

Finance Docket No. 36500
CPKC Traffic Tape/Waybill Data Field Descriptions

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CPKC Consolidated Traffic Tape Data Field Name (as set forth on Technical Conference Slide 7)	Legacy CP Waybill Data Field Name	Legacy KCSR/KCSM Waybill Data Field Name	Field Description Part of Public Record
Waybill Number	Waybill Number	AAR-WB-NBR	Same data definition as for Field 2 ("Waybill Number") in the CWS. Per the CWS Manual: "The waybill number is the number an originating railroad assigns to each waybill document."
Waybill Date	Waybill Date	AAR-WB-MMDDYY	Same data definition as for Field 3 ("Waybill Date") in the CWS. Per the CWS Manual: "The waybill date is the date on which the originating railroad prepares the waybill (mmddccyy) where, mm = month, dd = day, cc = century, yy = year."
Accounting Period	Accounting Period	AAR-ACCT-MMY	Same data definition as for Field 4 ("Accounting Period") in the CWS, except formatted "mmy" in legacy data (instead of "mmccyy") and with the word "study" stricken. Per the CWS Manual: "The accounting period is the month and year during which the study waybill is entered into the railroad's revenue accounting system. This information is subsequently reflected in the net income statement of the company for the specified account month 1 (mmccyy) where, mm = month, cc = century, yy = year."
MARK_CD	MARK_CD	AAR-CAR-INIT	Same data definition as for Field 6 ("Car Initials") in the CWS. Per the CWS Manual: "The car initials are the identification of car ownership as recorded in The Official Railway Equipment Register, issued by the Association of American Railroads. If the waybill covers a multiple car movement, the initials of the first car are entered."
EQPUN_NBR	EQPUN_NBR	AAR-CAR-NBR	Same data definition as for Field 7 ("Car Number") in the CWS. Per the CWS Manual: "The car number is assigned by the owner and, when combined with the owner's car initial code, uniquely identifies the freight car used in the move. If the waybill covers a multiple car movement, the number of the first car is entered."

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AAR Car Type	AAR Car Type	AAR-CAR-TYPE-CD	Same data definition as for Field 70 ("AAR Equipment Type Code") in the CWS (except legacy CP records report to two instead of three digits – <i>e.g.</i> , A12 instead of A123). Per the CWS Manual: "Alphanumeric code giving a general physical description of the type of car."
Shipper	Shipper	AAR-SHIP-NAME	Name of the party that tenders the shipping instructions/bill of lading.
Ship to Region	Ship to Region	AAR-SHIP-REGION [Data not recorded for legacy KCSR/KCSM]	US/MX State (for United States and Mexico) or Province (for Canada) code of the party that tenders the shipping instructions/bill of lading. [CPKC does not use this data for any business purpose and does not anticipate populating this field going forward.]
Consignee	Consignee	AAR-RECV-NAME	Name of the shipment's consignee/receiver at destination.
Consignee Region	Consignee Region	AAR-RECV-REGION [Data not recorded for legacy KCSR/KCSM]	US/MX State (for United States and Mexico) or Province (for Canada) code of the shipment's consignee/receiver at destination. [CPKC does not use this data for any business purpose and does not anticipate populating this field going forward.]
Sold To Name	Sold To Name	AAR-SOLDTO-NAME	Name of the party that places the shipment order.
Sold To Region	Sold To Region	AAR-SOLDTO-REGION [Data not recorded for legacy KCSR/KCSM]	US/MX State (for United States and Mexico) or Province (for Canada) code of the party that places the shipment order. [CPKC does not use this data for any business purpose and does not anticipate populating this field going forward.]
Payer Name	Payer Name	AAR-PAYF-NAME	Name of the party that pays for the shipment.
Payer Region	Payer Region	AAR-PAYF-REGION [Data not recorded for legacy KCSR/KCSM]	US/MX State (for United States and Mexico) or Province (for Canada) code of the party that pays for the shipment. [CPKC does not use this data for any business purpose and does not anticipate populating this field going forward.]

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Number of Carloads	Number of Carloads	AAR-NBR-CARLOADS	Same data definition as for Field 5 (“Number of Carloads”) in the CWS, except that the word “sampled” should be stricken. Per the CWS Manual: “The total number of carloads on the sampled waybill.”
Intermodal TOFC COFC Service Code	Intermodal TOFC COFC Service Code	AAR-SERV-CD	Same data definition as for Field 8 (“TOFC/COFC Service Code”) in the CWS. Per the CWS Manual: “The code for the Intermodal Service Code (ISC) must be entered in the first position of the field. If possible, when different ISCs are used during the sampled waybill movement, enter the code for the applicable ISC at origination in the first position of the field, and the code for the applicable ISC at termination in the second position of the field. For example, ‘B C’ indicates that the TOFC movement started on ISC 20 and terminated on ISC 22.”
Number of TOFC COFC	Number of TOFC COFC	AAR-NBR-TOFC-COFC	Same data definition as for Field 9 (“Number of TOFC/COFCs”) in the CWS, except that the word “sample” should be stricken. Per the CWS Manual: “The total number of TOFC/COFC units on the sample waybill.”
TOFC COFC Car Initial	TOFC COFC Car Initial	AAR-TOFC-COFC-INIT	Same data definition as for Field 10 (“Trailer or Container Initials”) in the CWS. Per the CWS Manual: “The ownership of the trailer/container on flat car must be identified as recorded in the AAR/Railinc MARK file. If the waybill covers a multiple TOFC/COFC unit movement, the initials of the first trailer/container are entered.”
TOFC COFC Car Number	TOFC COFC Car Number	AAR-TOFC-COFC-NBR	Same data definition as for Field 11 (“Trailer or Container Number”) in the CWS. Per the CWS Manual: “The trailer/container number is assigned by the owner and, when combined with the owner’s trailer/container initials, uniquely identifies the trailer/container used in the move. If the waybill covers a multiple TOFC/COFC unit movement, the number of the first trailer/container is entered.”

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STCC_CD	STCC_CD	AAR-STCC	Same data definition as for Field 12 (“Commodity Code (STCC-HAZMAT)”) in the CWS. Per the CWS Manual: “The Standard Transportation Commodity Code (STCC) identifies the product designation for the commodity being transported. For hazardous materials only, the 49 series HAZMAT Code is used in lieu of the regular STCC. STCC 48 (hazardous waste) is part of the regular STCC code. The 50 series STCC is used for bulk commodities transported in box cars.”
Billed Weight	Billed Weight	AAR-BILLED-CWT	Same data definition as for Field 13 (“Billed Weight (CWT)”) in the CWS. Per the CWS Manual: “The total billed weight (in hundredweight) is the weight of the commodity being transported.”
Actual Weight	Actual Weight	AAR-ACTUAL-CWT	Same data definition as for Field 14 (“Actual Weight of Lading (CWT)”) in the CWS. Per the CWS Manual: “The total actual weight of lading (in hundredweight), if provided, is recorded for the commodity being transported.”
Weight Measure Indicator	Weight Measure Indicator	N/A	Indicates measurement weight in pounds or kilograms. [CPKC proposes to delete this field; all billed and actual weights are in hundredweight.]
Freight Revenue	Freight Revenue	AAR-FRT-AMT	Through freight revenues for the movement (includes both line-haul freight and fuel surcharge revenues).
Currency	Currency	AAR-CURRENCY	Currency in which freight revenues reported in the “Freight Revenue” field are denominated.
SYSTEM Freight Amount	CP LH Freight Amount	AAR-SYS-FRT-AMT	System freight revenues for the movement.
SYSTEM Freight Currency	CP LH Freight Currency	N/A	Currency in which system freight revenues reported in the “SYSTEM Freight Amount” field are denominated.
SYSTEM Fuel Surcharge	CP Fuel Surcharge	AAR-SYS-FUEL-AMT	CP or KCS/KCSM system fuel surcharge revenues for the movement.

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SYSTEM Fuel Surcharge Currency	CP Fuel Surcharge Currency	N/A	Currency in which fuel surcharge revenues reported in the "SYSTEM Fuel Surcharge Currency" field are denominated.
Inter Intrastate Code	Inter Intrastate Code	AAR-STATE-INTERSTATE	Same data definition as for Field 18 ("Interstate/Intrastate Code (inferred)") in the CWS. Per the CWS Manual: "Normally, an Intrastate routing is inferred if the origin and destination states are the same. However, an Interstate routing is inferred for routings where the origin and destination stations are within a state but the customary routing exits and re-enters the state. Interstate movements should also include import, export, ex-lake and lake cargo movements. (1) Interstate (2) Intrastate (9) Unknown."
Transit Code	Transit Code [Data not recorded for legacy CP]	AAR-TRAN-CD	Same data definition as for Field 19 ("Transit Code") in the CWS. Per the CWS Manual: "(0) Not a transit movement (1) Transit - indicates that the shipment is the outbound movement from a transit point, where some service has been performed, to the destination point (which can be another transit point). (9) Unknown." [CPKC does not use this data for any business purpose and does not anticipate populating this field going forward.]
All Rail Intermodal Code	All Rail Intermodal Code [[Data not recorded for legacy CP]	AAR-RAIL-INTERMODAL-CD	Same data definition as for Field 20 ("All Rail/Intermodal Code") in the CWS. Per the CWS Manual: "(1) All Rail (2) Intermodal - a continuous movement involving at least one railroad and another mode. (9) Unknown." [CPKC does not use this data for any business purpose and does not anticipate populating this field going forward.]

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Type of Move	Type of Move [Data not recorded for legacy CP]	AAR-IMP-EXP-IND	Same data definition as for Field 21 ("Type of Move (inferred)") in the CWS. Per the CWS Manual: "(0) Neither import nor export (1) Imported commodity (2) Exported commodity (3) Commodity imported and exported, e.g., land bridge traffic (9) Unknown." [CPKC does not use this data for any business purpose and does not anticipate populating this field going forward.]
Type of Move via Water	Type of Move via Water [Data not recorded for legacy CP]	AAR-WATER-IND	Same data definition as for Field 22 ("Type of Move Via Water (inferred)") in the CWS. Per the CWS Manual: "(0) Not a water movement (1) Ex-Lake (from Great Lakes to reporting railroad) (2) Lake Cargo (Rail to Great Lakes) (3) Intercoastal - a continuous movement by U.S. rail which is part of an Atlantic Ocean (or Gulf) and Pacific Ocean movement, in either direction. (4) Coastwise - a continuous movement involving rail at either end of a coastwise movement between ports on the East Coast (including Gulf) or between ports on the West Coast. (5) Inland Waterways - a rail movement in combination with a barge movement on rivers and canals (other than the Great Lakes) that is not considered a part of the rail movement, e.g., rail car ferry. (9) Unknown." [CPKC does not use this data for any business purpose and does not anticipate populating this field going forward.]

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Substituted Truck	Substituted Truck [Data not recorded for legacy CP]	AAR-TRUCK-IND	Same data definition as for Field 23 (“Substituted Truck-for-Rail Service”) in the CWS. Per the CWS Manual: “(0) Not substituted truck-for-rail service (1) Study movement involves substituted truck-for-rail service (for example, a rail carrier may be authorized by the STB to institute truck for rail service when rail service is abandoned, or a track is closed for various reasons). (9) Unknown.” [CPKC does not use this data for any business purpose and does not anticipate populating this field going forward.]
Short Line Miles	Short Line Miles [CPKC is investigating availability of legacy CP data for this field]	AAR-SHORTLINE-MILES	Estimate of movement miles via shortest path on the reporting carrier’s network. [CPKC does not anticipate generating short line miles in connection with its processes for capturing waybill record data going forward.]
Rebill Code	Rebill Code	AAR-REBILL-CD	Same data definition as for Field 25 (“Rebill Code”) in the CWS. Per the CWS Manual: “(0) Local Shipment (1) Originated – Delivered (2) Received – Delivered (3) Received – Terminated.”

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Startum [sic] Identification	Startum [sic] Identification	AAR-STRATUM-ID	Same data definition as for Field 26 ("Stratum Identification") in the CWS. Per the CWS Manual: <table><tr><td>"Stratum</td><td>Carloads per Waybill</td><td>Sample Rate</td></tr><tr><td>(1)</td><td>1 to 2</td><td>1/5</td></tr><tr><td>(2)</td><td>3 to 15</td><td>1/5</td></tr><tr><td>(3)</td><td>16 to 60</td><td>1/4</td></tr><tr><td>(4)</td><td>61 to 100</td><td>1/3</td></tr><tr><td>(5)</td><td>101 and over</td><td>1/2</td></tr></table> Intermodal trailer/container units (TCUs) per waybill. Sample Rate <table><tr><td>(6)</td><td>1 to 2</td><td>1/40</td></tr><tr><td>(7)</td><td>3 and over</td><td>1/5</td></tr></table> (9) Optional study: 100% selection of all waybills." [CPKC proposes to delete this field; not relevant to 100% traffic records.]	"Stratum	Carloads per Waybill	Sample Rate	(1)	1 to 2	1/5	(2)	3 to 15	1/5	(3)	16 to 60	1/4	(4)	61 to 100	1/3	(5)	101 and over	1/2	(6)	1 to 2	1/40	(7)	3 and over	1/5
"Stratum	Carloads per Waybill	Sample Rate																									
(1)	1 to 2	1/5																									
(2)	3 to 15	1/5																									
(3)	16 to 60	1/4																									
(4)	61 to 100	1/3																									
(5)	101 and over	1/2																									
(6)	1 to 2	1/40																									
(7)	3 and over	1/5																									
Subsample Code Number	Subsample Code Number	AAR-SUBSAMPLE-CD	Same data definition as for Field 27 ("Subsample Code Number") in the CWS. Per the CWS Manual: "Enter the subsample code number which identifies the waybill as being selected in subsample 1, 2, 3, or 4. Enter code 9 for optional study where there is 100% selection of all waybills." [CPKC proposes to delete this field; not relevant to 100% traffic records.]																								
Transborder Code	Transborder Code	AAR-FLAG-1	Same data definition as for Field 193 ("Transborder Flag") in the CWS. Per the CWS Manual: "STB requires railroads to report information on either the entire international movement or treat the US portion of the movement as terminating at or near the border. Near the border is defined as either the last station or interchange point in the US that is within approximately 10 miles of the border, or the first station or interchange point in Canada or Mexico. (0) Normal Transborder (1) Near the Border (2) Not a Transborder."																								

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Calculated Rate	Calculated Rate	AAR-FLAG-2	Same data definition as for Field 29 (“Calculated Rate Flag”) in the CWS. Per the CWS Manual: “(0) Not a calculated rate. (1) The freight revenue figure is a calculated number (which has been derived from existing tariffs at the three-digit STCC level) employed to protect confidential contract rate information. Note: This field is only used by the STB for internal analysis and does not appear on the completed Master tape retained by the contractor (AAR/Railinc).”
Waybill Identifier	Waybill Identifier	AAR-WB-ID	Same data definition as for Field 30 (“Waybill Identifier for Retrieval”) in the CWS. Per the CWS Manual: “The waybill identifier field is a set of codes or numbers to be filled in by reporting railroad which will aid the reporting railroad in identifying and retrieving a copy of study waybill for error check or for STB special study as required.”
Reporting Railroad	Reporting Railroad	AAR-REPT-ROAD	Same data definition as for Field 31 (“Reporting Railroad Rule 260 Accounting Code”) in the CWS. Per the CWS Manual: “The reporting railroad’s R260 Accounting Code must be identified. The reporting railroad’s code might differ from the terminating railroad’s code as shown in element 33 since the reporting railroad might be reporting for its subsidiary or for other railroads under interline settlement agreements.” [CPKC proposes to delete this field; related only to provision of data to Railinc for sampling purposes.]
Origin FSAC	Origin FSAC	Origin FSAC	Same data definition as for Field 32 (“Origin FSAC”) in the CWS. Per the CWS Manual: “The Freight Station Accounting Code (FSAC) numeric designation of the origin station.”
Origin Railroad	Origin Railroad	Origin Railroad	Same data definition as for Field 33 (“Origin Railroad”) in the CWS. Per the CWS Manual: “The Accounting Rule 260 numeric code for the origin railroad.”

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Interchange1	Interchange1	Interchange1	Same data definition as for Field 34 ("Interchange #1 Rule 260") in the CWS. Per the CWS Manual: "The Accounting Rule 260 alpha code for the first interchange station. Traffic was either transferred to the terminating carrier or the first bridge railroad."
First Bridge RR	First Bridge RR	First Bridge RR	Same data definition as for Field 35 ("First Bridge Railroad") in the CWS. Per the CWS Manual: "The Accounting Rule 260 numeric code for the first bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement."
Interchange2	Interchange2	Interchange2	Same data definition as for Field 36 ("Interchange #2 Rule 260") in the CWS. Per the CWS Manual: "The Accounting Rule 260 alpha code for the second interchange station. Traffic was either transferred to the terminating carrier or the second bridge railroad."
Second Bridge RR	Second Bridge RR	Second Bridge RR	Same data definition as for Field 37 ("Second Bridge Railroad") in the CWS. Per the CWS Manual: "The Accounting Rule 260 numeric code for the second bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement."
Interchange3	Interchange3	Interchange3	Same data definition as for Field 38 ("Interchange #3 Rule 260") in the CWS. Per the CWS Manual: "The Accounting Rule 260 alpha code for the third interchange station. Traffic was either transferred to the terminating carrier or the third bridge railroad."
Third Bridge RR	Third Bridge RR	Third Bridge RR	Same data definition as for Field 39 ("Third Bridge Railroad") in the CWS. Per the CWS Manual: "The Accounting Rule 260 numeric code for the third bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement."
Interchange4	Interchange4	Interchange4	Same data definition as for Field 40 ("Interchange #4 Rule 260") in the CWS. Per the CWS Manual: "The Accounting Rule 260 alpha code for the fourth interchange station. Traffic was either transferred to the terminating carrier or the fourth bridge railroad."

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Fourth Bridge RR	Fourth Bridge RR	Fourth Bridge RR	Same data definition as for Field 41 ("Fourth Bridge Railroad") in the CWS. Per the CWS Manual: "The Accounting Rule 260 numeric code for the fourth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement."
Interchange5	Interchange5	Interchange5	Same data definition as for Field 42 ("Interchange #5 Rule 260") in the CWS. Per the CWS Manual: "The Accounting Rule 260 alpha code for the fifth interchange station. Traffic was either transferred to the terminating carrier or the fifth bridge railroad."
Fifth Bridge RR	Fifth Bridge RR	Fifth Bridge RR	Same data definition as for Field 43 ("Fifth Bridge RR") in the CWS. Per the CWS Manual: "The Accounting Rule 260 numeric code for the fifth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement."
Interchange6	Interchange6	Interchange6	Same data definition as for Field 44 ("Interchange #6 Rule 260") in the CWS. Per the CWS Manual: "The Accounting Rule 260 alpha code for the sixth interchange station. Traffic was either transferred to the terminating carrier or the sixth bridge railroad."
Sixth Bridge RR	Sixth Bridge RR	Sixth Bridge RR	Same data definition as for Field 45 ("Sixth Bridge RR") in the CWS. Per the CWS Manual: "The Accounting Rule 260 numeric code for the sixth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement."
Interchange7	Interchange7	Interchange7	Same data definition as for Field 46 ("Interchange #7 Rule 260") in the CWS. Per the CWS Manual: "The Accounting Rule 260 alpha code for the seventh interchange station. Traffic was either transferred to the terminating carrier or the seventh bridge railroad."
Seventh Bridge RR	Seventh Bridge RR	Seventh Bridge RR	Same data definition as for Field 47 ("Seventh Bridge RR") in the CWS. Per the CWS Manual: "The Accounting Rule 260 numeric code for the seventh bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement."

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Interchange8	Interchange8	Interchange8	Same data definition as for Field 48 (“Interchange #8 Rule 260”) in the CWS. Per the CWS Manual: “The Accounting Rule 260 alpha code for the eighth interchange station. Traffic was either transferred to the terminating carrier or the seventh bridge railroad.”
Eighth Bridge RR	Eighth Bridge RR	Eighth Bridge RR	Same data definition as for Field 49 (“Eighth Bridge RR”) in the CWS. Per the CWS Manual: “The Accounting Rule 260 numeric code for the eighth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement.”
Interchange9	Interchange9	Interchange9	Same data definition as for Field 50 (“Interchange #9 Rule 260”) in the CWS. Per the CWS Manual: “The Accounting Rule 260 alpha code for the ninth interchange station. Traffic was 1 then transferred to the terminating carrier.”
Termination Railroad	Termination Railroad	AAR-DEST-RD	Same data definition as for Field 51 (“Termination Railroad”) in the CWS. Per the CWS Manual: “The Accounting Rule 260 numeric code for the termination railroad.”
Termination FSAC	Termination FSAC	AAR-DEST-FSAC	Same data definition as for Field 52 (“Termination FSAC”) in the CWS. Per the CWS Manual: “The Freight Station Accounting Code numeric designation of the termination station.”
Fuel Surcharge Amount	Fuel Surcharge Amount	AAR-FUEL-AMT	Same data definition as for Field 202 (“Fuel Surcharge”) in the CWS, except that the word “study” should be stricken. Per the CWS Manual: “Show any fuel surcharge in dollars for the study waybill.”
Waybill Ultimate Origin SCAC	Waybill Ultimate Origin SCAC	Waybill Ultimate Origin SCAC	Ultimate (i.e., end-to-end) origin SCAC code for a given waybill record.
Waybill Ultimate Origin FSAC	Waybill Ultimate Origin FSAC	Waybill Ultimate Origin FSAC	Ultimate (i.e., end-to-end) origin FSAC code for a given waybill record.
Waybill Ultimate Destination SCAC	Waybill Ultimate Destination SCAC	Waybill Ultimate Destination SCAC	Ultimate (i.e., end-to-end) destination SCAC code for a given waybill record.
Waybill Ultimate Destination FSAC	Waybill Ultimate Destination FSAC	Waybill Ultimate Destination FSAC	Ultimate (i.e., end-to-end) destination FSAC code for a given waybill record.

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PHYSICAL ORIGIN SCAC	CPRS PHYSICAL ORIGIN SCAC	AAR-SYS-RCV-ROAD	SCAC code of the railroad that the reporting railroad received the movement from via interchange. [CPKC proposes to delete this field; duplicated by ON_RR_I below.]
PHSCL_ORIGIN_FSAC_CD	CPRS_PHSCL_ORIGIN_FSAC_CD	AAR-SYS-RCV-FSAC	FSAC code of the location where the reporting railroad originated/received the shipment.
PHYSICAL DESTINATION SCAC	CPRS PHYSICAL DESTINATION SCAC	AAR-SYS-DEL-ROAD	SCAC code of the railroad that the reporting railroad delivered the movement to via interchange. [CPKC proposes to delete this field; duplicated by OFF_RR_I below.]
PHSCL_DSTNTN_FSAC_CD	CPRS_PHSCL_DSTNTN_FSAC_CD	AAR-SYS-DEL-FSAC	FSAC code of the location where the reporting railroad originated/received the shipment.
ON_RR_I	ON_RR_I	AAR-ON-SCAC	SCAC code of the railroad that the reporting railroad received the movement from via interchange.
OFF_RR_I	OFF_RR_I	AAR-OFF-SCAC	SCAC code of the railroad that the reporting railroad delivered the movement to via interchange.
CARE_OF_ENGLISH_NM	CARE_OF_ENGLISH_NM	AAR-CAREOF-NAME	Name of the party responsible for receiving the shipment at destination if such party is not the consignee.
RELEASE TMS	RELEASE TMS	AAR-WB-ACTIVATE-TMSTMP	For legacy CP records: time when waybill record is created. For legacy KCSR/KCSM records, time when the waybill record goes from pending to active, as determined by receipt of equipment and/or release by shipper.
CSTMS_CLRNC_CD	CSTMS_CLRNC_CD	AAR-CSTM-CLR-CD	Flag for shipments where customs clearance is needed/cleared.
CSTMS_CLRNC_FSAC_CD	CSTMS_CLRNC_FSAC_CD	AAR-CSTM-FSAC	FSAC code where a shipment cleared customs if CSTMS_CLRNC_CD = Y.
CSTMS_CLRNC_SCAC_CD	CSTMS_CLRNC_SCAC_CD	AAR-CSTM-SCAC	SCAC code where a shipment cleared customs if CSTMS_CLRNC_CD = Y.
LOAD_EMPTY_CD	LOAD_EMPTY_CD	AAR-LOAD-EMPTY-CD	Identifies whether a shipment is loaded or empty.
Switch Description	Switch Description	AAR-SWITCH-CD	Appended data field identifying terminal switch railroads (where applicable).
Non_ISS_Record	N/A	N/A	Appended data field identifying Non-Interline Settlement System (ISS) records.