

# IN-BOND MANUAL

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### **Before you get Started**

If you've not already done so, you'll need to obtain a block of inbond numbers from Customs.

A request for a block of inbond numbers is typically in letter form on your company letterhead listing your Filer Code, and the amount of numbers you would like assigned (usually in increments of 100).

You should contact the Inbond Desk at your local port for instructions specific to your port. It may take a couple of days or more to get a block of numbers assigned.

Once you receive your block of numbers you'll want to enter them into the system. To do so, go to ACCOUNT>PREFERENCES>BORDER PREFERENCES. Scroll to the bottom of the page to:

Inbond Number Ranges by Location			
Location	Minimum Inbond No	Maximum Inbond No	Next Inbond No
10 E. Broadway	<input type="text"/>	<input type="text"/>	<input type="text"/>

Enter your beginning number under 'Minimum Inbond No', and 'Next Inbond No'. Enter the ending number under 'Maximum Inbond No'. There's no need to calculate the check digits, as the system will do that for you.

As you create inbond entries, the system will assign the next available inbond number, and will begin alerting you once you are within 100 numbers of using up your block. Then it's time to order another block.

When you've received your additional block of numbers, don't worry about entering them into the system until the existing block of numbers have been used up.

If you're running additional locations from within one account, you'll have the option to enter separate blocks of numbers for each location.

## Getting Started

When you click on the Inbond tab in the Menu Bar you'll be brought to the Inbond Dashboard.

In the left hand column you'll see these options:

**Inbond**

- [Inbond Entries](#)
- [Inbond Entry Report](#)
- [Inbond Status Updates](#)

**Inbond - Bill to Parties**

- [View Bill to Parties](#)
- [Add Bill To Party](#)

**Queries**

- [Cargo Manifest Query](#)
- [Inbond Arrival](#)

**Blue Letters**

- [View Blue Letters](#)

**Status Codes**

INP In Progress  
 TRN Transmitted  
 ACP Accepted  
 REJ Rejected

Inbond:

- Inbond Entries returns you to the Inbond Dashboard, which offers a list of your Inbond Entries.
- Inbond Entry Report offers a downloadable report of inbonds based on your criteria.
- Inbond Status Updates is a searchable list of status updates received from AMS, listed in chronological order.

Inbond – Bill to Parties:

In this section you can view and add 'Bill to Parties' if you're preparing inbond entries for another party to whom you're billing for your services.

Queries:

In this section you can run Cargo Manifest Queries against your inbond numbers. In Inbond Arrival, you can update status of an inbond to 'Arrive', of 'Exported' status. You can also perform a 'Transfer of Liability'. This section is covered in more detail on page 21.

Status Codes:

This is a key to codes found in the 'Status' column of your list of inbond entries.

● In-bond Entries
Create In-bond Entry
7512 Express

**Inbond Entry Search**

Inbond No <input type="text"/>	Inbond Type <input type="text" value="↓"/>	Reference No <input type="text"/>	Inbond Date <input type="text"/>	Master B/L <input type="text"/>
Status <input type="text" value="↓"/>	User <input type="text" value="↓"/>	Location <input type="text" value="↓"/>	Show/Page 25 <input type="text" value="↓"/>	<input type="button" value="Update"/>

Inbond No	Inbond Type	Reference No	Inbond Date	Carrier	U.S. Port of Destination	Master B/L	User	Status	Customs Status
-----------	-------------	--------------	-------------	---------	--------------------------	------------	------	--------	----------------

In the body of the Inbond Dashboard will be a list of your inbond entries based on any selections you make in the 'Inbond Entry Search' options.

Note that you can sort the data by the 'Inbond No' or the 'Inbond Date'.

To begin preparing your next inbond entry, click on either 'Create In-Bond Entry', or '7512 Express' from the top of this section.

## **Things to know**

### **Create In-Bond Entry vs. 7512 Express:**

Select 'Create In-Bond Entry' if your intention is to transmit your inbond entry. The screens you'll see in this option will offer you the fields you'll need to complete to transmit successfully. As of mid-October 2011 transmitting electronic inbond entries for air imports (QX) are not yet available, though it's expected to be available soon. All other modes of transportation are available for transmission electronically (QP).

However, if you need to deliver copies of your QP or QX inbond entry to another party be aware that the information required to complete these entries do not include a lot of information you'd typically see on a manually prepared CF-7512. To create a more complete appearance to the printed document, you should click on '7512 Express' and complete the rest of the needed information.

Select '7512 Express' if you're creating an inbond entry that you'll print and deliver to the carriers and Customs for signatures/perforation.

## Maneuvering about the module

Once you've made your selection of 'Create In-bond Entry' or '7512 Express', you'll be brought to the below screen:

**Create Inbond**

Search for Inbonds to Copy

Enter information in at least one of the 4 fields below to select an Inbond to copy (optional - to skip, click either "Create" buttons below)

Bill To <input type="text"/>	Inbond Type <input type="text"/>	Consigned to Port <input type="text"/>	Consignee <input type="text"/>
<a href="#">Search</a>	▼	<a href="#">Ports</a>	<a href="#">Search</a>

Profile Name    Company Name

[Create In-bond Entry](#)
[Create 7512 Express](#)

In this screen, you have the option to copy over details from a previous inbond entry, which is helpful if you have repetitive transactions. To do so, simply select the criteria from the four fields listed, and you'll get a drop down list of matching transactions, as below:

Select one of the following Inbond Entries to copy:

Select	Inbond No	Inbond Type	Consigned to Port	Bill To	Consignee	Tariff No
<input type="radio"/>	40000016	62	2709	BRUCE FORWARDING	NEW CHINA CONSIGNEE	8539310060
<input type="radio"/>	399270841	62	2604			
<input type="radio"/>	238956163	62	2709			

Simply select the inbond entry you'd like to copy, and the below screen will appear under the 'selection' section:

Current Inbond Information

Previous Entry No <input type="text"/>	In-bond No <input type="text" value="40000123"/>	Value <input type="text"/>	Est. Arrival Date <input type="text"/>	Voyage/Trip No <input type="text"/>
		(Whole Number)		
Master SCAC <input type="text"/>	Master B/L <input type="text"/>	Manifest Quantity <input type="text"/>	Manifest Units <input type="text"/>	Weight <input type="text"/> <span style="float: right;">LB ▼</span>
Consignee <input type="text" value="NEW CHINA CONSIGNEE"/>	Trailer No <input type="text"/>	Container No. <input type="text"/>	Marks and Numbers <input style="width: 100%;" type="text"/>	
Seal No. 1 <input type="text"/>	Seal No. 2 <input type="text"/>	Tariff No <input type="text" value="8539310060"/> <a href="#">Tariffs</a>	Description <input style="width: 100%;" type="text"/>	

[Create In-bond Entry](#)
[Create 7512 Express](#)

The system assigns the next available inbond number, and offers you fields that must be changed to complete your new inbond entry.

Once you've completed this section select 'Create In-Bond Entry', or '7512 Express' and you'll be taken to the header of that entry. You should then review details for correctness.

If you're not copying a previous, repetitive inbond entry, simply select 'Create In-Bond Entry', or '7512 Express' and create your entry from scratch.

## The Screens

QP/QX (electronic) Inbonds:

When you elect to prepare an electronic inbond, there will be two sections to complete, being:

- Header Information (1 screen): This represents the top portion of the CF-7512 covering where the freight has been, where you're sending it, who's moving it, and how it came into the country.

Note that after saving changes in the Header Information section, you'll be brought to the 'In-Bond Main Menu', from there you'll create your Manifest Records by clicking on 'Add Master Bill'.

Master Bills		
Master B/L	Previous I.T. No	In-bond Quantity
<input type="text"/>		<input type="text"/>
		<input type="button" value="Delete"/>
<input type="button" value="Add Master Bill"/>		

- Manifest Records (2 screens): This represents the middle section of the CF-7512 covering the inward bill information, marks & numbers, description of goods, etc. In the second screen, you'll also have the option to report Prior Notice information if needed.

7512 Express:

This is all on one screen, and is set up pretty closely to the CF-7512 form.

## The Fields

This part is mainly to discuss fields in the system that are not a part of what you may have had to enter in a typed CF-7512. Items completed on a typed CF-7512 are covered in a separate document that we've made available in the left hand column of the INBOND Dashboard, titled '7512 Instructions'.

### HEADER INFORMATION

The screenshot shows a form titled "Previous Entry Information" with the following fields: "Entry Type" (a dropdown menu), "Entry No" (a text input field), "Port" (a text input field with a "Ports" link below it), and "Date" (a text input field).

Completing this section is mandatory the shipment is covered by a pre-existing inbond entry, or being withdrawn from an FTZ.

You report the Entry Type, Number, Port, and Date of Entry of the previous, or FTZ entry.

The screenshot shows a form section for "In-bond Entry Type" with the following fields: "In-bond Entry Type" (a dropdown menu), "Mode of Transport" (a dropdown menu), "Presentation Port" (a text input field with a "Ports" link), "Port of Unlading" (a text input field with a "Ports" link), "Preparation Date" (a text input field), "Broker Reference No" (a text input field), "Customer Reference No" (a text input field), "Bill To" (a text input field with a "Search" button), and radio buttons for "Profile Name" and "Company Name".

#### **In-Bond Entry Type:**

This field is self explanatory, but note that some fields are shown or hidden based on your selection. An example is if you select type 61 – IT, fields such as 'Final Foreign Destination' will not appear, as they are inapplicable to the transaction. If you need to complete 'Final Foreign Destination' and don't see it, you've probably selected the incorrect 'In-Bond Entry Type'.

#### **Mode of Transportation:**

Here you make a selection of how the freight arrived into the U.S., not how you're moving it from it's present location. This field will determine what fields you will see and which will be hidden. Most all modes will look the same. The one glaring exception will be a selection of an Air shipment. Air shipments require much less input than the other modes require for an inbond transmission.

#### **Presentation Port:**

Report the 4 digit District/Port Code representing where your inbond entry is being presented. This will typically be the port from which you are moving the shipment inbond.

#### **Port of Unlading:**

Report the 4 digit District/Port Code representing where the freight first entered the U.S. If the shipment is being withdrawn from an FTZ, report the port where the FTZ is.



**Preparation Date:**

Report the 6 digit date for when you file your inbond entry.

**Broker Reference No:**

This is simply where you can input any internal reference number you may have to control the transaction. Information placed here will also appear under ‘reference no’ in the list of inbond entries. Plus, you can locate an inbond entry easily by entering your reference number in ‘Reference No’ in the ‘Search by’ section of the inbond dashboard.

**Customer Reference No:**

This is where you input any reference numbers that your customer maintains for this shipment.

**Bill to:**

As mentioned earlier in the ‘Getting Started’ section of this document, if you’re doing inbonds for another party, to whom you’ll be issuing a bill for your services, you’ll be able to create ‘bill to’ parties, and set rates up for them. Entering them in this field will establish an easy way to bill them at the agreed to rates.

All Master B/Ls AMS:  Yes  No      Subject to FDA/BTA:  Yes  No      Move from FTZ:  Yes  No  
For QP Transmission:  Yes  No

**All Master B/Ls AMS (Y/N):**

You’re just telling the system and ABI if the B/Ls listed in your manifest records are AMS or not.

**Subject to FDA/BTA (Y/N):**

Use “Y” when reporting an in-bond IT and T&E or other cargo subject to BTA. Use “N” for IE movements and other cargo not subject to BTA reporting. It applies to all QP in-bonds and must be set to “Y” for all IT (type 61) and T&E (type 62) in-bonds subject to BTA reporting. IE (type 63) shipments are exempted from this reporting and the indicator must be set to “N”.

WP may be used to report any cargo going into an FTZ or bonded warehouse that is subject to BTA. All in-bonds moving out of an FTZ or bonded warehouse are exempt from reporting and the BTA indicator should be set to “N”.

Note that Prior Notice is not allowed for Air inbonds (QX). For QX transactions, you should also be submitting FDA data via the enhanced WP application in this chapter, through the FDA web portal.

Also note that you could report FDA/BTA information for an inbond issued by the carrier, by selecting Yes here, and completing FDA/BTA information at the ‘Container Information’ section of the inbond. The ‘Container Information’ section is covered later in this document.

**Move from FTZ:**

When using QP for bonded withdrawals from Foreign Trade Zones (FTZ) or bonded warehouses, the QP user must provide the full bill or probill information pertaining to the withdrawal. In QPFTZ all carriers are considered to be non-automated. Therefore, ‘All Master B/Ls AMS’ should be set to ‘no’. In no circumstance may the original import bill be used in this situation. When making FTZ or warehouse withdrawals the FTZ withdrawal indicator must be set and data provided in several related fields must relate to zone information. In creating an in-bond movement from a withdrawal from an FTZ or bonded warehouse the FIRMS code of the



FTZ or bonded warehouse may be used in lieu of the SCAC of the carrier, if the carrier has no SCAC or if it is unknown. The FIRMS code must be on file.

**For QP Transmission (Y/N):**

If you plan to transmit this inbond entry select 'yes'.

Note that Air Inbonds (QX) are not eligible for electronic transmission at this time.

Entered or Imported By:	<input checked="" type="radio"/> Your Company Name
	<input type="radio"/> Importer

**Entered or Imported By:**

Report the party who imported the merchandise (importer or consignee) or the party who presents the entry to Customs. Note that the party signing off on 'Entered or Withdrawn by' section of the CF-7512 must be an employee or authorized agen of the party reported in this field.

<b>Carrier Code</b> <input type="text"/> <a href="#">Carriers</a>	<b>Carrier ID</b> <input type="text"/>	<b>Car Number</b> <input type="text"/>	<b>Pier</b> <input type="text"/>
<b>Consigned to Port</b> <input type="text"/> <a href="#">Ports</a>	<b>Final Foreign Destination</b> <input type="text"/> <a href="#">Ports</a>		<b>Value</b> <input type="text"/> <small>(Whole Number)</small>
			<b>Sailing Date</b> <input type="text"/>

**Carrier Code:**

A code representing the Standard Carrier Alpha Code (SCAC) of the in bond carrier or the International Air transportation carrier. For in-bonds created as a result of a withdrawal from an FTZ or bonded warehouse, the Facilities Information Resources Management (FIRMS) code of the FTZ or bonded warehouse may be used in lieu of the SCAC.

Note that this is the carrier, under who's bond, this freight will be moving this freight from the present port location to the inbond destination of this inbond entry.

**Carrier ID:**

A code representing the identification (ID) number of the bonded carrier (aka: IR#). This ID number must be covered by a type 2 (custodian of bonded merchandise) bond.

**Car Number:**

If moving via rail, report the car number the freight is loaded on.

**Pier:**

If required by port policy, report the pier name where the freight presently sits.

**Consigned to Port:**

Report the four digit District/Port representing the last U.S. port where the merchandise will be delivered under this inbond entry.



**Final Foreign Destination:**

The Census Schedule K code representing the foreign port of destination for a transportation and exportation (62) or immediate exportation (63) entries.

This field will not appear is another 'In-bond Entry Type' is selected.

**Value:**

A value in whole dollars of the in bond movement. Twenty dollars per kilo may be used if the value is unknown. Must be greater than zero.

**Sailing Date:**

Enter the 6 digit date representing the date of sailing upon importation into the U.S.

Vessel Name <input type="text"/>	Date Imported <input type="text"/>	Importing Carrier Country Code <input type="text"/> <a href="#">Countries</a>	Last Foreign Port <input type="text"/> <a href="#">Ports</a>
Country of Export <input type="text"/> <a href="#">Countries</a>	Date of Export <input type="text"/>	Goods Now At <input type="text"/> <a href="#">Search</a>	Trailer No <input type="text"/>
Est. Arrival Date <input type="text"/>	Voyage/Trip/Flight No <input type="text"/>	Pedimento No <input type="text"/>	

With the exception of the 'Pedimento No.' the information reported in this section must reflect the details shown on the inboming foreign manifest of the importing carrier, as well as the present location of the merchandise.

**Pedimento No:**

Report the Mexican Entry (Pedimento) Number covered by this shipment, if applicable.

G.O. Number <input type="text"/>	<input type="checkbox"/> Withdrawn for Vessel Supplies	Customs Seal Nos <input type="text"/> ▼	Lloyds Vessel Code <input type="text"/>
Invoice Nos <input type="text"/>			
Laden On The <input type="text"/>	Laden Cleared For <input type="text"/>	Cleared On Date <input type="text"/>	

This section can be completed for print purposes only.

**Reference Identifiers:**

Reference Identifiers	
Qualifier	Reference Identifier
<input type="text"/> ▼	<input type="text"/>

This is a seldom used section of a QP or QX filing, as most information that could be reported here is already addressed in other fields in this module.

If needed, you can drop down the 'Qualifier' field and view references addressed here, then enter the referenced number in the 'Reference Identifier' field.

**MASTER BILLS**

**In-Bond Master Bill Information:**

This is a mandatory input record used to transmit bill of lading data. This record is required for in-bond moves from a FTZ or bonded warehouse.

In-bond Master Bill Information				
<b>Bill No. to represent Cargo</b> <input checked="" type="radio"/> Yes <input type="radio"/> No	<b>Master B/L Issuer Code</b> <input type="text"/> <a href="#">Carriers</a>	<b>Master B/L No.</b> <input type="text"/>	<b>Previous Inbond No.</b> <input type="text"/>	<b>Inbond Quantity</b> <input type="text"/>
<b>Master B/L AMS:</b> <input checked="" type="radio"/> Yes <input type="radio"/> No				

**Bill No. to Represent Cargo (Y/N):** Must be ‘Y’. With the implementation of the Trade Act of 2002 each in-bond must include a valid SCAC and bill number. If the importing or billing carrier can’t provide a serial number you may transmit the nine-digit in-bond number in the “Master Bill Number” field below.

**Master B/L Issuer Code:** The SCAC code of the party who actually issued the bill of lading. Do not confuse the issuer of the bill with the importing carrier. UNKN is not acceptable. When the FTZ flag is set to ‘Y’ use the SCAC for the carrier of the zone withdrawal. Not used for air.

For in-bonds created as a result of a withdrawal from a FTZ or bonded warehouse. The FIRMS code of the FTZ or bonded warehouse may be used in lieu of the SCAC. The FIRMS code must be on file.

**Master B/L No.:** The master bill number as listed on the manifest. For in-bonds created as a result of a withdrawal from an FTZ or bonded warehouse, the master bill number can be the FTZ admission number or the warehouse entry number. Do not use the actual master bill number for the original importation into the United States.

**Previous Inbond No.:** The number identifying the previous in-bond movement. For in-bonds created as a result of a withdrawal from a FTZ or bonded warehouse this field must be blank.

**Inbond Quantity:** Used when the in-bond quantity is less than the full bill quantity of the AMS bill of lading or the previously transmitted bill of lading.

**Additional Information:**

This is conditional information used to transmit manifest and bill of lading data associated with the in-bond. This record is mandatory if the cargo was not imported on an AMS conveyance, or if the bill of lading was not accepted in a previous in-bond transaction. Otherwise, this record is not required and should not be transmitted.

When reporting in-bond moves from a Foreign Trade Zone or bonded warehouse all carriers are non-automated and the filer must provide full bill of lading information related to the movement out of the facility. Do not use

the original import bill. Not used for Air. This record is required for in-bond moves from a Foreign Trade Zone or bonded warehouse.

Additional Information			
<b>Foreign Port of Lading</b> <input type="text"/> <a href="#">Ports</a>	<b>Manifest Quantity</b> <input type="text"/>	<b>Manifest Units</b> <input type="text"/>	<b>Weight</b> <input type="text"/> <input type="text" value="KG"/>
<b>Measurement</b> <input type="text"/> <input type="text" value="Cubic Feet"/>	<b>Place of Pre-receipt</b> <input type="text"/>		



**Foreign Port of Lading:** The Census Schedule K or Special K code representing the foreign port in which the cargo was laden on board the importing conveyance. NOTE: When the FTZ flag in QP10 is set to 'Y' use '99999' for the foreign port of lading. This is the only circumstance when '99999' may be used.

**Manifest Quantity:** A value greater than zero representing the total number of pieces on the bill of lading(s) being moved inbond. For example, if there are 10 cartons and 10 bales, insert the number 20. Use the smallest exterior package unit.

**Manifest Units:** A code representing the manifest unit of measure, such as CTNS.

**Weight:** A value greater than zero representing the gross weight in pounds or kilos representing the freight you're moving in-bond. Input only whole numbers; no decimals or fractions.

**Weight Unit:** Select KG or LB from the drop down.

**Measure:** A value representing the measurement in cubic feet or cubic meters.

**Measure Unit:** Select Cubic Feet, or Cubic Meters from the drop down.

**Place of Pre-receipt:** A city or country name in which the pre-carrier took possession of the cargo.

**Foreign Shipper / Consignee / Notify Party:**

This is conditional input used to transmit the foreign shipper / consignee / notify party's name and the first line of the address, exactly as they appear on the bill of lading. This record is mandatory for each bill of lading in the in-bond transaction that was not imported on an AMS conveyance, or has not been accepted in a previous in-bond transaction. . This input is mandatory for in-bond moves from a Foreign Trade Zone. Otherwise, this input is not required and should not be transmitted. Not used for Air. This input is required for in-bond moves from a Foreign Trade Zone or bonded warehouse.

NOTE: When the FTZ flag is set, report information related to the company shipping cargo out of the FTZ or bonded warehouse.

Foreign Shipper				
Foreign Shipper Name	Foreign Shipper Address 1	Foreign Shipper Address 2		
SHIPPERS NAME HERE	SHIPPERS ADDR HERE	AND HERE		
Foreign Shipper Address 3	Foreign Shipper Phone or Telex			
AND HERE!	SHIPPERS PH#			
Consignee				
Consignee Name	Consignee Address 1	Consignee Address 2		
CONSIGNED NAME HERE	CONSIGNEE ADDR HERE	AND HERE		
Consignee Address 3	Consignee Phone or Telex			
AND HERE!	CONSIGNEE PH#			
Notify Party				
Notify Party Name	Notify Party Address 1	Notify Party Address 2		
THOMAS GROH	1 MAIN ST.			
Notify Party Address 3	Notify Party Phone or Telex			
TEST CITY, AZ 79936	5205776801			
Secondary Notify Party	Secondary Notify Party	Secondary Notify Party	Secondary Notify Party	Secondary Notify Party

**Name:** A valid foreign shipper name.

**Address 1/2/3:** A representation of the first line of the foreign shipper's address; or just the city and country if that is the only information available.

**Phone or Telex:** The telephone or telex number of the foreign shipper, if available. Place the word telex before the telex number. For the telephone number, insert only the number. In lieu thereof, this field may contain a fourth line of the foreign shipper's address.

**Secondary Notify Party:**

This is an optional input record used to specify secondary notify parties. Not used for Air.

Report the SCAC code of an ocean/rail AMS carrier.

If including an ABI filer, the code is NNNNXXXNN where NNNN is the Census Schedule D Code representing the CBP port of the second notify party; XXX is the filer code; and NN is the office code, if used by that filer. When identifying a filer, it must be one that participates in QP in-bond before a message will be sent.

For in-bonds created as a result of a withdrawal from a Foreign Trade Zone or bonded warehouse, the FIRMS code of the FTZ or bonded warehouse may be used in lieu of the SCAC. The FIRMS code must be identified in the XRB file. The FIRMS code must match the FIRMS code in 'Foreign Trade Zone FIRMS code'.

### Container Information:

Container Information
Delete Container

Container No.	Description Code	Marks and Numbers
<input style="width: 95%;" type="text"/>	<input style="width: 95%;" type="text"/> <a href="#">Codes</a>	<input style="width: 95%;" type="text"/>
Seal No. 1	Seal No. 2	
<input style="width: 95%;" type="text"/>	<input style="width: 95%;" type="text"/>	

Description and HTS Information

Description	
<input style="width: 95%;" type="text"/>	
Piece Count	
<input style="width: 95%;" type="text"/>	

Tariff No.	Value	Weight	
<input style="width: 95%;" type="text" value="852990"/>	<input style="width: 95%;" type="text" value="10000"/>	<input style="width: 95%;" type="text" value="3940"/>	KG ▾
<input style="width: 95%;" type="text" value="852960"/>	<input style="width: 95%;" type="text" value="1000"/>	<input style="width: 95%;" type="text" value="50"/>	KG ▾
<input style="width: 95%;" type="text" value="852910"/>	<input style="width: 95%;" type="text" value="2000"/>	<input style="width: 95%;" type="text" value="60"/>	KG ▾
<input style="width: 95%;" type="text" value="852920"/>	<input style="width: 95%;" type="text" value="3000"/>	<input style="width: 95%;" type="text" value="70"/>	KG ▾
<input style="width: 95%;" type="text" value="852930"/>	<input style="width: 95%;" type="text" value="4000"/>	<input style="width: 95%;" type="text" value="80"/>	KG ▾
<input style="width: 95%;" type="text" value="852940"/>	<input style="width: 95%;" type="text" value="5000"/>	<input style="width: 95%;" type="text" value="90"/>	KG ▾
<input style="width: 95%;" type="text" value="852950"/>	<input style="width: 95%;" type="text" value="6000"/>	<input style="width: 95%;" type="text" value="100"/>	KG ▾
<input style="width: 95%;" type="text" value="852960"/>	<input style="width: 95%;" type="text" value="7000"/>	<input style="width: 95%;" type="text" value="110"/>	KG ▾

[Tariffs](#)

This is conditional information used to transmit the container numbers and seal numbers associated with the bill of lading. This information is mandatory for each bill of lading that was not imported on an AMS conveyance, or has not been accepted in a previous in-bond transaction. This information is mandatory for in-bond moves from a Foreign Trade Zone. Otherwise, this record is not required and should not be transmitted. Transmit as many 65 records as necessary to report all container and seal numbers that exist per bill of lading. Quantities for each container are calculated from the Bill Cargo Description. Not used for Air. This record is required for in-bond moves from a Foreign Trade Zone or bonded warehouse.

Note that, if you select Yes to the 'Subject to FDA/BTA' field, found in the Header Information screen found earlier in this document, you'll have the option to enter the FDA/BTA information from this screen. That option will appear in blue text just below the HTS#. Clicking on that blue text will bring you to the FDA/BTA information screens.

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## In-Bond Main Menu

Once you've completed your inbond entry, the In-Bond Main Menu offers a snap shot of your work, it's status, communications, and further actions.

**In-bond Entry**

210501011

- [Inbond Main Menu](#)
- [Header Information](#)
- [Delete In-bond](#)
- [Change Inbond Customs Status](#)

- [7512 Express](#)

- [Transmit Inbond QP](#)
- [Transmit FDA/BTA](#)
- [Certificates of Transfer](#)
- [Print 7512](#)
- [Print 7533](#)
- [Print Pink Letter](#)
- [Print Blue Letter](#)
- [Print Notice of Arrival](#)

**Accounting**

**Invoices**

- [200000](#)

The left hand column offers you the opportunity to maneuver between the Header Information page and the Inbond Main Menu.

If you need to correct an accepted inbond entry, you can 'Delete In-Bond', correct it, and re-transmit it, though you can't change the inbond type. That would require creating a new inbond entry.

'Change Inbond Customs Status' allows you to manually update the status of your inbond entry. A couple of examples would 1) to update status to 'en route' when you've prepared a 7512 Express, and received the perforated documents back from CBP, or 2) update your inbond status to 'Exported' once you've confirmed the shipment is loaded, and departed but CBP has yet to update AMS with that information.

You can access '7512 Express' to complete information needed for your printed inbond entry.

Transmit you inbond entry, or FDA Prior Notice (FDA/BTA).

Print a number of documents, including an Arrival Notice.

If you take advantage of our integrated accounting system, you can also create, and access your invoice directly from this screen.

The top of the page offers basic references of the inbond entry, as well as a list of transmission responses received. To view the response to your transmissions just click on the blue text in the 'Transmissions' box.

**In-bond No:**
**Reference No:**

**In-bond Main Menu**

In-bond Type	Carrier	U.S. Dest. Port	Value
62	OVFR	2704	\$360,000.00
<div style="display: flex; justify-content: space-between;"> <span style="text-decoration: underline;">Inbond Date</span> <span style="text-decoration: underline;">Customs Status</span> </div>			
2011-05-26		Exported	
<div style="text-decoration: underline;">Foreign Destination</div>			
55201 HAI PHONG; HAIPHONG, VIETMAN			

Transmissions		
Transmission	Response	Received
<a href="#">Cargo/Manifest Query</a>	Results Received	06/07/11 10:33 AM
<a href="#">In-bond Entry</a>	Accepted	05/26/11 2:40 PM
<a href="#">In-bond Entry</a>	Rejected	05/26/11 2:38 PM

Master Bills		
Master B/L	Previous I.T. No	In-bond Quantity
<a href="#">OVFR HPH 1100210</a>		<input type="button" value="Delete"/>
<input type="button" value="Add Master Bill"/>		

The bottom section of this screen offers the ability to set up auto emails of Inbond Status Updates. It also offers a list of Customs Status Updates, and results of Cargo Manifest Queries. You can create Delivery Orders, Straight Bills, and create important notes pertaining to this transaction.

Inbond Status Messages - Email Update Options

Email Creating User      Additional Parties to Notify      

Customs Status     

Previous Entry/Inbond Status       Cargo Manifest Query for 400000031

Delivery Orders

Straight Bills

Inbond Notes

**Inbond Status Messages:** Checking off on ‘Email Creating User’, the party who created the inbond will receive an auto generated email with any changes in the status of that inbond. Additional parties can receive those same status messages by adding email addresses in ‘Additional Parties to Notify’.

**Customs Status:** Clicking on ‘Transmit Cargo Manifest Query’ will update the status of your inbond as reflected in AMS and create a list of queries you’ve transmitted. Any changes in the status will update the ‘status’ found in the upper portion of the screen, generate the auto email described above, and add any changes under the ‘Previous Entry/Inbond Status’ list.

When adding, or viewing, a ‘Delivery Order’, or ‘Straight Bill’ you’ll have the option to print the document, or email it to any party in need of it.

**Inbond Notes:** In this area, you can add any notes that you may normally record in your file.

## SAMPLE 7512

Following are screen shots of a properly completed CF-7512, along with a print out of the form.

### Header Information Page

<b>In-bond No: 40000134</b>		<b>Reference No: Broker Ref 123</b>	
<b>In-bond Header Information</b>			
<b>Previous Entry Information</b>		<b>In-bond Entry Type</b>	
Entry Type <input type="text"/>	Entry No <input type="text"/>	<input type="text" value="61 - Immediate Transportation (IT)"/>	
Port <input type="text"/>	Date <input type="text"/>	<b>Mode of Transport</b>	
<a href="#">Ports</a>		<input type="text" value="10 - Vessel, non-container"/>	
<b>Presentation Port</b>	<b>Port of Unloading</b>	<b>Preparation Date</b>	
<input type="text" value="2704"/> <a href="#">Ports</a>	<input type="text" value="2704"/> <a href="#">Ports</a>	<input type="text" value="010112"/>	
<b>Broker Reference No</b>	<b>Customer Reference No</b>	<b>Bill To</b>	
<input type="text" value="Broker Ref 123"/>	<input type="text" value="Cust Ref 123"/>	<input type="text"/> <a href="#">Search</a>	
		<input type="radio"/> Profile Name <input checked="" type="radio"/> Company Name	
<b>All Master B/Ls AMS:</b> <input checked="" type="radio"/> Yes <input type="radio"/> No		<b>Subject to FDA/BTA:</b> <input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>For QP Transmission:</b> <input checked="" type="radio"/> Yes <input type="radio"/> No		<b>Move from FTZ:</b> <input type="radio"/> Yes <input checked="" type="radio"/> No	
<b>Entered or Imported By:</b> <input checked="" type="radio"/> NetCHB, Inc. old demo site now just for NetChb guys			
<input type="radio"/> Importer			
<b>Carrier Code</b>	<b>Carrier ID</b>	<b>Car Number</b>	<b>Pier</b>
<input type="text" value="TRUK"/> <a href="#">Carriers</a>	<input type="text" value="12-123456700"/>	<input type="text"/>	<input type="text"/>
<b>Consigned to Port</b>		<b>Value</b>	<b>Sailing Date</b>
<input type="text" value="2402"/> <a href="#">Ports</a>		<input type="text" value="10000"/> <small>(Whole Number)</small>	<input type="text" value="120111"/>
<b>Vessel Name</b>	<b>Date Imported</b>	<b>Importing Carrier Country Code</b>	<b>Last Foreign Port</b>
<input type="text" value="EVER SAMPLE"/>	<input type="text" value="010112"/>	<input type="text" value="CN"/> <a href="#">Countries</a>	<input type="text" value="57035 SHANGHAI, CHINA"/> <a href="#">Ports</a>
<b>Country of Export</b>	<b>Date of Export</b>	<b>Goods Now At</b>	<b>Trailer No</b>
<input type="text" value="CN"/> <a href="#">Countries</a>	<input type="text" value="012011"/>	<input type="text" value="W199 SALSON WEST LLC"/> <a href="#">Search</a>	<input type="text"/>
<b>Est. Arrival Date</b>	<b>Voyage/Trip/Flight No</b>	<b>Pedimento No</b>	
<input type="text" value="010112"/>	<input type="text" value="1234E"/>	<input type="text"/>	
<b>G.O. Number</b>	<input type="checkbox"/> Withdrawn for Vessel Supplies	<b>Customs Seal Nos</b>	<b>Lloyds Vessel Code</b>
<input type="text"/>		<input type="text"/>	<input type="text"/>
<b>Invoice Nos</b>			
<input type="text"/>			
<b>Laden On The</b>	<b>Laden Cleared For</b>	<b>Cleared On Date</b>	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
<b>Reference Identifiers</b>			
<b>Qualifier</b>		<b>Reference Identifier</b>	
<input type="text"/>		<input type="text"/>	
<b>Additional Identifiers</b>			
<input type="text"/>			
<input type="button" value="Save Changes"/>			

**Manifest Information page 1 of 2**

**In-bond No: 400000134      Reference No: Broker Ref 123**

**In-bond Master Bill Information**

**Bill No. to represent Cargo**      **Master B/L Issuer Code**      **Master B/L No.**      **Previous Inbond No.**      **Inbond Quantity**  
 Yes     No      EGLV    [Carriers](#)      123456789123           

**Master B/L AMS:**  Yes     No

**Additional Information**

**Foreign Port of Lading**      **Manifest Quantity**      **Manifest Units**      **Weight**  
    [Ports](#)                     

**Measurement**      **Place of Pre-receipt**  
         

**Foreign Shipper**

**Foreign Shipper Name**      **Foreign Shipper Address 1**      **Foreign Shipper Address 2**  
              
**Foreign Shipper Address 3**      **Foreign Shipper Phone or Telex**  
     

**Consignee**

**Consignee Name**      **Consignee Address 1**      **Consignee Address 2**  
              
**Consignee Address 3**      **Consignee Phone or Telex**  
     

**Notify Party**

**Notify Party Name**      **Notify Party Address 1**      **Notify Party Address 2**  
              
**Notify Party Address 3**      **Notify Party Phone or Telex**  
     

**Secondary Notify Party**    **Secondary Notify Party**    **Secondary Notify Party**    **Secondary Notify Party**    **Secondary Notify Party**  
                       

**Save Changes**

**Manifest Information page 2 of 2**

**In-bond No: 400000134      Reference No: Broker Ref 123**

**Master Bill: EGLV 123456789123 Container Information**

**Container Information** Delete Container

Container No. <input type="text" value="TEXU"/>	Description Code <input type="text" value="2B"/> <a href="#">Codes</a>	Marks and Numbers <input type="text" value="HB/L#"/> <input type="text" value="OR OTHER INFO CAN BE"/>
Seal No. 1 <input type="text" value="E987654"/>	Seal No. 2 <input type="text"/>	

**Description and HTS Information**

Description <input type="text" value="PARTS OF ELECTRONIC THINGS"/>	Tariff No.	Value	Weight
	<input type="text" value="851762"/>	<input type="text" value="10000"/>	<input type="text" value="18000"/> <input type="text" value="KG"/>
Piece Count <input type="text" value="30"/>	<input type="button" value="Add Tariff"/> <a href="#">Tariffs</a>		



Printed CF-7512

**TRANSPORTATION ENTRY AND MANIFEST  
OF GOODS SUBJECT TO CBP  
INSPECTION AND PERMIT**

O.M.B No. 1651-0003

19 CFR 10.60, 10.61, 123.41, 123.42

Entry No. ....  
Port .....  
Date .....

Entry No. 400000134 .....  
Class of Entry 61 - IT .....  
(I.T.) (T.E.) (WD.1E) (Drawback, etc.)

U.S. Customs and Border Protection  
PORT FIRST U.S. PORT  
CODE NO. 2704 OF UNLADING 2704 LOS ANGELES, CA  
PORT OF LOS ANGELES, CA DATE 01/01/12

Entered or imported by NetCHB, Inc. old demo site now just for NetCh Importer/IRS # 01-1234567 to be shipped  
in bond via 12-123456700 TRANSMAR (C.H.L. number) (Vessel or carrier) (Car number and initial) (Pier or station) consigned to

CBP Port Director 2402 EL PASO, TX Final foreign destination (For exportations only)

Consignee U.S. CONSIGNEE 123 MAIN ST. RIGHT HERE, TX 60198 (At CBP port of exit or destination)

Foreign port of lading 57035 SHANGHAI, CHINA B/L No. EGLV 123456789123 Date of sailing 12/01/11  
(Above information to be furnished only when merchandise is imported by vessel)

Imported on the EVER SAMPLE Flag CN on 01/01/12 via 57035 SHANGHAI, CHINA  
(Name of vessel or carrier and motive power) (Date imported) (Last foreign port)

Exported from CN on 01/20/11 Goods now at W199 SALSON WEST LLC  
(Country) (Date) (Name of warehouse, station, pier, etc.)

Marks and Numbers of Packages	Description and Quantity of Merchandise Number and Kind of Packages (Describe fully as per shipping papers)	Gross Weight in Pounds	Value (Dollars only)	Rate	Duty
TEXU E987654 851762	30 CNTS PARTS OF ELECTRONIC THINGS	18,000 KG	10,000		
	Totals:	18,000 KG	10,000	***Estimated No	Verified***
15 DAY DUE: 01/16/12	Shipper:				

G.O. No. ....  Check if withdrawn for Vessel supplies (19 U.S.C. 1309) REF #: Broker Ref 123

**CERTIFICATE OF LADING FOR TRANSPORTATION IN BOND  
AND/OR LADING FOR EXPORTATION FOR**

2402 EL PASO, TX (Port)

WITH THE EXCEPTIONS NOTED ABOVE, THE WITHIN-DESCRIBED GOODS WERE:

Delivered to the Carrier named above, for delivery to the CBP Port Director at destination sealed with CBP seal Nos. .... or the packages (were) (were not) labeled, or corded and sealed.

Laden on the--  
(Vessel, vehicle or aircraft)  
which cleared for--  
on ..... (Date)  
as verified by export records.

(Inspector) (Inspector)  
(Date) (Date)

I truly declare that the statements contained herein are true and correct to the best of my knowledge and belief.

Entered or withdrawn by .....  
NetCHB, Inc. old demo site now just for NetChb guys  
Bruces location  
Portland, OR 97238 503-287-9577

---

To the Inspector: The above-described goods shall be disposed of

For the Port Director

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Received from the Port Director of the above CBP location the merchandise described in this manifest for transportation and delivery into the custody of the CBP officers at the port named above, all packages in apparent good order except as noted hereon.

TRANSMAR  
Attorney or Agent of Carrier

Customer Ref. No.: Cust Ref 123

CBP Form 7512

## Additional Notes

### Merchandise Refused Admission into the U.S.:

When preparing an inbond entry for merchandise that's been refused admission into the U.S., regardless of the reason, you must consult with the Customs Official responsible for controlling that shipment. They may, or may not allow you to generate an electronic inbond (QP) entry. Even if you're allowed to transmit your inbond entry, you may need to present a printed copy to them for approval prior to transmission. Plus, even though it's an electronic transaction, you may still be required to deliver hard copies of the inbond entry to the carrier, trucker, and CBP for sign off before you can move the freight.

### Inbond Arrival:

#### What can be updated:

An inbond entry in 'enroute' status must be update to 'Arrived' at the destination port. Failure to do so will result in the inbond showing up on a CBP Audit Report. Properly 'Arriving' the inbond will start the 14 day G.O. clock.

If you're working on an export inbond entry, a T&E must be 'Arrived' then 'Exported', while an IE must simply be 'Exported'. Failure to do so will result in the inbond showing up on a CBP Audit Report.

If, for any reason, an inbond shipment must be transferred from one carrier to another, you can perform a 'Transfer of Liability' to move the bond over to the new carrier.

#### Who may update:

Any party with knowledge of the facts can update an inbond entry to 'Arrived', 'Exported' status. They can also perform a 'Transfer of Liability'. However, there are CBP Ports who require that only CBP update an inbond to 'Arrived', or 'Exported' status. We are aware that CBP at most, if not all, of the Southern Border Ports require that only CBP update these statuses. Therefore, we urge that you check with the port you're dealing with to make sure they'll allow you to perform these updates.

If you are allowed to, and choose to, update the status of an inbond that is out of your control, or outside of your direct knowledge of the facts, be sure to have a good communication flow with your partners in this transaction.

#### How to update:

Following is a sample of the 'Inbond Arrival' screen.

• Inbond Arrival/Export

<b>Inbond Type:</b> <input checked="" type="radio"/> Non-Air Inbond <input type="radio"/> Air Inbond		<b>Action</b> <input type="text"/>	
<b>Arrival Date</b> <input type="text"/>	<b>Arrival Time</b> <input type="text"/> <small>(HHMMSS - hours, minutes, seconds)</small>	<b>Inbond No</b> <input type="text"/>	<b>Port of Arrival/Export/Departure</b> <input type="text"/> <a href="#">Search</a>
<b>Master SCAC</b> <input type="text"/>	<b>Master Bill</b> <input type="text"/>	<b>House Bill</b> <input type="text"/>	<b>Sub-House Bill</b> <input type="text"/>
<b>Container No</b> <input type="text"/>	<b>Carrier Code</b> <input type="text"/> <a href="#">Search</a>	<b>Bonded Carrier ID</b> <input type="text"/>	
<b>City</b> <input type="text"/>	<b>State</b> <input type="text"/>	<b>Export MOT</b> <input type="text"/>	<b>Export Conveyance</b> <input type="text"/>



As you make your 'Action' selection, the **bold** fields will change to reflect what is mandatory reporting for that type of action.

Here's an explanation of the fields:

**Inbond Type:**

This pertains to the MOT of the inbond carrier.

**Action:**

The drop down will offer the selection of actions that may be taken.

**Arrival Date:**

The date of actual arrival or export at the destination port. Or, the date of transfer of in bond liability.

**Arrival Time:**

A time in HHMMSS (hour, minute, second) 24 hour clock format representing the time of actual arrival or export at the destination port or the time of transfer of in bond liability.

**Inbond No.:**

The inbond number you are updating the status of.

**Port of Arrival/Export/Departure:**

The Census Schedule D code representing the CBP port of destination, for the in-bond movement, bill of lading/air waybill or container. This code is mandatory for action codes *1, 2, 3, 5, 6, or 7*.

**Master SCAC:**

A code representing the Standard Carrier Alpha Code (SCAC) or the International Air Transport Association Code (IATA) of the in-bond carrier for the in-bond movement.

**Master Bill:**

The master bill under which the shipment is moving inbond.

**House Bill:**

The house bill under which the shipment is moving inbond, if applicable.

**Sub-House Bill:**

The sub-house bill under which the shipment is moving inbond, if applicable.

**Container No.:**

The container number under which the shipment is moving inbond, if applicable.

**Carrier Code:**

A code representing the Standard Carrier Alpha Code (SCAC) or the International Air Transport Association Code (IATA) of the in-bond carrier assuming liability for the in-bond movement.

**Bonded Carrier ID:**

A code representing the identification (ID) number of the bonded carrier assuming liability for the in-bond movement. (Also referred to as the importer number or IRS number). Include any embedded hyphens.



**City:**

The name of the city where the transfer of liability occurs.

**State:**

If a city name is supplied, the corresponding state code must also be provided.

**Export MOT:**

The mode of transportation (MOT) code of the exporting conveyance.

**Export Conveyance:**

The name of the exporting conveyance. Not used for air.

**Moving portions of a Consolidation:**

You're attempting to move 2 or 4 House Bills, from the same Master Bill, in-bond to the same destination port. They may even be for different consignees. This can be done, as the information being transmitted only reports the number of pieces being sent in-bond from a particular Master Bill. All other information is for print purposes only to indicate which House Bills should be recovered and moved.

Following is a review of things you should be aware of when preparing such an In-bond Entry:

**In-Bond Master Bill Information:**

In this section be sure to only report the quantities that represent the shipments you are moving with this inbond, and not the totals for the Master Bill.

In-bond Master Bill Information				
<b>Bill No. to represent Cargo</b> <input checked="" type="radio"/> Yes <input type="radio"/> No	<b>Master B/L Issuer Code</b> <input type="text" value="EGLV"/> <a href="#">Carriers</a>	<b>Master B/L No.</b> <input type="text" value="40382941110"/>	<b>Previous Inbond No.</b> <input type="text"/>	<b>Inbond Quantity</b> <input type="text" value="70"/>
<b>Master B/L AMS:</b> <input checked="" type="radio"/> Yes <input type="radio"/> No				
Additional Information				
<b>Foreign Port of Lading</b> <input type="text"/> <a href="#">Ports</a>	<b>Manifest Quantity</b> <input type="text" value="70"/>	<b>Manifest Units</b> <input type="text" value="CTNS"/>	<b>Weight</b> <input type="text" value="3000"/>	<input type="text" value="LB"/> <input type="button" value="v"/>

If you want to, or need to, print a consignee address on your 7512, you could report either of the parties listed as consignees on either House Bill, OR, perhaps more preferably, report the name and address of the receiving warehouse at the destination port:

Consignee		
<b>Consignee Name</b> <input type="text" value="PEGATRON MEXICO FOR SVS PR"/>	<b>Consignee Address 1</b> <input type="text" value="MORRISON EXPRESS"/>	<b>Consignee Address 2</b> <input type="text" value="12435 ROJAS DRIVE"/>
<b>Consignee Address 3</b> <input type="text" value="EL PASO TX 79928"/>	<b>Consignee Phone or Telex</b> <input type="text"/>	

**Container Information:**

To print the details of each House Bill on your 7512, simply enter the details of your first House Bill in this screen, including entering the House Bill# in the 'Container' field. Before 'saving' this page, click on 'Additional Container', and you'll have the opportunity to enter the details of the next House Bill.

Container Information
Delete Container

Container No. HB# 123	Description Code <input type="text"/> <a href="#">Codes</a>	Marks and Numbers <input style="width: 95%;" type="text"/>
Seal No. 1 <input style="width: 95%;" type="text"/>	Seal No. 2 <input style="width: 95%;" type="text"/>	

Description and HTS Information

Description TOUCH SCREEN	Tariff No. 853690	Value 14521	Weight 1200	LB <input type="text"/>
Piece Count 30	<input type="button" value="Add Tariff"/> <a href="#">Tariffs</a>			

Container Information
Delete Container

Container No. HB# 987	Description Code <input type="text"/> <a href="#">Codes</a>	Marks and Numbers <input style="width: 95%;" type="text"/>
Seal No. 1 <input style="width: 95%;" type="text"/>	Seal No. 2 <input style="width: 95%;" type="text"/>	

Description and HTS Information

Description MORE TOUCH SCREENS	Tariff No. 853690	Value 28000	Weight 1800	LB <input type="text"/>
Piece Count 40	<input type="button" value="Add Tariff"/> <a href="#">Tariffs</a>			

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Note that this can also be done through '7512 Express' by entering the details of the first House Bill, then clicking on 'Add Description' which will allow you the opportunity to enter the details of the next House Bill.

Marks and Numbers of Packages	Description and Quantity of Merchandise	Gross Weight	Value	Rate	Duty
Container No <input type="text" value="HB# 123"/>	Piece Count <input type="text" value="30"/>	<input type="text" value="1200"/> <input type="text" value="LB"/>	<input type="text" value="14521"/>	<input type="text"/>	<input type="text"/>
Seal 1 <input type="text"/>	Description <input type="text" value="TOUCH SCREEN"/>				
Seal 2 <input type="text"/>					
Tariff No <input type="text" value="853690"/>					
Container No <input type="text" value="HB# 987"/>	Piece Count <input type="text" value="40"/>	<input type="text" value="1800"/> <input type="text" value="LB"/>	<input type="text" value="28000"/>	<input type="text"/>	<input type="text"/>
Seal 1 <input type="text"/>	Description <input type="text" value="MORE TOUCH SCREENS"/>				
Seal 2 <input type="text"/>					
Tariff No <input type="text" value="853690"/>					
<input type="button" value="Add Description"/>					
G.O. Number <input type="text"/>	<input type="checkbox"/> Withdrawn for Vessel Supplies	Customs Seal Nos <input type="text"/>	Lloyds Vessel Code <input type="text"/>		
Laden On The <input type="text"/>	Laden Cleared For <input type="text"/>	Cleared On Date <input type="text"/>			

### Trans-Loaded Moves:

An example of this type of move would be that four ocean shipments arrive at the port of discharge.

Each consists of one container.

Each container consists of 72 pcs.

You arrange to move them to the destination port in-bond via truck, and it's determined you can fit all the freight into three trucks.

The logical scenario would be to take all the freight from three of the containers and load them into a different truck. Then distribute the freight from the fourth container evenly amongst each of the three trucks.

You end up with:

Truck#1 contains 72 pcs from container#1, plus 24 pcs from container#4

Truck#2 contains 72 pcs from container#2, plus 24 pcs from container#4

Truck#3 contains 72 pcs from container#3, plus 24 pcs from container#4

Now, though the system, and ABI allows for the opportunity to issue an in-bond entry covering multiple bill of lading, doing so creates confusion in the field.

Therefore, in this scenario, you should create 6 different in-bond entries. Two for each truck, and each covering the piece count for each bill of lading in each truck.