

## Table of AES Data Elements \*

\*source: CFR Title 15, Part 30.6 – Foreign Trade Regulations

<b>Data Element: (NOTE: Some data elements have been abbreviated, eliminating redundant or rarely used information. These sections are noted with an * before the specific data element)</b>	<b>FTR Reference</b>	<b>Old SED Item #</b>
<b>U.S. Principal Party in Interest (USPPI)</b> - For purposes of filing EEI, the USPPI is the person or legal entity in the United States that receives the primary benefit, monetary or otherwise, from the transaction. Generally, that person or entity is the U.S. seller, manufacturer, order party, or foreign entity purchasing or obtaining goods for export. The foreign entity shall be listed as the USPPI if it is in the United States when the items are purchased or obtained for export. The foreign entity shall then follow the provisions for filing the EEI specified in Sec. 30.3 and Sec 30.6 pertaining to the USPPI.	30.3(b)(2)	
<b>Name of the USPPI</b> - In all export transactions, the name listed in the USPPI field in the EEI shall be the USPPI in the transaction. (See Sec. 30.1 for the definition of the USPPI and Sec. 30.3 for details on the USPPI's reporting responsibilities.)	30.6(a)(1)(i)	1a
<b>*Address of the USPPI</b> - In all EEI filings, the USPPI shall report the address or location (no post office box number) from which the goods actually begin the journey to the port of export. For shipments with multiple origins, report the address from which the commodity with the greatest value begins its export journey	30.6(a)(1)(ii)	1a
<b>USPPI Contact Information</b> - Show contact name and telephone number.	30.6(a)(iv)	
<b>USPPI Employer Identification Number (EIN) or ID Number</b> - The USPPI's EIN or SSN. The USPPI shall report its own IRS EIN in the USPPI field of the EEI. If the USPPI has only one EIN report that EIN. If the USPPI has more than one EIN, report an EIN that the USPPI also uses to report employee wages and withholdings, not an EIN used to report only company earnings or receipts. If, and only if, no IRS EIN has been assigned to the USPPI, the USPPI's own SSN shall be reported to the AES. Use of another company's EIN or another individual's SSN is prohibited. The appropriate Party Type code shall be reported through the AES. When a foreign entity is in the United States when the items are purchased or obtained for export, the foreign entity is the USPPI for filing purposes. In such situations, when the foreign entity does not have an EIN or SSN, it shall report in the EEI a DUNS number, border crossing number, passport number, or any number assigned by CBP.	30.6(a)(1)(iii)	1b
<b>Parties to a Transaction</b> –Parties to the export transaction-Principal parties in interest. Those persons in a transaction that receive the primary benefit, monetary or otherwise, are considered principal parties to the transaction. Generally, the principal parties in interest in a transaction are the seller and buyer. In most cases, the forwarding or other agent is not a principal party in interest. Indicate if this is a related or non-related party transaction. A <a href="#">related party transaction</a> is a transaction between a USPPI and a foreign consignee, (i.e. parent company or sister company), where there is <a href="#">at least 10 percent ownership of each by the same U.S. foreign</a>	30.3(b)(1) 30.6(a)(1)(10)	1c

<a href="#">person or business enterprise.</a>		
<b>Date of Exportation</b> –The date of export is the date when goods are scheduled to leave the port of export on the exporting carrier that is taking the goods out of the United States.	30.6(a)(2)	2
<b>*Transportation Reference Number</b> -The TRN is as follows: (i) Vessel shipments. Report the <a href="#">booking number</a> for vessel shipments. The TRN is required for all vessel shipments. (ii) Air shipments. Report the master <a href="#">air waybill number</a> for air shipments. The TRN is optional for air shipments. (iii) Rail shipments. Report the bill of lading (BL) number for rail shipments. The TRN is optional for rail shipments. (iv) Truck shipments. Report the freight or <a href="#">pro bill number</a> for truck shipments.	30.6(b)(14)	3
<b>Ultimate Consignee</b> -The ultimate consignee is the person, party, or designee that is located abroad and <a href="#">actually receives the export shipment</a> . The name and address of the ultimate consignee, whether by sale in the United States or abroad or by consignment, shall be reported in the EEI. The ultimate consignee as known at the time of export shall be reported. For shipments requiring an export license, the ultimate consignee shall be the person so designated on the export license or authorized to be the ultimate consignee under the applicable license exemption in conformance with the EAR or ITAR, as applicable. For goods sold en route, report the appropriate “To be Sold En Route” indicator in the EEI, and report corrected information as soon as it is known (see §30.9 for procedures on correcting AES information).	30.6(a)(3)	4a
<b>Ultimate Consignee Type</b> - There are now 4 types of ultimate consignees: 1) Direct consumer 2) Government Entity 3) Reseller 4) Other/Unknown	30.6(b)	
<b>Intermediate Consignee</b> - The name and address of the intermediate consignee (if any) shall be reported. The intermediate <a href="#">consignee acts in a foreign country as an agent for the principal party in interest or the ultimate consignee for the purpose of effecting delivery of the export shipment to the ultimate consignee</a> . The intermediate consignee is the person named as such on the export license or authorized to act as such under the applicable general license and in conformity with the EAR.	30.6(b)(2)	4b
<b>Authorized Agent and Authorized Agent Identification</b> -If an authorized agent is used to prepare and file the EEI, the following information shall be provided to the AES.  (i) <i>U.S. Authorized agent's identification number.</i> Report the U.S. authorized agent's own EIN or DUNS for the first shipment and for each subsequent shipment. Use of another company's or individual's EIN or other identification number is prohibited. The party ID type of agent identification (E=EIN, D=DUNS) shall be indicated.  (ii) <i>Name of the authorized agent.</i> Report the name of the authorized agent. The authorized agent is that person or entity in the United States that is authorized by the USPPPI or the FPPI to prepare and file the EEI or the person or entity, if any, named on the export	30.6(b)(1)	5a, 5b

<p>license. (See §30.3 for details on the specific reporting responsibilities of authorized agents and Subpart B of this part for export control licensing requirements for authorized agents.)</p> <p>(iii) <i>Address of the authorized agent.</i> Report the address or location (no post office box number) of the authorized agent. The authorized agent's address shall be reported with the initial shipment. Subsequent shipments may be identified by the agent's identification number.</p> <p>(iv) <i>Contact information.</i> Report the contact name and telephone number.</p>		
<p><b>Country of Ultimate Destination-</b> The country of ultimate destination is the country in which the goods are to be consumed or further processed or manufactured. The country of ultimate destination is the code issued by the ISO.</p> <p>(i) <i>Shipments under an export license or license exemption.</i> For shipments under an export license or license exemption issued by the Department of State, DDTC, or the Department of Commerce, BIS, the country of ultimate destination shall conform to the country of ultimate destination as shown on the license.</p> <p>(ii) <i>Shipments not moving under an export license.</i> The country of ultimate destination is the country known to the USPPPI at the time of exportation. The country to which the goods are being shipped is not the country of ultimate destination if the USPPPI has knowledge at the time the goods leave the United States that they are intended for re-export or transshipment in their present form to another known country. If the USPPPI does not know the ultimate destination of the goods, the country of destination to be shown is the last country, as known to the USPPPI at the time of shipment from the United States, to which the goods are to be shipped in their present form.</p> <p>(iii) For goods to be sold en route, report the country of the first port of call and then report corrected information as soon as it is known.</p>	30.6(a)(5)	7
<p><b>*State of Origin -</b> The U.S. state of origin is the 2-character postal code for the <a href="#">state in which the goods begin their journey to the port of export</a>. The U.S. state of origin may be different from the U.S. state where the goods were produced, mined, or grown. For shipments of multi-state origin, reported as a single shipment, report the U.S. state of the commodity with the greatest value. If such information is not known, report the state in which the commodities are consolidated for export.</p>	30.6(a)(4)	6
<p><b>*Method of Transportation -</b>The method of transportation is the means by which the goods are exported from the United States.</p> <p>(i) Conveyances exported under their own power. The mode of transportation for aircraft, vessels, or locomotives (railroad stock) transferring ownership or title and moving out of the United States under its own power is the mode of transportation by which the conveyance moves out of the United States.</p>	30.6(a)(6)	9
<p><b>*Exporting Conveyance name/Carrier name.</b> The conveyance name/carrier name is the name of the conveyance/carrier transporting the goods out of the United States as known at the time of exportation. For exports by sea, the conveyance name is the</p>	30.6(a)(7)	10

<p>vessel name. For exports by air, rail, or truck, the carrier name is that which corresponds to the carrier identification as specified in paragraph (a)(8) of this section. Terms, such as airplane, train, rail, truck, vessel, barge, or international footbridge are not acceptable.</p>		
<p><b>*Port of Export</b> –The port of export is the seaport or airport where the goods are loaded on the exporting carrier that is taking the goods out of the United States, or the port where exports by overland transportation cross the U.S. border into a foreign country. The port of export shall be reported in terms of Schedule D, ``Classification of CBP Districts and Ports." Use port code 8000 for shipments by mail.</p> <p>(i) Vessel and air exports involving several ports of exportation. For goods loaded aboard a carrier in a port of lading, where the carrier stops at several ports before clearing to the foreign country, the port of export is the first port where the goods were loaded on the exporting carrier. For goods off-loaded from the original conveyance to another conveyance (even if the aircraft or vessel belongs to the same carrier) at any of the ports, the port where the goods were loaded on the last conveyance before going foreign is the port of export.</p>	<p>30.6(a)(9)</p>	<p>11</p>
<p><b>Shipment Reference Number</b>- A unique identification number assigned by the filer that allows for the identification of the shipment in the filer's system. The number must be unique for five years.</p>	<p>30.6(a)(19)</p>	<p>3</p>
<p><b>Entry Number</b>- The entry number must be reported for goods that are entered in lieu of being transported under bond for which the importer of record is a foreign entity or, for re-exports of goods withdrawn from a FTZ for which a NAFTA deferred duty claim (entry type 08) could have been made, but that the importer elected to enter for consumption under CBP entry type 06. For goods imported into the United States for export to a third country of ultimate destination, where the importer of record on the entry is a foreign entity, the USPPI will be the authorized agent designated by the foreign importer for service of process. The USPPI, in this circumstance, is required to report the import entry number.</p>	<p>30.6(b)(13)</p>	<p>16</p>
<p><b>Transportation Reference Number</b> – The TRN is as follows:</p> <p>(i) Vessel Shipments. Report the booking number assigned by the carrier to hold space on the vessel for cargo being exported. The TRN is required for all vessel shipments.</p> <p>(ii) Air Shipments. Report the master air waybill number for air shipments. The air waybill number is the reservation number assigned by the carrier to hold space on the aircraft for cargo being exported. The TRN is optional for air shipments.</p> <p>(iii) Rail Shipments. Report the bill of lading (BL) number for rail shipments. The BL number is the reservation number assigned by the carrier to hold space on the rail car for cargo being exported. The TRN is optional for rail shipments.</p> <p>(iv) Truck shipments. Report the freight or pro number for truck shipments. The freight or pro bill number is the number assigned by the carrier to hold space on the truck for cargo being exported. The freight or pro</p>	<p>30.6(b)(14)(i)(ii)(iii)(iv)</p>	

number or trip number for multimodal shipments. The TRN is optional for truck shipments.		
<b>Hazardous Materials-</b> An indicator that identifies whether the shipment is hazardous as defined by the Department of Transportation	30.6(a)(21)	17
<b>In Bond Code-</b> The code indicating whether the shipment is being transported under bond.	30.6(a)(22)	18
<b>License Code/License Exemption Code-</b> The code that identifies the commodity as having a federal government agency requirement for a license, permit, license exception or exemption or that no license is required.	30.6(a)(23)	27
<b>*Carrier Identification Code-</b> The carrier identification specifies the carrier that transports the goods out of the United States. The carrier identification is the Standard Carrier Alpha Code (SCAC) for vessel, rail, and truck shipments or the International Air Transport Association (IATA) code for air shipments. For other valid method of transportation, including mail, fixed modes (pipeline), and passenger, hand carried the carrier identification is not required. The National Motor Freight Traffic Association (NMFTA) issues and maintains the SCAC. (See <a href="http://www.nmfta.org">http://www.nmfta.org</a> . ) The IATA issues and maintains the IATA codes. (See <a href="http://www.census.gov/trade">http://www.census.gov/trade</a> for a list of IATA codes.)	30.6.(a)(8)	14
<b>FTZ Identifier</b> – If goods are removed from a FTZ and not entered for consumption, report the FTZ identifier. This is a unique 7-digit alphanumeric identifier assigned by the Foreign Trade Zone Board that identifies the FTZ, subzone or site from which goods are withdrawn for export.	30.6(b)(3)	
<b>Foreign Port of Unlading</b> – The foreign port of unlading is the <a href="#">foreign port in the country where the goods are removed from the exporting carrier</a> . The foreign port does not have to be located in the country of destination. For exports by sea to foreign countries, not including Puerto Rico, the foreign port of unlading is the code in terms of Schedule K, Classification of Foreign Ports by Geographic Trade Area and Country. For exports by sea or air between the United States and Puerto Rico, the foreign port of unlading is the code in terms of Schedule D, Classification of CBP Districts and Ports. The foreign port of unlading is not required for exports by other modes of transportation, including rail, truck, mail, fixed (pipeline), or air (unless between the U.S. and Puerto Rico).	30.6(b)(4)	12
<b>Routed Export Transaction-</b> An indicator that identifies that the shipment is a routed export transaction as defined in Sec.30.3. (A transaction in which the FPPI authorizes a U.S. agent to facilitate export of items from the United States on its behalf and prepare and file the EEI.	30.6.(a)(24)	19
<b>Shipment Filing Action Request Indicator</b> – An indicator that allows the filer to add, change, replace, or cancel an export shipment transaction.	30.6(a)(25)	
<b>Line Item Filing Action Request Indicator</b> – an indicator that allows the filer to add, change, or delete a commodity line within an export shipment transaction.	30.6(a)(26)	
<b>Filing Option Indicator</b> – An indicator of whether the filer is reporting export information pre-departure or post-departure.	30.6(a)(27)	

<p><b>Schedule B Description of Commodities</b> –Report the 10-digit commodity classification number as provided in Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States in the EEI. The 10-digit commodity classification number provided in the Harmonized Tariff Schedule of the United States (HTSUSA) may be reported in lieu of the Schedule B commodity classification number except as noted in the headnotes of the HTSUSA. The HTSUSA is a global classification system used to describe most world trade in goods. Furnishing the correct Schedule B or HTSUSA number does not relieve the USPPI or the authorized agent of furnishing a complete and accurate commodity description. When reporting the Schedule B number or HTSUSA number, the decimals shall be omitted.</p>	30.6(a)(12)	20,22
<p><b>Domestic or Foreign indicator.</b> Indicates if the goods exported are of domestic or foreign origin. Report foreign goods separately from goods of domestic production even if the commodity classification number is the same. (Specify “D” or “F”).</p>	30.6(a)(11)	21
<p><b>*Quantity (Schedule B Units)</b> – Primary quantity. The quantity is the total number of units that correspond to the first unit of measure specified in the Schedule B or HTSUSA. Where the unit of measure is in terms of weight (grams, kilograms, metric tons, etc.), the quantity reflects the net weight. For a few commodities where “content grams” or “content kilograms” or some similar weight unit is specified in Schedule B or HTSUSA, the quantity may be less than the net weight. The quantity is reported as a whole unit only, without commas or decimals. If no quantity indicated in the Schedule B, an “X” is entered.</p>	30.6(a)(15), 30.6(a)(14)	23
<p><b>Secondary Unit of Measure</b> – The unit of measure that corresponds to the secondary quantity as prescribed in the Schedule B or HTSUSA. If neither the Schedule B nor the HTSUSA specifies a secondary unit of measure for the item, the unit of measure is not required.</p>	30.6(b)(7)	
<p><b>Secondary Quantity</b> – The total number of units that correspond to the the secondary unit of measure, if any, specified in the Schedule B or HSTUSA.</p>	30.6(b)(8)	
<p><b>Shipping Weight-</b> The shipping weight is the weight in kilograms, which includes the weight of the commodity, as well as the weight of normal packaging, such as boxes, crates, barrels, etc. The shipping weight is required for exports by air, vessel, rail, and truck, and required for exports of household goods transported by all methods. For exports (except household goods) by mail, fixed transport (pipeline), or other valid methods, the shipping weight is not required and shall be reported as zero. For containerized cargo in lift vans, cargo vans, or similar substantial outer containers, the weight of such containers is not included in the shipping weight. If the shipping weight is not available for each Schedule B or HTSUSA item included in one or more containers, the approximate shipping weight for each item is estimated and reported. The total of these estimated weights equals the actual shipping weight of the entire container or containers</p>	30.6(a)(16)	24
<p><b>Vehicle Identification Number (VIN)/Product ID-</b> The identification number found on the reported used vehicle. For used self-propelled vehicles that do not have a VIN, the Product ID is reported. “Used” vehicle refers to any self-propelled vehicle where the equitable or legal title to which has been transferred by a manufacturer, distributor, or dealer to an ultimate purchaser. See U.S. Customs</p>	30.6(b)(9)	25



and Border Protection regulations 19 CFR 192.1 for more information on exports of used vehicles.		
<b>Vehicle ID Qualifier-</b> The qualifier that identifies the type of used vehicle number reported. The valid codes are V for VIN and P for Product ID.	30.6(b)(10)	25
<b>Vehicle Title Number-</b> The number issued by the Motor Vehicle Administration	30.6(b)(11)	25
<b>Vehicle Title State Code-</b> The 2-character postal code for the state or territory that issued the vehicle title.	30.6(b)(12)	
<p><b>*Value-</b> In general, <a href="#">the value to be reported in the EEI shall be the value of the goods at the U.S. port of export</a>. The value shall be the selling price as defined in this paragraph (or the cost if the goods are not sold), including inland or domestic freight, insurance, and other charges to the U.S. seaport, airport, or land border port of export. Cost of goods is the sum of expenses incurred in the USPPPI acquisition or production of the goods. Report the value to the nearest dollar; omit cents. Fractions of a dollar less than 50 cents should be ignored, and fractions of 50 cents or more should be rounded up to the next dollar.</p> <p>(i) <i>Selling price.</i> The selling price for goods exported pursuant to sale, and the value to be reported in the EEI, is the USPPPI's price to the FPPI (the foreign buyer). Deduct from the selling price any unconditional discounts, but do not deduct discounts that are conditional upon a particular act or performance on the part of the foreign buyer. For goods shipped on consignment without a sale actually having been made at the time of export, the selling price to be reported in the EEI is the market value at the time of export at the U.S. port.</p> <p>(B) Where the actual amount of freight, insurance, and other domestic costs is not available, an estimate of the domestic costs shall be made and added to the cost of the goods or selling price to derive the value to be reported in the EEI. Add the estimated domestic costs to the cost or selling price of the goods to obtain the value to be reported in the EEI.</p> <p>(C) Where goods are sold at a "delivered" price to the foreign destination, the cost of loading the goods on the exporting carrier, if any, and freight, insurance, and other costs beyond the port of export shall be subtracted from the selling price for purposes of reporting value in the EEI. If the actual amount of such costs is not available, an estimate of the costs should be subtracted from the selling price.</p> <p>(iv) For definitions of the value to be reported in the EEI for special types of transactions where goods are not being exported pursuant to commercial sales, or where subsidies, government financing or participation, or other unusual conditions are involved, see Subpart C of this part.</p>	30.6(a)(17)	26
<b>License Value-</b> For shipments requiring an export license, report the value designated on the export license that corresponds to the commodity being exported.	30.6(b)(15)	
<b>Export Information Code</b> – A code that identifies the type of export shipment or condition of the exported items (e.g., goods donated for	30.6(a)(18)	

relief or charity, impelled shipments, shipments under the Foreign Military Sales program, household goods, and all other shipments).		
<b>Line Number</b> – A number that identifies the specific commodity line item within a shipment.	30.6(a)(20)	
<b>Export license number/CFR citation/KPC number.</b> License number, permit number, citation, or authorization number assigned by the Department of Commerce, BIS; Department of State, DDTC; Department of the Treasury, OFAC; Department of Justice, DEA; Nuclear Regulatory Commission; or any other federal government agency.	30.6(b)(5)	27
<b>Export Control Classification Number (ECCN)</b> – The number used to identify items on the CCL, Supplement No. 1 to Part 774 of the EAR. The ECCN consists of a set of digits and a letter. <a href="#">Items that are not classified under an ECCN are designated ``EAR99``.</a>	30.6(b)(6)	28
<b>Duly authorized officer or employee responsibilities -</b> <a href="#">The USPPPI or the authorized filing agent is responsible for electronically transmitting accurate EEI as known at the time of filing in the AES and transmitting any changes to that information as soon as they are known.</a> Corrections, cancellations, or amendments to that information shall be electronically identified and transmitted to the AES for all required fields as soon as possible. The provisions of this paragraph relating to the reporting of corrections, cancellations or amendments to EEI, shall not be construed as a relaxation of the requirements of the rules and regulations pertaining to the preparation and filing of EEI. <a href="#">Failure to correct the EEI is a violation of the provisions of this part.</a>	30.9(a)	29
<b>Equipment Number-</b> Report the identification number for the shipping equipment, such as container or igloo number (Unit Load Device (ULD)), truck license number, or rail car number.	30.6.(c)(2)	
<b>Seal Number-</b> The security seal number placed on the equipment or container.	30.6.(c)(1)	