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ADVANCE COMMERCIAL INFORMATION (ACI)

Bay Plan

Transmission for EDIFACT MESSAGE STANDARD SMDG 2.0.7

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Canada Border Services Agency | Agence des services frontaliers du Canada

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1.0 PURPOSE

This document provides detailed information on the Advance Commercial Information, (ACI) bay plan transmission process and is designed to assist trade participants with their internal implementation of the Bay Plan. The contents may be revised or amended due to policy changes, system upgrades, or operational requirements as they evolve. The Electronic Commerce Unit (ECU) of the CBSA will provide advance notice of system changes via e-mail. Please ensure that your company's point of contact, (POC), and e-mail address information is on file and up-to-date with the ECU.

Existing maritime industry standards, UN EDIFACT SMDG message maps, are available and referenced in this guide for the use of the BAPLIE 2.0.7 format.

CBSA suggests the trade participants review all narrative sections of this document in conjunction with the technical data maps for the complete explanation of where operational rules impact system programming.

CBSA will provide the following services to the trade community:

- **Policy Guidance:** CBSA will take the same approach as it did with ACI Marine and Air. Trade will have access to a Bay Plan email address that will answer and provide information on policies, processes, procedures, and legislation pertinent to the Bay Plan Initiative. The email address has been created to answer any Bay Plan enquiries:
  Bay_Plan.Plan_de_chargement@cbsa-asfc.gc.ca

- **Technical Advice:** The Electronic Commerce Unit (ECU) will be available to provide guidance on data transmissions (e.g. interpretation of message standards, code sets, errors or system failures, and the External Certification Testing Package). If you are a new ACI participant, the application to become an Electronic Data Interchange (EDI) participant has been included in Appendix J.

Electronic Commerce Unit
Canada Border Services Agency
250 Tremblay Road,
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 ET
1-613-946-0763 for overseas callers between 17h00 to 08h00 ET
Email: Ecu.uce@cbsa-asfc.gc.ca

Note: You will be contacted with more information on the testing strategy with CBSA prior to your first submission of the bay plan.

2.0 INTRODUCTION

Bay plan transmission is a key piece of the overall Canada Border Services Agency's (CBSA) Advance Commercial Information (ACI) electronic cargo and conveyance reporting initiative for the marine mode of transport.
The bay plan, or stowage plan, is a document used by parties in the marine transportation industry to identify all the containers, and their locations on a container vessel. This information is used to plan the loading and discharge of container/cargo for each port. CBSA will use the existing ocean industry standards for the receipt of the electronic vessel's bay/stow plans, specifically the UN EDIFACT SMDG stow plan message known as the BAPLIE. Vessel Ocean Carriers and Marine Terminal Operators exchange messages to communicate load and discharge activities at each port. CBSA's implementation is based upon the existing EDIFACT BAPLIE message; however certain differences do exist to comply with CBSA bay plan transmission requirements. A Customs Response Message (CUSRES) has also been developed. Please note that a list of error messages is available on the external website at the following link: http://www.cbsa-asfc.gc.ca/eservices/error-erreur.pdf

3.0 SCOPE

This document addresses the mandatory transmission and receipt of electronic bay plan data, in the marine mode, from Vessel Operating Carriers. Within the scope of bay plan transmission, the following should be noted:

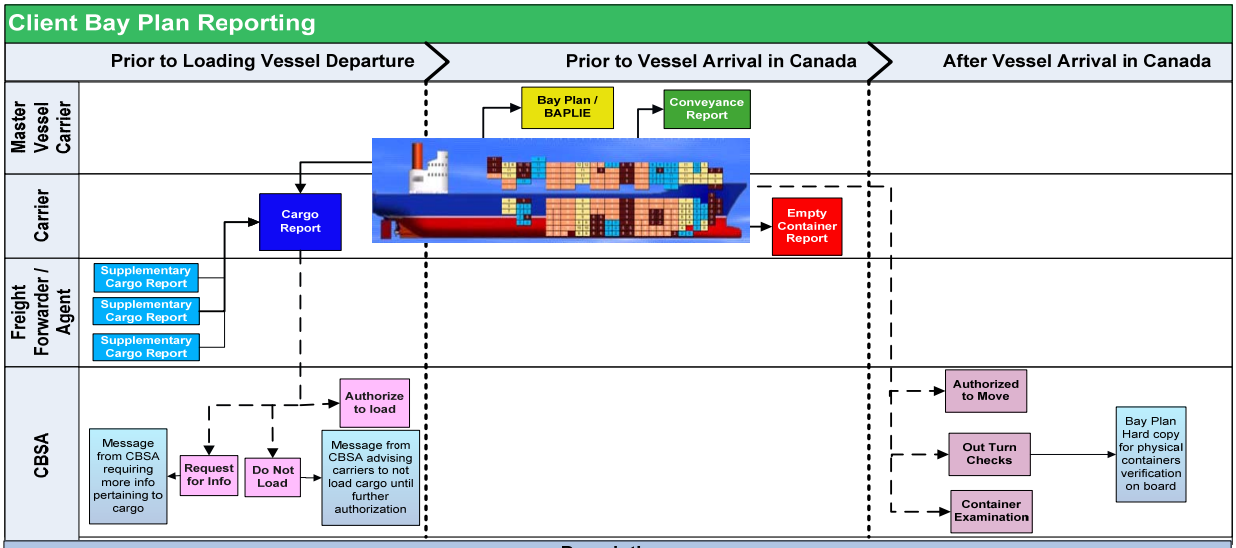
- CBSA is providing the ability for the electronic transmitting of bay plan through the introduction of EDIFACT SMDG bay plan message used by Vessel Operating Carriers to facilitate the loading and unloading of cargo. CBSA is using existing UN/EDIFACT SMDG technical formats and will support version 2.0.7 during the initial implementation. CBSA will support additional SMDG bay plan versions in the near future.
- CBSA will monitor data quality to ensure the integrity of data being provided, as this will allow for a more complete and effective risk assessment process.
- CBSA requires Vessel Operating Carriers to electronically submit the entire vessel bay plan within 48 hours of departure from the vessel's last foreign port of call prior to sailing to Canada. When the voyage is less than 48 hours in duration, bay plans are required to be submitted to CBSA prior to the vessel's arrival at the first Canadian port.
- Electronic bay plans will provide CBSA information on the location of all containers on board a vessel, and help identify any unreported containers and/or containers which pose significant risk to national security.

- Vessel Operating Carriers are required to include the Conveyance Reference Number (CRN) in the bay plan submissions. The CRN is required in the bay plan submission to ensure that the vessel bay plan, conveyance report (A6) and the related cargo documents are correctly linked.

- The bay plan data includes details identifying the vessel and the containers on board, including the specific location of each container in the form of bay/row/tier designation and descriptive data relevant to the specific container.

4.0 BUSINESS REQUIREMENTS & DESIGN CONSIDERATIONS

4.1 Bay Plan Flow and Relative Marine Transmissions



Descriptions				
Conveyance Report	**Cargo Report**	**Supplementary Cargo Report**	**Empty Container Cargo Report**	**Stowage Plan / BAPLIE**
Vessel Operating Carriers electronically transmit the A6 conveyance data, which establishes the conveyance profile in ACI. This will link the conveyance to the cargo being transported on this vessel for this trip	Vessel Sharing Partners – Cargo Carriers electronically transmit EDI transmission of A6A Cargo data	Carriers or Freight Forwarders electronically transmit Additional or supplemental cargo data which completes Master Cargo data A6A	Vessel Sharing partners- Cargo Carriers prepare and transmit cargo reports listing empty containers.	Vessel Operating Carriers are required electonically transmit Bay Plan data 48 hours after departure.
Timeframes				
96 hours prior to Arrival	24 hours prior to Load	Supplemental Cargo Report must be received by CBSA no later than 24 hours prior to load.	96 hours prior to Arrival	48 after departure, or prior to arrival where voyage is less than 48 hours

4.2 Bay Plan Requirements

The following transmission requirements must be followed when transmitting your bay plan. It should be noted that the bay plan requirements, message structure/map and

validation have been based on the bay plan SMDG version 2.0.7 user manual.

4.2.1 Timely and Accurate Submission Accepted

Vessel Operating Carriers are required to electronically submit all vessel bay plan data to CBSA within 48 hours after departure from the last foreign port, and prior to arrival at the first Canadian port. Where the voyage to Canada is less than 48 hours the bay plan data must be received by CBSA prior to the vessel's arrival at the first Canadian port.

The bay plan data will be transmitted for all inbound containers, including: direct discharge in Canada, (whether destined to Canada or in-transit), freight remaining on board (FROB), and empty containers.

CBSA requires the Vessel Operating Carriers to submit an electronic change to the bay plan submission already on file where a change involves;

- a change in the location of a container aboard a vessel;
- transmission of one or more additional containers aboard a vessel;
- the removal of one or more containers previously transmitted aboard a vessel;
- correction of any errors as a result of transmission being rejected;
- any other changes to stowage data.

These can be transmitted electronically, at any time, prior to the vessel's arrival to the first port of arrival in Canada.

4.2.2 Unreported Containers and Other Discrepancies

When an unreported container is identified, CBSA will consider this a high or unknown risk. CBSA will notify the Vessel Operating Carrier when an unreported container has been identified. The vessel operator, and/or their vessel sharing partners, must rectify any unreported container by providing CBSA the required information. Corrections to the cargo data are also required, in accordance with existing ACI transmitting requirements, as specified in the Reporting of Imported Goods Regulations. Please refer to the following link:

http://www.cbsa-asfc.gc.ca/publications/dm-md/d3/d3-1-1-eng.pdf

If upon an investigation of an "unreported" container or any other discrepancy, it is determined that a correction is required to the bay plan, a full (BAPLIE) replace function must be used to correct the original BAPLIE file.

4.3 Exemptions to Bay Plan Transmission

- **Bulk/Breakbulk**: Vessels carrying exclusively bulk or break-bulk cargo are not required to submit a bay plan. When the vessel contains one or more containers, with or without cargo, the vessel carrier must submit a bay plan.
- **Barges Containing Containers**: Barges carrying one or more containers, with or without cargo, must submit a bay plan. Barges are exempted only when there are no containers onboard. For transmission instructions see below:

    1. To populate the bay location, use a value of 001
    2. To populate the row location, use incremental values from 01 thru 99 (allowing for 99 containers)
    3. To populate the tier location, use a value of 82 (above deck)
    4. Thus the sender can use 0010182 for one container 0010282 for the second container and so on.

    If there are more than 99 containers being transported, repeat the above procedure, giving the bay location a value of 002. Step 3 remains the same.

- **Roll-on / Roll off (Ro-Ro) vessels**:
  Vessels carrying exclusively Ro-Ro cargo are not required to submit a bay plan. When the vessel is carrying one or more containers, with or without cargo, the vessel carrier must submit a bay plan.

4.4 Exceptions to Bay Plan Transmission

- **Military**: Military vessels are not required to submit a bay plan as per ACI regulations, as specified in the D-Memo Reporting of Imported Goods Regulations.
- **Outward:** Outward bay plan transmission for cargo and conveyance is not required.

4.5 Linking Bay Plan to Conveyance and Associated Cargo Transmission

- Conveyance Reference Number (CRN) – is the official marine carrier code for the carrier assigned by CBSA, plus any unique reference number assigned by the carrier to identify that particular voyage for a conveyance (vessel).

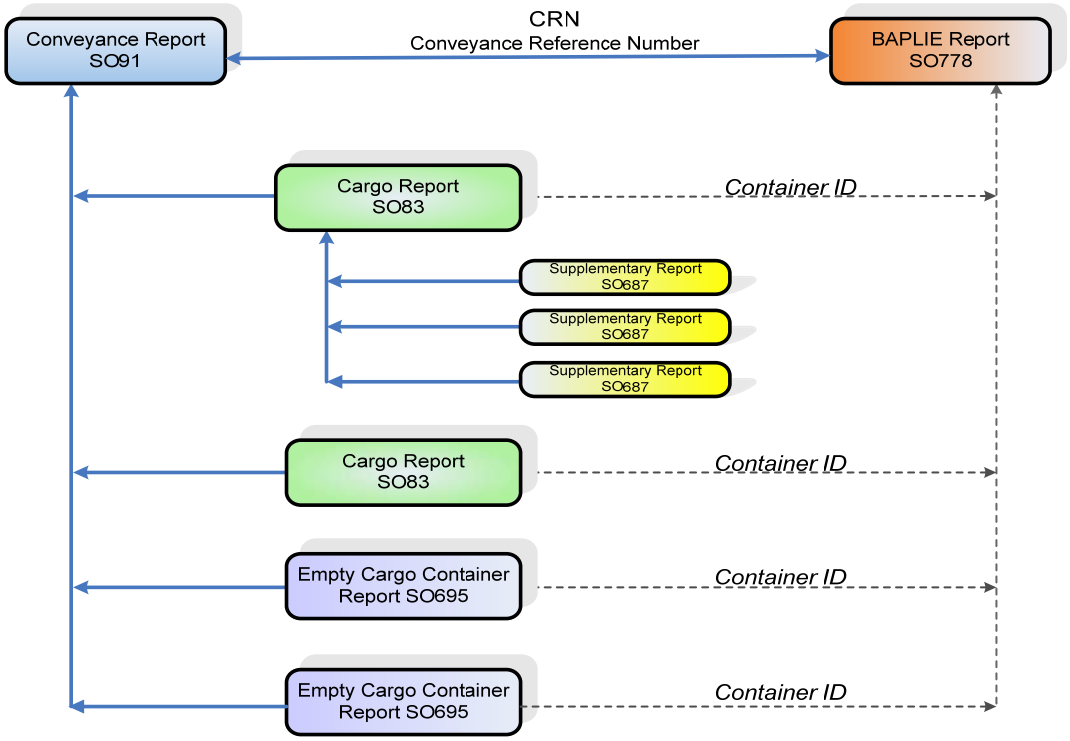
- The CRN must be unique and placed in the 2nd position of the TDT segment, i.e. **« TDT+20+**9XXX3382ZZ309823**+++ELXT8:172:166+++CALLSIGN:103:ZZZ:VESSELNAME:J**

O'. The first 4 digits represent the Canadian Carrier Code. In this example, the carrier code is 9XXX.

- The CRN is generated by the Vessel Operating Carrier and shared amongst the Vessel Sharing Partners. This number is required on the SO91 Marine Conveyance Report (A6), SO83 Marine Cargo Report (A6A), and SO695 Marine Empty Container Report. See diagram in section 4.8 of this document for document relationship

4.6 Document Relationship and Conveyance Report Number (CRN)

Document Relationships and the Conveyance Report Number (CRN)



The above diagram depicts the document relationship between marine cargo reports. As cargo reports are submitted 24 hours prior to load, the CRN is included on the cargo reports, so that when the conveyance or bay plan report is submitted, the cargo report can be linked to that specific vessel and voyage. As such, the CRN is the key identifier to "assemble the cargo reports" for this vessel's trip, which will be used to compare the cargo reports/containers to the submitted bay plan.

5.0 UN/EDIFACT BAPLIE Message Format 2.0.7

This message is based upon a CBSA customized UN/EDIFACT bay plan/Stowage Occupied and Empty Stowage Location (BAPLIE) developed and designed by the SMDG (User Group for Shipping Lines and Container Terminals).

The message format, transaction and code sets are subject to change as EDI technology, message standards, data elements and code sets evolve. Before adding a new version or standard, CBSA will update the Client's document.

5.1 Message Function Codes

As indicated on the bay plan message map (Appendix G/below the Function Codes column listed in the BGM section), CBSA will support original EDI and those who been modified/changed submission. CBSA will apply the following rules as they relate to the message function codes.

5.1.1 EDI Cancel Rule for Bay Plan Reporting

In the case where a bay plan needs to be *cancelled*, a request cancellation will need to be forwarded to the CBSA Bay Plan email address (Bay_Plan.Plan_de_chargement@cbsa-asfc.gc.ca). Once approved by the CBSA, the bay plan will be manually cancelled.

5.1.2 EDI Add/Original Rules for Bay Plan Reporting

Add/Originals are used for the first submission of bay plan reporting.

5.1.3 EDI Change Rule for Bay Plan Reporting

Changes involve the transmission of the entire report, which will replace the entire original report. Individual data elements shall not be transmitted separately but it will require that the entire bay plan submission be retransmitted to CBSA. Corrections to bay plan data should be made as soon as they are known and must respect bay plan reporting timeframes.

Vessel Operating Carriers are required to electronically submit changes to bay plan information in order to maintain an accurate transmission for the following circumstances:

- To transmit containers on board the vessel which were *not* previously transmitted.

- To correct the following information on previously transmitted containers on board the vessel if:

    - Manifest movement type (import, in-transit, or FROB) differs from what was originally transmitted;
    - Status of the container as EMPTY or FULL;
    - Correct the Port of Discharge for a container to report a single container diversion;
    - To report a change in the vessel itinerary;
    - To report a change in Estimated Date/Time of Arrival at the First Canadian Port of Arrival;
    - To report a full port diversion of the vessel to another port in Canada after leaving the first Canadian Port of Arrival;
    - The Vessel Operating Carrier may change any other data elements to maintain an accurate report.

6.0 PROGRAM MONITORING

The Vessel Operator will have complied with reporting requirements upon generation of an ACK/Accept message from CBSA.

7.0 CBSA SYSTEM PROCEDURES

The EDI System is designed to receive bay plan transmission 24 hours a day, 7 days a week. CBSA's EDI System will send acknowledgement and error messages back through the respective method of transmission from the client.

Please refer to the CBSA Web Site: http://cbsa-asfc.gc.ca/eservices/comm-eng.html for more information concerning transmission options.

8.0 CBSA TECHNICAL VALIDATIONS

When a vessel operating carrier transmits an electronic report, the request will undergo a series of validations by two of CBSA's systems: 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 CBSA system undergoes to receive and accept EDI data:

- Receives transmissions from the trade participant;
- Authenticates the sender;
- If sender authentication proves valid, sender is accepted. If the sender authentication is invalid, CBSA will reject as invalid;
- CBSA will validate the data being sent for accuracy both in data syntax and data quality;
- When no syntax errors are found CBSA will generate an accept message to the sender. When the data contains any syntax or other data quality errors, CBSA will generate a reject message to the message sender detailing errors found;
- CBSA will be adopting and applying UN code standards for the applicable fields i.e. UNLOC, UNDG.

8.1 Message Validations

- CBSA will apply the message validation standards, as established through the SMDG User Manual for version 2.0.7. The following is a sample list of errors that could occur and cause a reject notice to be sent to the message sender:
    - Improperly formatted, duplicate or missing CRN's;
    - Missing or invalid UNLOC codes i.e. GBLPL in lieu of GBLIV;
    - UNOPT used to indicate OPTIONAL stowage. CBSA requires an actual valid PORT code whether it is the first Canadian Port of Discharge or the First Actual Optional Port;
    - Improperly formatted or missing container numbers; (the correct format is PPPPPNNNNNNNNN)
    - Missing or invalid container size/type codes;
    - Substitutions of coded fields with text.

8.2 EDIFACT Message Format

The message maps for the BAPLIE messages 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. However, the appendices of this document and the SMDG BAPLIE User Manual provide details on the specific business rules.

8.3 General Information on UN/EDIFACT Messages Rules

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 a 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 UN/EDIFACT BAPLIE message structures were used to generate the message map requirements. 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, are 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 plus signs (+)
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.

8.4 Outbound Response Messages

All bay plan 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 initiator via the same route as the incoming transmission.

There are two types of Response messages clients can expect to receive from CBSA systems when submitting EDI marine cargo/conveyance reports:

- Positive Responses
- Error Responses

8.5 Positive Response Messages

Positive responses are issued in the form of Acknowledgements. Acknowledgements are generated when the EDI transmission has successfully passed all syntactical, conformances 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.

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.

8.6 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.

There are two types of reject notices: Syntax and Validation. Each is generated whenever data syntax or a data validation error occurs.

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, and one report contains a syntax error, only that cargo report, containing the specific error 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 identification of the type of error.

APPENDIX A – Advance Commercial Information (ACI) Glossary

The following terms and acronyms are used predominately throughout this document.

TERM	DEFINITION
A6	General declaration form of inward/outward vessel movement. Note: for specific outward A6 clarification, see Outward conveyance report.
A6A	Freight / Cargo Manifest (marine mode)
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.
Actual Time of Arrival (ATA)	Used to specify an exact time at which a vessel arrives at a dock in Canada.
Actual Time of Departure (ATD)	Used to specify an exact time at which a vessel will depart from a foreign port.
B13A	Export Declaration form. All goods valued at CAN$2,000 or more and destined for consumption in a country other than the United States must be declared to the Canadian Government. Exporters, their agents, and terminal operators can file export declarations by using the Customs Automated Export Declaration or Form B13A.
BAPLIE	United Nations EDIFACT standardized message directory for bay plan/stowage plan for occupied and empty locations message.
Bay Plan	A document used in the marine industry to report a vessel stowage plan. It contains information about the equipment (containers) being transported and their location on the vessel.

TERM	DEFINITION
Breakbulk	Break-bulk cargo is defined as cargo that is not containerized and that cannot be classified as "bulk" cargo under the above definition, but which may be otherwise packaged and bundled.
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.
Bunker Call	A stop on the voyage to pick up fuel used aboard the ship.
CBSA System Format	Pre-translated data in the custom'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.

TERM	DEFINITION
Client	A commercial entity with the CBSA exchanges electronic data interchange messages.
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.
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.
Consortium	A formal or informal association of business interests that jointly engage in an enterprise, the activities of which are beyond the means of any one party.
Container	A receptacle for storing and transporting an assortment of cargo.
Container Operator Code	Is the owner or lessor of the particular container being transported aboard the vessel on a particular journey. The BIC code of the carrier for whom the container is in use during this particular voyage is to be provided.
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).
Data Transmission	A single transmission of data from an external party that can contain one or many reports (i.e. cargo data, conveyance data, appraisal quality data, B3, crew & permit data).

TERM	DEFINITION
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 are not acceptable. Further examples are available on the ACI website at www.cbsa-asfc.gc.ca/import/advance/menu-e.html
EDI	Electronic Data Interchange
UN/EDIFACT	United Nations Electronic Data Interchange For Administration, Commerce, and Transport. EDIFACT is the United Nations EDI International message standard.
Empty Cargo Containers in International Shuttle Service	Foreign container: A container entering Canada empty may be used in transportation incidental to the international traffic of the goods on the inward leg of an international journey provided it enters Canada to pick up a load for export (Tariff 9801.10.00.00). Canadian Origin containers in shuttle service: Empty containers, originating in Canada, exported there from, and returned without having been advanced in value or improved in condition by any process of manufacture or other means, or combined with any other article abroad. (Tariff 9801.00.00.10). Duty-Paid Containers in shuttle service: Empty containers which have been released and accounted for under Section 32 of the Customs Act, have been exported, and are returned without having been advanced in value or improved in condition by any process of manufacture or other means, or combined with any other article abroad. (Tariff 9814.00.00.10)
Estimated Time of Arrival	Generally used in the context of 'Pre-Arrival' for the purpose of knowing the approximate time that a vessel will arrive at a dock in Canada.
Estimated Date of Arrival	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. Must be transmitted in Eastern Standard/Daylight Saving Time (EST/EDT)

TERM	DEFINITION
Exporter	Name of the party who makes or on whose behalf the export declaration is made and who is the owner of the goods or has similar right of disposal over them at the time when the declaration is accepted.
First Canadian Port of Arrival	In the marine mode, arrival occurs when the conveyance first comes to rest whether at anchor, at dock, and/or berthed alongside at the nearest CBSA office designated for that purpose
Freight Remaining on Board (FROB)	Cargo on a vessel that is not being discharged at a Canadian seaport.
Goods	Alternate term for "cargo"
Harmonized System Code (HS Code)	A 10-digit code classifying the goods based on an accurate description. HS Codes are found in the Customs Tariff.
In-transit (marine)	The movement of conveyance/goods through Canada to another country without disposing of goods or people. This includes transshipment of goods arriving by ship in Canada and transferring to another ship departing Canada.
Manifest Movement Type	The term that reflects the ANSI application type submitted by the client: import (24), in-transit (23), export (25) or Freight Remaining on Board (26).
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/add or change.
OGD	Other Government Department
Original Cargo Control Number	CCN of the Prime Cargo Report to which a Supplementary Cargo Report is related.
Previous Cargo Control Number (PCCN)	Reference number required where the goods are being reported as an export and a previous movement of the goods was undertaken as they were in-transit through Canada by another carrier.

TERM	DEFINITION
RCPT (Receipt Date)	Is the stamp record when an EDI submission has been received by CBSA.
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.
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.
Service Option (SO)	Options available in ACROSS for the servicing of requests. Service options vary according to the mode of transportation and whether the request is received on paper or via EDI.
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
Submission Type Code	This code indicates what type of transmission was sent to the CBSA system, for example Cargo, Conveyance or Supplementary.
Summary Report	A summary report is a combination of dimensions and measures values calculated to allow the user to determine the report content (in the context of export reporting).
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, and 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.

TERM	DEFINITION
Trade Chain Partner (TCP)	External individuals involved in the importation of goods not having direct contact with Customs, e.g. shipper, exporter, vendor, consignee.
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.
U.S. CBP	United States Customs and Border Protection (U. S. Department of Homeland Security). Formerly USCS (United States Customs Service).
Vessel Operator Carrier	Carrier in charge of operating the vessel that is responsible for submitting the entire Bay Plan to CBSA under the time frames set forward in this document (ECCRD).

APPENDIX B – UN/EDIFACT Glossary for Bay Plan Map

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN MAP				
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Status	Rules and Conditions
Message Function, coded	Message Function, coded	Processing indicator identifies message as an original, or change	M	4 = Change 9 = Original
TRANSPORT DOCUMENT LEVEL				
Conveyance Reference Number	Document Message Number	A number uniquely identifying the message	M	This data element is used to report the Conveyance Reference Number. The conveyance reference number is CBSA approved carrier code followed by the report number. Conveyance reference number must be the same as the conveyance reference number transmitted on the related Conveyance Report. Must be transmitted in all cases.
Transporting Carrier Code	Carrier Identification	Identification of party undertaking or arranging transport of goods between named points.	M	Report the carrier code of the Vessel Operating Carrier.
Vessel Code	Id. Of Means of Transport Identification	Identification of the means of transport by name or number.	M	Must transmit one of the three; the Vessel Code ,(Lloyd's number) , Vessel Call Sign or Mutually agreed Vessel Code
Vessel Code Qualifier	Code List Qualifier	Identification of a code list.	M	Code used to identify the vessel code. Use the following code: 103 = Call Sign 146 = Means of transport Identification (Lloyd's code) ZZZ=Mutually Defined
Vessel Name	Id. Of Means of Transport	Identification of the means of transport by name or number.	M	Must transmit the name of the Vessel.
Nationality of Conveyance	Nationality of Means of Transport, coded	Coded name of the country in which a means of transport is registered.	O	2-digit valid ISO Country Code.

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN MAP				
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Status	Rules and Conditions
Last Foreign Port of Departure	Place/Location Identification	Identification of the name of place/location.	M1 C8	Transmit the seaport, freight terminal, or other place from which the means of transport last departed prior to arriving in Canada. "Last Foreign Port of Departure" Must transmit a valid UN/LOCODE. See Appendix I – Table 1
First Canadian Port of Arrival	Place/Location Identification	Identification of the name of place/location.	M	Transmit the first Canadian port that the vessel will call at. Must be transmitted for all inward movements to Canada. Must transmit a valid UN/LOCODE. . See Appendix I –Table 1
Date/Time of Arrival/Departure Code Qualifier	Date/Time/Period Functions Code Qualifier	Code giving specific meaning to a date, time or period.	M	Must transmit at least one date/time period. Use the following codes: 178 = Actual date/time of arrival at senders port 132 = Estimated date or date/time of arrival at the next port of call 133 = Estimated date or date/time of departure at senders port 136 = Actual date/time of departure at senders port
Date/Time of Arrival/Departure	Date/Time/Period Value	The value of a date, a date and time, a time or of a period in a specified representation.	M	Transmit the estimated/actual date and time of arrival of means of transport at first port, and/or estimated/actual date and time of which the means of transport departed its last foreign port of call prior to arriving in Canada coded.
Loading Voyage Number	Reference Number	Identification number the nature and function of which can be qualified by an entry in the Reference Qualifier.	M1	Loading voyage number is the reference number assigned by the carrier or his agent to the voyage of the vessel. Transmit only if different from the voyage number in the TDT-segment, assigned by the Operating Carrier or its agent to the voyage of the vessel.
CONTAINER DETAILS				

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN MAP				
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Status	Rules and Conditions
Equipment Location	Place/Location Identification	Identification of the name of place/location.	M	Transmit the actual location of the equipment or cargo on the vessel. Must be in ISO format BBBRRTT, (where BBB is Bay, where RR is Row, where TT is TIER) If Bay number is less than 3 characters, use leading zeros.
Goods Details Transmit for Non-Containerized Goods	Goods Item Details	Identification, type and number of packages	C1	Number of packages of non-containerized cargo. Package type for non-containerized cargo
Type of Cargo Transmit for Non-Containerized Goods	Nature of Cargo	Code indicating the type of cargo as a rough classification.	C9	Nature of cargo, coded. Data Element "Type of Cargo Provide two digit HS Chapter Number to describe cargo.
Brief Description of Goods Code Qualifier	Text Subject Qualifier	Code specifying subject of a free text.	C	Must transmit if available. Use the following codes: AAA = Description of goods if ZZZ Mutually Defined HAN = Handling Instructions CLR = Container Loading Remarks SIN= Special Instructions AAI=General Information
Container Weight UOM	Measure Unit Qualifier	Indication of the unit of measurement in which weight (mass), capacity, length, area, volume or other quantity is expressed.	M	Use one of the following codes: KGM = Kilogram LBR = Pounds
Container Weight	Measurement Value	Value of the measured unit.	M1	The actual weight of the equipment plus the gross weight of its eventual contents in kilograms and pounds Transmit whole numbers only.

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN MAP				
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Status	Rules and Conditions
Container Dimension Qualifier	Dimension Qualifier	To specify the dimensions applicable to each of the transportable units.	M	Container dimensions are only to be transmitted in case of breakbulk, odd-sized-cargo and off-standard or non-ISO equipment is involved. Use the following codes: 1 = {Gross dimensions} (breakbulk) 5 = {Off-standard dimension, front} 6 = {Off-standard dimension, back} 7 = {Off-standard dimension, right} 8 = {Off-standard dimension, left} 9 = {Off-standard dimension, general} (over height) 10={External equipment dimensions} (Non-ISO equipment) Note: Qualifier "1" for breakbulk cargo and "5" to "10" for odd-sized-cargo.
Container Dimension UOM	Measure Unit Qualifier	Indication of the unit of measurement in which weight (mass), capacity, length, area, volume or other quantity is expressed.	M	Use the following code: CMT=Centimeters INH=Inches
Container Length	Length Dimension	Length of pieces or packages stated for transport purposes.	C	Breakbulk length or over-length for containers, as qualified. May transmit up to 15 digits, which may include a maximum of 2 decimal places. Decimal values must be identified by a decimal point (.).
Container Width	Width Dimension	Width of pieces or packages stated for transport purposes.	C	Breakbulk width or over-width for containers, as qualified. May transmit up to 15 digits, which may include a maximum of 2 decimal places. Decimal values must be identified by a decimal point (.).

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN MAP				
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Status	Rules and Conditions
Container Height	Height Dimension	Height of pieces or packages stated for transport purposes.	C	Breakbulk height or over-height for containers, as qualified. May transmit up to 15 digits, which may include a maximum of 2 decimal places. Decimal values must be identified by a decimal point (.).
Temperature Value	Temperature Setting	The actual temperature value in degrees.	C1	Transmit the actual temperature according to Reefer List (no deviation allowed) at which the cargo is to be transported. Must transmit a 3-digit value, which may include a maximum of 2 decimal places. Tenth degrees must be separated by a decimal point (.). Negative values must be preceded by a minus sign (-). Must be transmitted for all Reefer Containers
Temperature UOM and Temperature Range UOM	Measure Unit Qualifier	Indication of the unit of measurement in which weight (mass), capacity, length, area, volume or other quantity is expressed.	M	Use one of the following codes; CEL = Celsius FAH = Fahrenheit
Temperature Range Minimum Value	Range Minimum	Minimum value of a range.	M	Transmit the minimum temperature according to Reefer List at which the cargo is to be transported. May transmit up to 15-digits, which may include a maximum of 2 decimal places. Decimal values must be identified by a decimal point (.). Negative values must be preceded by a minus sign (-).

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN MAP				
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Status	Rules and Conditions
Temperature Range Maximum Value	Range Maximum	Maximum value of a range.	M	Transmit the maximum temperature according to Reefer List at which the cargo is to be transported. May transmit up to 15-digits, which may include a maximum of 2 decimal places. Decimal values must be identified by a decimal point (.). Negative values must be preceded by a minus sign (-).
Port of Call Qualifier	Place/Location Qualifier	Identification of the name of place/location. Name of the seaport, airport, freight terminal, rail station or other place at which the means of transport last departed or, will arrive at, coded.	M	Code 9 = Place of Loading Code 11 = Place/Port of Discharge Code 13 = Transhipment port/Place of transhipment Code 64 = 1st optional port of discharge Code 68 = 2nd optional port of discharge Code 70= 3rd optional port of discharge Code 76 = Original port of loading Code 83 = Place of delivery (to be used as final destination or double stack train) Code 97 = Optional place/port of discharge. To be used if actual port of discharge is undefined Code 152 = Next Port of discharge
Reference Number Qualifier	Reference Qualifier	Code giving specific meaning to a reference segment or a reference number.	M	Code to identify which Reference Number is being provided. Use the following codes: BM = Bill of Lading Number to be used for containerized goods. Transmit default code 1 ET = Excess Transportation Number to be used for leading stowage position in the case of breakbulk or odd shaped cargo occupying more than one stowage location. ZZZ- Mutually Defined

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN MAP				
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Status	Rules and Conditions
Equipment Type Code	Equipment Qualifier	Code used to identify type of equipment.	M	Must be transmitted for all containerized goods and cargo that occupy one or more stowage positions. Use the following codes: CN = Container BB = Breakbulk TE = {Trailers} ZZZ -{Ro/Ro or otherwise}
Container Number	Equipment Identification Number	Marks (letters and/or numbers) which identify equipment.	M	Transmit the number that identifies the equipment being reported (the container number). Format: Transmit string with the identification, prefix and number. Spaces to be added to the right. Leave blank in case of breakbulk. Must be transmitted.
Equipment Size and Type	Equipment Size and Type Identification	Coded description of the size and type of equipment.	C	Must be transmitted if goods are containerized. Use ISO Size/Type codes. Not required for breakbulk.
Equipment, Status Description	Equipment Status, Coded	Coded description of the status of the equipment	O	Equipment status, coded. 1:Continental 2:Export 3:Import 4:Remain on board 5:Shifter 6:Transhipment 7:Hot delivery 8:MLB 9:MCB (Micro Land Bridge) 10:Canada Bound transport 11:Direct delivery 12:Bond transport 13:Tranship to other vessel 14:Tranship to other pier 15:Rail road transport 16:Road transport 17:Barge transport 18:Temporary stowage 19:Urgent unpacking 20:Sea & Air
Full/Empty Status Code	Full/Empty Indicator, coded	Indication whether container and other similar unit load devices is empty or carrying one or more consignments.	O	Must be transmitted if goods are containerized. Use the following codes: 4 = Empty 5 = Full Leave blank in case of breakbulk.

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN MAP				
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Status	Rules and Conditions
Attached Equipment Type Code	Equipment Qualifier	Code used to identify type of equipment.	M	Must transmit attached container equipment or containers or other equipment stowed within one location where leading container was previously reported in the EQD segment, (Platforms, Collapsible Flats). Use the following codes: CN = Container RG = Reefer Generator CH = Chassis
Attached Equipment Identification Number	Equipment Identification Number	Marks (letters and/or numbers) which identify equipment.	M	Transmit the number which identifies the equipment being reported. Transmit if applicable.
Carrier Code	Code List Responsible Agency, coded	Code identifying the Carrier of the cargo.	M	Use a valid CBSA issued Carrier code to report the Container Operator who is responsible for the carriage of the goods and/or equipment.
Hazard Code Identification	Hazard Code Identification	Hazardous goods code.	O	Must transmit if hazardous goods code applies to the commodity. Use a valid IMDG code.
Additional Hazard Classification Identifier	Hazard Substance/Item/Page Number	Number giving additional hazard code classification of a goods item within the applicable dangerous goods regulation.	O	IMDG Code page number, (English version). Must transmit if available.
UNDG Number (Dangerous Goods Code)	UN Dangerous Goods Number	Unique serial number assigned within the United Nations to substances and articles contained in a list of the dangerous goods most commonly carried.	O	May be transmitted if dangerous goods code applies to the commodity. Use a valid UNDG code.

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN MAP				
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Status	Rules and Conditions
Shipment Flash Point	Shipment Flash Point	Temperature determined by the closed cup test as per ISO 1523/73 where a vapor is given off that can be ignited.	O	Must be transmitted if applicable. Transmit a 3-digit value, which may include a maximum of 2 decimal places. Tenth degrees must be separated by a decimal point (.). Negative values must be preceded by a minus sign (-). Please refer to the Data Element Instructions in Appendix G for further instructions on reporting temperature values. Note: If different dangerous goods with different flashpoints within one load are being transported, only the lowest flashpoint should be reported.
Shipment Flash Point UOM	Measure Unit Qualifier	Indication of the unit of measurement in which weight (mass), capacity, length, area, volume or other quantity is expressed.	O	Indication of the unit of measurement in which the flashpoint is expressed. Use the following codes: CEL = Celsius FAH = Fahrenheit Must be transmitted if applicable.
Emergency Schedule Number	EMS Number	Emergency procedures for ships carrying dangerous goods.	O	Emergency schedule number. Must Transmit if applicable.
Medical First Aid Guide Identifier	MFAG	Medical first aid guide.	O	MFAG: Medical First Aid Guide number. Must Transmit if applicable.
Placard Upper Part Identification	Hazard Identification Number, Upper Part	The identification number for the Orange Placard (upper part) required on the means of transport.	O	Hazard Identification number Must Transmit if applicable.
Placard Lower Part Identification	Hazard Identification, Lower Part	The identification number for the Orange Placard (lower part) required on the means of transport.	O	Code that identifies the substance being carried. Must Transmit if applicable.

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN MAP				
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Status	Rules and Conditions
Dangerous Goods Marking Identification	Dangerous Goods Label, Marking	Marking identifying the type of hazardous goods (substance), Loading/Unloading instructions and advising actions in case of emergency.	O	Code that indicates the type of dangerous goods being shipped. Must Transmit if applicable.
Dangerous Goods Additional Information Qualifier	Text Subject Qualifier	Code specifying subject of a free text.	M	Transmit the technical name or additional information related to the dangerous goods that is not elsewhere specified. AAC Description of Goods AAD Dangerous Goods, technical name, proper shipping name
Hazardous Material Description	Free Text	Free text field available to the message sender for information.	M	Description of hazardous material in plain language. Transmit the text NIL if no description is available.
Hazardous Material Net Weight	Free Text	Free text field available to the message sender for information.	O	The net weight in kilograms of the hazardous material to be transmitted here. Transmit if applicable.
Dangerous Goods Reference Number	Free Text	Free text field available to the message sender for information.	O	The dangerous goods reference number is to be transmitted here. Transmit if applicable.

APPENDIX C – Bay Plan Message Structure for BAPLIE Version 2.07

BAPLIE Message Structure

Segment	Status	Data Element Name
UNB	M1	Interchange Header
UNH	M1	Message header
BGM	M1	Beginning of Message
	M	Document/Message Number
	M1	Message Function, coded
DTM	M1	Date/Time/Period
G01	M1	Details of Transport
TDT	M1	Carrier Details
	M	Conveyance Reference Number
	M	Carrier Identification
	M	Code List Qualifier
	M	Identification of Means of Transport (Vessel Name)
	M	Code List Qualifier
	O	Nationality of Means of Transport
LOC (1)	M1 C8	Place/Location Identification
DTM	M1 C98	Date/Time /Period
RFF	M1	Reference - Loading Voyage Number (only if different from Voyage Number)
G02	M1 C9998	Container Details
LOC	M	Place/location identification
GID	C1	Goods Item Details
GDS	C9	Nature of Cargo
FTX	C9	Brief description of goods
MEA	M1	Container Weight

Segment	Status	Data Element Name
DIM	C9	Container Dimensions
TMP	C1	Temperature Details
RNG	C1	Temperature Range Details
LOC	C9	Place / Location Identification
RFF	M1 C8	Reference - Excess Transportation Number
G03	M1	Equipment Details
EQD	M	Equipment Details
	M	Equipment Qualifier
	M	Equipment Identification Number
	C	Equipment Size and Type
	O	Equipment Status Coded
	O	Full/Empty Indicator Code
EQA	C9	Attached Equipment Details
NAD	C1	Name and Address - Carrier of the Cargo (Container Operator)
G04	C9	Dangerous Goods Details
DGS	M1	Dangerous Goods Information
	M	Dangerous Goods Regulations, Coded
	M	Hazard Code Identification
	O	Hazard Substance/Item/Page Number
	O	UN Dangerous Goods Number
	O	Shipment Flash Point
	O	Measure Unit Qualifier
	O	EMS Number
	O	Medical First Aid Guide
	O	Hazard Identification Number, Upper Part
	O	Hazard Identification Number, Lower Part
	O	Dangerous Goods Label Marking
FTX	C1	Dangerous Goods Additional Information
	M	Description of Goods
	M	Hazardous Material Description
	O	Hazardous Material Net Weight
	O	Dangerous Goods Reference Number

Segment	Status	Data Element Name
UNT	M1	Message Trailer
UNZ	M1	Interchange Trailer

Conventions: **"M"** = Mandatory **"C"** = Conditional **"O"** = Optional

APPENDIX D – UN/EDIFACT Glossary for Bay Plan Message Structure – CUSRES

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN RESPONSE MAP			
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Rules And Conditions
Message type	Message type	Identification of the type of message being transmitted.	CUSRES = Customs Response Message. Will be transmitted in all cases.
Document message name	Document/message name	Identifier specifying the function of a document/message.	Service Option Identifier 778 = Bay Plan Report EDI Will be transmitted for all responses.
Document message number	Document/message number	Reference number assigned to the document/message by the issuer.	The Conveyance Reference Number will be transmitted for all responses.
Message function, coded	Message function, coded	A code indicating the function of the message.	11 = Response Message Will be transmitted for all responses.
Processing date/time	Date/time/period	The value of a date, a date and time, a time or of a period in a specified representation.	The time at which the incoming message was processed will be transmitted for all responses. The format will be CCYYMMDDHHMM where, C=Century, Y=Year, M=Month, D=Day, H=Hour, M=Minute.
General Indicator (GIS)	Processing indicator, coded	Identifies the value to be attributed to indicators required by the processing system.	A code to indicate the positive processing acknowledgement or negative error response will be transmitted for all responses. The following codes will be transmitted: 1 = Application Acknowledgement, message content accepted 14 = Error Message 17 = Functional Acknowledgement, Message content accepted
Free text	Free text	Free text field available to the message sender for information.	The value of the field in error will be transmitted if the processing Indicator = 14. For error responses involving application rejects, the invalid data from the field in error will be transmitted in this data element.

EDIFACT DATA ELEMENT GLOSSARY FOR MARINE BAY PLAN RESPONSE MAP			
Canadian Data Element Name	EDIFACT Data Element Name	EDIFACT Data Element Definition	Rules And Conditions
Reject type	Message Sub-item Number	The reference number allocated to an identifiable sub-item in the message, e.g.: line item number.	A code to identify the reject type associated with the particular transaction for error responses will be transmitted for error responses where the processing indicator = 14. The following codes will be transmitted: Syntax Reject: 28 = batch error 29 = data error Validation Reject: 20 = administration 21 = enforcement 22 = conformance/syntax
Application error, coded	Application error identification	The code assigned by the receiver of a message to the identification of a data validation error condition.	The reject reason code for error responses involving an application reject with the processing indicator = 14.
Related request id	Reference number	Identification number the nature and function of which can be qualified by an entry in data element 1153 reference qualifier.	The Scheduled Conveyance Identification (voyage number) of the related customs document will be transmitted

APPENDIX E – UN/EDIFACT Message Structure & Map for Response Message – CUSRES

Seg	Status Accept	Status Syntax Reject	Status Appl. Reject	Data Element Name
UNB	M1	M1	M1	Interchange Control Header
UNG	M1	M1	M1	Functional Group Header
UNH	M1	M1	M1	Message Header
BGM	M1	M1	M1	Beginning Of Message
	M	M	M	Service Option Id.
	M	M	M	Document/Message Number
	M	M	M	Message Function, coded
DTM	M1	M1	M1	Processing Date/Time
GIS (1)	M1	N/A	N/A	Processing Indicator (Positive Responses)
GIS (2)	N/A	M1	M1	Processing Indicator (Error Responses)
FTX	N/A	M1	M1	Value Of Error (Appl. Rejects)
G01	N/A	C50	C50	Error Point Details
ERP	N/A	M1	M1	Reject Type (Error Responses)
	N/A	M	M	Reference Number
	N/A	M	M	Reject Type
ERC	N/A	C50	C50	Reject Reason Codes
G05	M1 C9998	M1 C9998	M1 C9998	Reference
RFF	M1	M1	M1	Related Request Reference
	M	M	M	Scheduled Conveyance Identification (Voyage Number)
UNT	M1	M1	M1	Message Trailer
UNE	M1	M1	M1	Functional Group Trailer
UNZ	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		
								ACK	Error Responses	
								Accept	Syntax Reject	Appl. Reject
UNB			INTERCHANGE CONTROL HEADER	TO START AND IDENTIFY AN INTERCHANGE AND INTERCHANGE-RELATED CONTROL SEGMENTS	a3	UNB	+	M1	M1	M1
	S001	1	SYNTAX IDENTIFIER					M	M	M
	0001	1.1	SYNTAX IDENTIFIER	Code identification of the Agency controlling syntax.	a4	UNOA	:	M	M	M
	0002	1.2	SYNTAX VERSION NUMBER	Version number of the syntax.	n1	2	+	M	M	M
	S002	2	INTERCHANGE SENDER					M	M	M
	0004	2.1	SENDER IDENTIFICATION	Name/coded representation of the sender. "CBSA Network ID"	an..35		+	M	M	M
	S003	3	INTERCHANGE RECIPIENT					M	M	M
	0010	3.1	RECIPIENT IDENTIFICATION	Name/coded representation of the recipient. "Clients Network ID."	an..35		+	M	M	M
	S004	4	DATE/TIME OF PREPARATION					M	M	M
	0017	4.1	DATE	Generated by translator	n6	YYMMDD	:	M	M	M
	0019	4.2	TIME	Generated by translator	n4	HHMM	+	M	M	M
	0020	5	INTERCHANGE CONTROL REFERENCE	Unique reference number generated by translator	an..14		+++	M	M	M
		6	CONTROL REFERENCE							
		6.1	CONTROL REFERENCE CODE IDENTIFIER		a1	A	+++	M	M	M
		6.2	REFERENCE VERSION NUMBER		n1	1	'	M	M	M
UNG			FUNCTIONAL GROUP HEADER	TO INDICATE THE BEGINNING OF A FUNCTIONAL GROUP AND TO PROVIDE CONTROL INFORMATION	a3	UNG	+	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		
								ACK	Error Responses	
								Accept	Syntax Reject	Appl. Reject
	0038	1	FUNCTIONAL GROUP IDENTIFICATION	Identification of the one type of message in the functional group code = Customs Response Message	a6	CUSRES	+	M	M	M
	S006	2	APPLICATION SENDERS IDENTIFICATION					M	M	M
	0040	2.1	SENDERS IDENTIFICATION	Client's transmission site Code = Canada Customs Response	n3	CCR	+	M	M	M
	S007	3	APPLICATION RECIPIENTS IDENTIFICATION					M	M	M
	0044	3.1	RECIPIENT'S IDENTIFICATION	Defined by client	an..35		+	M	M	M
	S004	4	DATE/TIME PREPARATION					M	M	M
	0017	4.1	DATE	Generated by translator	n6	YYMMDD	:	M	M	M
	0019	4.2	TIME	Generated by translator	n4	HHMM	+	M	M	M
	0048	5	FUNCTIONAL GROUP REFERENCE NUMBER	Unique reference number assigned by the sender. Generated by translator	an..14		+	M	M	M
	0051	6	CONTROLLING AGENCY	Agency controlling the message type.	a2	UN	+	M	M	M
	S008	7	MESSAGE VERSION					M	M	M
	0052	7.1	MESSAGE VERSION NUMBER	Version number of the message type.	n1	D	:	M	M	M
	0054	7.2	MESSAGE RELEASE NUMBER	Release number of the current message type.	an3	95B	'	M	M	M
UNH		0010	MESSAGE HEADER		a3	UNH	+	M1	M1	M1
	0062	1	MESSAGE REFERENCE NUMBER	Message reference number. Generated by translator	an..14		+	M	M	M
	S009	2	MESSAGE IDENTIFIER					M	M	M
	0065	2.1	MESSAGE TYPE	Data Element "Message Type" Identification of the message type. Code = Customs Response Message	a6	CUSRES	:	M	M	M
	0052	2.2	MESSAGE VERSION NUMBER	Version number of the message type.	a1	D	:	M	M	M
	0054	2.3	MESSAGE RELEASE NUMBER	Release number of the current message type.	an3	95B	:	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		
								ACK	Error Responses	
								Accept	Syntax Reject	Appl. Reject
	0051	2.4	CONTROLLING AGENCY	Agency Controlling the Message Type.	a2	UN	'	M	M	M
BGM		0020	BEGINNING OF MESSAGE	SERVICE OPTION/TRANSACTION NUMBER/MESSAGE FUNCTION	a3	BGM	+:::	M1	M1	M1
	C002	1	DOCUMENT/MESSAGE NAME					M	M	M
	1000	1.4	DOCUMENT/MESSAGE NAME	Data Element "Document Message Name" Code = Bay Plan Report EDI (Service Option Id.)	n3	778	+	M	M	M
	1004	2	DOCUMENT/ MESSAGE NUMBER	Data Element "Document Message Number" A number uniquely identifying the message	an..25	Conveyance Reference Number	+	M	M	M
	1225	3	MESSAGE FUNCTION, CODED	Data Element "Message Function, coded" Code indicating the function of the message. Code = {Response}	n2	11	'	M	M	M
DTM		0050	DATE/TIME/ PERIOD	PROCESSING DATE/TIME	a3	DTM	+	M1	M1	M1
	C507	1	DATE/TIME PERIOD					M	M	M
	2005	1.1	DATE/TIME/PERIOD QUALIFIER	Data Element "Processing Date/Time" Code = {Processing Date}	n1	9	:	M	M	M
	2380	1.2	DATE/TIME PERIOD	Format	n12	CCYYMMDDHHMM	:	M	M	M
	2379	1.3	DATE/TIME/PERIOD FORMAT QUALIFIER	Date format Qualifier	n3	203	'	M	M	M
GIS(1)		0060	GENERAL INDICATOR	PROCESSING INDICATOR (FOR POSITIVE RESPONSES ACKNOWLEDGEMENTS)	a3	GIS	+	M1	N/A	N/A
	C529	1	PROCESSING INDICATOR					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		
								ACK	Error Responses	
								Accept	Syntax Reject	Appl. Reject
	7365	1.1	PROCESSING INDICATOR, CODED	Code = Message content accepted	n2	1= Application acknowledgement, message content accepted 17 = Functional acknowledgement, message content accepted	'	M	N/A	N/A
GIS(2)		0060	GENERAL INDICATOR	PROCESSING INDICATOR (FOR ERROR RESPONSES)	a3	GIS	+	N/A	M1	M1
	C529	1	PROCESSING INDICATOR					N/A	M	M
	7365	1.1	PROCESSING INDICATOR, CODED	Code = Error message	n2	14	'	N/A	M	M
FTX		0070	FREE TEXT	FREE TEXT	a3	FTX	+	N/A	C5	C5
	4451	1	TEXT SUBJECT QUALIFIER	Error Description	a3	AAO	+++	N/A	M	M
	C108	4	TEXT LITERAL					N/A	M	M
	4440	4.1	FREE TEXT	Data element " Free Text" Reject comments	an..70	Reject Comments: the invalid data from the field in error will be transmitted in this data element	:	N/A	M	M
	4440	4.2	FREE TEXT	Reject comments	an..70		'	N/A	C	C
G01		0090	ERROR POINT DETAILS					N/A	C50	C50
ERP		0100	ERROR POINT DETAILS	REJECT TYPE (FOR ERROR RESPONSES)	a3	ERP	+	N/A	M1	M1
	C701	1	ERROR POINT DETAILS					N/A	M	M
	1049	1.1	MESSAGE SECTION, CODED	Code = Detail Default value	n1	2	:	N/A	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		
								ACK	Error Responses	
								Accept	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	M	M
	1054	1.3	MESSAGE SUB-ITEM NUMBER	Reject type	n2	22 = Data Error 29 = Conformance syntax	'	N/A	M	M
ERC		0110	APPLICATION ERROR INFORMATION	REJECT REASON CODES	a3	ERC	+	N/A	C50	C50
	C901	1	APPLICATION ERROR DETAIL					N/A	M	N/A
	9321	1.1	APPLICATION ERROR IDENTIFICATION		n..3	Error/Response	'	N/A	M	M
G05		0210	REFERENCE					M1 C9998	M1 C9998	M1 C9998
RFF		0220	REFERENCE	RELATED REQUEST REFERENCE	a3	RFF	+	M1	M1	M1
	C506	1	REFERENCE							
	1153	1.1	Reference qualifier	Code = {Voyage Number}	a3	VON	:	M	M	M
	1154	1.2	Reference Number	Data Element "Related Request Id" Scheduled Conveyance Identifier (Voyage Number) will be sent back	an2..10		'	M	M	M
UNT		0400	MESSAGE TRAILER		a3	UNT	+	M	M	M
	0074	1	NUMBER OF SEGMENTS IN MESSAGE		n..6	Variable Generated by translator	+	M	M	M
	0062	2	MESSAGE REFERENCE NUMBER		an..14	Same Number as Supplied in UNH 0062 of incoming transmission.	'	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		
								ACK	Error Responses	
								Accept	Syntax Reject	Appl. Reject
UNE		0410	FUNCTIONAL GROUP TRAILER		a3	UNE	+	M	M	M
	0060	1	NUMBER OF MESSAGES	Generated by translator	n..6		+	M	M	M
	0048	2	FUNCTIONAL GROUP REFERENCE NUMBER		an..14	Same Number as Supplied in UNG 0048 of incoming transmission.	'	M	M	M
UNZ		0420	INTERCHANGE TRAILER		a3	UNZ	+	M	M	M
	0036	1	INTERCHANGE CONTROL COUNT	Generated by translator. Number of functional groups, always = 1.	n1	1	+	M	M	M
	0020	2	INTERCHANGE CONTROL REFERENCE		an..14	Same number as supplied in UNB 0020 of incoming transmission.	'	M	M	M

APPENDIX F – Sample Bay Plan Response Scenarios

CUSRES Errors and Codes

An FTX segment is **only** generated when the Bay Plan is **rejected in CECP**. There will not be an FTX segment for any Bay Plan rejected in ACROSS. A reject message will be generated and the ERC segment will provide an error code. This code can be located on the external error message table. Please follow the link below for a list of external error messages, which is found in the external CBSA website; http://cbsa.gc.ca/eservices/error-erreur.pdf

*__Note:__ This table will be updated with the A to X error codes

Sample 1 Positive Response – Functional Acknowledgement

The following is an example of a Functional Acknowledgement for a Bay Plan Report. This message indicates that the transmission is syntactically correct and has been accepted by CBSA.

UNB+UNOA:2+++110820:0855+1812+++A+++1'
UNG+CUSRES+CCR++110820:0855+1812+UN+D:95B'
UNH+1+CUSRES:D:95B:UN'
BGM+:::778+9999C12345620040215+11'
DTM+9:201108200913:203'
GIS+**17'**
RFF+VON:CUS123VON’
UNT+6+1'
UNE+1+1812'
UNZ+1+1812’

Sample 2 Positive Response – Application Acknowledgement

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

UNB+UNOA:2+++110820:0855+1812+++A+++1'
UNG+CUSRES+CCR++110820:0855+1812+UN+D:95B'
UNH+1+CUSRES:D:95B:UN'
BGM+:::778+9999C12345620040215+11'
DTM+9:201108200913:203'

GIS+1'
RFF+VON:CUS123VON’
UNT+6+1'
UNE+1+1812'
UNZ+1+1812’

Sample 3 Error Response – Syntax Reject

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

UNB+UNOA:2+++110820:0855+1795+++A+++1'
UNG+CUSRES+++110820:0855+1795+UN+D:95B'
UNH+1+CUSRES:D:95B:UN'
BGM+:::778+9999CCRN123456+1'
DTM+9:201108200915:203'
GIS+14'
FTX+AAO+++SEGMENT NAD BYTE OFFSET 383'
FTX+AAO+++SEGMENT NAD LINE 18 ELEM 3164 [6.0] ELEM TOO LONG'
ERP+2: 1:28'
ERC+ZZZ'
RFF+VON:CUS123VON’
UNT+10+1'
UNE+1+1795'
UNZ+1+1795’

Sample 4 Error Response – Application Reject

The following is a Bay Plan 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:2+++110820:0855+1793+++A+++1'
UNG+CUSRES+++110820:0855+1793+UN+D:95B'
UNH+1+CUSRES:D:95B:UN'
BGM+:::778+9999C12345620040215+1'
DTM+9:201108200913:203'
GIS+14'
FTX+AAO+++8999'
ERP+2: 1:22'
ERC+ZZZ'

RFF+VON:CUS123VON'
UNT+9+1'
UNE+1+1793'
UNZ+1+1793'

Sample 5 Error Response – Application Reject (Multiple Errors)

The following is a Bay Plan 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:2+++110820:0855+1793+++A+++1'
UNG+CUSRES+++110820:0855+1793+UN+D:95B'
UNH+1+CUSRES:D:95B:UN'
BGM+:::778+9999C12345620040215+11'
DTM+9:201108200913:203'
GIS+14'
FTX+AAO+++03262004'
ERP+2:AB123456:20'
ERC+157'
FTX+AAO+++888888888'
ERP+2:AB123456:20'
ERC+E32'
FTX+AAO+++03272004'
ERP+2:AB123456:20'
ERC+473'
RFF+VON:CUS123VON'
UNT+15+1'
UNE+1+1793'
UNZ+1+1793'

APPENDIX G - UN/EDIFACT Marine Bay Plan Map

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
UNB			**Interchange Header**	**To start and identify an interchange and interchange-related control segments**	**a3**	**UNB**	**+**	**M1**
	S001	1	Syntax Identifier					
	1	1.1	Syntax identifier	Code identification of the Agency controlling syntax.	a4	UNOA	:	M
	2	1.2	Syntax version number	Version number of the syntax.	n1	2	+	M
	S002	2	Interchange Sender					
	4	2.1	Sender identification	Name/coded representation of the sender. "Clients Network ID."	an..35		+	M
	S003	3	Interchange Recipient					
	10	3.1	Recipient identification	Name/coded representation of the recipient. "CBSA Network ID."	an..35		+	M
	S004	4	DATE/TIME OF PREPARATION					
	17	4.1	Date	Generated by Translator	n6	YYMMD D	:	M
	19	4.2	Time	Generated by Translator	n4	HHMM	+	M
	20	5	INTERCHANGE CONTROL REFERENCE	Unique reference number assigned by the sender. Generated by translator	an..14		+++++	M
	32	10	COMMUNICATIONS AGREEMENT ID	A code identifying the shipping line of the vessel	an..35		'	M
UNH		**10**	**MESSAGE HEADER**		**a3**	**UNH**	**+**	**M1**
	62	1	MESSAGE REFERENCE NUMBER	Unique reference number assigned by the sender. Generated by translator	an..14		+	M
	S009	2	MESSAGE IDENTIFIER					M
	65	2.1	Message type	Identification of the message type.	a6	BAPLIE	:	M
	52	2.2	Message version number	Version number of the message type.	a1	D	:	M
	54	2.3	Message release number	Release number of the current message type.	an3	95B	:	M
	51	2.4	Controlling agency	Agency controlling the message type.	a2	UN	:	M
	57	2.5	Association assigned code	Code assigned by SMDG to identify message type: BAPLIE Code = { SMDG Version 2.0.7}	an6	SMDG 20	'	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
BGM		**20**	**BEGINNING OF MESSAGE**		**a3**	**BGM**	**++**	**M1**
	1004	2	DOCUMENT/MESSAGE NUMBER	Data Element "Document/Message Number." Reference allocated by the sender individually, taken from the application.	an..35		+	M
	1225	3	MESSAGE FUNCTION, CODED	Data Element "Message Function, coded" Code indicating the function of the message.	an..3	"4" Change "9" Original	'	M
DTM		**30**	**DATE/TIME/PERIOD**		**a3**		**+**	**M1**
	C507	1	DATE/TIME/PERIOD					M
	2005	1.1	Date/time/period qualifier	Code = {Document/Message Date/Time}	n3	137	:	M
	2380	1.2	Date/time/period	**Data Element "Document/Message Date/Time"**	n12	**YYYYMMDDHHMM**	:	M
	2379	1.3	Date/time/period format qualifier		n3	**203**	'	M
G01		**60**	**DETAILS OF TRANSPORT**					**M1**
TDT		**70**	**DETAILS OF TRANSPORT**	**CARRIER DETAILS**	**a3**	**TDT**	**+**	**M1**
	8051	1	TRANSPORT STAGE QUALIFIER	Code ={Main Carriage Transport}	n2	20	+	M
	8028	2	CONVEYANCE REFERENCE NUMBER	Data Element "Conveyance Reference Number." Format: 1st 4 characters = Carrier Code. Remaining characters = Carrier Assigned Conveyance Report Number	an..17		+++	M
	C040	5	CARRIER					M
	3127	5.1	Carrier identification	Data Element "Transporting Carrier Code" Note: Report carrier code of the vessel operating carrier	an..17	CBSA Carrier Code	:	M
	1131	5.2	Code list qualifier	Code = {Carriers}	n3	172	:	M
	3055	5.3	Code list responsible agency, coded	Code 20 = BIC (Bureau International des Containeurs) 166=SCAC ZZZ- Mutually Defined (Canadian Carrier Code)	an..3	As Applicable	+++	M
	C222	8	TRANSPORT IDENTIFICATION					M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
	8213	8.1	Id. of means of transport identification	Data Element 1. Vessel Call Sign 2. Vessel Lloyd's number 3. Mutually Agreed Vessel Code	an..9	As Applicable	:	M
	1131	8.2	Code list qualifier	Code 103= {Call Sign Directory} Code 146={Means of Transport Identification} (Lloyd's code) ZZZ=Mutually Defined	an..3	103 146 ZZZ	:	M
	3055	8.3	Code List responsible agency coded	Code 11= will be used where the code list qualifier = 146 {Lloyd's number} (Only used when Lloyd's number is used for vessel identification). If 103 or ZZZ used in the code list qualifier then ZZZ will be used	an..3	As Applicable	:	M
	8212	8.4	Id. of means of transport	Data Element "Vessel Name"	an..35		:	M
	8453	8.5	Nationality of means of transport, coded	Data Element "Nationality of Conveyance"	a2	ISO 3166 Country Code		O
LOC(1)		**80**	**PLACE/LOCATION IDENTIFICATION**	**Place/Location Identification**	**a3**	**LOC**	**+**	**M1 C8**
	3227	1	PLACE/LOCATION QUALIFIER	Code 5= {Place of Departure} 61=Next port of call	n1..2	5 61	+	M
	C517	2	LOCATION IDENTIFICATION					M
	3225	2.1	Place/location identification	Data Element "Last Foreign Port of Departure" Data Element Next ports of Calls	a5	UN/LOC ODES	:	M
	1131	2.2	Code list Qualifier	Code 139={Port}	n3	139	:	M
	3055	2.3	Code List responsible agency, coded	If code 112=ignore Code 6=UNLOCES	an..3	6	+	M
	C519	3	Country Identification					
	3223	3.1	Related place/location Country Code	Data Element Last Foreign Port's Country	an..25	ISO Country Code	:	O
	1131	3.2	Code qualifier for Country	Code 162=Country	n3	162	:	O
	3055	3.3	Code ISO country codes	Code= 5 ISO	an..3	5	+	O
	C553	4	Country Code					

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
	3233	4.1	Related state or province code, postal code	State/Province Code and Postal Code	an..25		:	O
	1131	4.2	Code qualifier = 163	State/Province Code and Postal Code	n3	163	'	O
DTM		**90**	DATE/TIME /PERIOD	**DATE/TIME OF ARRIVAL / DEPARTURE**	**a3**	**DTM**	**+**	**M1 C98**
	C507	1	Date/Time/Period	Either estimated or actual date/time of arrival/departure must be provided				M
	2005	1.1	Date/time/period functions code qualifier	178 = (Actual Date and Time of Arrival) 132 = (Estimated Date and Time of Arrival) 136 = (Actual Date and Time of Departure) 133 = (Estimated Date and Time of Departure)	n3	As Applicable	:	M
	2380	1.2	Date/time/period value	Data Element "Date/Time of Arrival/Departure"	n12	YYYYMM DDHHM M	:	M
	2379	1.3	Date/time/period format qualifier	Date Qualifier	n3	203	'	M
RFF		**100**	**REFERENCE**	**LOADING VOYAGE NUMBER** Transmit if different from the voyage number in the TDT-segment, assigned by the Operating Carrier or his agent to the voyage of the vessel.	**a3**	**RFF**	**+**	**M1**
	C506	1	REFERENCE					
	1153	1.1	Reference qualifier	Code = {Loading Voyage Number}	a3	VON	:	M
	1154	1.2	Reference number	Data Element "Loading Voyage Number"	an..35		'	M
G02		**120**		**CONTAINER DETAILS**				**M1 C9998**
LOC		**130**	**PLACE/LOCATION IDENTIFICATION**	**EQUIPMENT LOCATION**	**a3**	**LOC**	**+**	**M**
	3227	1	PLACE/LOCATION QUALIFIER	Code = {Stowage Cell}	n3	147	+	M
	C517	2	PLACE/LOCATION IDENTIFICATION					M
	3225	2.1	Place/location identification	Data Element Equipment Location 1. ISO Format = BBBRRTT 2. RO/RO Format 3. Other non-ISO format	an..7	BBBRRTT If RO/RO code 87 is ignore, we will not get DD/BBB/ RR/TT	::	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
	3055	2.3	Code list responsible agency, coded	Code 5 = {ISO} Code 87 = RO/RO format Code ZZZ = non ISO format	an..3	5 87 ZZZ	‘	M
GID		**140**	**GOODS ITEM DETAILS**	**GOODS DETAILS TRANSMIT FOR NON-CONTAINERIZED GOODS**	**a3**	**GID**	**++**	**C1**
	C213	2	Number and Type of Packages					
	7224	2.1	Number of packages	Data Element “Package Quantity”	n..8		:	O
	7065	2.2	Type of packages identification	Data Element “Packaging Type”	an..17	Free Text	‘	O
GDS		**150**	**NATURE OF CARGO**	**TYPE OF CARGO TRANSMIT FOR NON-CONTAINERIZED GOODS**	**a3**	**GDS**	**+**	**C9**
	C703	1	NATURE OF CARGO					
	7085	1.1	Nature of cargo, coded	Data Element “Type of Cargo” Provide two digit HS Chapter Number to describe cargo.	an..3	01 - Live animal 06 - Live trees and other plants 09 - Coffee 10 - Wheat 12 - Hay 22 - Malt 24 - Tobacco 41 - Hide 44 - Timber pack 48 - Waste paper 49 - News print 52 - Cotton 68 - Stone 72 - Iron scrap	‘	M
FTX		**160**	**FREE TEXT**	**BRIEF DESCRIPTION OF GOODS TRANSMIT IF APPLICABLE**	**a3**	**FTX**	**+**	**C9**
	4451	1	TEXT SUBJECT QUALIFIER	Code AAA = {Description Of Goods} if ZZZ Mutually Defined Code HAN = {Handling Instructions} Code CLR = {Container Loading Remarks} Code SIN = {Special Instructions} Code AAI = {General info	a3	As Applicable	+++	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
	C108	4	TEXT LITERAL					M
	4440	4.1	Free text	Data Element "Brief Description of Goods"	an..70	Free Text	'	M
MEA		**170**	**MEASUREMENTS**	**CONTAINER WEIGHT**	**a3**	**MEA**	**+**	**M1**
	6311	1	MEASUREMENT APPLICATION QUALIFIER	Code = {Weights}	a2	WT (gross weight)	++	M
	C174	3	VALUE/RANGE					M
	6411	3.1	Measure unit qualifier	Code KGM = {Kilogram} Code LBR=Pounds	a3	As Applicable	:	M
	6314	3.2	Measurement value	Measurement Value: The actual gross weight of the equipment plus its eventual contents in kilograms.	n..18	Whole Numbers Only.	'	M
DIM		**180**	**DIMENSIONS**	**CONTAINER DIMENSIONS** Only transmitted in the case of breakbulk, odd-sized-cargo and off-standard or non-ISO equipment. In order to identify all relevant information, this segment may be repeated conditionally up to 9 times.	**a3**	**DIM**	**+**	**C9**
	6145	1	DIMENSION QUALIFIER	Code 1 = {Gross dimensions} (breakbulk) Code 5 = {Off-standard dimension, front} Code 6 = {Off-standard dimension, back} Code 7 = {Off-standard dimension, right} Code 8 = {Off-standard dimension, left} Code 9 = {Off-standard dimension, general} (over height) Code 10= {External equipment dimensions} (Non-ISO equipment) NOTE: Qualifier "1" for breakbulk cargo and "5" to "10" for odd-sized-cargo.	n1..2		+	M
	C211	2	DIMENSIONS					M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
	6411	2.1	Measure unit qualifier	Code CMT = Centimetres} Code INH = {Inches}	a3	As Applicable	:	M
	6168	2.2	Length dimension	Data Element "Container Length "	n..15		:	C
	6140	2.3	Width dimension	Data Element "Container Width "	n..15		:	C
	6008	2.4	Height dimension	Data Element "Container Height "	n..15		'	C
TMP		**190**	**TEMPERATURE**	**TEMPERATURE DETAILS TRANSMIT IF APPLICABLE**	**a3**	**TMP**	**+**	**C1**
	6245	1	TEMPERATURE QUALIFIER	Temperature qualifier: Allows qualifiers "1" (Storage Temperature) and "2" {Transport Temperature}	n1	1 2	+	M
	C239	2	TEMPERATURE SETTING					M
	6246	2.1	Temperature setting	Temperature Setting: Actual temperature according to Reefer List (no deviation allowed) at which the cargo has to be stored or is to be transported.	n..3		:	M
	6411	2.2	Measure unit qualifier	Code CEL = {Celsius} Code FAH = {Fahrenheit}	a3	As Applicable	'	M
RNG		**200**	**RANGE DETAILS**	**TEMPERATURE RANGE DETAILS TRANSMIT IF APPLICABLE**	**a3**	**RNG**	**+**	**C1**
	6167	1	RANGE TYPE QUALIFIER	Range Type Qualifier = 4	n1	4	+	M
	C280	2	RANGE	Range Type Qualifier				M
	6411	2.1	Measure unit qualifier	Code CEL = {Celsius} Code FAH = {Fahrenheit}	a3	As Applicable	:	M
	6162	2.2	Range minimum	Minimum temperature according to Reefer List at which the cargo is to be transported or stored.	n..15		:	M
	6152	2.3	Range maximum	Maximum temperature according to Reefer List at which the cargo is to be ransported or stored.	n..15		'	M
LOC		**210**	**PLACE/LOCATION IDENTIFICATION**	**Place/Location Identification**	**a3**	**LOC**	**+**	**C9**
	3227	1	PLACE/LOCATION QUALIFIER	Code 9 = Place of Loading Code 11 = Place/Port of Discharge Code 13 = Transhipment	n1..3	As Applicable	+	M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
				port/Place of transhipment Code 64 = 1st optional port of discharge Code 68 = 2nd optional port of discharge Code 70= 3rd optional port of discharge Code 76 = Original port of loading Code 83 = Place of delivery (to be used as final destination or double stack train) Code 97 = Optional place/port of discharge. To be used if actual port of discharge is undefined Code 152 = Next port of discharge				
	C517	2	LOCATION IDENTIFICATION					M
	3225	2.1	Place/location identification	UN-LOCODE or US - Census	a5	UN/LOCODES	:	M
	1131	2.2	Code List Qualifier	Code=139 Port	n3	139	:	O
	3055	2.3	Code list responsible agency, coded	Code=112 - US Codes Code=6 UNLOCES Code=ZZZ=Optional ports	an..3	6 112 ZZZ	+	O
	C519	3	COUNTRY IDENTIFICATION					
	3223	3.1	Related Place/location Country Code	Data element Last Foreign Port's Country	an..25	ISO Country Code	:	O
	1131	3.2	Code qualifier for Country	Code 162=Country	n3	162	:	O
	3055	3.3	Code list responsible agency, coded	Code 5= ISO	n1	**5**	**+**	**O**
	C553	4	COUNTRY CODE					

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
	3233	4.1	Related state or province code, postal code	State/Province Code and Postal Code	an..25		:	O
	1131	4.2	Code qualifier = 163	State/Province Code and Postal Code	an..3	163	'	O
RFF		**220**	**REFERENCE**	**EXCESS TRANSPORTATION NUMBER NOTE: MANDATORY EDIFACT SEGMENT**	**a3**	**RFF**	**+**	**M1 C8**
	C506	1	REFERENCE					M
	1153	1.1	Reference qualifier	Transmit Bill of Lading number as dummy or Excess Transportation number to identify leading Stowage Cell onboard vessel. To be used for breakbulk and odd-sized cargo occupying more than one stowage location.	an..3	BM = Bill of Lading Number ET = Excess Transport Number ZZZ=Mutually Defined	:	M
	1154	1.2	Reference number	Data Element "Reference Number" Transmit the following: Bill of Lading Number – default code = 1. Excess Transportation Number – leading stowage position.	an..35		'	M
G03		**230**	**EQUIPMENT DETAILS**					**M1**
EQD		**240**	**EQUIPMENT DETAILS**	**EQUIPMENT DETAILS**	**a3**	**EQD**	**+**	**M1**
	8053	1	EQUIPMENT QUALIFIER	Code CN = {Container} Code BB = {Break Bulk} Code TE = {Trailers} Code ZZZ- {RO/RO or otherwise}	a..3	CN BB TE	+	M
	C237	2	EQUIPMENT IDENTIFICATION					M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
	8260	2.1	Equipment identification number	1. The container number: Format: Prefix/Number (PPPPPNNNNNNNNN), thus allowing 5 characters for the prefix and 9 characters for the number. In case of a prefix of less than 5 characters spaces to be added to the right. In case of a number of less than 9 characters the number should be left aligned. E.g. container "EU 876" should be transmitted as "EU___876", thus leaving 3 spaces between the prefix and the number. The number will be treated as a character string. E.g. alphanumeric check-digits can be transmitted here. If this segment is used the unique equipment identification number must always be transmitted, although this element is not mandatory. 2. Leave blank in case of breakbulk.	an..17		+	M
	C224	3	EQUIPMENT SIZE AND TYPE					C
	8155	3.1	Equipment size and type identification	Data Element "Equipment Size and Type" Use ISO Size/Type codes Not required for breakbulk.	an..4		++	C
	8249	5	Equipment Status, coded	Equipment status, coded. 1:Continental 2:Export 3:Import 4:Remain on board 5:Shifter 6:Transhipment 7:Hot delivery 8:MLB 9:MCB (Micro Land Bridge) 10:Canada Bound transport 11:Direct delivery 12:Bond transport 13:Tranship to other vessel 14:Tranship to other pier 15:Rail road transport 16:Road transport 17:Barge transport 18:Temporary stowage 19:Urgent unpacking 20:Sea & Air	an..3	As applicable	+	O

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
	8169	6	FULL/EMPTY INDICATOR, CODED	Data Element "Full/Empty Status Code" Must be transmitted for all containers. Leave blank for Break Bulk	n1	4=Empty 5=Full	'	O
EQA		**250**	**ATTACHED EQUIPMENT**	**ATTACHED EQUIPMENT DETAILS TRANSMIT IF ATTACHED EQUIPMENT APPLIES**	**a3**	**EQA**	**+**	**C9**
	8053	1	EQUIPMENT QUALIFIER	Code CN = {Container} Code RG = {Reefer Generator} Code CH = {Chassis}	an..3	As Applicable	+	M
	C237	2	EQUIPMENT IDENTIFICATION					M
	8260	2.1	Equipment identification number	The unit number, according to definition in EQD.	an..17		'	M
NAD		**260**	**NAME AND ADDRESS**	**CARRIER OF THE CARGO 'container operator'**	**a3**	**NAD**	**+**	**C1**
	3035	1	PARTY QUALIFIER	Code = {Carrier}	a2	CA	+	M
	C082	2	PARTY IDENTIFICATION DETAILS					M
	3039	2.1	Party id. Identification	Data Element "Carrier Code"	an..4		:	M
	1131	2.2	Code list qualifier	Code = {Carrier Code}	n3	172	:	M
	3055	2.3	Code List Responsible Agency, coded	Code 20 = {BIC Bureau International des Containeurs} Code 166 = {UC National Motor Freight Classification Association (SCAC)} Code ZZZ (Mutually defined)	an2..3	As applicable	'	M
G04		**270**	**DANGEROUS GOODS DETAILS**	**MUST BE TRANSMITTED IF DANGEROUS GOODS CODE(S) APPLIES TO THE GOODS.**				**C9**
DGS		**280**	**DANGEROUS GOODS INFORMATION**	**DANGEROUS GOODS INFORMATION**	**a3**	**DGS**	**+**	**M1**
	8273	1	DANGEROUS GOODS REGULATIONS, CODED	Code = {IMO Dangerous Goods Code}	a3	IMD	+	M
	C205	2	HAZARD CODE					M
	8351	2.1	Hazard code identification	Data Element "Hazard Identification Code"	an..3	IMDG Code	:	M
	8078	2.2	Hazard substance/item/page number	Data Element "Additional Hazard Classification Identifier" (IMDG code page number, English version)	an..7		+	O

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
	C234	3	UNDG INFORMATION	TRANSMIT UNDG CODE IF AVAILABLE.				
	7124	3.1	UN dangerous goods number	Data Element "UNDG Number (Dangerous Goods Code)"	n4	UNDG Code	+	O
	C223	4	DANGEROUS GOODS SHIPMENT FLASH POINT	TRANSMIT IF APPLICABLE				C
	7106	4.1	Shipment flash point	Data Element "Shipment Flash Point"	n..3		:	O
	6411	4.2	Measure unit qualifier	Code CEL = {Degrees Celsius} Code FAH = {Degrees Fahrenheit}	a3	As Applicable	+	O
	8339	5	PACKING GROUP CODED	Data Element "Packing Group Code" TRANSMIT IF APPLICABLE	an..3		+	O
	8364	6	EMS NUMBER	Data Element "Emergency Schedule Number" TRANSMIT IF APPLICABLE	an..6		+	O
	8410	7	MFAG	Data Element "Medical First Aid Guide Identifier" TRANSMIT IF APPLICABLE	an..4		++	O
	C235	9	HAZARD IDENTIFICATION	TRANSMIT IF APPLICABLE				C
	8158	9.1	Hazard identification number, upper part	Data Element "Placard Upper Part Identification"	an..4		:	O
	8186	9.2	Hazard identification number, lower part	Data Element "Placard Lower Part Identification"	an..4		+	O
	C236	10	DANGEROUS GOODS LABEL	TRANSMIT IF APPLICABLE				C
	8246	10.1	Dangerous goods label marking	Data Element "Dangerous Goods Marking Identification"	an..4		:	O
	8246	10.2	Dangerous goods label marking	Data Element "Dangerous Goods Marking Identification"	an..4		:	O
	8246	10.3	Dangerous goods label marking	Data Element "Dangerous Goods Marking Identification"	an..4		'	O
FTX		**290**	**FREE TEXT**	**DANGEROUS GOODS ADDITIONAL INFORMATION TRANSMIT IF APPLICABLE**	**a3**	**FTX**	**+**	**C1**
	4451	1	TEXT SUBJECT QUALIFIER	AAC (Description of Goods) AAD= Dangerous Goods, technical name, proper shipping name	an..3	As applicable	+++	M
	C108	4	TEXT LITERAL					M

EDIFACT Segment ID.	EDIFACT Element ID.	Segment /Element Position	EDIFACT Data Element Name	Notes, Conditions, and Descriptions	Data Type & Size	Function Codes & Values	Default Syntax	Status
	4440	4.1	Free text	Data Element "Hazardous Material Description" Transmit text NIL if no description available.	an..70	Free Text	:	M
	4440	4.2	Free text	Data Element "Hazardous Material Net Weight" (Weight in Kilos)	an..70	Free Text	:	O
	4440	4.3	Free text	Data Element "Dangerous Goods Reference Number" (As allocated by the central planner, if known)	an..70	Free Text	'	O
UNT		**300**	**MESSAGE TRAILER**		**a3**	**UNT**	**+**	**M1**
	74	1	Number of segments in the message		n..6	Number of segments in message, includes UNH and UNT segments but excluding UNA, UNB and UNZ segments.	+	M
	62	2	MESSAGE REFERENCE NUMBER		an..14	Same Number as Supplied in UNH 62	'	M
UNZ			**INTERCHANGE TRAILER**		**a3**	**UNZ**	**+**	**M1**
	36	1	INTERCHANGE CONTROL COUNT	Generated by Translator. Number of Functional Groups, always = 1.	n..6	1	+	M
	20	2	INTERCHANGE CONTROL REFERENCE		an..14	Same Number as Supplied in UNB 0020.	'	M

APPENDIX H - Sample Bay Plan Message Maps

Sample 1
Bay Plan example with one container which has mandatory elements and conditional elements.

UNB+UNOA:2+KIMP+RCCECECPT+110801:1210+TEST+++++JRD17115302009'
UNH+TEST+BAPLIE:D:95B:UN:SMDG20'
BGM++DOCUMENTMESSAGENUMBER+9'
DTM+137:201108011210:203'
TDT+20+9044KIMCRN+++ELXT8:172:166+++CALLSIGN:103:ZZZ:VESSELNAME:JO'
LOC+5+AEAUH:139:6+JO:162:5+ON:163'
LOC+61+CAVAN:139:6+JO:162:5+BC:163'
DTM+133:201110150735:203'
DTM+136:201110150955:203'
DTM+132:201109301822:203'
DTM+178:201109302236:203'
RFF+VON:LOADVOYAGENUMBER'
LOC+147+0030802::5'
GID++3500:CRATES'
GDS+01'
FTX+AAA+++DESCRIPTION OF GOODS LIVE ANIMALS'
MEA+WT++KGM:21000'
DIM+1+CMT:40:10:08'
TMP+2+15:CEL'
RNG+4+CEL:10:20'
LOC+9+LBBEY:139:6+AE:162:5+ON:163'
LOC+11+CAMTR:139:6+AE:162:5+ON:163'
LOC+64+ITVCE:139:6+AE:162:5+ON:163'
LOC+68+ITROM:139:6+AE:162:5+ON:163'
LOC+70+MQFDF:139:6+AE:162:5+ON:163'
LOC+83+TNTUN:139:6+AE:162:5+ON:163'
RFF+BM:1'
EQD+CN+PERU1006662+42G0++3+5'
EQA+CN+PERU1006662'
NAD+CA+9044:172:20'
DGS+IMD+555:UN123+8273+-15:CEL+PG1+EMS2+710++UP04:LW05+DG06:DG07:DG08'
FTX+AAC+++CORROSIVE AND FLAMMABLE:HAZMAT NET WEIGHT:DANGEROUS GOOD REFERENCE NUMBER'
UNT+32+TEST'
UNZ+1+TEST'

Sample 2
Bay Plan using multiple containers/equipment that occupies the same stowage location.

This is an example of a Bay Plan message for a vessel departing from Callao, Peru to Vancouver, Canada. It shows Twenty (20) foot Equivalent Units (TEU) stowed in one stowage location. In this case, Group 02 should be transmitted twice with the same stowage location.

UNB+UNOA:2+KIMP+RCCECECPT+110801:1210+TEST+++++JRD17115302009'
UNH+TEST+BAPLIE:D:95B:UN:SMDG20'
BGM++DOCUMENTMESSAGENUMBER+9'
DTM+137:201108011210:203'
TDT+20+9044KIMCRN+++ELXT8:172:166+++CALLSIGN:103:ZZZ:VESSELNAME:JO'
LOC+5+PECLL:139:6+JO:162:5+ON:163'
LOC+61+CAVAN:139:6+JO:162:5+BC:163'
DTM+133:201110150735:203'
DTM+136:201110150955:203'
DTM+132:201109301822:203'
DTM+178:201109302236:203'
RFF+VON:LOADVOYAGENUMBER'
LOC+147+0120801::5'
GID++3500:CRATES'
GDS+52'
FTX+AAA+++DESCRIPTION OF GOODS COTTON'
MEA+WT++LBR:21000'
DIM+1+INH:40:10:08'
TMP+1+88:FAH'
RNG+4+FAH:1:99'
LOC+9+LBBEY:139:6+PE:162:5+ON:163'
LOC+11+CAMTR:139:6+PE:162:5+ON:163'
LOC+64+ITVCE:139:6+PE:162:5+ON:163'
LOC+68+ITROM:139:6+PE:162:5+ON:163'
LOC+70+MQFDF:139:6+PE:162:5+ON:163'
LOC+83+TNTUN:139:6+PE:162:5+ON:163'
RFF+BM:1'
EQD+CN+PERU1006322+20G0++3+5'
EQA+CN+PERU1006322'
NAD+CA+9044:172:20'
DGS+IMD+555:UN123+8273+-15:CEL+PG1+EMS2+710++UP04:LW05+DG06:DG07:DG08'
FTX+AAC+++CORROSIVE AND FLAMMABLE:HAZMAT NET WEIGHT:DANGEROUS GOOD REFERENCE NUMBER'
LOC+147+0120801::5'
GID++3500:CRATES'
GDS+09'
FTX+AAA+++DESCRIPTION OF GOODS COFFEE'

MEA+WT++KGM:21000'
DIM+1+CMT:40:10:08'
TMP+2+15:CEL'
RNG+4+CEL:10:20'
LOC+9+LBBEY:139:6+PE:162:5+ON:163'
LOC+11+CAMTR:139:6+PE:162:5+ON:163'
LOC+64+ITVCE:139:6+PE:162:5+ON:163'
LOC+68+ITROM:139:6+PE:162:5+ON:163'
LOC+70+MQFDF:139:6+PE:162:5+ON:163'
LOC+83+TNTUN:139:6+PE:162:5+ON:163'
RFF+BM:1'
EQD+CN+PERU1006338+20G0++3+5'
EQA+CN+PERU1006338'
NAD+CA+9044:172:20'
DGS+IMD+555:UN123+8273+-15:CEL+PG1+EMS2+710++UP04:LW05+DG06:DG07:DG08'
FTX+AAC+++CORROSIVE AND FLAMMABLE:HAZMAT NET WEIGHT:DANGEROUS GOOD REFERENCE NUMBER'
UNT+52+TEST'
UNZ+1+TEST'

Sample 3
Bay Plan Report using multiple containers.

UNB+UNOA:2+KIMP+RCCECECPT+110801:1210+TEST+++++JRD17115302009'
UNH+TEST+BAPLIE:D:95B:UN:SMDG20'
BGM++DOCUMENTMESSAGENUMBER+9'
DTM+137:201108011210:203'
TDT+20+9044KIMCRN+++ELXT8:172:166+++CALLSIGN:103:ZZZ:VESSELNAME:JO'
LOC+5+PECLL:139:6+JO:162:5+ON:163'
LOC+61+CAVAN:139:6+JO:162:5+BC:163'
DTM+133:201110150735:203'
DTM+136:201110150955:203'
DTM+132:201109301822:203'
DTM+178:201109302236:203'
RFF+VON:LOADVOYAGENUMBER'
LOC+147+0120801::5'
GID++3500:CRATES'
GDS+52'
FTX+AAA+++DESCRIPTION OF GOODS COTTON'
MEA+WT++LBR:21000'

DIM+1+INH:40:10:08'
TMP+1+88:FAH'
RNG+4+FAH:1:99'
LOC+9+LBBEY:139:6+PE:162:5+ON:163'
LOC+11+CAMTR:139:6+PE:162:5+ON:163'
LOC+64+ITVCE:139:6+PE:162:5+ON:163'
LOC+68+ITROM:139:6+PE:162:5+ON:163'
LOC+70+MQFDF:139:6+PE:162:5+ON:163'
LOC+83+TNTUN:139:6+PE:162:5+ON:163'
RFF+BM:1'
EQD+CN+PERU1006322+42G0++3+5'
EQA+CN+PERU1006322'
NAD+CA+9044:172:20'
DGS+IMD+555:UN123+8273+-15:CEL+PG1+EMS2+710++UP04:LW05+DG06:DG07:DG08'
FTX+AAC+++CORROSIVE AND FLAMMABLE:HAZMAT NET WEIGHT:DANGEROUS GOOD REFERENCE NUMBER'
LOC+147+0351809::5'
GID++3500:CRATES'
GDS+09'
FTX+AAA+++DESCRIPTION OF GOODS COFFEE'
MEA+WT++KGM:21000'
DIM+1+CMT:40:10:08'
TMP+2+15:CEL'
RNG+4+CEL:10:20'
LOC+9+LBBEY:139:6+PE:162:5+ON:163'
LOC+11+CAMTR:139:6+PE:162:5+ON:163'
LOC+64+ITVCE:139:6+PE:162:5+ON:163'
LOC+68+ITROM:139:6+PE:162:5+ON:163'
LOC+70+MQFDF:139:6+PE:162:5+ON:163'
LOC+83+TNTUN:139:6+PE:162:5+ON:163'
RFF+BM:1'
EQD+CN+PERU1006338+42G0++3+5'
EQA+CN+PERU1006338'
NAD+CA+9044:172:20'
DGS+IMD+555:UN123+8273+-15:CEL+PG1+EMS2+710++UP04:LW05+DG06:DG07:DG08'
FTX+AAC+++CORROSIVE AND FLAMMABLE:HAZMAT NET WEIGHT:DANGEROUS GOOD REFERENCE NUMBER'
LOC+147+0522308::5'
GID++3500:CRATES'
GDS+24'
FTX+AAA+++DESCRIPTION OF GOODS TOBACCO'

MEA+WT++KGM:21000'
DIM+1+CMT:40:10:08'
TMP+2+15:CEL'
RNG+4+CEL:10:20'
LOC+9+LBBEY:139:6+PE:162:5+ON:163'
LOC+11+CAMTR:139:6+PE:162:5+ON:163'
LOC+64+ITVCE:139:6+PE:162:5+ON:163'
LOC+68+ITROM:139:6+PE:162:5+ON:163'
LOC+70+MQFDF:139:6+PE:162:5+ON:163'
LOC+83+TNTUN:139:6+PE:162:5+ON:163'
RFF+BM:1'
EQD+CN+PERU1006343+42G0++3+5'
EQA+CN+PERU1006343'
NAD+CA+9044:172:20'
DGS+IMD+555:UN123+8273+-15:CEL+PG1+EMS2+710++UP04:LW05+DG06:DG07:DG08'
FTX+AAC+++CORROSIVE AND FLAMMABLE:HAZMAT NET WEIGHT:DANGEROUS
GOOD REFERENCE NUMBER'
LOC+147+0882808::5'
GID++3500:CRATES'
GDS+49'
FTX+AAA+++DESCRIPTION OF GOODS NEWS PRINT'
MEA+WT++KGM:21000'
DIM+1+CMT:40:10:08'
TMP+2+15:CEL'
RNG+4+CEL:10:20'
LOC+9+LBBEY:139:6+PE:162:5+ON:163'
LOC+11+CAMTR:139:6+PE:162:5+ON:163'
LOC+64+ITVCE:139:6+PE:162:5+ON:163'
LOC+68+ITROM:139:6+PE:162:5+ON:163'
LOC+70+MQFDF:139:6+PE:162:5+ON:163'
LOC+83+TNTUN:139:6+PE:162:5+ON:163'
RFF+BM:1'
EQD+CN+PERU1006359+42G0++3+5'
EQA+CN+PERU1006359'
NAD+CA+9044:172:20'
DGS+IMD+555:UN123+8273+-15:CEL+PG1+EMS2+710++UP04:LW05+DG06:DG07:DG08'
FTX+AAC+++CORROSIVE AND FLAMMABLE:HAZMAT NET WEIGHT:DANGEROUS
GOOD REFERENCE NUMBER'
UNT+92+TEST'
UNZ+1+TEST'

APPENDIX I – Code Tables

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 transmitted.

1 – United Nations Locations Codes UNLOCODES

Where the code value is indicated as UNLOCODES, these codes must be valid and the source can be found on line at: http://www.unece.org/cefact/locode/service

2 - UN DANGEROUS GOODS CODES

The UNDG code table can be found on-line at:
http://www.unece.org/trans/danger/publi/unrec/rev13/13files_e.html

3 – OUTBOUND ERROR MESSAGE RESPONSE CODES

List of all error codes for the ACROSS system (including Electronic Release, ACI Marine, ACI Air, Rail and CSA):

http://cbsa.gc.ca/eservices/error-erreur.pdf

4 – BAY PLAN CONTAINER / EQUIPMENT SIZE

Code	Description
10	10Ft x 8Ft x 8Ft
12	10Ft x 8Ft 6" x 8Ft
14	10Ft x 9Ft x 8Ft
15	10Ft x 9Ft 6" x 8Ft
16	10Ft x >9Ft 6" x 8Ft
18	10Ft x 4Ft 3" x 8Ft
19	10Ft x < = 4Ft x 8Ft
1C	10Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
1D	10Ft x 9Ft x > 8Ft <= 8Ft 2.5"
1E	10Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
1F	10Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
1L	10Ft x 8Ft 6" x > 8Ft 2.5"
1M	10Ft x 9Ft x > 8Ft 2.5"
1N	10Ft x 9Ft 6" x > 8Ft 2.5"
1P	10Ft x > 9Ft 6" x > 8Ft 2.5"
20	20Ft x 8Ft x 8Ft
22	20Ft x 8Ft 6" x 8Ft
24	20Ft x 9Ft x 8Ft
25	20Ft x 9Ft 6" x 8Ft
26	20Ft x >9Ft 6" x 8Ft
28	20Ft x 4Ft 3" x 8Ft
29	20Ft x < = 4Ft x 8Ft
2C	20Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
2D	20Ft x 9Ft x > 8Ft <= 8Ft 2.5"
2E	20Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
2F	20Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
2L	20Ft x 8Ft 6" x > 8Ft 2.5"
2M	20Ft x 9Ft x > 8Ft 2.5"
2N	20Ft x 9Ft 6" x > 8Ft 2.5"
2P	20Ft x > 9Ft 6" x > 8Ft 2.5"
30	30Ft x 8Ft x 8Ft
32	30Ft x 8Ft 6" x 8Ft

Code	Description
34	30Ft x 9Ft x 8Ft
35	30Ft x 9Ft 6" x 8Ft
36	30Ft x >9Ft 6" x 8Ft
38	30Ft x 4Ft 3" x 8Ft
39	30Ft x < = 4Ft x 8Ft
3C	30Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
3D	30Ft x 9Ft x > 8Ft <= 8Ft 2.5"
3E	30Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
3F	30Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
3L	30Ft x 8Ft 6" x > 8Ft 2.5"
3M	30Ft x 9Ft x > 8Ft 2.5"
3N	30Ft x 9Ft 6" x > 8Ft 2.5"
3P	30Ft x > 9Ft 6" x > 8Ft 2.5"
40	40Ft x 8Ft x 8Ft
42	40Ft x 8Ft 6" x 8Ft
44	40Ft x 9Ft x 8Ft
45	40Ft x 9Ft 6" x 8Ft
46	40Ft x >9Ft 6" x 8Ft
48	40Ft x 4Ft 3" x 8Ft
49	40Ft x < = 4Ft x 8Ft
4C	40Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
4D	40Ft x 9Ft x > 8Ft <= 8Ft 2.5"
4E	40Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
4F	40Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
4L	40Ft x 8Ft 6" x > 8Ft 2.5"
4M	40Ft x 9Ft x > 8Ft 2.5"
4N	40Ft x 9Ft 6" x > 8Ft 2.5"
4P	40Ft x > 9Ft 6" x > 8Ft 2.5"
50	50Ft x 8Ft x 8Ft
52	50Ft x 8Ft 6" x 8Ft
54	50Ft x 9Ft x 8Ft
55	50Ft x 9Ft 6" x 8Ft
56	50Ft x >9Ft 6" x 8Ft
58	50Ft x 4Ft 3" x 8Ft
59	50Ft x < = 4Ft x 8Ft
5C	50Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"

Code	Description
5D	50Ft x 9Ft x > 8Ft <= 8Ft 2.5"
5E	50Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
5F	50Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
5L	50Ft x 8Ft 6" x > 8Ft 2.5"
5M	50Ft x 9Ft x > 8Ft 2.5"
5N	50Ft x 9Ft 6" x > 8Ft 2.5"
5P	50Ft x > 9Ft 6" x > 8Ft 2.5"
60	60Ft x 8Ft x 8Ft
62	60Ft x 8Ft 6" x 8Ft
64	60Ft x 9Ft x 8Ft
65	60Ft x 9Ft 6" x 8Ft
66	60Ft x >9Ft 6" x 8Ft
68	60Ft x 4Ft 3" x 8Ft
69	60Ft x < = 4Ft x 8Ft
6C	60Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
6D	60Ft x 9Ft x > 8Ft <= 8Ft 2.5"
6E	60Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
6F	60Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
6L	60Ft x 8Ft 6" x > 8Ft 2.5"
6M	60Ft x 9Ft x > 8Ft 2.5"
6N	60Ft x 9Ft 6" x > 8Ft 2.5"
6P	60Ft x > 9Ft 6" x > 8Ft 2.5"
70	70Ft x 8Ft x 8Ft
72	70Ft x 8Ft 6" x 8Ft
74	70Ft x 9Ft x 8Ft
75	70Ft x 9Ft 6" x 8Ft
76	70Ft x >9Ft 6" x 8Ft
78	70Ft x 4Ft 3" x 8Ft
79	70Ft x < = 4Ft x 8Ft
7C	70Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
7D	70Ft x 9Ft x > 8Ft <= 8Ft 2.5"
7E	70Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
7F	70Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
7L	70Ft x 8Ft 6" x > 8Ft 2.5"
7M	70Ft x 9Ft x > 8Ft 2.5"
7N	70Ft x 9Ft 6" x > 8Ft 2.5"

Code	Description
7P	70Ft x > 9Ft 6" x > 8Ft 2.5"
80	80Ft x 8Ft x 8Ft
82	80Ft x 8Ft 6" x 8Ft
84	80Ft x 9Ft x 8Ft
85	80Ft x 9Ft 6" x 8Ft
86	80Ft x >9Ft 6" x 8Ft
88	80Ft x 4Ft 3" x 8Ft
89	80Ft x < = 4Ft x 8Ft
8C	80Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
8D	80Ft x 9Ft x > 8Ft <= 8Ft 2.5"
8E	80Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
8F	80Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
8L	80Ft x 8Ft 6" x > 8Ft 2.5"
8M	80Ft x 9Ft x > 8Ft 2.5"
8N	80Ft x 9Ft 6" x > 8Ft 2.5"
8P	80Ft x > 9Ft 6" x > 8Ft 2.5"
90	90Ft x 8Ft x 8Ft
92	90Ft x 8Ft 6" x 8Ft
94	90Ft x 9Ft x 8Ft
95	90Ft x 9Ft 6" x 8Ft
96	90Ft x >9Ft 6" x 8Ft
98	90Ft x 4Ft 3" x 8Ft
99	90Ft x < = 4Ft x 8Ft
9C	90Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
9D	90Ft x 9Ft x > 8Ft <= 8Ft 2.5"
9E	90Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
9F	90Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
9L	90Ft x 8Ft 6" x > 8Ft 2.5"
9M	90Ft x 9Ft x > 8Ft 2.5"
9N	90Ft x 9Ft 6" x > 8Ft 2.5"
9P	90Ft x > 9Ft 6" x > 8Ft 2.5"
A0	7150 mm lgth, hgth zero
A2	7150 mm lgth, hgth 2591 mm, wdth 2438 mm
A4	7150 mm lgth, hgth 2743 mm, wdth 2438 mm
A5	7150 mm lgth, hgth 2895 mm, wdth 2438 mm

Code	Description
A6	7150 mm lgth, hgth greater than 2895, wdth 2438 mm
A8	7150 mm lgth, hgth 1295, wdth 2438 mm
A9	7150 mm lgth, hgth less than 1219, wdth 2438 mm
AC	7150 mm lgth, hgth 2591 mm, wdth 2438 to 2500 mm
AD	7150 mm lgth, hgth 2743 mm, wdth 2438 to 2500 mm
AE	7150 mm lgth, hgth 2895 mm, wdth 2438 to 2500 mm
AF	7150 mm lgth, hgth greater than 2895, wdth 2438 to 2500 mm
AL	7150 mm lgth, hgth 2591 mm, wdth greater than 2500 mm
AM	7150 mm lgth, hgth 2743 mm, wdth greater than 2500 mm
AN	7150 mm lght, hgth 2895 mm, wdth greater than 2500 mm
AP	7150 mm lght, hgth greater than 2895, wdth greater than 2500 mm
B0	24Ft x 8Ft x 8Ft
B2	24Ft x 8Ft 6" x 8Ft
B4	24Ft x 9Ft x 8Ft
B5	24Ft x 9Ft 6" x 8Ft
B6	24Ft x >9Ft 6" x 8Ft
B8	24Ft x 4Ft 3" x 8Ft
B9	24Ft x < = 4Ft x 8Ft
BC	24Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
BD	24Ft x 9Ft x > 8Ft <= 8Ft 2.5"
BE	24Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
BF	24Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
BL	24Ft x 8Ft 6" x > 8Ft 2.5"
BM	24Ft x 9Ft x > 8Ft 2.5"
BN	24Ft x 9Ft 6" x > 8Ft 2.5"
BP	24Ft x > 9Ft 6" x > 8Ft 2.5"
C0	7430 mm lgth, hgth zero
C2	7430 mm lgth, hgth 2591 mm, wdth 2438 mm
C4	7430 mm lgth, hgth 2743 mm, wdth 2438 mm
C5	7430 mm lgth, hgth 2895 mm, wdth 2438 mm
C6	7430 mm lgth, hgth greater than 2895, wdth 2438 mm

Code	Description
C8	7430 mm lgth, hgth 1295, wdth 2438 mm
C9	7430 mm lgth, hgth less than 1219, wdth 2438 mm
CC	7430 mm lgth, hgth 2591 mm, wdth 2438 to 2500 mm
CD	7430 mm lgth, hgth 2743 mm, wdth 2438 to 2500 mm
CE	7430 mm lgth, hgth 2895 mm, wdth 2438 to 2500 mm
CF	7430 mm lgth, hgth greater than 2895, wdth 2438 to 2500 mm
CL	7430 mm lgth, hgth 2591 mm, wdth greater than 2500 mm
CM	7430 mm lgth, hgth 2743 mm, wdth greater than 2500 mm
CN	7430 mm lgth, hgth 2895 mm, wdth greater than 2500 mm
CP	7430 mm lgth, hgth greater than 2895, wdth greater than 2500 mm
D0	24Ft 6" x 8Ft x 8Ft
D2	24Ft 6" x 8Ft 6" x 8Ft
D4	24Ft 6" x 9Ft x 8Ft
D5	24Ft 6" x 9Ft 6" x 8Ft
D6	24Ft 6" x >9Ft 6" x 8Ft
D8	24Ft 6" x 4Ft 3" x 8Ft
D9	24Ft 6" x < = 4Ft x 8Ft
DC	24Ft 6" x 8Ft 6" x > 8Ft <= 8Ft 2.5"
DD	24Ft 6" x 9Ft x > 8Ft <= 8Ft 2.5"
DE	24Ft 6" x 9Ft 6" x > 8Ft <= 8Ft 2.5"
DF	24Ft 6" x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
DL	24Ft 6" x 8Ft 6" x > 8Ft 2.5"
DM	24Ft 6" x 9Ft x > 8Ft 2.5"
DN	24Ft 6" x 9Ft 6" x > 8Ft 2.5"
DP	24Ft 6" x > 9Ft 6" x > 8Ft 2.5"
E0	7820 mm lgth, hgth zero
E2	7820 mm lgth, hgth 2591 mm, wdth 2438 mm
E4	7820 mm lgth, hgth 2743 mm, wdth 2438 mm
E5	7820 mm lgth, hgth 2895 mm, wdth 2438 mm
E6	7820 mm lgth, hgth greater than 2895, wdth 2438 mm
E8	7820 mm lgth, hgth 1295, wdth 2438 mm

Code	Description
E9	7820 mm lgth, hgth less than 1219, wdth 2438 mm
EC	7820 mm lgth, hgth 2591 mm, wdth 2438 to 2500 mm
ED	7820 mm lgth, hgth 2743 mm, wdth 2438 to 2500 mm
EE	7820 mm lgth, hgth 2895 mm, wdth 2438 to 2500 mm
EF	7820 mm lgth, hgth greater than 2895, wdth 2438 to 2500 mm
EL	7820 mm lgth, hgth 2591 mm,wdth greater than 2500 mm
EM	7820 mm lgth, hgth 2743 mm, wdth greater than 2500 mm
EN	7820 mm lgth, hgth 2895 mm, wdth greater than 2500 mm
EP	7820 mm lgth, hgth greater than 2895, wdth greater than 2500 mm
F0	8100 mm lgth, hgth zero
F2	8100 mm lgth, hgth 2591 mm, wdth 2438 mm
F4	8100 mm lgth, hgth 2743 mm, wdth 2438 mm
F5	8100 mm lgth, hgth 2895 mm, wdth 2438 mm
F6	8100 mm lgth, hgth greater than 2895, wdth 2438 mm
F8	8100 mm lgth, hgth 1295, wdth 2438 mm
F9	8100 mm lgth, hgth less than 1219, wdth 2438 mm
FC	8100 mm lgth, hgth 2591 mm, wdth 2438 to 2500 mm
FD	8100 mm lgth, hgth 2743 mm, wdth 2438 to 2500 mm
FE	8100 mm lgth, hgth 2895 mm, wdth 2438 to 2500 mm
FF	8100 mm lgth, hgth greater than 2895, wdth 2438 to 2500 mm
FL	8100 mm lgth, hgth 2591 mm, wdth greater than 2500 mm
FM	8100 mm lgth, hgth 2743 mm, wdth greater than 2500 mm
FN	8100 mm lgth, hgth 2895 mm, wdth greater than 2500 mm
FP	8100 mm lgth, hgth greater than 2895, wdth greater than 2500 mm
G0	41Ft x 8Ft x 8Ft
G2	41Ft x 8Ft 6" x 8Ft
G4	41Ft x 9Ft x 8Ft

Code	Description
G5	41Ft x 9Ft 6" x 8Ft
G6	41Ft x >9Ft 6" x 8Ft
G8	41Ft x 4Ft 3" x 8Ft
G9	41Ft x < = 4Ft x 8Ft
GC	41Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
GD	41Ft x 9Ft x > 8Ft <= 8Ft 2.5"
GE	41Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
GF	41Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
GL	41Ft x 8Ft 6" x > 8Ft 2.5"
GM	41Ft x 9Ft x > 8Ft 2.5"
GN	41Ft x 9Ft 6" x > 8Ft 2.5"
GP	41Ft x > 9Ft 6" x > 8Ft 2.5"
H0	43Ft x 8Ft x 8Ft
H2	43Ft x 8Ft 6" x 8Ft
H4	43Ft x 9Ft x 8Ft
H5	43Ft x 9Ft 6" x 8Ft
H6	43Ft x >9Ft 6" x 8Ft
H8	43Ft x 4Ft 3" x 8Ft
H9	43Ft x < = 4Ft x 8Ft
HC	43Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
HD	43Ft x 9Ft x > 8Ft <= 8Ft 2.5"
HE	43Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
HF	43Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
HL	43Ft x 8Ft 6" x > 8Ft 2.5"
HM	43Ft x 9Ft x > 8Ft 2.5"
HN	43Ft x 9Ft 6" x > 8Ft 2.5"
HP	43Ft x > 9Ft 6" x > 8Ft 2.5"
K0	13600 mm lgth, hgth zero
K2	13600 mm lgth, hgth 2591 mm, wdth 2438 mm
K4	13600 mm lgth, hgth 2743 mm, wdth 2438 mm
K5	13600 mm lgth, hgth 2895 mm, wdth 2438 mm
K6	13600 mm lgth, hgth greater than 2895, wdth 2438 mm
K8	13600 mm lgth, hgth 1295, wdth 2438 mm
K9	13600 mm lgth, hgth less than 1219, wdth 2438 mm
KC	13600 mm lgth, hgth 2591 mm, wdth 2438 to 2500 mm
KD	13600 mm lgth, hgth 2743 mm, wdth 2438 to 2500 mm

Code	Description
KE	13600 mm lgth, hgth 2895 mm, wdth 2438 to 2500 mm
KF	13600 mm lgth, hgth greater than 2895, wdth 2438 to 2500 mm
KL	13600 mm lgth, hgth 2591 mm, wdth greater than 2500 mm
KM	13600 mm lgth, hgth 2743 mm, wdth greater than 2500 mm
KN	13600 mm lgth, hgth 2895 mm, wdth greater than 2500 mm
KP	13600 mm lgth, hgth greater than 2895, wdth greater than 2500 mm
L0	45Ft x 8Ft x 8Ft
L2	45Ft x 8Ft 6" x 8Ft
L4	45Ft x 9Ft x 8Ft
L5	45Ft x 9Ft 6" x 8Ft
L6	45Ft x >9Ft 6" x 8Ft
L8	45Ft x 4Ft 3" x 8Ft
L9	45Ft x < = 4Ft x 8Ft
LC	45Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
LD	45Ft x 9Ft x > 8Ft <= 8Ft 2.5"
LE	45Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
LF	45Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
LL	45Ft x 8Ft 6" x > 8Ft 2.5"
LM	45Ft x 9Ft x > 8Ft 2.5"
LN	45Ft x 9Ft 6" x > 8Ft 2.5"
LP	45Ft x > 9Ft 6" x > 8Ft 2.5"
M0	48Ft x 8Ft x 8Ft
M2	48Ft x 8Ft 6" x 8Ft
M4	48Ft x 9Ft x 8Ft
M5	48Ft x 9Ft 6" x 8Ft
M6	48Ft x >9Ft 6" x 8Ft
M8	48Ft x 4Ft 3" x 8Ft
M9	48Ft x < = 4Ft x 8Ft
MC	48Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
MD	48Ft x 9Ft x > 8Ft <= 8Ft 2.5"
ME	48Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"

Code	Description
MF	48Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
ML	48Ft x 8Ft 6" x > 8Ft 2.5"
MM	48Ft x 9Ft x > 8Ft 2.5"
MN	48Ft x 9Ft 6" x > 8Ft 2.5"
MP	48Ft x > 9Ft 6" x > 8Ft 2.5"
N0	49Ft x 8Ft x 8Ft
N2	49Ft x 8Ft 6" x 8Ft
N4	49Ft x 9Ft x 8Ft
N5	49Ft x 9Ft 6" x 8Ft
N6	49Ft x >9Ft 6" x 8Ft
N8	49Ft x 4Ft 3" x 8Ft
N9	49Ft x < = 4Ft x 8Ft
NC	49Ft x 8Ft 6" x > 8Ft <= 8Ft 2.5"
ND	49Ft x 9Ft x > 8Ft <= 8Ft 2.5"
NE	49Ft x 9Ft 6" x > 8Ft <= 8Ft 2.5"
NF	49Ft x > 9Ft 6" x > 8Ft <= 8Ft 2.5"
NL	49Ft x 8Ft 6" x > 8Ft 2.5"
NM	49Ft x 9Ft x > 8Ft 2.5"
NN	49Ft x 9Ft 6" x > 8Ft 2.5"
NP	49Ft x > 9Ft 6" x > 8Ft 2.5"
P0	16154 mm lgth, hgth zero
P2	16154 mm lgth, hgth 2591 mm, wdth 2438 mm
P4	16154 mm lgth, hgth 2743 mm, wdth 2438 mm
P5	16154 mm lgth, hgth 2895 mm, wdth 2438 mm
P6	16154 mm lgth, hgth greater than 2895, wdth 2438 mm
P8	16154 mm lgth, hgth 1295, wdth 2438 mm
P9	16154 mm lgth, hgth less than 1219, wdth 2438 mm
PC	16154 mm lgth, hgth 2591 mm, wdth 2438 to 2500 mm
PD	16154 mm lgth, hgth 2743 mm, wdth 2438 to 2500 mm
PE	16154 mm lgth, hgth 2895 mm, wdth 2438 to 2500 mm
PF	16154 mm lgth, hgth greater than 2895, wdth 2438 to 2500 mm
PL	16154 mm lgth, hgth 2591 mm, wdth greater than 2500 mm
PM	16154 mm lgth, hgth 2743 mm, wdth greater than 2500 mm

Code	Description
PN	16154 mm lgth, hgth 2895 mm, wdth greater than 2500 mm
PP	16154 mm lgth, hgth greater than 2895, wdth greater than 2500 mm

APPENDIX J – Bay Plan Client Application

ADVANCED COMMERCIAL INFORMATION (ACI)
ELECTRONIC DATA INTERCHANGE (EDI)
CARGO SYSTEM APPLICATION FORM

SECTION I – Applicant Information

Company Profile:

Select mode

Marine		Rail	
Marine Bay Plan		eManifest Highway	
Air			

Are you a Customs Self-Assessment (CSA) Carrier? (yes/no)		Will you be transmitting cargo reports for CSA goods? (yes/no)	

Date of application	
Name of applicant (company)	
CBSA Issued Carrier Code	
Address of company's head office City, province/state, country Postal/zip code	
Contact person and title	
Telephone number	
FAX number	

e-mail	
In which language would you like to be assisted?	English ___ French ___

_____
Company Official's Name (printed)

_____
Company Official's Signature

Canadian Business Office (if different from Head Office):

Name of company	
Address City, province/state Postal code	
Contact person and title	
Telephone number	
FAX number	
e-mail	

SECTION II – COMMUNICATION METHOD INFORMATION

For more information on the approved communication methods, please consult the following link: www.cbsa-asfc.gc.ca/eservices/comm-eng.html

If your company will be using a service provider to exchange data with the CBSA, please complete this block	
Name of service provider (if applicable)	
Method of communication	__ Customs Internet Gateway __ Direct connect name: _____ __ Value Added Network name: _____
Contact person	
Telephone	

FAX	
e-mail	

If your company will be exchanging data directly with the CBSA, please complete this block	
Method of communication	__ Customs Internet Gateway __ Direct connect name: _____ __ Value Added Network name: _____

SECTION III – CONFIGURATION

Certificate number (if transmitting through Customs Internet Gateway)	
Sender identification (client defined, or transmission site if applicable [U99999V1])	
Mailbox ID, if applicable	
Which map version will you be using?	EDIFACT: _____ ANSI: _____
Requested implementation date	

Completed forms can be sent :

by FAX:	**by mail:**	**via e-mail:**
(613) 952-9979	Manager, Electronic Commerce Unit Business Systems Support - Commercial Canada Border Services Agency 6th Floor, 250 Tremblay Road Ottawa, Ontario, Canada K1A 0L8	ecu.uce@cbsa.gc.ca