

APPENDIX D

Advance Commercial Information (ACI) AIR Supplementary Cargo Reporting for ANSI and EDIFACT Message Standards

Version 3.3

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1.0 PURPOSE

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

This document is designed to provide clients of the ACI Air Supplementary Cargo Report process with technical user information on this reporting process. It is mandatory reading material to provide information relevant to reporting supplementary cargo via Electronic Data Interchange (EDI) in the air mode. The main purpose of this document is to assist clients with their internal implementation.

ACI message maps for the Supplementary Cargo Report are available in ANSI and EDIFACT standards.

We recommend that clients review all sections of this Appendix, in conjunction with the supplementary cargo message maps in Appendix E, as well as the narrative sections of the ACI Air Client Document as some operational rules impact system programming.

Any queries or documentation requests should be directed to:

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

2.0 INTRODUCTION

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

Mandatory EDI cargo, supplementary cargo and conveyance reporting is being implemented in phases by mode, which began with the marine mode implemented in April 2004. Supplementary cargo reporting for air mode was implemented in December 2005.

CBSA has modified existing ANSI X12 311 and EDIFACT CUSCAR message maps. The EDIFACT and ANSI supplementary cargo maps have been developed using a single message structure to allow reporting of supplementary cargo data by different modes of transportation. The EDIFACT multi-modal message structure was developed as part of the G7 Initiative to Harmonize and Simplify Customs Procedures.

3.0 SCOPE

This document addresses the transmission and receipt of electronic supplementary cargo data, for air mode, from carriers and freight forwarders.

EDI supplementary cargo reporting for air mode will:

- obtain additional, pre-arrival electronic data for commercial air goods to allow for more effective risk assessment by providing crucial information such as ultimate consignee, clear and accurate cargo descriptions, and the identification of dangerous and hazardous goods when that information is not available on the primary cargo report. To accomplish this, CBSA has updated existing EDI ANSI and EDIFACT supplementary cargo maps. For all EDI supplementary cargo reporting for air mode, carriers and freight forwarders can choose to use either the EDIFACT or ANSI message map;
- require electronic reporting of supplementary cargo data for imports, in-transit and Freight Remaining on Board (FROB) within the timeframes specified in the *Reporting of Imported Goods Regulations*;
- include electronic reporting of supplementary cargo data for air courier High Value Shipments (HVS);
- allow freight forwarders with an 8000 series CBSA carrier code to electronically report supplementary cargo data for the air mode. Freight forwarders who choose not to transmit supplementary cargo data should provide this data directly to the carrier within the timeframes specified in the *Reporting of Imported Goods Regulations*. The transmission of this data will be used to supplement primary cargo data reported by the carrier and will not constitute full secondary cargo reporting. In addition, carriers may also submit Supplementary Cargo Reports for air mode data using their 123- series CBSA carrier code;
- maintain paper-based house bill, remanifest and abstract secondary cargo reporting on arrival of the shipment at the primary port of destination;
- maintain current OGD processing requirements; and
- maintain a data quality review and ongoing monitoring process to ensure the integrity of data for risk assessment processing.

4.0 BUSINESS FLOW

The following sections explain the business flows and reporting requirements for submitting supplementary cargo data via EDI in air mode.

4.1 Air Reporting

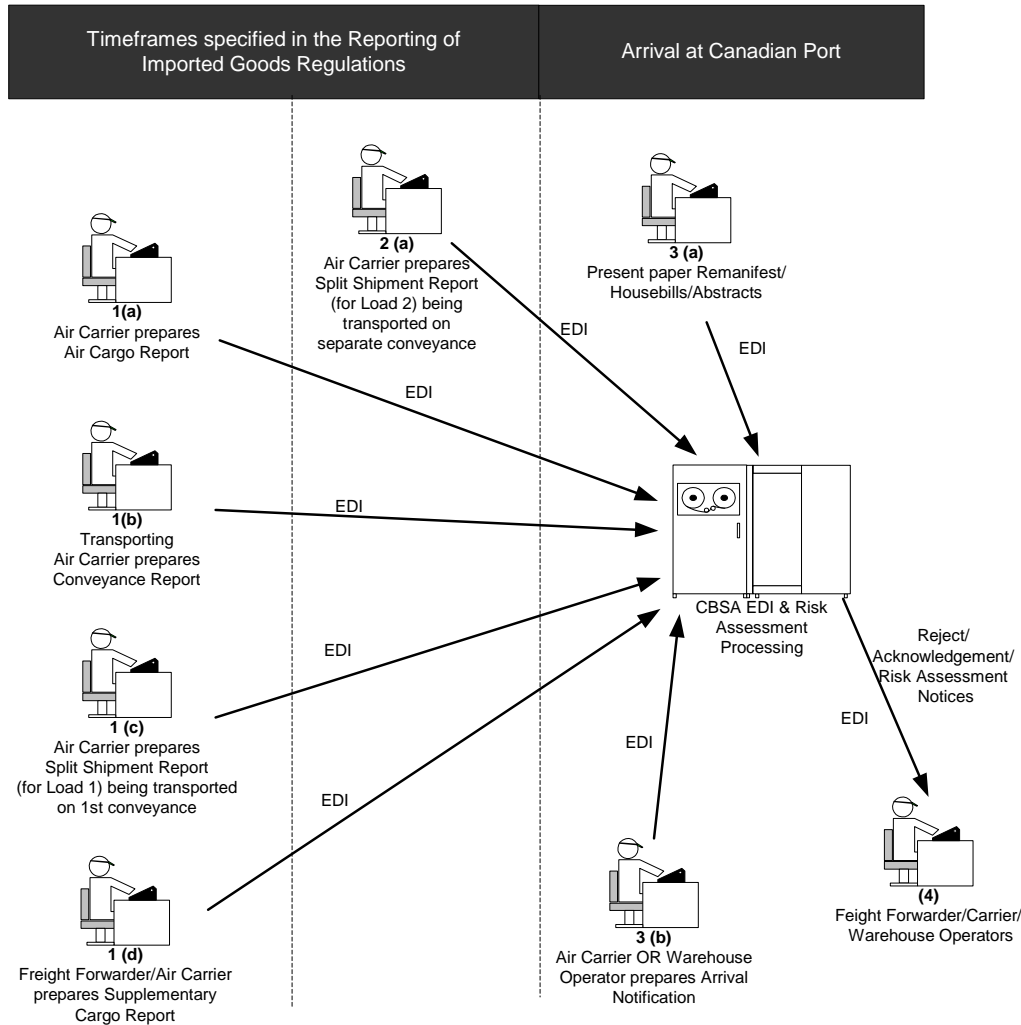


Figure 1 Air Reporting and Processing

Figure 1 represents the various entities and processes involved in processing EDI import, in-transit and FROB reporting activities for the air mode:

- Air Cargo Reporting
- Air Conveyance Reporting
- Air Split Shipment Reporting
- Supplementary Cargo Reporting

Except for contingency purposes, air carriers or freight forwarders will transmit all air supplementary cargo data via EDI to CBSA for processing within the timeframes specified in the

Reporting of Imported Goods Regulations for air shipments arriving in Canada. CBSA will in turn verify the data and generate a notice to the carrier or freight forwarder advising of the status of the declaration.

Please refer to the *ACI Air Client Document* for further details concerning Air Cargo and Conveyance Reporting and Processing for Figure 1.

4.1.1 Air Supplementary Cargo Reporting

The freight forwarder, air carrier or a representative for the air carrier prepares and transmits the EDI transmission to CBSA with the supplementary cargo information related to the Air Cargo Report (for more detail, *see* 1(d) of Figure 1) within the timeframes specified in the *Reporting of Imported Goods Regulations* as follows:

The supplementary cargo data must be transmitted electronically to CBSA at least 4 hours prior to arrival at the Port of Report/Customs Office of Declaration. If the duration of the flight is less than 4 hours, the cargo data must be reported to CBSA before the actual time of departure.¹

4.1.2 Air Supplementary Cargo Reporting Design Considerations

- CBSA requires the electronic reporting of import, in-transit and FROB supplementary cargo data for air mode within the timeframes specified in the *Reporting of Imported Goods Regulations*. See Section 4.1.1 for explanatory notes.
- The carrier code used must belong to either a freight forwarder (8000 series) or a prime air carrier (123- series).
- In the air mode, supplementary cargo reports are mandatory for all FROB cargo loaded outside of the continental U.S. and Hawaii (including Puerto Rico). FROB shipments loaded in the U.S. are exempt from supplementary cargo reporting requirements.
- Supplementary cargo reports for air mode are always related to the Air Cargo Report and not to the Split Shipment Report when split shipments are applicable.
- Supplementary cargo reports can be transmitted before or after the air cargo report.
- Where a freight forwarder is contracted to transport or dispatch goods, and delivers or arranges the delivery of those goods to a carrier for loading on board a conveyance at a foreign port, that freight forwarder, when possessing a CBSA assigned carrier code, may provide the supplementary cargo data for those goods, directly to CBSA, when the freight forwarder does not wish to divulge the information to the carrier or its agent.
- Freight forwarders who choose not to transmit directly to CBSA can provide supplementary cargo data directly to the air carrier or to a service provider to transmit on their behalf. The air carrier or a service provider can transmit the supplementary cargo data on behalf of the freight forwarder. A service provider transmitting a supplementary cargo report for air mode

¹ These are explanatory notes. The source of the timeframes is the *Reporting of Imported Goods Regulations*.

must use the carrier code of the party on whose behalf they are transmitting the report. The air carrier must use its 123- series carrier code for transmitting supplementary cargo reports for air mode. The freight forwarder can use their 8000 series carrier code for transmitting supplementary cargo reports.

- Corrections to supplementary cargo data should be made as soon as they are known and must respect ACI reporting timeframes specified in the *Reporting of Imported Goods Regulations*. Electronic transmissions by clients will be accepted up to the point of arrival of the goods at the port of report. Electronic corrections after arrival will only be accepted if the client is responding to a Risk Assessment Notice. Corrections required after arrival should be presented on paper to the local CBSA office.
- If the air cargo report indicates supplementary cargo data is required and it has not been received within the timeframes specified in the *Reporting of Imported Goods Regulations*, CBSA will generate an outbound message to the client for the cargo concerned. See Section 4.1.1 for explanatory notes.
- Any rejected messages that the client does not correct and retransmit to CBSA will be considered as a non-report of cargo.
- As of today, the CCN (SRN) will be reusable after three years plus the current year. As per the *Transportation of Goods Regulations*, the 3 years commences on the first day of January following the calendar year during which the goods were transported.

4.1.3 Supplementary Cargo Report Relationship to Air Cargo Report

Many Supplementary Cargo Reports may be transmitted for one Air Cargo Report. Supplementary Cargo Reports must always reference the Air Cargo Report and never the Split Shipment Report.

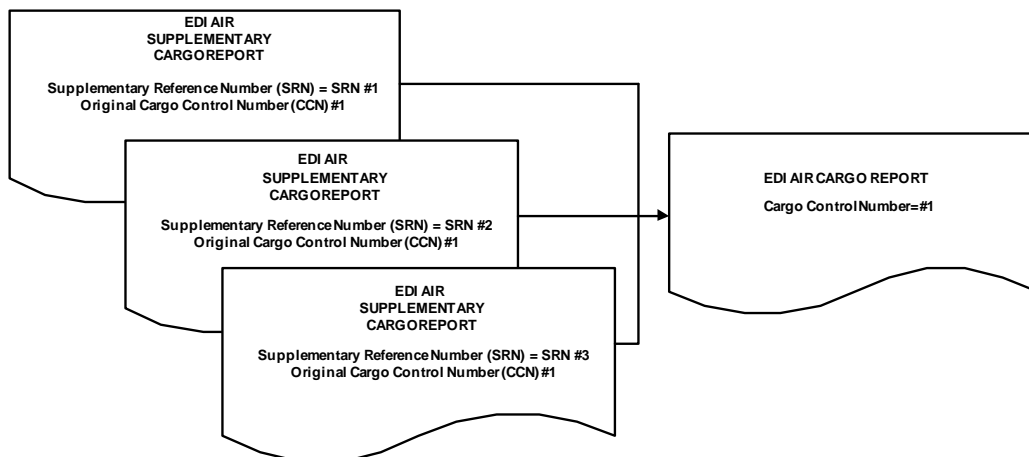


Figure 2 Supplementary Cargo Relationship to Air Cargo Report

4.2 Air Supplementary Cargo Report Processing

- Supplementary cargo data may only be transmitted for import, in-transit, and FROB.
- There is one base supplementary cargo map for air mode in either the ANSI or EDIFACT standard. Please refer to the appropriate map in Appendix E.
- Supplementary cargo data is required to provide more detailed information that is not available on the air cargo report transmitted; ultimate consignee name and address information, shipper name and address information, and a clear and accurate cargo description.
- Supplementary cargo data is used to supplement air cargo data reported by the carrier and does not constitute full secondary cargo reporting.
- The supplementary cargo report will be accepted if the related air cargo report is not on file. When the air cargo report is captured, the supplementary cargo report will then be related to the air cargo report. It is imperative that the Cargo Control Number of the primary cargo document be reported properly on the supplementary cargo report in the N9-BI and OB fields in the ANSI map and in the DOC(1) segment in the EDIFACT map. Please refer to the applicable map and data element glossaries in Appendix E for more information.
- Supplementary cargo reports that cannot be related to the air cargo report in the CBSA system because the Cargo Control Number of the air cargo report has been incorrectly reported run the risk of having risk assessment notices issued against the cargo because the supplementary data that may have been provided cannot be analyzed as it is not directly connected to the air cargo report.
- All cargo descriptions must be clear and accurate. The following are examples of what will no longer be acceptable: Freight of All Kinds (FAK); Shippers Load and Count; Said to Contain. The commodity description should be a plain language description of the nature of a goods item sufficient to identify it for customs purposes. For example, computer is acceptable, but electronic or various is not acceptable.
- The carrier/freight forwarder must identify any dangerous goods using the UN or the IATA Dangerous Goods code (air shipments), when applicable. If using the ANSI message standard, the Dangerous Goods code is to be reported in the marks and numbers field (L5 06 & 07). If using the EDIFACT message standard, the Dangerous Goods code is to be reported in G015 DGS Segment.
- Upon receipt of a transmission that meets system edit rules, CBSA will issue an acknowledgement message.
- If an acknowledgement message is not received, the sender must resubmit corrected data within the timeframes specified in the *Reporting of Imported Goods Regulations*. See Section 4.1.1 for explanatory notes.

- If the Customs Electronic Commerce Platform (CECP) or the CBSA System rejects the transmission, a reject message will be transmitted to the sender where possible (i.e. when the system can identify the sender of the data). The client will transmit the corrected data within the timeframes specified in the *Reporting of Imported Goods Regulations*. See Section 4.1.1 for explanatory notes.
- After the data is successfully retransmitted, the sender will receive an acknowledgement message from the CBSA system.
- Clients must comply with all messages sent to them by CBSA. This includes the Hold message outlined in Appendix C, Table #12.
- Please refer to Section 6.0 for the list of possible notices that can be received.
- Freight forwarders requiring a carrier code solely for electronic transmission purposes may obtain further assistance by calling the Border Information Services (BIS) at 1-800-461-9999 or at 204-983-3500 or at 506-636-5064.

4.3 Program Monitoring

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

- CBSA Headquarters program personnel will monitor the compliance of the external client.
- CBSA Headquarters program personnel will monitor that the client is reporting quality data within the standards defined in this document.
- The reviewing officer may contact the client to discuss corrective action in terms of improving the data quality of the transmissions or any compliance issues.

5.0 EDI SYSTEM PROCEDURES

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

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

5.1 EDI Communication Options

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

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

- **VAN (Value Added Network):** A VAN is a public EDI network which provides an opportunity to exchange EDI transactions with a large number of trading partners using a single communication interface. VANs generally offer a wide range of EDI services. Clients will be responsible for the payment of their VAN connection and membership fees as well as for the transmission of their messages through the VAN to CBSA. A list of VANs is available on request from the Electronic Commerce Unit.
- **Third Party Service Provider:** There are a variety of approved third party service providers who currently transmit data to CBSA, using a variety of different communication modes. A list of EDI capable service providers is available on request from the Electronic Commerce Unit.
- **Customs Internet Gateway (CIG):** CBSA developed the CIG to provide clients a method to transmit and receive data over the Internet. CBSA adopted a Public Key Infrastructure (PKI) to provide for the security and integrity of the data. Clients are required to purchase the Entrust software for encryption and decryption and to develop or purchase the protocol software to connect to the CIG. Clients would need to transmit the data from a Canadian office as the certificate is only assigned to a device in Canada.
- **Direct Connect to CBSA:** The Direct Connect is a more expensive alternative (approximately \$45,000 in set-up costs and \$15,000 in annual costs), but provides clients with a direct connection to CBSA.

5.2 Receive Data Via EDI

External clients will electronically transmit supplementary cargo reports.

When a client transmits an electronic report, the request will undergo a series of validation edits by two of CBSA's systems: Customs Electronic Commerce Platform (CECP) and the

Accelerated Commercial Release Operations Support System (ACROSS). If there are no errors, the data is stored in the format in which it was sent and the appropriate acknowledgement notice to indicate successful receipt of the transmission is sent to the applicable sender.

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

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

Other Requirements:

- If syntax errors occur, a reject message with the appropriate reason code will be sent back to the sender via the same route as the incoming transmission. Refer to Appendix C, Table #11 for a list of outbound error message response codes.
- The primary carrier and freight forwarders can submit the supplementary cargo report using either the ANSI 311 or EDIFACT standards.

5.3 Process EDI Data

Clients must complete and submit the formal application in Appendix B to CBSA. The application has two purposes: it identifies the client to CBSA and it provides CBSA with basic information on the client, a description of their automated system, and their anticipated volumes. A senior representative of the client's firm must sign the formal application. Once completed, the form can be faxed to 613-952-9979 to the attention of the Manager, Electronic Commerce Unit. Once the application has been processed by CBSA, a Client Representative will be assigned to the client and the testing can begin.

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

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

Multiple supplementary cargo reports for various movement types (import, in-transit, FROB), for the same mode of transport, may be added at the same time. However, air supplementary cargo reports and marine supplementary cargo reports must not be mixed within the functional group.

Clients are provided the functionality to add, change and delete supplementary cargo reports for air or marine mode.

5.3.1 EDI Add/Original Rules for Supplementary Cargo Reports

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

For ANSI messages, an Add/Original must also be used if the client receives an ANSI X12 997 Negative Functional Acknowledgement message for a syntax reject, or an ANSI X12 824 Application Advice Reject message where the invalid data is on a key data element.

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

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

5.3.2 EDI Delete/Cancel Rules for Supplementary Cargo Reports

Delete/Cancel is to be used for the complete removal of reports or packages of reports of the same type. Where the Supplementary Reference Number is incorrect, a delete and an add must be submitted with the correct number.

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

5.3.3 EDI Change Rules for Supplementary Cargo Reports

Changes involve the transmission of the entire report, which will replace the entire original report. Individual data elements shall not be transmitted separately.

Should the Supplementary Reference Number on a supplementary cargo report need to be changed, a delete and an add for the supplementary report must be sent. A change request will not be accepted in that case. However, if the Original Cargo Control Number (Original CCN) on a supplementary cargo report is required to be corrected then the client can send a change to the supplementary cargo report to correct this data element.

Corrections to cargo data should be made as soon as they are known and must respect ACI reporting timeframes specified in the *Reporting of Imported Goods Regulations*. A change to a report shall not be sent in the same transmission as the add for that same report.

Electronic corrections by clients will be accepted up to the point of arrival of the goods at the port of report. Electronic corrections after arrival will only be accepted if the client is responding to a Risk Assessment Notice. Corrections required after arrival should be presented on paper to the local CBSA office.

6.0 OUTBOUND RESPONSE MESSAGES

All supplementary cargo 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 four types of Response messages clients can expect to receive from the CBSA system when submitting EDI supplementary cargo reports:

- Positive Responses
- Error Responses
- Risk Assessment Notices
- Supplementary Match (SUPYES/SUPNO) Notices

6.1 Positive Response Messages

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

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

6.1.1 ANSI Acknowledgement Messages

ANSI X12 997 and ANSI X12 824 Acknowledgement messages can be sent in response to supplementary cargo reports.

ANSI X12 997 Positive Functional Acknowledgment

This message is used to acknowledge acceptance of correct functional group syntax data, transaction set syntax data, segment syntax data, and data element syntax data.

ANSI X12 824 Application Advice Acknowledgement

This message is used to acknowledge acceptance of transmitted data. An ANSI X12 824 Application Advice Acknowledgment indicates that the transmitted data has been validated for specific edits by the CBSA system and has passed those edits.

Appendix E contains ANSI X12 997 and ANSI X12 824 message maps used by CBSA.

6.1.2 EDIFACT Acknowledgement Messages

Two types of acknowledgment notices can be sent to the client:

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.

Appendix E contains the EDIFACT CUSRES Response message map used by CBSA.

6.2 Error and Match 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.

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

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

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

- identification of the type of error
- the data that was transmitted in error.

Match Response Messages

When a successful link is made, a pair of 'Match' notices is generated. Subsequent changes that do not affect the relationship, requires no action.

If a prior link is broken by subsequent changes or cancel requests, a pair of 'No Match' notices is generated.

For each set of notices, one notice is sent to the originator of the supplementary report and the other notice is sent to the originator of the primary cargo report.

6.2.1 ANSI Error Messages

ANSI X12 997 Negative Functional Acknowledgment and ANSI X12 824 Application Advice reject messages can be sent in response to supplementary cargo reports.

Appendix E contains ANSI X12 997 and ANSI X12 824 message maps, and Appendix C, Table #11 contains outbound error message response codes.

ANSI X12 997 Negative Functional Acknowledgment messages

This message is used to indicate a functional group syntax error, transaction set syntax error, segment syntax error, and/or data element syntax error.

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

functional group syntax errors which refer to errors in the way a transmission was structured;

transaction set syntax errors which refer to errors in the way a specific message, for example, a conveyance report or cargo report was structured;

segment syntax errors which refer to errors in the way a series of data elements or fields were strung together; and

data element syntax errors which refer to errors in a specific field.

If this error message is received, the CBSA system was not able to process the message and store a record. Therefore a new, original EDI transmission is required.

Please refer to the ANSI Response Maps in Appendix E for a further breakdown of the error types.

ANSI X12 824 Application Advice Reject messages

This message is used to respond to application specific edits. An ANSI X12 824 Application Advice reject message indicates that the transmitted data has been validated for specific edits by the CBSA system and one or more errors have been detected. This message will also allow clients to easily identify the reason for the rejected transmission(s). Element 02 of the TED segment refers to a list of outbound error message response codes found in Appendix C, Table #11.

This message will also be used to advise clients that a Risk Assessment Notice has been issued against the shipment.

The ANSI 824 Application Advice Map in Appendix E indicates the corresponding Transaction Set Purpose Codes, Application Acknowledgement Codes, and Reference Identification Qualifiers.

Where Reference Identification Qualifiers for supplementary cargo reports are concerned:

- XC reflects the Supplementary Reference Number;

- 7U reflects the Related Transaction Reference Number in the case of a Risk Assessment Notice - i.e. if the Hold, or Cancellation notice is for the prime cargo report, this number will be the related Supplementary Reference Number. If the Hold, or Cancellation notice is for the supplementary cargo report, this number will be the related original Cargo Control Number (CCN).

6.2.2 EDIFACT Response Messages for Errors, Supp Match & Risk Assessment

Version 00A of the EDIFACT CUSRES message will provide for the transmission of error code(s) and the textual value of coded information.

There are two General Indicator segments (GIS)

- GIS(1) is used for Positive responses
- GIS(2) is used for Error & SUPP match (Yes/No) responses

Where GIS(2) is used, Group4 Error Point Details segment (ERP) provides the error and match details.

Syntax Rejects

This message is generated when a syntax error is detected. The Reject Notice will identify the error as a syntax error by using a code 28 or 29 in the ERP segment identify the invalid data and include another coded field providing an explanation. When this type of message is received, the CBSA system was not able to process the message and store a record. Therefore, a new, original EDI transmission with the corrected data is required. For more information regarding original/change/cancel rules, please refer to section 6.3.

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

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

functional group syntax errors which refer to errors in the way a transmission was structured;

transaction set syntax errors which refer to errors in the way a specific message, for example, a conveyance report or cargo report was structured;

segment syntax errors which refer to errors in the way a series of data elements or fields were strung together; and

data element syntax errors which refer to errors in a specific field.

Validation Rejects

Validation rejects are issued for all system validation errors. A Validation Reject indicates that the transmitted data has been validated and one or more errors were

detected. The Reject Notice will identify the error as a validation error by using a code 20, 21 or 22 in the ERP segment, identify the invalid data element and include a coded field providing an explanation of the error. When a Validation Reject is received, an EDI change request with the corrected data is required. For more information regarding original/change/cancel rules, please refer to Section 5.3.

6.3 Risk Assessment Notices

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

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

6.3.1 Risk Assessment Notices for Air Supplementary Cargo Report

The CBSA system will send Hold and Cancellation messages back to the sender and other relevant parties. Once the message has been translated it is sent out to the party(ies) via the same EDI route as the incoming transmission. These messages will reference the Supplementary Reference Number, the related Cargo Control Number, and the ULD number if provided.

Hold Message - This type of message may be transmitted to the client(s) subsequent to the loading of the cargo on the conveyance in the foreign port.

A Hold message resulting from a supplementary cargo report for air mode will be sent to the air cargo report sender and to the supplementary cargo report sender.

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

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

CBSA may require an examination of the cargo upon arrival.

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

Cancellation Messages – This type of message may be transmitted to the client(s) any time subsequent to the issuance of a Hold message in order to cancel those instructions.

Cancellation messages will be sent to the recipients of the Hold message as appropriate.

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

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

Please refer to Appendix C, Table #12 for a list of risk assessment reason codes that may be issued.

7.0 ANSI AND EDIFACT SAMPLES AND SCENARIOS

7.1 ANSI Air Supplementary Cargo Message Samples

Sample 1 – Air Supplementary Cargo Report

This message is an example of the supplementary data required for the air mode import sample message.

A shipment is picked up in Paris, France and put on a flight to Montréal, Canada. The shipment is consigned to a company in Toronto, Canada but will be delivered to a company in Mississauga, ON, by a freight forwarder.

```

ISA*00*      *00*      *ZZ*ABCD      *ZZ*RCCECECPP *050309*1915*U*00401*000000388*0*P*^
GS*SO*8000*AS10*20050309*1915*123*X*004010
ST*311*123005
B2A*00*24
N9*BI*123-
N9*OB*AIRCARGORPT1
N9*6A*8000SUPPCARGORPT1
N1*SH*ABC TRANSPORT
N3*123 RUE BELLE*0110-555-1212
N4*LE HAVRE***FR
N1*CN* XXX ULTIMATE CONSIGNEE
N3*456 CHARLOTTE AVENUE
N4*TORONTO*ON*K2L 1A1*CA
N1*NP*DEREK JONES XXX COMPANY
N3*123 YONGE STREET
N4*TORONTO*ON*K3B 1A1*CA
N1*AE* YYY COMPANY
N2*SHARON BROWN
N3*222 CONROY AVENUE
N4*MISSISSAUGA*ON*K5A 1G1*CA
R4*E*CI*MISSISSAUGA ON*TORONTO ON*CA
LX*1
L0*1***19500*G*1280*E*25*SKD**K
L5*1*LADIES PROFESSIONAL GOLF SHOES LEATHER***MARKED SHO990
L5*2*GOLF BAGS MADE OF NYLON GREEN AND BLUE***MARKED BAG886
L5*3* LADIES PROFESSIONAL GOLF CLUBS 10 IRON***MARKED CLU772
L0*2***8350*G*1080*E*500*BOX**K
L5*1*GAS LANTERNS***MARKED LAN445
L5*2*FOUR AND SIX PERSON TENTS MADE OF NYLON***MARKED TEN764
L5*3*SLEEPING BAGS OF COTTON NYLON POLYESTER***MARKED SLB678
L0*3***24000*G*1280*E*2400*PCS**K
L5*3*CARTRIDGES SMALL ARMS BLANK****UN0327*ZZ
SE*31*123005
GE*1*123
IEA*1*000000388

```

7.2 Sample ANSI 824 Outbound Messages

Sample 1 - ANSI 824 Acknowledgement Message

Acknowledges that the inbound EDI data sent by the external client has been validated and accepted by the CBSA System (OTI 01 element = IA). This sample is for a Supplementary Cargo Report (OTI 02 element = XC) whose Supplementary Reference Number is 8000SCR1 (OTI 03 element).

```
ISA*00*      *00*      *ZZ*CANC      *ZZ*8000      *050309*1516*U*00200*000000380*0*T*:
GS*AG*8244010*9950*20050309*15161742*380*X*004010
ST*824*0001
BGN*06*123002*20050309*1513
OTI*IA*XC*8000SCR1
REF*ZZ*
SE*5*0001
GE*1*380
IEA*1*000000380
```

Sample 2 - ANSI 824 Reject Message

Indicates that the inbound EDI data sent by the external client has been validated and has been rejected by the CBSA System due to an error with the data (OTI 01 element = IR). This sample is for a Supplementary Cargo Report (OTI 02 element = XC) whose Supplementary Reference Number is 8000SCR2 (OTI 03 element).

```
ISA*00*      *00*      *ZZ*CANC      *ZZ*8000      *050309*1445*U*00200*000000373*0*T*:
GS*AG*8244010*8000*20050309*14453340*373*X*004010
ST*824*0006
BGN*44*123002*20050309*1441
OTI*IR*XC*8000SCR2
TED*ZZ*283*N4**04*26*AA
SE*5*0006
GE*1*373
IEA*1*000000373
```

Sample 3 - ANSI 824 Risk Assessment Hold Message

Please refer to *Table #12 - Risk Assessment Reason Codes* table in Appendix C, for a complete description of the reasons why this type of message is issued and the action required. This sample indicates that a Supplementary Cargo Report (OTI 02 element = XC) whose Supplementary Reference Number is 8000SUPPCARGORPT1 (OTI 03 element) has had a Hold placed on it (BGN 01 element = 21). The reason for the Hold is that the sender is required to provide additional cargo description details (TED 02 element = 601). The remarks field (NTE 01 element = ERN) provides additional information about the corrective action that is required. Supplementary Reference Number 8000SUPPCARGORPT1 is related to an air cargo report (OTI 02 = 7U) whose Cargo Control Number is 123-AIRCARGORPT1 (OTI 03 element).

```
ISA*00*      *00*      *ZZ*CANC      *ZZ*8000      *050309*1445*U*00200*000000373*0*T*:
GS*AG*8244010*8000*20051220*14453340*373*X*004010
ST*824*0006
BGN*21*123002*20051220*1441
OTI*IR*XC*8000SUPPCARGORPT1
OTI*IR*7U*123-AIRCARGORPT1
TED*ZZZ*601
NTE*ERN*SHIPPER'S LOAD & COUNT IS UNACCEPTABLE DESCRIPTION
SE*7*0006
GE*1*373
IEA*1*000000373
```

Sample 4 – ANSI 824 SUPMATCH NOTICE

Please refer to Table #14 – Response Message for ‘Match and No Match’ Notices in Appendix C. Acknowledges that the inbound EDI data sent by the external client has been matched and accepted by the Customs System (OTI 01 element = IA), 687 request ID, i.e. 8125SUP01.

SUPYES

ISA*00* *00* *ZZ*CANC *ZZ*XXXX *070226*1516*U*00200*00000380*0*T*:
GS*AG*8244010*XXXX*20070226*15161742*380*X*004010
ST*824*0001
BGN*SU*123002*20070226*1513
OTI*IA*7U*8125SUPREPORT123
OTI*IA*XC*XXX-A6ACARGO1
SE*5*0001
GE*1*380
IEA*1*000000380

SUPNO

ISA*00* *00* *ZZ*CANC *ZZ*XXXX *070226*1516*U*00200*00000380*0*T*:
GS*AG*8244010*XXXX*20070226*15161742*380*X*004010
ST*824*0001
BGN*SU*123002*20070226*1513
OTI*IR*7U*8125SUPREPORT123
OTI*IR*XC*XXX-PRIMECARGO123
TED*ZZ*nn
SE*5*0001
GE*1*380
IEA*1*000000380

7.3 EDIFACT Air Supplementary Cargo Sample Messages

Sample 1 - Air Supplementary Cargo Report

A shipment is picked up in Paris, France and put on a flight to Montréal, Canada. The shipment is consigned to a company in Toronto, Canada but will be delivered to a company in Mississauga, ON, by a freight forwarder.

```

UNB+UNOA:3+CLIENTNETWORKID+CBSANETWORKID+040121:0930+123456789'
UNG+GSMCAR+24681012+SRP+040121:0930+246810+UN+D:00A:SUPRPT'
UNH+123456+GSMCAR:D:00A:UN:SUPRPT'
BGM+85+ABCD1234+9'
CST++687::96'
TDT+20++4++8080'
CNI+1'
DOC+741+123-CCN20040204'
RFF+ABE:8080ESRN20040204'
LOC+8+CA:::MISSISSAUGA'
GEI+6+:::24'
FTX+SIN+++SPECIAL INSTRUCTIONS'
TDT+12'
NAD+CN+++CONSIGNEE NAME 1+111 HURONTARIO STREET UNIT 2+TORONTO+ON+M5P1A2+CA'
CTA+CN+:JOHN DOE'
COM+9055551247:TE'
NAD+CZ+++CONSIGNOR NAME 1+20 RUE DES LOUPS+MONTIVILLIERS+++FR'
CTA+CO+:JOSEE LEMIEUX'
COM+37845553578:TE'
NAD+DP+++DELIVERY DESTINATION+222 CONROY AVENUE+MISSISSAUGA+ON+L4T1B9+CA'
CTA+DL+:JANE DOE'
COM+19055558957:TE'
NAD+NI+++NOTIFY PARTY+2122 BLOOR STREET+TORONTO+ON+M7T5H7+CA'
CTA+NT+:JANET MCDONALD'
COM+4165558957:TE'
GID+1'
PAC+5++SKD'
FTX+AAA+++LADIES LEATHER GOLF SHOES'
MEA+WT+AAE+KGM:12345678.1234'
GID+2'
PAC+10++SKD'
FTX+AAA+++NYLON GOLF BAGS'
MEA+WT+AAE+KGM:12345678.1234'
GID+3'
PAC+10++SKD'
FTX+AAA+++LADIES RH TITANIUM GOLF CLUBS'
MEA+WT+AAE+KGM:12345678.1234'
CST++9506310020'
GID+4'
PAC+250++BOX'
FTX+AAA+++2 AND 4 PERSON NYLON TENTS'
MEA+WT+AAE+KGM:12345678.1234'
GID+5'
PAC+2400++PCS'
FTX+AAA+++CARTRIDGES SMALL ARMS BLANK'
MEA+WT+AAE+KGM:12345678.1234'
DGS+++UN0327'
PCI++SHIPPING MARKS AND NUMBERS'

```

AUT+123456789'
UNT+49+123456'
UNE+1+246810'
UNZ+1+123456789'

Sample 2 - Complex Air Supplementary Report

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

UNB+UNOA:3+CLIENTNETWORKID+CBSANETWORKID+040612:1001+UNIQREFNO1'
UNG+GSMCAR+12345678:1234+SRP+040612:1001+UNIQREFNO2+UN+D:00A:SUPRPT'
UNH+UNIQREFNO3+GSMCAR:D:00A:UN:SUPRPT'
BGM+85+UNIQIDNO2002+9'
CST++687::96'
TDT+20++4++8080'
CNI+1'
DOC+741+123-OCCN12345678'
RFF+ABE:8080SRN123456'
LOC+8+US:::NEWYORK+JFK INTERNATIONAL AIRPORT'
GEI+6+:::23'
FTX+SIN+++FRAGILE GLASS HANDLE WITH CAUTION'
TDT+12'
NAD+CN+++COSIGNEE NAME LINE 1+COSIGNEE ADDRESS LINE 1+MANHATTAN+NY+12986+US'
CTA+CN+:FRANK'
COM+2125555212:TE'
NAD+CZ+++COSIGNOR NAME LINE 1+COSIGNOR ADDRESS LINE 1+PARIS+++FR'
CTA+CO+:GILLES'
COM+0129337218:TE'
NAD+DP+++DELIVERED TO 1+DELIVERY 1 ADDRESS LINE 1+MANHATTAN+NY+12783+US'
CTA+DL+:ELIZABETH'
COM+2125551212:TE'
NAD+NI+++NOTIFY PARTY 1+ADDRESS LINE 1+NEW YORK+NY+12345+US'
CTA+NT+:SUZANNE'
COM+6475551212:TE'
GID+1'
PAC+200++BOX'
FTX+AAA+++FRENCH DARK CHOCOLATE'
MEA+WT+AAE+KGM:2000.375'
CST++1806310000'
GID+2'
PAC+150++BOX'
FTX+AAA+++BELGIAN WHITE CHOCOLATE'
MEA+WT+AAE+KGM:1500.375'
CST++1806310000'
GID+3'
PAC+200++PCE'
FTX+AAA+++TEST SAMPLES'
MEA+WT+AAE+KGM:2000.1234'
MEA+VOL+:::G+WSD:200.075'
DGS+++UN0327'
PCI++RADIOACTIVE'
CST++2805191000'
AUT+200406123333'
UNT+43+UNIQREFNO3'
UNE+1+UNIQREFNO2'
UNZ+1+UNIQREFNO1'

Sample 3 - Report of Multiple Descriptions, Dangerous Goods Codes, Shipping Marks and Numbers

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

Scenario A – Multiple Descriptions for a Single Commodity

GID+1'
PAC+20++SKD'
FTX+AAA+++COMMODITY 1'
FTX+AAA+++FURTHER DESCRIPTION OF COMMODITY 1'
MEA+WT+AAE+KGM:4000'
SGP+ABCD1234567'

Scenario B – Multiple Descriptions for Multiple Commodities

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

Option 1

In this example, both commodities have been packaged individually.

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

Option 2

In this example, both commodities have been packaged together.

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

Scenario C – Multiple Descriptions for Multiple Commodities with Dangerous Goods Codes and Shipping Marks and Numbers;

GID+1'
PAC+820++CTN'
FTX+AAA+++COMMODITY 1'
FTX+AAA+++FURTHER DESCRIPTION OF COMMODITY 1'
FTX+AAA+++FURTHER DESCRIPTION OF COMMODITY 1'
MEA+WT+AAE+KGM:4000'
DGS+++UN0327'
DGS+++UN0328'
PCI++SHIPPING MARKS AND NUMBERS:ADDITIONAL SHIPPING MARKS NUMBERS'
PCI++MORE SHIPPING MARKS AND NUMBERS'
GID+2'
PAC+20++SKD'
FTX+AAA+++COMMODITY 2'
FTX+AAA+++FURTHER DESCRIPTION OF COMMODITY 2'
FTX+AAA+++FURTHER DESCRIPTION OF COMMODITY 2'
MEA+WT+AAE+KGM:4000'
DGS+++UN0327'
DGS+++UN0328'
PCI++SHIPPING MARKS AND NUMBERS'
CST++6601100000+6602001000'

Sample 4 - Filing Multiple Reports in One Transmission

The following illustrates how to send multiple reports in one transmission. For more information on this process, refer to *Appendix E - ACI Supplementary Cargo Reporting Maps and Glossaries for ANSI and EDIFACT Message Standards*.

```

UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040615:1110+UNIQREFN01'
UNG+GSMCAR+88888888:+SRP+040615:1110+UNIQREFNO2+UN+D:00A:SUPRPT'
UNH+123456+GSMCAR:D:00A:UN:SUPRPT'
BGM+85+ABCD1234+9'
CST++687::96'
TDT+20++4++8080'
CNI+1'
DOC+741+123-CCN20040204'
RFF+ABE:8080ESRN20040204'
LOC+8+CA:::TORONTO'
GEI+6+:::24'
FTX+SIN+++SPECIAL INSTRUCTIONS'
TDT+12'
NAD+CN+++CONSIGNEE NAME 1+37 HIGH STREET+TORONTO+ON+M1M1M1+CA'
CTA+CN+:JOHN DOE'
COM+6475551247:TE'
NAD+CZ+++CONSIGNOR NAME 1+205 GEORGE STREET+SEATTLE+WA+12345+US'
CTA+CO+:JERRY'
COM+3785553578:TE'
GID+1'
PAC+5++SKD'
FTX+AAA+++LADIES LEATHER GOLF SHOES'
MEA+WT+AAE+KGM:12345678.1234'
AUT+123456789'
UN+23+123456'
UNH+654321+GSMCAR:D:00A:UN:SUPRPT'
BGM+85+ABCD1234+9'
CST++687::96'
TDT+20++4++8080'
CNI+1'
DOC+741+123-CCN20050205'
RFF+ABE:8080ESRN20050205'
LOC+8+CA:::MISSISSAUGA'
GEI+6+:::24'
FTX+SIN+++SPECIAL INSTRUCTIONS'
TDT+12'
NAD+CN+++CONSIGNEE NAME 1+2510 MARY STREET+MISSISSAUGA+ON+L1L1L1+CA'
CTA+CN+:JOHN DOE'
COM+4035551247:TE'
NAD+CZ+++CONSIGNOR NAME 1+205 GEORGE STREET+SEATTLE+WA+12345+US'
CTA+CO+:JERRY'
COM+3785553578:TE'
GID+1'
PAC+5++SKD'
FTX+AAA+++LADIES TITANIUM GOLF CLUBS'
MEA+WT+AAE+KGM:12345678.1234'
AUT+123456789'
UN+23+654321'
UNE+2+UNIQREFNO302'
UNZ+1+UNIQREFNO1'

```

7.4 Sample EDIFACT Outbound Messages (CUSRES Messages)

Sample 1 - Positive Response – Functional Acknowledgement

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

```
UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040220:0855+12345678901234'  
UNG+CUSRES+CCR+RECIPIENTIND+040220:0855+43210987654321+UN+D:00A'  
UNH+MSGREFNO123+CUSRES:D:00A:UN'  
BGM+:::687+123-CCN12345678+11'  
DTM+9:200402200913:203'  
GIS+17'  
UNT+6+MSGREFNO123'  
UNE+1+43210987654321'  
UNZ+1+12345678901234'
```

Sample 2 - Positive Response – Application Acknowledgement

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

```
UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040220:0855+12345678901234'  
UNG+CUSRES+CCR+RECIPIENTIND+040220:0855+43210987654321+UN+D:00A'  
UNH+MSGREFNO123+CUSRES:D:00A:UN'  
BGM+:::687+123-CCN12234567+11'  
DTM+9:200402201027:203'  
GIS+1'  
UNT+5+MSGREFNO123'  
UNE+1+43210987654321'  
UNZ+1+12345678901234'
```

Sample 3 - Structure of Application Notices

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

```
ERP+2:AB123456:22'
ERC+157'
FTX+AAO+++03.27.20004'
ERP+2:AB123456:22'
ERC+E69'
FTX+AAO+++03.27.20004'
ERP+2:AB123456:22'
ERC+D30'
FTX+AAO+++03.27.20004'
```

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

```
ERP+2:AB123456:22'
ERC+157'
FTX+AAO+++03.27.20004'
```

Sample 4 - Error Response - Syntax Reject

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

```
UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040220:0855+12345678901234'
UNG+CUSRES+CCR+RECIPIENTIND+040220:0855+43210987654321+UN+D:00A'
UNH+MSGREFNO123+CUSRES:D:00A:UN'
BGM+:::687+123-CCN22222+11'
DTM+9:200406161523:203'
GIS+14'
ERP+2:987654321:28'
ERC+ZZZ'
FTX+AAO+++SEGMENT NAD BYTE OFFSET 383'
FTX+AAO+++SEGMENT NAD LINE 18 ELEM 3164 [6.0] ELEM TOO LONG'
UNT+9+MSGREFNO123'
UNE+1+43210987654321'
UNZ+1+12345678901234'
```

Sample 5 - Error Response – Validation Reject

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

```
UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID +040615:0855+12345678901234'  
UNG+CUSRES+CCR+RECIPIENTIND+040615:0855+43210987654321+UN+D:00A'  
UNH+MSGREFNO123+CUSRES:D:00A:UN'  
BGM+:::687+123-CCN12345678+11'  
DTM+9:200406151027:203'  
GIS+14'  
ERP+2:AB12345:22'  
ERC+312'  
FTX+AAO+++CB'  
UNT+7+MSGREFNO123'  
UNE+1+43210987654321'  
UNZ+1+12345678901234'
```

Sample 6 – Error Response – Supplementary Cargo Report Validation Reject (Multiple Errors)

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

```
UNB+UNOA:3+CLIENTSNETWORKID+CBSANETWORKID+040612:0855+12345678901234'  
UNG+CUSRES+CCR+RECIPIENTIND+040612:0855+43210987654321+UN+D:00A'  
UNH+MSGREFNO123+CUSRES:D:00A:UN'  
BGM+:::687+123-CCN12345678+11'  
DTM+9:200406122210:203'  
GIS+14'  
ERP+2:AB123456:20'  
ERC+312'  
FTX+AAO+++CB'  
ERP+2:AB123456:20'  
ERC+D40'  
FTX+AAO+++V2S.5F3'  
ERP+2:AB123456:20'  
ERC+225'  
FTX+AAO+++LBS'  
UNT+14+MSGREFNO123'  
UNE+1+43210987654321'  
UNZ+1+12345678901234'
```

Sample 7 - Structure of Risk Assessment (RA) Notices

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

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

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

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

Sample 8 – SUPPLEMENTARY REPORT - SUPYES/SUPNO – Application Response –

SUPYES

```
UNB+UNOA:3+CBSANETWORKID+CLIENTNETWORKID+080415:1032+1014+++A+++1
UNG+CUSRES+CCR+RECEIPIENTID+080415:1032+1011+UN+D:00A'
UNH+1+CUSRES:D:00A:UN
BGM+:::687+687 request id+64'
DTM+9:yyymmddhhmm:203'
GIS+32'
RFF+AB:83 request id'
```

SUPNO

```
UNB+UNOA:3+CBSANETWORKID+CLIENTNETWORKID+080415:1055+++A+++1
UNG+CUSRES+CCR+RECIPIENTID+080415:1055+1011+UN+D:00A'
UNH+MSGREFNO123+CUSRES:D:00A:UN'
BGM+:::687+687 request id+64'
DTM+9:yyymmddhhmm:203'
GIS+33'
RFF+AB:83 request id'
ERP+2:an...14'
ERC+m'
```