



VICS - LTL Pick Up Notification Process Flow (216)

October 2008



VICS – LTL Pick Up Notification

BUSINESS PROCESS NAME

Less Than Truck Load (LTL) Motor Carrier Shipment Pick-up Notification

BUSINESS PROCESS OVERVIEW

This transaction is used to allow a shipper or other interested party to provide a motor carrier with notification that a shipment is available for pick-up.

Parties involved:

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

TRADE PARTY MESSAGES

The **LTL Motor Carrier Shipment Pickup Notification** transaction allows for the systemic notification of a shipper's freight availability to an LTL carrier. This information can be used to effectively plan outbound freight traffic as well as coordinate pickups.

OTHER OPERATIONAL CONSIDERATIONS

Updates Allowed Y/N

Updates are allowed in the form of a Change or Cancel. If data content changes such as reference numbers, appointments, locations, etc, a change can be tendered and can be used to update the load.

Timing

The LTL Motor Carrier Shipment Pick-up Notification shall be transmitted to the carrier sufficiently in advance of the requested pick-up date to allow for the carrier to perform the pick-up.

Frequency

One notification per shipment is required. The electronic document may be batch processed in accordance with the timing procedures outlined above. Corrections to the notification are allowed, but the shipper must adhere to the timing requirements.



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RECOMMENDED ELECTRONIC MESSAGING STANDARDS

LTL Motor Carrier Shipment Pick-up Notification:

ANSI	X12 216 Motor Carrier Shipment Pick-up Notification
GS1	XML Business Message Standard: LTL Pick-up Notification

ELECTRONIC MESSAGING BENEFITS

The LTL Motor Carrier Shipment Pickup Notification transaction allows for an electronic notification of a shipper's freight availability to an LTL carrier. This information can be used to effectively plan outbound freight traffic as well as coordinate pickups. This results in a reduction in costly manual efforts and an increase in efficiency and accuracy.

1. Reduces work effort for time-consuming tasks
2. Reduces costly manual procedures
3. Reduces rework
4. Reduces telephone call time and costs
5. Increases data accuracy
6. Allows for proactive problem solving
7. Facilitates carrier's outbound planning at origin.
8. Allows for optimization of pick-up procedure.

BEST PRACTICES

1. If a third-party is transmitting the pick-up notification on behalf of the shipper, it is important that the date and time the shipment will be available has been confirmed with the shipper.
2. Avoid manual, independent freight selection processes such as, load selection Internet applications – if a pick up notification is electronically sent to the carrier, do not have the carrier also go to an internet application to view their pick ups. It is recommended that the same method of electronic communication is used throughout the process.
3. Clarification: The LTL Motor Carrier Shipment Pick-up Notification message is often thought to be interchangeable with the Load Tender message. However, both messages have unique requirements which are specific to entirely different business processes.
 - The Pick-up Notification is used to support the Less-Than-Truckload (LTL) carrier business process and does not require the level of detail that a load tender requires; whereas,
 - The load tender is specifically designed to support Full Truck Load (FTL) carrier processes.

RESTRICTIONS

1. The business process/message may not to be used to provide a motor carrier with data relative to a legal bill of lading, rating, pricing, or appointment scheduling.

REFERENCE DOCUMENTS

- VICS Logistics Model:
<http://www.vics.org/images/committees/logistics/LogisticsModel.pdf>
- VICS Voluntary Guidelines - Transportation Process Flow - LTL Pick Up
- GS1 XML Business Message Standard - LTL Pick Up Notification:
<http://www.gs1.org/services/gsmf/>
- VICS 17-Digit BOL Number:
<http://www.vics.org/guidelines/bol/>