

CONTENTS

1	Business Process Name.....	4
2	Business Process Overview	4
3	Trade Party Messages	4
4	Other Operational Considerations	4
4.1	Updates Allowed Y/N.....	4
4.2	Timing	4
4.3	Frequency	4
5	Recommended Electronic Messaging Standards	5
6	Electronic Messaging Benefits.....	5
7	Best Practices	6
8	Restrictions.....	6
9	Reference Documents.....	6

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1 BUSINESS PROCESS NAME

Less than Truck Load Motor Carrier Bill of Lading

NOTE: As with all GS1 Standards and solutions, the LTL Bill of Lading 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 LTL Bill of Lading to support the integrity of your implementation.

2 BUSINESS PROCESS OVERVIEW

This transaction is used to enable a shipper (who is responsible for contracting with a motor carrier) to provide a legal Bill of Lading for a shipment. This Bill of Lading is used by Less than Truck Load (LTL) motor carriers only.

Parties involved:

- Shipper – party with trade items to be transported
- LTL Motor Carrier – party who will transport the trade items

3 TRADE PARTY MESSAGES

The **LTL Motor Carrier Bill of Lading** is the source transaction for all shipment information that feeds an LTL carrier's system. Throughout the lifecycle of a shipment, this information is used to create waybills, delivery receipts, and freight bill invoices.

4 OTHER OPERATIONAL CONSIDERATIONS

4.1 UPDATES ALLOWED Y/N

Updates are allowed in the form of a Change or Cancel. If the data content changes (such as reference numbers, appointments, locations, etc.), a change can be issued.

4.2 TIMING

The shipper should not send the Bill of Lading message until the shipment has closed. Timing is critical so that the transmission is received by the carrier before the driver arrives at the origin terminal.

4.3 FREQUENCY

One time transmission.

5 RECOMMENDED ELECTRONIC MESSAGING STANDARDS

Bill of Lading:

- ANSI X12 211 Motor Carrier Bill of Lading
- GS1 XML Business Message Standard: LTL Bill of Lading

6 ELECTRONIC MESSAGING BENEFITS

1. The benefits gained through the electronic transmission of Bill of Lading information include:
 - Reduction in administrative costs (associated with manual data entry) and charge backs
 - Availability of “real time” data
 - Opportunities for improved service through the timely availability of electronic information
2. Administrative cost savings accrue to both the carrier and the customer.
 - Automate administrative tasks thereby reducing data entry errors
 - Reduce time requirements to create billing
 - Streamline billing / freight payment processes
 - Eliminate or reduce the need for telephone calls between the carrier and customer since the information is communicated using an electronic transaction
 - Reduce charge backs
3. Enables and promotes information sharing.
4. Promotes a real-time shipment environment.
 - Shipment data is quickly available to customers via the web or EDI interface
5. Promotes data integrity.
 - Reduces errors due to the removal of data entry points
6. Improves the “level of service” opportunity between the logistics parties.
 - Shipment data must be entered into the carrier’s systems before a waybill can be cut and the freight is able to move from the origin terminal. Electronic transmissions improve service by removing a data entry process and allowing waybills to be cut to trigger freight movement.

7 BEST PRACTICES

1. The electronic LTL Bill of Lading data must match the paper Bill of Lading exactly in order for it to be effective, regardless the party generating the electronic Bill of Lading. In order to ensure an exact match, the same process (system) should generate the paper Bill of Lading and the electronic Bill of Lading transaction.
2. **Clarification:** The carrier Progressive (“PRO”) number is a critical data element within an electronic Bill of Lading. A PRO number is a “progressive” number issued by the carrier, and is the carrier’s identification for the shipment. A PRO is required by the carrier and must be assigned prior to the transmission of the Bill of Lading. *(Note: The shipper may be given a pre-assigned block of PRO numbers from the carrier to use for shipment identification.)*
3. **Clarification:** An Advance Ship Notice (ASN) message is designed to accommodate the needs of the receiving party, whereas the Bill of Lading is designed to communicate the information needs of a carrier.

8 RESTRICTIONS

A Full Truck Load (FTL) Load Tender Message shall not be used in place of the LTL Bill of Lading. Both messages have unique business processes and support different modes of motor transportation.

9 REFERENCE DOCUMENTS

GS1 US Logistics Model:

<http://goo.gl/NUy71E>

GS1 XML Business Message Standard - LTL Bill of Lading:

<http://goo.gl/rc6Vhv>

GS1 US Paper Bill of Lading & GS1 US 17-Digit BOL Number:

<http://goo.gl/dqTv50>



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