



MAY 2011 E-NEWSLETTER

NATIONAL MOTOR FREIGHT CLASSIFICATION

LEARN HOW TO USE THE NMFC

The [FREIGHT CLASSIFICATION webinar series](#) brought to you by the National Motor Freight Traffic Association, the publishers of the NMFC, consists of four modules. The modules cover the following topics: Module 1 – *Basics*; Module 2 – *Rules, Bills of Lading, and Packaging*; Module 3 – *Introduction to Interpretations*; Module 4 – *Advanced Interpretations and Recap*. The remaining 2011 Freight Classification webinar schedule is:

2011 WEBINAR SCHEDULE

All webinars begin at 1:00 PM Eastern Time

	Module 1	Module 2	Module 3	Module 4
<i>Webinar Series 3</i>	August 10	August 17	August 24	August 31
<i>Webinar Series 4</i>	October 5	October 12	October 19	October 26
<i>Webinar Series 5</i>	November 30	December 7	December 14	December 21

Space is limited to the first 25 registrants. To register, visit www.nmfta.org or contact customer service at 866.411.6632.

USEFUL LINKS

[Recent Classification Actions](#)

[Public Meetings](#)

[Classification Making Procedures](#)

[Public Docket Files](#)

STANDARD CARRIER ALPHA CODE

It is renewal time for the [Standard Carrier Alpha Code](#) (SCAC), a unique two-to-four letter code assigned to transportation companies for identification purposes. The SCAC is renewed annually by June 30th and expires on June 30th the following year. NMFTA developed the SCAC identification codes in the mid 1960's to facilitate computerization in the transportation industry.

The Standard Carrier Alpha Code is the recognized transportation company identification code used in the American National Standards Institute (ANSI) Accredited Standards Committee (ASC) X12 and United Nations EDIFACT approved electronic data interchange (EDI) transaction sets such as the 856 Advance Ship Notice, the 850 Purchase Order and all motor, rail and water carrier transactions where carrier identification is required. The SCAC is required on tariffs filed with the Surface Transportation Board (STB). The United States Bureau of Customs and Border Protection (CBP) has mandated the use of the SCAC for their Automated Commercial Environment (ACE), Automated Manifest (AMS) and Pre-Arrival Processing (PAPS) Systems. SCACs are used in the Food and Drug Administrations (FDA) Prior Notice System Interface (PNSI) used for tracking imported food. SCACs are required when doing business with all U.S. Government agencies and with many commercial shippers including, but not limited to, those in the automobile, petroleum, forest products, and chemical industries as well as suppliers to retail businesses and carriers engaged in railroad piggyback trailer and ocean container drayage. Carriers who use the Uniform Intermodal Interchange and Facilities Access Agreement (UIIA) or eModal are required to maintain a valid SCAC. The petroleum industry uses SCACs in their integrated software programs that expedite the movement of bills of lading, pipeline tickets, product transfer orders, and inventory data. Many commercial shippers and receivers utilize SCACs in their freight bill audit and payment systems.

Certain groups of SCACs are reserved for specific purposes. Codes ending with the letter "U" are reserved for the identification of freight containers. Codes ending with the letter "X" are reserved for the identification of non-railroad owned rail cars. Codes ending with the letter "Z" are reserved for the identification of truck chassis and trailers used in intermodal service.

SCACs that are not renewed will be canceled and made available for reassignment to other companies.

GENERAL ASSOCIATION NEWS

NMFTA | CRC | CCSB held meetings in Phoenix, Arizona on May 2 – 4, 2011. NMFTA General Counsel John R. Bagileo presented the 5th installment in the series of transportation contract seminars entitled, *“Broker/Carrier Contract Provisions Which Should Be Included, Excluded, or Modified”*. Mr. Bagileo’s well received presentation built upon the 12 provisions found in broker/carrier contracts that can adversely affect carrier rights and responsibilities discussed in January 2011. This seminar further identified additional provisions in broker/motor carrier agreements that should be avoided or modified to better protect the carrier. Additionally, there was a productive dialogue and interactive exchange of ideas between Mr. Bagileo and the members. The next Contracts Seminar is scheduled for the [September 2011 NMFTA | CRC | CCSB Meetings](#).