLIENT APPLICATION

EDI Cargo System Application Form

Please forward completed application form to:

Electronic Commerce Unit
260 Tremblay Road, 6th Floor
Ottawa, Ontario, K1A 0L8
Fax: (613) 952-9979

SECTION I: APPLICANT IDENTIFICATION

Date of Application:_____ CBSA Carrier Code:_____

Name of Applicant: _____

Head Office Address: _____

City: _____

Province/State: _____ Postal/ZIP Code: _____

Country:_____ Telephone #: _____

Fax/Telex:_____

E-Mail: _____

Contact Person & Title:_____

Canadian Business Office (if different from Head Office):_____

_____

City:_____

Province/State: _____ Postal/ZIP Code:_____

Telephone #: _____ Fax/Telex:_____

E-Mail: _____

Contact Person & Title:_____

SECTION II: BUSINESS INFORMATION

Projected Monthly Business Volume: Conveyance:_____ Cargo:_____

Please circle the Communication Method you will be using:

Value Added Network (VAN) Direct Connect CADEX Line

Customs Internet Gateway (CIG) Third Party Service Provider

Please provide the name of Communication Method:_____

Sender / Receiver ID:_____Qualifier:_____

If not communicating with a CBSA approved Service Provider or Communication Method, who will perform the interconnection between CBSA and you? _____

_____

In which official language do you wish to communicate verbally and in written form?

English:_____ French:_____

_____

Company official's name (printed)

_____ _____

Company official's title (printed) **Company official's signature**

APPENDIX C

CODE TABLES

APPENDIX C – CODE TABLES

Below is a list of code tables that are provided in a separate file entitled *Appendix C – Code Tables.*

This appendix contains a listing of the code tables to be used for sending EDI Air cargo, supplementary and conveyance reports. Where the actual code list has not been provided, we have included a web address that links directly to the applicable code table.

The following code tables are provided for convenience. The list of valid codes can change over time as existing codes expire and new codes are added. It is the responsibility of the client to ensure the correct codes are reported.

TABLE #1 – CBSA OFFICE CODES

TABLE# 2 – CBSA SUB-LOCATION CODES (WAREHOUSE ID)

TABLE #3 – CANADIAN PROVINCE CODES

TABLE #4 – U.S. STATE CODES

TABLE #5 – ISO 3166 COUNTRY CODES

TABLE #6 – ISO 6346 CONTAINER/EQUIPMENT SIZE CODES – NOT APPLICABLE TO AIR CARGO/CONVEYANCE REPORTING

TABLE #7 – ISO 6346 CONTAINER/EQUIPMENT TYPE CODES - NOT APPLICABLE TO AIR CARGO/CONVEYANCE REPORTING

TABLE #8 – UN/LOCODES - NOT APPLICABLE TO AIR CARGO/CONVEYANCE REPORTING

TABLE #9 – PACKAGING/QUANTITY UNIT OF MEASURE CODES

TABLE #10 – UN DANGEROUS GOODS CODES

TABLE #11 – OUTBOUND ERROR MESSAGE RESPONSE CODES

TABLE #12 – RISK ASSESSMENT REASON CODES

TABLE #13 – BAYPLAN CONTAINER/EQUPMENT SIZE CODES – ONLY APPLICABLE TO BAY PLAN REPORTING

TABLE #14 - BAYPLAN CONTAINER/EQUPMENT TYPE CODES – ONLY APPLICABLE TO BAY PLAN REPORTING

APPENDIX D

ADVANCE COMMERCIAL INFORMATION (ACI)

AIR SUPPLEMENTARY CARGO REPORTING FOR ANSI AND EDIFACT MESSAGE STANDARDS

APPENDIX D – ADVANCE COMMERCIAL INFORMATION (ACI) AIR SUPPLEMENTARY CARGO REPORTING FOR ANSI AND EDIFACT MESSAGE STANDARDS

Appendix D – Advance Commercial Information (ACI) Air Supplementary Cargo Reporting for ANSI and EDIFACT Message Standards, which provides information on reporting of supplementary cargo data is available as a separate file that comprises part of this *Air Client Document*.

APPENDIX E

ADVANCE COMMERCIAL INFORMATION (ACI)

SUPPLEMENTARY CARGO REPORTING MAPS & GLOSSARIES FOR ANSI AND EDIFACT MESSAGE STANDARDS

APPENDIX E – ADVANCE COMMERCIAL INFORMATION (ACI) SUPPLEMENTARY CARGO REPORTING MAPS & GLOSSARIES FOR ANSI AND EDIFACT MESSAGE STANDARDS

Appendix E – Advance Commercial Information (ACI) Supplementary Cargo Reporting Maps & Glossaries for ANSI and EDIFACT Message Standards, which provides information on reporting of supplementary cargo data is available as a separate file that comprises part of this *Air Client Document*.

APPENDIX F

AIRCARGO REPORT

IMPORT, IN-TRANSIT, FREIGHT REMAINING ON BOARD (FROB), & SPLIT SHIPMENT REPORT

APPENDIX F – AIR CARGO REPORT (IMPORT, IN-TRANSIT, FREIGHT REMAINING ON BOARD (FROB), AND SPLIT SHIPMENT)

DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Document/Message Name, Coded	Document/Message Name, coded	A code that indicates the type of message being sent.	M	M	M	M	Must transmit code 85 in all cases. Code 85 = Customs Manifest.
Document/Message Number	Document/Message Number	A number uniquely identifying the message.	M	M	M	M	Must be transmitted in all cases. Sender can provide the Cargo Control Number or may transmit a different number used in their internal system. This will be stored as the Secondary Business ID.
Message Function, Coded	Message Function, coded	Processing indicator identifies as original, change or cancel.	M	M	M	M	1 = cancel, 4 = change, 9 = original, *See* Section 6.3 for change/cancel rules surrounding each type of message.
Service Option ID	Customs Procedure, coded	Treatment applied by Customs to the goods, which are subject to Customs control, coded.	M	M	M	M	Must be transmitted in all cases. 802 = Air Cargo Report 786 = Split Shipment Report

DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Conveyance Reference Number	Conveyance Reference Number	Voyage, Flight or Train Number assigned to a regularly scheduled service of the means of transport.	C	C	C	M	The Conveyance Reference Number is a unique reference number given by the carrier to a certain journey or departure of a means of transport. CRN = the Flight Number of the Transporting Carrier + the Scheduled Date of Departure. (YYMMDD). The maximum length of the CRN is 16 characters. Do not transmit on the ACR when reporting Split Shipments.
Flight Number	Scheduled Conveyance Identification	Identifying designator for the particular flight or voyage on which cargo travels	C	C	C	M	Transmit the flight number of the carrier responsible for reporting the goods. For Code Share, transmit the flight number of the Cargo Reporting Carrier. Do not transmit on the ACR when reporting Split Shipments.
Mode of Transport	Mode/Type of Means of Transport, coded	Means and method of transport used for the carriage of goods, coded.	M	M	M	M	4 = Air

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DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Transporting Carrier Code	Carrier Identification, coded	Identification of the party undertaking physical transport of goods between named points.	M	M	M	M	Must transmit a valid 4-character CBSA approved carrier code of the carrier responsible for physically transporting the goods. The format for an air mode carrier code is three alpha/numerics followed by a dash (e.g. 123-) Itinerant (ITN) carrier codes are not acceptable.
Consignment Sequential Number	Consignment Sequential Number	Serial, sequential number differentiating each separate consignment entry.	M	M	M	M	Only one occurrence will be used. Must transmit a value = 1
Associated Transport Document Number	Associated Transport Document Number	The reference number assigned by the carrier or carrier's representative to an original cargo. Usually represents the prime manifest.	N/A	N/A	N/A	N/A	Transmit the Cargo Control Number on the Air Waybill when the reporting carrier is using a cargo control number for the shipment that is different from that of the originating carrier's cargo control number. For Future Use.

DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Unique Consignment Reference Number (UCR)	Unique Consignment Reference Number (UCR)	Unique number assigned to goods, both for import and export.	C	C	C	N/A	Transmit if available. For more information regarding the UCR, refer to the Data Element Instructions in Appendix F.
Cargo Control Number	Transport Document Number	Reference assigned by the carrier or his representative to the transport document.	M	M	M	M	Cargo Control Number is a number assigned to a document. The Cargo Control Number consists of the Carrier code followed by a unique reference number assigned by the Carrier/Representative. 1st 4 characters = CBSA approved carrier code Remaining characters = Carrier/Representative assigned reference number. This number cannot be re-used for 3 years. Refer to the Data Element Instructions in Appendix F for more information regarding the Cargo Control Number.

DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Part Arrival Reference Identifier	Part Arrival Reference	Reference assigned to each part load of a designated split shipment where cargo from a single shipment arrives on more than one conveyance.	N/A	N/A	N/A	M	Part Arrival Reference Identifier must be unique for each load of a split shipment arriving on a separate conveyance. Must be provided for all Split Shipment Reports.
Customs Value	Customs Value	Value declared for Customs purposes of those goods in a consignment, which are subject to the same Customs procedure, and have the same tariff/statistical heading, country and duty regime.	N/A	N/A	N/A	N/A	Future Use for Low Value Shipment processing. Decimal point and 2 decimals must be transmitted.
Currency Code	Currency, coded	The name or symbol of the monetary unit associated with an amount involved in the transaction, coded.	N/A	N/A	N/A	N/A	Future Use for Low Value Shipment processing. Transmit a valid ISO 4217 Currency Code.

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DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Port of Report	Customs Office of Declaration, coded	Name of the (for air) first airport, (land) arrival at first border post and (sea) arrival at first port.	M	M	M	M	This is the first airport in Canada where the aircraft lands regardless of the reason for landing (i.e. re-fuelling). Must transmit a valid CBSA Office Code Transmit leading zeros.
Port of Report, (Warehouse Name)	Cargo Facility Location (Port)	Name of the terminal, warehouse or yard where the aircraft will arrive.	C	C	C	C	Code for the warehouse location associated with the Port of Report If applicable transmit a valid ACROSS Sub-location code.
Place of Loading	Place/Port of Loading, coded	Name of the seaport, airport, freight terminal, rail station or other place at which the goods are loaded onto the means of transportation being used for their carriage, from the Customs territory.	M	M	M	M	Must transmit a valid IATA or ICAO Airport Designator code for the foreign airport where the goods were loaded onto the aircraft. For Split Shipment Reports, the Place of Loading must be the same Place of Loading that was reported on the ACR.
Place of Acceptance (Country)	Place of Acceptance, coded	Name of the place in which the goods are first taken over by the carrier, coded.	M	M	M	N/A	Must transmit the 2-character ISO 3166 Country code.

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DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Place of Acceptance (City)	Place of Acceptance, (City)	Name of the place in which the goods are first taken over by the carrier.	M	M	M	N/A	Transmit the name of the city where the goods are first taken over by the carrier.
Cargo Facility Location (Port for Place of Acceptance)	Cargo Facility Location, (Port)	Name of the terminal, warehouse or yard where the goods are being loaded.	M	M	M	N/A	Transmit the name of the terminal where the goods are first taken over by the carrier.
Place of Destination, (Country)	Place of Destination, coded	Name of the place at which the goods are destined under Customs control of transit procedure, coded.	M	M	M	N/A	Must transmit the 2-character ISO 3166 country code of the country where the goods are to be delivered.
Place of Destination (City)	Place of Destination, (City)	Name of the place at which the goods are destined under Customs control of transit procedure.	M	M	M	N/A	Must transmit the name of the city where the goods are to be delivered. For split shipment reports, the place of destination must be the same place of destination that was reported on the ACR.
Cargo Facility Location (Port for Place of Destination)	Cargo Facility Location, (Port)	Name of the terminal, warehouse or yard where the goods are destined.	M	M	M	N/A	Must transmit the name of the terminal where the goods are to be delivered.

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DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Customs Office of Discharge	Place of Discharge, coded	Name of the seaport, airport, freight terminal, rail station or other place at which the goods (cargo) are unloaded from the means of transportation having been used for their carriage, coded.	M	M	N/A	C	Must transmit the valid Port Code of the CBSA Office where the goods will be discharged. Transmit leading zeros.
Customs Office of Discharge Location of Goods (Warehouse Name)	Location of Goods, coded.	Indication for the place where the goods are located, coded.	C	C	N/A	C	Code for the warehouse location associated with the CBSA office where the goods will be discharged. If applicable, transmit a valid ACROSS Sub-location code. Must be provided for Import shipments. Not Applicable for FROB.
Customs Procedure, Coded	Customs Procedure, coded	Treatment applied by CBSA to the goods, which are subject to Customs control, coded.	M	M	M	M	Numeric code used to identify cargo moving as import, in-transit, or FROB.
Split Shipment Indicator	Processing Indicator, coded	Identifies the value to be attributed to indicators required by the processing system.	C	C	C	N/A	1 = Split Shipment For Air Cargo Reports (ACR): Must transmit "1" if Split Shipments will follow.

DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Ramp Transfer Indicator	Processing Indicator, coded	Identifies the value to be attributed to indicators required by the processing system.	C	C	C	C	Transmit indicator if goods are being transferred from one aircraft to another for furtherance to its final destination. 1 = Ramp Transfer applicable
Supplementary Data Required Indicator	Processing Indicator, coded	Identifies the value to be attributed to indicators required by the processing system.	C	C	C	N/A	Transmit if Supplementary Data is required. 1 = Supplementary Data Required
CSA/FAST Indicator	Processing Indicator, coded	Identifies the value to be attributed to indicators required by the processing system.	N/A	N/A	N/A	N/A	Future use for CSA/FAST reporting. 1 = CSA/FAST applicable
Low Value Shipment (LVS) Indicator / Courier Remission Order Indicator	Processing Indicator, coded	Identifies the value to be attributed to indicators required by the processing system.	N/A	N/A	N/A	N/A	Future use for LVS reporting. 1 = LVS applicable 2 = CIRO applicable
Special Instructions	Special Instructions	Directions for handling a shipment and/or delivery directions for a shipment.	C	C	C	C	Must transmit if available.

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DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Routing and Destination- Carrier (By)	Carrier Identification, coded	Identification of the party undertaking transport of goods between named points.	M	M	M	C	Must transmit a valid IATA or ICAO Airline Code. For Split Shipment Reports: Must be transmitted if different than carrier reported on the Air Cargo Report (ACR).
Routing and Destination - Location	Place/Location Identification	The itinerary locations (e.g. ports of call) visited on route to the destination country including the country from which the conveyance first departed and the destination country, coded.	M	M	M	C	Transmit all stops made by the aircraft en-route to its final destination. This field must contain at least one foreign airport, one Canadian airport and should be listed in chronological order. Must transmit a valid IATA or ICAO Airport Designator Code. For Split Shipment Reports: Must be transmitted if different than locations reported on the Air Cargo Report (ACR).
Consignee	Consignee	Name and address of the party to which the goods are consigned.	M	M	M	N/A	Name and address of the person or organization where the goods will be physically delivered. Usually, the consignee is the party listed on the bill of lading. Must be transmitted.

DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Consignor (Shipper)	Consignor	Name and address of the party, which, by contract with a carrier, consigns or sends goods with the carrier, or had them conveyed by him.	M	M	M	N/A	CBSA interprets Shipper to mean the party to who actually has possession of the goods when they start their journey to Canada. (i.e. Exporter, Manufacturer, Vendor). For consolidated shipments the Freight Forwarder information will be accepted.
Delivery Address	Delivery Destination	The location to which goods are to be delivered. Address, region and/or country as required by national legislation or according to national requirements.	C	C	C	N/A	Must be transmitted if different from consignee address.
Notify Party	Notify Party	Name and address of the party to be notified.	C	C	C	N/A	List the name and address(es) of all parties-other than the consignee and shipper-on file requiring notification upon arrival on the goods in Canada. Must transmit if available.

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DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Business Number (BN)	Importer, coded	Name and address of party who makes, or on whose behalf a Customs clearing representative or other authorized person makes an import declaration, coded. This may include a person who has possession of the goods or to whom the goods are consigned.	N/A	N/A	N/A	N/A	For future use. Must be provided for CSA/FAST qualified shipments.
Manifested Quantity	Number of Packages	Number of packages per nature of commodity packed in such a way that they could not be divided without first undoing the packaging.	M	M	M	N/A	Provide quantity of goods manifested.
Manifested Quantity Qualifier	Type of Packages Identification	Identification of description of the form in which goods are presented.	M	M	M	N/A	Must transmit a valid ACROSS package type code.

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DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Boarded Quantity (Piece Count)	Number of Packages	Number of packages per nature of commodity packed in such a way that they could not be divided without first undoing the packaging.	N/A	N/A	N/A	M	Provide quantity of goods loaded. Must be provided for Split Shipment Report.
Boarded Quantity Qualifier	Type of Packages Identification	Identification of description of the form in which goods are presented.	N/A	N/A	N/A	M	Must transmit a valid ACROSS package type code.
Equipment Type Code Qualifier	Equipment Type Code Qualifier	Code used to identify means and method of transport used for the carriage of goods.	C	C	C	C	Must be transmitted if goods are containerized. UL = containerized goods
Equipment Initial/ Equipment Number	Equipment Identification Number	Means and method of transport used for the carriage of goods, coded.	C	C	C	C	Must be transmitted if goods are containerized. Do not transmit on ACR when reporting Split Shipments.
Line Item Number	Goods Item Number	Serial, sequential number differentiating each separate goods item entry of a consignment as contained in one document/declaration.	M	M	M	N/A	Must be transmitted.

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DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Lading Quantity	Number of Packages	Number of packages per nature of commodity packed in such a way that they could not be divided without first undoing the packaging.	M	M	M	N/A	
Packaging Type	Type of Packages Identification	Identification of description of the form in which goods are presented.	M	M	M	N/A	Must transmit a valid ACROSS package type code. Please refer to Appendix C, Table #9.
Description	Brief Cargo Description	Plain language description of the nature of a goods item sufficient to identify it for customs purposes.	M	M	M	N/A	Plain language description of the nature of a goods item sufficient to identify it for customs purposes. For example, computer is acceptable, but electronic or various is not acceptable. For further explanation, consult the Data Element Instructions in Appendix F. Further examples are available on the ACI website at www.cbsa-asfc.gc.ca/import/advance/menu-e.html

DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Cargo Weight UOM	Measure Unit Qualifier	Indicates the UOM in which weight (mass), capacity, length, area, volume, or other quantity is expressed.	M	M	M	N/A	
Cargo Weight	Gross Weight Item Level	Weight (mass) of goods at the item level including packing but excluding the carrier's equipment.	M	M	M	N/A	May transmit whole numbers or decimal values. Whole numbers must not exceed 9 digits. Decimal values must not exceed 13 digits. Do not transmit values with more than 9 digits preceding the decimal or 4 digits following the decimal. Decimal values must be identified by a decimal point (.). Must be transmitted.
Volume UOM	Measure Unit Qualifier	Indicates the UOM in which weight (mass), capacity, length, area, volume, or other quantity is expressed.	C	C	C	N/A	

DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Volume	Volume Item Level	Volume (cubic) of goods at the item level including packing but excluding the carrier's equipment.	C	C	C	N/A	May transmit whole numbers or decimal values. Whole numbers must not exceed 9 digits. Decimal values must not exceed 13 digits. Do not transmit values with more than 9 digits preceding the decimal or 4 digits following the decimal. Decimal values must be identified by a decimal point (.). Transmit if volume mesasurement is applicable.
Dangerous Goods Code	UNDG Number (Dangerous Goods Code)	Unique serial number assigned within the United Nations to substances and articles contained in the list of the dangerous goods most commonly carried.	C	C	C	N/A	Must be transmitted if dangerous goods code applies to the commodity being reported. Transmit the 4-digit, numeric UNDG code. Refer to Appendix C – Table 10 for the location of the UN Dangerous Goods Codes, or may use IATA Dangerous Goods codes.

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DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Shipping Marks and Numbers	Shipping Marks	Marks and numbers identifying individual packages.	C	C	C	N/A	Must transmit if available. May transmit up to 9 shipping marks per PCI segment within a Goods Item Level.
H.S. Number	Tariff Code Number (Customs)	Code number of the goods in accordance with the tariff nomenclature system of classification in use where the Customs declaration is made.	C	C	C	N/A	Must transmit if available. Where transmitted must be transmitted to at least the 2nd digit. May transmit up to the 10th digit. Do not transmit period separators in the HS number. May transmit up to 5 HS codes per CST segment within a Goods Item Level.
Country of Origin	Country of Origin	Country in which the goods have been produced or manufactured according to the criteria laid down for the purposes of application of the Customs Tariff, of quantitative restrictions, or of any other measure related to trade, coded.	N/A	N/A	N/A	N/A	Future Use for Low Value Shipment processing. Transmit 2-character ISO 3166 Country Code.

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DATA ELEMENT GLOSSARY FOR AIR CARGO IMPORT MAP

(Import, In-Transit, FROB and Split Shipment)

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Procedure Type Being Reported				Rules and Conditions
			Import	In-Transit	FROB	Split	
Permit/Licence or Certificate Information	Additional Document Type, coded	Name of the additional document type referenced, coded, e.g. permit or certificate.	N/A	N/A	N/A	N/A	For future use to report OGD goods.
Permit/Licence or Certificate Reference Number	Additional Document Reference Number	The reference number of an additional document e.g. permit number or certificate number.	N/A	N/A	N/A	N/A	For future use to report OGD goods.

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DATA ELEMENT INSTRUCTIONS FOR AIR CARGO IMPORT MAP

1. SPLIT SHIPMENT INDICATOR (SSI)

This is a coded field that is Conditional for Air Cargo Reports. On the Air Cargo Report (ACR), the code = 1 is used to indicate that the shipment has been split and Split Shipment Reports (SSR) will follow.

2. UNIQUE CONSIGNMENT REFERENCE NUMBER

The Unique Consignment Reference Number (UCR) is a concept advanced by the World Customs Organization (WCO). The objective is to establish one unique reference number early in the commercial process that remains with the shipment through all stages of the trade chain, thereby serving as an "electronic staple". Fully developed, the concept is for the UCR to be reported at the cargo export, cargo import, export declaration, and import declaration stage. This will allow for audit ability and trace ability from the exporting country to the importing country, and between the cargo reports and the export/import declarations.

UCR may be transmitted if available.

3. TRANSPORT DOCUMENT NUMBER (CCN AND PARN)

This data element is used to collect the Cargo Control Number (CCN) on the Air Cargo Report, and the Part Arrival Reference Number (PARN) for Split Shipment Reports.

Cargo Control Number (CCN):

The Cargo Control Number is a number assigned to a document, which consists of a CBSA approved carrier code followed by a unique reference number assigned by the Carrier/Representative. The CCN on the electronic air cargo report must match the Air Waybill number on the corresponding paper Air Waybill.

The CCN is a unique number and cannot be re-used for a period of three years + current year. As per the *Transportation of Goods Regulations,* the 3 years commences on the first day of January following the calendar year during which the goods were transported.

When transmitting the Cargo Report, the CCN should reflect the 4-character, CBSA approved carrier code of the Carrier that is responsible for reporting the goods.

> **Note**: The exception to this would be an Interline agreement where the Transporting Carrier is responsible for transmitting the ACR. In this circumstance, the Transporting Carrier would report the CCN of the Interline Carrier.

Part Arrival Reference Number (PARN):

The Part Arrival Reference Number is a unique number that is issued for each load of a split shipment arriving on a separate conveyance.

This field is mandatory on all Split Shipment Reports (SSR). All SSRs must be transmitted with the same CCN provided in the ACR but will also include a Part Arrival Reference Number (PARN) as a unique counter for each load of the split shipment.

The combination of the PARN and the CCN cannot exceed 25 characters in length.

4. LOW VALUE SHIPMENT INDICATOR (LVS)/COURIER REMISSION ORDER INDICATOR (CIRO)

Shipments that qualify for the LVS or CIRO program are exempt from ACI Air EDI Reporting for Phase 2.

Shipments with OGD requirements do not qualify for this exemption and must comply with ACI Air EDI Reporting requirements.

5. CSA/FAST INDICATOR

ACI Air EDI reporting is exempt for shipments that currently qualify for the CSA Air process.

6. SUPPLEMENTARY DATA REQUIRED

This is a coded field used to indicate that supplementary cargo data is to follow in the form of a Supplementary Cargo Report. Transmit "1" in this field if supplementary cargo data is to follow.

Supplementary cargo data can be provided by carriers or freight forwarders to provide additional, pre-arrival electronic data for commercial air goods to allow for more effective risk assessment by providing crucial information such as ultimate consignee, clear and accurate cargo descriptions, and the identification of dangerous goods. This data is used to supplement primary cargo data reported by the carrier and will not constitute full secondary document reporting.

Freight forwarders who choose not to transmit supplementary cargo data directly to the CBSA may provide this data directly to the air carrier or to a service provider to transmit on their behalf within the timeframes specified in the *Reporting of Imported Goods Regulations*.

If it is a consolidated shipment and/or a separate Supplementary Cargo Report will be transmitted by either the freight forwarder or the carrier, then the Cargo Report must transmit the Supplementary Data Required Indicator, and the Brief Cargo Description may be completed with the information that appears on the air waybill including Freight of All Kinds/FAK, Said to Contain, etc.

If the Supplementary Data Required Indicator is not transmitted, the data entered in *Brief Cargo Description* must accurately identify the commodity. For more information regarding the description of cargo, refer to the instructions provided under *Brief Cargo Description*.

7. BRIEF CARGO DESCRIPTION

A clear and concise cargo description must be submitted. The description should be a plain language description of the nature of a goods item sufficient to identify it for customs purposes. For example, computer is acceptable, but electronic or various is not acceptable.

Freight of All Kinds (FAK), Shippers Load and Count, and Said to Contain are NOT acceptable descriptions other than in the scenario described in 6 above. In addition, this description should not contain any reference to the quantity or packaging of the goods.

Further examples are available on the ACI website at:
www.cbsa-asfc.gc.ca/import/advance/menu-e.html

> **Note:** Consolidated shipments are not required to provide detailed descriptions. For more information regarding consolidated shipments, refer to instructions provided under Supplementary Data Required Indicator.

G015 is used to report cargo item level details. Each new cargo item begins with a control segment (GID), which is sequentially numbered. For each new commodity being reported a new cargo item detail must be used, indicated by creating a separate GID segment.

G015 will allow for the looping of up to nine descriptions, dangerous goods codes and shipping marks and numbers for a single commodity. Multiple occurrences of the description loop (FTX segment) within the same GID segment are to be used to report additional description lines for the same commodity. Multiple occurrences of the dangerous goods code (DGS segment) and/or shipping marks and numbers (PCI segment) that apply to the same commodity may be reported by repeating the segment in the same GID. Additionally, up to 9 shipping marks and numbers may be transmitted per PCI segment within a particular Goods Item Level. Up to 5 different HS numbers may be transmitted per CST segment within a particular Goods Item Level.

Sample messages specific to Group 15 are provided in Appendix F.

AIR CARGO IMPORT MAP

The same message structure is used for multiple reporting purposes. The first status column identifies the data element status for the original Air Cargo Report (ACR). The second column identifies the data element status for the Split Shipment Report (SSR).

Segment	Status ACR	Status SSR	Data Element Name
UNB	M1	M1	Interchange header
UNG	M1	M1	Group header
UNH	M1	M1	Message header
BGM	M1	M1	Document/message name, coded
	M	M	Document/message number
	M	M	Message function, coded
CST	M1	M1	Service Option Id.
G01	C1	M1	
RFF	M1	M1	Conveyance Reference Number
G04	M1	M1	Details of Transport
TDT	M1	M1	Mode/Type of Means of Transport
	C	M	Scheduled Conveyance Identification (Flight Number)
	M	M	Carrier Code
G07	M1	M1	Consignment Level Loop
CNI	M1	M1	Consignment Sequential Number
DOC (1)	N/A	N/A	Associated Transport Document Number (future Use)
DOC (2)	C1	N/A	Unique Consignment Reference Number
G08	M1	M1	Cargo Report Loop
RFF	M1	M1	Transport Document Number (Cargo Control Number)
	N/A	M	Part Arrival Reference Number
MOA	N/A	N/A	Customs Value (Future Use – ACI Release)
	N/A	N/A	Currency, Coded (Future Use – ACI Release)
LOC (1)	M1	M1	Port of Report/Customs Office of Declaration, Coded
	C	C	Location of Goods, Coded
LOC (2)	M1	M1	Place of Loading, Coded

Segment	Status ACR	Status SSR	Data Element Name
LOC (3)	M1	N/A	Place of Acceptance, Coded (Country Code)
	M	N/A	Place of Acceptance (City Name)
	M	N/A	Cargo Facility Location (Port)
LOC (4)	M1	N/A	Place of Destination, Coded (Country Code)
	M	N/A	Place of Destination (City Name)
	M	N/A	Cargo Facility Location (Port)
LOC (5)	C1	C1	Place of Discharge
	C	C	Location of Goods, Coded
GEI (1)	M1	M1	Customs Procedure, Coded
GEI (2)	C1	N/A	Split Shipment Indicator
GEI (3)	C1	C1	Ramp Transfer Indicator
GEI (4)	C1	N/A	Supplementary Data Required Indicator
GEI (5)	N/A	N/A	CSA/FAST Indicator (For Future Use)
GEI (6)	N/A	N/A	LVS/Remission Order Indicator (For Future Use)
FTX	C1	C1	Special Instructions
G09	M1 C8	C9	
TDT	M1	M1	Routing Carrier
LOC	M1 C8	M1 C8	Routing Location
G011	M1	N/A	Consignee Details
NAD(1)	M1	N/A	Consignee Name & Address
G012	C1	N/A	
CTA	M1	N/A	Consignee Contact
COM	C1	N/A	Consignee Contact Phone Number
G011	M1	N/A	Consignor Details
NAD(2)	M1	N/A	Consignor Name & Address
G012	C1	N/A	
CTA	M1	N/A	Consignor Contact
COM	C1	N/A	Consignor Contact Phone Number
G011	C1	N/A	Delivery Destination Details
NAD(3)	M1	N/A	Delivery Destination Name & Address

Segment	Status ACR	Status SSR	Data Element Name
G012	C1	N/A	
CTA	M1	N/A	Delivery Destination Contact
COM	C1	N/A	Delivery Destination Contact Phone Number
G011	C5	N/A	Notify Party Details
NAD(4)	M1	N/A	Notify Party Name & Address
G012	C1	N/A	
CTA	M1	N/A	Notify Party Contact
COM	C1	N/A	Notify Party Contact Phone Number
G011	N/A	N/A	Importer Details (Future Use for CSA/FAST)
NAD(5)	N/A	N/A	Importer Coded (Business Number)
G013	M1 C8	N/A	Manifested Quantity Details
QTY(1)	M1	N/A	Manifested Quantity
	M	N/A	Manifested Quantity Qualifier
G013	N/A	M1 C8	Boarded Quantity Details
QTY(2)	N/A	M1	Boarded Quantity
	N/A	M	Boarded Quantity Qualifier
G014	C999	C999	Equipment Details
EQD	M1	M1	Equipment Type Code
	M	M	Equipment Identification Number
G015	M1 C998	N/A	Goods Item Level
GID	M1	N/A	Goods Item Number (sequential number)
PAC	M1	N/A	Number of Packages
	M	N/A	Type of Packages
FTX	M1 C8	N/A	Brief Cargo Description
MEA (1)	M1	N/A	Gross Weight Item Level Gross Weight, Unit of Measure

Segment	Status ACR	Status SSR	Data Element Name
MEA (2)	C1	N/A	Volume Volume Unit of Measure
DGS	C9	N/A	Dangerous Goods Code
PCI	C9	N/A	Shipping Marks
CST	C1	N/A	Tariff Code Number (HS Number)
LOC	N/A	N/A	Country of Origin, Coded (Future Use)
G16	N/A	N/A	Additional Document Reference Numbers (FUTURE USE e.g. Permits, Licences, Certificates)
GEI	N/A	N/A	Required Mandatory Segment
DOC	N/A	N/A	Additional Document Type
	N/A	N/A	Additional Document Reference Number
G18	C1	C1	
AUT	M1	M1	Authentication
UNT	M1	M1	Message Trailer
UNE	M1	M1	Group Trailer
UNZ	M1	M1	Interchange Trailer

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
UNB			**INTERCHANGE CONTROL HEADER**	**TO START AND IDENTIFY AN INTERCHANGE AND INTERCHANGE-RELATED CONTROL SEGMENTS**	**a3**	**UNB**	**+**	**M1**	**M1**
	S001	1	SYNTAX IDENTIFIER					M	M
	0001	1.1	Syntax identifier	Code identification of the Agency controlling Syntax.	a4	UNOA	:	M	M
	0002	1.2	Syntax version number	Version Number of the Syntax.	n1	3	+	M	M
	S002	2	INTERCHANGE SENDER					M	M
	0004	2.1	Sender identification	Name/coded representation of the sender. "Clients Network ID."	an..35		+	M	M
	S003	3	INTERCHANGE RECIPIENT					M	M
	0010	3.1	Recipient Identification	Name/coded representation of the recipient. "CBSA Network ID."	an..35		+	M	M
	S004	4	DATE/TIME OF PREPARATION					M	M
	0017	4.1	Date of preparation	Generated by Translator	n6	YYMMDD	:	M	M
	0019	4.2	Time of preparation	Generated by Translator	n4	HHMM	+	M	M
	0020	5	INTERCHANGE CONTROL REFERENCE	Unique Reference Number assigned by the sender. Generated by Translator	an..14		'	M	M
UNG			**FUNCTIONAL GROUP HEADER**	**TO INDICATE THE BEGINNING OF A FUNCTIONAL GROUP AND TO PROVIDE CONTROL INFORMATION**	**a3**	**UNG**	**+**	**M1**	**M1**
	0038	1	FUNCTIONAL GROUP IDENTIFICATION	Identification of the one type of message in the Functional Group	a6	GSMCAR	+	M	M
	S006	2	APPLICATION SENDER IDENTIFICATION					M	M
	0040	2.1	Sender identification	Client's Transmission Site	an8		:	M	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	0007	2.2	Sender id. Qualifier	I/B Control Office (Optional)	an..4		+	C	C
	S007	3	APPLICATION RECIPIENT IDENTIFICATION					M	M
	0044	3.1	Recipient's identification	Used to identify testing or production status	a3	AIT = Testing AIP = Production	+	M	M
	S004	4	DATE/TIME OF PREPARATION					M	M
	0017	4.1	Date of preparation	Generated by Translator	n6	YYMMDD	:	M	M
	0019	4.2	Time of preparation	Generated by Translator	n4	HHMM	+	M	M
	0048	5	FUNCTIONAL GROUP REFERENCE NUMBER	Unique Reference Number assigned by the sender. Generated by Translator	an..14		+	M	M
	0051	6	CONTROLLING AGENCY	Agency controlling the message type.	a2	UN	+	M	M
	S008	7	MESSAGE VERSION					M	M
	0052	7.1	Message version number	Version number of the message type.	a1	D	:	M	M
	0054	7.2	Message release number	Release number of the current message type.	an3	00A	:	M	M
	0057	7.3	Association assigned code	Code assigned by ACI to identify message type. Code = {Air Cargo Import }	a6	AIRIMP	'	M	M
UNH		**0010**	**MESSAGE HEADER**	**TO START AND IDENTIFY A MESSAGE.**	**a3**	**UNH**	**+**	**M1**	**M1**
	0062	1	MESSAGE REFERENCE NUMBER	Unique Reference Number assigned by the sender. Generated by Translator	an..14		+	M	M
	S009	2	MESSAGE IDENTIFIER					M	M
	0065	2.1	Message type	Identification of the message type.	a6	GSMCAR	:	M	M
	0052	2.2	Message version number	Version number of the message type.	a1	D	:	M	M

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	0054	2.3	Message release number	Release number of the current message type.	an3	00A	:	M	M
	0051	2.4	Controlling agency	Agency controlling the message type.	a2	UN	:	M	M
	0057	2.5	Association assigned code	Code assigned by ACI to identify message type. Code = {Air Cargo Import }	an6	AIRIMP	‘	M	M
BGM		**0020**	**BEGINNING OF MESSAGE**	**MESSAGE TYPE AND FUNCTION CODE**	**a3**	**BGM**	**+**	**M1**	**M1**
	C002	1	DOCUMENT/ MESSAGE NAME					M	M
	1001	1.1	Document Name, coded	Code = {Customs Manifest}	n2	85	+	M	M
	C106	2	DOCUMENT/ MESSAGE IDENTIFICATION					M	M
	1004	2.1	Document/ Message Number	Number Uniquely identifying the message	an..35		+	M	M
	1225	3	MESSAGE FUNCTION, CODED	Code indicating the function of the message.	n1	1 = Cancel 4 = Change 9 = Original	‘	M	M
CST		**0070**	**CBSA STATUS OF GOODS**	**SERVICE OPTION ID.**	**a3**	**CST**	**++**	**M1**	**M1**
	C246	2	CUSTOMS IDENTITY CODES					M	M
	7361	2.1	Customs goods identifier	Data Element “Service Option ID.”	n2..3	802= Air Cargo Import Report 786 = Split Shipment Report	::	M	M
	3055	2.3	Code list responsible agency code	Code = {Canada Border Services Agency}	n2	96	‘	M	M
G01		**0080**		**DO NOT TRANSMIT ON ACR WHEN REPORTING SPLIT SHIPMENTS**				**C1**	**M1**

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
RFF		**0090**	**REFERENCE**	**CONVEYANCE REFERENCE NUMBER**	**a3**	**RFF**	**+**	**M1**	**M1**
	C506	1	REFERENCE					M	M
	1153	1.1	Reference Function code qualifier	Code = {Conveyance Reference Number}	a3	CRN	:	M	M
	1154	1.2	Reference identifier	Data Element “Conveyance Reference Number” Format: Transporting Carrier’s Flight Number + Scheduled Date of Departure (YYMMDD). The maximum length of the CRN is 16 characters.	an..25		‘	M	M
G04		**0180**						**M1**	**M1**
TDT		**0190**	**DETAILS OF TRANSPORT**	**CARRIER DETAILS**	**a3**	**TDT**	**+**	**M1**	**M1**
	8051	1	TRANSPORT STAGE CODE QUALIFIER	Code = {Main Carriage Transport}	n2	20	+	M	M
	8028	2	CONVEYANCE REFERENCE NUMBER	Data Element “Scheduled Conveyance Identification” (Flight Number) **Note**: In the case of a Code Share Movement, the Cargo Reporting Carrier would use their own Flight Number. Do not transmit on ACR when reporting Split Shipments.	an..10		+	C	M
	C220	3	MODE OF TRANSPORT					M	M
	8067	3.1	Transport mode name code	Data Element “Mode/Type of Means of Transport” Code = {Air}	n1	4	++	M	M
	C040	5	CARRIER					M	M
	3127	5.1	Carrier identification	Data Element “Carrier Code” **Note**: Report Carrier Code of the Transporting Carrier. Must be a valid 4-character, CBSA approved Carrier Code.	an4		‘	M	M

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
G07		**0360**		**START OF CONSIGNMENT INFORMATION LOOP**				**M1**	**M1**
CNI		**0370**	**REFERENCE**	**CONSIGNMENT SEQUENTIAL NUMBER**	**a3**	**CNI**	**+**	**M1**	**M1**
	1490	1	CONSOLIDATION ITEM NUMBER	Data Element "Consignment Sequential Number" Incremental consignment number in sequence starting at 1. Only one occurrence will be used.	n1	1	'	M	M
DOC(1)		**0390**	**DOCUMENT/ MESSAGE DETAILS**	**FUTURE USE FOR REPORTING SECONDARY CARGO MOVEMENTS**	**a3**	**DOC**	**+**	**N/A**	**N/A**
	C002	1	DOCUMENT/ MESSAGE NAME						
	1001	1.1	Document name code	Data Element "Associated Transport Document Type" Code = {Air Waybill)	n3	741	+		
	C503	2	DOCUMENT/ MESSAGE DETAILS						
	1004	2.1	Document identifier	Data Element "Associated Transport Document Number"	an..25		'		
DOC(2)		**0390**	**DOCUMENT/ MESSAGE DETAILS**	**UNIQUE CONSIGNMENT REFERENCE (UCR) NUMBER TRANSMIT IF AVAILABLE**	**a3**	**DOC**	**+**	**C1**	**N/A**
	C002	1	DOCUMENT/ MESSAGE NAME					M	
	1001	1.1	Document name code	Code = {Universal (multi-purpose) Transport Document}	n3	701	+	M	
	C503	2	DOCUMENT/ MESSAGE DETAILS					M	
	1004	2.1	Document/message number	Data Element "Unique Consignment Reference Number"	an..35		'	M	

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
G08		**0400**		**START OF MANIFEST INFORMATION GROUP**				**M1**	**M1**
RFF		**0410**	**REFERENCE**	**CARGO CONTROL NUMBER**	**a3**	**RFF**	**+**	**M1**	**M1**
	C506	1	REFERENCE					M	M
	1153	1.1	Reference function code qualifier	Code = {Master Air Waybill Number}	a3	MWB	:	M	M
	1154	1.2	Reference identifier	Data Element = "Transport Document Number" (Cargo Control Number) Format: 1st 4 characters = CBSA approved "Carrier Code". Remaining characters = unique reference number assigned by the Carrier/Representative.	an..25		:	M	M
	1156	1.3	Line number	Must be provided for Split Shipment Cargo. Data Element = "Part Arrival Reference Number" Part Arrival Reference Identifier must be unique for each load of a split shipment arriving on a separate conveyance. **Note**: The PARN + CCN cannot exceed 25 characters in length.	an..6		'	N/A	M
MOA		**0430**	**MONETARY AMOUNT**	**FUTURE USE FOR REPORTING OF LVS CUSTOMS VALUE**	**a3**	**MOA**	**+**	**N/A**	**N/A**
	C516	1	MONETARY AMOUNT						
	5025	1.1	Monetary amount type code qualifier	Code = {Customs Value}	n2	40	:		
	5004	1.2	Monetary amount	Data Element "Customs Value"	n3..13	Decimal point and 2 decimal values must be transmitted	:		

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	6345	1.3	Currency identification code	Data Element "Currency, Coded"	a3	ISO 4217 Currency Code	‘		
LOC(1)		**0440**	**PLACE/LOCATION IDENTIFICATION**	**PORT OF REPORT/CUSTOMS OFFICE OF DECLARATION**	**a3**	**LOC**	**+**	**M1**	**M1**
	3227	1	LOCATION FUNCTION CODE QUALIFIER	Code = {Reporting Location}	n3	172	+	M	M
	C517	2	LOCATION IDENTIFICATION					M	M
	3225	2.1	Location name code	Data Element "Port of Report/Customs Office of Declaration, Coded"	n4	CBSA Office Code Transmit Leading Zeros	::	M	M
	3055	2.3	Code list responsible agency code	Code = {Canada Border Services Agency}	n2	**96**	:	M	M
	3224	2.4	Location name	Data Element "Location of Goods, Coded" Must be transmitted to supply warehouse identifier, if applicable	n4	Must be a valid ACROSS Sub-Location code	‘	C	C
LOC(2)		**0440**	**PLACE/LOCATION IDENTIFICATION**	**PLACE OF LOADING**	**a3**	**LOC**	**+**	**M1**	**M1**
	3227	1	LOCATION FUNCTION CODE QUALIFIER	Code = {Place/Port of Loading}	n1	9	+	M	M
	C517	2	LOCATION IDENTIFICATION					M	M
	3225	2.1	Location name code	Data Element "Place of Loading, Coded"	an3..4	IATA or ICAO Airport Designator Code	‘	M	M
LOC(3)		**0440**	**PLACE/LOCATION IDENTIFICATION**	**PLACE OF ACCEPTANCE**	**a3**	**LOC**	**+**	**M1**	**N/A**
	3227	1	LOCATION FUNCTION CODE QUALIFIER	Code = {Place of Acceptance}	n2	10	+	M	

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	C517	2	LOCATION IDENTIFICATION					M	
	3225	2.1	Location name code	Data Element “Place of Acceptance, Coded” (Country code)	a2	ISO 3166 Country Codes, see Table #5	:::	M	
	3224	2.4	Location name	Data Element “Place of Acceptance” (City Name)	an..25		+	M	
	C519	3	RELATED LOCATION ONE IDENTIFICATION					M	
	3223	3.1	Related place/ location one identification	Data Element “Cargo Facility Location” (Port)	an..25		‘	M	
LOC(4)		**0440**	**PLACE/LOCATION IDENTIFICATION**	**PLACE OF DESTINATION & COUNTRY OF DESTINATION**	**a3**	**LOC**	**+**	**M1**	**N/A**
	3227	1	LOCATION FUNCTION CODE QUALIFIER	Code = {Place of Destination}	n1	8	+	M	
	C517	2	LOCATION IDENTIFICATION					M	
	3225	2.1	Location name code	Data Element “Place of Destination, Coded” (Country code)	a2	ISO 3166 Country Codes, see Table #5	:::	M	
	3224	2.4	Location name	Data Element “Place of Destination” (City Name)	an..25		+	M	
	C519	3	RELATED LOCATION ONE IDENTIFICATION					M	
	3223	3.1	Related place/ location one identification	Data Element “Cargo Facility Location” (Port)	an..25		‘	M	
LOC(5)		**0440**	**PLACE/LOCATION IDENTIFICATION**	**PLACE OF DISCHARGE NOT REQUIRED FOR FROB MUST BE TRANSMITTED FOR IMPORT AND IN-TRANSIT REPORTS**	**a3**	**LOC**	**+**	**C1**	**C1**
	3227	1	LOCATION FUNCTION CODE QUALIFIER	Code = {Place/Port of Discharge}	n2	11	+	M	M
	C517	2	LOCATION IDENTIFICATION					M	M

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	3225	2.1	Location name code	Data Element "Place of Discharge"	n4	CBSA Office Code Transmit Leading Zeros	::	M	M
	3055	2.3	Code list responsible agency code	Code = {Canada Border Services Agency}	n2	96	:	M	M
	3224	2.4	Location name	Data Element "Location of Goods, Coded" Must be transmitted to supply warehouse identifier, if applicable	n4	Must be a valid ACROSS Sub-Location code	'	C	C
GEI(1)		**0450**	**PROCESSING INFORMATION**	**CUSTOMS PROCEDURE, CODED**	**a3**	**GEI**	**+**	**M1**	**M1**
	9649	1	PROCESSING INFORMATION CODE QUALIFIER	Code = {Customs Procedure}	n1	6	+:::	M	M
	C012	2	PROCESSING INDICATOR					M	M
	7364	2.4	Processing indicator description	Data Element "Customs Procedure, Coded"	n2	23 = In-Transit 24 = Imported Goods 26 = Freight Remaining on Board (FROB)	'	M	M
GEI(2)		**0450**	**PROCESSING INFORMATION**	**SPLIT SHIPMENT INDICATOR MUST BE TRANSMITTED ON THE ACR WHEN REPORTING SPLIT SHIPMENTS**	**a3**	**GEI**	**+**	**C1**	**N/A**
	9649	1	PROCESSING INFORMATION CODE QUALIFIER	Code = {Split Shipment Indicator}	n2	10	+:::	M	
	C012	2	PROCESSING INDICATOR					M	
	7364	2.4	Processing indicator description	Data Element "Split Shipment Indicator" Code = { More Loads to Follow}	n1	1	'	M	

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
GEI(3)		**0450**	**PROCESSING INFORMATION**	**RAMP TRANSFER INDICATOR TRANSMIT IF RAMP TRANSFER OF SHIPMENT IS APPLICABLE**	**a3**	**GEI**	**+**	**C1**	**C1**
	9649	1	PROCESSING INFORMATION CODE QUALIFIER	Code = {Ramp Transfer Indicator}	n2	11	+:::	M	M
	C012	2	PROCESSING INDICATOR					M	M
	7364	2.4	Processing indicator description	Data Element “Ramp Transfer Indicator Code = {Ramp Transfer Applicable}	n1	1	‘	M	M
GEI(4)		**0450**	**PROCESSING INFORMATION**	**SUPPLEMENTARY DATA REQUIRED INDICATOR TRANSMIT IF APPLICABLE TO SHIPMENT**	**a3**	**GEI**	**+**	**C1**	**N/A**
	9649	1	PROCESSING INFORMATION CODE QUALIFIER	Code = {Supplementary Data Required Indicator}	n1	5	+:::	M	
	C012	2	PROCESSING INDICATOR					M	
	7364	2.4	Processing indicator description	Data Element “Supplementary Data Required Indicator” Code = {Supplementary Data Required}	n1	1	‘	M	
GEI(5)		**0450**	**PROCESSING INFORMATION**	**FUTURE USE FOR REPORTING CSA/FAST INDICATOR**	**a3**	**GEI**	**+**	**N/A**	**N/A**
	9649	1	PROCESSING INFORMATION CODE QUALIFIER	Code = {CSA/FAST Indicator}	n2	12	+:::		
	C012	2	PROCESSING INDICATOR						
	7364	2.4	Processing indicator description	Data Element “CSA/FAST Indicator” Code = {CSA/FAST Applicable}	n1	1	‘		

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
GEI(6)		**0450**	**PROCESSING INFORMATION**	**FUTURE USE FOR REPORTING LVS/REMISSION ORDER PROGRAM INDICATOR**	**a3**	**GEI**	**+**	**N/A**	**N/A**
	9649	1	PROCESSING INFORMATION CODE QUALIFIER	Code = {LVS/CIRO Program Indicator}	n2	14	+:::		
	C012	2	PROCESSING INDICATOR						
	7364	2.4	Processing indicator description	Data Element “LVS/CIRO Program Indicator”	n1	1 = LVS 2 = CIRO	‘		
FTX		**0480**	**FREE TEXT**	**SPECIAL INSTRUCTIONS MUST BE TRANSMITTED IF AVAILABLE**	**a3**	**FTX**	**+**	**C1**	**C1**
	4451	1	TEXT SUBJECT CODE QUALIFIER	Code = {Special Instructions}	a3	SIN	+++	M	M
	C108	4	TEXT LITERAL					M	M
	4440	4.1	Free text value	Data Element “Special Instructions”	an..60		‘	M	M
G09		**0500**		**FOR SPLIT SHIPMENT REPORTS MUST BE TRANSMITTED IF ROUTING CARRIER AND/OR ROUTING LOCATIONS ARE DIFFERENT THAN REPORTED IN ORIGINAL ACR. IF ONE OF THESE CONDITIONS APPLIES, THE ENTIRE G09 GROUP MUST BE TRANSMITTED.**				**M1 C8**	**C9**
TDT		**0510**	**DETAILS OF TRANSPORT**	**ROUTING CARRIER**	**a3**	**TDT**	**+**	**M1**	**M1**
	8051	1	TRANSPORT STAGE CODE QUALIFIER	Code = {At Departure}	n2	12	++++	M	M
	C040	5	CARRIER					M	C
	3127	5.1	Carrier identifier	Data Element “Carrier Identification, coded”	an2..3	IATA or ICAO Airline Identifier	‘	M	M

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
LOC		**0520**	**PLACE/LOCATION IDENTIFICATION**	**ROUTING LOCATIONS**	**a3**	**LOC**	**+**	**M1 C8**	**M1 C8**
	3227	1	LOCATION FUNCTION CODE QUALIFIER	Code = {Previous Ports of Call}	n2	94	+	M	M
	C517	2	Location identification					M	M
	3225	2.1	Location name code	Data Element “Routing Location”	an3..4	IATA or ICAO Airport Designator Code	‘	M	M
G011		**0580**						**M1**	**N/A**
NAD(1)		**0590**	**NAME AND ADDRESS**	**CONSIGNEE**	**a3**	**NAD**	**+**	**M1**	**N/A**
	3035	1	PARTY FUNCTION CODE QUALIFIER	Code CN = {Consignee}	a2	CN	+++	M	
	C080	4	PARTY NAME	Provide full name and address details				M	
	3036	4.1	Party name	Data Element “Consignee Name Line 1”	an..35		:	M	
	3036	4.2	Party name	Data Element “Consignee Name Line 2”	an..35		+	C	
	C059	5	STREET ADDRESS					M	
	3042	5.1	Street and number or post office box identifier	Data Element “Consignee Address Line 1”	an..35		:	M	
	3042	5.2	Street and number or post office box identifier	Data Element “Consignee Address Line 2”	an..35		+	C	
	3164	6	CITY NAME	Data Element “Consignee City”	an..35		+	M	
	C819	7	COUNTRY SUB-ENTITY DETAILS	Province/State Code Must be transmitted if country is Canada or United States				C	
	3229	7.1	Country sub-entity code name	Data Element “Consignee Province/ State Code	an..9		+	M	
	3251	8	POSTAL IDENTIFICATION CODE	Data Element “Consignee Postal/Zip Code” Postal/Zip Code Must be transmitted if country is Canada or United States	an..9		+	C	

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	3207	9	COUNTRY NAME CODE	Data Element “Consignee Country Code”	a2	ISO 3166 Country Codes, see Table #5	‘	M	
G012		**0620**		**TRANSMIT CONTACT NAME AND/OR NUMBER IF AVAILABLE**				**C1**	**N/A**
CTA		**0630**	**CONTACT INFORMATION**	**CONTACT DETAILS**	**a3**	**CTA**	**+**	**M1**	**N/A**
	3139	1	CONTACT FUNCTION CODED	Code = {Consignee}	a2	CN	+:	M	
	C056	2	DEPARTMENT OR EMPLOYEE DETAILS	Transmit if available				C	
	3412	2.2	Department or Employee	Data Element “Consignee Contact Name”	an..35		‘	M	
COM		**0640**	**COMMUNICATION CONTACT**	**CONTACT PHONE NUMBER TRANSMIT IF AVAILABLE**	**a3**	**COM**	**+**	**C1**	**N/A**
	C076	1	COMMUNICATION CONTACT					M	
	3148	1.1	COMMUNICATION NUMBER	Data Element “Consignee Contact Phone Number”	n..12		:	M	
	3155	1.2	Communication number code qualifier	Default Code = {Telephone}	a2	TE	‘	M	
G011		**0580**						**M1**	**N/A**
NAD(2)		**0590**	**NAME AND ADDRESS**	**CONSIGNOR**	**a3**	**NAD**	**+**	**M1**	**N/A**
	3035	1	PARTY FUNCTION CODE QUALIFIER	Code = {Consignor}	a2	CZ	+++	M	
	C080	4	PARTY NAME	Provide full name and address details				M	
	3036	4.1	Party name	Data Element “Consignor Name Line 1”	an..35		:	M	
	3036	4.2	Party name	Data Element “Consignor Name Line 2”	an..35		+	C	
	C059	5	STREET ADDRESS					M	

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	3042	5.1	Street and number or post office box identifier	Data Element “Consignor Address Line 1”	an..35		:	M	
	3042	5.2	Street and number or post office box identifier	Data Element “Consignor Address Line 2”	an..35		+	C	
	3164	6	CITY NAME	Data Element “Consignor City”	an..35		+	M	
	C819	7	COUNTRY SUB-ENTITY DETAILS	Province/State Code Must be transmitted if country is Canada or United States				C	
	3229	7.1	Country sub-entity code name	Data Element “Consignor Province/ State Code	an..9		+	M	
	3251	8	POSTAL IDENTIFICATION CODE	Data Element “Consignor Postal/Zip Code” Postal/Zip Code Must be transmitted if country is Canada or United States	an..9		+	C	
	3207	9	COUNTRY NAME CODE	Data Element “Consignor Country Code”	a2	ISO 3166 Country Codes, see Table #5	‘	M	
G012		**0620**		**TRANSMIT CONTACT NAME AND/OR NUMBER IF AVAILABLE**				**C1**	**N/A**
CTA		**0630**	**CONTACT INFORMATION**	**CONTACT DETAILS**	**a3**	**CTA**	**+**	**M1**	**N/A**
	3139	1	CONTACT FUNCTION CODED	Code = {Consignor}	a2	CO	+:	M	
	C056	2	DEPARTMENT OR EMPLOYEE DETAILS	Transmit if available				C	
	3412	2.2	Department or Employee	Data Element “Consignor Contact Name”	an..35		‘	M	
COM		**0640**	**COMMUNICATION CONTACT**	**CONTACT PHONE NUMBER TRANSMIT IF AVAILABLE**	**a3**	**COM**	**+**	**C1**	**N/A**
	C076	1	COMMUNICATION CONTACT					M	
	3148	1.1	Communication number	Data Element “Consignor Contact Phone Number”	n..12		:	M	

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	3155	1.2	Communication number code qualifier	Default Code = {Telephone}	a2	TE	‘	M	
G011		**0580**		**TRANSMIT IF DIFFERENT FROM CONSIGNEE**				**C1**	**N/A**
NAD(3)		**0590**	**NAME AND ADDRESS**	**DELIVERY DESTINATION**	**a3**	**NAD**	**+**	**M1**	**N/A**
	3035	1	PARTY FUNCTION CODE QUALIFIER	Code = {Delivery Party}	a2	DP	+++	M	
	C080	4	PARTY NAME	Provide full name and address details				M	
	3036	4.1	Party name	Data Element “Delivery Destination Name Line 1”	an..35		:	M	
	3036	4.2	Party name	Data Element “Delivery Destination Name Line 2”	an..35		+	C	
	C059	5	STREET ADDRESS					M	
	3042	5.1	Street and number or post office box identifier	Data Element “Delivery Destination Address Line 1”	an..35		:	M	
	3042	5.2	Street and number or post office box identifier	Data Element “Delivery Destination Address Line 2”	an..35		+	C	
	3164	6	CITY NAME	Data Element “Delivery Destination City”	an..35		+	M	
	C819	7	COUNTRY SUB-ENTITY DETAILS	Province/State Code Must be transmitted if country is Canada or United States				C	
	3229	7.1	Country sub-entity code name	Data Element “Delivery Destination Province/ State Code”	an..9		+	M	
	3251	8	POSTAL IDENTIFICATION CODE	Data Element “Delivery Destination Postal/Zip Code” Must be transmitted if country is Canada or United States	an..9		+	C	
	3207	9	COUNTRY NAME CODE	Data Element “Delivery Destination Country Code”	a2	ISO 3166 Country Codes, see Table #5	‘	M	
G012		**0620**		**TRANSMIT CONTACT NAME AND/OR NUMBER IF AVAILABLE**				**C1**	**N/A**

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
CTA		**0630**	**CONTACT INFORMATION**	**CONTACT DETAILS**	**a3**	**CTA**	**+**	**M1**	**N/A**
	3139	1	CONTACT FUNCTION CODED	Code = {Delivery Contact}	a2	DL	+:	M	
	C056	2	DEPARTMENT OR EMPLOYEE DETAILS	Transmit if available				M	
	3412	2.2	Department or Employee	Data Element “Delivery Destination Contact Name”	an..35		‘	M	
COM		**0640**	**COMMUNICATION CONTACT**	**CONTACT PHONE NUMBER TRANSMIT IF AVAILABLE**	**a3**	**COM**	**+**	**C1**	**N/A**
	C076	1	COMMUNICATION CONTACT					M	
	3148	1.1	Communication number	Data Element “Delivery Party Contact Phone Number”	n..12		:	M	
	3155	1.2	Communication number code qualifier	Default Code = {Telephone}	a2	TE	‘	M	
G011		**0580**		**TRANSMIT IF AVAILABLE**				**C5**	**N/A**
NAD(4)		**0590**	**NAME AND ADDRESS**	**NOTIFY PARTY**	**a3**	**NAD**	**+**	**M1**	**N/A**
	3035	1	PARTY FUNCTION CODE QUALIFIER	Code = {Notify Party}	a2	NI	+++	M	
	C080	4	PARTY NAME	Provide full name and address details				M	
	3036	4.1	Party name	Data Element “Notify Party Name Line 1”	an..35		:	M	
	3036	4.2	Party name	Data Element “Notify Party Name Line 2”	an..35		+	C	
	C059	5	STREET ADDRESS					M	
	3042	5.1	Street and number or post office box identifier	Data Element “Notify Party Line 1”	an..35		:	M	
	3042	5.2	Street and number or post office box identifier	Data Element “Notify Party Line 2”	an..35		+	C	
	3164	6	CITY NAME	Data Element “Notify Party City”	an..35		+	M	

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	C819	7	COUNTRY SUB-ENTITY DETAILS	Province/State Code Must be transmitted if country is Canada or United States				C	
	3229	7.1	Country sub-entity code name	Data Element "Notify Party Province/ State Code"	an..9		+	M	
	3251	8	POSTAL IDENTIFICATION CODE	Data Element "Notify Party Postal/Zip Code"Must be transmitted if country is Canada or United States	an..9		+	C	
	3207	9	COUNTRY NAME CODE	Data Element "Notify Party Country Code"	a2	ISO 3166 Country Codes, see Table #5	'	M	
G012		**0620**		**TRANSMIT CONTACT NAME AND/OR NUMBER IF AVAILABLE**				**C1**	**N/A**
CTA		**0630**	**CONTACT INFORMATION**	**CONTACT DETAILS**	**a3**	**CTA**	**+**	**M1**	**N/A**
	3139	1	CONTACT FUNCTION CODED	Code = {Notification Contact}	a2	NT	+:	M	
	C056	2	DEPARTMENT OR EMPLOYEE DETAILS	Transmit if available				C	
	3412	2.2	Department or Employee	Data Element "Notify Party Contact Name"	an..35		'	M	
COM		**0640**	**COMMUNICATION CONTACT**	**CONTACT PHONE NUMBER TRANSMIT IF AVAILABLE**	**a3**	**COM**	**+**	**C1**	**N/A**
	C076	1	COMMUNICATION CONTACT					M	
	3148	1.1	Communication number	Data Element "Notify Party Contact Phone Number"	n..12		:	M	
	3155	1.2	Communication number code qualifier	Default Code = {Telephone}	a2	TE	'	M	
G011		**0580**		**FUTURE USE TO TRANSMIT IMPORTER BUSINESS NUMBER IF SHIPMENT QUALIFIES FOR CSA/FAST**				**N/A**	**N/A**
NAD(5)		**0590**	**NAME AND ADDRESS**	**IMPORTER – BUSINESS NUMBER**	**a3**	**NAD**	**+**	**N/A**	**N/A**

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	3035	1	PARTY FUNCTION CODE QUALIFIER	Code = {Importer}	a2	IM	+		
	C082	2	PARTY IDENTIFICATION DETAILS						
	3036	2.1	Party name	Data Element "Importer Coded" (Business Number)	an15		,		
G013		**0650**		**MANIFESTED QUANTITY** **NOTE: UP TO A MAXIMUM OF 9 QTY SEGMENTS CAN BE TRANSMITTED FOR EACH CONSIGNMENT.**				**M1 C8**	**N/A**
QTY (1)		**0660**	**MANIFEST QUANTITY**	**MANIFEST QUANTITY**	**a3**	**QTY**	**+**	**M1**	**N/A**
	C186	1	QUANTITY DETAILS					M	
	6063	1.1	Quantity type code qualifier	Code = {Quantity Manifested}	n3	118	:	M	
	6060	1.2	Quantity	Data Element "Manifested Quantity"	n..7		:	M	
	6411	1.3	Measurement unit code	Data Element "Manifest Quantity Qualifier"	a3	Must be a valid ACROSS package type code	'	M	
G013		**0650**		**BOARDED QUANTITY** **NOTE: UP TO A MAXIMUM OF 9 QTY SEGMENTS CAN BE TRANSMITTED FOR EACH CONSIGNMENT.**				**N/A**	**M1 C8**
QTY (2)		**0660**	**BOARDED QUANTITY**	**BOARDED QUANTITY**	**a3**	**QTY**	**+**	**N/A**	**M1**
	C186	1	QUANTITY DETAILS						M
	6063	1.1	Quantity type code qualifier	Code = {Quantity Loaded}	n3	128	:		M
	6060	1.2	Quantity	Data Element "Boarded Quantity"	n..7		:		M

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	6411	1.3	Measurement unit code	Data Element "Boarded Quantity Qualifier"	a3	Must be a valid ACROSS package type code	‘		M
G014		**0680**		**MUST BE TRANSMITTED IF GOODS ARE CONTAINERIZED. DO NOT TRANSMIT ON ACR WHEN REPORTING SPLIT SHIPMENTS.**				**C999**	**C999**
EQD		**0690**	**EQUIPMENT DETAILS**	**CONTAINER DETAILS**	**a3**	**EQD**	**+**	**M1**	**M1**
	8053	1	EQUIPMENT TYPE CODE QUALIFIER	Code UL = {Unit Load Device}	a2	UL	+	M	M
	C237	2	Equipment identification					M	M
	8260	2.1	EQUIPMENT IDENTIFIER	Data Element "Equipment Identification Number"	an9..10		‘	M	M
G015		**0710**		**START OF GOODS ITEM DETAILS GROUP**				**M1 C998**	**N/A**
GID		**0720**	**GOODS ITEM DETAILS**		**a3**	**GID**	**+**	**M1**	**N/A**
	1946	1	GOODS ITEM NUMBER	Data Element "Goods Item Number" Sequential number starting at 1.	n..4		‘	M	**N/A**
PAC		**0730**	**PACKAGE**	**NUMBER & TYPE OF PACKAGES**	**a3**	**PAC**	**+**	**M1**	**N/A**
	7224	1	NUMBER OF PACKAGES	Data Element "Number of Packages"	n..7		++	M	
	C202	3	PACKAGE TYPE					M	
	7065	3.1	Package type description code	Data Element "Type of Packages"	a3	Refer to Table #9 for a list of valid ACROSS package type codes.	‘	M	
FTX		**0750**	**FREE TEXT**	**DESCRIPTION OF CARGO**	**a3**	**FTX**	**+**	**M1 C8**	**N/A**

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	4451	1	TEXT SUBJECT CODE QUALIFIER	Code = {Goods Description}	a3	AAA	+++	M	
	C108	4	TEXT LITERAL					M	
	4440	4.1	Free text value	Data Element “Brief Cargo Description”	an..50		‘	M	
MEA(1)		**0760**	**MEASUREMENTS**	**GROSS WEIGHT ITEM LEVEL**	**a3**	**MEA**	**+**	**M1**	**N/A**
	6311	1	MEASUREMENT ATTRIBUTE CODE	Code = {Weights}	a2	WT	+	M	
	C502	2	MEASUREMENT DETAILS					M	
	6313	2.1	Measured attribute code	Code = {Item Gross Weight}	a3	AAE	+	M	
	C174	3	VALUE/RANGE					M	
	6411	3.1	Measurement unit code	Code TNE = {Metric Ton} Code KGM = {Kilogram} Code LBR = {Pound}	a3	As Applicable	:	M	
	6314	3.2	Measurement value	Data Element “Gross Weight Item Level” May transmit whole numbers or decimal values. Whole numbers must not exceed 9 digits. Decimal values must not exceed 13 digits. Do not transmit values with more than 9 digits preceding the decimal or 4 digits following the decimal. Decimal values must be identified by a decimal point (.).	n..13		‘	M	
MEA(2)		**0760**	**MEASUREMENTS**	**VOLUME** **MUST BE TRANSMITTED IF VOLUME MEASUREMENT APPLICABLE TO TYPE OF CARGO (I.E. LIQUIDS, GASES).**	**a3**	**MEA**	**+**	**C1**	**N/A**
	6311	1	MEASUREMENT ATTRIBUTE CODE	Code = {Volume}	a3	VOL	+:::	M	

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	C502	2	MEASUREMENT DETAILS					M	
	6154	2.4	Non-discrete measurement name	Data Element "Volume Unit Qualifier" Code List: C = {Cubic Centimetre} D = {Cord} E = {Cubic Feet} F = {100 Board Foot} G = {Gallons UK} H = {Hundreds of Measurement TT-Tons} I = {Gallons US Dry} J = {Gallons US Liquid} K = {Hundreds of Measurement TT-Tons Short} L = {Load} M = {Cubic Decimetre} N = {Cubic Inches} P = {Measurement Ton-Short} Q = {Measurement Ton-Metric} R = {Car} S = {Measurement Ton-Long} U = {Volumetric Unit} V = {Litre} X = {Cubic Meters}	a1	As Applicable	+	M	
	C174	3	VALUE/RANGE					M	
	6411	3.1	Measurement unit code	Code = {Standard} Default code	an3	WSD	:	M	

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	6314	3.2	Measurement value	Data Element "Volume" May transmit whole numbers or decimal values. Whole numbers must not exceed 9 digits. Decimal values must not exceed 13 digits. Do not transmit values with more than 9 digits preceding the decimal or 4 digits following the decimal. Decimal values must be identified by a decimal point (.).	n..13		'	M	
DGS		**0790**	**DANGEROUS GOODS**	**DANGEROUS GOODS CODE MUST BE TRANSMITTED IF DANGEROUS GOODS CODE(S) APPLY TO THE COMMODITY.**	**a3**	**DGS**	**+++**	**C9**	**N/A**
	C234	3	UNDG INFORMATION					M	
	7124	3.1	United nations dangerous goods identification code	Data Element "Dangerous Goods Code" May transmit a UN Dangerous Goods code or an IATA Dangerous Goods code.	n4	Refer to Appendix C – Table 10 for the location of the UN Dangerous Goods Codes	'	M	
PCI		**0800**	**PACKAGE IDENTIFICATION**	**SHIPPING MARKS MUST BE TRANSMITTED IF AVAILABLE. TRANSMIT UP TO NINE 7102 DATA ELEMENTS AS NEEDED WITHIN A PCI SEGMENT.**	**a3**	**PCI**	**++**	**C9**	**N/A**
	C210	2	MARKS & LABELS					M	
	7102	2.1	Shipping marks	Data Element "Shipping Marks & Numbers"	an..35		:	M	
	7102	2.2	Shipping marks	Data Element "Shipping Marks & Numbers"	an..35		:	C	
	7102	2.3	Shipping marks	Data Element "Shipping Marks & Numbers"	an..35		:	C	
	7102	2.4	Shipping marks	Data Element "Shipping Marks & Numbers"	an..35		:	C	
	7102	2.5	Shipping marks	Data Element "Shipping Marks & Numbers"	an..35		:	C	

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
	7102	2.6	Shipping marks	Data Element “Shipping Marks & Numbers”	an..35		:	C	
	7102	2.7	Shipping marks	Data Element “Shipping Marks & Numbers”	an..35		:	C	
	7102	2.8	Shipping marks	Data Element “Shipping Marks & Numbers”	an..35		:	C	
	7102	2.9	Shipping marks	Data Element “Shipping Marks & Numbers”	an..35		‘	C	
CST		**0810**	**CUSTOMS STATUS OF GOODS**	**HS NUMBER MUST BE TRANSMITTED IF AVAILABLE. TRANSMIT UP TO FIVE 7361 DATA ELEMENTS AS NEEDED WITHIN A GOODS ITEM LEVEL.**	**a3**	**CST**	**++**	**C1**	**N/A**
	C246	2	CUSTOMS IDENTIFY CODES					M	
	7361	2.1	Customs code identification	Data Element “Tariff Code Number” (HS Number)	n2..10		+	M	
	C246	3	CUSTOMS IDENTIFY CODES					C	
	7361	3.1	Customs code identification	Data Element “Tariff Code Number” (HS Number)	n2..10		+	C	
	C246	4	CUSTOMS IDENTIFY CODES					C	
	7361	4.1	Customs code identification	Data Element “Tariff Code Number” (HS Number)	n2..10		+	C	
	C246	5	CUSTOMS IDENTIFY CODES					C	
	7361	5.1	Customs code identification	Data Element “Tariff Code Number” (HS Number)	n2..10		+	C	
	C246	6	CUSTOMS IDENTIFY CODES					C	
	7361	6.1	Customs code identification	Data Element “Tariff Code Number” (HS Number)	n2..10		‘	C	

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
LOC		**0820**	**PLACE/LOCATION IDENTIFICATION**	**COUNTRY OF ORIGIN CODED (FOR FUTURE USE)**	**a3**	**LOC**	**+**	**N/A**	**N/A**
	3227	1	LOCATION FUNCTION CODE QUALIFIER	Code = {Country of Origin}	n2	27	+		
	C517	2	LOCATION IDENTIFICATION						
	3225	2.1	Location name code	Data Element “Country of Origin”	a2	ISO 3166 Country Codes, see Table #5	‘		
G016		**0860**		**FUTURE USE FOR REPORTING OF PERMIT, LICENCE, OR CERTIFICATE INFORMATION**				**N/A**	**N/A**
GEI		**0870**	**PROCESSING INFORMATION**	**REQUIRED MANDATORY TRIGGER SEGMENT**	**a3**	**GEI**	**+**	**N/A**	**N/A**
	9649	1	PROCESSING INFORMATION CODE QUALIFIER	Code = {Default Number}	n1	1	‘		
DOC		**0890**	**DOCUMENT/MESSAGE DETAILS**	**ADDITIONAL DOCUMENT NUMBER & TYPE**	**a3**	**DOC**	**+**	**N/A**	**N/A**
	C002	1	DOCUMENT/MESSAGE NAME						
	1001	1.1	Document name code	Data Element “Additional Document Type”	an..3		::		
	3055	1.3	Code List responsible Agency	Code = {Canada Border Services Agency}	n2	96	+		
	C503	2	DOCUMENT/MESSAGE DETAILS						
	1004	2.1	Document/message number	Data Element “Additional Document Number”	an..35		‘		
				END OF GOODS ITEM DETAILS GROUP					
				END OF CONSIGNMENT INFORMATION GROUP					

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR
G18		**0950**		**AUTHENTICATION** **NOT REQUIRED IF A PERFORMANCE AGREEMENT IS SIGNED BETWEEN THE TRADER AND CBSA.**				**C1**	**C1**
AUT		**0960**	**AUTHENTICATION RESULT**	**DIGITAL SIGNATURE**	**a3**	**AUT**	**+**	**M1**	**M1**
	9280	1	VALIDATION RESULT VALUE	Data Element "Authentication"	an..35		‘	M	M
UNT		**0990**	**MESSAGE TRAILER**	**MESSAGE TRAILER**	**a3**	**UNT**	**+**	**M1**	**M1**
	0074	1	NUMBER OF SEGMENTS IN THE MESSAGE		n..6	Number of segments in message. Includes UNH and UNT.	+	M	M
	0062	2	MESSAGE REFERENCE NUMBER		an..14	Same Number as Supplied in UNH 0062.	‘	M	M
UNE			**FUNCTIONAL GROUP TRAILER**	**FUNCTIONAL GROUP TRAILER**	**a3**	**UNE**	**+**	**M1**	**M1**
	0060	1	NUMBER OF MESSAGES	Generated by Translator	n..6	Number of functional groups in the message. Includes UNH and UNT	+	M	M
	0048	2	FUNCTIONAL GROUP REFERENCE NUMBER		an..14	Same Number as Supplied in UNG 0048.	‘	M	M
UNZ			**INTERCHANGE TRAILER**	**INTERCHANGE TRAILER**	**a3**	**UNZ**	**+**	**M1**	**M1**
	0036	1	INTERCHANGE CONTROL COUNT	Generated by Translator	n1	1	+	M	M
	0020	2	INTERCHANGE CONTROL REFERENCE		an..14	Same Number as Supplied in UNB 0020.	‘	M	M

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status ACR	Status SSR

SAMPLE AIR CARGO MESSAGE SCENARIOS

Sample 1 – Simple Air Cargo Import Report (ACR)

The following is an example of a simple ACR with no conditional data transmitted and the shipment is not a split shipment.

Two statues are shipped on board Airline XX (carrier code 123-) from Heathrow Airport in London, England to Pearson International Airport in Toronto, Canada.

UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040615:1110+UNIQREFN01’
UNG+GSMCAR+88888888+AIT+040615:1110+UNIQREFNO2+UN+D:00A:AIRIMP’
UNH+UNIQREFNO3+GSMCAR:D:00A:UN:AIRIMP’
BGM+85+UNIQIDNO1001+9’
CST++802::96’
RFF+CRN:XX099040615’
TDT+20+XX099+4++123-’
CNI+1’
RFF+MWB:123-CCN99999’
LOC+172+0497::96’
LOC+9+LHR’
LOC+10+GB:::LONDON+HEATHROW’
LOC+8+CA:::TORONTO+PEARSON AIRPORT’
LOC+11+0497::96’
GEI+6+:::24’
TDT+12++++XX’
LOC+94+LHR’
LOC+94+YYZ’
NAD+CN+++CONSIGNEE NAME LINE 1+ADDRESS LINE 1+MISSISSAUGA+ON+L1L1L1+CA’
NAD+CZ+++CONSIGNOR NAME LINE 1+ADDRESS LINE 1+LONDON+++GB’
QTY+118:2:PCE’
GID+1’
PAC+1++PCE’
FTX+AAA+++STATUE OF DAVID – WHITE MARBLE’
MEA+WT+AAE+LBR:800’
GID+2’
PAC+1++PCE’
FTX+AAA+++STATUE OF DAVID – BLACK MARBLE’
MEA+WT+AAE+LBR:1100’
UNT+28+UNIQREFNO3’
UNE+1+UNIQREFNO2’
UNZ+1+UNIQREFN01’

Sample 2 – Complex Air Cargo Import Report (ACR)

The following is an example of a complex ACR with all conditional data (where applicable) transmitted. The shipment is not a split consignment.

A shipment originating in Paris, France is being delivered to New York, USA. The shipment is loaded onto an Airline XX (carrier code 123-) flight to Toronto with a scheduled stop in Halifax. Once in Toronto, the shipment will be transferred and placed on board a flight by Airline YY to New York.

UNB+UNOA:3+CLIENTNETID+CBSANETID+040612:1001+UNIQREFNO1'
UNG+GSMCAR+12345678:1234+AIT+040612:1001+UNIQREFNO2+UN+D:00A:AIRIMP'
UNH+UNIQREFNO3+GSMCAR:D:00A:UN:AIRIMP'
BGM+85+UNIQIDNO2002+9'
CST++802::96'
RFF+CRN:XX881040612'
TDT+20+XX881+4++123-'
CNI+1'
DOC+701+UNIQREF12345678'
RFF+MWB:123-CCN123456'
LOC+172+0026::96'
LOC+9+CDG'
LOC+10+FR:::PARIS+CHARLES DEGAULLE'
LOC+8+US:::NEWYORK+JFK INTERNATIONAL AIRPORT'
LOC+11+0497::96'
GEI+6+:::23'
GEI+11+:::1'
GEI+5+:::1'
FTX+SIN+++FRAGILE GLASS HANDLE WITH CAUTION'
TDT+12++++XX'
LOC+94+CDG'
LOC+94+YHZ'
LOC+94+YYZ'
TDT+12++++YY'
LOC+94+YYZ'
LOC+94+JFK'
NAD+CN+++CONSIGNEE NAME LINE 1+CONSIGNEE ADDRESS LINE 1+MANHATTAN+NY+12986+US'
CTA+CN+:FRANK'
COM+2125555212:TE'
NAD+CZ+++CONSIGNOR NAME LINE 1+CONSIGNOR ADDRESS LINE 1+PARIS+++FR'
CTA+CO+:GILLES'
COM+0129337218:TE'
NAD+DP+++DELIVERED TO 1+DELIVERY 1 ADDRESS LINE 1+MANHATTAN+NY+12783+US'
CTA+DL+:ELIZABETH'
COM+2125551212:TE'
NAD+NI+++FEDERATED CUSTOMS BROKERS LTD.+ADDRESS LINE 1+TORONTO+ON+M1M1M1+CA'
CTA+NT+:SUZANNE'
COM+6475551212:TE'
QTY+118:350:BOX'
QTY+118:200:PCE'
EQD+UL+EQID9999NO'
GID+1'
PAC+200++BOX'
FTX+AAA+++FRENCH DARK CHOCOLATE'

MEA+WT+AAE+KGM:2000.375’
CST++1806310000’
GID+2’
PAC+150++BOX’
FTX+AAA+++BELGIAN WHITE CHOCOLATE’
MEA+WT+AAE+KGM:1500.375’
CST++1806310000’
GID+3’
PAC+200++PCE’
FTX+AAA+++TEST SAMPLES’
MEA+WT+AAE+KGM:2000.1234’
MEA+VOL+:::G+WSD:200.075’
DGS+++1234’
PCI++RADIOACTIVE’
CST++2805191000’
AUT+200406123333’
UNT+59+UNIQREFNO3’
UNE+1+UNIQREFNO2’
UNZ+1+UNIQREFNO1’

Sample 3 – Air Cargo Import Report (ACR) with positive Split Shipment Indicator

The following is an example of a simple ACR with a positive split shipment indicator. No conditional data is transmitted.

A shipment being sent from London, England to Toronto, Canada, has been divided into three loads. The shipment is transported by Airline XX (carrier code 123-). Below is the ACR.

```
UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040913:0730+UNIQREFN01'
UNG+GSMCAR+88888888+AIT+040913:0730+UNIQREFNO201+UN+D:00A:AIRIMP'
UNH+UNIQREFNO301+GSMCAR:D:00A:UN:AIRIMP'
BGM+85+UNIQIDNO3001+9'
CST++802::96'
TDT+20++4++123-'
CNI+1'
RFF+MWB:123-CCN5555'
LOC+172+0497::96'
LOC+9+LHR'
LOC+10+GB:::LONDON+HEATHROW'
LOC+8+CA:::TORONTO+PEARSON AIRPORT'
LOC+11+0497::96:3074'
GEI+6+:::24'
GEI+10+:::1'
TDT+12++++XX'
LOC+94+LHR'
LOC+94+YYZ'
NAD+CN+++CONSIGNEE NAME LINE 1+ADDRESS LINE 1+MISSISSAUGA+ON+L1L1L1+CA'
NAD+CZ+++CONSIGNOR NAME LINE 1+ADDRESS LINE 1+LONDON+++GB'
QTY+118:3000:BOX'
QTY+118:10:PKG'
GID+1'
PAC+3000++BOX'
FTX+AAA+++FRESH HERBS'
MEA+WT+AAE+KGM:30000'
GID+2'
PAC+10++PKG'
FTX+AAA+++TEST SAMPLES'
MEA+WT+AAE+KGM:5.50'
MEA+VOL+:::V+WSD:10.2'
DGS+++1222'
PCI++RADIOACTIVE'
CST++2805191000'
UNT+33+UNIQREFNO301'
UNE+1+UNIQREFNO201'
UNZ+1+UNIQREFN01'
```

Sample 4 – Split Shipment Report (SSR)

The following is an example of reporting the first load of a split shipment. The ACR was reported in the previous scenario. The first load will arrive on Airline XX (carrier code 123-) as originally scheduled.

UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040913:0730+UNIQREFN11'
UNG+GSMCAR+88888888+AIT+040913:0730+UNIQREFNO201+UN+D:00A:AIRIMP'
UNH+UNIQREFNO301+GSMCAR:D:00A:UN:AIRIMP'
BGM+85+UNIQIDNO3001+9'
CST++786::96'
RFF+CRN:XX869040913'
TDT+20+XX869+4++123-'
CNI+1'
RFF+MWB:123-CCN5555:**X1**'
LOC+172+0497::96:3074'
LOC+9+LHR
LOC+11+0497::96:3074'
GEI+6+:::24'
QTY+128:900:BOX'
UNT+14+UNIQREFNO301'
UNE+1+UNIQREFNO201'
UNZ+1+UNIQREFN11'

The following is an example of reporting a subsequent SSR where some of the information is different from what was reported on the original ACR. In this case, the same carrier is transporting the second load; however, the routing has changed.

UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040913:0603+UNIQREFN12'
UNG+GSMCAR+88888888:1234+AIT+040913:0603+UNIQREFNO202+UN+D:00A:AIRIMP'
UNH+UNIQREFNO302+GSMCAR:D:00A:UN:AIRIMP'
BGM+85+UNIQIDNO3002+9'
CST++786::96'
RFF+CRN:XX6321040913'
TDT+20+XX6321+3++123-'
CNI+1'
RFF+MWB:123-44CCN5555:**X2**'
LOC+172+0410::96'
LOC+9+LHR
LOC+11+0497::96:3074'
GEI+6+:::24'
TDT+12++++XX'
LOC+94+LHR'
LOC+94+JFK'
LOC+94+YYZ'
QTY+128:1300:BOX'
UNT+16+UNIQREFNO302+9'
UNE+4UNIQREFNO202'
UNZ+1+UNIQREFN12'

Sample 4 – Split Shipment Report (SSR) *(cont)…*

The following is an example of reporting the final load of a split shipment. The final load will arrive on board Airline ZZ (carrier code 987-) the following day.

UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040914:1210+UNIQREFN01'
UNG+GSMCAR+88888888:1234+AIT+040914:1210+UNIQREFNO201+UN+D:00A:AIRIMP'
UNH+UNIQREFNO301+GSMCAR:D:00A:UN:AIRIMP'
BGM+85+UNIQIDNO3001+9'
CST++786::96'
RFF+CRN:ZZ099040914'
TDT+20+ZZ099+4++987-'
CNI+1'
RFF+MWB:123-CCN5555:**FINAL**'
LOC+172+0497::96:3074'
LOC+9+LHR
LOC+11+0497::96:3074'
GEI+6+:::24'
TDT+12++++ZZ'
LOC+94+LHR'
LOC+94+YYZ'
QTY+128:800:BOX'
QTY+128:10:BOX'
UNT+15+UNIQREFNO3'
UNE+1+UNIQREFNO2'
UNZ+1+UNIQREFN01'

Sample 5 – Freight Remaining on Board (FROB)

The following is an example of a shipment that will stop in Canada but remain on board the aircraft until it has reached its final destination.

A shipment of woollen blankets is picked up in London, England for transport to Mexico City, Mexico. The shipment is loaded onto Airline XX (carrier code 123-) scheduled to stop in Montreal to unload cargo remaining in Canada.

Note: that there is no Customs Office of Discharge

```
UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040708:1340+UNIQREFN01'
UNG+GSMCAR+83838383:9638+AIT+040708:1340+ UNIQREFNO2+UN+D:00A:AIRIMP'
UNH+ UNIQREFNO3+GSMCAR:D:00A:UN:AIRIMP'
BGM+85+UNIQIDNO101+9'
CST++802::96'
RFF+CRN:XX009540708'
TDT+20+XX0095+4++123-'
CNI+1'
RFF+MWB:123-24341966'
LOC+172+0396::96'
LOC+9+LHR'
LOC+10+GB:::LONDON+HEATHROW'
LOC+8+MX:::MEXICO CITY+JUAREZ AIRPORT'
GEI+6+:::26'
TDT+12++++XX'
LOC+94+LHR'
LOC+94+YUL'
LOC+94+MEX'
NAD+CN+++CONSIGNEE NAME LINE 1+ADDRESS LINE 1+MEXICO CITY+++MX'
NAD+CZ+++CONSIGNOR NAME LINE 1+ADDRESS LINE 1+LONDON+++GB'
QTY+118:82:CTN'
GID+1'
PAC+82++CTN'
FTX+AAA+++WOOL BLANKETS'
MEA+WT+AAE+KGM:820'
UNT+24+ UNIQREFNO3'
UNE+1+ UNIQREFNO2'
UNZ+1+UNIQREFN01'
```

Sample 6 – In-Transit

The following is an example of an in-transit shipment.

The shipment is sent from Paris, France to Ottawa International Airport via Airline XX (carrier code 123-). Once in Ottawa, it is to be transferred to Airline ZZ (carrier code 987-) bound for JFK International Airport. The goods are consigned to a company in Manhattan, NY.

UNB+UNOA:3+CLIENTNETID+CBSANETID+040612:1510+UNIQREFNO1’
UNG+GSMCAR+12345678:CIT+AIT+040612:1510+UNIQREFNO2+UN+D:00A:AIRIMP’
UNH+UNIQREFNO3+GSMCAR:D:00A:UN:AIRIMP’
BGM+85+UNIQIDNO7007+9’
CST++802::96’
RFF+CRN:XX7113040612’
TDT+20+XX7113+4++123-’
CNI+1’
RFF+MWB:123-CCN9990E1’
LOC+172+0485::96’
LOC+9+CDG’
LOC+10+FR:::PARIS+CHARLES DEGAULLE’
LOC+8+US:::NEWYORK+JFK INTERNATIONAL AIRPORT’
LOC+11+0485::96’
GEI+6+:::23’
GEI+11+:::1’
TDT+12++++XX’
LOC+94+CDG’
LOC+94+YOW’
TDT+12++++ZZ’
LOC+94+YOW’
LOC+94+JFK’
NAD+CN+++ CONSIGNOR NAME LINE 1+ADDRESS LINE 1+MANHATTAN+NY+12783+US’
CTA+CN+:FRANK’
COM+2125551212:TE’
NAD+CZ+++CONSIGNOR NAME LINE 1+ADDRESS LINE 1+PARIS+++FR’
CTA+CO+:GILLES’
COM+0125551212:TE’
QTY+118:35:BOX’
GID+1’
PAC+35++BOX’
FTX+AAA+++FRENCH DARK CHOCOLATE’
MEA+WT+AAE+KGM:350’
CST++1806320010’
UNT+33+UNIQREFNO3’
UNE+1+UNIQREFNO2’
UNZ+1+UNIQREFNO1’

Sample 7 – Interline Transfer of Goods

The following is an example of an ACR where an Interline agreement exists.

Through an Interline agreement, Airline XX (carrier code 123-) will transport a shipment from Paris, France to Montreal, Canada on behalf of Airline ZZ (carrier code 987-). In this scenario, Airline XX as the Transporting Carrier will transmit the ACR using their carrier code, CRN and flight number. However, Airline XX will use the Cargo Control Number of Airline ZZ in the CCN field.

UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040419:0830+UNIQREFN01’
UNG+GSMCAR+8787878+AIT+040419:0830+UNIQREFNO2+UN+D:00A:AIRIMP’
UNH+UNIQREFNO3+GSMCAR:D:00A:UN:AIRIMP’
BGM+85+UNIQIDNO1001+9’
CST++802::96’
RFF+CRN:XX871040419’
TDT+20+XX871+4++123-’
CNI+1’
RFF+MWB:**987**-CCN888889’
LOC+172+0396::96’
LOC+9+CDG’
LOC+10+FR:::PARIS+CHARLES DEGAULLE’
LOC+8+CA:::MONTREAL+P.E.T.I.A.’
LOC+11+0396::96’
GEI+6+:::24’
TDT+12++++XX’
LOC+94+CDG’
LOC+94+YUL’
NAD+CN+++CONSIGNEE NAME LINE 1+ADDRESS LINE 1+MONTREAL+PQ+H1L1L1+CA’
NAD+CZ+++CONSIGNOR NAME LINE 1+ADDRESS LINE 1+LONDON+++GB’
QTY+118:2:PCE’
GID+1’
PAC+1++PCE’
FTX+AAA+++CAR-RED MERCEDES 350 SL’
MEA+WT+AAE+LBR:2500’
GID+2’
PAC+1++PCE’
FTX+AAA+++CAR-BLACK MERCEDES 350 SL’
MEA+WT+AAE+LBR:2500’
UNT+28+UNIQREFNO3’
UNE+1+UNIQREFNO2’
UNZ+1+UNIQREFN01’

Sample 8 – Code Share Agreement

The following is an example of an ACR where a Code Share agreement exists.

In a Code Share arrangement, Airline XX (carrier code 123-) will transport cargo belonging to Airline ZZ (carrier code 987-) on board its flight from Paris, France to Toronto, Canada. In this scenario, Airline XX and Airline ZZ will each transmit ACRs for their own cargo.

Below is an example of the ACR that Airline XX would transmit.

```
UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040419:1110+UNIQREFN01'
UNG+GSMCAR+8787878+AIT+040419:1110+UNIQREFNO2+UN+D:00A:AIRIMP'
UNH+UNIQREFNO3+GSMCAR:D:00A:UN:AIRIMP'
BGM+85+UNIQIDNO1001+9'
CST++802::96'
RFF+CRN:XX881040419'
TDT+20+XX881+4++123-'
CNI+1'
RFF+MWB:123-CCN8777779'
LOC+172+0497::96'
LOC+9+CDG'
LOC+10+FR:::PARIS+CHARLES DEGAULLE'
LOC+8+CA:::TORONTO+PEARSON AIRPORT'
LOC+11+0497::96'
GEI+6+:::24'
GEI+11+:::1'
TDT+12++++XX'
LOC+94+CDG'
LOC+94+YYZ'
NAD+CN+++CONSIGNEE NAME LINE 1+ADDRESS LINE 1+MISSISSAUGA+ON+L1L1L1+CA'
NAD+CZ+++CONSIGNOR NAME LINE 1+ADDRESS LINE 1+LONDON+++GB'
QTY+118:2:PCE'
EQD+UL+EQID999NO1'
EQD+UL+EQID999NO2'
GID+1'
PAC+1++PCE'
FTX+AAA+++PIANO – BLACK - UPRIGHT'
MEA+WT+AAE+LBR:1000'
GID+2'
PAC+1++PCE'
FTX+AAA+++PIANO – BLACK - UPRIGHT'
MEA+WT+AAE+LBR:1000'
UNT+31+UNIQREFNO3'
UNE+1+UNIQREFNO2'
UNZ+1+UNIQREFN01'
```

Sample 8 – Code Share Agreement *(cont)*…

Continuing with the example on the previous page, below is an example of the ACR that Airline ZZ (carrier code 987-) would transmit.

> **Note**: Airline ZZ will use its own flight number, and Cargo Control Number that contains its own 4 – character CBSA approved carrier code. However, Airline ZZ will use the Conveyance Reference Number of Airline XX.

UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040419:1120+UNIQREFN01’
UNG+GSMCAR+8787878+AIT+040419:1120+UNIQREFNO102+UN+D:00A:AIRIMP’
UNH+UNIQREFNO103+GSMCAR:D:00A:UN:AIRIMP’
BGM+85+UNIQIDNO10011+9’
CST++802::96’
RFF+CRN:**XX881040419**’
TDT+20+ZZ0007+4++XX-’
CNI+1’
RFF+MWB:987-CCN9888889’
LOC+172+0497::96’
LOC+9+CDG’
LOC+10+FR:::PARIS+CHARLES DEGAULLE’
LOC+8+CA:::TORONTO+PEARSON AIRPORT’
LOC+11+0497::96’
GEI+6+:::24’
TDT+12++++**XX**’
LOC+94+CDG’
LOC+94+YYZ’
NAD+CN+++CONSIGNEE NAME LINE 1+ADDRESS LINE 1+TORONTO+ON+M1M1M1+CA’
NAD+CZ+++CONSIGNOR NAME LINE 1+ADDRESS LINE 1+LONDON+++GB’
QTY+118:1:PCE’
EQD+UL+EQID111NO1’
GID+1’
PAC+1++PCE’
FTX+AAA+++SETTLER EFFECTS’
MEA+WT+AAE+LBR:3500’
UNT+25+UNIQREFNO3’
UNE+1+UNIQREFNO2’
UNZ+1+UNIQREFN01’

Sample 9 – Supplementary Data Required

A consolidated shipment is sent on board Airline XX (123-) from Heathrow Airport in London, England to Pearson International Airport in Toronto, Canada.

UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040615:1110+UNIQREFN01’
UNG+GSMCAR+88888888+AIT+040615:1110+UNIQREFNO2+UN+D:00A:AIRIMP’
UNH+UNIQREFNO3+GSMCAR:D:00A:UN:AIRIMP’
BGM+85+UNIQIDNO1001+9’
CST++802::96’
RFF+CRN:XX099040615’
TDT+20+XX099+4++123-’
CNI+1’
RFF+MWB:123-CCN99999’
LOC+172+0497::96’
LOC+9+LHR’
LOC+10+GB:::LONDON+HEATHROW’
LOC+8+CA:::TORONTO+PEARSON AIRPORT’
LOC+11+0497::96’
GEI+6+:::24’
GEI+5+:::1’
TDT+12++++XX’
LOC+94+LHR’
LOC+94+YYZ’
NAD+CN+++CONSIGNEE NAME LINE 1+ADDRESS LINE 1+MISSISSAUGA+ON+L1L1L1+CA’
NAD+CZ+++CONSIGNOR NAME LINE 1+ADDRESS LINE 1+LONDON+++GB’
QTY+118:1:BOX’
GID+1’
PAC+1++BOX’
FTX+AAA+++FREIGHT OF ALL KINDS’
MEA+WT+AAE+LBR:800’
UNT+25+UNIQREFNO3’
UNE+1+UNIQREFNO2’
UNZ+1+UNIQREFN01’

Sample 10 – Report of Multiple Descriptions, Dangerous Goods Codes, Shipping Marks and Numbers

The following scenarios illustrate the reporting structure of multiple descriptions with and without multiple dangerous goods codes and multiple shipping marks and numbers.

SCENARIO A – MULTIPLE DESCRIPTIONS FOR A SINGLE COMMODITY

GID+1'
PAC+20++SKD'
FTX+AAA+++COMMODITY 1'
FTX+AAA+++FURTHER DESCRIPTION OF COMMODITY 1'
MEA+WT+AAE+KGM:4000'

SCENARIO B – MULTIPLE DESCRIPTIONS FOR MULTIPLE COMMODITIES

Where the commodities are dissimilar in nature, a separate description for each commodity must be provided. The following examples illustrate two different options for reporting multiple commodities.

Option 1

In this example, both commodities have been packaged individually.

GID+1'
PAC+10++SKD'
FTX+AAA+++OFFICE EQUIPMENT'
FTX+AAA+++COMPUTER DESK'
FTX+AAA+++FILING CABINET'
MEA+WT+AAE+KGM:4000'
GID+2'
PAC+20++SKD'
FTX+AAA+++CLOTHING'
FTX+AAA+++LEATHER GOODS'
FTX+AAA+++CHILDRENS CLOTHING'
MEA+WT+AAE+KGM:1500'

Option 2

In this example, both commodities have been packaged together.

GID+1'
PAC+30++SKD'
FTX+AAA+++CLOTHING'
FTX+AAA+++OFFICE SUPPLIES'
MEA+WT+AAE+KGM:5500'
PCI++SHIPPING MARKS AND NUMBERS'
PCI++ADDITIONAL SHIPPING MARKS NUMBERS'

SCENARIO C – MULTIPLE DESCRIPTIONS FOR MULTIPLE COMMODITIES WITH DANGEROUS GOODS CODES AND SHIPPING MARKS AND NUMBERS

GID+1’
PAC+820++CTN’
FTX+AAA+++COMMODITY 1’
FTX+AAA+++FURTHER DESCRIPTION OF COMMODITY 1’
FTX+AAA+++FURTHER DESCRIPTION OF COMMODITY 1’
MEA+WT+AAE+KGM:4000’
DGS+++0327’
DGS+++0328’
PCI++SHIPPING MARKS AND NUMBERS:ADDITIONAL SHIPPING MARKS NUMBERS’
PCI++MORE SHIPPING MARKS AND NUMBERS’
GID+2’
PAC+20++SKD’
FTX+AAA+++COMMODITY 2’
FTX+AAA+++FURTHER DESCRIPTION OF COMMODITY 2’
FTX+AAA+++FURTHER DESCRIPTION OF COMMODITY 2’
MEA+WT+AAE+KGM:4000’
DGS+++1234’
DGS+++5678’
PCI++SHIPPING MARKS AND NUMBERS’
CST++6601100000+6602001000’

Sample 11 – Filing Multiple Reports in One Transmission

The following illustrates how to send multiple reports in one transmission. For more information on this process, refer to Section 6.5.

```
UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040615:1110+UNIQREFN01'
UNG+GSMCAR+88888888+AIT+040615:1110+UNIQREFNO2+UN+D:00A:AIRIMP'
UNH+UNIQREFNO101+CUSREP:D:00A:UN:AIRCON'
BGM+187:::794+UNIQIDNO8008+9'
RFF+CRN:XX881041016'
LOC+94+CDG'
LOC+94+YYZ'
TDT+12+XX881+4++014-+++747:::N1EAV32'
LOC+5+CDG'
DTM+136:200410160905:203'
LOC+87+YYZ'
DTM+132:200410161705:203'
UNT+11+UNIQREFNO101'
UNH+UNIQREFNO202+CUSREP:D:00A:UN:AIRCON'
BGM+187:::794+UNIQIDNO8008+9'
RFF+CRN:XX869041016'
LOC+94+CDG'
LOC+94+YYZ'
TDT+12+XX869+4++014-+++747:::N1EAV32'
LOC+5+LHR'
DTM+136:200410160905:203'
LOC+87+YYZ'
DTM+132:200410161715:203'
UNT+11+UNIQREFNO202'
UNH+UNIQREFNO303+CUSREP:D:00A:UN:AIRCON'
BGM+187:::794+UNIQIDNO8008+9'
RFF+CRN:XX867041016'
LOC+94+LHR'
LOC+94+YYZ'
TDT+12+XX867+4++014-+++747:::N1EAV32'
LOC+5+CDG'
DTM+136:200410161205:203'
LOC+87+YYZ'
DTM+132:200410162200:203'
UNT+11+UNIQREFNO303'
UNE+3+UNIQREFNO2'
UNZ+1+UNIQREFN01'
```

APPENDIX G

AIR CONVEYANCE REPORT

APPENDIX G – AIR CONVEYANCE REPORT

DATA ELEMENT GLOSSARY FOR AIR CONVEYANCE MAP

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Status	Rules and Conditions
Document/Message Name, Coded	Document/Message Name, coded	A code that indicates the type of message being sent.	M	Must transmit code 187 in all cases. Code 187 = Conveyance Declaration
Service Option ID	Customs Procedure, coded	Treatment applied by Customs to the means of transport, which is subject to Customs control, coded.	M	Must be transmitted in all cases. 794 = Air Conveyance Inward Report Future Use: Service Option for Air Conveyance Outward Report to be determined at a later date.
Document/Message Number	Document/Message Number	A number uniquely identifying the message.	M	Must be transmitted in all cases. Sender can provide the Cargo Control Number or may transmit a different number used in their internal system. This will be stored as the Secondary Business ID.
Message Function, Coded	Message Function, coded	Processing indicator identifies as original, change or cancel.	M	1 = cancel, 4 = change, 9 = original, *See* Section 6.3 for change/cancel rules surrounding each type of message.
Conveyance Reference Number	Conveyance Reference Number	Voyage, Flight or Train Number assigned to a regularly scheduled service of the means of transport.	M	The Conveyance Reference Number is a unique reference number given by the carrier to a certain journey or departure of a means of transport. CRN = the Flight Number of the Transporting Carrier + the Scheduled Date of Departure. (YYMMDD). The maximum length of the CRN is 16 characters.

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DATA ELEMENT GLOSSARY FOR AIR CONVEYANCE MAP

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Status	Rules and Conditions
Flight Route	Itinerary Route, coded	The itinerary locations (e.g. ports of call) visited on route to the destination country including the country from which the conveyance first departed and the destination country, coded.	M	Transmit all stops made by the aircraft en-route to its final destination. All ports of arrival (scheduled or otherwise) including the port of departure as well as all Canadian stops must be reported. The airports should be listed in chronological order and must be transmitted using a valid IATA or ICAO Airport Designator Code.
Flight Number	Scheduled Conveyance Identification	Voyage, flight or train number assigned to a regularly scheduled service of the means of transport.	M	Must transmit flight number in all cases.
Mode of Transport	Mode/Type of Means of Transport, coded	Means and method of transport used for the carriage of goods, coded.	M	4 = Air
Transporting Carrier Code	Carrier Identification, Coded	Identification of the party undertaking transport of goods between named points.	M	Must transmit a valid 4 character CBSA approved carrier code of the carrier responsible for transporting the goods. The format for an air mode carrier code is three alpha/numerics followed by a dash (e.g. 123-) Itinerant (ITN) carrier codes are not acceptable.
Aircraft Type Code	Conveyance Type Code	Code to determine the type of aircraft, e.g. 74E (747 Combi), 319 (Airbus A319).	M	Must transmit a valid IATA or ICAO Aircraft Type Code.
Aircraft Registration Number – Tail Number	Registered Identification of Means of Transport	Registration number assigned to the means of transport, e.g. aircraft registration number or marine vessel registration number.	M	Must be transmitted. Identifies country of registration and individual registration number of the aircraft.

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DATA ELEMENT GLOSSARY FOR AIR CONVEYANCE MAP

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Status	Rules and Conditions
Airport of Departure	Place of Departure, coded	Name of the seaport, airport, freight terminal, rail station or other place from which the means of transport last departed prior to arriving in Canada, coded.	M	Transmit the last foreign airport from which the aircraft departed prior to landing at the first Canadian port of arrival. Must transmit a valid IATA or ICAO Airport Designator code.
Date of Departure **Time of Departure**	Date/Time of Departure from Last Port	The date/time on which the means of transport last departed prior to arriving in Canada.	M	This is the date and time the aircraft will leave the gate or dock at the Airport of Departure. When there is no gate or dock, this is the date and time when the aircraft will be blocked out at the Airport of Departure. Must be transmitted in Eastern Standard/Daylight Saving Time. Format: CCYYMMDDHHMM
First Port of Arrival	First Port of Arrival, coded	Name of the (for air) first airport, (land) arrival at first border post and (sea) arrival at first port.	M	This is the first Canadian airport (even if cargo is not off-loaded) at which the aircraft lands. Must transmit a valid IATA or ICAO Airport Designator code.
Terminal Name	Conveyance Facility Location	Name of the terminal, warehouse or yard where the aircraft will arrive.	C	Provide airport terminal if applicable.
Estimated Date of Arrival **Estimated Time of Arrival**	Estimated Date and Time of Arrival, coded	Date and time/scheduled date and time of arrival of means of transport at (for air) airport, (land) arrival at first border post and (sea) arrival at first port, coded.	M	Transmit the date and time that the aircraft is scheduled to land at the First Port of Arrival. Must be transmitted in Eastern Standard/Daylight Saving Time. Format: CCYYMMDDHHMM

AIR CONVEYANCE MAP

Segment	Status	Data Element Name
UNB	M1	Interchange header
UNG	M1	Group header
UNH	M1	Message header
BGM	M1	Document/message name, coded
	M	Service Option ID.
	M	Document/message number
	M	Message function, coded
G01	M1	
RFF	M1	Conveyance Reference Number
G02	M1 C8	
LOC	M1	Itinerary Route, Coded
G08	M1	Conveyance Details
TDT	M1	Scheduled Conveyance Identification (Flight Number)
	M	Mode/Type of Means of Transport
	M	Carrier Code (Airline Carrier)
	M	Conveyance Type Code (Aircraft Type Code)
	M	Registered Identification of Means of Transport (Aircraft Registration Number)
G09	M1	
LOC(1)	M1	Place of Departure
DTM	M1	Date/Time of Departure
G09	M1	
LOC(2)	M1	First Port of Arrival
	C	Conveyance Facility Location (Terminal)
DTM	M1	Estimated Date/Time of Arrival
G12	C1	
AUT	M1	Authentication
UNT	M1	Message Trailer

	Segment	Status	Data Element Name
	UNE	M1	Group Trailer
	UNZ	M1	Interchange Trailer

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status
UNB			INTERCHANGE CONTROL HEADER	**TO START AND IDENTIFY AN INTERCHANGE AND INTERCHANGE-RELATED CONTROL SEGMENTS**	**a3**	**UNB**	**+**	**M1**
	S001	1	SYNTAX IDENTIFIER					M
	0001	1.1	Syntax identifier	Code identification of the agency controlling syntax.	a4	UNOA	:	M
	0002	1.2	Syntax version number	Version number of the syntax.	n1	3	+	M
	S002	2	INTERCHANGE SENDER					M
	0004	2.1	Sender identification	Name/coded representation of the sender. “Clients Network ID.”	an..35		+	M
	S003	3	INTERCHANGE RECIPIENT					M
	0010	3.1	Recipient Identification	Name/coded representation of the recipient. “CBSA Network ID.”	an..35		+	M
	S004	4	DATE/TIME OF PREPARATION					M
	0017	4.1	Date of preparation	Generated by Translator	n6	YYMMDD	:	M
	0019	4.2	Time of preparation	Generated by Translator	n4	HHMM	+	M
	0020	5	INTERCHANGE CONTROL REFERENCE	Unique Reference Number assigned by the sender. Generated by Translator	an..14		‘	M
UNG			**FUNCTIONAL GROUP HEADER**	**TO INDICATE THE BEGINNING OF A FUNCTIONAL GROUP AND TO PROVIDE CONTROL INFORMATION**	**a3**	**UNG**	**+**	**M1**
	0038	1	FUNCTIONAL GROUP IDENTIFICATION	Identification of the one type of message in the Functional Group	a6	CUSREP	+	M
	S006	2	APPLICATION SENDER IDENTIFICATION					M
	0040	2.1	Sender identification	Client’s Transmission Site	an8		:	M

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status
	0007	2.2	Sender id. Qualifier	I/B Control Office (Optional)	an..4		+	C
	S007	3	APPLICATION RECIPIENT IDENTIFICATION					M
	0044	3.1	Recipient's identification	Used to identify testing or production status	a3	ACT = Testing ACP = Production	+	M
	S004	4	DATE/TIME OF PREPARATION					M
	0017	4.1	Date of preparation	Generated by Translator	n6	YYMMDD	:	M
	0019	4.2	Time of preparation	Generated by Translator	n4	HHMM	+	M
	0048	5	FUNCTIONAL GROUP REFERENCE NUMBER	Unique Reference Number assigned by the sender. Generated by Translator	an..14		+	M
	0051	6	CONTROLLING AGENCY	Agency controlling the message type.	a2	UN	+	M
	S008	7	MESSAGE VERSION					M
	0052	7.1	Message version number	Version number of the message type.	a1	D	:	M
	0054	7.2	Message release number	Release number of the current message type.	an3	00A	:	M
	0057	7.3	Association assigned code	Code assigned by ACI to identify message type. Code = {Air Conveyance Report}	a6	AIRCON	'	M
UNH		**0010**	**MESSAGE HEADER**	**TO START AND IDENTIFY A MESSAGE.**	**a3**	**UNH**	**+**	**M1**
	0062	1	MESSAGE REFERENCE NUMBER	Unique Reference Number assigned by the sender. Generated by Translator	an..14		+	M
	S009	2	MESSAGE IDENTIFIER					M
	0065	2.1	Message type	Identification of the message type.	a6	CUSREP	:	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status
	0052	2.2	Message version number	Version number of the message type.	a1	D	:	M
	0054	2.3	Message release number	Release number of the current message type.	an3	00A	:	M
	0051	2.4	Controlling agency	Agency controlling the message type.	a2	UN	:	M
	0057	2.5	Association assigned code	Code assigned by ACI to identify message type. Code = {Air Conveyance Report}	a6	AIRCON	‘	M
BGM		**0020**	**BEGINNING OF MESSAGE**	**MESSAGE TYPE AND FUNCTION CODE**	**a3**	**BGM**	**+**	**M1**
	C002	1	DOCUMENT/ MESSAGE NAME					M
	1001	1.1	Document name, coded	Code = {Conveyance Declaration}	n3	187	:::	M
	1000	1.4	Document name	Data Element “Service Option ID.”	n2..3	794 = Inward Report ?? = Outward Report (Future Use)	+	M
	C106	2	DOCUMENT/ MESSAGE IDENTIFICATION					M
	1004	2.1	Document/ Message number	Number uniquely identifying the message	an..35		+	M
	1225	3	MESSAGE FUNCTION, CODED	Code indicating the function of the message.	n1	1 = Cancel 4 = Change 9 = Original	‘	M
G01		**0080**						**M1**
RFF		**0090**	**REFERENCE**	**CONVEYANCE REFERENCE NUMBER**	**a3**	**RFF**	**+**	**M1**
	C506	1	REFERENCE					M
	1153	1.1	Reference function code qualifier	Code = {Conveyance Reference Number}	a3	CRN	:	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status
	1154	1.2	Reference identifier	Data Element "Conveyance Reference Number" Format: Transporting Carrier's Flight Number + Scheduled Date of Departure(YYMMDD). The maximum length of the CRN is 16 characters.	an..25		'	M
G02		**0120**		**MUST REPORT ALL ROUTE STOPS ON CURRENT JOURNEY, INCLUDING ORIGIN/DESTINATION OF FLIGHT AND ENROUTE STOPS WITHIN CANADA.** **ROUTE STOPS SHOULD BE LISTED IN CHRONOLOGICAL ORDER.**				**M1** **C8**
LOC		**0130**	**PLACE/LOCATION IDENTIFICATION**	**ROUTE STOP ITINERARY**	**a3**	**LOC**	**+**	**M1**
	3227	1	LOCATION FUNCTION CODE QUALIFIER	Code = {Previous Ports of Call}	n2	94	+	M
	C517	2	LOCATION IDENTIFICATION					M
	3225	2.1	Location name code	Data Element "Itinerary Route, Coded"	an3..4	IATA or ICAO Airport Designator Code	'	M
G08		**0360**						**M1**
TDT		**0370**	**DETAILS OF TRANSPORT**	**CARRIER DETAILS**	**a3**	**TDT**	**+**	**M1**
	8051	1	TRANSPORT STAGE CODE QUALIFIER	Code ={At Departure}	n2	12	+	M
	8028	2	CONVEYANCE REFERENCE NUMBER	Data Element "Scheduled Conveyance Identification" (Flight Number)	an2..10		+	M
	C220	3	MODE OF TRANSPORT					M

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status
	8067	3.1	Transport mode name code	Data Element "Mode/Type of Means of Transport" Code = {Air}	n1	4	++	M
	C040	5	CARRIER					M
	3127	5.1	Carrier identification	Data Element "Carrier Identification, Coded" (Transporting Airline Carrier Code) **Note**: Must be a valid, 4-character, CBSA-approved Carrier Code.	an4		+++	M
	C222	8	TRANSPORT IDENTIFICATION					M
	8213	8.1	Transport means identification name identifier	Data Element "Conveyance Type Code" (Aircraft Type Code)	an..4	IATA or ICAO Aircraft Type Codes	:::	M
	8212	8.4	Transport means identification name	Data Element "Registered Identification of Means of Transport" (Aircraft Registration Number – Tail Number)	an..12		'	M
G09		**0400**						**M1**
LOC(1)		**0410**	**LOCATION**	**PLACE OF DEPARTURE**	**a3**	**LOC**	**+**	**M1**
	3227	1	LOCATION FUNCTION CODE QUALIFIER	Code = {Place of Departure}	n1	5	+	M
	C517	2	LOCATION IDENTIFICATION					M
	3225	2.1	Location name code	Data Element "Place of Departure" Inward - Final airport prior to arrival in Canada	an3..4	IATA or ICAO Airport Designator Code	'	M
DTM		**0420**	**DATE/TIME/ PERIOD**	**DATE/TIME OF DEPARTURE**	**a3**	**DTM**	**+**	**M1**
	C507	1	DATE/TIME/ PERIOD					M
	2005	1.1	Date or time or period function code qualifier	Code = {Departure Date/Time}	n3	136	:	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status
	2380	1.2	Date or time or period value	Data Element “Date/Time of Departure” Inward - from last port prior to arriving in Canada Must be transmitted in Eastern Standard/Daylight Saving Time	n12	CCYYMMDDHHMM	:	M
	2379	1.3	Date or time or period format code	Date Format Qualifier	n3	203	‘	M
G09		**0400**						**M1**
LOC(2)		**0410**	**LOCATION**	**FIRST PORT OF ARRIVAL**	**a3**	**LOC**	**+**	**M1**
	3227	1	LOCATION FUNCTION CODE QUALIFIER	Code = {Place/Port of Conveyance Initial Arrival}	n2	87	+	M
	C517	2	LOCATION IDENTIFICATION					M
	3225	2.1	Location name code	Data Element “First Port of Arrival”	an3..4	IATA or ICAO Airport Designator Code	+:::	M
	C519	3	RELATED LOCATION ONE IDENTIFICATION	Must be provided if a Terminal Identifier is applicable.				C
	3222	3.4	Related place location one	Data Element “Conveyance Facility Location (Terminal)	an..30		‘	M
DTM		**0420**	**DATE/TIME/ PERIOD**	**ESTIMATED DATE/TIME OF ARRIVAL**	**a3**	**DTM**	**+**	**M1**
	C507	1	DATE/TIME/ PERIOD					M
	2005	1.1	Date or time or period function code qualifier	Code = {Arrival Date/Time Estimated}	n3	132	:	M
	2380	1.2	Date or time or period value	Data Element “Estimated Date/Time of Arrival” Must be supplied in Eastern Standard/Daylight Saving Time.	n12	CCYYMMDDHHMM	:	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Status
	2379	1.3	Date or time or period format code	Date Format Qualifier	n3	203	‘	M
G12		**0520**		**AUTHENTICATION NOT REQUIRED IF A PERFORMANCE AGREEMENT IS SIGNED BETWEEN THE TRADER AND CBSA.**				**C1**
AUT		**0530**	**AUTHENTICATION RESULT**	**DIGITAL SIGNATURE**	**a3**	**AUT**	**+**	**M1**
	9280	1	VALIDATION RESULT VALUE	Data Element “Authentication”	an..35		‘	M
UNT		**0550**	**MESSAGE TRAILER**	**MESSAGE TRAILER**	**a3**	**UNT**	**+**	**M1**
	0074	1	NUMBER OF SEGMENTS IN THE MESSAGE		n..6	Number of segments in message. Includes UNH and UNT.	+	M
	0062	2	MESSAGE REFERENCE NUMBER		an..14	Same Number as Supplied in UNH 0062.	‘	M
UNE			**FUNCTIONAL GROUP TRAILER**	**FUNCTIONAL GROUP TRAILER**	**a3**	**UNE**	**+**	**M1**
	0060	1	NUMBER OF MESSAGES	Generated by Translator	n..6	Number of functional groups in the message. Includes UNH and UNT.	+	M
	0048	2	FUNCTIONAL GROUP REFERENCE NUMBER		an..14	Same Number as Supplied in UNG 0048.	‘	M
UNZ			**INTERCHANGE TRAILER**	**INTERCHANGE TRAILER**	**a3**	**UNZ**	**+**	**M1**
	0036	1	INTERCHANGE CONTROL COUNT	Generated by Translator.	n1	1	+	M
	0020	2	INTERCHANGE CONTROL REFERENCE		an..14	Same Number as Supplied in UNB 0020.	‘	M

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SAMPLE AIR CONVEYANCE MESSAGE SCENARIOS

Sample 1 –Conveyance Message

The following is an example of a simple Conveyance Report. In this scenario, Airline XX flight 881 is a direct flight from Paris, France to Toronto, Canada.

UNB+UNOA:3+CLIENTNETID+CBSANETID+041016:0905+UNIQREFNO1'
UNG+CUSREP+12345678:CIT+ACT+041016:0905+UNIQREFNO2+UN+D:00A:AIRCON'
UNH+UNIQREFNO3+CUSREP:D:00A:UN:AIRCON'
BGM+187:::794+UNIQIDNO8008+9'
RFF+CRN: XX881041016'
LOC+94+CDG'
LOC+94+YYZ'
TDT+12+XX881+4++123-+++747:::N1EAV32'
LOC+5+CDG'
DTM+136:200410160905:203'
LOC+87+YYZ'
DTM+132:200410161705:203'
UNT+11+UNIQREFNO3'
UNE+1+UNIQREFNO2'
UNZ+1+UNIQREFNO1'

Sample 2 – Conveyance Message

If the flight were scheduled to stop in Halifax to take on extra cargo, the Conveyance Report would have been reported as shown below.

UNB+UNOA:3+CLIENTNETID+CBSANETID+041016:0905+UNIQREFNO1'
UNG+CUSREP+12345678:CIT+ACT+041016:0905+UNIQREFNO2+UN+D:00A:AIRCON'
UNH+UNIQREFNO3+CUSREP:D:00A:UN:AIRCON'
BGM+187:::794+UNIQIDNO8008+9'
RFF+CRN:XX881041016'
LOC+94+CDG'
LOC+94+YHZ'
LOC+94+YYZ'
TDT+12+XX881+4++123-+++747:::N1EAV32'
LOC+5+CDG'
DTM+136:200410160905:203'
LOC+87+**YHZ**'
DTM+132:20041016**1330**:203'
UNT+**12**+UNIQREFNO3'
UNE+1+UNIQREFNO2'
UNZ+1+UNIQREFNO1'

Sample 3 – Conveyance Message (cont…)

Using the previous example, while en-route to Toronto, the aircraft is required to make an unscheduled fuel stop in Gander, Nfld. As outlined in Section 5.2, any changes to the itinerary routing must be transmitted to CBSA. Therefore, the Transporting Carrier is required to transmit an amended Conveyance Report showing the change in routing.

UNB+UNOA:3+CLIENTNETID+CBSANETID+041016:0905+UNIQREFNO1'
UNG+CUSREP+12345678:CIT+ACT+041016:0905+UNIQREFNO2+UN+D:00A:AIRCON'
UNH+UNIQREFNO3+CUSREP:D:00A:UN:AIRCON'
BGM+187:::794+UNIQIDNO8008+**4**'
RFF+CRN:XX881041016'
LOC+94+CDG'
LOC+94+YQX'
LOC+94+YYZ'
TDT+12+XX881+4++123-+++747:::N1EAV32'
LOC+5+CDG'
DTM+136:200410160905:203'
LOC+87+**YQX'**
DTM+132:20041016**1430**: 203'
UNT+12+UNIQREFNO3'
UNE+1+UNIQREFNO2'
UNZ+1+UNIQREFNO1'

APPENDIX H

AIR CARGO & CONVEYANCE RESPONSE MESSAGE

APPENDIX H – AIR CARGO & CONVEYANCE RESPONSE MESSAGE

DATA ELEMENT GLOSSARY FOR AIR CARGO & CONVEYANCE RESPONSE MAP

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Rules And Conditions
Document Message Name, coded	Document Message Name, coded	Document/message identifier expressed in code	Transmitted in all cases.
Document Message Number	Document Message Number	Reference number that had been assigned to the incoming document/message by the user	Transmitted in all cases.
Message Type	Message Type	Identification of the message type	CUSRES – transmitted in all cases.
Document Message	Document Name	Service Option Identifier	802 = Air Cargo Report (ACR) 786 = Air Split Shipment Report (SSR) 794 = Air Conveyance Report
Document/Message Name, coded	Document/Message Name, coded	Message identifier corresponding to the inbound transaction	Will be transmitted for all responses.
Document Message Number	Document/Message Number	Transaction corresponding to the inbound transaction.	Will be transmitted for all responses. For Cargo = Transport Document Number For Conveyance = Conveyance Reference Number
Message Function, coded	Message Function, coded	A code indicating the function of the message.	11 = Response Message
Processing Date/Time	Processing Date/Time	The time at which the incoming message was processed.	The processing date will be provided in all responses. The format will be CCYYMMDDHHMM
Processing Indicator, coded	Processing Indicator, coded	A code supplied to provide positive processing acknowledgement or negative error/risk assessment indication.	Will be transmitted for all responses. Possible Values are: 1 = Validation Acknowledgement, Message content accepted 17 = Functional Acknowledgement, Message content accepted 14 = Error Message 25 = Risk Assessment Notices

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DATA ELEMENT GLOSSARY FOR AIR CARGO & CONVEYANCE RESPONSE MAP

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Rules And Conditions
Related Request ID	Related Request Reference	Customs Document Number belonging to a related document.	This will be transmitted for Risk Assessment Notices only. The CRN and the Flight Number of the related Customs document will be transmitted for all Cargo Reports (ACR and SSR). The Part Arrival Reference Number of the related Customs document will be transmitted for all Split Shipment Reports.
Reference Identifier	Reference Identifier	This is the valid reference number that was provided in the incoming message. (Supplied in UNH d/e 0062 of incoming transmission that was generated by translator)	Will be transmitted for syntax and application rejects only as the cross-reference to the incoming message.
Reject Type/ Risk Assessment Type	Reject Type (For Error Responses) Risk Assessment Type (For RA Notices)	A code to identify the reject type associated with the particular transaction for error responses. A code to identify the Risk Assessment type associated with the particular transaction for RA Notices.	Error Responses where Processing Indicator = 14: Syntax Rejects: 28 = batch error 29 = data error Validation Reject: 20 = administration 21 = enforcement 22 = conformance/syntax Risk Assessment Notices where Processing Indicator = 25: 6 = Hold/Request for Information (Comments and the Reason Code will be transmitted back in the message to the client) 1 = Cancellation of Hold (This message removes the previous hold for information and/or the message for goods to be detained upon arrival)

DATA ELEMENT GLOSSARY FOR AIR CARGO & CONVEYANCE RESPONSE MAP

Canadian Data Element Name	WCO Data Element Name	WCO Data Element Definition	Rules And Conditions
Application Error, coded	Application Error, coded	The Reject Reason code or Risk Assessment Reason Code	When Risk Assessment Notices with the processing indicator = 25 occur, Risk Assessment Reason Codes will be transmitted. *See* Appendix C, Table # 12 for a list of Risk Assessment Reason Codes. When Error Responses involving an Application Reject with the priority indicator = 14 occur, Error Response Message codes will be transmitted. *See* Appendix C, Table # 11 for a list of Error Response Codes.
Free Text	Free Text	Value of the field in error, or, for risk assessment notices additional comments or instructions	Conditional – will be transmitted if the priority indicator = 14 or 25. For Error Responses involving Application Reject, the invalid data from the field in error will be transmitted in this data element. For Risk Assessment Notices additional risk assessment comments may be transmitted.
Container Number	Equipment Identification Number	The container initial and number associated with the shipment.	Will be transmitted for Risk Assessment Notices only. Equipment initial and number will be sent.

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AIR CARGO & CONVEYANCE RESPONSE MAP

Segment	Status Accept	Status RA NOTICE	Status Syntax Reject	Status Appl. Reject	Data Element Name
UNB	M1	M1	M1	M1	Interchange header
UNG	M1	M1	M1	M1	Group header
UNH	M1	M1	M1	M1	Message header
BGM	M1	M1	M1	M1	Service Option Id.
	M	M	M	M	Document/message number
	M	M	M	M	Message function, coded
DTM	M1	M1	M1	M1	Processing Date/Time
GIS (1)	M1	N/A	N/A	N/A	Processing indicator, coded **(Positive Responses)**
GIS (2)	N/A	M1	M1	M1	Processing indicator, coded **(Risk Assessment and Error Responses)**
G03	N/A	M1	N/A	N/A	
RFF	N/A	M1	N/A	N/A	Related Request Reference (Conveyance Reference Number)
G03	N/A	M1	N/A	N/A	
RFF	N/A	M1	N/A	N/A	Related Request Reference (Flight Number)
G03	C1	C1	N/A	C1	
RFF	M1	M1	N/A	M1	Related Request Reference (Part Arrival Reference Number)
G04	N/A	M1 C98	M1 C98	M1 C98	
ERP	N/A	M1	M1	M1	Reject type/Risk Assessment Type
	N/A	N/A	M	M	Message reference number
	N/A	M	M	M	Reject Type or Application Response
ERC	N/A	M1 C98	M1 C98	M1 C98	Application error, coded
FTX	N/A	C99	C99	C99	Value of Error (Appl. Rejects) or Free text remarks (RA Notice)
G06	N/A	C1	N/A	N/A	
DOC	N/A	M1	N/A	N/A	Document Message Details
EQD	N/A	M1 C998	N/A	N/A	Equipment Identification Number
UNT	M1	M1	M1	M1	Message trailer
UNE	M1	M1	M1	M1	Group trailer
UNZ	M1	M1	M1	M1	Interchange trailer

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
UNB			**INTERCHANGE CONTROL HEADER**	**TO START AND IDENTIFY AN INTERCHANGE AND INTERCHANGE-RELATED CONTROL SEGMENTS**	**a3**	**UNB**	**+**	M1	M1	M1	M1
	S001	1	SYNTAX IDENTIFIER					M	M	M	M
	0001	1.1	Syntax identifier	Code identification of the Agency controlling syntax.	a4	UNOA	:	M	M	M	M
	0002	1.2	Syntax version number	Version number of the syntax.	n1	3	+	M	M	M	M
	S002	2	INTERCHANGE SENDER					M	M	M	M
	0004	2.1	Sender identification	Name/coded representation of the sender. “CBSA Network ID”	an..35		+	M	M	M	M
	S003	3	INTERCHANGE RECIPIENT					M	M	M	M
	0010	3.1	Recipient Identification	Name/coded representation of the recipient. “Clients Network ID.”	an..35		+	M	M	M	M
	S004	4	DATE/TIME OF PREPARATION					M	M	M	M
	0017	4.1	Date of preparation	Generated by Translator	n6	YYMMDD	:	M	M	M	M
	0019	4.2	Time of preparation	Generated by Translator	n4	HHMM	+	M	M	M	M
	0020	5	Interchange control reference number	Unique Reference Number Generated by Translator	an..14		‘	M	M	M	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
UNG			**FUNCTIONAL GROUP HEADER**	**TO INDICATE THE BEGINNING OF A FUNCTIONAL GROUP AND TO PROVIDE CONTROL INFORMATION**	**a3**	**UNG**	+	**M1**	**M1**	**M1**	**M1**
	0038	1	FUNCTIONAL GROUP ID	Identification of the one type of message in the Functional Group Code = {Customs Response Message}	a6	CUSRES	+	M	M	M	M
	S006	2	APPLICATION SENDERS ID.					M	M	M	M
	0040	2.1	Senders identification	Client's Transmission Site Code = { Canada Customs Response}	a3	CCR	+	M	M	M	M
	S007	3	APPLICATION RECIPIENTS ID					M	M	M	M
	0044	3.1	Recipient's identification	Defined by Client	an..35		+	M	M	M	M
	S004	4	DATE/TIME PREPARATION					M	M	M	M
	0017	4.1	Date of preparation	Generated by Translator	n6	YYMMDD	:	M	M	M	M
	0019	4.2	Time of preparation	Generated by Translator	n4	HHMM	+	M	M	M	M
	0048	5	FUNCTIONAL GROUP REFERENCE NUMBER	Unique Reference Number assigned by the sender. Generated by Translator	an..14		+	M	M	M	M

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EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
	0051	6	CONTROLLING AGENCY	Agency controlling the message type.	a2	UN	+	M	M	M	M
	S008	7	MESSAGE VERSION					M	M	M	M
	0052	7.1	Message version number	Version number of the message type.	a1	D	:	M	M	M	M
	0054	7.2	Message release number	Release number of the current message type.	an3	00A	‘	M	M	M	M
UNH		**0010**	**MESSAGE HEADER**	**TO START AND IDENTIFY A MESSAGE**	**a3**	**UNH**	**+**	**M1**	**M1**	**M1**	**M1**
	0062	1	MESSAGE REFERENCE NUMBER	Message Reference Number Generated by Translator	an..14		+	M	M	M	M
	S009	2	MESSAGE IDENTIFIER					M	M	M	M
	0065	2.1	Message type	Identification of the message type.	a6	CUSRES	:	M	M	M	M
	0052	2.2	Message version number	Version number of the message type.	a1	D	:	M	M	M	M
	0054	2.3	Message release number	Release number of the current message type.	an3	00A	:	M	M	M	M
	0051	2.4	Controlling agency	Agency controlling the message type.	a2	UN	‘	M	M	M	M
BGM		**0020**	**BEGINNING OF MESSAGE**	**SERVICE OPTION TRANSACTION NUMBER MESSAGE FUNCTION**	**a3**	**BGM**	**+:::**	**M1**	**M1**	**M1**	**M1**

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
	C002	1	DOCUMENT/ MESSAGE NAME					M	M	M	M
	1000	1.4	Document name	Data Element 'Service Option ID'	n3	802 = Air Cargo Report (ACR) 786 = Air Split Shipment Report (SSR) 794 = Air Conveyance Report	+	M	M	M	M
	C106	2	DOCUMENT/ MESSAGE IDENTIFICATION	Document/Message Identification				M	M	M	M
	1004	2.1	Document/ Message Number	Number uniquely identifying the message	an..25	For Air Cargo = Transport Document Number For Air Conveyance = Conveyance Reference Number	+	M	M	M	M
	1225	3	MESSAGE FUNCTION, CODED	Code indicating the function of the message. Code = {Response}	n2	11	'	M	M	M	M
DTM		**0030**	**DATE/TIME/ PERIOD**	**PROCESSING DATE**	**a3**	**DTM**	**+**	**M1**	**M1**	**M1**	**M1**
	C507	1	DATE/TIME PERIOD								
	2005	1.1	Date/time/period qualifier	Code = {Processing Date}	n1	9	:	M	M	M	M
	2380	1.2	Date/time period	Format	n12	CCYYMMDDHHMM	:	M	M	M	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
	2379	1.3	Date or time or period format code	Date Format Qualifier	n3	203	‘	M	M	M	M
GIS(1)		**0070**	**GENERAL INDICATOR**	**PROCESSING INDICATOR FOR POSITIVE RESPONSES ACKNOWLEDGEMENTS**	**a3**	**GIS**	**+**	**M1**	**N/A**	**N/A**	**N/A**
	C529	1	PROCESSING INDICATOR								
	7365	1.1	Processing indicator, coded		n1..2	1= Application Acknowledgement, Message content accepted 17 = Functional Acknowledgement, Message content accepted	‘	M	N/A	N/A	N/A
GIS(2)		**0070**	**GENERAL INDICATOR**	**PROCESSING INDICATOR FOR ERROR RESPONSES OR RISK ASSESSMENT**	**a3**	**GIS**	**+**	**N/A**	**M1**	**M1**	**M1**
	C529	1	PROCESSING INDICATOR								
	7365	1.1	Processing indicator, coded		n2	14 = Error message 25 = Risk Assessment Notices	‘	N/A	M	M	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
G03		**0140**		**FOR RESPONSES TO AIR CARGO REPORTS THE CONVEYANCE REFERENCE NUMBER WILL BE TRANSMITTED.**				**N/A**	**M1**	**N/A**	**N/A**
RFF		**0150**	**REFERENCE**	**RELATED REQUEST REFERENCE**	**a3**	**RFF**	**+**	**N/A**	**M1**	**N/A**	**N/A**
	C506	1	REFERENCE					N/A	M	N/A	N/A
	1153	1.1	Reference Function code qualifier	Code = {Conveyance Reference Number}	a3	CRN	:	N/A	M	N/A	N/A
	1154	1.2	Reference identifier	Data Element “Related Request Reference” (Conveyance Reference Number)	an..25		‘	N/A	M	N/A	N/A
G03		**0140**		**FOR RISK ASSESSMENT RESPONSES THE FLIGHT NUMBER WILL BE TRANSMITTED.**				**N/A**	**M1**	**N/A**	**N/A**
RFF		**0150**	**REFERENCE**	**RELATED REQUEST REFERENCE**	**a3**	**RFF**	**+**	**N/A**	**M1**	**N/A**	**N/A**
	C506	1	REFERENCE					N/A	M	N/A	N/A
	1153	1.1	Reference function code qualifier	Code = {Airline Flight Identification Number}	a2	AF	:	N/A	M	N/A	N/A
	1154	1.2	Reference identifier	Data Element “Related Request Reference” (Airline Flight Number)	an..10		‘	N/A	M	N/A	N/A

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
G03		**0140**		**FOR RESPONSES TO SPLIT SHIPMENT REPORTS THE PART ARRIVAL REFERENCE NUMBER WILL BE TRANSMITTED.**				**C1**	**C1**	**N/A**	**C1**
RFF		**0150**	**REFERENCE**	**RELATED REQUEST REFERENCE**	**a3**	**RFF**	**+**	**M1**	**M1**	**N/A**	**M1**
	C506	1	REFERENCE					M	M	N/A	M
	1153	1.1	Reference function code qualifier	Code = {Part Consignment Number}	a3	AAP	:	M	M	N/A	M
	1154	1.2	Reference identifier	Data Element “Related Request Reference” (Part Arrival Reference Number)	an..6		‘	M	M	N/A	M
G04		**0180**						**N/A**	**M1 C98**	**M1 C98**	**M1 C98**
ERP		**0190**	**ERROR POINT DETAILS**	**REJECT TYPE (FOR ERROR RESPONSES) RISK ASSESSMENT TYPE (FOR RA NOTICE)**	**a3**	**ERP**	**+**	**N/A**	**M1**	**M1**	**M1**
	C701	1	ERROR POINT DETAILS								
	1049	1.1	Message section, coded		n1	2=Detail Default value	:	N/A	M	M	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
	1052	1.2	Message item number	Reference Number. Supplied in UNH D/E 0062 of incoming transmission that was generated by translator	an..14	Incoming message reference number.	:	N/A	N/A	M	M
	1054	1.3	Message sub-Item number	Reject Type (For Error Responses) Syntax Reject = codes 28 & 29 Validation Reject = codes 20, 21, 22 RA Type (For RA Notice) RA Notices = codes 6 & 1	n..2	20=administration 21=enforcement 22=conformance/ syntax 28= batch error 29 = data error 6= Hold/Request for Information 1=Cancellation of Hold	‘	N/A	M	M	M
ERC		**0210**	**APPLICATION ERROR INFORMATION**	**REJECT REASON CODES**	**a3**	**ERC**	**+**	**N/A**	**M1 C98**	**M1 C98**	**M1 C98**
	C901	1	APPLICATION ERROR DETAIL								
	9321	1.1	Application error, coded	For further explanation of the code, refer to Appendix C, Table #11 Outbound Error Response Message Codes and Table #12, Risk Assessment Reason Codes	an..3	Error Response Code, Risk Assessment Reason Code	‘	N/A	M	M	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
FTX		**0220**	**FREE TEXT**	**VALUE OF ERROR (FOR APPL. REJECT)** **FREE TEXT REMARKS (FOR RA NOTICE)**	**a3**	**FTX**	**+**	**N/A**	**C99**	**C99**	**C99**
	4451	1.0	TEXT SUBJECT QUALIFIER	Error Description	a3	AAO	+++	N/A	M	M	M
	C108	4.0	TEXT LITERAL					N/A	M	M	M
	4440	4.1	Free text	Reject comments or RA comments	an..140	Reject Comments: The invalid data from the field in error will be transmitted in this data element RA Comments: The free text remarks for RA will be transmitted in this data element	‘	N/A	M	M	M
G06		**270**		**TRANSMITTED IF APPLICABLE (CONTAINER IDS)**				**N/A**	**C1**	**N/A**	**N/A**
DOC		**0280**	**DOCUMENT/ MESSAGE DETAILS**	**MANDATORY TRIGGER SEGMENT**	**a3**	**DOC**	**+**	**N/A**	**M1**	**N/A**	**N/A**
	C002	1	DOCUMENT/ MESSAGE NAME					N/A	M	N/A	N/A

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
	1001	1.1	Document name code	Code = {Container List}	n3	235	‘	N/A	M	N/A	N/A
EQD		**0380**	**EQUIPMENT DETAILS**	**EQUIPMENT DETAILS**	**a3**	**EQD**	**+**	**N/A**	**M1 C998**	**N/A**	**N/A**
	8053	1	EQUIPMENT TYPE CODE QUALIFIER	Code = {Unit Load Device}	a2	UL	+	N/A	M	N/A	N/A
	C237	2	EQUIPMENT IDENTIFICATION					N/A	M	N/A	N/A
	8260	2.1	Equipment identifier	Data Element “Equipment Identification Number ”	an..10	As Applicable	‘	N/A	M	N/A	N/A
UNT		**0840**		**MESSAGE TRAILER**	**a3**	**UNT**	**+**	**M1**	**M1**	**M1**	**M1**
	0074	1	NUMBER OF SEGMENTS IN MESSAGE		n..6	Variable Generated by translator	+	M	M	M	M
	0062	2	MESSAGE REFERENCE NUMBER		an..14	Same Number as Supplied in UNH 0062	‘	M	M	M	M
UNE			**FUNCTIONAL GROUP TRAILER**	**FUNCTIONAL GROUP TRAILER**	**a3**	**UNE**	**+**	**M1**	**M1**	**M1**	**M1**
	0060	1	NUMBER OF MESSAGES	Generated by Translator	n..6		+	M	M	M	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment/ Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Codes & Values	Default Syntax	Element Status M or C and Occurrence Count			
								Positive Responses		Error Responses	
								Accept	RA Notice	Syntax Reject	Appl. Reject
	0048	2	FUNCTIONAL GROUP REFERENCE NUMBER		an..14	Same Number as Supplied in UNG 0048	‘	M	M	M	M
UNZ			**INTERCHANGE TRAILER**	**INTERCHANGE TRAILER**	**a3**	**UNZ**	**+**	**M1**	**M1**	**M1**	**M1**
	0036	1	INTERCHANGE CONTROL COUNT	Generated by Translator. Number of Functional Groups, always = 1.	n1	1	+	M	M	M	M
	0020	2	INTERCHANGE CONTROL REFERENCE NUMBER		an..14	Same Number as Supplied in UNB 0020	‘	M	M	M	M

SAMPLE AIR CARGO & CONVEYANCE RESPONSE MESSAGE SCENARIOS

Sample 1 – Positive Responses – Functional Acknowledgements

The following is an example of a Functional Acknowledgement for an Air Cargo Report (ACR and SSR). This message indicates that transmission is syntactically correct and has been accepted by CBSA. This acknowledgement is generated before the validation is performed.

Functional Acknowledgement for an Air Cargo Report:

UNB+UNOA:3+CBSANETID+CLIENTNETID+040220:0855+12345678901234'
UNG+CUSRES+CCR+RECIPIENTIND+040220:0855+43210987654321+UN+D:00A'
UNH+MSGREFNO123+CUSRES:D:00A:UN'
BGM+:::802+999-CCN12345678+11'
DTM+9:200402200913:203'
GIS+**17**'
UNT+5+MSGREFNO123'
UNE+1+43210987654321'
UNZ+1+12345678901234'

Functional Acknowledgement for a Split Shipment Report:

UNB+UNOA:3+CBSANETID+CLIENTNETID+040220:0855+12345678901234'
UNG+CUSRES+CCR+RECIPIENTIND+040220:0855+43210987654321+UN+D:00A'
UNH+MSGREFNO123+CUSRES:D:00A:UN'
BGM+:::786+999-CCN12345678+11'
DTM+9:200402200913:203'
GIS+17'
RFF+AAP:03'
UNT+6+MSGREFNO123'
UNE+1+43210987654321'

Sample 2 – Positive Response – Application Acknowledgement

The following is an example of a Validation Acknowledgement for an Air Conveyance Report. This message indicates that the transmission has passed syntactical and validation edits and has been deemed valid for processing.

UNB+UNOA:3+CBSANETID+CLIENTNETID+040220:0855+12345678901234'
UNG+CUSRES+CCR+RECIPIENTIND+040220:0855+43210987654321+UN+D:00A'
UNH+MSGREFNO123+CUSRES:D:00A:UN'
BGM+:::794+XX88120040220+11'
DTM+9:200402201027:203'
GIS+**1**'
UNT+5+MSGREFNO123'
UNE+1+43210987654321'
UNZ+1+12345678901234'

> **Note**: For more information regarding Positive Acknowledgements (functional and application), refer to Section 7.0.

Sample 3 - Structure of Application Reject Notices

The structure of Application Rejects allows for flexibility of the presentation of the ERP segment in Group 04. The ERP can contain one or more loops. If more than one data element is in error or one data element has multiple errors Group 04 would be displayed as the following:

ERP+2:AB123456:20’
ERC+157’
FTX+AAO+++03.27.20004’
ERP+2:AB123456:20’
ERC+E69’
FTX+AA0+++03.27.20004’
ERP+2:AB123456:20’
ERC+D30’
FTX+AAO+++03.27.20004’

If the single data element were in error with one error code attached to it the structure of Group 04 would be the following:

ERP+2:AB123456:20’
ERC+157’
FTX+AAO+++03.27.20004’

Sample 4 – Error Response - Syntax Reject

The following is an example of an error response received when a syntax error was detected in the message. The invalid data will be transmitted in the FTX segment.

UNB+UNOA:3+CBSANETID+CLIENTNETID+040220:0855+12345678901234’
UNG+CUSRES+CCR+RECIPIENTIND+040220:0855+43210987654321+UN+D:00A’
UNH+MSGREFNO123+CUSRES:D:00A:UN’
BGM+:::802+999-CCN22222+11’
DTM+9:200406161523:203’
GIS+14’
ERP+2:987654321:28’
ERC+ZZZ’
FTX+AAO+++SEGMENT NAD BYTE OFFSET 383’
FTX+AAO+++SEGMENT NAD LINE 18 ELEM 3164 [6.0] ELEM TOO LONG’
UNT+9+MSGREFNO123’
UNE+1+43210987654321’
UNZ+1+12345678901234’

Sample 5 – Error Response - Application Reject

The following is an example of an error response received when the transmission is syntactically correct but did not pass validation. The invalid data will be transmitted in the FTX segment.

UNB+UNOA:3+CBSANETID+CLIENTNETID+040615:0855+12345678901234'
UNG+CUSRES+CCR+RECIPIENTIND+040615:0855+43210987654321+UN+D:00A'
UNH+MSGREFNO123+CUSRES:D:00A:UN'
BGM+:::802+999-CCN12345678+11'
DTM+9:200406151027:203'
GIS+14'
ERP+2:AB12345:22'
ERC+312'
FTX+AAO+++CB'
UNT+7+MSGREFNO123'
UNE+1+43210987654321'
UNZ+1+12345678901234''

Sample 6 – Error Response - Cargo Report Application Reject (Multiple Errors)

The following is an example of an error response received when the transmission is syntactically correct but did not pass validation. The invalid data will be transmitted in the FTX segment. This scenario illustrates a response message that contains multiple error codes being returned.

UNB+UNOA:3+CBSANETID+CLIENTNETID+040612:0855+12345678901234'
UNG+CUSRES+CCR+RECIPIENTIND+040612:0855+43210987654321+UN+D:00A'
UNH+MSGREFNO123+CUSRES:D:00A:UN'
BGM+:::802+999-CCN12345678+11'
DTM+9:200406122210:203'
GIS+14'
ERP+2:AB123456:20'
ERC+312'
FTX+AAO+++CB'
ERP+2:AB123456:20'
ERC+D40'
FTX+AAO+++V2S.5F3'
ERP+2:AB123456:20'
ERC+225'
FTX+AAO+++LBS'
UNT+14+MSGREFNO123'
UNE+1+43210987654321'
UNZ+1+12345678901234'

Sample 7 - Structure of Risk Assessment (RA) Notices

Whereas Application Rejects can contain more than one Group 04 ERP segment, the structure of RA Notices does not allow for this functionality. RA Notices can, however, display multiple ERC segments. RA Notices are not passing information on a particular data element (s) in error; they provide a specific instruction that applies to the entire message. The structure of Group 04 for RA Notices will be displayed in the following format:

ERP+2::6'
ERC+601'
FTX+AAO+++COMMENTS'

Or for multiple RA Reason Codes the format would appear as the following:

ERP+2::6
ERC+601'
ERC+602'
ERC+610'
FTX+AAO+++COMMENTS'

Sample 8 – Risk Assessment Notice

The following is an example of a Risk Assessment Notice request on an ACR with multiple equipment identifiers and multiple Risk Assessment Response Codes. CBSA is requesting more information on the equipment identifiers listed in the message.

Note that the flight number and equipment identification are included in this Risk Assessment Notice.

UNB+UNOA:3+CBSANETID+CLIENTNETID+040220:0855+12345678901234'
UNG+CUSRES+CCR+RECIPIENTIND+040220:0855+43210987654321+UN+D:00A'
UNH+MSGREFNO123+CUSRES:D:00A:UN'
BGM+:::802+999-CCN45678910+11'
DTM+9:200402201032:203'
GIS+25'
RFF+CRN:XX867040220'
RFF+AF:XX867
ERP+2: MSGREFNO123:6'
ERC+601'
ERC+605'
ERC+614'
FTX+AAO+++OFFICER REMARKS'
DOC+235'
EQD+UL+PAG67890KL'
EQD+UL+HMC09876KL'
UNT+15+MSGREFNO123'
UNE+1+43210987654321'
UNZ+1+12345678901234''