

# GS1 US Small Package Shipment Status Guide

(XML 240)



## BUSINESS PROCESS NAME

Small Package Carrier Shipment Status Message

## BUSINESS PROCESS OVERVIEW

This transaction is used to allow a shipper, consignee, or other interested party to obtain activity status from a Small Package Carrier relative to the movement of a shipment.

Parties involved:

- Shipper – party with trade items to be transported
- Receiver/Consignee – party that will receive the transported items
- Motor Carrier – party who will transport the trade items
- Any Third Party Agent with an interest in the physical movement of the freight

## TRADE PARTY MESSAGES

The Small Package Carrier Shipment Status Message can be used by a transportation carrier to provide shippers, consignees, and their agents with the status of shipments in terms of dates, times, locations, route, identifying numbers, and conveyance. There may be one or many packages per shipment. The shipment status message includes a tracking line item for each package.

## OTHER OPERATIONAL CONSIDERATIONS

### Timing and Frequency

Since the Small Package Carrier Shipment Status Message can provide different information dependent on the recipient's needs, the timing and frequency are negotiable. For example, a notification can be sent denoting that the shipment has actually been picked up, that the shipment has been delivered, an exception has occurred, or its current location and ETA. This information can be sent daily, several times per day, hourly, or dynamically depending on the capabilities of either trading partner.

The small package carrier starts by updating statuses before the shipment is picked up denoting that the billing data has been transmitted. Small package carriers frequently update status to allow the seamless integration of shipment information, pro-actively, as they move from suppliers to the consumer/recipient.

## RECOMMENDED ELECTRONIC MESSAGING STANDARDS

- |        |                                      |
|--------|--------------------------------------|
| ■ ANSI | X12 240 Motor Carrier Package Status |
| ■ GS1  | XML Ship Status Inquiry Request SPC  |

## ELECTRONIC MESSAGING BENEFITS

The Small Package Carrier Shipment Status Message allows for an electronic notification of a shipment's location and activity. This information can be used to effectively plan inbound freight traffic and confirm pickups and deliveries. This results in a clear view of the movement of goods in the supply chain, resulting in an increase in efficiency and accuracy.

### Cost Savings:

- Reduces costly manual procedures through seamless integration.
- Reduces rework.
- Reduces telephone call time and costs.
- Reduces Days Sales Outstanding (DSO).

### Increased Visibility:

- Obtain shipment status updates as often as every hour.
- Shipment status information includes more than 100 data elements.
- Status can confirm the kickoff for the terms of the invoice. **Example:** A Shipper bills the Customer based on x days from the receipt of goods. The shipment status would indicate the date and time of receipt, which helps facilitate accurate billing.
- Over Short & Damaged (OSD) visibility as to what was picked up and delivered.

### Carrier Performance:

- Allows for the measurement of Carrier performance.

### Efficient Receiving:

- Reduces work effort for time-consuming tasks such as tracing (i.e., manually figuring out where a shipment is), allowing for proactive problem solving and performing exceptions management.
- Shipment and Package reference fields available to help reconcile invoices, customer order numbers, etc.
- Increases data accuracy and facilitates the customer's inbound planning, including proper staffing levels both at single and multiple locations.
- Allows increased speed in mailing invoices, collection of payment, and reducing DSO.
- Confirms delivery for invoice payment. Some customers will not pay the freight charges until there is a confirmed delivery, thus the shipper does not invoice their customer until the carrier confirms it was delivered.
- Allows receiver to kick-off scheduling for receiving (appointment scheduling).

## BEST PRACTICES

1. The Small Package Carrier Shipment Status Message can be used to notify the consignee when a shipment is estimated to deliver. This information can be used to facilitate the assignment of a delivery appointment in advance of the shipment becoming available for delivery.
2. Shipment status allows the customer to see real time shipment information.
3. Shipment and Package reference fields available to help reconcile invoices, customer order numbers, etc.

4. Shipper should include the PO# when tendering to the carrier in order to enable matching, if the party receiving shipment status is not the tendering party.
5. Shipment Status allows the customer to finalize the movement in their system and subsequently use it for proof of delivery.
6. A functional acknowledgement message can be returned to the carrier to confirm receipt of the shipment status; however, this is optional.
7. Shipment status can be used by retailers to measure shipping window compliance.
8. Thorough testing between Trading Partners should take place within a test environment prior to implementation in production.

## RESTRICTIONS

- The Small Package Carrier Shipment Status Message can contain freight charges for Freight; however, it does not contain freight charges for Small Package. The Small Package Carrier Shipment Status message should not be used in place of a Freight Bill Invoice.
- Do not use to replace an ASN. SKU level is appropriate in an ASN. Use the tracking number in the 240 to match back to the ASN (as opposed to expecting the SKU-level detail in the 240). Take the SKU-level detail from the ASN and do not try to interpret the SKU-level information from the POs listed on the 240.

## REFERENCE DOCUMENTS

- [\*Logistics Model\*](#)
- [\*The GS1 US Small Package Shipment Status Process Flow \(XML 240\)\*](#)
- [\*The GS1 US Bill of Lading Frequently Asked Questions\*](#)

**NOTE: As with all GS1 Standards and solutions, this guide is voluntary, not mandatory. It should be noted that use of the words “must” and “require” throughout this document relate exclusively to technical recommendations for the proper application of the standards to support the integrity of your implementation.**



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