Automated Commercial Environment

Chapter 4: Response and Notification Messages

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U.S. Customs and
Border Protection

ace

4 Response and Notification Messages

In this Chapter

4.1 Notification Messages

The structure of the Electronic Data Interchange system provides the participant with multiple levels of control to ensure data integrity within a given transmission, functional group, or transaction set. This is accomplished through the use of header and trailer control segments designed to uniquely identify the start and end of transmissions, functional groups and transaction sets.

4.1.1 Transaction set rejection

All EDI transaction sets associated with a transmission are validated against the syntax rules associated with the particular EDIFACT or ANSI X12 standard. The Functional Acknowledgment (FA) transaction set provides a positive indication that all transactions transmitted were received and, if errors exist, identifies the specific EDI segment and/or elements in error along with the reason for error.

The FA message/transaction set in the UN/EDIFACT Standard is the CONTRL message set. The FA message/transaction set used in the ANSI X12 Standard is the 997 transaction set.

Functional errors are reported in the FA message. Types of functional errors detected are:

- Incorrect data type

- Incorrect field length

- Missing information

- Unrecognized code

- Incorrect segment identifier

- Special requirements not met

Table 1

PAGE #	POS. #	SEG. ID. NAME	REQ. DES.	MAX USE	LOOP REPEAT
2	010	**ST** Transaction Set Header	M	1	
3	020	**AK1** Functional Group Response Header	M	1	
		LOOP ID - AK2 >			1
4	030	**AK2** Transaction Set Response Header	O	1	
		LOOP ID - AK2/AK3 >			1
5	040	**AK3** Data Segment Note	O	1	
6	050	**AK4** Data Element Note	O	99	
7	060	**AK5** Transaction Set Response Trailer	M	1	
8	070	**AK9** Functional Group Response Trailer	M	1	
10	080	**SE** Transaction Set Trailer	M	1	

Figure 4.1 – ANSI X12 997 Functional Acknowledgement Implementation Guide index.

The functional acknowledgement 997 transaction set is further defined in detail in the Implementation Guides, http://www.cbp.gov/xp/cgov/toolbox/about/modernization/carrier_info/ace_edi_drafts/edi_messages/

4.1.2 Error Reporting

The ANSI X.12 Transaction subset contains the format and establishes the data contents of the transmission of a functional acknowledgment transaction set (997) to the original sender to indicate the status of the transmission with respect to adhering to standards.

The X12 997 FA transaction (below) is returned to the sender as a receipt indicating the degree to which the message received by the target EDI system complies with the message construct syntax rules as defined by the particular standard. The FA message is generated by translation software.

The Functional Acknowledgement does not imply acceptance of the contents of the associated transaction sets.

4.1.3   ANSI Translator error example

The ANSI 997 Transaction set identifies syntax compliance errors in the particular transaction. The AK3 and AK4 segments in the 997 identify the location and type of error encountered.

4.1.4   ANSI Scenario

The following 309 transaction data set was sent to ACE.

```
 1   ISA*00*          *00*          *02*CARL          *02*CBP-ACE-TEST
 2   GS*AQ*CARL*CBP-ACE-TEST*20040312*1712*348*T*004060USCBP
 3   ST*309*0348
 4   M10*CARL*J***2450580CQ000*TRUCK***W***OPSYS*****8
 5   VEH**ARC05191947*******TRK000********US***TR*****38333*MS
 6   CII*ALL STATES INSURANCE*PolicyNo123*2004**100000
 7   NM1*EJ*1*SPARROW*JACKSON
 8   DMG*DB*19670720*M***8*US
 9   REF*HD*Yes
10   REF*ACW*U95453525**ZZ*US
11   REF*CDN*7820011*ON*ZZ*CA
12   REF*5K*FL46170363*FL**US
13   N3*1313 MOCKINGBIRD LANE
14   N4*ORLANDO**32868*US***FL
15   P4**20061130***2300
16   LX*1
17   M11*2450580CQ100*01520**********CARL*************K *DS
18   N1*SH*ACME SHIPPING
19   N3*3131 BLACKBIRD STREET
20   N4*ORLANDO**32837*US***FL
21   N1*CN*ACME CONSIGNEES
22   N3*1313 MOCKINGBIRD LANE
23   N4*ORLANDO**32837*US***FL
24   VID*TL**NO NUMBER**********TRL000**US**MS
25   N10*100*SMOOTH BORE SHOCKS*****L*1000**CTN*CA
26   H1*1268*********TE*18003955446
27   SE*25*0348
28   GE*1*348
29   IEA*1*000000348
30   |
```

Figure 4.2 – 309 Complete with **P401** port code missing

The functional acknowledgment details were displayed in the ACE system below, note the AK3 and AK4 segments.

```
Functional acknowledgment details:
ISA*00* *00* *ZZ*CBP-ACE-TEST *02*CARL *061103*0951*~*00406*000001290*0*T*:
GS*FA*CBP-ACE-TEST*CARL*20061103*0951*1290*X*004060USCBP
ST*997*1290
AK1*AQ*348
AK2*309*0348
AK3*P4*13*2000
AK4*1**1
AK5*R*5
AK9*R*1*1*0
SE*8*1290
GE*1*1290
IEA*1*000001290
```

Figure 4.3 ANSI Functional Acknowledgement details from Raw Data Edits in ACE indicate that the P401 is missing data.

The following information for error detection was taken from the 997 functional acknowledgement details document located on the CBP website: http://www.cbp.gov/linkhandler/cgov/toolbox/about/modernization/carrier_info/ace _edi_drafts/edi_messages/ansi_message_sets/truck997.ctt/truck997.doc

For example AK3*P4*13*2000

Segment	Description
AK3	Segment tag, use to report errors in a data segment
*	Data element separator
AK301	Code defining the segment ID of the data segment in error = P4
*	Data element separator
AK302	The numerical count position of this data segment from the start of the transaction set: the transaction set header is count position 1 = P4 segment is located on line 13.
*	Data element separator
AK303	Loop Identifier Code =2000 Code identifying a loop within the transaction set which is bounded by the related LS and LE segments (corresponding LS and LE segments must have the same value for loop identifier).

For example **AK4*1**1**

Segment	Description
AK4	To report errors in a data element or composite data structure and to identify the Location of the data element.
*	Data element separator
AK401	**Element Position in Segment.** This is used to indicate the relative position of the data element in error in this data segment, = P401
*	Data element separator
*	Data element separator
*	Data element separator
AK403	**Data Element Syntax Error** Code indicating the error found after syntax edits of a data element. Code 1 = Mandatory Data element missing.

For additional information on 997 Functional Acknowledgement definitions, refer to the 997 Functional Acknowledgment Implementation Guide.

4.1.5 EDIFACT Translator error example

The EDIFACT CONTRL Message set identifies syntax compliance errors in the particular transaction. The UCS segment in the CONTRL message identifies the location and type of error encountered.

EDIFACT Scenario

The following CUSCAR transaction data set was sent to ACE. Note in line 21 – the RFF segment is missing the Shipment Control Number.

```
 1  UNB+UNOA:4+ACME:02+CBP-ACE-TEST:02+041016:1604+54++ACE
 2  UNG+CUSCAR+ACME:02+ACME:02+041016:1604+54+UN+D:03B:
 3  UNH+54+CUSCAR:D:03B:UN
 4  BGM+85:::STANDARD+ACME2454010CQ00+22
 5  DTM+132:200611302300:203
 6  LOC+60+0901:77
 7  NAD+CA+ACME:172
 8  NAD+VW+14102:109+++77 SUNSET STRIP+HOLLYWOOD+FL:163+30110+US
 9  TDT+11++03+:::TR++I++:146::43764376
10  TDT+11++03+:::TR++I++:274::12341234
11  TDT+11++03+:::TR++I++:215::TRK000:US
12  LOC+89+MS:163
13  EQD+TL
14  RFF+ABZ:TRL000
15  LOC+89+VA:163
16  CNI+1+:23
17  DOC+630+MORNING CERT TEST
18  GEI+7+135
19  TDT+11
20  DTM+133:20061131:102
21  RFF+AWM:
22  TSR+9
23  NAD+OS+++JOHN DEERE WELLAND WORKS+555 CANAL BANK DRIVE+WELLAND+ON:163+L
24  NAD+CN+++METRO CITIES COUNCILING+777 RESEARCH PARKWAY+DAVENPORT+IA:163+
25  GID+1
26  PAC+158++CTN
27  FTX+AAA+++E-FLITE BLADE CX
28  MEA+AAI++K:3
29  UNT+27+54
30  UNE+1+54
31  UNZ+1+54
32
```

Figure 4.4 The above CUSCAR example is missing an RFF segment after the DOC segment.

For EDIFACT transaction sets, the functional acknowledgement details were displayed in the ACE system below, note the UCS segments.

```
Functional acknowledgment details:
UNB+UNOA:4+CBP-ACE-TEST:ZZ+ACME:02+20061103:0947+50++ACETEST
UNG+CT+ACME:ZZ+ACME:ZZ+20061103:0947+50+UN+D:03B
UNH+50+CONTRL:D:03B:UN
UCI+54+ACME:02+CBP-ACE-TEST:02+4
UCF+54+ACME:02+ACME:02+4
UCM+54+CUSCAR:D:03B:UN+4
UCS+16+15
UCS+17+15
UCS+18+15
UCS+19+15
UCS+20+15
UCS+21+15
UCS+22+15
UCS+23+15
UCS+24+15
UCS+25+15
UCS+26+15
UNT+16+50
UNE+1+50
UNZ+1+50
```

Figure 4.5 - Identifies an EDIFACT CONTRL message image that identifies a segment is missing.

The following information for error reporting syntax was taken from the CONTRL document located on the CBP website:
http://www.cbp.gov/linkhandler/cgov/toolbox/about/modernization/carrier_info/ace_edi_drafts/edi_messages/ctlset.ctt/ctlset.rtf

For example **UCS+16+15**

Segment	Description
UCS	Segment Error Indication
+	Data element separator
16	Segment position in Message – the numerical count position of a specific segment
+	Data element separator
15	Mandatory data segment missing, that is RFF segment

The receiver of transaction sets which fail to pass the edit or audit procedures may reject the entire transaction set, issuing the appropriate in-formation in a functional acknowledgment transaction set. (set 355) When a rejection occurs, manual or automatic means external to the data interchange process are used by the sender for correction. The entire transaction set may be retransmitted without any reference to the previous error.

4.1.6 Retransmission of rejected Transaction Sets

Transaction sets rejected previously must be retransmitted in full after corrections are made by the sending system.

Accepted transaction sets are never retransmitted even when they are within a functional group which may have contained one or more rejected sets. There are significant operational exceptions to this statement. If the multiple message group contains a 'delete Trip' followed by 'add Trip' and the 'delete' fails for syntax reasons, the 'add would thereby need retransmission.

4.2 Status Notifications

4.2.1 For ANSI

This X.12 Transaction set contains the format and establishes the data contents of the Customs Status Information Transaction Set (350) for use within the context of an Electronic Data Interchange (EDI) environment. The transaction set can be used by the Customs Service (CS) to supply carriers, terminal operators, port authorities, and service providers with cargo release and cargo hold information for import shipments. It can also be used by the CS to provide exporters or their agents, carriers, and service providers with information pertaining to export shipments.

If the consist (358) changes the port of arrival, USCS will send an event advisory message to the brokers identified in the N1 segments of the manifest, the carrier and secondary notify parties. A status notification is sent to all parties associated with the manifest.

The trigger for the 350 release will be a conveyance arrival message (AAD) when the truck crosses the border for immediate release, *see Section 4.7 Event Codes.*

```
ISA*00*      *00*      *ZZ*CBP-ACE-TEST  *02*ZZZZ      *061106*0906*~*00406*000001672*0*P*;
GS*AU*CBP-ACE-TEST*ZZZZ*20061106*0906*1672*X*004060USCBP
ST*350*1672
M10*ZZZZ*J***2453963GK000****Z***OPSYS
P4*3004*20061130***2359
V9*AAD**20061106*090603
VEH**VIN87654321******************TR**CNV***7914100
SE*6*1672
GE*1*1672
IEA*1*000001672
```

Figure 4.6 - Identifies an ACE System Raw Data Edits 350 status notification.

If the transmitted e-manifest has issues, then the customer will need to work with U.S. Customs to resolve these issues. The customer is advised via another 350 status notification of the HOLD's resolution. There are three types of system generated HOLDs. They are:

- Shipment related
- Equipment related
- Crew/Conveyance related

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

For example: an A4 HOLD indicates:

A4	**Entry not on file**	Advisory Generated as a result of FDA/BTA processing: this notification Is sent on the actual or estimated date of arrival, whichever comes first to indicate the entry data is not yet on file for a PAPS or BCS shipment

NOTE: Hold status   information is displayed in the **X4** segment within the ANSI X12 350 transaction set. For shipments. Holds for people, conveyances, and equipment are in the V9

```
ISA*00*      *00*      *ZZ*CBP-ACE-TEST *02*ZZZZ       *061106*0906*~*00406*000001673*0*P*:
GS*AU*CBP-ACE-TEST*ZZZZ*20061106*0906*1673*X*004060USCBP
ST*350*1673
M10*ZZZZ*J***2453963GK000****Z***OPSYS
P4*3004*20061130***2359
VEH**VIN87654321*******************TR**CNV***7914100
X4*2453963GK101****20061106*090603*A4**ZZZZ
SE*6*1673
GE*1*1673
IEA*1*000001673
```

NOTE For a current list of Disposition Codes, *see section 4.4 Current Valid Disposition Codes.*

4.2.2 For EDIFACT

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

A Customs Response Message (CUSRES) permits the transfer of data from a customs administration:

- to acknowledge the receipt of the message
- to indicate whether the information received is correct or if there are errors (that is, accepted without errors, accepted with errors, rejected, etc.)
- to inform the sender of the status of the customs declaration (that is, goods released, goods for examination, documents required, etc.)
- to transmit additional information as agreed between parties (that is, tax information, quantity information, etc.)

▪ to respond to batched messages (i.e. CUSCAR, CUSREP).

The trigger for the CUSRES release will be a conveyance arrival message (AAH) when the truck crosses the border for immediate release, *see 4.7 Event Codes.*

Example: CUSRES status notification identifying a 'Hold".

The CUSRES transaction set will also identify errors from the original transaction in the **ERP** (Error Point Detail) segment group. The FTX segment in this group is used to transmit information in a free-form format, if necessary, for comment or special instruction. The specific error code or status codes are identified in the **ERC** (Application Error Information) segment. Application error codes can be found in the Implementation Guide for CUSRES status notification.

```
UNB+UNOA:4+CBP-ACE-
TEST:ZZ+LOCK:02+20061109:1424+1781++ACETEST
UNG+CUSRES+CBP-ACE-
TEST:ZZ+LOCK:ZZ+20061109:1424+1781+UN+D:03B
UNH+1781+CUSRES:D:03B:UN
BGM+34+LOCK080IITGK015
DTM+132:200609302359:203
DTM+163:200611091424:203
TDT+11++03+:::TR+LOCK+I++:172
TDT+11+++++++:146::16ABB43764376
TDT+11+++++++:274::11223344
LOC+24+0901:77
NAD+CA+1000000006:109
ERP+1
ERC+SN030 = Trip arrived
FTX+AAH+++Trip Arrival
UNT+13+1781
UNE+1+1781
UNZ+1+1781
```

The information described above indicates:

▪ ERP+1 – the "1" indicates the trip level

▪ ERC+SN030 - indicates the trip has arrived. For a complete list of the application error codes, refer to the CUSRES status notification document located on the following website:
http://www.cbp.gov/linkhandler/cgov/toolbox/about/modernization/carrier _info/ace_edi_drafts/edi_messages/unedifact_message_standard/status _notification.ctt/status_notification.doc

▪ FTX+AAH – Customs information message

4.3 Event Codes

Code	Definition
AAD	Actual Arrival of Conveyance at First US Port
COC	Cancel Truck Arrival, **Future Use**
HCR	Crew/passengers Held Used for CBP Truck Release when crew members or passengers are detained at the border.
HEQ	Equipment Held Used in Truck Release when equipment is detained at the border.
HMI	Hold Conveyance

	Used for CBP truck Release when conveyance is detained at the border.
HTR	Trip Held
	Used in CBP Truck Release in lieu of HCR, HEQ,HMI and Cargo held, when all components are held
OCA	Overdue Conveyance Arrival
	Used when the truck has not been arrived at the first US Port within two days of consisting.
RCR	Crew/Passengers Released
	Used for CBP Truck Release when Crew/Passengers are released completely at the border without detention, or when detention is completed.
RCO	Conveyance Released
	Used for CBP Truck Release when Conveyance is released completely at the border without detention, or when detention is completed.
REQ	Equipment Released
	Used for CBP Truck Release when container/equipment is released completely at the border without detention, or when detention is completed.
RTR	Release Trip
	Used for CBP Truck Release in lieu of RCE, RCO, REQ when the entire Trip is released at the border without detention, or when detention is completed. Future Use.
FCA	Carrier does not possess valid U.S. operating authority
	Used for CBP Truck Release for FMCSA notifications to the carriers. Pre-arrival of the truck at the first U.S. port:
	The information contained in the information systems of FMCSA indicates that the carrier does not possess valid operating authority.
	Arrival at the first U.S. port:
	If this carrier operates in the United States it will be subject to enforcement action because the carrier does not possess valid operating authority.
FCB	Carrier has an Out of Service order against it
	Used for CBP Truck Release for FMCSA notifications to the carriers.
	Pre-arrival of the truck at the first U.S. port:
	The information contained in the information systems of FMCSA indicates that this carrier has an out-of-service order against it.
	Arrival at the first U.S. port:
	If this carrier operates in the United States it will be subject to enforcement action because the carrier has an out-of-service order against it.
FCC	Safety score indicates inspection is warranted
	Used for CBP Truck Release for FMCSA notifications to the carriers.
	Pre-arrival of the truck at the first U.S. port:
	Safety score indicates inspection warranted.
FCI	Carrier's current insurance does not meet the minimum level or better
	Used for CBP Truck Release for FMCSA notifications to the carriers. Pre-arrival of the truck at the first U.S. port:
	The information contained in the information systems of FMCSA indicates that this carrier's current insurance level does not meet the minimum requirements.
	Arrival at the first U.S. port:
	If this carrier operates in the United States it will be subject to enforcement action because the carrier's current insurance level does not meet the minimum requirements.
FDL	Driver does not have valid/current CDL or equivalent (MX or CA)

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

4.4 Current Valid Disposition Codes

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

		the end of the lay order
1T	Seized	Generated as a result of manual posting by Customs indicating that the manifest or partial quantity of the bill has been seized for violations: the seized quantity amount is written in the released quantity field
1U	Sent to general order	Generated as a result of manual posting by Customs indicating that the manifested or partial quantity of the bill has been removed to a general order facility: the quantity sent to GO is written in the REL quantity field
2F	USDA Miscellaneous hold removed at port of in-bond destination	Generated as a result of a USDA miscellaneous hold removal posting affecting the port of in-bond destination: the bill returns to the previous status from "HELD"
2G	USDA miscellaneous hold placed at port of in-bond destination:	Generated as a result of a manually posted USDA miscellaneous effective in the port of in-bond destination hold release is denied: bill status changes to "HELD"
2H	USDA miscellaneous hold placed at port of discharge	Generated as a result of a manually posted USDA miscellaneous hold effective in the port of discharge (conveyance arrival): release is denied: bill status changes to "HELD"
2I	USDA miscellaneous hold removed at port of discharge	Generated as a result of a manually posted removal of a USDA miscellaneous hold effective in the port of discharge (conveyance arrival): bill status changes to "HELD"
3F	Other government agency hold removed at port of in-bond destination	Generated as a result of a manually posted removal of an other government agency hold effective in the port of in-bond destination: bill status changes to previous status
3G	Other government agency hold placed at port of in-bond destination	Generated as a result of a manually posted other government agency hold effective in the port of in-bond destination: release is denied: bill status changes to "HELD" status
3H	Other government agency hold placed at port of discharge	Generated as a result of a manually posted other government agency hold effective in the port of discharge (conveyance arrival): release is denied: bill status changes to "HELD" status
3I	Other government agency hold removed at port of discharge	Generated as a result of a manually posted removal of an other government agency hold effective in the port of discharge (conveyance arrival): bill status changes to previous status
11	Arrival of in-	Advisory generated when an in-bond movement has been

	bond - complete movement	arrived at destination as a complete movement (in-bond number) by the AMS (ACE) participant or by Customs
12	Arrival of in-bond - bill of lading	Advisory generated when an in-bond movement has been arrived at destination by the bill of lading by the AMS (ACE) participant or by Customs
13	Arrival of in-bond - container	Advisory generated when an in-bond movement has been arrived at the destination port by the container/equipment number by the AMS (ACE) participant or by Customs
50	Export of in-bond - complete movement	Advisory generated when an in-bond movement has been exported at the destination port as a complete movement (in-bond number) by the AMS (ACE) participant or by Customs
51	Export of in-bond - bill of lading	Advisory generated when an in-bond movement has been exported at the destination port as a complete movement (in-bond number) by the AMS (ACE) participant or by Customs
52	Export of in-bond - container	Advisory generated when an in-bond movement has been exported at the destination port by the container/equipment number by the AMS (ACE)participant or by Customs
53	Overdue export	Advisory generated to AMS (ACE) participant when paperless or conventional TE or IE in-bond movement is not exported from the destination port within 30 days after the in-bond
57	Change arrival of in-bond – complete movement	Advisory generated when a paperless or conventional in-bond is arrived in the system at destination as a complete movement by the AMS (ACE) participant or by Customs subsequent to the original arrival at destination
58	Change arrival of in-bond – bill of lading	Advisory generated when a paperless or conventional in-bond is arrived in the system at destination by the bill of lading by the AMS (ACE)participant or by Customs subsequent to the original arrival at destination
59	Change arrival of in-bond – container	Advisory generated when a paperless or conventional in-bond is arrived in the system at destination by the container/equipment number by the AMS (ACE)participant or by Customs subsequent to the original arrival at destination
60	Change export of in-bond – complete movement	Advisory generated when a paperless or conventional in-bond is exported from the destination port as a complete movement (in-bond number) by the AMS (ACE) participant or by Customs, subsequent to the original export: new export date written to all bills associated with the in-bond number
61	Change export of in-bond – bill of lading	Advisory generated when a paperless or conventional in-bond is exported from the destination port by a bill of lading number by the AMS (ACE) participant or by Customs, subsequent to the original export: new export date written to the bill. Does not affect other bills associated with the in-bond number.
62	Change export of in-bond – container	Advisory generated when a paperless or conventional in-bond is exported from the destination port by a container/equipment number by the AMS (ACE) participant or by Customs, subsequent to the original export: new export date written to all the bills and in-bonds associated with the container/equipment.

63	Delete arrival of in-bond by complete movement	Advisory generated through Customs action: by complete movement
64	Delete arrival of in-bond – bill of lading	Advisory generated through Customs action by bill of lading number
65	Delete arrival of in-bond – container	Advisory generated through Customs action by container/equipment number
66	Delete export of in-bond – complete	Advisory generated through Customs action by complete movement (in-bond number)
67	Delete export of in-bond – bill of lading	Advisory generated through Customs action by bill of lading number.
68	Delete export of in-bond – container	Advisory generated through Customs action by container/equipment number.
71	Intensive hold for USDA placed at port of discharge	Generated as a result of a manually placed USDA intensive hold effective in the port of discharge (conveyance arrival): release is denied: bill status changes to "HELD" .
72	Inspection/document review for USDA placed at the port of discharge	Generated as a result of a manually placed USDA inspection/document review hold effective in the port of discharge (conveyance arrival): release is denied: bill status changes to "HELD"
73	Fumigation hold for USDA placed at the port of discharge	Generated as a result of a manually placed USDA fumigation hold effective in the port of discharge (conveyance arrival): release is denied: bill status changes to "HELD"
74	Intensive hold for USDA removed at port of discharge	Generated as a result of a manually posted removal of USDA intensive hold effective in the port of discharge (conveyance arrival): bill status returns to previous status.
75	Inspection/document review for USDA removed at the port of discharge	Generated as a result of a manually placed USDA inspection/document review hold effective in the port of discharge (conveyance arrival): bill status changes to previous status .
76	Fumigation hold for USDA removed at the port of discharge	Generated as a result of a manually posted removal of a USDA fumigation hold effective in the port of discharge (conveyance arrival): bill status returns to previous status .
77	Intensive hold for USDA placed at port of in-bond destination	Generated as a result of a manually placed USDA intensive hold effective in the port of in-bond destination: release is denied: bill status changes to "HELD" .

78	Inspection/document review for USDA placed at the port of in-bond destination	Generated as a result of a manually placed USDA inspection/document review hold effective in the port of in-bond destination: release is denied: bill status changes to "HELD" .
79	Fumigation hold for USDA placed at the port of in-bond destination	Generated as a result of a manually placed USDA fumigation hold effective in the port of in-bond destination: release is denied: bill status changes to "HELD" .
80	Intensive hold for USDA removed at port of in-bond destination	Generated as a result of a manually posted removal of USDA intensive hold effective in the port of in-bond destination: bill status returns to previous status.
81	Inspection/document review for USDA removed at the port of in-bond destination	Generated as a result of a manually placed USDA inspection/document review hold effective in the port of in-bond destination: bill status changes to "HELD" .
82	Fumigation hold for USDA removed at the port of in-bond Destination	Generated as a result of a manually posted removal of a USDA fumigation hold effective in the port of in-bond destination: bill status returns to previous status .
A1	PN on file	Advisory Generated as a result of FDA/BTA processing: this notification Is sent when the PN data is initially on file for a shipment, in-bond, or informal. For prefiled PAPS or BCS entries the notification will be based on the FDA status of the associated entry
A4	Entry not on file	Advisory Generated as a result of FDA/BTA processing: this notification Is sent on the actual or estimated date of arrival, whichever comes first to indicate the entry data is not yet on file for a PAPS or BCS shipment
A5	PN not on file	Advisory Generated as a result of FDA/BTA processing: this notification Is sent on the actual or estimated date of arrival, whichever comes first, to indicate that the PN data is not yet on file for a shipment, in-bond or informal which has FDA freight indicator = 'Y'
02	Entry on file	Advisory generated to a participant when an entry has been filed in the port of discharge (conveyance arrival) against a bill on a conveyance that is still enroute: not a release.