**=Updated=FAQ about The USA AMS SCAC code & CA ACI Carrier Code changed for the USA & CA shipments**

July/2023

**FAQ about SCAC for USA trade Customers**
Q1: How could customer look up the exact SCAC code for a particular booking or B/L?
A1: SCAC will be ~~printed on B/L front page under signature field and be~~ able to search on YM web [Cargo Tracking] function by booking or B/L number.

Q2: In case vessel voyage loading/discharge at the USA ports is changed (including roll over), will SCAC change too?

A2: Yes, under such scenario, the SCAC code may change therefore. The Customer

can get the updated SCAC on YM web [Cargo Tracking] function.

Q3: How could customer know the change of vessel voyage loading/discharge at transshipment port?

A3: In case of roll over at transshipment port, the transshipment port/related parties will notify loading port and export agent, and export agent will inform customer accordingly.

Q4: If customer filed different SCAC code with YM’s filing, what will happen and what can customer do?

A4: If customer filed different code for registration of House B/L, the transmissions will not match the code on record from both Yang Ming Group and customer; this will affect the accuracy of the transactions. Please let customer recheck the starting voyage and its corresponding SCAC code then resubmit it. When customer still notice that such mismatch relating to AMS filing, customer needs to contact our export agent through an email attached with the data filed to CBP. Our export agent and ICBS team will assist customer to find and solve the problems.

Q5: If customer uses carrier’s SCAC from EDI for USA AMS filing, will it have any change?

A5:

1. Customer’s EDI is sent and/or received to/from Yang Ming via portal, please contact portal for more details.
2. Customer’s EDI is sent and/or received to/from Yang Ming directly. Yang Ming will provide the carrier’s SCAC in the existing EDI segment by using new qualifier.

If customer needs the value of carrier’s SCAC, please contact CS team (ices@yangming.com) for setting. Please refer to the attached 2\_EDI Format for more details.

Q6: What is the printing format of B/L Number Prefix?

A6: YM B/L Number Prefix will be changed from existing YMLU or YMPR to YMJA for all trades.

* **U.S. trades:**The effective **starting voyages** of each loop are listed in 1st attachment.
* **Non U.S. trades:**Effective from **2023/Oct/01** (according to long term ETD of B/L Loading Voyage/On board date)

~~A6: For Import USA B/L, the printing format of B/L number Prefix as follows:~~

~~- If the main conveyance of B/L belongs to Yang Ming (Singapore) Pte. Ltd.’s services,~~ ***~~B/L No. on print~~***~~:~~ ***~~“YMPR” + B/L No. (ex: YMPRW123456789)~~***

~~- If the main conveyance of B/L belongs to Yang Ming Marine Transport Corp.’s services,~~ ***~~B/L No. on print~~***~~:~~ ***~~“YMLU” + B/L No. (ex: YMLUW123456789)~~***

~~As for the other BL (Non-US import BL), the B/L number prefix remains~~***~~“YMLU” + B/L No. (ex : YMLUW123456789)~~***

~~Besides, the Printing SCAC code on B/L front page will be added right after the carrier name for USA Import/Export shipments or FROB USA only.~~

Q7: How to input the BL# in the AMS filing?

A7: For AMS filing from the starting voyages:

Issuer code = SCAC code = “**YMJA**”

BL number: W123456789 (Do **not** include BL prefix, for example, do **not** use **YMJA**W123456789, otherwise it will be rejected.)

In addition, we found some customers’ system combine SCAC and BL number into one column and named “master BL#”, “carrier BL#” or ”Ocean BL#”…etc., for such case, please use **YMJAW123456789** for the AMS filing. Due to there are various column names in each service providers’ system, please check your own system and do the necessary adjustment.

Q8: What is the effect on the ISF filing?

A8: The ISF filer (Importer) must submit Master Bill of Lading #:  This number is issued by the Carrier. Bill of lading number must include the Carrier SCAC code.

*Example Format:* ***Carrier SCAC Code + Bill Number = YMJAW123456789***from the effective starting voyages.

Please do **not** use ***YMJA***YMLUW123456789 or ***YMJA***YMPRW123456789, otherwise it will be rejected.

**FAQ about Carrier code for ACI filing**

Q1: What is the effect on the NVOCC’s ACI filing?

A1: All Canadian Auto NVOCC must submit their HB/L to CBSA with CCN "**91NG+B/L#**" from the effective starting voyages.

Q2: What is CCN in ACI filing?

A2: Cargo Control Number (CCN) often abbreviated as CCN, is a unique number assigned to a shipment of goods entering Canada. It uniquely identifies cargo detailed on a cargo submission and serves as a means of telling shipments apart for [CBSA](https://wiki.borderconnect.com/index.php/Canada_Border_Services_Agency_-_General_Information), while simultaneously identifying the carrier transporting the goods. Cargo control numbers are mandatory for almost every type of shipment being transported to Canada.

The cargo control number consists of the Carrier Code followed by a unique reference number assigned by the carrier and cannot contain spaces. 1st 4 characters = CBSA approved carrier code. After the starting voyages, please use the new carrier code **91NG**.

Q3: How could customer look up for the effective voyages on YM web?

A3: The most updated effective voyages will be posted on YM web: *Service*=> *24-Hour Advance Manifest Rule*=> [*Canada Customs*](https://www.yangming.com/service/Useful_Info/24_hour_003_1.aspx)=> *Cargo Control Number (CCN)*