A method, apparatus, and article of manufacture involves a partially user-defined computerized transportation system. The method is implemented on a first user computer machine for processing an order for a service to be used in a segment of a future cargo shipment, the first user computer machine including a digital electrical computer having a processor programmed to electrically process input data to produce output data, the digital electrical computer being electrically connected to an input device, an output device, and a memory, the method including the steps of: for a first cargo shipment, processing an order for a service in a segment of the first cargo shipment to produce first cargo shipment order data in a database in the memory; for a second cargo shipment, second processing an order for the service in the second cargo shipment, the second processing including: if the price is not already in the data in the memory, then entering price data as a portion of the input data at the input device for processing by the first user computer; entering an other portion of the input data at the input device for processing by the first user computer, the other portion characterizing a beginning and an end for the future use of the service in the future cargo shipment; and carrying out the processing of the input data by using at least some data from the first processing as a default in the second processing for the future use of the service for the future cargo shipment to produce the output data; and generating documentation of the second processing including some of the output data. The method can be carried out such that the steps of entering are carried out by obtaining one of the portion of the input data or the other portion of the input data from a second user computer.
FOR THE PURPOSES OF INFORMATION ONLY

Codes used to identify States party to the PCT on the front pages of pamphlets publishing international applications under the PCT.

| AL  | Albania         | ES  | Spain          | LS  | Lesotho       |
| AM  | Armenia         | FI  | Finland        | LT  | Lithuania     |
| AT  | Austria         | FR  | France         | LU  | Luxembourg    |
| AU  | Australia       | GA  | Gabon          | LV  | Latvia        |
| AZ  | Azerbaijan      | GB  | United Kingdom | MC  | Monaco        |
| BA  | Bosnia and Herzegovina | GE | Georgia | MD  | Republic of Moldova |
| BB  | Barbados        | GH  | Ghana          | MG  | Madagascar    |
| BE  | Belgium         | GN  | Guinea         | MK  | The former Yugoslav Republic of Macedonia |
| BF  | Burkina Faso    | GR  | Greece         | ML  | Mali          |
| BG  | Bulgaria        | HU  | Hungary        | MN  | Mongolia      |
| BJ  | Benin           | IE  | Ireland        | MR  | Mauritania    |
| BR  | Brazil          | IL  | Israel         | MW  | Malawi        |
| BY  | Belarus         | IS  | Iceland        | MX  | Mexico        |
| CA  | Canada          | IT  | Italy          | NE  | Niger         |
| CF  | Central African Republic | JP | Japan   | NL  | Netherlands   |
| CG  | Congo           | KE  | Kenya          | NO  | Norway        |
| CH  | Switzerland     | KG  | Kyrgyzstan     | NZ  | New Zealand   |
| CI  | Cote d'Ivoire   | KP  | Democratic People's Republic of Korea | PL  | Poland        |
| CM  | Cameroon        | KR  | Republic of Korea | PT  | Portugal      |
| CN  | China           | KZ  | Kazakhstan     | RO  | Romania       |
| CU  | Cuba            | LC  | Saint Lucia    | RU  | Russian Federation |
| CZ  | Czech Republic  | LI  | Liechtenstein  | SD  | Sudan         |
| DE  | Germany         | LK  | Sri Lanka      | SE  | Sweden        |
| DK  | Denmark         | LR  | Liberia        | SG  | Singapore     |
| EE  | Estonia         |     |                |     |               |
| SI  | Slovenia        |     |                |     |               |
| SK  | Slovakia        |     |                |     |               |
| SN  | Senegal         |     |                |     |               |
| SZ  | Swaziland       |     |                |     |               |
| TD  | Chad            |     |                |     |               |
| TG  | Togo            |     |                |     |               |
| TJ  | Tajikistan      |     |                |     |               |
| TM  | Turkmenistan    |     |                |     |               |
| TR  | Turkey          |     |                |     |               |
| TT  | Trinidad and Tobago |     |                |     |               |
| UA  | Ukraine         |     |                |     |               |
| UG  | Uganda          |     |                |     |               |
| US  | United States of America |     |                |     |               |
| UZ  | Uzbekistan      |     |                |     |               |
| VN  | Viet Nam        |     |                |     |               |
| YU  | Yugoslavia      |     |                |     |               |
| ZW  | Zimbabwe        |     |                |     |               |
PARTIALLY USER-DEFINED COMPUTER TRANSPORTATION SYSTEM

I. FIELD OF THE INVENTION

This invention concerns a digital electrical apparatus and methods involving the same, applied to the field of transportation. More particularly, this invention relates to managing cargo shipments with a computer system especially adapted to preparing, processing, and transmitting quotes, bookings, documentation and/or orders (and tracking thereof, in a system of coordinated support for the transportation industry. The invention includes automated aspects of shipment and delivery for air freight, sea freight, trucking, customs, warehouse, inventory, customer, supplier, banking, insurance, export, and other providers, including processing, documentation, storage, and transmission of data for all of the foregoing.

II. BACKGROUND OF THE INVENTION

The disorganization of the transportation industry is a historical artifact. In prior eras, economic activity grew from a personal activity, to a local, then to a regional, and then to a national activity. For a significant period of history, the national economy remained the transcendent form of economic activity, with each country producing goods and services primarily for national consumption. While international trade grew over the centuries, such trade was not of paramount importance to the majority of businesses. Thus, over the course of most of world history, most businesses had little or no need for international trade-related services. During the latter part of the 20th century this national focus has begun to change to a more global approach, as evidenced by a reduction of trade barriers and the development of numerous multinational corporations. With the growth of a world economy came an opportunity for more businesses to benefit -- if they can overcome the tremendous challenges to doing business in an international market place. One of the greatest obstacles has been a need to translate local or domestic business practices into workable international business practices. To a point, both international and local transactions share some common characteristics such as purchasing, production, inventory management, etc. However, beyond these commonalities, there are significant differences. An international transaction could have additional requirements such as risk and carriage insurance, banking terms and practices (e.g., letters of credit, currency issues), transportation modes (e.g., multinational air, sea, truck, and rail), customs and documentation needs, multinational and multi-linguistic communication with vendors and customers, and working with types of service providers not found in the USA.

The attempt to overcome the barriers to international business transactions by computer support seems to have taken two directions: centrally managed database networks and de-centralized database applications. To understand the need for the present invention it is necessary to review the shortcomings of prior approaches to this problem.

The approach or centrally managed systems can be best illustrated by three major sub-categories: (1) internal private computer systems, (2) external private systems, and (3) provider-defined public systems. Internal private systems are generally operated by large multinational companies such as IBM. These systems generally involve a mainframe computer that automates certain aspects of a business, including transportation, both locally and internationally. These systems are costly and are generally not available for public use.

Another variation of the centrally managed approach is the external private network. A good example is one operated by Federal Express, which provides value-added information services to companies who use Federal Express's core business, i.e. integrated air freight transport. Although approaches like this are open to some external users, the approaches usually exclude non-clients and have
no application to those using a competitor to Federal Express or a form of transportation not offered by
Federal Express, e.g., sea freight.

The third general category of centrally managed systems can be characterized as provider-defined
external networks. In this permutation, a provider sets up a centrally managed database system which
receives user data and then distributes the pertinent data (or permits distribution) to various entities in the
business supply chain. The system includes, but is not limited to, order processing, job costing, freight
tracking, etc. A technological platform for this type of network involves Electronic Data Interchange (EDI).

EDI was developed to provide standardized data sets that would allow users to conduct business
electronically. While the standards are public, accessibility was never really achieved in the transportation
industry, at least in part because the majority of business could not afford to participate.

After many potential users did not participate, some providers developed a fee-based network to
manage the exchange of user data with trading partners. The latest variation of this scheme has evolved on
the Internet, where providers have developed strategies to offer businesses on-line access to centrally-
managed databases using web browsers. Although the medium has changed, the basic idea remains:
These approaches are provider-defined with exclusive membership. The Internet-based systems have
additional drawbacks because the systems require users to be on the Internet to process their orders. And
being on line is expensive. Additionally, the number of businesses that could use this approach will always
be limited -- imagine the computer traffic jam that would occur if every employee of every business in the
world had to log on to a central database network all day long in order to conduct daily business routines.
This approach seems to be doing it the hard way, and the result has been that the Internet schemes have
been impractical, thus far.

For the public, the limitations of all three centrally-defined approaches are inherent in their structure:
They all place control of information in the hands of a self-interested host. Further, the host exacts a
substantial economic "rent" in some form from the user. It also places both technological and process-
oriented limitations on the participants. Accordingly, the percentage of businesses using these approaches
remains a fraction of the world-wide potential. Indeed, it is believed that of the world-wide businesses
involved in the transportation industry, those using centralized database systems is about 5% for private
internal networks, 2% for external private networks, 10% for EDI driven provider networks, and less than 1%
for Internet-based provider networks.

Other businesses use de-centralized database systems, which provide limited and often incomplete
or inadequate solutions. CDM Consulting provided a de-centralized database system.

In any event, such approaches are representative of a broader problem which businesses face in
dealing with disorganized complex information in the transportation industry. There are a multitude of
providers of decentralized database system. But all of these systems seem to be limited to whatever niche
led to their creation, which hinders communication in the transportation industry.

There are insurance programs to calculate some insurance charges; export documentation
programs to handle some such paperwork; rating databases to help select air freight carriers; rating
databases to help select sea freight carriers; banking programs which assist in some banking
considerations; US Customs-related systems which handle Customs issues; and the list goes on and on and
on.... Therein lies part of the problem.

IV. SUMMARY OF THE INVENTION

To understand the dilemma faced by the global transportation industry, one could look to other
historic artifacts, such as the experience of the former Soviet Union. Shortly after the Communist Revolution
in 1905 those who instituted a totalitarian form of government gave the promise of economic and social justice. The only "catch" was that the individual would have to release certain rights and privileges in order for the whole to advance. The same principle is at work with the centrally-managed transportation systems. In order to achieve an orderly process, the users must work within the somewhat monolithic structure, often at a significant price. And like the centrally managed economy of communism, the centrally managed transportation approach has revealed that the benefits to a few come at the expense of the many.

On the other hand, the absence of structure often leads to a great deal of chaos. Again, the former Soviet Union is a good historical illustration. After the fall of the Berlin Wall, the Soviet Union collapsed into a great deal of chaotic activity. Wars, attempted military coups, and similar strife affected every region of the former empire, resulting in a disintegration. This is representative of decentralized transportation approaches. Everyone goes their own way in a highly fractious and inefficient chaos.

Again by historical analogy, The United States can be viewed as model of the present invention, i.e., a partially user-defined network. In this present invention, users operate individually in accordance with a generally structured system. This present invention permits efficient transactions involving users doing business without the centralized control or completely disorganized chaos that is presently the state of the art.

It is an object of the invention to provide a digital electrical apparatus and method for managing cargo shipment that is partially but not totally user defined. It is another object of the present invention to provide an apparatus (machine), method for making the apparatus, article of manufacture, and method for using the apparatus to more efficiently carry out transportation activities as well as to address the above-mentioned problems. It is another object of the present invention to provide the foregoing as regards a method implemented on a first user computer machine for processing an order for a service to be used in a segment of a future cargo shipment, the first user computer machine including a digital electrical computer having a processor programmed to electrically process input data to produce output data, the digital computer being electrically connected to an input device, an output device, and a memory to carry out a partially user-defined transportation system. It is still another object of the present invention to expedite computer processing in the foregoing method by using data from a prior shipment to establish defaults for use in the computer processing of a subsequent shipment. It is yet another object of the present invention to automate and modularize transportation activities that have heretofore not been captured or understood in a way that would permit coherent automation.

These and other objects as would be understood from the following description of the invention are carried out by a method implemented on a first user computer machine for processing an order for a service to be used in a segment of a future cargo shipment, the first user computer machine including a digital electrical computer having a processor programmed to electrically process input data to produce output data, the digital computer being electrically connected to an input device, an output device, and a memory, the method including the steps of: for a first cargo shipment, processing an order for a service in a segment of the first cargo shipment to produce first cargo shipment order data in a database in the memory; for a second cargo shipment, second processing an order for the service in the second cargo shipment, the second processing including: if the price is not already in the data in the memory, then entering price data as a portion of the input data at the input device for processing by the first user computer; entering an other portion of the input data at the input device for processing by the first user computer, the other portion characterizing a beginning and an end for the future use of the service in the future cargo shipment; and carrying out the processing of the input data by using at least some data from the first processing as a
default in the second processing for the future use of the service for the future cargo shipment to produce the output data; and generating documentation of the second processing, including some of the output data. The method can be carried out so that the steps of entering are carried out by obtaining one of the portion of the input data or the other portion of the input data from a second user computer. Additionally, the step of entering the portion of the input data is carried out so that the shipping data includes mode of shipping; and further including the steps of entering a selection data portion of the input data at the input device for processing by the computer, the selection data portion representing at least one criteria for selecting among the alternatives for the future shipment of the cargo; and engaging the processor to process the input data to produce a selection of a best shipment alternative corresponding to the selection data. Further, the method can be carried out so that the step of engaging the processor to determine from the input data at least one of the group consisting of (1) what services are required to move the future cargo shipment from an origin to a destination, (2) what vendors perform the services, and (3) what costs are associated with the vendors providing the services.

The method can also involve displaying on a monitor electrically connected to the processor a map for guiding management of the future cargo shipment. Furthermore, the step of generating the output data can include: generating documentation by determining what documentation is required for the segment, retrieving text for the documentation from the memory, and inserting some of the output data in the text for the documentation. Also, the step of second processing can include: displaying, on a monitor electrically connected to the processor, a scheduler for scheduling events corresponding to the segment. Moreover, the step of second processing can include: displaying, on a monitor electrically connected to the processor, work-in-progress for monitoring scheduled activities corresponding to the segment. Still further, the step of second processing can include: rating air and sea freight services for the future cargo shipment. Still further, the step of second processing can include: rating insurance and transport services for the future cargo shipment. Even still further, the step of second processing can include: scheduling a booking.

From another point of view, the invention includes a method of using a computer system in managing a future cargo shipment, the method including the steps of: electrically processing input data to produce output data with a digital electrical computer having a processor programmed to carry out the processing, the digital electrical computer being electrically connected to an input device and an output device; entering a first data portion of the input data at the input device for processing by the computer, the first data portion characterizing a future shipment of cargo, including an origin, a destination, for the shipment; entering a second data portion of the input data at the input device for processing by the computer, the second data portion representing shipping alternatives, each of the alternatives including cost, routing, and mode; entering a selection data portion of the input data at the input device for processing by the computer, the selection data portion representing at least one criteria for selecting among the alternatives for the future shipment of the cargo; and engaging the processor to process the input data to produce the output data, the output data representing a selection of a best shipment alternative corresponding to the selection data for the future cargo shipment. The step of entering the second data portion of the input data can include: entering at least some of the second data portion for a shipment other than the future cargo shipment. Additionally, the method can further include the steps of: entering a third data portion of the input data at the input device for processing by the computer, the third data portion representing documentation for carrying out the shipment according to each of the alternatives; storing the third data portion in a memory electrically connected to the processor; and triggering the computer to generate, at the output device, a set
of the shipping documentation corresponding to the best shipment mode, the shipping documentation constructed by inserting a portion of the output data in a portion of the third data portion in the memory. Further, the method can further include the steps of: prior to producing the shipping documentation at an output device, displaying data corresponding to the shipping documentation at a monitor electrically connected to the computer and editing the data corresponding to the shipping documentation.

From still another point of view, the invention includes an article of manufacture including: a means for storing a computer program; and on the a means for storing a computer program, a means for programming a digital electrical computer processor electrically processing input data to produce output data, the digital electrical computer being electrically connected to an input device and an output device; wherein the means for programming controls: entering a first data portion of the input data at the input device for processing by the computer, the first data portion characterizing a future shipment of cargo, including an origin, a destination, for the shipment; entering a second data portion of the input data at the input device for processing by the computer, the second data portion representing shipping alternatives, each of the alternatives including cost, routing, and mode; entering a selection data portion of the input data at the input device for processing by the computer, the selection data portion representing at least one criteria for selecting among the alternatives for the future shipment of the cargo; and engaging the processor to process the input data to produce the output data, the output data representing a selection of a best shipment alternative corresponding to the selection data for the future cargo shipment. 17. The article of manufacture can involve controlling further the entering of the second data portion of the input data to include: entering at least some of the second data portion for a shipment other than the future cargo shipment.

V. BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a diagram that provides an overview of the present invention;
FIG. 2 is a diagram that an overview of a method of the present invention;
FIG. 3 is a depiction of a Security Clearance computer screen;
FIG. 4 is a depiction of an Opening computer screen;
FIG. 5 is a depiction of a Shipments in Progress computer screen;
FIG. 6 is a depiction of a Daily Cut-offs List computer screen;
FIG. 7 is a depiction of a Daily Arrivals List computer screen;
FIG. 8 is a depiction of a Cargo Available List computer screen;
FIG. 9 is a depiction of a User-scheduled Events List computer screen;
FIG. 10 is a depiction of an Inter-office Mail List computer screen;
FIG. 11 is a depiction of a Memo Send computer screen;
FIG. 12 is a depiction of a Revised Inter-office Mail List computer screen;
FIG. 13 is a depiction of a Main Map computer screen;
FIG. 14 is a depiction of a Comments computer screen;
FIG. 15 is a depiction of a systems administrator's Comment Access computer screen;
FIG. 16 is a depiction of an Expressway On Ramp computer screen;
FIG. 17 is a depiction of a Revised Expressway On Ramp computer screen;
FIG. 18 is a depiction of an Agent Broker Table computer screen;
FIG. 19 is a depiction of an Undelete Agent computer screen;
FIG. 20 is a depiction of a Broker Table computer screen;
FIG. 21 is a depiction of an Undelete Broker computer screen;
FIG. 22 is a depiction of an Expressway Inland computer screen;
FIG. 23 is a depiction of a Revised Expressway Inland computer screen;
FIG. 24 is a depiction of an Expressway Port-to-port computer screen;
FIG. 25 is a depiction of a Revised Expressway Port-to-port computer screen;
FIG. 26 is a depiction of a further Revised Expressway Port-to-port computer screen;
FIG. 27 is a depiction of a still further Revised Expressway Port-to-port computer screen;
FIG. 28 is a depiction of a Terminal Location computer screen;
FIG. 29 is a depiction of a Country Code Table computer screen;
FIG. 30 is a depiction of a Three Letter Port Code computer screen;
FIG. 31 is a depiction of a Carrier Rates Expressway computer screen;
FIG. 32 is a depiction of a Carrier Routing computer screen;
FIG. 33 is a depiction of a Carrier Schedule computer screen;
FIG. 34 is a depiction of an Insurance Class List computer screen;
FIG. 35 is a depiction of a Special Vendor computer screen;
FIG. 36 is a depiction of a Transit Type computer screen;
FIG. 37 is a depiction of a Consol Vendor Add computer screen;
FIG. 38 is depiction of a Rate Table Entry computer screen;
FIG. 39 is a depiction of a Client Manager computer screen;
FIG. 40 is a depiction of a Revised Client Manager computer screen;
FIG. 41 is a depiction of a Billing Info Add Edit computer screen;
FIG. 42 is a depiction of a Further Revised Client Manager computer screen;
FIG. 43 is a depiction of a Location Edit computer screen;
FIG. 44 is a depiction of a Still Further Revised Client Manager computer screen;
FIG. 45 is a depiction of an Even Further Revised Client Manager computer screen;
FIG. 46 is a depiction of a Revised Rate Table Entry computer screen;
FIG. 47 is a depiction of a Master Bill Manager computer screen;
FIG. 48 is a depiction of a Revised Main Map computer screen;
FIG. 49 is a depiction of a Booking Pop-up computer screen;
FIG. 50 is a depiction of a Booking Look-up computer screen;
FIG. 51 is a depiction of a First Shipment Details computer screen;
FIG. 52 is a depiction of a Second Shipment Details computer screen;
FIG. 53 is a depiction of a Third Shipment Details computer screen;
FIG. 54 is a depiction of a Fourth Shipment Details computer screen;
FIG. 55 is a depiction of a Fifth Shipment Details computer screen;
FIG. 56 is a depiction of a Sixth Shipment Details computer screen;
FIG. 57 is a depiction of a Shipper Inventory computer screen;
FIG. 58 is a depiction of a Revised Sixth Shipment Details computer screen;
FIG. 59 is a depiction of an Edit Phrases screen;
FIG. 60 is a depiction of a Seventh Shipment Details computer screen;
FIG. 61 is a depiction of a Revised Seventh Shipment Details computer screen;
FIG. 62 is a depiction of a Second Revised Seventh Shipment Details computer screen;
FIG. 63 is a depiction of a Save Record computer screen;
FIG. 64 is a depiction of a HouseBill Number Assign computer screen;
FIG. 65 is a depiction of a Billing Creation computer screen;
FIG. 66 is a depiction of a Booking Assign To Flight computer screen;
FIG. 67 is a depiction of a revised Booking Assign To Flight computer screen;
FIG. 68 is a depiction of a Booking Assign View Master computer screen;
FIG. 69 is a depiction of an Open MasterBill computer screen;
FIG. 70 is a depiction of a Revised Main Map computer screen;
FIG. 71 is a depiction of a View HouseBill computer screen;
FIG. 72 is a depiction of a HouseBilling computer screen;
FIG. 73 is a depiction of a revised House Billing computer screen;
FIG. 74 is a depiction of a View HouseBill Lookup computer screen;
FIG. 75 is a depiction of a Generate Documents computer screen;
FIG. 76 is a depiction of a Warehouse Pieces Received computer screen;
FIG. 77 is a depiction of a Revised Warehouse Date Received computer screen;
FIG. 78 is a depiction of a Pending Masters computer screen;
FIG. 79 is a depiction of a MasterBill Table computer screen;
FIG. 80 is a depiction of a Bookings Not Assigned To Masters computer screen;
FIG. 81 is a depiction of a Process Master Change Carrier computer screen;
FIG. 82 is a depiction of a Process Master Populate New computer screen;
FIG. 83 is a depiction of a Revised MasterBill Table computer screen;
FIG. 84 is a depiction of a Process Master Cost Analysis computer screen;
FIG. 85 is a depiction of a Loose Rate Enter computer screen;
FIG. 86 is a depiction of a Generate Master Documents computer screen;
FIG. 87 is a depiction of a Revised Main Map computer screen;
FIG. 88 is a depiction of a Confirmed On Board computer screen;
FIG. 89 is a depiction of an Option To Fax computer screen;
FIG. 90 is a depiction of a Proof Of Delivery computer screen;
FIG. 91 is a depiction of a Time And Signature Entry computer screen;
FIG. 92 is a depiction of a Further Revised Main Map computer screen;
FIG. 93 is a depiction of a Cass Report computer screen;
FIG. 94 is a depiction of a Consolidation Schedule computer screen;
FIG. 95 is a depiction of a Consolidation Exists Warning computer screen;
FIG. 96 is a depiction of a Revised Consolidation Schedule computer screen;
FIG. 97 is a depiction of a Monthly Detail computer screen;
FIG. 98 is a depiction of a Billing Lookup computer screen;
FIG. 99 is a depiction of a revised House Billing computer screen;
FIG. 100 is a depiction of a flow chart diagram of the International Shipping Process;
FIG. 101 is a depiction of tables containing International Shipping information;
FIG. 102 continues the depiction the of tables Containing International Shipping information;
FIG. 103 continues the depiction of the tables Containing International shipping information;
FIG. 104 continues the depiction of the tables Containing International Shipping information;
FIG. 105 is a depiction of the Temporary Storage Workspace relationships;
FIG. 106 is a depiction of Quotation Storage relationships;  
FIG. 107 is a depiction of Housebill Storage relationships;  
FIG. 108 is a depiction of MasterBill Storage relationships;  
FIG. 109 is a depiction of Routing and Rating relationships;  
FIG. 110 is a depiction of User Utility relationships.  
V. DETAILED DESCRIPTION OF A PREFERRED EMBODIMENT  

In accordance with the broad, general objects, this invention can be understood with reference to FIG. 1, which is a diagram that provides an overview of the present invention (contrast with the subsequently discussed FIG. 100). FIG. 1 shows a Partially User-defined Computer Transportation System 1, which represents a community of user computer systems that are adapted to communicate data, the user systems generically illustrated as User Computer System 2. User Computer System 2 can be made with an IBM-compatible digital electrical computer having a CPU 4, which is electrically connected to at least one Data Input Device 5, such as Keyboard 6, Scanner 8, Modem 10, CD-ROM System 12, or Other Input Devices 14. Once information (subsequently described) is input via the at least one Data Input Device 5, and changed into input digital electrical signals if necessary, the input digital electrical signals representing digital electrical output data that can be output to an Output Device 15. Output Device 15 can include, for example, Computer Monitor 16, the Modem 10, Printer 18, Facsimile Machine 20, the CD-ROM System 12, or an Other Output Device 22. Preferably, allowance is made for Future Devices 24 to handle data display, storage, output, and input.

There is a community of many variants of User Computer System 2, which can include, for example, a plurality of each of the following systems: Freight Forwarding Providers Computer System 55, Air Freight Provider's Computer System 57, Sea Freight Providers Computer System 56, Trucking Providers Computer System 58, Customs Providers Computer System 60, Inventory Providers Computer System 62, Customers Computer System 64, Suppliers Computer System 66, Banking Providers Computer System 68, Insurance Providers Computer System 70, Export Regulations Providers Computer System 72, Warehouse Providers Computer System 74, and Other Providers Computer System 76. Computer Systems 55-76 illustrate a simplified universe of the present invention. One simplification is that there would preferably be a multitude of each of the foregoing systems for any user system to interact with. For example, any particular freight forwarder preferably would interact with a plurality of trucking companies, each with their own computer system collectively forming part of Computer System 1. There is further simplification because one user could well make use of more than one of the Systems 55-76. For example, a freight forwarder would use at least one of the Freight Forwarding Providers Computer System 55, to obtain data (preferably by downloading) from at least one other user's systems, such as Air Freight Provider's Computer System 57 and/or Trucking Providers Computer System 58. Additionally, the Freight Forwarding Providers Computer System would place orders with systems like Systems 57 and/or 58 in the course of providing freight forwarding services.

On the other hand, some businesses likely would not utilize and/or process much data from other users, but instead would make data available and take orders. For example, an insurance provider company could make data available to other users and offer insurance policies by means of Insurance Providers Computer System 70, but have little if any need for receiving data much beyond the orders for insurance policies.

CPU 4 is controlled at various times by two types of computer software, including Computer Program 26 (in whole or a standardized output part), for example one written in Microsoft Access Ver. 2 and
Other Programs 28, which may include Windows 3.1, Windows 95, Novell 3.0, and other types of operating systems and computer programs. Computer Program 26 would be particularly suitable for a Java application. The user's version of Program 26 manipulates data stored in Database 30, which is a master database that contains at least some of other databases that pertain to the particular user. These other databases can include an Air Freight Database 32, a Sea Freight Database 34, a Trucking Database 36, a Customs Database 38, an Inventory Database 40, a Customer Database 42, a Supplier Database 44, a Banking Database 46, an Insurance Database 48, an Export Regulations Database 50, a Warehouse Database 52, and Other Database's 54.

The aforementioned Computer Programs 26 and 28, and the Databases 30-54 are stored in a Memory System 23. The Memory System 26 can be comprised of any machine-readable media and means for reading the media, for example, any of the Computer Programs 26-28 and Databases 30-54 could be stored on a diskette (or other means for storing any of the Computer Programs 26-28 and Databases 30-54) along with the means for reading the diskette being a disk drive electrically connected to the Computer System 2, particularly the CPU 4. The Memory System 23 could also include a hard disk, etc.

Each user can meet its particular needs by communication to and or from other users. Rather than manually obtaining and entering data from other users, the present invention permits the preferable approach of computerized communication of this information. Accordingly, to the extent that the needs of a particular user so requires, the data for subordinate Databases 32-54 can be obtained from other users (directly or via an intermediary, such as a central repository). (Only data pertinent to the particular user and/or kind of user are taken and stored on the user's Database 30.)

The data obtained by the Computer System 2 from other users can be screened by a Filter 15 which would allow only information that exists in the Database 30 to be accessed or updated if the user provides authorization. This would be analogous to functionality generally used to update existing database records without adding new records (e.g., appending). For example, Air Freight Provider's Computer 57 could transmit a complete flight schedule to all of the pertinent users. However, if a particular user only needs the flight schedule information that is relevant to that user, that user's Filter 15 is directed to allow only the data required to be received into Database 30. The extraneous data would be discarded and two way communication would be prevented.

The data involved in the above-described updating of Database 30 also can be encrypted so the data cannot be intercepted and used by parties outside the transaction. The data is encrypted with an encryption system such as, for example, a double-key system which is a system where a sender encrypts the code with his private key and a public key of the receiver (public keys would be stored in fields in records storing information about the receiver in tables such as Shippers Table and Vendor Directory Table in the Database 30) and a receiver decrypts the data with the receiver's private key and a public key of the sender. Such a system has been placed in the public domain and is known as "PGP."

Further, a particular user can obtain data for Export Regulations Database 50 by linking to another user's computer system that provides this data, i.e., Export Regulations Providers Computer System 72. If only part of the Export Regulations Database 50 is downloaded by a particular user, the part would be that which is applicable to that specific user. Similarly, air freight providers (airlines) are a good source of information about air freight data, e.g., general flight schedules, rates, etc. For example, the User Computer System 2 has an Air Freight Database 32, which contains information pertinent to the users of air freight services. This data is particularly useful to the Air Freight Provider's Computer System 57. Air Freight Providers Computer System 57, includes analogous Providers' hardware, software, and databases, all
handled by methods analogous to those of the User Computer System 2. Linking Device 78 can facilitate compatibility between the various user's computer systems. A primary distinguishing characteristic is that the data contained in the Air Freight Providers Computer System 57 is pertinent to a provider of air freight services. This data could include such information as rates, schedules, tracking, delivery status, billing information, documentation, and all other information necessary and useful to this facet of the industry.

Compare an Air Freight Providers Computer System 57 and Air Freight Database 32 with the corresponding system for a Sea Freight Database 34, which contains information pertinent to User's of sea freight services. The Sea Freight Provider's Computer System 56 includes analogous hardware, software, and databases, and employs the analogous methods described for the User Computer System 2, except that Database 34 is tailored or tailorable to the needs of a sea freight provider. Similarly, a distinguishing characteristic is that the data used and/or generated by the Sea Freight Providers Computer System 56 is pertinent to provider of sea freight services. This data could include such information as rates, schedules, tracking, delivery status, billing information, documentation, and all other information necessary and useful to this facet of the industry.

The Trucking Database 36 in User Computer System 2 contains information pertinent to users of trucking services. This information is for/from Trucking Providers Computer System 58, which includes analogous hardware, software, and databases, and corresponding methods described for User Computer System 2. A difference is that the data contained in the Trucking Providers Computer System 56 is pertinent to the providers of trucking services. This data could include such information as rates, schedules, tracking, delivery status, billing information, documentation, and all other information necessary and useful to this facet of the industry.

The Customs Database 38 of User Computer System 2 contains information pertinent to users of Customs services. This information is for/from the Customs Providers Computer System 60, which includes analogous hardware, software, databases and methods as described for User Computer System 2 but the data is pertinent to the providers of Customs services. These providers could be Customs Brokers or Customs agencies world-wide. This data could include such information as commodity classifications, harmonized code information, duty rates, handling/processing fees, regulations, documentation, and all other necessary and useful information.

The Inventory Database 40, in User Computer System 2, contains information pertinent to the users of inventory. This information is for/from the Inventory Provider's Computer System 62, which includes analogous hardware, software, and databases, and corresponding methods as described for User Computer System 2 except that the data is pertinent to the providers of inventory. This data could include such information as part numbers, descriptions, unit prices, harmonized codes, item numbers, back-orders, inventory management procedures and all other information that is necessary and useful to this facet of the industry.

The Customer Database 42, in Users Computer System 2, contains information pertinent to the User's customers. This information is for/from the Customer's Computer System 64, which includes of analogous hardware, software, and databases, and corresponding methods for User Computer System 2, except that the data contained is pertinent to the User's Customer. This data could include such information as billing addresses, pricing information, delivery instructions, contact information, payment terms, product information and any other information that is necessary and useful.

The Supplier Database 44, in User Computer System 2, contains information pertinent to the User's suppliers. This information is for/from the Supplier's Computer System 66, which includes analogous
hardware, software, and databases, and corresponding methods for User Computer System 2, except that the data is pertinent to the User’s supplier. This data could include such information as billing addresses, pricing information, delivery instructions, contact information, payment terms, product information and any other information that is necessary and useful.

The Banking Database 46, in User Computer System 2, contains information pertinent to users of banking services. This information is from the Banking Provider’s Computer System 68, which includes analogous hardware, software, and databases, and corresponding methods for User Computer System 2, except that the data is pertinent to the provider of banking services. This data could include such information as letter of credit details, currency values, payment processing fees, interest rates, payment terms, financing, and any other information that is necessary and useful for this facet of the industry.

The Insurance Database 48, in User Computer System 2, contains information pertinent to users of insurance services. This information is from the Insurance Provider’s Computer System 70, which includes analogous hardware, software, and databases, and corresponding methods for User Computer System 2, except that the data is pertinent to the provider of insurance services. This data could include such information as a schedule of rates, which could correlate with the value of the goods, the country of origin/destination, and the mode of transport. Additional information might include marine cargo policy limits, regulations and legal issues, documentation, and any other information that is necessary and useful for this facet of the industry.

The Export Regulations Database 50, in User Computer System 2, contains information pertinent to users of export regulations. This information is from the Export Regulations Providers Computer System 72, which includes analogous hardware, software, and databases, and corresponding methods for User Computer System 2, except that the data is pertinent to the provider of Export Regulations services. This data could include such information as all rules, regulations, documentation requirements, import restrictions, inspection requirements, any other trade-related conditions that foreign countries might impose and any other information that is necessary and useful to this facet of the industry.

The Warehouse 52, in User Computer System 2, contains information pertinent to the users of warehouse services. This information is from the Warehouse Providers Computer System 74, which includes analogous hardware, software, and databases, and corresponding methods for User Computer System 2, except that the data is pertinent to providers of warehouse services. This data could include such information as on-hand reporting, package details (e.g., shipping unit weight, dimensions, etc.), in/out reporting, location id’s, and any other information that is necessary and useful.

The Other Database 54, in User Computer System 2, contains information pertinent to any other types of goods and services pertinent to another user. This information is from the Other Providers Computer System 76, which includes analogous hardware, software, and databases, and corresponding methods for the User Computer System 2, except that the data is pertinent to the providers of other goods and services. This data could include information that is necessary and useful that relates to providing any other goods or services.

To summarize, the User Computer System 2 is preferably structured in a manner that permits a wide range of users in the transportation industry to pursue their specific needs, while communicating (when necessary) in an efficient, compatible manner. While there is commonality to a degree, there is flexibility to adapt the User Computer System 2 to the specific needs of different types of users.

To ensure an efficient flow of data among the community of the various users systems, e.g., the Freight Forwarder 55 and the Air Freight Providers System 57, the particular user would employ the Linking
Device 78. Examples of these types of devices are as follows: an Internet Appliance 80, the Internet 82, a Phone Line 84, a Wireless Connection 86, a Java Script Device 88, an Intranet 90, a Centrally Managed Provider Network 92, a Webcasting Device 94 (such as a web-browser), Other Linking Devices 96, and Future Linking Device 98. Of course, a Linking Device 78 would preferably facilitate both the input and output of data. Each of the user's computer systems is partially user-defined. The individual user's systems are partially user-defined on several levels.

First, at a high level, individual kinds of user's involved in managing cargo shipment have different needs. For example, what is a "buy" for one user is a "sell" to another. While this has led to completely user-defined approaches (with limited acceptance of EDI), it need not be so. Actually, there is considerable high level symmetry in export/import cargo handling. For example, a shipment must be assembled and later disassembled (see FIG. 100, as discussed subsequently). But the symmetry is not perfect, and thus a totally defined user system (centralized management) would be wasteful. The present invention involves coordinated information processing carried out locally according to the needs of a particular kind of user. This is most efficiently accomplished with transportation software standardized and modularized to be mostly, but not completely identical among the users. This does not mean that participants in the System 1 must use the same software -- to the contrary, an insurance provider might use it's software only standardized to provide insurance data in a format for users to download with confidence that particular data will be in particular fields. However, it would be most efficient for such particular users to use a readily available module to upload and download the data.

The entire shipping process from order-placement to delivery is modularized into blocks of code, individual programs, or applets (herein referred to as modules) used or called upon by a particular kind of the user to perform a shipping procedure as needed. For example, a shipper might use an order processing module (which could access an order processing module in a Customer's Computer System 64) to receive and process orders, an inventory module (which could access an inventory module in an Inventory Provider's Computer system 62) to monitor the shipper's inventory, rating module (which could access rating modules in various carriers' computer systems 55-58) to calculate shipping charges, a documentation module (which could access a documentation requirement module in an Export Regulations Provider's Computer System 72) to generate required documentation, a payables module (which could access billing modules of various service providers' computer systems 55-76) to approve and possibly electronically settle vendors' billings, a tracking module (which could access tracking modules in various carrier's computer systems 55-58) to track shipments, or an analysis module to generate business or market analysis reports. These modules may reside in the User's Computer system 2, or the latest version of the modules may be downloaded as needed.

Second, the systems are partially user-defined in that the composition of an individual user's Database 30 would include essentially only what that user would need. So, for example, if the user is only engaged in trucking, it would be wasteful to include data corresponding to Air Freight Database 32 or Sea Freight Database 34, or to waste time downloading it for local processing. This is advantageous over the prior art approach of attempting to centrally manage data that a particular user would not need.

Second, a particular user's computer system is partially user-defined by a setting of system defaults. Usually, such defaults would be arbitrarily set, but in the present invention, data used for a first shipment (or transportation transaction) automatically sets the defaults for the next shipment (or transaction). This approach implements an assumption that the handling of one shipment is an efficient predictor of the handling of the next shipment, and implementing the assumption is greatly preferable over the user setting
defaults one by one. This is especially true where the handling of a shipment or other activity is so complicated that the prior approach of individually entering data (or even individually setting defaults) is cumbersome.

Accordingly, the present invention is not totally centrally managed and not totally user defined. Users share some common ground, as needed. For efficiency, as mentioned above, the software can be designed to reflect certain symmetries in the transportation industry so that customizing the software for a particular kind of user can be kept to a minimum. One aspect of the design is the use of a single format for multi-modal international cargo handling. This generic format allows essentially the same monitor screen design to be used by different kinds of users, e.g., air and sea transportation service providers, and importers and exporters. (See again the subsequently discussed FIG. 100.)

A map through the cargo transport morass is provided. This map is generically usable in tracking and managing cargo shipments, even very different kinds of users. An “information expressway” is used to control obtaining, managing, and conveying data. Note that the map is used herein generically to subsume equivalents such as a chart, face, plot, or other such representation, each of which can be employed to guide a user through the transport morass.

A generic documentation and communication functionality preferably has two features. First, there is a “no-key” approach that permits documents to be generated with little or no human intervention (i.e., to avoid having to type the same information more than once). Second, the particular user’s transaction is computer-processed to determine what documentation is required and what additional documentation could be useful. (No-key customs clearance and no-key load planning and pallet building are also provided.) Automated Cass Reports and Profit-loss ledger are features of this functionality.

A generic AutoCalc functionality permits different kinds of users to automatically determine what services are required to move a cargo shipment from origin to destination, what vendors perform the services, and what costs are associated with the vendors providing the services. The AutoCalc functionality applies a “sell rate” (based on a sell tariff for a shipper), a default tariff for the type of shipment, or a percentage markup over cost. The AutoCalc functionality facilitates the providing of quotes to customers and the storing of the quotes. Further, AutoCalc is preferably written in a language compatible with accounting software (e.g., for a Windows application such as PeachTree) to permit seamless additional accounting without errors or wasted time from re-entering data.

A generic Profit Check functionality permits a standardized data entry, viewing, searching, and payable-approval mechanism for cost-base accounting.

A generic shipper scheduler (e.g., flight scheduler) permits automated determination of the “best” routing -- including consideration of cost -- for shipping parameters. This functionality reveals the importance of a relational database approach, which facilitates efficiently searching by the maximum criteria applicable to the data fields in the relational database (e.g., Database 30).

A generic COB (Confirmed On Board) manager functionality tracks shipments not yet confirmed on flights (ships, etc.), and provides notice to all associated with such shipments. Direct connection to shippers such as airlines (with EDI if necessary), preferably automatically each hour, can provide fresh data con COB’s, schedules, and rate changes.

For consolidations of shipments, another generic approach is utilized. Data for consolidation parameters are obtained and used to generate a monthly consolidation schedule. A generic consolidation generator uses the data for building and managing international freight consolidations.
A generic scheduler uniquely combines a daily planner with E-mail to help ensure that what must be done in fact gets done.

A generic POD manager functionality offers a standardized management system for requesting and storing delivery details.

A generic "help" system uses a "bug trap" to catch "bugs" in the computerized system. This permits central handling of problems and means for correcting them, including distribution of improvements. Additionally, there is automated security for the user's systems.

Accordingly, by virtue of the present invention, such diverse users as import / export and air / sea / trucking can efficiently utilize the same system. Computer screens and reports provide appropriate information to avoid losing a shipment, as well as to determine at a glance what the status of an undelivered shipment is. Appropriate users are continually reminded of shipments that are not yet scheduled for departure, and "to-Do" lists based on pending shipments, upcoming lock-outs, and even individual reminders are generated for each user. With the click of a computer mouse, a user can view a manifest and then add or remove shipments, and then close the consolidation with another click.

Further, by judicious use of defaults and by recycling data (like rates, schedules, and shipping partners) to fill in redundant details in forms, a booking can be generated (or a consolidation can be closed) in less than two minutes. Document selection and generation in electronic or hard copy form is handled automatically, thereby avoiding "wrong-document" problems: customs will not hold a shipment due to missing Export Declarations; foreign customs will not seize the shipment due to a missing Certificate of Origin. This is particularly helpful where a user does not know what documents are needed for a particular kind of shipment in a particular nation. By automated periodic linking (e.g., hourly) with other users computer systems, there would be electronic SED reporting, clearance checks (for brokers and clearance checks), etc.

More particularly, but still on a general level, FIG. 2 shows an Overview of a Representative Method carried out in accordance with the present invention. Computer System 2, using Computer Program 26 displays an in progress List of Scheduled Events 100 (see Fig's. 5-12, subsequently discussed). The user reviews a displayed list and options that are displayed by the Monitor 16 and enters data in International Shipping Information Field 102 (Fig's. 16-49) via Keyboard 6.

There is a procedure to process orders as illustrated in FIG. 2. The user Gets a Shipping Order 108 (e.g., a customer calls to buy 500 widgets shipped to the customer). Next, the user Enters Shipment Details 110 into the Computer System 2, (Fig's. 50-59 and 59-B) and Calculates Rates 114 (Fig's. 60-62). The user can then choose to generate a Quote or Booking 118 (FIG. 63).

Although a quote conveyed and is merely stored (Fig. 63), a booking involves Scheduling 122 (Fig's. 64-69), which can include evaluating routing options and schedules on file (e.g., using an Air Freight Providers Computer System 57). The user then Chooses A Carrier 124 (also Fig's. 64-69) to book the cargo, i.e., make an order for a shipment).

When the Scheduling 122 is completed, the User Computer System 2 is next used to Generate Documents 134 (Fig's. 70-86). Next, Shipments are Tracked 136 (Fig's. 87-91), which leads to Generated Reports 138 (Fig's. 92-99).

Turning now to a more particular description of the present invention, FIG. 3, Security Clearance, is a security computer screen encountered when logging on one of the User Computer Systems 2 and a Computer Program 26. A password is entered so that the respective System 2 allows only authorized users to operate the respective Computer Program 26. The user enters a name in Name Field 140, and
clicks an OK Button 142. If the user's name is not recognized, the User System Computer 2 cannot be accessed.

In FIG. 4, is an Opening screen that presents the user with a greeting. Opening Screen 4 signals that the user has been allowed access to the Computer Program 26, and that the User Computer System 2 has stored the user's name "Doug" in Field 144. (In the present example, the respective User Computer System 2 is one of the Freight Forwarding Providers Computer System 55, and the user's name is "Doug".) The Freight Forwarding Providers Computer System 55 displays the Date 146 and Time 148, and allows the user to click Proceed Button 150 to proceed on to the next screen.

In FIG. 5 (Shipments in Progress) the Freight Forwarding Providers Computer System 55 displays several columns that allow the user to see at a glance a list of shipments that are in progress and need attention that Date 146 in Date Field 154. The screen FIG. 5 displays the list by shipment, a shipment being comprised of at least one shipment segment -- usually many segments. For example, transport on a vessel or airplane could be a segment, storage in a warehouse could be another, transport by truck still another, customs clearance still another, etc. Each column shows a status of progress. Shipment Column 156 identifies the shipments in progress; Pickup Date Column 158; Whse In Column 160, indicates the date that a shipment was received in the warehouse; All? Column 162 indicates whether or not all of the cargo in that shipment has been received; Master B/L Date Column 164 indicates the date that the shipment was assigned to a master bill of lading; Whse Out Column 166 indicates the date that the cargo left the warehouse; Next COB Req. Column 168 indicates the next flight date that the cargo is scheduled for transport and whether or not the cargo confirmed on that flight; Arrival Date Column 170 indicates the date and time that the cargo arrived and was turned over to the customer at final destination; and TurnOver/DeliveryDate Column 172, is the date or time that shipment documents were turned over for clearance. For example, FIG. 5 shows that Shipment No. GC1ORD-000 was picked up on 2/23/97, received in the warehouse on 2/24/97, and all the cargo was present; this shipment was assigned to a master bill of lading on 2/25/97, and was removed from the warehouse on 2/24/97 for a flight departing on 2/25/97 which requires the user to confirm the cargo On Board on the flight that arrives at its destination on 2/28/97 at 3:00AM. The user would request a proof of delivery, which in the present example, remains outstanding. By clicking (e.g., with a mouse as one of the Data Input Devices 8) View Shipment Button 173, the user will see a display of shipment information on Computer Monitor 16.

FIG. 6 Daily Cut-Offs List is a computer screen listing all master bills that are scheduled to be closed or finished in the next 5 days. House bills are assigned to master bills (i.e., to a "master"), then on a certain date that a master is closed (i.e., house bills are assigned to the master), a permanent record of the master is formed, and the next scheduled consolidations are closed or "locked out." In FIG. 6, the cut-off date in Cut-off Date Column 174 shows the dates that a representative master is scheduled to be closed. The MasterBill Column 176 shows the identifying numbers for consolidations. Origin Column 178 shows the port codes for the places that consolidations are being put together. Destination Column 180 shows the port codes for the final place that the consolidations are going to.

FIG. 7 Daily Arrivals List is used for import cargo. This screen is used to show what cargo (if any) is scheduled to arrive at respective destinations within the next 5 days. Preferably, a corresponding origin would also be shown. The displayed information includes: ETA Date Column 182, which is the estimated date of arrival; Master No. Column 184, which identifies the number of the import consolidation; Port of Destination Column 186, which shows the destination of the user services; and Destination Terminal Column 188, which shows where the cargo would be available.
FIG. 8 Cargo Available List is a screen which lists cargo scheduled to be available. When cargo comes into an airport that would be shown on the previous screen, there is a certain amount of time that certain processes have to be done before the cargo is actually available for pick up. Columns shown on the screen FIG. 8 include: Avail Date Column 190, which shows a date that the cargo is scheduled to be available to pick up; Breakdown Warehouse Column 192, which shows a location for cargo; Consignee Name Column 194, which shows a person to whom the cargo is to be delivered; and City And State Column 196, which shows a location of the consignee.

FIG. 9 User Scheduled Events List is a computer screen that shows Doug 144 is the user recognized by Computer System 55, as shown in Name Field 191. The screen displays a listing of events that Doug has scheduled on that day, 03/22/97, in Date 146. The events represent the user's "to-do list," and can include memos or notes, for example notes regarding scheduled shipments or segments of shipments in progress (e.g., a scheduled future shipment). The user can look at previous daily scheduled events or future scheduled events by using Back Arrow 202, and Forward Arrow 204. Underneath the Arrows 202 and 204, the user can type in a date in Date Search Field 206, to search for the scheduled events for that particular day. The user can click ADD Button 208 to add a new event in Field 212 for the displayed day. The user can click Today Button 210 to display scheduled events for today's date, if he or she has been scrolling through other days. The screen FIG. 9 lists Previous Not-done and Next Not-done, showing in this example that the user has an event Not-done in Box 216 on 3/21/97, and that the user did not mark off as completed with Done Button 260. The next date that the user has something that needs to be done is 3/25/97, shown in Field 220. There is also a Mail Message Box 222 which notes whether or not the user has E-mail that has not marked off as having been read. The user clicks on Envelope 224 to go to another screen to read and send mail. (A Daily Scheduler Computer Button 218 causes a display of FIG. 13.)

In FIG. 10 Inter-office Mail List the screen displays the user's name, i.e., "Doug", in Field 144. The screen FIG. 10 displays the name of the person who sent the message in Field 228, the date that the message was sent in Field 230, and displays the message in Field 232. The user can mark off the E-mail as having been read by marking Box 234. The user can delete the message with Button 236, forward the message to someone else with Button 238, reply with Button 240 or print the message with Button 242. The user can click on Button 244 to display any messages that have not been deleted but have been marked as being read. The user can click Button 246 to get a new screen FIG. 11 to send a new message to another user.

FIG. 11 Memo Send is a screen used for responding to a current message or creating a new message. The user inputs to whom the message will be sent in field 248, writes the message in the Text Box 250, clicks Button 252 when the user intends to send the message, and clicks Exit Button 254 to leave the screen FIG 11.

FIG. 12 Revised Inter-office Mail shows a version of FIG. 10 modified after the user has clicked Button 244. The message that was sent to the user on 3/24/97 256 has been marked off as read at Box 234, but was not displayed until the user clicked the Button 244. Exit Button 256 leads to a display of FIG. 13.

FIG. 13 is a Main Map screen that displays a "TRAFFICOP" version of the present invention. The various features the user can select are as follows: A Daily Scheduler Button 264 for returning to FIG. 5; Exit TraffiCop Button 266 to end running of Computer Program 26; Police Box Button 268 for reporting problems and suggestions to a system administrator via FIG. 13, etc.; Work with Individual Shipments Button 270 for
handling individual shipments via FIG.48; Work with Masters and Consolidations Button 272 for handling masters via FIG. 78; Tracking Button 274 for tracking shipments via FIG. 87; Reports Button 276 for generating reports via FIG. 92; and Input Expressway Button 278 for inputting international shipping information 102 via FIG. 16.

More particularly, when the user clicks on the Police Box Button 268, the screen illustrated in FIG. 14 (Comments) is displayed to allow the user to advise the User Computer System 2 administrator of any bugs in the Freight Forwarding Providers Computer System 57 or any corrections or suggestions the user might have for improving the Freight Forwarding Providers Computer System 55. The user inputs his or her name in Name Field 280, indicates where the bug/required improvement exists in Field 282, what action caused the error or needs to be improved in Field 284, and completes a detailed explanation Field 286. The user then clicks on a Return to Program Button 288 and the message is logged for reading by the system administrator.

FIG. 15 Comment Access is solely for use by the system's administrator. This screen displays all messages users have entered via FIG. 14. For example, the user Doug in Field 144 shown in Box 290 was entered on 3/22/97 as shown in Field 292. Text input in Field 282 is shown in Field 294. Freight Forwarding Providers Computer System 57 also has a "bug trap" that automatically notices some errors (what, when, who) and creates a record of information about the error for reading by the system's administrator. The bugs are reported in a code-specific manner, e.g., a location in the code where the error developed. The record has messages that a particular one of the users might not see, and might not even be aware occurred, but the Freight Forwarding Providers Computer System 57 automatically informs the system's administrator with a Field 296 about the bugs so that they can be fixed. The first illustrative message in FIG. 15 indicates that an error occurred on 3/21/97, as shown in Date Field 298, in the Expressway Inland Field 300 after an update function in Field 300. The user Doug in Field 144 (as in Field 302) was using the Freight Forwarding Providers Computer System 57 again (in Field 304). The present screen gives this kind of an error message to the system's administrator to fix the error.

After the user clicks the Input Expressway Button 278, in the Main Menu, FIG. 13, the screen illustrated in FIG. 16 Expressway On Ramp is displayed. This is the main screen for the information expressway. FIG. 13 displays a map used to find a way through the process of managing international transportation. A Car 263 marks the user's location and progress. In FIG. 13, the Car 263 is not yet positioned along the map or highway but compares FIG. 39, FIG. 40, etc. An Input Expressway Button 278 marks the "On Ramp" for Car 263. A plurality of clocks show time around the world, which corresponds to subsequently discussed cut-off times encountered as the Car 263 indicates its progress. Also subsequently discussed are signs and flags designating significant events along the mapped route of Car 263. There are three categories of information to input: Vendor Manager for handling vendor information, Routing & Rating for handling scheduling information, and Client Manager for handling customer information. The user inputs the type of vendor to modify in a Service To Modify Field 312. A drop down box option for Service To Modify Field 312 shows six types of vendors: Agent 322, Broker 344, Inland Carrier 360, Port-To-Port Carrier 362, Terminal 364, and Other Service Providers 306. In a Country to Modify Field 314, the user inputs information needed to determine rates to and from particular points, and routing times and flights or vessels between various points. In the Client to Modify Field 316, the user inputs client information, such as how the clients are serviced, rated, context information and such. Other Routes Field 318 is for other information that may be needed at this point. For example: a Master Air Waybill Pool (indicated at Button 320) for storing master air waybills for particular carriers. Each of fields 312, 314, and 316 show Drop Down Box options.
In FIG. 17 (Revised Expressway On Ramp), An Inland Carrier 360 for the part of transportation which covers picking up the goods; Port-To-Port Carrier 362 for the part of transportation that carries the goods, from one port to another; or Other Service Providers 306, for the part not affecting transportation directly but affecting the handling and the cost of the goods, etc. FIG. 17 shows that the user has entered or selected Agent 322 for the Service To Modify Field 312, prompting a display of field FIG. 18.

FIG. 18 (Agent Broker Table) is a screen titled "Existing Agents on File". A Box 324 displays a listing of agents known to Computer System 55. (It should be understood that the present example involves a freight forwarding provider, such that an equivalent listing is provided as appropriate for another kind of provider.) When the user clicks on one of the agent listings displayed on the FIG. 18 screen, the Computer System 55 loads data pertaining to the corresponding agent into Editing Box 326. The user can then change any information that is displayed in the Editing Box 326. The user can also click on a Delete This Agent Button 328 to remove data corresponding to the agent from the screen FIG. 19. Clicking on an Undelete Agent Button 330 displays FIG. 19 (Undelete Agent). FIG. 19 in turn displays a listing of the agents that have been "deleted" so that the user is able to choose an agent to "undelete", i.e., make the agent data visible to the screen of FIG. 18. In FIG. 18 the user can click on a Add New Agent Button 332 to clear the Editing Box 326, allowing the user to enter new information pertaining to a new agent, (i.e., agent data that has not been previously entered into the Computer System 55). There is also a Broker Drop Down Box 334, as part of the Editing Box 326, which will link that particular agent to a particular broker characterized by information preferably from a prior transaction. Accordingly, whenever a future shipment is routed through that particular agent, that particular broker would be the default broker. Similarly, as shown in FIG. 18, in sending a shipment to the default broker, there is a default for a particular terminal. Preferably such defaults for a present or future shipment all correspond to data entered for a prior shipment. If the user, (again in this case, a freight forwarder) would have to pay the agent a handling cost, such cost is entered or displayed at Agent Handling Cost Field 336. If the agent has no handling cost, the user may want to assign a handling cost as part of the user's profit. If the user marks a check in Box 338, as shown in FIG. 18, the handling cost is paid by the user to the agent. The Clearance Cost Field 340 is for data representing the cost that the user has to pay an agent when the agent performs a Customs clearance on the freight forwarder's behalf.

In FIG. 20 (Broker Table), this screen allows the user to enter brokers that will be performing the Custom clearance on a particular shipment. The user can access this screen FIG. 20 by the System Information Expressway, FIG's. 16-17, by choosing from the Service To Modify Field 312 and highlighting Broker 344 as one of the services. If the user clicks where a broker is selected in Field 348, the Computer System 55 will fill an Editing Box 350. The functionality is similar to that of the Editing Box 326. The user may also click on Add New Broker Button 352 to blank out the Editing Box 350, for entering a new broker into the Computer System 55 or changing any information as may be desired. The cost charged by the broker for clearance services is entered in Clearance Cost Field 351. The user can click on the Delete This Broker Button 354, which "deletes" the broker information from display or use Undelete A Broker Button 356 to restore the display of the broker information.

When the user clicks on the Undelete A Broker Button 356, the Computer System 55 displays FIG. 21 (Undelete Broker) of all the brokers that have been deleted from display. The user highlights one of them, in this case "A-1 Brokerage Corp" in Field 348, and the broker is displayed in FIG. 20.

FIG. 22 (Expressway Inland) allows the user to enter data corresponding to those performing inland carriage for a particular shipment. The user data could be derived from other user's systems, e.g., the Trucking Providers Computer System 58 or Other Providers Computer System 76. The user can access
FIG. 22 from the Information Expressway, FIG. 17, by choosing the Service to Modify Field 312 and by highlighting and clicking Inland Carrier 360. In FIG 22 is a Country Location ID Box 386 that the user can click to display all country locations known to the Computer System 55. The user countries are designated by a two-letter ISO country code. FIG. 22 also displays specific delivery areas where the Computer System 55 does not have complete data. The additional data pertains to Loose Carton Rates Column 366, Air Container Rates Column 368, and Sea Container Rates Column 370. The Computer System 55 determines the needed rates by cross-referencing the two-letter ISO country code and the first three digits of an inland location postal code of that country. The results are displayed in columns below the corresponding rate, e.g., the Loose Carton Rates Column 366 is needed for HK shown at Field 372 (there are no significant postal digits in Hong Kong, and thus Field 372 is partially blank), Air Container Rates Column 368 is needed for US479 (United States and part of a Zip Code beginning with "479") shown at Field 374, and Sea Container Rates Column 370 for US658 shown at Field 376. The user can click any highlighted two-letter ISO country code, and the Computer System 55 will automatically display screen FIG. 23 (Revised Expressway Inland).

FIG. 23 (Revised Expressway Inland) is a screen which allows the user to view and enter the data discussed in FIG. 22. The user can enter a two-letter ISO country code in Country Location ID Box 386 and a three digit Postal Code in Postal Code Field 390, and the Computer System 55 will merge the data from Country Location ID Box 386 and Postal Code Field 390 to produce the data displayed in Postal Code ID Field 392. The Computer System 55 displays vendor-related data in FIG. 23 from left to right, and uses this data to determine the cost of using the services when making subsequently described computations. FIG. 23 has been used to display a Vendor in Loose Cargo Vendor Field 394 (which could be an air or a sea freight trucker), a Vendor in Air Container Vendor Field 396 and a Vendor in Dray Vendor Field 398, which is for sea container truckers. When the user clicks on one of the vendors displayed in FIG. 23, e.g., Transonic Logistic, the Computer System 55 loads corresponding data for the vendor into Editing Box 400. The user can change any information displayed in the Editing Box 400. The user can click an Add An Inland Vendor Button 428 to clear the Editing Box 400 to enter a new vendor. For this example using Transonic Logistics, the Terminal Field 402 shows as ORD, (the code for O'Hare Airport, Chicago, IL). The transit time from a postal code shown in the Postal Code ID Field 392 to a terminal shown in the Terminal Field 402 is a time of 1 day. This time is entered into Time Field 404. Rates for the vendor displayed in the Loose Cargo Vendor Field 394 are displayed in an industry-accepted format, beginning with a minimum charge shown in Minimum Charge Field 406, a +100 pound rate shown in +100 Pound Rate Field 408, a +500 pound rate shown in +500 Pound Rate Field 410, etc.

In a preferred embodiment there would be a box for the standard loose sea freight charges displayed as W/M Rate Field 416 (discussed subsequently in FIG. 27, Field 463). The standard air container types are displayed in Fields 414, i.e., for an LD3 container, an LD7 container, etc. The related cost Air Container Drop Charge Field 412 displays data if the vendor has to "drop" the container for loading and then return to pick-up the container. The Dray Container Vendor Field 398 displays corresponding vendors. The Dray Terminal Field 418 is for sea freight terminal data. A 20' Container Rate Field 420, a 40' Container Rate Field 427, etc. are for dray rates data for corresponding container sizes. A "drop" charge is shown in Sea Container Drop Charge Field 422, which is similar to the air container "drop" charge mentioned previously.

Many vendors shown in FIG. 23 will have duplicate rates for different delivery zones shown in the Postal Code ID Field 392. For instance, Transonic (in Loose Cargo Vendor Field 394) may assign the same
rates to US601, US602, US603, and US604 in the Postal Code ID Field 392. The user can create duplicate
the rates and corresponding vendor by clicking a Create Duplicate Button 424 to show a pop-up field for
entering a postal code for the duplicate. The user can click Generate Rate Request Button 426 to generate
a rate request for the postal code id’s shown in Postal Code ID Field 392. This is accomplished by
highlighting a displayed vendor and clicking Generate Rate Request Button 428. The Computer System 55
then generates a rate request to the highlighted carrier by means of the output device 15.

FIG. 24 (Expressway Port-to-port) allows the user to enter and manipulate data that the
Computer System 55 uses to determine port-to-port rates. The user data could be derived, for example, from
Air Freight Providers Computer System 57, Sea Freight Providers Computer System 56, or Other Providers
Computer System 76 as shown in FIG. 1. The user can then access this screen FIG. 24 by the System
Information Expressway, FIG. 17, by choosing the Service To Modify Field 312, highlighting Port-To-Port
Carrier 362, and clicking thereon. This screen FIG. 24 displays a carrier in Carrier List 429, which includes
all the carriers known to the Computer System 55. The user may choose an existing carrier by highlighting
and clicking on a carrier name in Carrier List 429.

The Computer System 55 will then display a FIG. 25 (Revised Expressway Port-to-port) screen.
The user can then highlight a carrier to view, e.g., Northwest Airlines. The corresponding information will
appear in Editing Box 434, which includes Carrier ID Field 435, which is a unique identifier for an airline --
e.g., NW; MAWB Prefix Field 436, which is a unique three digit number for each airline as a prefix for all
master air waybills, a Check Box 437 checked to indicate an air carrier rather than a sea carrier, a Check
Box 438 to indicate IATA carrier (i.e., a member of the International Air Transport Association); Carrier
Commission Percentage Field 439, which is for sales commission that generally is paid to a sales agent for
the carrier, a Carrier Payment Terms Field 440 for the carrier’s terms; a Carrier Name And Address Field
441 for the corresponding information, including the carrier’s phone number and fax number; and Carrier
Surcharge Per Kilo Field 449, which would be applicable for surcharge data for all carrier routes (discussed
in FIG. 27). The user can then click Add a Carrier Button 430 which will clear the Editing Box 434 and allow
the user to enter new carrier data. A list of Airports in Origin Port Column 433 having a corresponding three
letter port code will also appear once a carrier is highlighted.

A FIG. 26 (Further Revised Expressway Port-to-port) screen displays the result of the user’s
selecting ORD in Origin Port Column 433 in FIG. 25. The Computer System 55 displays a list of destination
ports in Dest. Column 451. Items in Dest. Column 451 are displayed with a solid Check Box 452 for ports
with rates on file. By clicking, for example, on a Marked Check Box 453 showing HKG, the Computer
System 55 displays FIG. 27.

FIG. 27 (Still Further Revised Expressway Port-to-port) shows the screen updated after the user
chose destination HKG in Destination Column 453 of FIG. 26. Rates on file corresponding to the carrier (NW
Airlines), Origin (ORD, i.e., O’Hare), and destination HKG (i.e., Hong Kong) are displayed in Rate Tariff 455
pertaining to the carrier chosen. In this case the user has selected Northwest Airlines in Rate Tariff Box
455. The user may click Update Rates Button 458, and the Rate Tariff Box 455 becomes available for
updating. If the user selects a port code from the Dest. Column 451 where there are no rates on file, for
example BEI, the Rate Tariff Box 455 displays only empty fields. The user may then click on the Update
Rates Button 458 to enter the rates that are required. A minimum charge in Field 460 shows a simple
minimum amount of $55.00 that the carrier NW Airlines will charge for handling this shipment. Charges for
loose cargo as shown in Fields 461 which is for cargo tendered loose to the airline is rated on a per kilo
basis. For example, for a +1 kilo category the charge is $10.95 per kilo. Fields 462 display a base rate, a
pivot rate, and an over-pivot rate for each of the air container type displayed in the Rate Tariff Box 455. Air carriers often assess a minimum disbursement charge and a disbursement percent (shown as a percent value of the collected amount) for collect shipments. This information, if applicable, is entered in Fields 464.

If the carrier selected from the Carrier List 429 provides ocean freight services, then the user would input relevant data into Field 463. For example, ocean carriers generally will charge the user for loose cargo based on the weight or measure and this charge is shown in a W/M field of Fields 463. The generally accepted standard for comparison is 1000 kilos to 1 cubic meter, whichever is greater, and the standard is used by Computer System 55 as the rating basis. Ocean carriers also handle various types of containers shown in the Fields 463 as 20' Std(standard), 20'HQ(hi-cube), 20'OT(open-top), 20'Refer(refrigerated), 40'Std(standard), 40'HQ(hi-cube), 40'OT(open-top), and 40'Refer(refrigerated). When done entering the relevant rates and carrier information, the user can click Exit Expressway Button 431 to exit screen FIG 27.

FIG. 28 (Terminal Location) is a screen that allows the user to enter and manipulate information that the Freight Forwarding Providers Computer System 55 for terminals. The user data could be derived from FIG.1, Warehouse Providers Computer System 74 or Other Providers Computer System 76. The user can access this screen FIG. 28 by the System Information Expressway, FIG's. 16-17, choosing Service to Modify Field 312, and highlighting Terminal 364. In FIG. 28 is a Box 465 that displays a listing of terminal locations on file. When the user clicks on one of the terminal listings displayed on the FIG. 28 screen, the Freight Forwarding Providers Computer System 55 loads data pertaining to the corresponding terminal into Editing Box 466. Editing Box 466 has delete and undelete functions analogous to those detailed with respect to FIG. 18 and FIG. 19. However, the present screen has unique data entry fields, such as Contact Name Field 469 and hours of operation defined by Open Time Field 470 and Close Time Field 471, and User Notes Field 472. To enter data characterizing a new terminal, the user can click Add New Terminal Button 468 to clear the Editing Box 466 and enter the data pertaining to a new terminal. The cost due to the particular terminal for provided services is entered in Terminal Charge Column 473. Terminals charge in different ways, as indicated in Per Shipment Field 474, Per Pound Field 475, Per Cubic Meter Field 476, and Per (Weight or Measure) W/M Field 477 subject to a minimum charge in the Minimum Charge Field 478. Terminals generally need a local inland provider displayed to transfer cargo between the terminal and a port. This is known as a terminal transfer, for which there is a charge. The user selects a vendor for the terminal transfer by clicking on a List Box 479 and by selecting from a list of inland carriers that would be displayed. The terminal transfer vendor is chosen from the list of inland vendors and terminal transfer rates entered in a manner analogous to that for terminal charges in Terminal Charge Column 473. Accordingly, whenever a future shipment is routed through that chosen terminal, that chosen inland carrier would be the default terminal transfer vendor.

FIG. 29 (Country Code Table) is the screen displayed after the user enters a country name in the Country To Modify Field 314 in FIG. 16. This user data could be derived from FIG 1, the Export Regulations Providers Computer System 72, Customs Provider Computer system 60, or Other Providers Computer System 76. The user enters the country name as it is to appear on documents in Country Name Field 483, the two-letter ISO country code in ISO Field 484 (this data is reused in FIG. 23 in FieldCountry Location ID Box 386, for example) and the number of significant digits that country requires to determine local delivery or pick up rates in Rate Field 485 (refer to FIG. 23 at Postal Code Field 390). Documentary requirements for the country are entered by the user for sea shipments in a row of Fields 486 and air/land shipments in a row of Fields 487 (thus, each document is listed twice in parallel rows). Below an abbreviated name in Fields 486 and 487 is a check box to indicate whether a corresponding document is needed for the service and
country. Preferred functionality allows the user to enter a number to produce multiple copies of each document. Because the necessity for many documents is related to the value of the goods being transported, there is a corresponding dollar amount at or over which the document is required. If there is no corresponding value to the marked document then the default value is zero and the document is presumed to be needed in all cases. The Freight Forwarding Providers Computer System 55 uses this information to determine what document output is needed for every transaction. The type of documentation needed for each country can also vary by mode of transport. Therefore, the user inputs data for each mode of transport. Examples of documentation produced by the Freight Forwarding Providers Computer System 55 included in Fields 486 are as follows: Pforma (Proforma Invoice), CO (Certificate of Origin), BR Inv. (Brazilian Commercial Invoice), CA X (Canadian Export Declaration), etc.

FIG. 30 (Three Letter Port Code) is a screen that allows the user to view and enter data pertaining to international ports. The user data could be derived from FIG 1, the Export Regulations Provider Computer System 72, the Customs Provider Computer System 60, or Other Providers Computer System 76. In this example the user has chosen to display Hong Kong. The present screen FIG. 30 shows a three-letter airport code HKG in Field 497 for the Hong Kong Airport named fully in Field 498 and Hong Kong sea port named fully in Field 499 with a schedule K number 58201 shown in Field 500. Also displayed is the insurance class 1 in Field 501 for the country of Hong Kong. The three-letter airport code in Field 497 is an internationally recognized identification for a specific airport. For U.S. Customs purposes each foreign port has been given a Schedule K number, and each U.S. Customs port has been given a Schedule D number. The Freight Forwarding Providers Computer System 55 uses this information to generate U.S. Customs related documents. Each country is assigned an insurance class in Field 501, an insurance provider, e.g., by the Insurance Providers Computer System 70 in FIG 1. The Freight Forwarding Providers Computer System 55 uses the insurance class entered in Field 501 to determine insurance rates for shipments between the user's country selected shown in Drop Down Box 502 and the country displayed. The screen FIG. 30 displays additional information which may be useful to the user such as: how many carriers' rates are on file covering service from ORD to Hong Kong, in Field 503; and how many carriers' rates are on file from Hong Kong to ORD in Field 504. Both the Fields 503 and 504 relate to user data entered in FIG. 27 (Still Further Revised Port-to-port), which the user can either view or enter by clicking Star Button 505 (rates from the user's port) or a Star Button 506 (rates to the user's port). The user can also set up carrier schedules between a selected port in the Drop Down Box 502 and the destination ports in Field 497, and Field 499 by clicking Set up Schdl Button 507, which will bring up screen FIG. 31 (discussed later). Next the user can enter special charges that are applicable to shipments between the selected port in Drop Down Box 502 and selected ports in the Fields 497 and 499 for the chosen country displayed in FIG. 30. The user enters a name of an applicable charge at Field 508, and the vendor who will be paid the charge is entered in Field 509. The charge amount can be entered per shipment in Special Charge Column 510, per kilo, and/or a per weight measure basis and possibly subject to minimum charge in a manner analogous to that of Terminal Charge Column 473. The screen FIG. 30 displays an example of a specific charge, named "fuel surcharge" of $.10 per kilo with no minimum to be paid to UPS for all shipments going to, or coming from, HKG.

Color-coded Fields 514 on screen FIG. 30 are colored throughout the screens displayed by Freight Forwarding Providers Computer System 55 in the following manner: Yellow fields (such as the port code Field 497, the airport name Field 498, the seaport name Field 499, the schedule D/K code Field 500, and the insurance class Field 501) are required to be completed, and the user cannot leave any screen unless the
yellow fields have been completed; White fields (such as the surcharge name Field 508, the surcharge vendor Field 509, and the fields making up the Special Charges Column 510) is a default for use only when applicable, e.g., when a special charge applies; And the dark blue fields (such as the surcharge vendor Field 509) can be double clicked by user to obtain a drop down box to data "on the fly" while progressing through the screens. The Freight Forwarding Providers Computer System 55 will then display the corresponding data input screen, such as appears in FIG. 28, so the user can proceed to enter required data. The insurance class data in Field 501 is determined by the Freight Forwarding Providers Computer System 55 from a user-entered matrix of rates (country or region, by class or commodity) obtained from the Insurance Providers Computer System 70 of FIG. 1) (see also FIG. 34). When the user double clicks on Field 501 the Freight Forwarding Providers Computer System 55 displays the FIG. 34 matrix in pop-up fashion.

FIG. 31 (Carrier Rates Expressway) is displayed when a user clicks on the Star Buttons 505 or 506 shown in FIG. 30, which correspond to the number of rates on file in the Fields 503 and 504. The user in this example selected the Star 505 corresponding to rates for HKG "FROM ORD". The present screen FIG. 31 displays all carriers with rates on file in Carrier Box 520 from the origin ORD in Field 518 to the destination of HKG in Field 519. A Carrier to Display Box 521 shows a carriers in the Freight Forwarding Providers Computer System 55 that the user selected to display. The user may, if the carrier desired is not displayed and therefore not in the Freight Forwarding Providers Computer System, double click the blue field in Carrier To Display Box 521 to be taken to Expressway Port-to-port FIG. 24 where the new carrier may be entered. After a carrier is selected in Box 521, the Rate Tariff Box 455 is displayed (see FIG. 27). If the carrier Box 521 shows no record of rates on file for the route displayed, an empty record is created by the Freight Forwarding Providers Computer System 55 and displayed in the Rate Tariff Box 455. The fields in Rate Tariff Box 455 are locked to prevent accidental changes, but can be unlocked as previously discussed.

The user has two options when finished with entering carrier's rates: click the Schedule Button 524 or click the Return Button 525. By clicking the Return Button 525 FIG. 30 is displayed. If the user clicks the Schedule Button 524 a new screen FIG. 32 is displayed to allow the user to enter data corresponding to carrier routings. The user data would preferably be derived from FIG. 1 Air Freight Providers Computer System 57, Sea Freight Providers Computer System 56, or Other Providers Computer System 76. The Freight Forwarding Providers Computer System 55 loads the corresponding code for a selected carrier in Field 526, the code for the origin port in Field 527, and the code for the destination port in Field 528 into the present screen in FIG 32. If the code in Field 526 indicates a carrier that will move the cargo via air transport, then the user checks air transport Box 529. Otherwise, the Freight Forwarding Providers Computer System 55 will know that the user intends to use a sea carrier. In the case of air transport, the user enters the flight numbers in fields 530 - 533 that will be used to fly from the origin in Field 527 to the destination in Field 528. If the user enters a flight number in Field 530 that the Freight Forwarding Providers Computer System 55 recognizes, the present screen FIG. 32 will display the origin in Field 534 and the destination in Field 535 for the flight. The user may view/edit more details about the flight designated in Field 530 by clicking the View Record Button 536. If the user entered a flight number in Field 530 that is not recognized by the Freight Forwarding Providers Computer System 55, then neither the origin nor the destination of the flight will be shown in Fields 534 and 535. In this case, the user must click the View Record Button 536 to enter details about the flight in Field 530. A View Record button (not shown) will then be displayed on the screen FIG. 30 for each of the other flights in Fields 531 - 533 as flight numbers are entered by the user. In other words, the user determines which flight to view by clicking a View Record button corresponding to the desired flight. Often, carriers do not move cargo directly between two points, but
instead connect shipments on a number of flights. Each flight number is displayed in order in the following fields: 530, 531, 532, 533, from the origin in Field 527 to the final destination in Field 528. For ocean freight schedules, the user does not enter flight numbers, but instead clicks the View Record Button 536 to direct Freight Forwarding Providers Computer System 55 to load screen FIG. 33 (Carrier Schedule).

In FIG. 33 (Carrier Schedule) the user may view existing flights and enter new flights (or view existing and enter new sailing schedules). The Freight Forwarding Providers Computer System 55 has loaded certain details from Carrier Routing screen FIG. 32, such as a flight number in Field 537, the flight origin in Field 538, and the flight destination in Field 539. The effective date of the flight in Field 540 and the ending date in Field 541 may be entered by the user for flights or schedules that are temporary. Otherwise, the Freight Forwarding Providers Computer System 55 keeps the record active indefinitely. For the selected flight in Field 537, the present screen FIG. 33 displays the cut off time, which is the latest time that the carrier will accept cargo for the flight in Field 537; the cut off date in Field 543, which is in number of days relative to departure (i.e., 2 days before departure date is displayed as "-2"); the departure time in Field 544 (the departure date is always 0); the arrival time in Field 545; and the transit time in Field 546 (where the displayed "2" signifies 2 days after departure date). The days on which the flight specified in Field 537 operates (departs) are indicated by the user marking an appropriate day box in a Days Of The Week Row 547 of check boxes that correspond to days of a week. The types of shipper-loaded containers accepted for carriage on the flight designated in Field 537 are indicated by the user marking the appropriate Check Box Column 548.

The user may enter a sea freight sailing schedule by clicking the Activate Sailing Schedule Button 549. Sea Freight Providers Computer System 56 in FIG. 1 publish sailing schedules on a monthly or bi-monthly basis, and if the information from those schedules is not computerized, the information can be user-entered here (up to 7 sailings). Again, the Carrier Schedule screen FIG. 33 will display the origin in Field 538 and the destination in Field 539 from the previous screen FIG. 32. The flight code will of course be blank for ocean schedules. The cut-off time in Field 542 and date in Field 543, the departure time in Field 544 (not required), arrival time in Field 545 (not required) and the transit time in Field 546 are all entered by the user. Each sail date Row 550 is noted with a corresponding vessel name/voyage number in Row 551. When finished entering and/or viewing schedules, the user clicks a Return Button 442 and FIG. 30 is again displayed. The user can then view the Insurance Class List FIG. 34 by double clicking the Insurance Class Field 501 in FIG. 30. The Freight Forwarding Providers Computer System 55 then displays a List of insurance classes and the corresponding countries and regions. The insurance class is in Row 517 and the countries and regions covered are in Columns 516. The data for Row 517 and Columns 516 are entered by the user. However, it would be preferable to obtain the data from the Insurance Providers Computer System 70 or Other Providers Computer System 76, as shown in FIG 1. Countries and regions where the user cannot receive insurance coverage are listed as class zero in Column 515. When finished the user returns to the screen displayed in FIG 30.

As previously described in FIG. 30, the user may double click on dark blue fields displayed on any screen to load a drop down screen corresponding to the selected dark blue field. As dark blue screens are listed the user double clicks field on Vendor Providing Service Field 509 the Freight Forwarding Providers Computer System 55 displays a Special Vendor screen FIG. 35. A Vendor ID Number 495 is automatically assigned by the Freight Forwarding Providers Computer System 55. The user enters a descriptive name of a special service that the vendor is going to provide in Field 494. The user enters the special vendor's name in Field 493 and corresponding address information in Field 522. The rates that the vendor will charge the
user for providing the named service can be entered on a basis of per shipment in Field 489, a per kilo in Field 490, and/or a per weight/measure in Field 491, subject to a minimum charge in Field 492. The special vendor rates in Fields 489-492 are used by the Freight Forwarding Providers Computer System 55 to calculate costs of the special service for shipments moving to and from a country. The user then clicks a Return Button 488 on the screen FIG. 35 to return to FIG 30.

When the user clicks on the Service Set Up Button 507, the Freight Forwarding Providers Computer System 55 displays FIG. 36 (Transit Type) which is a list of user-defined services. Each service has a numerical designation, for example from ORD to HKG, Freight Forwarding Providers Computer System 55 has assigned for ocean freight the number zero; consol air freight the number one, direct air freight the number two, and urgent air freight the number three. Likewise, for HKG to ORD, the Freight Forwarding Providers Computer System 55 has designated ocean freight the number four, consol air freight the number five, direct air freight the number six and urgent air freight the number seven. The user would select the appropriate service to edit by entering the corresponding number into Field 512 and then clicking OK Button 511. The Freight Forwarding Providers Computer System 55 would then load the screen displayed in FIG. 37. The screen (Consol Vendor Add) FIG. 37, allows the user to select default vendors and carriers for the service and route chosen in the previous screen FIG. 36. In this example, when the user chooses number one for Field 512 in FIG. 36, the screen FIG. 37 displays an existing record for service from ORD to HKG for consolidated air. The user selects a default origin agent in Field 443, an origin terminal in Field 444, a Port-to-port carrier in Field 445, a destination agent broker in Field 446, and a destination terminal Field 447. The screen FIG. 37 displays the aforementioned as dark blue fields, permitting the user to double click the appropriate field to enter new data or edit existing vendor data. For example, to edit a destination agent broker Field 446, the user double clicks on the corresponding field, and the Freight Forwarding Providers Computer System 55 displays the Agent Broker Table FIG. 18. Once all vendors have been specified in FIG. 37 by the user, the Freight Forwarding Providers Computer System 55 later uses costs associated with each specified vendor to calculate the total cost of consolidated air service for future shipments entered by the user. In addition to future costs, the user can establish a schedule for future consolidation service in Fields 448 by selecting check box to correspond with the day of the week and a time for that day. The Freight Forwarding Providers Computer System 55 can later determine a consolidation schedule in FIG. 96.

The user can enter a sell tariff by clicking a Sell Tariff Button 456. The sell tariff entered by the user will be applied to shipments routed as specified, e.g., ORD to HKG (unless the customer has an overriding tariff on file, as discussed later). If a sell tariff for the routing ORD to HKG is recognized by the Freight Forwarding Providers Computer System 55, the Button 456, is marked "View Sell Tariff". If a sell tariff is not recognized by the Freight Forwarding Providers Computer System 55, then the Button 456 is marked "Sell Tariff Needed".

When the user clicks the Button 456, the Freight Forwarding Providers Computer System 55 displays the Rate Table Entry screen FIG. 38. The Freight Forwarding Providers Computer System 55 loads data from the origin port, the destination port and the service type displayed in FIG. 37 into FIG. 38. The sell tariff entered by the user will be applied to all user-entered shipments moving from the origin port to the destination port via the service type, unless there is an overriding customer tariff recognized by the Freight Forwarding Providers Computer System 55. The user enters a selling tariff for the displayed origin terminal charges in Fields 554, Origin Terminal Transfer Charge Fields 560, Origin Services Fees Fields 566, Insurance Charges Fields 567, Special Charges Fields 572, Port-to-port Charges Fields 578, Destination Service Fees Fields 579, Destination Terminal Charges Fields 584, and Destination Terminal...
Transfer Charges Fields 585. All charges displayed by the screen FIG. 38 have been discussed previously with the exception of Origin Handling Services Fields 557, which are usually fixed fees charged by a provider for documentation services and processing activities. As displayed in the present screen FIG 38, per shipment fees could include a handling charge in Field 568, a letter of credit fee in Field 569, or a hazardous material shipment handling fee in Field 569. When the user has finished entering data, the present screen FIG. 38 displays two options: a Save As Displayed Button 586 and a Delete this Tariff Button 587. If the user selects the Delete This Tariff Button 587, the Freight Forwarding Providers Computer System 55 clears all data from FIG. 38. The date that the tariff was last updated is displayed in Field 588.

FIG. 39 (Client Manager) is the first screen the user sees after selecting the desired client in the Client To Modify Field 316 in FIG. 16. Note that Car 263 is positioned at a S Sign Post 615 (Special Charges, FIG. 39). Also shown are the following: B Sign Post 616 (Bill-to Party FIG. 40), W Sign Post 634 (Warehouse Location FIG. 42), S Sign Post 657 (Shipping Partner FIG. 44), T Sign Post 663 (Rate Tariff FIG. 45), and I Sign Post 708 (Inventory Items FIG. 45). The user data for FIG. 39 could be derived from FIG. 1, the Customer's Computer System 64. If the user enters a client that is recognized by Freight Forwarding Providers Computer System 55, then the present screen FIG. 39 displays all the relevant information for that client. If the user enters a new or unrecognizable client in the Client To Modify Field 316, then the Freight Forwarding Providers Computer System 55 displays a blank Client Manager screen FIG. 39 for the user to enter information for a new client. In this example, the Client Manager FIG. 39 screen displays the information for a client named DSX International. The information displayed in Box 589 defines part of an underlying record that cannot be changed by the user in FIG. 39. The user can change this information by clicking a Replace This Record Button 590, which will engage Freight Forwarding Providers Computer System 55 to clear the record. The replaced record remains in a computer-readable file permanently, but is not current and is not accessible to the user. Likewise, the user may delete a record from the Freight Forwarding Providers Computer System 55 by using a Delete Button 591. A printed profile of a client may be generated by the user clicking on the Print This Profile Button 592.

An ID number in Field 593 for internal use is automatically generated by the Freight Forwarding Providers Computer System 55. The user can enter data for a new client into the Freight Forwarding Providers Computer System 55 beginning with the client name in Field 594 and address information in Fields 595, and the client's federal employer's identification number (FEIN), which is required for some U.S. documentation. The FEIN is stored in Field 601.

The remaining information displayed is fully updatable without the user having to replace the record. The user enters contact information into Fields 602, which includes the clients primary contact name, phone number, extension, a secondary contact name, the corresponding telephone number, the client's fax number and E-mail address. Handling Comments in Field 603 are user-entered handling instructions for a particular client that are displayed whenever the client's record is displayed by Freight Forwarding Providers Computer System 55. When user calculates charges to be billed to a client for the transportation of a shipment, the Freight Forwarding Providers Computer System 55 will search to determine whether the client has a rate on file matching the origin, destination, and transit type requirements of the particular shipment. If the Freight Forwarding Providers Computer System 55 does not find a client rate on file, Freight Forwarding Providers Computer System 55 will search for a default sell tariff (FIG. 38). If Freight Forwarding Providers Computer System 55 finds no default sell tariff matches the origin, destination, and transit type of the particular shipment, then the Freight Forwarding Providers Computer System 55 will compute the cost based on
default vendors designated by the user in FIG. 37. The user (in this case a freight forwarder) can generate a profit margin for providing such services to the client by entering a profit margin percentage in Field 604.

There are six other types of data that the Freight Forwarding Providers Computer System 55 allows the user to enter to complete the Client Manager screen FIG 39. Rather than display all entry fields on one screen, the Freight Forwarding Providers Computer System 55 loads the relevant data entry screens into Editing Box 605. The user clicks the Done Entering Button 611 when entry is completed. The first data entry screen displayed is for information pertaining to special charges applicable to every shipment for this client. The user to enter data pertaining to a special charge in Field 606 in similar fashion to the previously discussed handling of special charges (see FIG 35, in Field 494). If the special charge in Field 606 has underlying vendor costs, the user can select from a vendor list in Box 610 or double-click to enter a new vendor. The user clicks a Done Entering Special Charges Button 611 when finished.

The Freight Forwarding Providers Computer System 55 then displays FIG. 40 (Revised Client Manager), which allows the user to enter data relating to a client bill-to-party. Note in FIG. 40 that Car 263 has advanced to B Sign Post 615, thereby marking progress to handling a bill-to-party. The Freight Forwarding Providers Computer System 55 defaults to the current client record in Field 617 because most client charges are for the client's account. However, the present screen FIG. 40 allows the user to select a new address in Field 617. To see all customers that share the bill-to-address displayed in Field 617, the user can click Button 619. When the user clicks an edit-this-address Button 618, the Freight Forwarding Providers Computer System 55 displays a Billing Info Add Edit screen FIG. 41, which allows the user to view and edit billing information. Displayed is the client information from the previous screen FIG. 39, Box 589, for ease of reference. Company information is displayed in Editing Box 620 as the information is to appear on the user's billing invoice, past due notices, and any other such documentation generated by the Freight Forwarding Providers Computer System 55. The data used in the Editing Box 620 could include company and/or division name, billing address, the accounting person's name, the accounting department's phone number, phone extension, and any notes specific to accounting issues regarding the client. The user can quickly complete this screen FIG. 41 with information already entered and displayed above by clicking the As Per Above Button 631. When the data entry is completed the user may click on a Return Button 632 to return to the Client Manager screen as shown in FIG. 42.

FIG. 42 (Further Revised Client Manager) shows that this Car 263 has advanced to the W Sign Post 634, to mark that the user now needs to handle the warehouse location for the shipment. Every user client will have a location where cargo is stored. The user now enters client warehouse location data in Field 635. The Freight Forwarding Providers Computer System 55 defaults to the client address for warehouse location in Field 636. The present screen FIG. 42 displays analogous functions as those discussed in FIG. 40, except that the user is entering data for warehouse locations rather than billing information. A difference is displayed when the user selects an existing warehouse in Field 636 to view and possibly edit by clicking Button 637.

When the user clicks a Button 637, a FIG. 43 (Location Edit) screen is displayed. The present screen FIG. 43 displays analogous data entry fields and functionality as those of FIG. 41. An exception is the OPS details Fields 639, which permit the user to enter data relating to the hours of operation, the terminal of service and the transit time to the port of service. The user can quickly complete the present screen FIG. 43 with information that duplicates the client information already entered and displayed above by clicking on the As per Above Button 654. When FIG. 43 is completed, the user may click a Return Button 655, which leads to FIG. 44.
FIG. 44 (Still Further Revised Client Manager) screen now shows the Car 263 advanced to the S Sign Post 657 which is marked with an "S" for shipping partner. A shipping partner is a default company that a client is most likely to ship to or from, in view of a prior business transaction or transactions. The user now enters client shipping partner data in Field 659. The present screen displays analogous functionality to that of FIG. 40, except that there is no edit button.

FIG. 45 (Even Further Revised Client Manager) screen (compare with FIG. 40) where the Car 263 has advanced to the T Sign Post 663. The user now enters client tariffs for specific origin/destination routings in Box 664. When the Freight Forwarding Providers Computer System 55 recognizes a client tariff all other methods of determining the charges billed to the client are overridden. The user may enter more than one tariff per client, but only one tariff per customer per routing is allowed by the Freight Forwarding Providers Computer System 55. A routing is defined as an origin warehouse in Field 665 (a warehouse location on file), a destination warehouse in Field 666 (also a warehouse location on file), and a transit type in Field 667. In FIG. 45, an export tariff sold to DSX is entered by the user. Because the present screen FIG. 45 displays an export tariff, the origin warehouse is the warehouse of "DSX", which is entered in Field 665. (Contrarily, if the present screen FIG. 45 displayed the user entry of an import tariff, the destination warehouse would be DSX's warehouse.) The warehouse used by DSX is selected by the user from the list in Field 665. The number of tariffs that the Freight Forwarding Providers Computer System 55 recognizes is displayed in Field 668. If there is more than one match, Freight Forwarding Providers Computer System 55 displays a list of the matches, from which one match is selected to display in FIG. 46. If only one match is found, then the user may click a View Matches Button 669 to display screen FIG. 46. If no match is found, the user can click Add New Button 670 to go to FIG's. 46-48 for data entry.

FIG. 46 (Rate Table Entry) is for use in entering client rate tariffs. The functionality and data structures of this screen FIG. 46 are analogous to those of FIG. 38, with two exceptions: pick-up charges Fields 678, and delivery charges Fields 705, which have a functionality and data structure analogous to those of FIG. 23.

When the user has completed FIG. 46, another version of the Client Manager screen (not shown) displays the Car 263 at the final I Sign Post 708. Final Sign Post 708 marks that the user must now handle inventory items. This is accomplished by clicking a button (not shown) to go to FIG. 58 (Revised Sixth Shipment Details screen). In FIG. 46, the user can click a Return Button 704 to go to FIG. 45. From FIG. 45, the user can click a Return to Expressway Button 698 to go to FIG. 16. Next, the user can click Master Airway Bill Pool Button 320 to go to FIG. 47 (Master Bill Manager) screen.

Master air waybills are transport documents that are accountable and must either be used and recorded, or voided and returned, to the carrier. In the days before computers, master air waybills were issued on pre-printed multi-part forms that were uniquely numbered. Now air carriers just issue numbers that can be used in a computer system to generate master air waybills. However, the numbers are still accountable to the air carrier. A master air waybill management function in Freight Forwarding Providers Computer System 55 tracks the used master air waybill numbers and will assign the next unused master air waybill number to each consolidation generated (discussed later). When a consolidation is canceled leaving the master air waybill number un-used, that unused number becomes available to the next consolidation. FIG. 47 shows a screen that allows the user to view and enter master air waybill numbers. A display of the master air waybills for that carrier that are shown in Box 709. An Add Bills Box 710 allows the user to enter new master air waybill numbers into the Freight Forwarding Providers Computer System 55. The air carrier is selected by the user from a list of carriers in Field 711. When a carrier issues master air waybill numbers
to the user for entry into the Computer Freight Forwarding Providers Computer System 55, the issuing carrier will provide the first master air waybill number, which is entered in Field 712, and either a number of waybills for entry in Field 713 and/or the last master air waybill number for entry in Field 714. Master air waybill numbers are eight digits, the first seven being the actual waybill number and the eighth being a check digit which is the mod-7 of the actual waybill number. The Freight Forwarding Providers Computer System 55 checks for the validity of the user's entry, and if the number entered is a valid number, then the user will be allowed to proceed. Otherwise, the user is given a warning to check the data entry or to request a valid number from the air carrier. When the Freight Forwarding Providers Computer System 55 verified that all the user-entered data is correct, the user clicks a Save To Pool Button 715, and the bills are saved by the Freight Forwarding Providers Computer System 55 for future use. When finished with the present screen FIG. 47, the user exits to the Main Map FIG. 13 by clicking an Exit Button 707.

From the Main Map FIG. 13, if the user selects a Work With Individual Shipment Button 270, the Freight Forwarding Providers Computer System 55 displays a screen FIG. 48 (Revised Main Map) with three buttons: (first) Book and Ship Button 701; (second) Billings and Payables Button 702; and (third) Generate Documents Button 703. Billings and Payables Button 702 is discussed later in FIG. 72. The Generate Documents Button 703 is discussed later in FIG. 75.

Book and Ship Button 701 displays FIG. 49 (Booking Pop-up) when selected by user. In FIG. 49 the user can edit, view, and enter data pertaining to individual shipments being managed by Freight Forwarding Providers Computer System 55. If the user selects an edit/view quotes Button 717 or Bookings Button 718 button FIG. 50 (Booking Look-up) screen displays. The screen in FIG. 50 displays a variety of data input fields for the user to use in searching for an existing booking or quote on file. The fields include Booking Number 690, mode of transport Field 691, the shipper name Field 692, the shipper reference number Field 693, origin Field 694, consignee name Field 695, the consignee reference number Field 696, the destination Field 697, a date search Field 699, and a search now Button 700. The user can enter any relevant data in these fields displayed and then click the search Button 700 to locate the booking or quote, if it exists in the Freight Forwarding Providers Computer System 55.

Quotes are shipments that the user has entered into Freight Forwarding Providers Computer System 55 to determine pricing for a particular future shipment. Bookings, are quotes that a customer has accepted, but the shipment has not departed. Housebills are shipments that the user has entered into the Freight Forwarding Providers Computer System 55 which are in transit or have been delivered to the consignee (discussed later in FIG 71).

After the user has completed a search in FIG. 50, clicking the Return Button 706 displays FIG. 49. Clicking Enter New Shipment Button 716 causes a display in FIG. 51 (First Shipment Details). Across the top of the screen FIG. 51 are Shipper Button 722, Consignee Button 723, Bill-to Button 724, Transit Button 725, Pkg Details Button 726, Invoice Button 727, Auto Calc Button 728, each of which is for signing sets of user-input data regarding a shipment. The user can select a Button 722-728 and the corresponding set of information is displayed. On the right is Done Button 729. At the bottom of the screen FIG. 51 are notes Fields 730 and 731, for data entered by the user pertaining to the displayed shipment. A light colored note field with black writing, Field 730, is for information regarding the user's customer. The dark colored note field with light colored writing, Field 731, is for internal notes.

In this case, FIG. 51 displays a set of shipper information. The time and date the file was generated is displayed in Field 732. In the case of a new shipment, the current time and date in Field 732 will be displayed. After a new shipment has been by saved by the user in Freight Forwarding Providers Computer
System 55, as either a quote or a booking, the quote or booking is assigned a number in Field 733. (The example here being a new shipment, the quote or booking number Field 733 is dark.) The shipper name and address are displayed in Field 734, and in the case of previously saved shipments, the shipper name and address are chosen from a list of clients on file. If the required shipper is not displayed in the list of clients on file, then the user may either enter a name of a new client in Field 734 or click an Enter a New Customer Button 735 to go to the Client Manager FIG. 39. Any handling notes in Field 603 are displayed in Field 737. If the user finds any of the information displayed about the shipper in Box 734 to be inaccurate, the user may click an Edit Customer Details Button 738 to bring up the shipper's data in the Client Manager FIG. 39 for editing. The default warehouse location as entered in the Further Revised Client Manager FIG. 42, Field 636, is displayed in Field 736. If the location displayed in Field 736 is not the correct pickup location for this shipment, the user may select another location from the list of locations on file for Field 736. If the required location is not in the list of locations on file in Field 736, the user may enter the name of a new location in Field 736 and proceed to the Location Edit FIG. 43 in order to enter the details of a new location. If the user finds any of the information displayed about the warehouse location to be inaccurate, the user may click on a location edit Button 740 to bring up the record for the warehouse location for editing (with FIG. 43). The user can complete FIG. 51 by entering the Shipper's Reference Number in Field 741 for the shipment and the date in Field 742 and the time in Field 743 that the shipment is to be picked up from the shipper's warehouse. If a "drop" (discussed earlier) is required for a full container shipment, Box 744 is checked.

Clicking the Consignee Button 723 causes a display of FIG. 52 (Second Shipment Details). The color of the Buttons 722-728 are updated by the Freight Forwarding Providers Computer System 55 to reflect the status of the corresponding information sets. Shaded buttons (e.g., Consignee Button 723 in FIG. 52) signify that the corresponding information set is currently displayed, yellow buttons (e.g., Shipper Button 722 in FIG. 52) signify that the corresponding information set is completed, and black buttons (e.g., Bill-To Button 724 in FIG. 52) signify that the corresponding information is not completed.

In this case, FIG. 52 displays a set of consignee information. If the shipper selected in Box 734 has a default shipping partner, assigned the Default Shipping Partner data would be displayed in Field 752. Otherwise the Consignee is chosen from the list of existing clients on file. If the required consignee is not displayed in the list of clients on file, then the user may either enter a name of a new client in Field 752 or click an Enter New Customer Button 753 to go to the Client Manager FIG. 39. Any handling notes in Field 603 are displayed in Field 754. If the user finds any of the information displayed about the consignee in Field 752 to be inaccurate, the user may click an edit customer details Button 755 to bring up the consignee's data in the Client Manager FIG. 39 for editing. The default warehouse location as entered in the Further Revised Client Manager FIG. 42 Field 636 is displayed in Field 756. If the location displayed in Field 756 is not the correct delivery location for this shipment, the user may select another location from the list of locations on file for Field 756. If the required location is not on file, the user may enter the name of a new location in Field 756 and proceed to the Location Edit FIG. 43 in order to enter the details of new location. If the user finds any of the information displayed about the warehouse location to be inaccurate, the user may click on a location edit Button 758 to bring up the record for the warehouse location for editing with FIG. 43. The user can complete FIG. 52 by entering the consignee's reference number in Field 759. If a 'drop' (discussed earlier) is required for a full container shipment Box 760 is checked.

The Freight Forwarding Providers Computer System 55 determines the estimated delivery date by adding the estimated transit time to the pick up date entered in Field 742. The estimated transit time is
calculated by the Freight Forwarding Providers Computer System 55 by adding the following: the transit
time from the pick-up location to the port of service as entered in Fields 639 of FIG. 43, the estimated port-to-
port transit time entered in Field 450 of FIG. 37, and the transit time from the port of service to the
consignee's warehouse location as entered in Fields 639 of FIG. 43.

Clicking the Bill-To Button 724 causes a display of FIG. 53 (Third Shipment Details) which is a set of
bill-to-party information. The pre-paid bill-to-party information is displayed in Field 764. Any pre-paid
charges would be billed by the Freight Forwarding Providers Computer System 55 to the party displayed.
The collect bill-to-party is displayed in Field 765. Any collect charges would be billed by the Freight
Forwarding Providers Computer System 55 to the party displayed. The Freight Forwarding Providers
Computer System 55 determines the bill-to-party based on information previously entered by the user in
Field 617 of FIG. 40. If the bill-to-party other than the default bill-to-party's displayed is to be billed, then the
user can select another from the list(s) on file in Field 764 and Field 765.

Clicking the Transit Button 725 causes a display of FIG. 54 (Fourth Shipment Details) which is a set
of information pertaining to transit details. In Field 771 the origin terminal port is displayed from shipper
information entered by the user in Fields 639 of FIG. 43. In Field 772 the destination port is displayed from
consignee information entered by the user in Fields 639 of FIG. 43. When the user enters the pick-up date
in Field 742, the Freight Forwarding Providers Computer System 55 can automatically determine the "eta"
(estimated time of arrival) at port of departure by adding the transit time from the shipper's warehouse to the
origin terminal port as entered in Fields 639 of FIG. 43 to the pick-up date. The user can override the ports
displayed in Field 771 and Field 772 with other port codes on file if necessary.

Information regarding insurance is displayed in Box 778. The user may click mark for insurance
Button 779 to indicate that insurance is required for the value of goods shipped. In addition, the user may
also choose to insure the cost of the freight by marking the Box 780. The user may also add an additional
ten percent coverage by marking the Box 781. The value of the goods to be insured is displayed in Box 782.
The value may be entered manually or the Freight Forwarding Providers Computer System 55 will determine
the value based on information entered in FIG. 56 (discussed later). The freight charges displayed in Box
783 can be entered manually or the Freight Forwarding Providers Computer System 55 will determine the
amount based on calculations performed in FIG. 61 (discussed later). The insured amount to be displayed
in Field 784 is the value of the goods plus the freight charges (if Box 780 is marked) increased by 10% (if
Box 781 is marked). The commodity class displayed in Field 785 is determined in FIG. 58 (discussed later)
and the country class as displayed in Field 786 is entered in Field 501 in FIG. 30.

If the goods being shipped are considered dangerous by international shipping standards, the Box
774 is marked. In Box 777 a column of buttons is displayed which correspond with various modes of
transportation. The buttons displayed are as follows: Scheduled Air Consolidation Button 766, Direct Air
Button 767, Urgent Air Button 768, and Ocean Button 769. By clicking one of these buttons the user selects
a mode of transport for the shipment and therefore designates which type of tariff applies to the current
shipment. The Freight Forwarding Providers Computer System 55 uses this information to determine
 carriers, to determine documentary requirements, and to calculate freight charges (in FIG. 61 discussed
later). When a mode of transport is selected, Box 787 displays a description of the corresponding mode.

In Box 788, a column of buttons is displayed which correspond with methods of payment for freight-
related charges. For example, when a letter of credit is not involved, there are usually two kinds of charges:
freight and ancillary, and each of these kinds of charges can be prepaid (PPD) or collect (CSS). Freight
Forwarding Providers Computer System 55 has default buttons for each of these alternatives: A Freight
Prepaid/Ancillaries Prepaid Button 745, Freight Prepaid/Ancillaries Collect Button 746; Freight Collect/Ancillaries Prepaid Button 747, Freight Collect/Ancillaries Collect Button 748. A letter of credit (LC) is used to portion the shipping charges in accordance with the particular terms of a shipment. Prepaid Per Terms of the Letter of Credit Button 749 and Prepaid Collect Per Terms of the Letter of Credit Button 750 can be used as defaults for these letter of credit shipments. By clicking of the buttons (745-750) the user selects a method of payment for the shipment. The Freight Forwarding Providers Computer System 55 uses this selection to generate billing invoices as in FIG.'s 65, 72 and 73 (discussed later). When a method of payment is selected, Box 789 displays a description of the method of payment selected.

In Box 790, a column of buttons is displayed and these buttons correspond to the various default types of service applied to the shipment. The buttons displayed are: Door-to-Terminal Button 680, Door-to-Door Duties Unpaid Button 681, Door-to-Door Duties Paid Button 682, Terminal-to-Terminal Button 683, Terminal-to-Door Duties Unpaid Button 684, and Terminal-to-Door Duties Paid Button 685. Door-to-Terminal Button 680 is for designation that the transport company (user/freight forwarder) picks up the shipment at the shipper's door and transports the shipment to a terminal. Door-to-Door (DDU) Duties Unpaid Button 682 is for the user to transport the shipment from the shipper's door to the consignee's door without the shipper arranging for payment of duties. Door-to-Door (DDP) Button 682 is for the same except that the shipper pays the duties. Terminal-to-terminal Button 683 is for the shipper moving a shipment from one named terminal to another. Terminal-to-Door (DDU) Button 684 is for the shipper moving the shipment from a named terminal to the consignee's door, with duties unpaid by the shipper. And Terminal-to-Door (DDP) Paid Button 685 is for the same except with the shipper paying the duties.

By clicking a Buttons 680-685 the user selects the type of service to be applied to the shipment. The Freight Forwarding Providers Computer System 55 uses this selection in determining what charges and documentation apply to the shipment. When a type of service is selected Box 791 displays a description of the type of service selected.

Clicking a Pkg Details Button 726 causes a display of FIG. 55 (Fifth Shipment Viewer screen) which is a set of packing details information. Packing pertains to how a shipper packages merchandise for shipment. Generally, individual items (entered in FIG. 56) would be packed together in a master carton for ease of handling. Details of each master carton are entered in the screen displayed in FIG. 55 in the following fields: A length, in Field 795; a width, in Field 796; a height, in Field 797; a weight of the master carton, in Field 798; a number of cartons shipped matching these details, in Field 794; and marks printed on these cartons, in Field 799. The user may opt to enter weight information in pounds or kilos by choosing an appropriate Button 809. Clicking an Add-to-Total Button 800 causes the details entered in Fields 794-799 to be displayed in Box 801 along with any previously entered details in Fields 794-799. Clicking Button 800 also causes the following fields to be updated: A Total-Piece Count Field 802 which displays the sum of pieces individually displayed in Box 801; A Total Pound Weight Field 803 displays in pounds the sum of the weights individually displayed in Box 801; A Total Kilo Weight Field 804 displays in kilos the sum of the weights individually displayed in Box 801; A Total Chargeable Kilo Weight Field 807, which displays the total chargeable weight (an industry standard calculation based on weights and dimensions) from the details displayed individually in Box 801; A Total CFT in Field 805, which displays the sum of cubic feet individually displayed in Box 801; and A Total CBM in Field 806, which displays the sum in cubic meters of the cubic feet displayed in Box 801.

The user (freight forwarder) will receive the cargo at the user's warehouse. A Button 810 displays the number of packages that have been received to date at the user's warehouse (i.e., "on-hand"). The user
may click Button 810 to revise the number of pieces on hand. The Colored Background 811 Behind Button 810 remains red until the number of pieces on hand matches the number of pieces shipped, in which case the Colored Background 811 becomes green.

Clicking an Invoice Button 727, causes a display of FIG. 56 (Sixth Shipment Details) which is a set of invoice information for items being shipped. The screen FIG. 56 layout is similar to a standard commercial invoice. FIG. 56 should be contrasted with such documents as Master Bill of Lading, House Bill of Lading, etc. Many documents used in transportation have standardized format requirements, and known prior art approaches follow these formats in gathering and distributing information. The inventors herein have discovered that this prior art approach is ill-advised. This documentation is repetitious, and thus it is more efficient to gather the data in screens that do not correspond to such standardized transportation documents, and then use the efficiently gathered data to generate the standardized documents, which is the approach generally used in the present invention. FIG. 56 shows that the data can alternatively still be gathered in the standardized manner, though this is not preferable. Still better would be to communicate this transportation data electrically between any of the aforesaid users to replace at least one, and preferably more or all of those standardized documents with electronic communication. Shipper details are displayed in Field 813 as they were entered previously (FIG. 51, Box 734). Consignee details are displayed in Field 814 as they were entered previously (FIG. 52, Field 752). The user signifies that the shipper and consignee are related by marking Box 815. The package details are displayed in Box 793 as they were previously entered (FIG. 55 Fields 802, 804, and 805). The user may enter a commercial invoice number in Field 671, an invoice date in Field 672, a purchase order number in Field 673, other reference numbers in Field 672, sold-to details in Field 675 (if the details on the commercial invoice are to differ from those in the consignee Field 814), terms of sale in Field 676, currency of the sale in Field 812, the agreed rate of exchange in Field 677, the license under which the goods are being shipped in Field 686, the U.S. Customs-issued ECCN number in Field 686 for regulated goods, and an overall description of the goods in Field 816. Details entered in FIG. 56 will be printed on a commercial invoice document generated by Freight Forwarding Providers Computer System 55 at FIG. 75.

A detailed list of the goods being shipped is displayed in Box 817. The items displayed in Box 817 are pulled from an inventory shown in FIG. 57 (Shipper Inventory) screen which is specific to each client. The user may click an inventory item edit and add Button 818 to access the screen displayed in FIG. 57 in order to view and edit the inventory (discussed later). For each item being shipped, the user enters in Field 819 the carton numbers in which the goods were packed. The user then enters in Field 820 the appropriate item from a list of item numbers on file. The item's description is displayed in Field 821 and unit price is displayed in Field 822. Each was entered in the Shipper Inventory screen FIG. 57 (discussed later). The user enters the quantity ordered in Field 823 and quantity shipped in Field 824. The cost of the goods is calculated as the unit price in Field 822 multiplied by the quantity shipped in Field 824. The cost of the goods is displayed in Field 825.

The enter Shipper Inventory screen FIG. 57 is displayed when the inventory item edit and add Button 818 is clicked. The screen FIG. 57 allows the user to add and edit all of the inventory on file for the shipper. A shipper's unique item number used to identify the goods is entered in Field 826. A description of each item is entered in Field 827. The unit description for each item is entered in Field 828. The price per unit is entered in Field 829. Goods are classified by insurance providers for the purpose of determining insurance premiums. The insurance class for each item is entered in Field 830. For ease of reference, the user may double click on Field 830 to display a list of commodities and their corresponding classes. The
country of origin is entered in Field 831 from the list of countries on file. The customs-assigned Schedule B Number is entered in Field 832. The user may click an Add Button 833 to add a new item, or the user may click a Return Button 834 to return to a Revised Sixth Shipment Details screen Fig. 58.

Fig. 58 shows a Revised Sixth Shipment Details screen. A subtotal (FOB) is calculated as the sum of the cost of the goods displayed in Column 836. The subtotal (FOG) is displayed in Field 835. If the user wants the freight charges as calculated in Fig. 61 (discussed later) to be included on the commercial invoice, the user clicks an Include Freight Charges Box 839. If the Box 839 is marked, the freight charge as calculated by Fig. 61 (discussed later) is displayed in Field 840. The user may also enter the name for an additional charge in Field 841 and an amount of the additional charge in Field 842. The additional charge name and amount will be shown on the invoice generated Fig. 75 (discussed later). The invoice total is calculated as the sum of the subtotal FOB displayed in Field 835, the total freight charge displayed in Field 840 (if Box 839 is marked), and the amount of an additional charge entered in Field 842 (if entered). The invoice total is displayed in Field 843.

Often the user will want phrases to appear on the printed commercial invoices. The user may save often-used phrases to be recalled when needed. If the user clicks a new phrase Button 844 the Freight Forwarding Providers Computer System 55 will display an Edit Phrases screen Fig. 59 (discussed later). A user defined ID for the new phrase is entered in Column 845. A phrase as it is to appear on the printed invoice is entered in Column 846. Double clicking the left top corner returns to the screen in Fig. 58.

When the user enters an ID for a previously stored phrase in the entry Field 847 on the screen of Fig. 58, the corresponding phrase appears in Field 848. Phrases need not be stored; the user may enter a phrase directly into display Field 849. Phrases entered directly into the display Field 849 are not stored for future use. The user enters a signatory name in Field 850 and a signatory title in Field 851.

When the user clicks the AutoCalc Button 728 in Fig. 58, an AutoCalc routine or function computes billing and costing details which are displayed in Fig. 60 screen (Seventh Shipment Details). Billing pertains to the user’s charges for providing transportation services. Costing pertains to the costs paid by the user to the vendors for providing transportation services. AutoCalc is a routine used by the Freight Forwarding Providers Computer System 55. The AutoCalc routine determines the cost to the user for providing the services sold. the AutoCalc routine also determines the price at which these services are sold to the user’s clients.

International shipments are comprised in whole or in part by the service components displayed in Fig. 60, Column 853. The AutoCalc routine determines (based on transit details entered in Fig. 54) which service components are applicable to the shipment entered. In Fig. 37 Fields 443-447 the user has specified default vendors for each service component. The AutoCalc routine refers to these vendors and their tariffs (entered in Fig.’s 18, 20, 23, etc.) to determine the cost for the various components. These costs are stored as estimated payables linked to the shipment record.

Generally, the AutoCalc routine determines the price at which these services are sold in one of three ways. If the tariff sell rates has been entered for the customer in Fig. 45-46, this is applied. Otherwise, if a default sell tariff has been entered for the routing in Fig. 38, this is applied. Otherwise, the cost is increased by the client’s default profit margin as entered in Fig. 45.

More particularly, once costing has been determined, the charge to the client will be determined. As described previously, the charge to the client is done one of three ways. First, the AutoCalc function will determine if the primary bill-to party Fig. 45 has a tariff in Fig. 46 applicable to the shipment entered Fig.’s. 51 - 59 and, if applicable, calculate the charge based on the tariff. The primary bill-to party for a prepaid
shipment is the shipper's bill-to-record FIG. 53, Field 764, while the primary bill-to party for collect shipments is the consignee's bill-to party FIG. 53, Field 765. The Freight Forwarding Providers Computer System 55 recognizes that there is not a primary bill-to-party and a secondary bill-to party. If the primary bill-to party does not have a tariff entered in FIG. 46, the AutoCalc function will check whether the secondary bill-to party has a tariff entered in FIG. 46 and, if there is such a tariff, calculate the charges, the charges are displayed in Column 853, and in Field 854 informs the user that a tariff was used.

If there is not a tariff applicable, the AutoCalc function determines whether there is an applicable default sell tariff entered in FIG. 38, and there is such a tariff the AutoCalc routine calculates the charges based on the tariff.

Failing the applicability of any tariffs, the AutoCalc routine will utilize a third method of calculating charges. The third method entails increasing the cost by set profit margin FIG. 39, Field 604, on file for the client in FIG. 39, Box 589, corresponding to the shipper FIG. 51, Box 734, if the shipment is prepaid or corresponding to the consignee FIG. 52, Field 752, if the shipment is collect.

The user has the option to override the charges displayed in Column 853. Any quote containing charges in Column 853 other than what was displayed by the AutoCalc function is called a "spot quote." The user releases the fields in Column 853 for editing by clicking a Create Spot Quote Button 855.

FIG. 61 (Revised Seventh Shipment Details) screen shows Button 855 and a caption on the Button 855 changes to "Spot Quote Applied" to signify that the charges calculated by the AutoCalc routine indicated in Column 853 have been (or are being) overridden. In spot quote mode, Freight Forwarding Providers Computer System 55 permits editing the charges displayed in Field 857. As changes are made, the total charge in Field 858 is automatically revised.

The user may have the costs displayed by clicking a Display Costs Button 859, which causes a display of screen FIG. 62 (Second Revised Seventh Shipment Details). FIG. 62 displays costs in Column 853, the total cost in Field 861, the profit margin in Field 862 (the difference between the charges Column 860 and the Column 860). If the default port-to-port carrier (in FIG. 37, Carrier Commission Percentage Field 445) on whom the cost in Column 860 was based offers a commission in FIG. 25, Field 439, then the calculated commission amount determined as the port-to-port cost in Field 863 times the commission percent. The resulting commission amount is displayed in Field 864. The caption on Button 865 changes to "Hide Costs" when Button 865 is clicked. When the Button 865 is displaying the caption "Hide Costs", the costs in Column 860, the total cost in Field 861, the profit margin in Field 862, and the commission amount in Field 864 are hidden, i.e., not displayed in screen FIG. 62. A profit-loss report for this shipment may be generated by clicking a Print Profit/Loss Button 866.

Freight Forwarding Providers Computer System 55 has been described as being used by a freight forwarder, but as previously mentioned, in a preferred embodiment there are analogous versions of Freight Forwarding Providers Computer System 55 for other users. (See FIG. 1) Another approach is a version for a shipper. Each such version would most efficiently not be identical to another, but due to the generic organization of the logic of the invention, different versions would require minimal changes. So, for example, for a shipper version, freight forwarding costs and "sells" would not be appropriate. However, the invention is made by components that can be readily modified to be suitable for different kinds of users, for example, by changing the output so that the shipper will instead have "buy" rates, which would be the rates shown in a white color in Column 853, etc. The shipper will have an option to use as many carriers as desired for entry into the corresponding shipper version. Accordingly, the shipper version will permit clicking on buttons to use different carriers -- but still follow the same logic as in the freight forwarder version. The shipper will thus
have access to various rates with various carriers for various modes of transport. (Preferably, this functionality also would be incorporated in the freight forwarder version.) Then after the shipper has selected from among the carriers, the shipper version facilitates a booking for the shipment with the selected carrier.

In any case, returning to the freight forwarder version, the user clicks a Done Button 867 when finished entering shipment details and calculating the applicable charges. The user is then provided with displayed options FIG. 63 (Save Record) screen for saving (or not saving) the changes made in FIG.'s 51 - 62. The user may mark a Print Confirmation Box 868 to generate a printed confirmation of the details entered FIG.'s 51 - 62. The user may mark a Fax Confirmation Box 869 to send a confirmation of the details entered FIG.'s 51 - 62 to another user's fax Device 20. The user may mark an Exit After Save Box 870 to exit the screen FIG. 62. Leaving this Box 870 unchecked will return to the Shipment Details screen (FIG. 51-62) that was displayed before entering FIG. 63.

A "Quote" Button 871 can be used to save the information as entered or edited in FIG.'s 51 - 62 in the Database 30 as a quote. A Booking Button 872 is selected to save the information as entered or edited in FIG.'s 51 - 62 in the Database 30 as a booking. A Do Not Save Button 873 does not save the information entered or the edits made in FIG.'s 51 - 62.

A quote is merely a rate presented to a client, and no further processing of quote data is done other than subsequently editing and/or saving the quote as a booking. A booking is a quote that has been accepted by the client and is processed further by the Freight Forwarding Providers Computer System 55. The further processing of a booking is discussed with reference to following FIG.'s., apply to bookings.

After selecting Booking Button 872, the first operation (FIG. 64, House Bill Number Assign screen) is to assign a house bill number to the shipment. The house bill number is a unique number that identifies the booking. The user is presented with an automatically generated number at Location 874, which the user may accept via Button 875 or may override with a number entered in Field 876.

Based on the payment terms (FIG. 54, Box 788), billing in FIG. 65 (Billing Creation) is handled such that, if a "Yes" Option Button 877 is chosen, billing is generated automatically by Freight Forwarding Providers Computer System 55. If the user wants manual control over which charges (FIG. 60, Column 853) are billed prepaid and which are collect, or if the user wants to generate a third-party invoice for some of the charges (FIG. 60, Column 853), the "No" Option Button 878 is selected.

The following FIG.'s guide the user in routing the booking to its destination (see FIG. 54, Field 772). A masterbill (master) is a collection of bookings going to the same destination, as indicated in Field 772, which are scheduled to move together as one unit. Bookings can be assigned to a master in one of three ways. Bookings can be assigned to a flight; bookings can be assigned to masters that have already been generated; and bookings can be assigned "unscheduled".

FIG. 66 (Booking Assign to Flight) allows the user to assign the booking to a flight. This screen FIG. 66 would be used if the booking needs to be shipped via a particular air carrier and/or needs to arrive by a particular date. The housebill number in Field 879 of the booking being processed is displayed. The carriers in Box 880 that have flight schedule details (entered in FIG. 32) covering service between the booking's origin in Field 881 and destination in Field 882 and FIG. 33 on file are displayed.

When the user selects a carrier from the list of carriers in Box 880, the screen FIG. 66 is updated to produce FIG. 67 (Revised Booking Assign to Flight) to display the next available routing in Box 883 for the carrier chosen highlighted in Box 880. A carrier code in Field 885 is displayed, as is a cutoff date in Field 886. Details for each of the flights used to transport the goods to a final destination in Field 882 are listed. These details include the carrier code Column 887; the flight number or vessel name and voyage identifier in
Column 888; the departure date in Column 889 of the flight/vessel corresponding to the identifier in Column 888; and the destination in Column 890 of each flight; and the estimated time in Field 892 and date in Field 891 of the arrival at the final destination in Field 882. The Master Field 893 would show the masterbill number of the master created for the transit displayed in Box 883 if one was created. Otherwise, no master exists for this transit in Box 883. The user may click an Assign to this Routing Button 894 to have the booking assigned to either the existing master Field 893 or to have a master created for this routing and have the booking assigned to this newly created master. The user may click a Next Available Button 895 to view a next transit schedule in Box 883 for the same carrier in highlighted Box 880. The user may click a First Available Button 896 to display the first transit option in Box 883 available for the current date.

The user may at any time decide to book the shipment according to a second method of booking (i.e., book on an existing master) by clicking a View Button 897 adjacent to a Field 898 displaying the next existing master. (Masters are discussed here chronologically by cut-off date. Masters are also commonly referred to as "consolidations").

A FIG. 68 (Booking Assign View Masters) screen displays all the masters in Box 899 that currently exist between the origin in Field 900 and the destination Field 901 of this house bill displayed in Location Box 902. Displayed are the masterbill number in Field 903, origin and destination of the master in Field 904, the origin agent in Field 905, the destination agent in Field 906, the cutoff date in Field 907 and the time in Field 908, the estimated departure date in Field 909, the arrival time in Field 910, and the estimated buy rate or cost per kilo in Field 911. The user selects the master in Box 899 that is most appropriate for the booking at Location Box 902. Generally, the first available master is the most appropriate. The user assigns the Booking at Location Box 902 to the Master in Box 899 by clicking a Button 912 marked “Book this Consol”. A Button 913 marked “Return to Schedule” displays the Booking Assign To Flight FIG. 67.

If the user clicks a “Book Unsched” Button 915, another screen -- Open MasterBill FIG. 69 -- allows the user to book the shipment according to a third method of booking (i.e., book unscheduled). This method is generally used for bookings that must move independent of any other bookings, or for bookings that must be shipped on a carrier which does not have a flight schedule on file entered in FIG. 32. The carrier name is entered in Field 916. A masterbill number is entered in Field 917, or an AutoAssign Button 918 is used to display in Field 917 the next available masterbill on file for the carrier name in Field 916. The user is required to contact the carrier named in Field 916 in order to get scheduling information, either in electronic form or manual form for data entry. In cases where electronic data such as carrier scheduling information is voluminous and is not all needed, a filter is used to weed out unneeded data. The scheduling information the carrier will provide may include a booking number in Field 919, a cut-off time in Field 920 and a date in Field 921, the vessel/voyage/flight number in Column 922, a departure date in Column 923, and an arrival date in Column 924 for each flight on which the cargo is booked, an arrival date at the final destination in Field 925, and/or the buy rate per kilo in Field 926. The shipper for the masterbill is selected from List Box 927 showing the agents on file. The shipper in List Box 927 on the masterbill is the party coordinating the master/consolidation. The issuing agent in List Box 928 for the masterbill is selected from a list of agents on file. (The issuing agent in List Box 928 is the party to whom the masterbill number displayed in Field 917 was issued, which in most cases will be the same as the masterbill shipper in the List Box 927.) The masterbill consignee in List Box 929 is selected from the list of agents on file. (The masterbill consignee in List Box 929 on the masterbill is the party whom the shipper in List Box 927 has hired to handle the master/consolidation at the final destination.) In the case of a direct shipment, the masterbill shipper in List Box 927 and the master bill consignee in List Box 929 would be selected from a list of customers on file. An
origin terminal in Field 930 is selected from the list of terminals on file. (The origin terminal in Field 930 is the location where the master/consolidation is assembled.) A destination terminal in Field 931 is selected from the list of terminals on file. (The destination terminal in Field 931 is the location where the master/consolidation is broken down into the individual bookings.) The user enters the origin port in Field 932, the destination port in Field 933, and marks a Prepaid Box 934 if the charges on the masterbill are paid by the masterbill shipper in List Box 927, rather than the masterbill consignee in List Box 929. When finished, the user clicks an Assign Button 935. The master will be created, and the booking will be assigned to that master.

All bookings must be assigned to a master in order to be transported to destination. The Revised Main Map FIG. 70 displays a warning Sign 936 if ever a booking is not assigned to a master. The user may click on the warning Sign 936 to view the booking(s) that need to be assigned to masters in View House Bill screen FIG. 71. Much of the information for a booking cannot be edited without completely regenerating the booking. (Alternately, choosing Housebills Button 719 from the Booking Pop-up screen FIG. 49 or clicking a View Button 173 in the Shipments in Progress Screen FIG. 5 leads to this screen FIG. 71.) The masterbill number assigned to the booking is displayed in Field 939. The booking number GCI-454 displayed in Field 914, is not assigned to any master, therefore no masterbill number appears in Field 939. The name, address, telephone and fax numbers and contact person for the shipper are displayed in Box 937. Corresponding information for the consignee is displayed in Box 938. The airport of departure is shown in Field 940, and the airport destination is displayed in Field 941.

Sometimes documents need to be generated showing details that differ from the previously entered default details on file. A prime example is a shipment governed by a letter of credit, the terms of which must be followed precisely in order to secure payment to the seller. The Freight Forwarding Providers Computer System 55 allows the user to create and store details that will override the previously entered default details on printed documents. Entry fields for these override details are shaded and correspond to the previously entered default details displayed in FIG. 71. For example, when the house bill for the booking displayed in FIG. 71 is printed, the previously entered default's details in shipper Box 937 will be overridden by the override details entered in Box 942. Similarly, consignee override details would be entered in Box 943, origin port override details would be entered in Field 944, destination override details would be entered in Field 945, and handling override details would be entered in Field 946. This override capability preferably is available for all documents generated by the Freight Forwarding Providers Computer System 55.

The Internal notes are displayed in Field 947 as entered in the Field 731 in the shipment screen FIG. 51 and are available for editing. Fields 948 would show each flight or vessel used in the booking, including the number/name, departure date and destination. If the cargo is confirmed on board, Boxes 951 are rechecked. If the cargo has been delivered to the consignee, the date of delivery is shown in Field 956, and the name of the person who signed for the cargo is displayed in Field 957. Package details are displayed in Box 958 including the number of cartons, the dimensions of the cartons in inches, the weight of each carton in kilos, the total cubic feet of the cartons, and the sum totals for pieces, weight, cubic feet, and chargeable weight for the booking. The number of pieces confirmed as received in the user's warehouse are displayed in Field 966. The number of pieces received in the warehouse can be entered by clicking Button 1026 (discussed later). In the present example, the cargo has not yet been received, and therefore has not yet been exported. Options to the user are displayed in buttons along the right side of the present screen FIG. 71 and include a Return Button 967 which allows a display of the previous screen, a Print Button 968 which allows the user to print documents for the booking (discussed later) FIG. 75, a Delete Button 969 which
allows the user to delete the booking (available only prior to the shipment being confirmed on board a vessel), and a Billing Button 970 which allows a display of House Billing screen FIG. 72.

The House Billing screen FIG. 72 shows accounting details for the booking. The house bill number assigned to the booking in Field 971 is displayed along with the shipper's reference number Field 972 (as entered in Field 741 in FIG. 51) and the consignee's reference number in Field 973 (as entered in Field 759 in FIG. 52). An invoices issued summary is displayed in Box 974. This invoices issued summary includes the invoice number, the date the invoice was issued, the bill-to party to whom the invoice was issued, the amount of the invoice. If the invoice is still active Box 979 is checked. Cancel Option Button 980 appears for each invoice (discussed later). Each service item or charge in Field 981, with the corresponding cost details and the invoice number. For example, Field 981 shows a description of the service item or charge for each item, the amount billed to the bill-to party, the estimated cost to be paid, the vendor providing the service, the vendor's reference number for this transaction (used at a later date when the vendor's invoice is received in order to locate this transaction), the vendor's invoice number used (when received by the user), and the actual amount paid. Only the vendor reference number are editable. Totals for the amount billed in Field 990, the estimated amount to pay in Field 991, and the actual amount paid to date in Field 992 are also displayed.

Accounting information cannot be altered. The revision capabilities available to the user include a Cancel Option Button 980 and a Generate Additional Billing Option Button 993. When the user clicks the Cancel Option Button 980, the corresponding invoice is negated by reversing each charge on the invoice in Field 981, resulting in a zero total. The invoice is then made inactive in Field 979. The Generate Additional Billing Option Button 993 allows the user to create an additional invoice for the booking.

The Revised House Billing Updated screen FIG. 73 permits generating an additional bill, which in this example has resulted in the generation of a new active invoice in Box 995. The user enters in Box 995 a bill-to party for the new invoice, each service item, the service item description, the amount billed to the bill-to party, the estimated cost to be paid, the vendor providing the service, and the vendor's reference number for this transaction. When finished, the user clicks on a New Invoice Entry Complete Button 1003. Other options in the House Billing screen FIG. 73 include Print Invoice Button 1004 which generates hard copy invoices, View House Bill Button 1005 which displays the booking, and Return Button 1006 which returns to the previous screen.

(In a preferred embodiment, after assigning a booking to a master the user is presented with a similar version of the House Billing screen FIG. 72 for use in confirming or editing billing details before they are saved for use as defaults.)

FIG. 74 (View House Bill Lookup) screen is a search tool to find one of many house bills. FIG. 74 can be reached by clicking the Edit House Bill Button 719 in FIG. 49. A search is carried out by entering search criteria in Box 1008 and clicking Search Button 1007. If the search results in only one match, that matching house bill data is displayed in the View House Bill screen FIG. 71. Otherwise, the user is presented with a summary list of matches from which a match is chosen. The user may abort the search at any time by clicking Button 1009 to return to FIG. 49.

Alternatively, the user may be brought to this screen FIG. 75 after assigning a booking to a master in FIG. 69 by clicking the Button 935, or by selecting the Print Button 968 from the View House Bill FIG. 71.

After the user has completed entering a new shipment with Button 716, editing or viewing 2 quotes Button 717, Bookings Button 718, and House Bill Button 719, the user could click Cancel Button 720 to display FIG. 48. From FIG. 48, the user can click Generate Documents Button 703 to display the screen of
FIG. 75. FIG. 75 the (Generate Documents) screen assists the user by generating and printing documents required to effect shipment of a booking. The house bill number is shown in Field 1010 which is used by Freight Forwarding Providers Computer System 55 in recognizing what documents can/should/must be printed. Each document available for printing being represented by a button. The button is color-coded according the need for the document in a particular booking corresponding to the house bill number. Buttons for documents that are not required (but are nonetheless available for printing) have black writing. Buttons for documents that are required and have not yet been printed have red writing. Buttons for documents that are required and have already been printed (but are nonetheless available for printing again) have green writing. A Sign Button 1012 tells the user which Output Device 15 will print (or fax) the document will be sent. Clicking the Sign Button 1012 rotates selection through the options (see FIG. 1). Representative buttons used to generate and/or print documents are shown in FIG. 75 s follows: Pickup Request Button 1013 is to print a request to the inland service provider to pickup the cargo under the booking number in Field 1010; Warehouse Advice Button 1014 to print an advice directing the warehouse to release the goods; House Bill Button 1015 to print the main shipping document; Pro Forma Invoice Button 1016 to print an invoice for an unconfirmed order; House Bill Labels Button 1017 to print labels affixed to the cargo itself, allowing the various carriers and vendors to identify the cargo when handling it; Shippers' Export Declaration Button 1018 to print a document required by U. S. Customs for all cargo being exported over &2,500; Certificate of Origin Button 1019 to print a document required by the customs agencies of certain countries to certify the origin country of the goods; NAFTA Certificate Button 1020 to print a document required for goods moving between NAFTA countries; Arrival Notice Button 1021 to print a document informing a consignee that a shipment has arrived for custom's clearance; Delivery Order Button 1022 to print a document authorizing an inland carrier to deliver a shipment; IT/T&E Button 1023 to print a document that allows inbound movement of cargo(IT means immediate transport for cargo movement between U.S. ports, and the T&E means transportation and export for cargo movement between a U.S. and a foreign port; Delivery Pro Button 1024 to print a transport document used by an inland carrier for a delivery. These buttons/documents are representative of those needed and/or used for cargo transport, which to a degree relate to the particular kind of user, e.g., freight forwarder, customs broker, shipper, etc. Still, the particular buttons/documents are employed generically in the present invention by changes local to the general structure of Freight Forwarding Providers Computer System 55. Buttons 1011 can be used to consolidate multiple documents into a single package.

For example, presently the Certificate of Origin and the NAFTA Certificates are attached to the House Bill and accompany the shipment. The Export Declaration is also attached to the documents but is retained by U.S. customs prior to export. The Arrival Notice is a notice to the parties concerned that a shipment has come into the country and needs action. The Arrival Notice would go to the importer or to the importer's broker. The Delivery Order is an import document used by an inland vendor to obtain goods from a bonded warehouse in order to deliver them to the customer. IT's and TE's are documents used by US Customs to move cargo from one customs port to another customs port in bond. The Delivery Pro is a document used by an inland vendor as instructions for delivering goods. In a preferred embodiment, the System 55 will generate documents required for customs clearance in the various countries involved in the shipment. Such forms include, for example, U.S. Customs form 7501 (also known as an entry summary) and U.S. Customs form 3461 (also known as an immediate release). To produce such documents, fields for storing certain data such as duty classifications, exchange rates, and other customs-related data would
be included in tables of the data in Database 30. The data stored in these fields allow the System 55 to
generate customs documents without intervention by the user.

Although the transportation industry presently prefers hard copy documents, the preferred
embodiment is to instead use electronic data communication as illustrated in FIG. 1. The electronic data
communication can be electronic versions of these kinds of routine transportation documents, but better still
is the data in a different format, to be less repetitive.

Turning now to tracking cargo shipments, generally, tracking details for bookings need to be
updated. Updating may also be done automatically utilizing a Linking Device 78, or (as shown here) the
updating may be done manually. One example of tracking information which requires updating is the "on-
hand" status. The "on-hand" status refers to how much of the cargo under a particular booking is on hand at
the user's cargo facility. As previously mentioned, this status may be updated by the user by clicking Button
810 in FIG. 55, or by clicking Button 1026 in the View House Bill FIG. 71. When the Button 810 or Button
1026 is clicked, the user is prompted in (Warehouse Pieces Received) screen FIG. 76 to enter the number
of pieces being reported as received in Field 1027. The user enters the number of pieces that were confirmed
received in the warehouse and clicks an OK Button 1028. The on-hand status is then updated to include the
additional pieces reported in Field 1027, and FIG. 77 (Revised Warehouse Data Received) screen is
displayed. The user is next prompted in FIG. 77 to enter a date in Field 1026 that the cargo was received.
This is used primarily by a tracking mechanism in Freight Forwarding Providers Computer System 55 to
determine when cargo has been received and how long it has been on hand, and also to generate quality
performance reports. Clicking OK Button 1028 again, the Freight Forwarding Providers Computer System
55 displays the screen used to call FIG. 76.

After a shipment has been confirmed on hand at the user's warehouse, the user may process the
master to which the shipment is assigned. This may be done from the Main Map FIG. 13 by clicking the
Work with Master And Consolidations Button 272, which causes a display of a Pending Masters screen FIG.
78 (again, the terms "master", "consolidation", and "consol" are all interchangeable). A list of open masters is
shown in Box 1029. A master is open until the cut-off time, at which point the master is closed, processed,
and tendered to the carrier. Recently closed masters are shown in Box 1030 and these masters have not
been confirmed on board any flight or voyage. These masters may be reopened and re-manipulated until a
carrier confirms that the master is on a flight or voyage. When the user clicks on a Recently Closed Master
in Box 1030, the master is re-opened and becomes listed as an Open Master in Box 1029. When the user
selects an open master from the Open Master Box 1029, the selected master is displayed in the (Master Bill
Table) screen FIG. 79. The masterbill number of the consolidation selected is displayed in Fields 1031. The
master bill shipper details are in Box 1032, master bill consignee details in Box 1033, the name of the origin
terminal in Field 1034, the consolidation's origin port in Field 1035, the consolidation's final destination port in
Field 1036, the estimated arrival date in Field 1037, and the name of the destination terminal in Field 1038
are all displayed. Also presented is Check Box 1039, which indicates whether the masterbill is pre-paid.
Check Box 1040 indicates whether the masterbill is an express bill of lading. Express bills of lading release
the transportation company of an obligation to release goods at destination against presentation of an
original bill of lading document; by Freight Forwarding Providers Computer System 55 all bills of lading are
original by default. Box 1042 shows an estimated buy rate, a vessel or flight name/number, a departure
date, and a destination port for each flight/voyage. The information displayed in Box 1042 was determined
when the master was created in FIG.'s. 67, 69, or 96 (discussed later). The user may override details that
are inaccurate. The user may opt to change the carrier of the consolidation by clicking a New Carrier Button
The user may also opt to use a Delete the Master Button 1046 which will delete the consolidation record from the Database 30 and, if the masterbill number came from the Masterbill Manager FIG. 47, return the masterbill number to masterbill manager to be used in the future.

All the bookings that are assigned to the master are listed in Box 1047. In this example there is only one booking, GCI-807. Each booking is listed in Box 1047 with a housebill number, a shipper name, a consignee name, an origin port code, a destination port code, a number of pieces, the weight in kilos, the volume in kilos, (which is an industry standard for weight that is equivalent to an amount of space that the cargo displaces), and a flag showing whether the house bill has been printed. Box 1057 displays the total number of pieces, the total kilo weight, and the total volume in kilos for the consolidation.

The user has five options. First, the user may click a Cancel Button 1064 to cancel processing the master, leave the master open, and return to the Main Map FIG. 13. Second, the user may highlight one of the bookings in Box 1047 and click a View House Bill Button 1060 to view the complete housebill details in the View Housebill FIG. 71. Third, in FIG. 79, the user may click a Manifest Button 1061 to confirm the list of bookings assigned in Box 1047 to close the master (discussed later). Fourth, the user may highlight one of the bookings with Box 1047 and click the Remove Button 1062 to remove the booking from the master. (In this case the user is prompted to enter a reason for the removal, the reason becomes part of the internal notes in FIG. 71, Field 947; the removed booking no longer has a master assigned, thereby causing the warning in FIG. 70, Sign 936, to be displayed.) Fifth, the user may click a Search Button 1063 to view a summary of all bookings not assigned to masters in FIG. 80 (Bookings Not Assigned to Masters).

For each booking listed in FIG. 80, Box 1065 shows the housebill number, a shipper name, a consignee name, a transit type, a port of origin, an estimated time of arrival at port of origin, and a port of destination code. The user may click one of the respective Assign Buttons 1073 to have the corresponding booking assigned to the master displayed in FIG. 79 and to proceed to the Master Bill Table FIG. 83. The user may instead click a Return Button 1074 to return to FIG. 79 without assigning any of the bookings to the master.

The New Carrier Button 1045 in FIG. 79 allows the user to change the carrier for a consolidation. Each carrier issues different masterbill numbers to the user; therefore to changing carriers requires changing the masterbill number to a masterbill number issued by the new carrier (FIG. 81 (Process Master Change Carrier)). The new carrier is chosen from a list of carriers in Field 1075. If a carrier in the list of carriers in Field 1075 has masterbills in the MasterBill Manager, FIG. 47, the user can click an AutoAssign MAWB Button 1076 which will cause a display of the next available masterbill in Box 1077. Otherwise, the user is required to manually enter the masterbill number in Box 1077. Only valid masterbill numbers are accepted (see FIG. 47). The user may proceed by clicking the Proceed Button 1070, or by clicking Cancel Button 1078 to cancel the change.

In the present example, the user has clicked Proceed Button 1070, which leads to a display of screen FIG. 82 (Process Master Populate New). The user is provided with all the details of master in Box 1079 and entry fields for confirmation in Box 1080. The information from Box 1079 are the default values for the information in Box 1080. When the user has finished editing the information in Box 1080, the user may update the record by clicking an Accept Button 1081, or may cancel the change by clicking a Cancel Button 1082.

By clicking Accept Button 1081 (Revised Master Bill Table) screen FIG. 83 shows an updated after the addition of the booking information from FIG. 80 and the change of carrier in FIG.'s 81 - 82. A new list of bookings is shown in Box which now shows two housebills. The masterbill number in Fields
shows the masterbill revised number. The user is required to update the flight details accordingly, in Box 1042.

When the details in the Revised Master Bill Table screen FIG. 83 have been confirmed and the user has opted to proceed with closing the master by clicking a Manifest Button 1061, the user determines the cost of the master with the Process Master Cost Analysis screen FIG. 84. FIG. 84 lists the following: a carrier code in Field 1087, a masterbill number in Field 1088, the number of pieces in the consolidation in Field 1089, an actual weight in kilos of the consolidation in Field 1090, a volume weight in kilos of the consolidation in Field 1091, and a total cubic feet of the consolidation in Field 1092. The user will, based on that information in fields 1087 - 1092, enter override information in a Detail Box 1093 concerning how the cargo specifics are to be displayed on the printed masterbill. These specifics include the number of loose pieces in Field 1094, the actual weight of the loose pieces in Field 1095, the volume weight of the loose pieces in Field 1096 and information about any containers including the container type in Field 1097, container number in Field 1098, container seal number in Field 1099, number of pieces loaded in the container in Field 1100, Weight loaded in the container in Field 1101, tare weight of the container in Field 1102, and the number of cubic feet loaded in the container in Field 103.

A Calculate Now Button 1104, when clicked, will cause a display of the masterbill cost in Field 1105 based on the cargo specifics in Detail Box 1093 and the Tariff on file in FIG. 27 for the carrier in Field 1087. If the carrier does not have a tariff on file in FIG. 27, or if the user is moving the cargo at a rate other than the standard carrier tariff on file in FIG. 27, the user may have the Freight Forwarding Providers Computer System 55 determine cost based on manually entered rating details in FIG. 85, with the result displayed in Field 1005.

If the user has clicked a Spot Rate Button 1106, the user is prompted by FIG. 85 (Loose Rate Enter) screen to enter a negotiated Buy Rate in Field 1107 with the carrier for loose cargo (if applicable). FIG. 85 is a pop-up screen used to enter information regarding the loose cargo buy rate, and similar pop-up screens are used to enter other information needed to compute the costs displayed in Field 1005. Thus, for example, there are pop-up screens (not shown) for container rates, container pivots weights, and container over pivot charges. When all the prompts of FIG. 85 and other such pop-up screens have been completed, the user is returned to FIG. 84, which displays the calculated masterbill cost in Field 1105. Also displayed on the Process Master Cost Analysis screen FIG. 84, is a summary in Box 1108 of all the bookings assigned to the master, the freight revenue generated by each booking, and the summed (i.e., total revenue) for the master. A comparison between the total revenue of the master and the total cost in Field 1105 gives the user an accurate understanding of the profitability of the consolidation. The user may click a Cancel Button 1112 to cancel processing the master (save the master open and return to the Main Map FIG. 13. Otherwise the user may proceed by clicking an Assign Costs Button 1113 which distributes the cost of the master in Field 1105 based on the chargeable weight of each house bill thereby overriding any previous estimates.

After the costs have been determined and distributed, the user is presented with a Generate Master Documents screen FIG. 86. FIG. 86 is similar to the Generate Documents FIG. 75, except that FIG. 86 generates documents based on closed masters as opposed to individual bookings. Displayed is the masterbill number in Field 1114, which the Freight Forwarding Providers Computer System 55 uses to determine which documents will/should be generated. Each of the documents available for generation are represented by a respective Buttons. Again, the buttons are color coded based on the need for the document as previously discussed: black being not required, red being required and not printed, and green being required and having been printed. Representative buttons for documents include a master Bill Button
1116, which is for the main shipping document and tendered to the carrier; a manifest document Button 1117 which is for summarizing all of the bookings assigned to the master and is tendered with the masterbill; master bill labels Button 1118 which is for labels that contain master bill information affixed to the cartons; a pre-alert document Button 1119 which is for a notification to the destination agent with information about the shipment; (sent to the destination agent); a Warehouse Instruction Document Button 1120 which is for instructing the warehouse on handling the consolidation; a Transfer Manifest Document Button 1121 which is a document used by the inland carrier transferring the consolidation from the origin terminal to shipside; a Security Endorsement Document Button 1122 which is for endorsement required by the FAA that endorses that nothing in the consolidation is hazardous or dangerous (tendered with the masterbill); an Arrival Notice Document Button 1123 which is similar to the house bill Arrival Notice in FIG. 75, Button 1021 for covering a consolidation rather than a single shipment and is sent to any carriers, vendors, or agents handling the consolidation; a Segregation Document Button 1124 which is for an instruction to the destination terminal as to how to break down a consolidation into the separate house bills and possible further instructions on breaking down house bills into individual lots (preferably also in FIG. 75); (sent to the destination terminal); the Warehouse Transfer Document Button 1125 which is for instructing an inland vendor to move the cargo from shipside to a bonded warehouse or from one bonded warehouse to another bonded warehouse (sent to the inland vendor). Again, the user rotates through the output device options using an Output Button 1126 (as analogously described in FIG. 75, Button 1012). After generating and printing the desired documents, the user may exit the screen FIG. 86 leaving the master open by clicking Button 1127 or closed by clicking Button 1128. Once closed, the master cannot be edited or have additional bookings assigned to it until the master is re-opened via FIG. 78, Box 1030. Both Buttons, if clicked, lead to FIG. 87.

The Revised Main Map FIG. 87 displays buttons 1129 - 1131 which replace the Tracking Button 274 (now not shown) after the Tracking Button 274 has been clicked. A Pending Shipments Button 1129 causes a display of shipments in progress, screen FIG. 5. A Confirmed on Board Button 1130 and a Proof of Delivery Button 1131 are each discussed subsequently.

A Confirmed on Board screen FIG. 88 is displayed after the Confirmed on Board Button 1130 is clicked. The screen FIG. 88 lists all the masters in Box 1132 that have been closed but are not confirmed on board all the flights to the final destination. Box 1132 shows the masterbill number, each flight number/vessel name on which the master is booked, the date of departure for each flight/vessel on which the master is booked, and a carrier to which the master cargo was tendered. Highlighting a flight in the Box 1132 displays various details about the master in the Display Box 1137. The Display Box 1137 shows the masterbill number chosen, the flight number/vessel name on which the master is booked, the date and time of departure for each flight/vessel booked, the destination for each flight vessel, whether or not the master was confirmed on board (in Check Boxes 1142), each flight/vessel, an arrival date and time at final destination, a carrier to which the master was tendered, and a phone number to use to reach the carrier in order to obtain COB information. The user contacts the carrier and updates the flight information in Box 1137. The user also marks the Check Box 1142 if the master was confirmed on board the flight/voyage. The user may also enter the time and Date that the master has arrived at the final destination. The user may make any notations in Field 1146 regarding the transit. The information is stored by clicking a Save and Fax Button 1147.

When the user clicks the Save and Fax Button 1147, the user is prompted by FIG. 89 (Option to Fax) whether or not to fax updated COB details displayed in Box 1137 to each shipper who had a booking on the master. For each shipper, the user chooses yes Button 1148 to have a COB report faxed to the
shipper or no Button 1149 not to fax a COB report to the shipper. Lastly, the user is asked in the same manner if a COB report is to be faxed to the destination agent. In a preferred embodiment the Freight Forwarding Providers Computer System 55 would electronically and automatically confirm COB data from the carrier, would update any underlying records, and notify involved customers and agents.

A Proof of Delivery (POD) screen FIG. 90 is displayed after a Proof of Delivery Button 1131 is clicked in FIG. 87. The screen FIG. 90 shows all the bookings that need to be confirmed as arrived at the final destination. A summary of each booking is displayed in Box 1152, including the house bill number, a shipper name, a consignee name, a master bill number, an arrival date at final destination, and a name of the destination agent handling the master bill. The user has an option for each individual booking to Fax a P.O.D. request to the destination agent by clicking Button 1158, or to print a request to the destination agent by clicking Button 1159. The user also has an option to click a Fax Button 1160 to fax (or to click a Print All Button 1161 to print) POD requests for every pending booking to each respective destination agent in Box 1152. When the user receives a response to the P.O.D. request, i.e., a response from a destination agent, the user enters a date in Fields 1151. After a date is entered in Fields 1151, the user is prompted by FIG. 91 (Time and Signature Entry) screen to enter in Field 1163 the name of a person who signed for the shipment, and the time that the shipment were delivered (clicking OK Button 1155 causes a display of FIG. 90, and clicking Return Button 1157 causes a display of FIG. 92.

The Further Revised Main Map FIG. 92 displays the Buttons 1164 - 1166 which replace the Reports Button 276 (now not shown) when the Reports Button 276 has been clicked. Clicking a CASS Report Button 1164 causes a display of a CASS Report screen FIG. 93 (discussed later). A Consol Schedule Button 1165 causes a display of the Consol Schedule screen FIG. 94 (discussed later). A Monthly Sales Button 1166 causes a display of the Monthly Sales screen FIG. 98 (discussed later).

The CASS Report screen FIG. 93 is used to generate and confirm the CASS report. As previously discussed, masterbill numbers issued by carriers are accountable and must either be used and reported, or voided and returned. In a preferred embodiment this report electronic funds transfer is employed for payment handling. An electronic signature, encryption, or another such security system is used to protect the integrity of such electronic communication and electronic funds transfers. Due to the Masterbill Manager FIG. 47, there is never a need to void a bill because unused numbers are automatically returned to the Masterbill Manager FIG. 47 for later use. CASS is a freight payment clearing house for all but a small number of air carriers. The user does not report to the carriers directly, but instead reports to this clearing house by means of a standardized report.

In any case, the CASS Report screen FIG. 93 generates a report of all the master bills used during the report period. The user enters the report ending date in Field 1167. Report periods are the first through the fifteenth of each month, and the sixteenth through the end of each month. Every masterbill issued during the period is listed in Field 1168. Details of the masterbills (as required by CASS) are displayed as follows: a masterbill number in Field 1169, whether or not the Masterbill is Prepaid in Check Box 1170, prepaid freight charge in Field 1171, other prepaid charges due the air carrier in Field 1172, an Amount of collect agency fees the airline collected on behalf of (and therefore owed to) the user in Field 1173, a commission percent in Field 1174 the carrier agreed to pay the user on the masterbill, and the calculated commission amount in Field 1175 (calculated as the freight charge whether prepaid or collect, times the commission percent). When a Print Button 1176 is clicked, the CASS report is output to the output Device 15. Return Button 1168 leads to FIG. 92.
A Consolidation Schedule screen FIG. 94 opens of masters for a particular origin/destination pair. FIG. 94 also prints a schedule based on the opened masters, when the user enters an origin in Field 1177 and a destination in Field 1178. Based on the information entered in the default carrier screen FIG. 37 using the origin in Field 1177, the destination in Field 1178, and the service type "consolidated air" as the criteria. The Freight Forwarding Providers Computer System 55 determines and displays destination agent details in Box 1179, a carrier name in Field 1180, cut-off days marked in Check Boxes 1181, and cut-off times in Fields 1182. The user enters a month in Field 1183 to create a schedule.

If a consolidation schedule already exists, the user is prompted in FIG. 95 (Consolidation Exists Warning) screen to choose between the Print Option Button 1184 which sends the current schedule to the Output Device 15, a View Option Button 1185 which displays the current schedule for viewing but not editing, and a New Option Button 1186 which deletes the existing schedule and creates a new schedule (starting no earlier than the present date). Note that text above the Buttons 1184-1186 within Box 1162 in FIG. 95. The user can return to the Main Map FIG. 13 by clicking Return Button 1187.

When a new schedule is created (Revised Consolidation Schedule FIG. 96), a consolidation is created for each cut-off day in Check Boxes 1181 during the month chosen in Field 1183, and all the consolidations are displayed in Box 1191. Each consolidation showing a cut-off date in Field 1193 and cut-off time in Field 1194. Based on the carrier schedule (FIG. 32), the Freight Forwarding Providers Computer System 55 determines and displays in FIG. 96 flight numbers in Fields 1195, flight date in Fields 1196 and estimated arrivals in Fields 1197 at final destination. The masterbill numbers in Fields 1198 may be entered manually or may be assigned by the Masterbill Manager (FIG. 47) by clicking Button 1199. When the schedule is saved via clicking Button 1200, the schedule is sent to the Output Device 15, and thereby creating open masters. Again, electronic communication in FIG. 1 is preferred.

The Monthly Detail (FIG. 97) screen lists all the shipments for a selected Month entered in Field 1201. The Monthly Detail (FIG. 97) screen displays each masterbill number in Column 1202, each housebill number in Column 1203, the freight revenue in Column 1204 for each housebill, other revenue in Column 1205 for each housebill, the freight cost in Column 1206 for each housebill, other costs in Column 1207 for each housebill, the profit in Column 1208 on each housebill, and the commission in Column 1209 paid by the carrier on each of the housebills. The user may click Button 1210 to print via the Output Device 15. Return Button 1194 causes a display of the Revised Main Map FIG. 48, where the user can click Button 702 to display FIG. 98.

The Billing Lookup screen (FIG. 98) is similar to the screen used to view house bills (FIG. 74) in that the user may complete as much criteria as possible to narrow a search through records in the Database 30. The result of using the Billing Lookup screen FIG. 98 is a list of matching billing records from which the user may choose a record to view. If only one record fits the criteria entered, the matching billing record is displayed in FIG. 99. This screen FIG. 98 is particularly useful for accounting activities that are prompted by vendor invoices. Optimally, the user will enter a vendor reference number in Field 1211 and click a Show Matches Button 1212 to view the record to which the vendors invoice belongs. Preferably the Freight Forwarding Providers Computer System 55 receives the invoice data electronically via FIG. 1, the criteria in FIG. 98 will automatically be matched to the data; for a matching reference, a comparison is made between the estimated payable and the invoice data, and (if the amount is within a predefined variance) payment is automatically carried out electronically, via FIG. 1. Auditing Reports are also automatically generated.

A House Billing (FIG. 99) screen displays the record matching the criteria entered by the user in the Billing Lookup screen FIG. 98. The user may record payment details as discussed with reference to FIG. 72.
FIG. 100 illustrates the high level logic of System 2. FIG. 100 reflects how imports and exports are always related. Although the relationship is not quite perfect, there is somewhat of a mirror image between of each other. The inventor's observation of this mirror image was critical to inventing a generic computerized approach that meets the needs of users on both the export and the import sides of a transaction.

FIG. 101-104 show a summary of the tables of data stored in the Relational Database 30. The data items in tables of data in FIG.s 101-104 were obtained from a user working through the screens previously discussed.

FIG. 105-110 show details of each table from FIG. 101-104, along with a graphic depiction of how the data in the Databases 30 is related. Generally, FIG. 105-110 show relationships between temporary storage areas and relationships between the tables used to store information temporarily while being manipulated by the user. There are links among tables of data to efficiently use the same data in more than one application.

Turning from temporary storage workspace of FIG. 105, there are two similarly configured organizations of the tables in FIG. 106 and 107. Organizations are displayed for Quotation Storage FIG. 106 and House Bill storage FIG. 107. Quotation Storage FIG. 106 is permanent storage for the information temporarily stored in the Temporary Storage Workspace 105. Once the user is finished manipulating the data, the quote data is stored in Quotation Storage FIG. 106 for permanent storage. The design of the Quotation Storage FIG. 106 is nearly identical to the Temporary Storage Workspace FIG. 105. The House Bill Storage FIG. 107 is set up very similar to the Temporary Storage Workspace FIG. 105 and Quotation Storage FIG. 106, but some additional information is stored in House Bill Storage FIG. 107. House Bill Storage FIG. 107 stores information about bookings which require additional information for example tracking and billing information.

The Master Bill Storage Table, FIG. 108 is based on the Master Bill Table 1224 which includes a collection of pointers to tables containing specific information.

Turning to FIG. 109, Routing and Rating Determination is based primarily on information from the shipment forms store until saved in a table. But rather than diagramming storage of information about the shipment, this FIG. 109 shows the relationships that are used to determine routing information (which flights or vessels a shipment will use to get from one origin to destination) and rating information (the tables and relationships used to determine costs and also to determine sell charges for shipments).

FIG. 110 User Utilities shows other user related utilities and how they are linked to the User Table 1127.

More particularly, as regards FIG. 101-110, the relational Databases 30 can be viewed as being comprised of tables of data fields that are linked to make multiple uses of the data. The tables of data fields can be organized to be topically related. The tables can include the following: Shippers Table 1300, which generally involves fields of data pertaining to clients; Billing Info Table 1301, which generally includes fields of data pertaining to billing details of clients; Pickup Delivery Location Table 1302, which generally includes fields of data pertaining to warehouse details of clients; Shipment Form Store Till Save Table 1303, which generally is used to temporarily store fields of data pertaining to shipments while the user views and edits the details; Country Code Table 1304, which generally includes fields of data pertaining to country details; Shipment Forms Cartons Store Till Save Table 1305, which generally is used to temporarily store fields of data pertaining to carton details of shipments while the user views and edits the details; Transit Type Table 1306, which generally includes fields of data pertaining to the types of
transit; Service Type Table 1307, which generally includes fields of data pertaining to the types of service; Terms Table 1308, which generally includes fields of data pertaining to payment terms; 3 Letter Port Code Table 1309, which generally includes fields of data pertaining to airports and seaports; Shipment Form Containers Store Til Save Table 1310, which generally is used to temporarily store fields of data pertaining to shipper-issued container details of shipments while the user views and edits the details; Container Type Table 1311, which generally includes fields of data pertaining to the types of carrier-issued containers; Special Vendors Base Table 1312, which generally includes fields of data pertaining to vendors of a type other than the 5 basic vendor types (agent, broker, carrier, inland, terminal); Brokers Base Table 1313, which generally includes fields of data pertaining to vendor details specific to brokers; Inland Vendors Base Table 1314, which generally includes fields of data pertaining to vendor details specific to inland vendors; Commercial Invoice/SED Store Til Save Table 1315, which generally is used to temporarily store fields of data pertaining to the details of the sale of the goods being shipped while the user views and edits the details; Commercial Invoice Line Items Store Til Save Table 1316, which generally is used to temporarily store fields of data pertaining to details of the goods being shipped while the user views and edits the details; Shipper Invoice Phrase Table 1317, which generally includes fields of data pertaining to computer-generated phrases printed on commercial invoices; Shipper Inventory Item Table 1318, which generally includes fields of data pertaining to the inventory of a client; Vendor Directory 1319, which generally includes fields of data pertaining to vendors which are common to all vendor types; Vendor Type List 1320, which generally includes fields of data pertaining to the types of vendors; Shipment Form Store Charges Til Save 1321, which generally is used to temporarily store fields of data pertaining to the charges sold to the client by the user to execute a shipment; Quote Table 1322, which generally includes fields of data pertaining to a shipment which has not yet been effected by the client; Quote Carton Details Table 1323, which generally includes fields of data pertaining to carton details of a shipment that has not yet been effected by the client; Containerization Table 1324, which generally includes fields of data pertaining to shipper loaded carrier issued container details of a shipment which has not yet been effected by the client; Commercial Invoice/SED Table 1325, which generally includes fields of data pertaining to the details of the sale of the goods being shipped in a shipment which has not yet been effected by the client; Commercial Invoice Line Item Table 1326, which generally includes fields of data pertaining to the details of the goods being shipped in a shipment which has not yet been effected by the client; Quote Charges 1327, which generally includes fields of data pertaining to the charges sold to the client by the user to execute a shipment which has not yet been effected by the client; HouseBill Table 1328, which generally includes fields of data pertaining to a shipment; HouseBill Carton Details Table 1329, which generally includes fields of data pertaining to carton details of a shipment; HouseBill Containerization Table 1330, which generally includes fields of data pertaining to shipper loaded carrier issued container details of a shipment; Agent Broker Base Table 1331, which generally includes fields of data pertaining to vendor details specific to agents; HouseBill Commercial Invoice/SED Table 1332, which generally includes fields of data pertaining to the details of the sale of the goods being shipped; Terminal Location Base Table 1333, which generally includes fields of data pertaining to vendor details specific to terminals; HouseBill Commercial Invoice Line Item Table 1334, which generally includes fields of data pertaining to details of the goods being shipped; Billing Invoice Table 1335, which generally includes fields of data pertaining to the user's invoicing of the client to execute a shipment; Billing Invoice Items Table 1336, which generally includes fields of data pertaining to charges to the client by the user and costs to the user by the vendors related to the execution of a
shipment; Charge Description Table 1337, which generally includes fields of data pertaining to the charges billed; HouseBill Print Override table 1338, which generally includes fields of data pertaining to information to override default computer-generated information for printing on shipment related documents; HouseBill Forms Printed Table 1339, which generally includes fields of data pertaining to which shipment related documents are required and how many times each document has been printed; HouseBill Transit Record Table 1340, which generally includes fields of data pertaining to the transit status of each shipment; Doc Regs Table 1341, which generally includes fields of data pertaining to which shipment-related documents are required on a per country per mode basis; Carrier Specification Base Table 1342, which generally includes fields of data pertaining to vendor details specific to carriers; MasterBill Table 1343, which generally includes fields of data pertaining to consolidations; MasterBill Containerization Table 1344, which generally includes fields of data pertaining to user loaded carrier issued container details of a consolidation; MasterBill Forms Printed Table 1345, which generally includes fields of data pertaining to how many times each consolidation related document has been printed; MasterBill Print Override Table 1346, which generally includes fields of data pertaining to information to override default computer-generated information for printing on consolidation related documents; Carrier Schedule Table 1347, which generally includes fields of data pertaining to the schedule flight details and scheduled sailing details of carriers; Carrier Routing Table 1348, which generally includes fields of data pertaining to which flights and which sailings a carrier uses to move shipments between points of service; Customer Rate Table 1349, which generally includes fields of data pertaining to rates sold to a specific client covering shipments from a specific point to a specific point via a specific transit type; Consolidation Vendor Table 1350, which generally includes fields of data pertaining to user defined carrier defaults for shipments from a specific port to a specific port via a specific transit type; Insurance Rate Table 1351, which generally includes fields of data pertaining to the cost to insure goods of a specific commodity class to a county of a specific country class; Inland Rate Table 1352, which generally includes fields of data pertaining to costs to the user from specific inland vendors for providing inland service from specific points (defined by postal code IDs); Default Rate Table 1353, which generally includes fields of data pertaining to user defined default charges sold to clients covering the execution of shipments from a specific port to a specific port via a specific transit type; Carrier Route Table 1354, which generally includes fields of data pertaining to costs to the user from specific carriers for providing port-to-port service from specific ports to specific ports; Consol Schedule Table 1355, which generally includes fields of data pertaining to user defined default consolidation details; MasterBill Number Pool Table 1356, which generally includes fields of data pertaining to carrier issued MasterBill numbers and the status of each of these MasterBill numbers; User Scheduled Events Table 1357, which generally includes fields of data pertaining to user defined ‘to-do’ events; User Scheduled Memos Table 1358, which generally includes fields of data pertaining to user generated memos addressed to other users; User Table 1359, which generally includes fields of data pertaining to names, passwords, and the like for authorized users; Comments table 1360, which generally includes fields of data pertaining to user generated or system generated messages regarding errors, bugs, deficiencies, or other system related comments.

Link 1400 links matching shipper ID Fields between Shippers Table 1300 and Shipment Form
Store Til Save Table 1303. Link 1400 allows the data in Shippers Table 1300 to become part of the record (specifically in regards to shipper details) in Shipment Form Store Til Save Table 1303 without the user having to reenter shipper related details. Also Link 1400 allows the system direct access to all records in Shipment Form Store Til Save Table 1303 based on a selected record in Shippers Table 1300.
Link 1401 links a consignee ID Field in Shipment Form Store Till Save Table 1303 with a matching shipper ID Field in Shippers Table 1300 allowing the data in Shippers Table 1300 to become part of the record (specifically in regards to consignee related details) in Shipment Form Store Till Save Table 1303 without the user having to reenter consignee related details. Link 1401 allows direct access to all records in Shipment Form Store Till Save Table 1303 based on a selected record in Shippers Table 1300.

Link 1402 links matching location ID Fields between Pickup Delivery Location Table 1302 and Shipment Form Store Till Save Table 1303. Link 1402 allows data in Pickup Delivery Location Table 1302 to become part of the record (specifically in regards to pickup location) in Shipment Form Store Till Save Table 1303 without the user having to reenter pickup location related details. Link 1402 allows the system direct access to all records in Shipment Form Store Till Save Table 1303 based on a selected record in Pickup Delivery Location Table 1302.

Link 1403 links a primary bill to Field in Shipment Form Store Till Save Table 1303 with a matching billing customer ID Field in Billing Info Table 1301 allowing data in Billing Info Table 1301 to become part of the record (specifically in regards to prepaid bill-to details) in Shipment Form Store Till Save Table 1303 without the user having to reenter prepaid bill-to details. Additionally, Link 1403 allows direct access to all records in Shipment Form Store Till Save Table 1303 based on a selected record in Billing Info Table 1301.

Link 1404 links a consignee location ID Field in Shipment Form Store Till Save Table 1303 with a matching location ID Field in Pickup Delivery Location Table 1302 allowing data in Pickup Delivery Location Table 1302 to become part of the record (specifically in regards to delivery location) in Shipment Form Store Till Save Table 1303 without the user having to reenter delivery location related details. Link 1404 allows direct access to all records in Shipment Form Store Till Save Table 1303 based on a selected record in Pickup Delivery Location Table 1302.

Link 1405 links a secondary bill to ID Field in Shipment Form Store Till Save Table 1303 with a matching billing customer ID Field in Billing Info Table 1301 allowing data in Billing Info Table 1301 to become part of the record (specifically in regards to collect bill-to details) in Shipment Form Store Till Save Table 1303 without the user having to reenter collect bill to details. Link 1405 allows the system direct access to all records in Shipment Form Store Till Save Table 1303 based on a selected record in Billing Info Table 1301.

Link 1406 links a country Field in Shippers Table 1300 with a matching country two-letter code field in Country Code Table 1304 allowing data in Country Code Table 1304 to become part of the record in Shippers Table 1300 without the user having to reenter country related details.

Link 1407 links a billing ID Field in Shippers Table 1300 with a matching billing customer ID Field in Billing Info Table 1301 allowing data in Billing Info Table 1301 to become part of the record in Shippers Table 1300 without the user having to reenter billing related details.

Link 1408 links a matching location ID Fields between Shippers Table 1300 and Pickup Delivery Location Table 1302 allowing data in Pickup Delivery Location Table 1302 to become part of the record in Shippers Table 1300 without the user having to reenter location related details.

Link 1409 links a shipper special charge vendor ID Field in Shippers Table 1300 with a matching special vendor ID Field in Special Vendors Base Table 1312 allowing an automated determination of which record in Special Vendors Base Table 1312 contains information about the vendor providing a special service for each record in Shippers Table 1300.
Link 1410 links matching broker ID Fields between Shippers Table 1300 and Brokers Base Table 1313 allowing an automated determination of which record in Brokers Base Table 1313 contains information about the broker providing brokerage service for each record in Shippers Table 1300.

Link 1411 links a billing address country Field in Billing Info Table 1301 with a matching country 2 letter code Field in Country Code Table 1304 allowing data in Country Code Table 1304 to become part of the record in Billing Info Table 1301 without the user having to reenter country related details.

Link 1412 links a location country Field in Pickup Delivery Location Table 1302 with a matching country 2 letter code Field in Country Code Table 1304 allowing data in Country Code Table 1304 to become part of the record in Pickup Delivery Location Table 1302 without the user having to reenter country related details.

Link 1413 links a terminal of service Field in Pickup Delivery Location Table 1302 with a matching port three-letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the port servicing the location detailed in each record of Pickup Delivery Location Table 1302.

Link 1414 links an inland service provider Field in Pickup Delivery Location Table 1302 with a matching vendor ID Field in Inland Vendors Base Table 1314 allowing an automated determination of which records in Inland Vendors Base Table 1314 contain information about the vendor providing inland service for the location detailed in each record of Pickup Delivery Location Table 1302.

Link 1415 links matching store ID Fields between Shipment Form Store Til Save Table 1303 and Shipment Form Cartons Store Til Save Table 1305 which allows an unlimited amount of carton information stored in records in Shipment Form Cartons Store Til Save Table 1305 to become part of the record in Shipment Form Store Til Save Table 1303.

Link 1416 links a transit requirements Field in Shipment Form Store Til Save Table 1303 with a matching transit type ID Field in Transit Type Table 1306 allowing screen displays of user-friendly information about the transit type assigned to a Shipment Form Store Til Save Table 1303 record.

Link 1417 links a type of service Field in Shipment Form Store Til Save Table 1303 with a matching service type ID Field in Service Type Table 1307 allowing screen displays of user-friendly information about the service type assigned to a Shipment From Store Til Save Table 1303 record.

Link 1418 links a payment terms Field in Shipment Form Store Til Save Table 1303 with a matching terms ID Field in Terms Table 1308 allowing screen displays of user-friendly information about the payment terms assigned to a Shipment Form Store Til Save Table 1303 record.

Link 1419 links an origin port Field in Shipment Form Store Til Save Table 1303 with a matching port 3 letter code field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the origin port of the shipment detailed in each record of the Shipment Form Store Til Save Table 1303.

Link 1420 links a destination port Field in Shipment Form Store Til Save Table 1303 with a matching port three letter code field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the destination port of the shipment detailed in each record of the Shipment Form Store Til Save Table 1303.

Link 1421 links an insurance commodity class Field in Shipment Form Store Til Save Table 1303 with a matching insurance class Field in Shipper Inventory Item Table 1318 allowing an automated determination of the commodity classification for insurance purposes based on the goods shipped (i.e.,
each record in Shipper Inventory Item Table 1318 that is linked to the Shipment Form Store Til Save Table via Link 1430 and Link 1431).

Link 1422 links a country Field in 3 Letter Port Code Table 1309 with a matching country 2 letter code Field in Country Code Table 1304 allowing the data in Country Code Table 1304 to become part of the record in 3 Letter Port Code Table 1309 without the user having to reenter country information.

Link 1423 links a vendor country Field in Vendor Directory Table 1319 with a matching country 2 letter code Field in Country Code Table 1304 allowing the data in Country Code Table 1304 to become part of the record in Vendor Directory Table 1319 without the user having to reenter country information.

Link 1424 links matching store ID Fields between Table Shipment Form Containers Store Til Save Table 1310 and Shipment Form Store Til Save Table 1303 which allows an unlimited amount of shipper loaded carrier issued container information stored in records in Shipment Form Containers Store Til Save Table 1310 to become part of the record in Shipment Form Store Til Save Table 1303.

Link 1425 links a container type Field in Shipment Form Containers Store Til Save Table 1310 with a matching container type ID number Field in Container Type Table 1311 allowing the data in Container Type Table 1311 to become part of the record in Shipment Form Containers Store Til Save Table 1310 without the user having to reenter information about the container type.

Link 1426 links matching store ID Fields between Commercial Invoice/SED Store Til Save Table 1315 and Shipment Form Store Til Save Table 1303 allowing an automated determination of which record in Commercial Invoice/SED Store Til Save Table 1315 contains detailed information about the goods constituting a shipment detailed in each record of Shipment Form Store Til Save Table 1303.

Link 1427 links a phrase1 Field in Commercial Invoice/SED Store Til Save Table 1315 with a matching phrase ID Field in Shipper Invoice Phrase Table 1317 allowing the user to make an entry in phrase1 Field in Commercial Invoice/SED Store Til Save Table 1315 from an existing record in Shipper Invoice Phrase Table 1317.

Link 1428 links a phrase2 Field in Commercial Invoice/SED Store Til Save Table 1315 with a matching phrase ID Field in Shipper Invoice Phrase Table 1317 allowing the user to make an entry in phrase2 Field in Commercial Invoice/SED Store Til Save Table 1315 from an existing record in Shipper Invoice Phrase Table 1317.

Link 1429 links a phrase3 Field in Commercial Invoice/SED Store Til Save Table 1315 with a matching phrase ID Field in Shipper Invoice Phrase Table 1317 allowing the user to make an entry in phrase3 Field in Commercial Invoice/SED Store Til Save Table 1315 from an existing record in Shipper Invoice Phrase Table 1317.

Link 1430 links matching store ID Fields between Commercial Invoice Line Items Store Til Save Table 1316 and Shipment Form Store Til Save Table 1303 allowing details of an unlimited number of items to be stored in records in Commercial Invoice Line Items Store Til Save Table 1316 and become part of the record in Shipment Form Store Til Save Table 1303.

Link 1431 links matching shipper inventory item record number Fields between Commercial Invoice Line Items Store Til Save Table 1316 and Shipper Inventory Item Table 1318 allowing the data in Shipper Inventory Item Table 1318 to become part of the record in Invoice Line Items Store Til Save Table 1316 without the user having to reenter inventory details.

Link 1432 links matching shipper ID Fields between Shipper Invoice Phrase Table 1317 and Shipment Form Store Til Save Table 1303 allowing entry options only those records in Shipper Invoice Phrase Table 1317 belonging to the shipper noted in Shipment Form Store Til Save Table 1303.
Link 1433 links matching shipper ID Fields between Shipper Inventory Item Table 1318 and Shipment Form Store Till Save Table 1303 allowing entry options only those records in Shipper Inventory Item Table 1318 belonging to the shipper noted in Shipment Form Store Till Save Table 1303.

Link 1434 links matching quote ID Fields between Shipment Form Store Charges Till Save Table 1321 and Shipment Form Store Till Save Table 1303 allowing an automated determination of which record in Shipment Form Store Charges Till Save Table 1321 contains billing and costing information about a shipment detailed in each record of Shipment Form Store Till Save Table 1303.

Link 1435 links a special vendor ID Field in Special Vendors Base Table 1312 with a matching vendor ID Field in Vendor Directory Table 1319 allowing data in the Vendor Directory Table 1319 to become part of the record in Special Vendors Base Table 1312 without the user having to reenter duplicate vendor information.

Link 1436 links a broker ID Field in Brokers Base Table 1313 with a matching vendor ID Field in Vendor Directory Table 1319 allowing data in the Vendor Directory Table 1319 to become part of the record in Brokers Base Table 1313 without the user having to reenter duplicate vendor information.

Link 1437 links a vendor ID Field in Inland Vendors Base Table 1314 with a matching vendor ID Field in Vendor Directory Table 1319 allowing data in the Vendor Directory Table 1319 to become part of the record in Inland Vendors Base Table 1314 without the user having to reenter duplicate vendor information.

Link 1438 links a vendor table source field in Vendor Directory Table 1319 with a matching table Field in Vendor Type List Table 1320 allowing the System 55 to group and display records in Vendor Directory Table 1319 in a user-friendly manner.

Link 1439 links matching shipper ID Fields between Quote Table 1322 and Shippers Table 1300 allowing data in Shippers Table 1300 to become part of the record (specifically in regards to shipper details) in Quote Table 1322 without having to duplicate shipper related details, and also Link 1439 allows the System 55 direct access to all records in Quote Table 1322 based on a selected record in Shippers Table 1300.

Link 1440 links a consignee ID Field in Quote Table 1322 with a matching shipper ID Field in Shippers Table 1300 allowing data in Shippers Table 1300 to become part of the record (specifically in regards to consignee details) in Quote Table 1322 without having to create duplicate consignee related details, and also Link 1440 allows direct access to all records in Quote Table 1322 based on a selected record in Shippers Table 1300.

Link 1441 links matching location ID Fields between Quote Table 1322 and Pickup Delivery Location Table 1302 allowing data in Pickup Delivery Location Table 1302 to become part of the record (specifically in regards to pickup location details) in Quote Table 1322 without having to create duplicate pickup location related details, and also Link 1441 allows direct access to all records in Quote Table 1322 based on a selected record in Pickup Delivery Location Table 1302.

Link 1442 links a primary bill to party ID Field in Quote Table 1322 with a matching billing customer ID Field in Billing Info Table 1301 allowing data in Billing Info Table 1301 to become part of the record (specifically in regards to prepaid bill-to details) in Quote Table 1322 without having to create duplicate prepaid bill-to details, and also Link 1442 allows direct access to all records in Quote Table 1322 based on a selected record in Billing Info Table 1301.

Link 1443 links a consignee location ID Field in Quote Table 1322 with a matching location ID Field in Pickup Delivery Location Table 1302 allowing data in Pickup Delivery Location Table 1302 to
become part of the record (specifically in regards to delivery location details) in Quote Table 1322 without having to create duplicate delivery Location related details. Link 1443 allows direct access to all records in Quote Table 1322 based on a selected record in Pickup Delivery Location Table 1302.

Link 1444 links a secondary bill to party ID Field in Quote Table 1322 with a matching billing customer ID Field in Billing Info Table 1301 allowing data in Billing Info Table 1301 to become part of the record (specifically in regards to collect bill-to details) in Quote Table 1322 without having to create duplicate collect bill-to related details. Link 1444 allows direct access to all records in Quote Table 1322 based on a selected record in Billing Info Table 1301.

Link 1445 links matching quote ID Fields between Quote Carton Details Table 1323 and Quote Table 1322 which allow an unlimited amount of carton information stored in records in Quote Carton Details Table 1323 to become part of the record in Quote Table 1322.

Link 1446 links a transit requirements Field in Quote Table 1322 with a matching transit type ID Field in Transit Type Table 1306 allowing screen displays of user-friendly information about the transit type assigned to a Quote Table 1322 record.

Link 1447 links a type of service Field in Quote Table 1322 with a matching service type ID Field in Service Type Table 1307 allowing screen displays of user-friendly information about the service type assigned to a Quote Table 1322 record.

Link 1448 links a payment terms Field in Quote Table 1322 with a matching terms ID Field in Terms Table 1308 allowing screen displays of user-friendly information about the payment terms assigned to a Quote Table 1322 record.

Link 1449 links an origin port Field in Quote Table 1322 with a matching port 3 letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the origin port of the shipment detailed in each record of the Quote Table 1322.

Link 1450 links a destination port Field in Quote Table 1322 with a matching port three-letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the destination port of the shipment detailed in each record of the Quote Table 1322.

Link 1451 links an insurance commodity class Field in Quote Table 1322 with a matching insurance class field in Shipper Inventory Item Table 1318 allowing an automated determination of the commodity classification for insurance purposes based on the goods shipped (i.e., each record in Shipper Inventory Item Table 1318 is linked to the Quote Table 1322 via Link 1455 and Link 1461).

Link 1452 links matching quote ID Fields between Containerization Table 1324 and Quote Table 1322 which allow an unlimited amount of shipper loaded carrier issued container information stored in records in Containerization Table 1324 to become part of the record in Quote Table 1322.

Link 1453 links a container type Field in Containerization Table 1324 with a matching container type ID number Field in Container Type Table 1311 allowing the data in Container Type Table 1311 to become part of the record in Containerization Table 1324 without the user having to reenter information about the container type.

Link 1454 links matching quote ID Fields between Commercial Invoice/SED Table 1325 and Quote Table 1322 allowing an automated determination of which record in Commercial Invoice/SED Table 1325 contains detailed information about the goods constituting a shipment detailed in each record of Quote Table 1322.
Link 1455 links a commercial invoice/SED record number Field in Commercial Invoice Line Item Table 1326 with a matching quote ID Field in Quote Table 1322 allowing details of an unlimited number of items to be stored in records in Commercial Invoice Line Item Table 1326 and become part of the record in Quote Table 1322.

Link 1456 links matching shipper ID Fields between Shipper Invoice Phrase Table 1317 and Quote Table 1322 allowing entry options only for those records in Shipper Inventory Phrase Table 1317 belonging to the shipper noted in Quote Table 1322.

Link 1457 links a phrase 1 Field in Commercial Invoice/SED Table 1325 with a matching phrase ID Field in Shipper Invoice Phrase Table 1317 allowing the user to make an entry in phrase 1 Field in Commercial Invoice/SED Table 1325 from an existing record in Shipper Invoice Phrase Table 1317.

Link 1458 links a phrase 2 Field in Commercial Invoice/SED Table 1325 with a matching phrase ID Field in Shipper Invoice Phrase Table 1317 allowing the user to make an entry in phrase 2 Field in Commercial Invoice/SED Table 1325 from an existing record in Shipper Invoice Phrase Table 1317.

Link 1459 links a phrase 3 Field in Commercial Invoice/SED Table 1325 with a matching phrase ID Field in Shipper Invoice Phrase Table 1317 allowing the user to make an entry in phrase 3 Field in Commercial Invoice/SED Table 1325 from an existing record in Shipper Invoice Phrase Table 1317.

Link 1460 links matching shipper ID Fields between Shipper Inventory Item Table 1318 and Quote Table 1322 allowing entry options only for those records in Shipper Inventory Item Table 1318 belonging to the shipper noted in Quote Table 1322.

Link 1461 links matching shipper inventory item record number fields between Commercial Invoice Line Item Table 1326 and Shipper Inventory Item Table 1318 allowing the data in Shipper Inventory Item Table 1318 to become part of the record in Commercial Invoice Line Item Table 1326 without the user having to reenter inventory details.

Link 1462 links matching quote ID Fields between Quote Charges Table 1327 and Quote Table 1322 allowing an automated determination of which record in Quote Charges Table 1327 contains billing and costing information about a shipment detailed in each record of Quote Table 1322.

Link 1463 links matching shipper ID Fields between HouseBill Table 1328 and Shipper Table 1300 allowing the data in Shippers Table 1300 to become part of the record (specifically in regards to shipper details) in HouseBill Table 1328 without having to duplicate shipper related details. Link 1463 allows direct access to all records in HouseBill Table 1328 based on a selected record in Shippers Table 1300.

Link 1464 links a consignee ID Field in HouseBill Table 1328 with a matching shipper ID field in Shippers Table 1300 allowing the data in Shippers Table 1300 to become part of the record (specifically in regards to consignee related details) in HouseBill Table 1328 without having to duplicate consignee related details. Link 1464 allows direct access to all records in HouseBill Table 1328 based on a selected record in Shipper Table 1300.

Link 1465 links matching location ID Fields between HouseBill Table 1328 and Pickup Delivery Location Table 1302 allowing the data in Pickup Delivery Location Table 1302 to become part of the record (specifically in regards to pickup location details) in HouseBill Table 1328 without having to duplicate pickup related details. Link 1465 allows direct access to all records in HouseBill Table 1328 based on a selected record in Pickup Delivery Location Table 1302.

Link 1466 links a primary bill to party ID Field in HouseBill Table 1328 with a matching billing customer ID Field in Billing Info Table 1301 allowing the data in Billing Info Table 1301 to become part of
the record (specifically in regards to prepaid bill-to details) in HouseBill Table 1328 without having to
duplicate pickup related details. Link 1466 allows direct access to all records in HouseBill Table 1328
based on a selected record in Billing Info Table 1301.

Link 1467 links a consignee location ID Field in HouseBill Table 1328 with a matching location ID
Field in Pickup Delivery Location Table 1302 allowing the data in Pickup Delivery Location Table 1302 to
become part of the record (specifically in regards to delivery location details) in HouseBill Table 1328
without having to duplicate delivery location related details. Link 1467 allows direct access to all records
in HouseBill Table 1328 based on a selected record in Pickup Delivery Location Table 1302.

Link 1468 links a secondary bill to party ID Field in HouseBill Table 1328 with a matching billing
customer ID Field in Billing Info Table 1301 allowing the data in Billing Info Table 1301 to become part of
the record (specifically in regards to collect bill-to details) in HouseBill Table 1328 without having to
duplicate collect bill-to details. Link 1468 allows direct access to all records in HouseBill Table 1328
based on a selected record in Billing Info Table 1301.

Link 1469 links a transit requirement Field in HouseBill Table 1328 with a matching transit type ID
Field in Transit Type Table 1306, which allows screen displays of user-friendly information about the
transit type assigned to a HouseBill Table 1328 record.

Link 1470 links a type of service Field in HouseBill Table 1328 with a service type ID Field in
Service Type Table 1307 allowing screen displays of user-friendly information about the service type
assigned to a HouseBill Table 1328 record.

Link 1471 links a payment terms field in HouseBill Table 1328 with a matching terms ID Field in
Terms Table 1308 allowing screen displays of user-friendly information about the payment terms
assigned to a HouseBill Table 1328 record displayed.

Link 1472 links an origin port Field in HouseBill Table 1328 with a matching port three letter code
field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter
Port Code Table 1309 contains information about the origin port of the shipment detailed in each record of
the HouseBill Table 1328.

Link 1473 links a destination port Field in HouseBill Table 1328 with a matching port 3 letter code
Field in Table 1309 allowing an determination of which record in 3 Letter Port Code Table 1309 contains
information about the destination port of the shipment detailed in each record of the HouseBill Table 1328.

Link 1475 links matching HouseBill Fields between HouseBill Carton Details Table 1329 and
HouseBill Table 1328 allowing an unlimited amount of carton information stored in records in HouseBill
Carton Details Table 1329 to become part of the record in HouseBill Table 1328.

Link 1476 links matching HouseBill Fields between HouseBill Containerization Table 1330 and
HouseBill Table 1328 allowing an unlimited amount of shipper loaded carrier issued container information
stored in records in HouseBill Containerization Table 1330 to become part of the record in HouseBill
Table 1328.

Link 1477 links a container type Field in HouseBill Containerization Table 1330 with a matching
container type ID number Field in Container Type Table 1311 allowing data in Container Type Table 1311
to become part of the record in HouseBill Containerization Table 1330 without the user having to reenter
information about the container type.

Link 1478 links matching Hill fields between HouseBill Commercial Invoice/SED Table 1332 and
HouseBill Table 1328 allowing an automated determination of which record in HouseBill Commercial
Invoice/SED Table 1322 contains detailed information about the goods constituting a shipment detailed in each record of HouseBill Table 1328.

Link 1479 links a house bill commercial invoice/SED record number Field in HouseBill Commercial Invoice Line Item Table 1334 with a matching Hill Field in HouseBill Commercial Invoice/SED Table 1332 allowing details of an unlimited number of items stored in records in HouseBill Commercial Invoice Line Item Table 1334 to become part of the record in HouseBill Commercial Invoice/SED Table 1332.

Link 1480 links matching shipper ID Fields between Shipper Invoice Phrase Table 1317 and HouseBill Table 1328 allowing the entry options only for those records in Shipper Inventory Phrase Table 1317 belonging to the shipper noted in HouseBill Table 1328.

Link 1481 links a phrase1 Field in HouseBill Commercial Invoice/SED Table 1332 with a matching phrase ID Field in Shipper Inventory Phrase Table 1317 allowing the user to make an entry in phrase1 Field in HouseBill Commercial Invoice/SED Table from an existing record in Shipper Invoice Phrase Table 1317.

Link 1482 links a phrase2 Field in HouseBill Commercial Invoice/SED Table 1332 with a matching phrase ID Field in Shipper Invoice Phrase Table 1317 allowing the user to make an entry in phrase2 Field in HouseBill Commercial Invoice/SED Table from an existing record in Shipper Invoice Phrase Table 1317.

Link 1483 links a phrase3 Field in HouseBill Commercial Invoice/SED Table 1332 with a matching phrase ID Field in Shipper Invoice Phrase Table 1317 allowing the user to make an entry in phrase3 Field in HouseBill Commercial Invoice/SED Table from an existing record in Shipper Invoice Phrase Table 1317.

Link 1484 links matching shipper inventory item record number Fields between HouseBill Commercial Invoice Line Item Table 1334 and Shipper Inventory Item Table 1318 allowing the data in Shipper Inventory Item Tale 1318 to become part of the record in HouseBill Commercial Invoice Line Item Table 1334 without the user having to reenter inventory details.

Link 1485 links matching shipper ID Fields between Shipper Inventory Item Table 1318 and HouseBill Table 1328 allowing entry options only for those records in Shipper Inventory Item Table 1318 belonging to the shipper noted in HouseBill Table 1328.

Link 1486 links matching Hill Fields between HouseBill Print Override Table 1338 and HouseBill Table 1328 allowing an automated determination of which record in HouseBill Print Override Table 1338 contains print override information for a shipment detailed in each record of HouseBill Table 1328.

Link 1487 links matching Hill Fields between HouseBill Forms Printed Table 1339 and HouseBill Table 1328 allowing an automated determination of which record in HouseBill Forms Printed Table 1339 contains information about which forms have been printed for each record in HouseBill Table 1328.

Link 1488 links matching Hill Fields between HouseBill Transit Record Table 1340 and HouseBill Table 1328 allowing an automated determination of which record in HouseBill Transit Record Table 1340 contains transit information for a shipment detailed in each record of HouseBill Table 1328.

Link 1489 links matching Hill Fields between Billing Invoice Table 1335 and HouseBill Table 1328 allowing an automated determination of which record(s) in Billing Invoice Table 1335 contain billing and costing information for a shipment detailed in each record of HouseBill Table 1328. Link 1486 allows direct access to all records in Billing Invoice Table 1335 based on a selected record in HouseBill Table 1328.
Link 1490 links a bill to party Field in Billing Invoice Table 1335 with a matching billing customer ID Field in Billing Info Table 1301 allowing the data in Billing Info Table 1301 to become part of the record in Billing Invoice Table 1335 without the user having to reenter bill-to information.

Link 1491 links matching invoice number Fields between Billing Invoice Items Table 1336 and Billing Invoice Table 1335 allowing details of an unlimited number of billing and costing items stored in records in Billing Invoice Items Table 1336 to become part of the record in Billing Invoice Table 1335.

Link 1492 links a cost item code Field in Billing Invoice Items Table 1336 with a matching description number Field in Charge Description Table 1337 allowing an automated determination of which record in Charge Description Table 1337 contains a description of the charge noted in each record of Billing Invoice Items Table 1336.

Link 1493 links a description Field in Charge Description Table 1337 with a matching charge description Field in Billing Invoice Items Table 1336 allowing an appropriate description for each charge noted in each record of Billing Invoice Items Table 1336 as a default entry.

Link 1494 links a vendor ID Field in Billing Invoice Items Table 1336 with a matching directory ID Field in Vendor Directory Table 1319 allowing the data in Vendor Directory Table 1319 to become part of the record in Billing Invoice Items Table 1336 without the user having to reenter vendor details.

Link 1495 links a terminal ID Field in Terminal Location Base Table 1333 with a matching vendor ID Field in Vendor Directory Table 1319 allowing data in the Vendor Directory Table 1319 to become part of the record in Terminal Location Base Table 1333 without the user having to reenter duplicate vendor information.

Link 1496 links a transfer carrier ID Field in Terminal Location Base Table 1333 with a matching vendor ID Field in Vendor Directory Table 1319 allowing an automated determination of which record in Vendor Directory Table 1319 contains vendor information about the transfer carrier assigned to the terminal location stored in each record of the Terminal Location Base Table 1333 without the user having to reenter vendor information.

Link 1497 links an agent broker ID Field in Agent Broker Base Table 1331 with a matching vendor ID Field in Vendor Directory Table 1319 allowing data in the Vendor Directory Table 1319 to become part of the record in Agent Broker Base Table 1331 without the user having to reenter duplicate vendor information.

Link 1498 links a record number Field in Carrier Specification Base Table 1342 with a matching vendor ID Field in Vendor Directory Table 1319 allowing data in the Vendor Directory Table 1319 to become part of the record in Carrier Specification Base Table 1342 without the user having to reenter duplicate vendor information.

Link 1499 links matching country Fields between Country Code Table 1304 and Doc Regs Table 1341 allowing an automated determination of which record in Doc Regs Table 1341 contains documentation regulation information for the country listed in each record of the Country Code Table 1304. (Link 1499 in conjunction with Link 1422, which links a country record to a port code record, and Link 1473, which links a port code record to the destination field of a shipment record allows an automated determination of documentary requirements for each shipment.)

Link 1500 links a broker Field in Agent Broker Base Table 1331 with a matching broker ID Field in Brokers Base Table 1313 allows data in Brokers Base Table 1313 to become part of the record in Agent Broker Base Table 1331 without the user having to reenter duplicate broker information.
Link 1501 links a carrier Field in MasterBill Table 1343 with a matching carrier ID Field in Carrier Specification Table 1342 allowing an automated determination of which record in Carrier Specification Table 1342 contains information about the carrier assigned to the consolidation stored in each record of the MasterBill Table 1343.

Link 1502 links a carrier Field in Carrier Schedule Table 1347 with a matching carrier ID Field in Carrier Specification Base Table 1342 allowing an automated determination of which record in Carrier Specification Table contains information about the carrier to whom the flight detailed in each record of Carrier Schedule Table 1347 belongs.

Link 1503 links an MBLShipper Field in MasterBill Table 1343 with a matching agent/broker ID Field in Agent Broker Base Table 1331 allowing the data in Agent Broker Base Table 1331 to become part of the record (specifically in regards to shipper details) in MasterBill Table 1343 without the user having to reenter shipper related details. Link 1503 allows direct access to all records in MasterBill Table 1343 based on a selected record in Agent Broker Table 1331. (In a preferred embodiment, a link would also exist linking a MBLShipper Field in MasterBill Table 1343 with a matching shipper ID Field in Shippers Table 1300 allowing the same functionality described above to exist between the MasterBill Table 1343 and the Shippers Table 1300.)

Link 1504 links an MBLConsignee Field in MasterBill Table 1343 with a matching agent/broker ID Field in Agent Broker Base Table 1331 allowing the data in Agent Broker Base Table 1331 to become part of the record (specifically in regards to consignee details) in MasterBill Table 1343 without the user having to reenter consignee related details. Link 1504 allows direct access to all records in MasterBill table 1343 based on a selected record in Agent Broker Base Table 1331. (In a preferred embodiment, a link would also exist linking a MBLConsignee Field in MasterBill Table 1343 with a matching shipper ID Field in Shipper Table 1300 allowing the same functionality described above to exist between the MasterBill Table 1343 and the Shippers Table 1300.)

Link 1505 links an issuing agent Field in MasterBill Table 1343 with a matching agent/broker ID Field in Agent Broker Base Table 1331 allowing the data in Agent Broker Base Table 1331 to become part of the record (specifically in regards to issuing agent details) in MasterBill Table 1343 without the user having to reenter issuing agent related details. Link 1505 allows direct access to all records in MasterBill Table 1343 based on a selected record in Agent Broker Base Table 1331.

Link 1506 links an origin terminal Field in MasterBill Table 1343 with a matching terminal ID Field in Terminal Location Base Table 1333 allowing data in Terminal Location Base Table 1333 to become part of the record (specifically in regards to origin terminal details) in MasterBill Table 1343 without the user having to reenter origin terminal details. Link 1506 allows direct access to all records in MasterBill Table 1343 based on a selected record in Terminal Location Base Table 1333.

Link 1507 links a freight location Field in MasterBill Table 1343 with a matching terminal ID Field in Terminal Location Base Table 1333 allowing data in Terminal Location Base Table 1333 to become part of the record (specifically in regards to destination terminal details) in MasterBill Table 1343 without the user having to reenter destination terminal details. Link 1507 allows direct access to all records in MasterBill Table 1343 based on a selected record in Terminal Location Base Table 1333.

Link 1508 links an origin Field in MasterBill Table 1343 with a matching port three-letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the origin port of the shipment detailed in each record of the MasterBill Table 1343.
Link 1509 links a vessel/voyage/flight1 Field in MasterBill Table 1343 with a matching record number Field in Carrier Schedule Table 1347 allowing an automated determination of which record in Carrier Schedule Table 1347 contains details about the flight/vessel noted in the vessel/voyage/flight1 Field of each record in MasterBill Table 1343.

Link 1510 links a destination1 Field in MasterBill Table 1343 with a matching port 3 letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the destination port noted in the destination1 Field of each record in MasterBill Table 1343.

Link 1511 links a flight2 Field in MasterBill Table 1343 with a matching record number Field in Carrier Schedule Table 1347 allowing an automated determination of which record in Carrier Schedule Table 1347 contains details about the flight/vessel noted in the flight2 Field of each record in MasterBill Table 1343.

Link 1512 links a destination2 Field in MasterBill Table 1343 with a matching port three-letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the destination port noted in the destination2 Field of each record in MasterBill Table 1343.

Link 1513 links a flight3 Field in MasterBill Table 1343 with a matching record number Field in Carrier Schedule Table 1347 allowing an automated determination of which record in Carrier Schedule Table 1347 contains details about the flight/vessel noted in the flight3 Field of each record in MasterBill Table 1343.

Link 1514 links a destination3 Field in MasterBill Table 1343 with a matching port three-letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the destination port noted in the destination3 Field in each record in MasterBill Table 1343.

Link 1515 links a flight4 Field in MasterBill Table 1343 with a matching record number Field in Carrier Schedule Table 1347 allowing an automated determination of which record in Carrier Schedule Table 1347 contains details about the flight/vessel noted in the flight4 Field of each record in MasterBill Table 1343.

Link 1516 links a destination4 Field in MasterBill Table 1343 with a matching port 3 letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the destination port noted in the destination4 Field in each record in MasterBill Table 1343.

Link 1517 links a final destination Field in MasterBill Table 1343 with a matching port three-letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the destination port of the consolidation detailed in each record of the MasterBill Table 1343.

Link 1518 links a vendor country Field in Inland Vendors Base Table 1314 with a matching country two-letter code Field in Country Code Table 1304 allowing data in Country Code Table 1304 to become part of the record in Inland Vendors Base Table 1314 without the user having to reenter country related details.

Link 1519 links matching carrier ID Fields between MasterBill Containerization Table 1344 and MasterBill Table 1343. (Link 1519 works only in conjunction with Link 1520.)
Link 1520 links matching MBLNumber Fields between MasterBill Containerization Table 1344 and MasterBill Table 1343 allowing (in conjunction with Link 1519) an unlimited amount of user issued carrier container information stored in records in MasterBill Containerization Table 1344 to become part of the record in MasterBill Table 1343.

Link 1521 links a container number Field in MasterBill Containerization Table 1344 with a matching container type ID number Field in Container Type Table 1311 allowing the data in Container Type Table 1311 to become part of the record in MasterBill Containerization Table 1344 without the user having to reenter information about the container type.

Link 1522 links matching carrier Fields between MasterBill Forms Printed Table 1345 and MasterBill Table 1343. (Link 1522 works only in conjunction with Link 1523.)

Link 1523 links matching carrier Fields between MasterBill Forms Printed Table 1345 and MasterBill Table 1343 allowing (in conjunction with Link 1343) an automated determination of which record in MasterBill Forms Printed Table 1345 contains information about which forms have been printed for each record in MasterBill Table 1343.

Link 1524 links matching carrier Fields between MasterBill Print Override Table 1346 and MasterBill Table 1343. Link 1524 works only in conjunction with Link 1525.

Link 1525 links matching carrier Fields between MasterBill Print Override Table 1346 and MasterBill Table 1343 allowing (in conjunction with Link 1524) an automated determination of which record in MasterBill Print Override Table 1346 contains print override information for a shipment detailed in each record of MasterBill Table 1343.

Link 1526 links matching carrier Fields between HouseBill Table 1328 and MasterBill Table 1343. Link 1526 works only in conjunction with Link 1527.

Link 1527 links a master bill Field in HouseBill table 1328 with a matching MBLNumber Field in MasterBill Table 1343 allowing (in conjunction with Link 1526) an unlimited number of shipments stored in records in HouseBill Table 1328 to become part of the record in MasterBill Table 1343.

Link 1528 links an origin Field in Carrier Schedule Table 1347 with a matching port three-letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the port noted in the origin Field of each record in Carrier Schedule Table 1347.

Link 1529 links a destination Field in Carrier Schedule Table 1347 with a matching port three-letter code Field in 3 Letter Port Code Table 1309 allowing an automated determination of which record in 3 Letter Port Code Table 1309 contains information about the port noted in the destination Field of each record in Carrier Schedule Table 1347.

Link 1530 links matching quote ID Fields between Shipment Form Store Til Save Table 1303 and Quote Table 1322 allowing automated recreation of records from Quote Table 1322 in Shipment Form Store Til Save Table 1303, which in turn allows the user to edit a temporary version of the record without effecting the original version of the record. Link 1530 allows the user to trigger an automated replacement of the original version of the record located in Quote Table 1322 with the temporary version of the same record located in Shipment Form Store Til Save Table 1303.

Link 1531 links matching Hill Fields between Shipment Form Store Til Save Table 1303 and HouseBill Table 1328 allowing creation of records in the HouseBill Table 1328 from records in the Shipment Form Store Til Save Table 1303 without the user having to reenter shipment details.
Link 1532 links a location ID Field in Shipment Form Store Till Save Table 1303 with a matching origin warehouse ID in Customer Rate Table 1349. Link 1532 works only in conjunction with Link 1533 or Link 1535, Link 1534, and Link 1536.

Link 1533 links a primary bill to party Field in Shipment Form Store Till Save Table 1303 with a matching bill to ID Field in Customer Rate Table 1349. Link 1533 works only in conjunction with Link 1532, Link 1534 and Link 1536.

Link 1534 links a consignee location ID Field in Shipment Form Store Till Save Table 1303 with a matching destination warehouse ID Field in Customer Rate Table 1349. Link 1534 works only in conjunction with Link 1532, Link 1533 or Link 1535, and Link 1536.

Link 1535 links a secondary bill to party Field in Shipment Form Store Till Save Table 1303 with a matching bill to ID Field in Customer Rate Table 1349. Link 1535 works only in conjunction with Link 1532, Link 1534, and Link 1536.

Link 1536 links a type of service Field in Shipment Form Store Till Save Table 1303 with a matching service type Field in Customer Rate Table 1349 allowing (in conjunction with Link 1523, Link 1533 or Link 1535, and Link 1534) an automated determination of which rate tariff stored in a record in Customer Rate Table 1349 applies to a shipment stored in each record of Shipment Form Store Till Save Table 1303.

Link 1537 links a type of service Field in Shipment Form Store Till Save Table 1303 with a matching service type Field in Default Rate Table 1353. Link 1537 works only in conjunction with Link 1540 and Link 1541.

Link 1538 links a transit requirements Field in Shipment Form Store Till Save Table 1303 with a matching transit type Field in Consolidation Vendor Table 1350. Link 1538 works only in conjunction with Link 1544 and Link 1545.

Link 1539 links an “eta” at port of origin Field in Shipment Form Store Till Save Table 1303 with an estimated port to port transit time Field in Consolidation Vendor Table 1350 based on matching criteria mentioned in regards to Link 1538, Link 1544, and Link 1545 allow calculation and entry of an “eta” at port of origin Field in each record of the Shipment Forms Store Till Save Table 1303 of an appropriate estimated date of arrival.

Link 1540 links matching origin port Fields between Shipment Form Store Till Save Table 1303 and Default Rate Table 1353. Link 1540 works only in conjunction with Link 1537 and Link 1541.

Link 1541 links matching destination port Fields between Shipment Form Store Till Save Table 1303 and Default Rate Table 1353 allowing (in conjunction with Link 1537 and Link 1540) an automated determination of which rate tariff stored in a record in Default Rate Table 1353 applies to a shipment stored in each record of Shipment Form Store Till Save Table 1303.

Link 1542 links matching origin port Fields between Shipment Form Store Till Save Table 1303 and Carrier Rate Table 1354. Link 1542 works only in conjunction with Link 1543 and Link 1567 - see Link 1567.

Link 1543 links matching destination port Fields between Shipment Form Store Till Save Table 1303 and Carrier Rate Table 1354. Link 1543 works only in conjunction with Link 1542 and Link 1567 - see Link 1567.

Link 1544 links matching origin port Fields between Shipment Form Store Till Save Table 1303 and Consolidation Vendor Table 1350. Link 1544 works only in conjunction with Link 1538 and Link 1545.
Link 1545 links matching destination port Fields between Shipment Form Store Til Save Table 1303 and Consolidation Vendor Table 1350 allowing the System 55 (in conjunction with Link 1538 and Link 1544) to determine which record in Consolidation Vendor Table 1350 contains a listing of user assigned default vendors that match the criteria set forth by a shipment stored in each record of the Shipment Form Store Til Save Table 1303.

Link 1546 links an origin port Field in Consolidation Vendor Table 1350 with a matching origin Field in Carrier Routing Table 1348. Link 1546 works only in conjunction with Link 1547 and Link 1548.

Link 1547 links a destination port Field in Consolidation Vendor Table 1350 with a matching destination Field in Carrier Routing Table 1348. Link 1547 works only in conjunction with Link 1546 and Link 1548.

Link 1548 links a carrier ID Field in Consolidation Vendor Table 1350 with a matching carrier Field in Carrier Routing Table 1348 allowing (in conjunction with Link 1546 and Link 1547) an automated determination of which record in Carrier Routing Table 1348 contains a listing of user assigned default flights/vessels that match the criteria set forth by each record of the Consolidation Vendor Table 1350.

Link 1549 links an insurance commodity class Field in Shipment Form Store Til Save Table 1303 with a matching commodity class Field in Insurance Rate Table 1351. Link 1549 works only in conjunction with Link 1550.

Link 1550 links an insurance class Field in 3 Letter Port Code Table 1309 which is linked to the Shipment Form Store Til Save Table via Link 1420 with a matching country class Field in Insurance Rate Table 1351 allowing (in conjunction with Link 1549) an automated determination of which record in Insurance Rate Table 1351 contains a tariff of insurance rates that match the criteria set forth by a shipment stored in each record of Shipment Form Store Til Save Table 1303.

Link 1551 links a special vendor ID Field in Insurance Rate Table 1351 with a matching vendor ID Field in Vendor Directory Table 1319 allowing an automated determination of which record in Vendor Directory Table 1319 contains information about the vendor providing insurance service.

Link 1552 links matching special vendor ID Fields between Insurance Rate Table 1351 and Special Vendors Base Table 1312 allowing an automated determination of which record in Special Vendors Base Table 1312 contains information about the vendor providing insurance service.

Link 1553 links a transit record1 Field in Carrier Routing Table 1348 with a matching record number Field in Carrier Schedule Table 1347 allowing the data in Carrier Schedule Table 1347 to become part of the record in Carrier Routing Table 1348 without the user having to reenter flight details.

Link 1554 links a transit record2 Field in Carrier Routing Table 1348 with a matching record number Field in Carrier Schedule Table 1347 allowing the data in Carrier Schedule Table 1347 to become part of the record in Carrier Routing Table 1348 without the user having to reenter flight details.

Link 1555 links a transit record3 Field in Carrier Routing Table 1348 with a matching record number Field in Carrier Schedule Table 1347 allowing the data in Carrier Schedule Table 1347 to become part of the record in Carrier Routing Table 1348 without the user having to reenter flight details.

Link 1556 links a transit record4 Field in Carrier Routing Table 1348 with a matching record number Field in Carrier Schedule Table 1347 allowing the data in Carrier Schedule Table 1347 to become part of the record in Carrier Routing Table 1348 without the user having to reenter flight details.

Link 1557 links matching terminal ID Fields between Consolidation Vendor Table 1350 and Terminal Location Base Table 1333 allowing the data in Terminal Location Base Table to become part of
the record in Consolidation Vendor Table 1350 without the user having to reenter origin terminal information.

Link 1558 links matching carrier ID Fields between Consolidation Vendor Table 1350 and Carrier Specification Base Table 1342 allowing the data in Carrier Specification Base Table 1342 to become part of the record in Consolidation Vendor Table 1350 without the user having to reenter carrier information.

Link 1559 links a destination agent/broker ID Field in Consolidation Vendor Table 1350 with a matching agent/broker ID Field in Agent Broker Base Table 1331 allowing the data in Agent Broker Base Table 1331 to become part of the record in Consolidation Vendor Table 1350 without the user having to reenter destination agent information.

Link 1560 links a destination terminal ID Field in Consolidation Vendor Table 1350 with a matching terminal ID Field in Terminal Location Base Table 1333 allowing the data in Terminal Location Base Table 1333 to become part of the record in Consolidation Vendor Table 1350 without the user having to reenter destination terminal information.

Link 1561 links an origin agent/broker ID Field in Consolidation Vendor Table 1350 with a matching terminal ID Field in Agent Broker Base Table 1331 allowing the data in Agent Broker Base Table 1331 to become part of the record in Consolidation Vendor Table 1350 without the user having to reenter origin agent information.

Link 1562 links a postal code significant digits Field in Country Code Table 1304 with a location postal code Field in Pickup Delivery Location Table 1302 allowing an automated extraction from the location postal code Field in each record of Pickup Delivery Location Table 1302 for only the significant digits as noted in the postal code significant digits Field of the record in Country Code Table 1304, as linked by Link 1412 to said record in Pickup Delivery Location Table 1302.

Link 1563 links a country two-letter code Field in Country Code Table 1304 appended with the location postal code Field of the same record in Pickup Delivery Location Table 1302 reduced to its significant digits via Link 1562 with a matching postal code ID Field in Inland Rate Table 1352 allowing an automated determination of which record in Inland Rate Table 1352 contains an inland tariff applicable to a location based on the location country Field and the location postal code Field of each record in Pickup Delivery Location Table 1302.

Link 1564 links an LTL vendor ID Field in Inland Rate Table 1352 with a matching vendor ID Field in Inland Vendors Base Table 1314 allowing the data in Inland Vendors Base Table 1314 to become part of the record in Inland Rate Table 1352 without the user having to reenter vendor details.

Link 1565 links an air container vendor ID Field in Inland Rate Table 1352 with a matching vendor ID Field in Vendors Base Table 1314 allowing the data in Inland Vendors Base Table 1314 to become part of the record in Inland Rate Table 1352 without the user having to reenter vendor information.

Link 1566 links a drayman vendor ID Field in Inland Rate Table 1352 with a matching vendor ID Field in Vendors Base Table 1314 allowing the data in Inland Vendors Base Table 1314 to become part of the record in Inland Rate Table 1352 without the user having to reenter vendor information.

Link 1567 links matching carrier ID Fields between Carrier Specification Base Table 1342 and Carrier Rate Table 1354 allowing (in conjunction with Link 1542 and Link 1543) an automated determination of which rate tariff stored in a record in Carrier Rate Table 1354 matches the criteria set forth in a shipment stored in each record of Shipment Form Store Till Save Table 1303 (and by other Links the appropriate record in Carrier Specification Base Table 1342).
Link 1568 links a user Field in User Scheduled Events Table 1357 with a matching user name Field in User Table 1359 allowing screen displays of events stored in User Scheduled Events Table 1357 to the appropriate authorized user(s).

Link 1569 links matching user name fields between User Schedule Memos Table 1358 and User Table 1359 allowing screen displays of memos stored in User Schedule Memos Table 1358 to the appropriate authorized user(s).

Turning now to Shippers Table 1300, there are the following data fields or elements: shipper ID is a System 55-generated unique ID number displayed in Field 593; current? Field 1600 is set as "yes" until the user clicks Buttons 590 or 591, which causes the value of Field 1600 to change to "no"; shipper name is entered by the user in Field 594; address, address line2, city, state, postal code, and country are entered by the user in Fields 595; contact name, shippers telephone, telephone extension, contact2 name, contact2 telephone, fax number, and e-mail address are entered by the user in Fields 602; billing ID is entered by the user in Field 617; EIN# is entered by the user in Field 601; profit margin is entered by the user in Field 604; handling comments are entered by the user in Field 603; location ID is entered by the user in Field 636; consignee ID is entered by the user in Field 659; shipper special charge name, special charge per shipment, special charge per kilo, special charge per w/m, special charge minimum, and special charge vendor are entered by the user in Editing Box 605; broker Field 1601 is reserved for any future use that may be needed.

Billing Info Table 1301 contains the following elements: billing customer ID Field 1602 is a System 55-generated unique ID number; bill to company name, billing address, billing address city, billing address state, billing address postal code, billing address country, billing contact name, billing contact telephone, billing contact telephone extension, and billing notes are entered by the user in Editing Box 620.

Pickup Delivery Location Table 1302 contains the following elements: location ID Field 1603 is a System 55-generated unique ID number; current? Field 1604 is set by the System 55 as 'yes' until a future functionality causes the system to change the value of Field 1600 to 'no'; location name, location contact name, location address, location city, location state, location postal code, location country, location telephone, location telephone extension, location fax, location e-mail address, location open time, location close time, location terminal of service, and location transit time to terminal are entered by the user in Fields 639; inland service provider Field 1605 allows future functionality of assigning a default inland service provider to a location.

Shipment Form Store Til Save Table 1303 includes the following elements: store ID Field 1606 is a System 55-generated unique ID number; quote ID Field 1607 is a System 55-generated entry which stores the contents of a quote ID Field 1675 designating a preexisting record in hTable 1322 of which the record in Table 1303 is a copy; Hill is entered by the user in Field 876 or is assigned by the System 55; shipper ID is entered by the user in Field 734; location ID is entered by the user in Field 736; primary bill to party ID is entered by the user in Field 764; consignee ID is entered by the user in Field 752; consignee location ID is entered by the user in Field 756; secondary bill to ID is entered by the user in Field 765; request date is the date the record is created as recorded by the System 55 and displayed in Field 733; request time is the time the record is created as recorded by the System 55 and displayed in Field 733; transit requirements are entered by the user in Box 777; type of service is entered by the user in Box 788; payment terms is entered by the user in Box 790; pickup date is entered by the user in Field 742; pickup time is entered by the user in Field 743; drop?
is entered by the user in Box 744; "eta" at port of origin is entered by the user in Field 773; delivery date and delivery time are calculated by the System 55 and displayed in Field 761; delivery drop? is entered by the user in Box 760; origin port is determined by the System 55 and displayed in Field 771; destination port is determined by the System 55 and displayed in Field 772; hazard is entered by the user in Box 774; insurance is 'no' by default and set to 'yes' when the user clicks Button 779; insurance amount is determined by the System 55 and displayed in Field 782; insurance to cover freight is entered by the user in Box 780; last Auto Calc result Field 1608 is used by the system to store calculated charges; ins + 10% is entered by the user in Box 781; insurance commodity class is determined by the System 55 and displayed in Field 785; shippers reference number is entered by the user in Field 741; consignee reference number is entered by the user in Field 759; notes are entered by the user in Field 730; internal notes are entered by the user in Field 731; received in warehouse is entered by the user by clicking button 810; chargeable weight is calculated by the System 55 and stored in Field 1609; freight rate is calculated by the System 55 and stored in Field 1610; pieces on hand are calculated by the System 55 and stored in Field 1611.

Country Code Table 1304 includes the following elements: country name is entered by the user in Field 483, country two-letter code is entered by the user in Field 484; postal code significant digits is entered by the user in Field 485.

Shipment Form Cartons Store Til Save Table 1305 includes the following elements: carton ID Field 1612 is a System 55-generated unique ID number; store ID Field 1613 is a System 55-generated entry which links each record in Shipment Form Cartons Store Til Save Table 1305 to a record in Shipment Form Store Til Save Table 1303; quote ID field 1614 is a System 55-generated entry which stores the contents of a quote ID Field 1707 in a preexisting record in Table 1323 designated by the quote table carton ID Field 1615; quote table carton ID Field 1615 is a System 55-generated entry which stores the contents of an ID Field 1707 designating a preexisting record in Table 1323 of which the record in Table 1305 is a copy; piece count is entered by the user in Field 794; marks is entered by the user in Field 795; length is entered by the user in Field 796; wide is entered by the user in Field 797; height is entered by the user in Field 798; weight per piece is entered by the user in Field 799; container ID number Field 1616 is for future functionality where records in Table 1305 will be linked to records in Table 1310.

Transit Type Table 1306 includes the following elements: transit type ID Field 1617 is a preprogrammed ID number for each record in Table 1306; transit type field 1618 is a preprogrammed name for each transit type available in the System 55; description Field 1619 is a preprogrammed description for each transit type available in the System 55.

Service Type Table 1307 includes the following elements: service type ID Field 1620 is a preprogrammed ID number for each record in Table 1307; service type Field 1621 is a preprogrammed name for each service type available in the System 55; description Field 1622 is a preprogrammed description for each service type available in the System 55.

Terms Table 1308 includes the following elements: terms ID Field 1623 is a preprogrammed ID number for each record in Table 1308; terms Field 1624 is a preprogrammed name for each payment term available in the System 55; description Field 1625 is a preprogrammed description for each payment term available in the System 55.

3 Letter Port Code Table 1309 includes the following elements: port three-letter code is entered by the user in Field 497; airport name is entered by the user in Field 498; seaport name is entered by the user in Field 499; customs port code is entered by the user in Field 500; insurance class is entered by the
user in Field 501; port special charge name is entered by the user in Field 508; special charge minimum, special charge per shipment, special charge per kilo, and special charge per w/m are entered by the user in Special Charge Column 510; port charge vendor is entered by the user in Field 509; country is entered by the user in Country Name Field 483.

As to Shipment Form Container Store Til Save Table 1310, this table is for future functionality which will allow the user to enter and store information about shipments of full liner containers. Fields entered by the user are not displayed in the preceding figures but are nonetheless mentioned here. The elements include: container ID number 1626 is a System 55-generated unique ID number; store ID Field 1627 is a System 55-generated entry which links each record in Shipment Form Containers Store Til Save Table 1310 to a record in Shipment Form Store Til Save Table 1303; quote ID field 1628 is a System 55-generated entry which stores the contents of a quote ID Field 1717 in a preexisting record in Table 1324 designated by the quote table container ID number in Field 1629; quote table container ID number Field 1629 is a System 55-generated entry which stores the contents of a container ID number Field 1716 designating a preexisting record in Table 1324 of which the record in Table 1310 is a copy; container type Field 1630 is reserved for user entry in future functionality; container number Field 1631 is reserved for user entry in future functionality; seal number Field 1632 is reserved for user entry in future functionality; total tare weight loaded Field 1633 is reserved for user entry in future functionality; actual tare Field 1634 is reserved for user entry in future functionality; total “cft” loaded Field 1635 is reserved for user entry in future functionality; total piece count loaded Field 1636 is reserved for user entry in future functionality; base rate Field 1637 is reserved for user entry in future functionality; pivot Field 1638 is reserved for user entry in future functionality; over pivot Field 1639 is reserved for user entry in future functionality.

Container Type Table 1311 includes the following elements: container type ID number Field 1640 is a preprogrammed ID number for each record in Table 1311; container type air sea flag Field 1641 is a preprogrammed flag signifying if the record pertains to and air container (flag ‘yes’) or a sea container (flag ‘no’); container type name Field 1642 is a preprogrammed name for each container type available in System 55; max cft Field 1643 is a preprogrammed value reflecting the maximum volume in cubic feet able to be loaded in each container type available in System 55; max weight Field 1644 is a preprogrammed value reflecting the maximum amount of weight in kilos able to be loaded in each container type available in System 55; tare weight Field 1645 is a preprogrammed value reflecting the empty weight of each container type available in System 55; container picture Field 1646 is a preprogrammed picture image of each container type available in System 55; max internal length Field 1647 is a preprogrammed value reflecting the internal length at the longest point of each container available in System 55; max internal width Field 1648 is a preprogrammed value reflecting the internal width at the widest point of each container available in System 55; max internal height Field 1649 is a preprogrammed value reflecting the internal height at the highest point of each container available in System 55; max door width Field 1650 is a preprogrammed value reflecting the door width at its widest point for each container available in System 55; max door height Field 1651 is a preprogrammed value reflecting the door height at its highest point for each container available in System 55.

Special Vendors Base Table 1312 includes the following elements: special vendor ID displayed in Vendor ID Number Field 495 is a System 55-generated unique ID number; description of special service is entered by the user in Field 494; special vendor rate minimum is entered by the user in Field
492; special vendor rate per shipment is entered by the user in Field 489; special vendor rate per kilo is entered by the user in Field 490; special vendor rate per w/m is entered by the user in Field 491.

Brokers Base Table 1313 includes the following elements: broker ID Field 1652 is a System 55-generated unique ID number; clearance cost is entered by the user in Field 351; active Field 1653 is set initially by System 55 as ’yes’ and is reset to ’no’ when the user clicks the Delete This Broker Button 354 or ’yes’ when the user clicks the Undelete A Broker Button 356.

Inland Vendors Base Table 1314 includes the following elements: vendor ID Field 1654 is a System 55-generated unique ID number; vendor name, vendor address, vendor city, vendor state, vendor postal code, vendor country, vendor phone, vendor fax are entered by the user in Editing Box 400.

Commercial Invoice/SED Store Til Save Table 1315 includes the following elements: store ID Field 1655 is a System 55-generated entry which links each record in Commercial Invoice/SED Store Til Save Table 1315 to a record in Shipment Form Store Til Save Table 1303; quote ID Field 1656 is a System 55-generated entry which stores the contents of a quote ID Field 1728 of a preexisting record in table 1325 of which the record in Table 1315 is a copy; invoice date is entered by the user in Field 672; invoice# is entered by the user in Field 671; PO number is entered by the user in Field 673; other shipper references is entered by the user in Field 674; sold to name, sold to address, sold to city, sold to state, and sold to zip code are entered by the user in Field 675; terms of sale is entered by the user in Field 676; currency of sale is entered by the user in Field 812; phrase1, phrase2, and phrase3 are entered by the user in Fields 847; current rate of exchange (ROE) is entered by the user in Field 677; overall description is entered by the user in Field 816; related flag is entered by the user in Box 815; license# is entered by the user in Field 686; ECCN# is entered by the user in Field 687; include freight charges is entered by the user in Box 839; other cost name is entered by the user in Field 841; other cost amount is entered by the user in Field 842; signatory name is entered by the user in Field 850; signatory title is entered by the user in Field 851.

Commercial Invoice Line Items Store Til Save Table 1316 includes the following elements: commercial invoice item record number Field 1657 is a System 55-generated unique ID number; store ID Field 1658 is a System 55-generated entry which links each record in Commercial Invoice Line Items Store Til Save Table 1316 to a record in Shipment Form Store Til Save Table 1303; quote commercial invoice item record number Field 1659 is a System 55-generated entry which stores the contents of a commercial invoice item record number Field 1747 designating a preexisting record in Table 1326 of which the record in Table 1316 is a copy; commercial invoice/SED record number Field 1660 is a System 55-generated entry which stores the contents of a commercial invoice/SED record number Field 1748 in a preexisting record in Table 1326 designated by the quote commercial invoice item record number Field 1659; shipper inventory item record number is entered by the user in Field 820; quantity ordered is entered by the user in Field 823; quantity shipped is entered by the user in Field 824; B-units shipped is reserved for future functionality which will allow the user to enter the quantity shipped in Harmonized Code defined Schedule B-Units; carton number marks is entered by the user in Field 819.

Shipper Invoice Phrase Table 1317 includes the following elements: phrase number Field 1662 is a System 55-generated unique ID number; shipper ID is a System 55-generated entry which links each record to a shipper (record) in Table 1300; phrase ID is entered by the user in Field 845; phrase is entered by the user in Field 846.

Shipper Inventory Item Table 1318 includes the following: shipper inventory item record number Field 1664 is a System 55-generated unique ID number; shipper ID is a System 55-generated entry which
links each record in Shipper Inventory Item Table 1318 to a record in Shippers Table 1300; item # is entered by the user in Field 826; item description is entered by the user in Field 827; item unit description is entered by the user in Field 828; item unit price is entered by the user in Field 829; country of origin is entered by the user in Field 831; schedule-B number is entered by the user in Field 832; insurance class is entered by the user in Field 830.

Vendor Directory Table 1319 includes the following: directory ID Field 1666 is a System 55-generated unique ID number; vendor table source Field 1667 is a System 55-generated entry recording in which table (1312, 1313, 1314, 1331, 1333, or 1341) a linked record (via vendor ID Field 1668) is located; vendor ID Field 1668 is a System 55-generated entry which links each record in Vendor Directory Table 1319 to a record in the table noted in vendor table source Field 1667; vendor name, vendor address, vendor city, vendor state, vendor post code, vendor country, vendor phone, and vendor fax Fields 1669 are entered by the user in one of the following ways depending on the table noted in vendor table source Field 1667: if Field 1667 notes Table 1312, Fields 1669 are entered by the user in Edit Box 326; if Field 1667 notes Table 1313, Fields 1669 are entered by the user in Edit Box 350; if Field 1667 notes Table 1314, Fields 1669 are entered by the user in Edit Box 400; if Field 1667 notes Table 1331, Fields 1669 are entered by the user in Carrier Name And Address Fields 441; if Field 1667 notes Table 1333, Fields 1669 are entered by the user in Edit Box 466; if Field 1667 notes Table 1342, Fields 1669 are entered by the user in Fields 522.

Vendor Type List Table 1320 includes the following elements: type name Field 1670 is a preprogrammed name for each type of vendor stored in System 55; table Field 1671 is a preprogrammed entry which identifies to which table the type name Field 1670 applies.

Shipment Form Store Charges Til Save Table 1321 includes the following elements: quote ID Field 1672 is a System 55-generated entry which links each record in Shipment Form Store Charges Til Save Table 1321 to a record in Shipment Form Store Til Save Table 1303; container delivery charge, container pickup charge, destination clearance charge, destination DDP outlay charge, destination delivery charge, destination handling charge, destination terminal charge, destination transfer charge, handling charge, hazardous charge, insurance charge, L/C charge, pickup charge, port to port charge, special consignee charge, special destination charge, special origin charge, special shipper charge, terminal charge, and transfer charge are calculated by the System 55 and displayed in Column 853; port to port rate Field 1673 is a System 55-generated entry which stores the value used to determine a port to port charge; special consignee charge name, special destination charge name, special origin charge name, and special shipper charge name Fields 1674 are System 55-generated entries which stores names of applicable special charges.

Quote Table 1322 includes the following elements: quote ID Field 1675 is a System 55-generated unique ID number; shipper ID Field 1676 is used by System 55 to permanently store the data entered in Field 734; location ID Field 1677 is used by System 55 to permanently store the data entered in Field 736; primary bill to party ID Field 1678 is used by System 55 to permanently store the data entered in Field 764; consignee ID Field 1679 is used by System 55 to permanently store the data entered in Field 752; consignee location ID Field 1680 is used by System 55 to permanently store the data entered in Field 755; secondary bill to party ID Field 1681 is used by System 55 to permanently store the data entered in Field 765; request date and request time Field 1682 is used by System 55 to permanently store the data entered in Field 733; transit requirements Field 1683 is used by System 55 to permanently store
the data entered in Box 777; type of service Field 1684 is used by System 55 to permanently store the data entered in Box 788; payment terms Field 1685 is used by System 55 to permanently store the data entered in Box 790; pickup date Field 1686 is used by System 55 to permanently store the data entered in Field 742; pickup time Field 1687 is used by System 55 to permanently store the data entered in Field 743; drop? Field 1688 is used by System 55 to permanently store the data entered in Box 744; "eta" at port of origin Field 1689 is used by System 55 to permanently store the data entered in Field 773; delivery date and delivery time Field 1690 is used by System 55 to permanently store the data entered in Field 761; delivery drop? Field 1691 is used by System 55 to permanently store the data entered in Box 760; origin port Field 1692 is used by System 55 to permanently store the data entered in Field 771; destination port Field 1693 is used by System 55 to permanently store the data entered in Field 772; hazard Field 1694 is used by System 55 to permanently store the data entered in Box 774; insurance Field 1695 is used by System 55 to permanently store the data related to Button 779; insurance amount Field 1696 is used by System 55 to permanently store the data entered in Box 782; insurance to cover freight Field 1697 is used by System 55 to permanently store the data entered in Box 780; insurance +10% Field 1698 is used by System 55 to permanently store the data entered in Box 781; insurance commodity class Field 1699 is used by System 55 to permanently store the data entered in Field 785; shippers reference # Field 1700 is used by System 55 to permanently store the data entered in Field 741; consignees reference # Field 1701 is used by System 55 to permanently store the data entered in Field 759; notes Field 1702 is used by System 55 to permanently store the data entered in Field 730; internal notes Field 1703 is used by System 55 to permanently store the data entered in Field 731; chargeable weight Field 1704 is used by System 55 to permanently store the data entered in Field 1609; freight rate Field 1705 is used by System 55 to permanently store the data entered in Field 1610; pieces on hand Field 1706 is used by System 55 to permanently store the data entered in Field 1611.

Quote Carton Details Table 1323 includes the following elements: id Field 1707 is a System 55-generated unique ID number; quote id Field 1708 is a System 55-generated entry which links each record in Quote Carton Details Table 1323 to a record in Quote Table 1322; piece count Field 1709 is used by System 55 to permanently store the data entered in Field 794; marks Field 1710 is used by System 55 to permanently store the data entered in Field 795; length Field 1711 is used by System 55 to permanently store the data entered in Field 796; wide Field 1712 is used by System 55 to permanently store the data entered in Field 797; height Field 1713 is used by System 55 to permanently store the data entered in Field 798; weight per piece Field 1714 is used by System 55 to permanently store the data entered in Field 799; container ID Field 1715 number is used by System 55 to permanently store the data entered in Field 1616.

Containerization Table 1324 includes the following elements: container ID number Field 1716 is a System 55-generated unique ID number; quote ID Field 1717 is a System 55-generated entry which links each record in Containerization Table 1324 to a record in Quote Table 1322; container type Field 1718 is used by System 55 to permanently store the data entered in Field 1630; container number Field 1719 is used by System 55 to permanently store the data entered in Field 1631; seal number Field 1720 is used by System 55 to permanently store the data entered in Field 1632; total weight loaded Field 1721 is used by System 55 to permanently store the data entered in Field 1633; actual tare Field 1722 is used by System 55 to permanently store the data entered in Field 1634; total cft loaded Field 1723 is used by System 55 to permanently store the data entered in Field 1635; total piece count loaded Field 1724 is used by System 55 to permanently store the data entered in Field 1636; base rate Field 1725 is used by
System 55 to permanently store the data entered in Field 1637; pivot Field 1726 is used by System 55 to permanently store the data entered in Field 1638; over pivot Field 1727 is used by System 55 to permanently store the data entered in Field 1639.

Commercial Invoice/SED Table Field 1325 includes the following elements: quote ID Field 1728 is a System 55-generated entry which links each record in Commercial Invoice/SED Table 1325 to a record in Quote Table 1322; invoice date Field 1729 is used by System 55 to permanently store the data entered in Field 672; invoice # Field 1730 is used by System 55 to permanently store the data entered in Field 671; PO number Field 1731 is used by System 55 to permanently store the data entered in Field 673; other shipper reference Field 1732 is used by System 55 to permanently store the data entered in Field 674; sold to name, sold to address, sold to city, sold to state, sold to zip Fields 1733 are used by System 55 to permanently store the data entered in Field 675; terms of sale Field 1734 is used by System 55 to permanently store the data entered in Field 676; currency of sale Field 1735 is used by System 55 to permanently store the data entered in Field 812; phrase 1, phrase 2, and phrase 3 Fields 1736 are used to permanently store the data entered in Fields 847; current rate of exchange Field 1737 is used to permanently store the data entered in Field 677; overall description Field 1738 is used to permanently store the data entered in Field 816; related flag Field 1739 is used by System 55 to permanently store the data entered in Box 815; license # Field 1740 is used by System 55 to permanently store the data entered in Field 686; ECCN # Field 1741 is used by System 55 to permanently store the data entered in Field 687; include freight charges Field 1742 is used by System 55 to permanently store the data entered in Box 839; other cost name Field 1743 is used by System 55 to permanently store the data entered in Field 841; other cost amount Field 1744 is used by System 55 to permanently store the data entered in Field 842; signatory name Field 1745 is used by System 55 to permanently store the data entered in Field 850; signatory title Field 1746 is used by System 55 to permanently store the data entered in Field 851.

Commercial Invoice Line Item Table 1326 includes the following elements: commercial invoice item record number Field 1747 is a System 55-generated unique ID number; Commercial invoice/SED record number Field 1748 is a System 55-generated entry which links each record in Commercial Invoice Line Item Table 1326 to a record in Table 1325; shipper inventory item record number Field 1749 is used by System 55 to permanently store the data entered in Field 820; quantity ordered Field 1750 is used by System 55 to permanently store the data entered in Field 823; quantity shipped Field 1751 is used by System 55 to permanently store the data entered in Field 824; B-units shipped Field 1752 is used by System 55 to permanently store the data entered in Field 1661; carton number marks Field 1753 is used by System 55 to permanently store the data entered in Field 819.

Quote Charges Table 1327 includes the following elements: quote ID Field 1672 is a System 55-generated entry which links each record in Quote Charges Table 1327 to a record in Quote Table 1322; container delivery charge, container pickup charge, destination clearance charge, destination DDP outlay charge, destination delivery charge, destination handling charge, destination terminal charge, destination transfer charge, handling charge, hazardous charge, insurance charge, L/C charge, pickup charge, port to port charge, special consignee charge, special destination charge, special origin charge, special shipper charge, terminal charge, and transfer charge Fields 1755 are used by System 55 to permanently store the data entered in Column 853; port to port rate Field 1756 is used by System 55 to permanently store the data entered in Field 1673; special consignee charge name, special destination charge name, special origin charge name, and special shipper charge name Fields 1757 are use by System 55 to permanently store the data entered in Fields 1674.
HouseBill Table 1328 includes the following elements: Hill Field 1758 is a System 55-generated unique ID number; quote ID Field 1759 is used by System 55 to permanently store the data entered in Field 1607; shipper ID Field 1760 is used by System 55 to permanently store the data entered in Field 734; location ID Field 1761 is used by System 55 to permanently store the data entered in Field 736; primary bill to party ID Field 1762 is used by System 55 to permanently store the data entered in Field 764; consignee ID Field 1763 is used by System 55 to permanently store the data entered in Field 752; consignee location ID Field 1764 is used by System 55 to permanently store the data entered in Field 756; secondary bill to party ID Field 1765 is used by System 55 to permanently store the data entered in Field 765; request date and request time Field 1766 is used by System 55 to permanently store the data entered in Field 733; transit requirements Field 1767 is used by System 55 to permanently store the data entered in Box 777; type of service Field 1768 is used by System 55 to permanently store the data entered in Box 788; payment terms Field 1769 is used by System 55 to permanently store the data entered in Box 790; pickup date Field 1770 is used by System 55 to permanently store the data entered in Field 742; pickup time Field 1771 is used by System 55 to permanently store the data entered in Field 743; drop? Field 1772 is used by System 55 to permanently store the data entered in Box 744; "eta" at port of origin Field 1773 is used by System 55 to permanently store the data entered in Field 773; delivery date and delivery time Field 1774 is used by System 55 to permanently store the data entered in Field 761; delivery drop? Field 1775 is used by System 55 to permanently store the data entered in Box 760; origin port Field 1776 is used by System 55 to permanently store the data entered in Field 771; destination port Field 1777 is used by System 55 to permanently store the data entered in Field 772; hazard Field 1778 is used by System 55 to permanently store the data entered in Box 774; insurance Field 1779 is used by System 55 to permanently store the data related to Button 779; insurance amount Field 1780 is used by System 55 to permanently store the data entered in Box 782; insurance to cover freight Field 1781 is used by System 55 to permanently store the data entered in Box 780; insurance +10% Field 1782 is used by System 55 to permanently store the data entered in Box 781; insurance commodity class Field 1783 is used by System 55 to permanently store the data entered in Field 785; shippers reference # Field 1784 is used by System 55 to permanently store the data entered in Field 741; consignees reference # Field 1785 is used by System 55 to permanently store the data entered in Field 759; notes Field 1786 is used by System 55 to permanently store the data entered in Field 730; internal notes Field 1787 is used by System 55 to permanently store the data entered in Field 731; carrier Field 1788 is entered by the user in Field 916 or by the System 55 in the event the user clicks Button 912; masterbill Field 1789 is entered by the user in Field 917 or by the System 55 in the event the user clicks Button 912; chargeable weight Field 1790 is used by System 55 to permanently store the data entered in Field 1609; freight rate Field 1791 is used by System 55 to permanently store the data entered in Field 1610; housebill date Field 1792 is a System 55-generated entry which is the date the record was generated; record status Field 1793 is reserved for future functionality.

Housebill Carton Details Table 1329 includes the following elements: ID Field 1794 is a System 55-generated unique ID number; Hill Field 1795 is a System 55-generated entry which links each record in HouseBill Carton Details Table 1329 to a record in HouseBill Table 1328; piece count Field 1796 is used by System 55 to permanently store the data entered in Field 794; marks Field 1797 is used by System 55 to permanently store the data entered in Field 795; length Field 1798 is used by System 55 to permanently store the data entered in Field 796; wide Field 1799 is used by System 55 to permanently store the data entered in Field 797; height Field 1800 is used by System 55 to permanently store the data
entered in Field 798; weight per piece Field 1801 is used by System 55 to permanently store the data entered in Field 799.

Housebill Containerization Table 1330 includes the following elements: container ID number Field 1802 is a System 55-generated unique ID number; Hill Field 1803 is a System 55-generated entry which links each record in HouseBill Containerization Table 1330 to a record in HouseBill Table 1328; container type Field 1804 is used by System 55 to permanently store the data entered in Field 1630; container number Field 1805 is used by System 55 to permanently store the data entered in Field 1631; seal number Field 1806 is used by System 55 to permanently store the data entered in Field 1632; total weight loaded Field 1807 is used by System 55 to permanently store the data entered in Field 1633; actual tare Field 1808 is used by System 55 to permanently store the data entered in Field 1634; total cft loaded Field 1809 is used by System 55 to permanently store the data entered in Field 1635; total piece count loaded Field 1810 is used by System 55 to permanently store the data entered in Field 1636; base rate Field 1811 is used by System 55 to permanently store the data entered in Field 1637; pivot Field 1812 is used by System 55 to permanently store the data entered in Field 1638; over pivot Field 1813 is used by System 55 to permanently store the data entered in Field 1639.

Agent Broker Base Table 1331 includes the following elements: agent/broker ID Field 1814 is a System 55-generated unique ID number; clearance cost is entered by user in Clearance Cost Field 340; turnover fee Field 1815 is reserved for future functionality; clearance per $ additional Field 1816 is reserved for future functionality; agent handling fee is entered by the user in Agent Handling Field 336; cost? flag is set initially to "no" and may be set to 'yes' by the user by marking Box 338; broker is entered by the user in Broker Drop Down Box 334; active Field 1817 is set initially by System 55 as "yes" and is reset to "no" when the user clicks the Delete This Agent Button 328 or "yes" when the user clicks the Undelete Agent Button 330.

HouseBill Commercial Invoice/SED Table 1332 includes the following elements: Hill Field 1818 is a System 55-generated entry which links each record in HouseBill Commercial Invoice/SED Table 1332 to a record in HouseBill Table 1328; invoice date Field 1819 is used by System 55 to permanently store the data entered in Field 672; invoice # Field 1820 is used by System 55 to permanently store the data entered in Field 671; PO number Field 1821 is used by System 55 to permanently store the data entered in Field 673; other shipper reference Field 1822 is used by System 55 to permanently store the data entered in Field 674; sold to name, sold to address, sold to city, sold to state, sold to zip Fields 1823 are used by System 55 to permanently store the data entered in Field 675; terms of sale Field 1824 is used by System 55 to permanently store the data entered in Field 676; currency of sale Field 1825 is used by System 55 to permanently store the data entered in Field 812; phrase1, phrase2, and phrase3 Fields 1826 are used by System 55 to permanently store the data entered in Fields 847; current rate of exchange Field 1827 is used by System 55 to permanently store the data entered in Field 677; overall description Field 1828 is used by System 55 to permanently store the data entered in Field 816; related flag Field 1829 is used by System 55 to permanently store the data entered in Box 815; license # Field 1830 is used by System 55 to permanently store the data entered in Field 686; ECCN# Field 1831 is used by System 55 to permanently store the data entered in Field 687; include freight charges Field 1832 is used by System 55 to permanently store the data entered in Box 839; other cost name Field 1833 is used by System 55 to permanently store the data entered in Field 841; other cost amount Field 1834 is used by System 55 to permanently store the data entered in Field 842; signatory
name Field 1835 is used by System 55 to permanently store the data entered in Field 850; signatory title Field 1836 is used by System 55 to permanently store the data entered in Field 851.

Terminal Location Base Table 1333 includes the following elements: terminal ID Field 1837 is a System 55-generated unique ID number; terminal contact is entered by the user in Field 469; terminal open time is entered by the user in Field 470; terminal close time is entered by the user in Field 471; terminal notes are entered by the user in Field 472; terminal minimum is entered by the user in Field 478; terminal cost per shipment is entered by the user in Field 474; terminal cost per pound is entered by the user in Field 475; terminal cost per "cbm" is entered by the user in Field 476; terminal cost per w/m is entered by the user in Field 477; free days Field 1838 is reserved for future functionality; transfer carrier ID is entered by the user in Field 479; transfer minimum, transfer cost per shipment, transfer cost per pound, transfer cost per CBM, and transfer cost per w/m are entered by the user in Column 480; active Field 1839 is set initially by System 55 to “yes” and is reset to “no” when the user clicks the Delete This Terminal Button 481 or ‘yes’ when the user clicks the Undelete A Terminal Button 482.

HouseBill Commercial Invoice Line Item Table 1334 includes the following elements: commercial invoice item record number Field 1840 is a System 55-generated unique ID number; housebill commercial invoice/SED record number Field 1841 is a System 55-generated entry which links each record in HouseBill Commercial Invoice Line Item Table 1334 to a record in HouseBill Commercial Invoice/SED Table 1332; shipper inventory item record number Field 1842 is used by System 55 to permanently store the data entered in Field 820; quantity ordered Field 1843 is used by System 55 to permanently store the data entered in Field 823; quantity shipped Field 1844 is used by System 55 to permanently store the data entered in Field 824; B-units shipped Field 1845 is used by System 55 to permanently store the data entered in Field 1661; carton number marks Field 1846 is used by System 55 to permanently store the data entered in Field 819.

Billing Invoice Table 1335 includes the following elements: invoice number Field 1847 is a System 55-generated unique ID number; invoice date Field 1848 is used by System 55 to record the date on which the record was created; Hill Field 1849 is used by System 55 to link each record in Table 1335 to a record in housebill table 1328; bill to party Field 1850 is used by System 55 to link each record in Table 1335 to a record in Table 1301; date last amended Field 1851 is used by System 55 to record the latest date on which the record was edited; active field 1852 is set initially by System 55 to ‘yes’ and is reset to ‘no’ when the user clicks Option Button 974; invoice note field 1853 is reserved for future functionality where notes generated by the user or by System 55 will be stored.

Billing Invoice Items Table 1336 includes the following elements: invoice line item number Field 1854 is a System 55-generated unique ID number; invoice number Field 1855 is used by System 55 to link each record in Table 1336 to a record in Table 1335; charge description, charge amount, and cost amount estimate are determined by the System 55 and displayed in Box 981; cost item code Field 1856 is used by the System 55 to link each record in Table 1336 to a record in Table 1337; vendor ID Field 1857 is used by the System 55 to link each record in Table 1336 to a record in Table 1319; vendor reference, vendor invoice number, and vendor invoice amount are entered by the user in Box 981; vendor invoice received Field 1858 is set initially by the System 55 to “no” and is reset to “yes” when the user enters information in Box 981; date vendor invoice received Field 1859 is used by the System 55 to record the date the user enters vendor invoice information.
Charge Description Table 1337 includes the following elements: description number Field 1860 is a preprogrammed ID number; description Field 1861 is a preprogrammed description for charges billed by the System 55.

HouseBill Print Override Table 1338 includes the following elements: Hill Field 1862 is a System 55-generated entry which links each record in HouseBill Print Override Table 1338 to a record in HouseBill Table 1328; shipper override is entered by the shipper in Field 942; consignee override is entered by the user in Field 943; notify party, for delivery apply to, arks and numbers, number of packages override, Lbs/Kgs, gross weight override, chargeable weight override, cubic meter override, rate change override, description override, laden on board date override, other charges text override, due agent override, and due carrier override Fields 1863 are for future functionality which will store user entered information to override System 55-determined information on printed documents; origin override is entered by the user in Field 944; destination override is entered by the user in Field 945; handling information is entered by the user in Field 946.

HouseBill Forms Printed Table 1339 includes the following elements: Hill Field 1864 is a System 55-generated entry which links each record in HouseBill Forms Printed Table 1339 to a record in HouseBill Table 1328; pickup request Field 1865 is a System 55-generated entry which records if a pickup request document is required and, if so, how many times it has been printed; warehouse advise Field 1866 is a System 55-generated entry which records if a warehouse advise document in required and, if so, how many times it has been printed; booking confirmation Field 1867 is a System 55-generated entry which records if a booking confirmation document is required and, if so, how many times it has been printed; housebill Field 1868 is a System 55-generated entry which records if a housebill document is required and, if so, how many times is has been printed; proforma Field 1869 is a System 55-generated entry which records if a proforma invoice document is required and, if so, how many times it has been printed; SED Field 1870 is a System 55-generated entry which records if an SED document is required and, if so, how many times it has been printed; certificate of origin Field 1871 is a System 55-generated entry which records if a certificate of origin document is required and, if so, how many times it has been printed; housebill labels Field 1872 is a System 55-generated entry which records if housebill labels are required and, if so, how many times they have been printed; NAFTA certificate Field 1873 is a System 55-generated entry which records if a NAFTA certificate document is required and, if so, how many times it has been printed; arrival notice Field 1874 is a System 55-generated entry which records if an arrival notice document is required and, if so, how many times it has been printed; delivery notice Field 1875 is a System 55-generated entry which records if a delivery notice document is required and, if so, how many times it has been printed; IT/T&E Field 1876 is a System 55-generated entry which records if an IT or if a T&E document is required and, if so, how many times it has been printed; delivery pro Field 1877 is a System 55-generated entry which records if a delivery pro document is required and, if so, how many times it has been printed.

Future functionality allows for the creation of additional fields pertaining to additional documents as they become required by the international shipping industry.

HouseBill Transit Record Table 1340 includes the following elements: Hill Field 1878 is a System 55-generated entry which links each record in Housebill Transit Record Table 1340 to a record in HouseBill Table 1328; pickup date is displayed in Field 158 and is used by System 55 to record the date a pickup request document was generated; warehouse in is entered by the user in Warehouse In Column
160 and is displayed in "?" Button 1026; number of pieces on hand is entered by the user in Field 1027; complete is displayed in All ? Column 162 and is set initially by the System 55 to "no" but is revised to "yes" when the value of the number of pieces on hand Field 1027 equals the sum of all the piece count Fields 1796 linked to the same Hill record; master date Field 1881 is used by the System 55 to record the date the user clicks Button 894, Button 912, or Button 935 resulting in the establishment of a Link 1526 and a Link 1527 for the record in HouseBill table 1328 to which the record in Table 1340 is linked (via Link 1488); reassign note Field 1882 is reserved for future functionality of storing reason entered by the user by means of a pop-up prompt for clicking Button 1064 thus deleting a Link 1526 and a Link 1527; warehouse out is displayed in Warehouse Out Column 166 and is used by System 55 to record the date a transfer manifest document was generated; clear date Field 1883 is reserved for future functionality of storing a date entered by the user noting a customs clearance date; availability date is displayed in Avail Date Column 190 and is reserved for future functionality of storing a date entered by the user noting a date cargo is available for delivery; delivery date is entered by the user in Field 1151; delivery notes are entered by the user in Field 1163; temp COB Field 1884 is used by the System 55 to store the value of the appropriate depart date field of the first confirmed on board (in order: Depart Date1 and COB1, Depart Date2 and COB2, Depart Date3 and COB3, Depart Date4 and COB4 Fields 1899 and Fields 1142 in Table 1343) which is linked to the record (via Link 1488 to Link 1526 and Link 1527) and has a value of "no".

Doc Regs Table 1341 includes the following elements: mode of transport Field 1885 is a System 55-generated entry which notes whether the record pertains to air shipments (1) or sea shipments (0), one record for each being created by the system for each record in Country Code Table 1304; country Field 1886 is a System 55-generated entry which links each record in Doc Regs Table 1341 to a record in Country Code Table 1304; pickup request, pickup request at, warehouse advice, warehouse advice at, booking confirmation, booking confirmation at, HouseBill, HouseBill at, house bill of lading, house bill of lading at, proforma invoice, proforma invoice at, SED, SED at, certificate of origin, certificate of origin at, HouseBill labels, HouseBill labels at, arrival notice, arrival notice at, delivery notice, delivery notice at, IT/T&E, IT/T&E at, delivery pro, delivery pro at, commercial invoice, commercial invoice at, inland pro at, packing list, packing list at, segregation, segregation at, SGS request, SGS request at, legalization request, and legalization request at are all entered by the user in either Fields 486 if mode Field 1885 is air (1) or are entered in Fields 487 if mode Field 1885 is sea (0).

Carrier Specification Base Table 1342 includes the following elements: carrier ID is entered by the user in Carrier ID Field 435; record number Field 1887 is a System 55-generated unique ID number; carrier IATA is entered by the user in Check Box 438; carrier commission percent is entered by the user in Carrier Commission Percentage Field 439; carrier terms are entered by the user in Carrier Payment Terms Field 440; air? is entered by the user in Check Box 437; carrier prefix is entered by the user in MAWB Prefix Field 436; surcharge per kilo is entered by the user in Carrier Surcharge Per Kilo Field 449; surcharge percent Field 1888 is not used by the System 55 but is available for future functionality as a user entered charge analogous to Carrier Surcharge Per Kilo Field 449 except that the value entered would a percentage of freight charges.

MasterBill Table 1343 includes the following elements: Carrier Field 1889 is either entered by the user in Field 916 if the user clicks Button 935, or is a System 55-generated entry from the value displayed in Field 903 if the user clicks Button 894 or Button 912; MasterBill Number Field 1890 is either entered (manually by the user or by the system when the user clicks Button 918) in Field 917 if the user clicks
Button 935, or is a System 55-generated entry from the value displayed in Field 903 if the user clicks Button 894 or Button 912; carrier booking number is entered by the user in Field 919; MasterBill shipper Field 1891 is either entered by the user in List Box 927 if the user clicks Button 935, or is a System 55-generated entry based on an origin agent broker ID Field 443 of a record in Consolidation Vendor Table 1350 with an origin port Field 1923 matching the origin Field 1897 in Table 1343, a destination port Field 1924 matching the final destination Field 1901 in Table 1343, and a transit type Field 1925 with a value of 'consolidation' (1) if the user clicks Button 894 or Button 912; MasterBill consignee Field 1892 is either entered by the user in List Box 929 if the user clicks Button 935, or is a System 55-generated entry based on a destination agent broker ID Field 446 of a record in Consolidation Vendor Table 1350 with an origin port Field 1923 matching the origin Field 1897 in Table 1343, a destination port Field 1924 matching the final destination Field 1901 in Table 1343, and a transit type Field 1925 with a value of 'consolidation' (1) if the user clicks Button 894 or Button 912; issuing agent Field 1893 is either entered by the user in List Box 928 if the user clicks Button 935, or is a System 55-generated entry based on an origin agent broker ID Field 443 of a record in Consolidation Vendor Table 1350 with an origin port Field 1923 matching the origin Field 1897 in Table 1343, a destination port Field 1924 matching the final destination Field 1901 in Table 1343, and a transit type Field 1925 with a value of 'consolidation' (1) if the user clicks Button 894 or Button 912; cutoff Field 1894 is either entered by the user in Field 920 if the user clicks Button 935, or is a System 55-generated entry based on Check Boxes 1181 if the user clicks Button 894 or Button 912; cutoff time Field 1895 is either entered by the user in Field 921 if the user clicks Button 935, or is a System 55-generated entry based on Fields 1182 if the user clicks Button 894 or Button 912; origin terminal Field 1896 is either entered by the user in Field 930 if the user clicks Button 935, or is a System 55-generated entry based on a value stored in a terminal ID Field 444 of a record in Consolidation Vendor Table 1350 with an origin port Field 1923 matching the origin Field 1897 in Table 1343, a destination port Field 1924 matching the final destination Field 1901 in Table 1343, and a transit type Field 1925 with a value of 'consolidation' (1) if the user clicks Button 894 or Button 912; origin Field 1897 is either entered by the user in Field 932 if the user clicks Button 935, or is a System 55-generated entry based on the value entered by the user in Field 1177 if the user clicks Button 894 or Button 912; vessel voyage/flight1, flight2, flight3, flight4 Fields 1898 are either entered by the user in Column 922 if the user clicks Button 935, or are System 55-generated entries based on the values in flight1, flight2, flight3, and flight4 (respectively) Fields 1195 of a record in Consol Schedule Table 1355 with a carrier Field 1180 matching carrier Field 1889 and a MasterBill number Field 1198 matching MasterBill number Field 1890 if the user clicks Button 894 or Button 912; depart date1, depart date2, depart date3, depart date4 Fields 1899 are either entered by the user in Column 923 if the user clicks Button 935, or are System 55-generated entries based on the values in date1, date2, date3, and date4 (respectively) Fields 1196 of a record in Consol Schedule Table 1355 with a carrier Field 1180 matching carrier Field 1889 and a MasterBill number Field 1198 matching MasterBill number Field 1890 if the user clicks Button 894 or Button 912; destination1, destination2, destination3, destination4 Fields 1900 are either entered by the user in Column 924 if the user clicks Button 935, or are System 55-generated entries on the values in destination1, destination2, destination3, and destination4 (respectively) Fields 1938 of a record in Consol Schedule Table 1355 with a carrier Field 1180 matching carrier Field 1889 and a MasterBill number Field 1198 matching MasterBill number Field 1890 if the user clicks Button 894 or Button 912; COB1, COB2, COB3, and COB4 are entered by the user in Check Boxes 1142; final destination Field 1901 is either entered by the user in Field 933 if the user clicks Button 935, or is a System 55-generated entry based on the value
entered by the user in Field 1178 if the user clicks Button 894 or Button 912; freight location Field 1902 is either entered by the user in Field 931 if the user clicks button 935, or is a System 55-generated entry based on a destination terminal ID Field 447 of a record in Consolidation Vendor Table 1350 with an origin port Field 1923 matching the origin Field 1897 in Table 1343, a destination port Field 1924 matching the final destination Field 1901 in Table 1343, and a transit type Field 1925 with a value of 'consolidation' if the user clicks Button 894 or Button 912; arrival date Field 1903 is either entered by the user in Field 925 if the user clicks button 935, or is a System 55-generated entry based on a value stored in an ETA Field 1197 of a record in Consol Schedule Table 1355 with a carrier Field 1180 matching carrier Field 1889 and a MasterBill number Field 1198 matching MasterBill number Field 1890 if the user clicks Button 894 or Button 912; prepaid? Field 1904 is either entered by the user in Box 934 if the user clicks button 935 or is set by the System 55 to 'yes' by default if the user clicks Button 894 or Button 912, and is in either case confirmed by the user in Checkbox 1039; express B/L? is entered by the user in Checkbox 1040; loose pieces is entered by the user in Field 1094; gross weight is entered by the user in Field 1095; chargeable weight is entered by the user in Field 1096; buy rate Field 1905 is either entered by the user in Field 1107 if the user clicks button 1106, or is a System 55-generated entry based on the value of the appropriate field (corresponding to chargeable weight Field 1096) of a record in Carrier Rate Table 1354 with a carrier ID Field 1935 matching carrier Field 1889 in MasterBill Table 1343, an origin port Field 1936 matching origin Field 1897 in MasterBill Table 1343, and a destination port Field 1937 matching final destination Field 1901 in MasterBill Table 1343; closed? Field 1906 is set initially by System 55 to 'no' and revised by System 55 to 'yes' when the user clicks Button 1128; notes are entered by the user in Field 1146 and is also used by the System 55 to store for display to the user information about the processing of the record; MasterBill date Field 1907 is used by the System 55 to record the date the record was created; reported freight amount is calculated by the system and displayed in Field 1105; report due carrier amount Field 1908 is a System 55-generated entry based on the chargeable weight Field 1096 multiplied by the surcharge per kilo Field 449 of the record linked by Link 1501; report due agent amount Field 1909 is reserved for future functionality which will allow the user to instruct the carrier on the MasterBill to collect charges on the user's behalf.

Master Containerization Table 1344 includes the following elements: carrier Field 1910 (in conjunction with Field 1855) is used by System 55 to link each record in Master Containerization Table 1344 with a record in MasterBill Table 1343; MasterBill number Field 1911 (in conjunction with Field 1854) is used by System 55 to link each record in Master Containerization Table 1344 with a record in MasterBill Table 1343; container number is entered by the user in Field 1098; container type is entered by the user in Field 1097; seal number is entered by the user in Field 1099; total weight loaded is entered by the user in Field 1101; actual tare is entered by the user in Field 1102; total cubic feet loaded is entered by the user in Field 1103; total piece count loaded is entered by the user in Field 1100; base rate, pivot weight, and overpivot rate Fields 1912 are entered by the user in prompts analogous to the prompt displayed in Fig 85.

MasterBill Forms Printed Table 1345 includes the following elements: carrier Field 1913 (in conjunction with Field 1858) is used by System 55 to link each record in MasterBill Forms Printed Table 1345 with a record in MasterBill Table 1343; MasterBill number Field 1914 (in conjunction with Field 1857) is used by System 55 to link each record in MasterBill Forms Printed Table 1345 with a record in MasterBill Table 1343; MasterBill, manifest, MasterBill labels, pre-alert, warehouse instructions, transfer manifest, security endorsement, arrival notice, segregation, warehouse transfer Fields 1915 are initially
set by the System 55 to a value of 0 and are increased by a value of “1” each time the user clicks Button 1116, Button 1117, Button 1118, Button 1119, Button 1120, Button 1121, Button 1122, Button 1123, Button 1124, or Button 1125 respectively.

MasterBill Print Override Table 1346 includes the following elements: carrier Field 1916 (in conjunction with Field 1861) is used by System 55 to link each record in MasterBill Print Override Table 1346 with a record in MasterBill Table 1343; MasterBill number Field 1917 (in conjunction with Field 1860) is used by System 55 to link each record in MasterBill Print Override Table 1346 with a record in MasterBill Table 1343; shipper override is reserved for future functionality of user entry in Field 1032; consignee override is reserved for future functionality of user entry in Field 1033; notify party, for delivery apply to, handling information, marks and numbers, pounds/kilos, cubic meter override, rate charge override, description override, laden on board date override, other charges text, due agent override, and due carrier override Fields 1918 are reserved for future functionality where the user will enter values into these fields; origin override is reserved for future functionality of user entry in Field 1035; destination override is reserved for future functionality of user entry in Field 1036; number of packages override is entered by the user in Field 1094; gross weight override is entered by the user in Field 1095; chargeable weight override is entered by the user in Field 1096.

Carrier Schedule Table 1347 includes the following elements: record number Field 1919 is a System 55-generated unique ID number; origin as displayed in Field 538 is a System 55-generated entry based on choices made by the user in the screens displayed prior to the screen displayed in Fig 33; destination as displayed in Field 539 is a System 55-generated entry based on choices made by the user in the screens displayed prior to the screen displayed in Fig. 33; carrier as displayed in Field 526 is a System 55-generated entry based on choices made by the user in the screens displayed prior to the screen displayed in Fig. 32; flight is entered by the user in Field 537; cut off time is entered by the user in Field 542; cut off date is entered by the user in Field 543; departure time is entered by the user in Field 544; arrival time is entered by the user in Field 545; transit time is entered by the user in Field 546; Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, and Sunday are set by the user in Days of the Week Row 547; effective date is entered by the user in Field 540; end date is entered by the user in Field 541; container type1, container type2, container type3, and container type4 are entered by the user in Check Box Column 548; vessel1, vessel2, vessel3, vessel4, vessel5, vessel6, and vessel7 are entered by the user in Row 551.

Carrier Routing Table 1348 includes the following elements: carrier as displayed in Field 526 is a System 55-generated entry based on choices made by the user in the screens prior to the screen displayed in Fig. 32; origin as displayed in Field 527 is a System 55-generated entry based on choices made by the user in the screens prior to the screen displayed in Fig. 32; destination as displayed in Field 528 is a System 55-generated entry based on choices made by the user in the screens prior to the screen displayed in Fig. 32; air? is entered by the user in Box 529; transit record 1 is entered by the user in Field 530; transit record 2 is entered by the user in Field 531; transit record 3 is entered by the user in Field 532; transit record 4 is entered by the user in Field 533; Sunday transit time, Monday transit time, Tuesday transit time, Wednesday transit time, Thursday transit time, Friday transit time, and Saturday transit time Fields 1920 are System 55-generated entries based on the number of days between the field's namesake day and the day corresponding with the next marked field in the Days of The Week Row 547 of a linked record in Carrier Schedule Table 1347, plus the transit time Field 546 of the linked record in Carrier Schedule Table 1347.
Customer Rate Table 1349 includes the following elements: rate table ID Field 1921 is a System 55-generated unique ID number; bill to ID is entered by the user in Field 617; origin warehouse ID is entered by the user in Field 665; destination warehouse ID is entered by the user in Field 666; service type is entered by the user in Field 667; date updated Field 1922 is used by the System 55 to record the date the record was last edited; all the remaining data in Customer Rate Table 1349 are entered by the user in the fields displayed in Fig. 46, for example pickup minimum, pickup +100, pickup +500, pickup +1000, pickup +2000, pickup +3000, pickup +5000, pickup +10000, pickup LD3, pickup LD7, pickup LD11, pickup MD1, air container drop charge, pickup 20', pickup 40', and sea container drop charge are entered in Fields 678.

Consolidation Vendor Table 1350 includes the following elements: origin port Field 1923 is a System 55-generated entry based on entries made by the user in the screens displayed in Fig. 30 and Fig. 36; destination port Field 1924 is a System 55-generated entry based on entries made by the user in the screens displayed in Fig. 30 and Fig. 36; transit time Field 1925 is a System 55-generated entry based on the entry made by the user in Field 512 in Fig. 36; estimated port to port transit time is entered by the user in Field 450; terminal ID is entered by the user in Field 444; carrier ID is entered by the user in Field 445; destination agent/broker ID is entered by the user in Field 446; cut-off date and cut-off time are entered by the user in Fields 448; destination terminal ID is entered by the user in Field 447; origin agent/broker ID is entered by the user in Field 443.

Insurance Rate Table 1351 includes the following elements: commodity class Field 1926 is a preprogrammed entry used to establish the commodity class to which each record applies (future functionality will allow user entry of this data); country class Field 1927 is a preprogrammed entry used to establish the country class to which each record applies (future functionality will allow user entry of this data); future functionality will include a transport class Field which will be a preprogrammed and/or user entry used to establish the mode of transport to which each record applies; rate Field 1928 is a preprogrammed insurance rate covering goods under the commodity classification stored in Field 1926 being shipped to or from countries covered under the country classification stored in Field 1927 (future functionality will allow user entry of this data); special vendor ID Field 1929 is a preprogrammed entry used to link each record in Insurance Rate Table 1351 to a record in Special Vendors Base Table 1312 (future functionality will allow user entry of this data).

Inland Rate Table 1352 includes the following elements: Postal Code ID Field 392 is a combination of the data entered by the user in the Country Location ID Box 386 and the information entered by the user in the Postal Code ID Field 390; LTL vendor ID is entered by the user in the Loose Cargo Vendor Field 394; LTL port of service is entered by the user in the Terminal Field 402; transit time to port is entered by the user in the Time Field 404; LTL rates stored in the Inland rate Table 1352 are entered by the user in the user in FIG. 23 as discussed previously, for example a minimum charge is entered and stored in the Minimum Charge Field 406, a +100 pound rate is entered and stored in the +100 Pound Rate Field 408, a +500 pound rate is entered and stored in the +500 Pound Rate Field 410, etc.; air container vendor ID is entered by the user in the Air Container Vendor Field 396; LD3, LD7, LD11, and MD1 rates are entered by the user in Fields 414; air container drop charge is entered by the user in Air Container Drop Charge Field 412; drayman vendor ID is entered by the user in Dray Container Vendor Field 398; drayman port of service is entered by the user in Dray Terminal Field 418; transit time to container port is entered by the user in Dray Time Field 432; 20' rate is entered by the user in 20'
Container Rate Field 418; 40' rate is entered by the user in 40' Container Rate Field 427; sea container drop charge is entered by the user in Sea Container Drop Charge Field 422.

Default Rate Table 1353 includes the following elements: rate table ID Field 1930 is a System 55-generated unique ID number; origin port Field 1931 is a System 55-generated entry based on entries made by the user in the screens displayed in Figs. 30 and Fig. 36; destination port Field 1932 is a System 55-generated entry based on entries made by the user in the screens displayed in Figs. 30 and Fig. 36; service type Field 1933 is a System 55-generated entry based on entries made by the user in the screen displayed in Fig. 36; date updated Field 1934 is used by System 55 to record the date on which the record was last updated; all the remaining data in Default Rate Table 1353 are entered by the user in the fields displayed in Fig. 38, for example terminal minimum, terminal per shipment, terminal per pound, terminal per cubic meter, and terminal per w/m are entered in Fields 554.

Carrier Rate Table 1354 includes the following elements: carrier ID Field 1935 is entered by the user either in Carrier List 429 or Carrier To Display Box 521; origin port Field 1936 is either entered by the user in Origin Port Column 433 or is a System 55-generated entry based on entries made by the user in the screen displayed in Fig. 30; destination port Field 1937 is either entered by the user in Destination Column 451 or is a System 55-generated entry based on entries made by the user in the screen displayed in Fig. 30; all the remaining data in Carrier Rate Table 1354 (for example minimum charge, +1k, +45k, +100k, +300k, +500k, etc.) are entered by the user in the Rate Tariff Box 455.

Consol Schedule Table 1355 includes the following elements: cutoff is entered by the user or determined by System 55 and displayed in Field 1193; origin is entered by the user in Field 1177; destination is entered by the user in Field 1178; carrier is a System 55-generated entry based on the information entered by the user in Fields 1198; MasterBill prefix and MasterBill number are entered by the user in Fields 1198; flight1, flight2, flight3, and flight4 are entered by the user in Fields 1195; date1, date2, date3, and date4 are entered by the user in Fields 1196; destination1, destination2, destination3, and destination4 are System 55-generated entries based on destination Field 539 of a record in Carrier Schedule Table 1347 which has a flight Field 537 matching the respective flight field (flight1/desination1, flight2/destination2, etc.) in Consol Schedule Table 1355; "eta" is entered by the user in Fields 1197; lockout is entered by the user in Fields 1194.

MasterBill Number Pool Table 1356 includes the following elements: carrier is entered by the user in Field 711; MasterBill number Field 1938 is an entry generated by System 55 based on an entry made by the user in Field 712, an entry made by the user in either Field 713 or Field 714, and a programmed method for determining valid MasterBill numbers (as discussed earlier in the text); used Field 1939 is set initially by the System 55 to "no" but is set by the System 55 to "yes" for a record when the value in a MasterBill number Field 1890 of a record in MasterBill Table 1343 has the same value as the MasterBill number Field 1938 of said record.

User Scheduled Events Table 1357 includes the following elements: user is entered by the user in Name Field 140; event date is a System 55-generated entry based on the value of Date 146; event time, description, and notes are entered by the user in Fields 212; done is entered by the user in Done Button 260.

User Scheduled Memos Table 1358 includes the following elements: user name is a System 55-generated entry the value of Name 144; from user is entered by the user in Field 228; date is a System 55-generated entry the value of the current date as displayed in Field 230; memo is entered by the user in Field 232; read is entered by the user in Box 234.
User Table 1359 includes the following elements: user name Field 1940 is a preprogrammed entry which stores the name of each user allowed access to System 55; password Field 1941 is a preprogrammed entry which stores the password of each user allowed access to System 55; (future functionality will allow manipulation of these fields by authorized users).

Comments Table 1360 includes the following elements: comment number Field 1942 is a System 55-generated unique ID number; user name is entered by the user in Field 280; date Field 1943 is used by the System 55 to record the date on which the record was created; where is entered by the user in Field 282; what is entered by the user in Field 284; comments are entered by the user in Field 286; read? Field 1944 is available to individuals who have access to the code of Program 26 to mark records in 1360 as read for future reference.

With regard to computer-generated output, attention is drawn to representative computer-generated documents for a freight forwarder and for a shipper. Such representative documents include those listed in the following Document Table: Arrival Notice; Billing Invoice; Booking Request; Cais Reports; Certificate Of Origin; COB Confirmation (Agent); COB Confirmation (Client); COB Request; Commercial Invoice; Consolidation Schedule; Cut Off Report; Shipment In Progress Report; User Scheduled Events Report; House Air Waybill; (House Bill of Lading); HouseBill Labels; Inland Pro; Inland Rate Request; Manifest (Long); Manifest (Short); Master Air Waybill; Monthly Profit/Loss Report; NAFTA Certificate; Packing List; Pickup Request; POD Request; Pre-Alert; Proforma Invoice; Quote; Shippers Export Declaration; Shipment Activity Report; Shipment Profit/Loss; Shipper Profile; Tariff; Transfer Manifest; Warehouse Advice; Quote Request; Caricom Invoice; Zambia Invoice; Spanish Invoice; South Africa Invoice; Portuguese Invoice; New Zealand Certificate of Origin; Mexico Commercial Invoice; Brazilian Commercial Invoice; Canadian Commercial Invoice; Canada/U.S. General Uniform Export Declaration; Insurance certificate; Arrival Notice; COB Confirmation (Agent); Housebill Labels; Inland rate request; Master Air Waybill; Shipment Profit Loss; Shipment Profile.

In a preferred embodiment, the System 55 will use Programmed Logic 25, such an artificial intelligence override, to make many of the decisions and to initiate many of the tasks which have been left to the user -- even in a partially user-defined default approach, such as that otherwise discussed herein. The extent to which the Programmed Logic 25 will override to take control of the System 55 is specified by the user. The Programmed Logic 25 performs or assist the user in performing virtually every task included in the Computer Program 26. Some examples for the embodiment described include the following:

The Programmed Logic 25 can be directed to assign shipments to masters (FIG. 67 & FIG. 68) without user intervention based on user-defined criteria and to notify any other of the Computer Systems 55 - 76 via the Output Device 15 and the Linking Device 78 that the assignment has been done in the form of a service request or a pre-advice;

The Programmed Logic 25 can be directed to determine which services are required to execute the shipment as entered in the screen displayed in FIG. 54 (as discussed in FIG. 60), to select which carriers to use based on user-defined criteria, to get current rate and route schedule from carriers, and to send shipping instructions to the chosen carriers via the Input Device 5 and/or the Output Device 15 and the Linking Device 78;

The Programmed Logic 25 can be directed to obtain current documentary requirements from the Expert Regulations Provider's Computer System 72 via the Input Device 5 and/or the Output Device 15 and the Linking Device 78, to determine which documents are required (as discussed in FIG. 75), and to
set parameters automatically for generating these documents without use intervention via the screen displayed in FIG.75.

The Programmed Logic 25 can, according to user-set parameters, initiate any communication with any other of the Computer Systems 55 - 78 via the Input Device 5 and/or the Output Device 15 and the Linking Device 79, such as is done when the user clicks Generate Rate Request Button 426, Button 1148, Button 1158, Button 1159, Button 1160, or Button 1161.

The Programmed Logic 25 can, according to user-set parameters, analyze the business aspects of the user's operations and run regular reports such as is done when the user clicks Button 1166 or can present the user with business-related warnings based on parameters set by the user (e.g., credit limits, unprofitable transactions, projected goals, etc.).

The Programmed Logic 25 can also be directed to update inventory based on the processing carried out by the Program 26, receive and send updated inventory status from the Inventory Provider's Computer System 62 via the Input Device Linking Device 78, warn the user of low inventory, and perform other such inventory control tasks.

The Programmed Logic 25 can receive requests for payment from vendors, locate applicable files as discussed regarding FIG. 98, determine if the payment requested is within user-defined parameters of the amount estimated and, if so, record the payment as illustrated in FIG. 99 and arrange with the Banking Provider's Computer System 78 via the Output Device 15 and the Linking Device 78 to electronically transfer funds to settle the debt; (conversely for users who are vendors, the Programmed Logic 25 can send requests for payment to a Customer's Computer System 64 via the Output Device 15 and the Linking Device 78, receive electronic payment from clients via the Input Device 5 and the Linking Device 78, locate applicable user files, and determine if the payment requested is within user-defined parameters of the amount requested, send account statements and past due notices to Customer's Computer System 64 via the Output Device 15 and the Linking Device 78, and run the required module.

The Programmed Logic 25 can additionally be directed to have decision-making control of the user improved based on learning experiences from prior shipments. That is, the default parameters will be adjusted based on the artificial intelligence learning, as controlled by user-defined parameters.

While a particular embodiment of the present invention has been disclosed, it is to be understood that various different modifications are possible and are within the true spirit of the invention, the scope of which is to be determined with reference to the claims set forth below. There is no intention, therefore, to limit the invention to the exact disclosure presented herein as a teaching of one embodiment of the invention.
VII. CLAIMS

1. A method for dynamically obtaining default data in cargo shipment order data processing involving multiple independent computer systems, the method including the steps of: using a first computer system, including a digital electrical computer having a processor controlled by a first computer program in processing input data to produce output data, the digital electrical computer being electrically connected to at least one input device, an output device, and a memory, to utilize service data from at least one other computer system as a portion of the input data corresponding to a first service for use in a segment of a first cargo shipment, the other computer system being independently programmed and operated from the first computer system; entering a second portion of the input data; carrying out the processing of the input data to produce the output data corresponding to a first order for the service for the first cargo shipment, the first order including a portion of said service data from the second computer system; storing a portion of the output data corresponding to the first order in a database in the memory; and recycling some of the data used in the processing of the first order to determine default data for use in processing a second order.

2. The method of claim 1, wherein the step of recycling at least some of the data used in the processing of the first order to determine default data includes recycling some of the output data.

3. The method of claim 1, wherein the step of recycling at least some of the data used in the processing the first order to determine default data includes recycling some of the input data.

4. The method of claim 1, wherein the processing of the second order includes: obtaining second service data from an additional computer system as a portion of further input data corresponding to a second service for use in the segment of the first cargo shipment, the additional computer system being independently programmed and operated from the first computer system; and processing the further input data with the processor to produce further output data corresponding to the second order.

5. The method of claim 1, wherein the processing of the second order includes: obtaining second service data from an additional computer system as a portion of further input data corresponding to a second service for use in a second segment of the first cargo shipment, the additional computer system being independently programmed and operated from the first computer system; and processing the further input data with the processor to produce further output data corresponding to the second order.

6. The method of claim 1, wherein the processing of the second order includes processing with the processor to produce further output data corresponding to ordering the service for a second cargo shipment.

7. The method of claim 1, wherein the step of recycling includes using user-selected parameters to test data accessible to the processor to determine the default data for use in the processing of the second order.

8. The method of claim 1, wherein the step of recycling includes using artificial intelligence learning by the first computer program from data in the memory representing additional cargo shipments processed by the first computer program to determine the default data for use in the processing of the second order.

9. The method of claim 1, further comprising the steps of: engaging the processor to determine from the input data what services are required to move a second cargo shipment from an origin to a destination, what vendors perform the corresponding services, and what costs are associated with the vendors providing the services; and displaying information determined from the engaging step on a visual display device electrically connected to the processor.
10. The method of claim 1, further comprising the step of: engaging the processor to
determine from the input data what documentation is required for the segment, retrieving text for the
documentation from the memory, and inserting some of the output data in the text for the documentation
to produce documentation that is at least partially completed; and communicating the at least partially
completed documentation to a printer to print the at least partially completed documentation.
11. The method of claim 1, further including: optionally displaying, on a monitor electrically
connected to the processor, a user interface screen including a scheduler for scheduling events
corresponding to the segment.
12. The method of claim 1, further including: optionally displaying, on a monitor electrically
connected to the processor, a user interface screen showing work-in-progress for monitoring scheduled
activities corresponding to the segment.
13. The method of claim 1, wherein the processing of the second order includes: rating air
and sea freight services for the second cargo shipment by the first computer system.
14. The method of claim 1, wherein the processing of the second order includes: rating
insurance and transport services for the second cargo shipment by the first computer system.
15. The method of claim 1, wherein the processing of the second order includes: scheduling
a booking by the first computer system.
16. The method of claim 6, wherein the input data includes mode of shipping data; and further
including the steps of: entering selection data as further input data at the input device for further processing
by the first computer system, the selection data for use by the first computer system in selecting among the
alternatives for the second cargo shipment; and engaging the processor to produce a selection of a best
shipment alternative corresponding to the selection data to determine additional default data for use in
processing the second order.
17. The method of claim 6, further comprising the step of: engaging the processor to determine
from the input data what services are required to move the second cargo shipment from an origin to a
destination; and displaying information determined from the engaging step on a visual display device
electrically connected to the processor.
18. The method of claim 6, further comprising the step of: optionally displaying on a monitor
electrically connected to the processor a user interface screen including a map for guiding management
of the at least one cargo shipment.
19. A method of using a computer system in managing a future cargo shipment, the method
including the steps of: electrically processing input data to produce output data with a digital electrical
computer having a processor programmed to carry out the processing, the digital electrical computer being
electrically connected to an input device and an output device; entering a first data portion of the input data at
the input device for processing by the computer, the first data portion characterizing a future cargo shipment,
including an origin and a destination, for the future cargo shipment; entering a second data portion of the
input data for processing by the computer, the second data portion representing shipping alternatives, each
of the alternatives including cost, routing, and mode; entering a selection data portion of the input data at the
input device for processing by the computer, the selection data portion representing at least one criteria for
selecting among the alternatives for the future cargo shipment; engaging the processor to carry out the
processing of the input data to produce the output data, the output data representing a selection of a best
shipment alternative corresponding to the selection data for the future cargo shipment and reusing some of
the data accessible by the processor as default data in further processing to produce further output data corresponding to an order for the service in the future cargo shipment.

20. The method of claim 19, wherein the step of entering the second data portion of the input data includes: recalling from the memory data corresponding to a prior cargo shipment for use in the reusing step.

21. The method of claim 20, further including the steps of: entering a third data portion of the input data at the input device for processing by the computer, the third data portion representing documentation for carrying out the shipment according to the alternatives; storing the third data portion in a memory electrically connected to the processor; and triggering the computer to generate a set of the shipping documentation corresponding to the best shipment mode for the future cargo shipment, the shipping documentation constructed by inserting a portion of the output data in a portion of the third data portion in the memory.

22. The method of claim 21, further including the steps of: prior to printing the shipping documentation at an output device, displaying data corresponding to the shipping documentation at a monitor electrically connected to the computer, and editing the data corresponding to the shipping documentation.

23. The method of claim 19, wherein step of entering the second portion includes: obtaining service data from at least one other computer system as a portion of the input data corresponding to a first service for use in a segment of the future cargo shipment.

24. The method of claim 19, wherein the processing includes rating air and sea freight services for the future cargo shipment.

25. The method of claim 19, wherein the processing includes rating insurance and transport services for the future cargo shipment.

26. The method of claim 19, wherein the processing includes scheduling a booking by a communication of a portion of the output data for entry to at least one other computer system, the at least one other computer system being independently programmed and operated from the first computer system.

27. The method of claim 19, further including the step of: editing the default data with the input device prior to booking the an order for the service in the future cargo shipment.

28. Apparatus including: a computer program on a machine-readable storage medium, in combination with a first computer system, including a digital electrical computer having a processor controlled by a first computer program in processing input data to produce output data, the digital electrical computer being electrically connected to at least one input device, an output device, and a memory, the computer program for carrying out the operations including: using service data from at least one other computer system as a portion of the input data corresponding to a first service for use in a segment of a first cargo shipment, the other computer system being independently programmed and operated from the first computer system; entering a second portion of the input data; carrying out the processing of the input data to produce the output data corresponding to a first order for the service for the first cargo shipment, the first order including a portion of said service data from the second computer system; storing a portion of the output data corresponding to the first order in a database in the memory; recycling some of the data used in the processing of the first order to determine default data for use in processing a second order; and wherein the first computer apparatus is programmed by the computer program to form circuitry in the processor.

29. Apparatus including: a computer program on a computer-readable tangible medium programming a digital electrical computer processor to form circuitry for electrically process input data to
produce output data, the digital electrical computer being electrically connected to an input device and an output device; wherein the programming includes: controlling entering a first data portion of the input data at the input device for processing by the computer, the first data portion characterizing a future cargo shipment, including an origin and a destination for the future cargo shipment; controlling entering a second data portion of the input data at the input device for processing by the computer, the second data portion representing shipping alternatives, each of the alternatives including cost, routing, and mode; controlling entering a selection data portion of the input data at the input device for processing by the computer, the selection data portion representing at least one criteria for selecting among the alternatives for the future cargo shipment; and controlling engaging the processor to carry out the processing of the input data to produce the output data, the output data representing a selection of a best shipment alternative corresponding to the selection data for the future cargo shipment.

30. The apparatus of claim 29, wherein the computer program programming includes: controlling recalling from the memory data corresponding to a prior cargo shipment to determine default data in further processing to produce further output data corresponding to an order for the service in the future cargo shipment.
Good morning, Doug!

Today is Saturday, March 22, 1997

The time is currently 9:27 AM

---

**Shipments in Progress for: 03-22-1997**

<table>
<thead>
<tr>
<th>Shipment No</th>
<th>Pickup Date</th>
<th>White In</th>
<th>L/C</th>
<th>Master B/L Date</th>
<th>White Out</th>
<th>Next Q/C req</th>
<th>Arrival Date</th>
<th>Turnover/Delivery Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC-1000</td>
<td>2/23/97</td>
<td>2/24/97</td>
<td></td>
<td>2/24/97</td>
<td>2/24/97</td>
<td></td>
<td>7/28/97</td>
<td>2/26/97 3:00 00 AM</td>
</tr>
<tr>
<td>ZD-1000</td>
<td>2/23/97</td>
<td>2/24/97</td>
<td></td>
<td>2/24/97</td>
<td>2/24/97</td>
<td></td>
<td>7/28/97</td>
<td>2/26/97 1:00 00 AM</td>
</tr>
<tr>
<td>SCI-444</td>
<td>2/26/97</td>
<td>2/27/97</td>
<td></td>
<td>2/27/97</td>
<td>2/27/97</td>
<td></td>
<td>3/1/97</td>
<td>2/28/97 1:00 00 AM</td>
</tr>
<tr>
<td>SCI-445</td>
<td>2/26/97</td>
<td>2/27/97</td>
<td></td>
<td>2/27/97</td>
<td>2/27/97</td>
<td></td>
<td>3/1/97</td>
<td>2/28/97 1:00 00 AM</td>
</tr>
<tr>
<td>SCI-699</td>
<td>2/26/97</td>
<td>2/27/97</td>
<td></td>
<td>2/27/97</td>
<td>2/27/97</td>
<td></td>
<td>3/1/97</td>
<td>2/28/97 1:00 00 AM</td>
</tr>
<tr>
<td>SCI-440</td>
<td>2/27/97</td>
<td>2/27/97</td>
<td></td>
<td>2/27/97</td>
<td>2/27/97</td>
<td></td>
<td>3/1/97</td>
<td>2/28/97 1:00 00 AM</td>
</tr>
</tbody>
</table>

3/68
### Cut-Offs Before: 3/27/97

<table>
<thead>
<tr>
<th>Cut off date</th>
<th>MasterBill</th>
<th>Origin</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/12/97</td>
<td>FX 76616371</td>
<td>ORD</td>
<td>SYD</td>
</tr>
<tr>
<td>2/15/97</td>
<td>FX 76616382</td>
<td>ORD</td>
<td>SYD</td>
</tr>
<tr>
<td>2/15/97</td>
<td>JL 78673332</td>
<td>ORD</td>
<td>SIN</td>
</tr>
<tr>
<td>2/15/97</td>
<td>SX 19064651</td>
<td>ORD</td>
<td>SEL</td>
</tr>
<tr>
<td>2/15/97</td>
<td>FX 76616223</td>
<td>ORD</td>
<td>HEL</td>
</tr>
<tr>
<td>2/15/97</td>
<td>AZ 13862421</td>
<td>ORD</td>
<td>JFK</td>
</tr>
<tr>
<td>2/15/97</td>
<td>JL 76873355</td>
<td>ORD</td>
<td>BNE</td>
</tr>
<tr>
<td>2/15/97</td>
<td>NZ 73552043</td>
<td>ORD</td>
<td>AKL</td>
</tr>
</tbody>
</table>

---

### Import cargo to arrive dest between 3/22/97 and 3/27/97
Import cargo available between
3/22/97 and 3/27/97

Scheduled events for Doug for Sat. 03/22/97

<table>
<thead>
<tr>
<th>Time</th>
<th>Description</th>
<th>Done</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00 AM</td>
<td>Print TrafICop screens</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
You need to call DSX Intl regarding shipment number GCI 444. See notes on the file.
**Comments**

**Your Name:**

**In which form (page) is the bug/required improvement:**

**What action caused the error/needs fixed/needs improved:**

**Please elaborate in detail:**

---

**Microsoft Access - [SACommentAccess]**

<table>
<thead>
<tr>
<th>Field</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>System</td>
<td>3/21/97</td>
</tr>
<tr>
<td>Expressway/Inland/Alter/Update</td>
<td>300</td>
</tr>
<tr>
<td>User encountered</td>
<td>2010</td>
</tr>
</tbody>
</table>

**SELECT * FROM CountryCodeTable WHERE [Country2LetterCode] = 'USA'; no records found.**

<table>
<thead>
<tr>
<th>Field</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doug</td>
<td>3/22/97</td>
</tr>
<tr>
<td>Information</td>
<td>Expressway/entering/inland carrier information</td>
</tr>
<tr>
<td>Updating inland vendor information</td>
<td>3/22/97</td>
</tr>
<tr>
<td>[Country2LetterCode]</td>
<td>3/22/97</td>
</tr>
</tbody>
</table>

---

**Record | 1 of 2**

---

---
### Existing Agents On File

**Click on Agent to load it into the Editing Box, or...**

<table>
<thead>
<tr>
<th>35 Wang Tai Road, Kowloon Bay, Kowloon</th>
<th>52 Ground Floor, Hoplite Industrial Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Al Kamal Shipping Co</td>
<td>Asia Pacific Transportation</td>
</tr>
<tr>
<td>Andreas Orthodowou TD</td>
<td></td>
</tr>
<tr>
<td>Asia Pacific Transportation</td>
<td></td>
</tr>
<tr>
<td>Direct Services Shipping</td>
<td></td>
</tr>
<tr>
<td>DSX Port</td>
<td></td>
</tr>
<tr>
<td>Elk Grove Village, USA</td>
<td></td>
</tr>
<tr>
<td>Global Consolidators Internaion Des Plaines</td>
<td></td>
</tr>
<tr>
<td>MB Freight</td>
<td></td>
</tr>
<tr>
<td>Med Cono Shipping Services</td>
<td></td>
</tr>
<tr>
<td>P.T. Asia Ocean Express (JKT)</td>
<td></td>
</tr>
<tr>
<td>Servicarga Ltd</td>
<td></td>
</tr>
<tr>
<td>TCA Transcon c/o Agotrans 1</td>
<td></td>
</tr>
<tr>
<td>Train Peru S.A.</td>
<td></td>
</tr>
<tr>
<td>Transworld Transportes</td>
<td></td>
</tr>
<tr>
<td>World Wide Cargo Services</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Click here to enter a new agent using the Editing Box.**

### Form: UndeleteAgent

**Choose an agent to Un-Delete**

<table>
<thead>
<tr>
<th>Yamatane (Air) Corp</th>
<th>1756 Minto Ku, Tokyo, Japan</th>
</tr>
</thead>
</table>

### Undelete on records

**A0168**
<table>
<thead>
<tr>
<th>Vendor</th>
<th>Unit Charge</th>
<th>20'</th>
<th>40'</th>
<th>40' Sea Container Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transonic Logistics</td>
<td>$170.00</td>
<td>$170.00</td>
<td>$179.00</td>
<td></td>
</tr>
<tr>
<td>Transonic Logistics</td>
<td>$141.90</td>
<td>$284.47</td>
<td>$223.33</td>
<td>$113.81</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vendor</th>
<th>Unit Charge</th>
<th>20'</th>
<th>40'</th>
<th>40' Sea Container Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brown Freight Services</td>
<td>$13.00</td>
<td>$5.50</td>
<td>$6.50</td>
<td>$5.30</td>
</tr>
</tbody>
</table>

Transonic Logistics
PO Box 51914
Elk Grove Village
IL 60009
USA
708-437-7998
708-437-7633
### Carrier

<table>
<thead>
<tr>
<th>Carrier</th>
<th>Origin</th>
</tr>
</thead>
<tbody>
<tr>
<td>AA ExpressAir</td>
<td>BEI</td>
</tr>
<tr>
<td>Air France Express</td>
<td>CLO</td>
</tr>
<tr>
<td>American Airlines</td>
<td>DPS</td>
</tr>
<tr>
<td>British Airways</td>
<td>HKG</td>
</tr>
<tr>
<td>British Airways Gateway</td>
<td>HNL</td>
</tr>
<tr>
<td>Canadian Airlines</td>
<td>JKT</td>
</tr>
<tr>
<td>Challenge Air Cargo</td>
<td>KHI</td>
</tr>
<tr>
<td>China Airlines</td>
<td>KWI</td>
</tr>
<tr>
<td>Contem</td>
<td>LCA</td>
</tr>
<tr>
<td>Continental Airlines</td>
<td>LHR</td>
</tr>
<tr>
<td>Federal Express D/F</td>
<td>LIM</td>
</tr>
<tr>
<td>FederalExpress</td>
<td>ORD</td>
</tr>
<tr>
<td>Fine Airines</td>
<td>SAO</td>
</tr>
<tr>
<td>Formosa</td>
<td>STR</td>
</tr>
<tr>
<td>Luthansa</td>
<td>TYO</td>
</tr>
<tr>
<td>Luthansa Flash</td>
<td></td>
</tr>
<tr>
<td>Next Flight Out / Carrier</td>
<td></td>
</tr>
</tbody>
</table>

### Northwest Airlines

<table>
<thead>
<tr>
<th>NW A.</th>
<th>012</th>
</tr>
</thead>
<tbody>
<tr>
<td>St Paul</td>
<td>MN</td>
</tr>
<tr>
<td></td>
<td>53111-303</td>
</tr>
</tbody>
</table>

### International Flights

<table>
<thead>
<tr>
<th>Flight</th>
<th>Date</th>
<th>Origin</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>435</td>
<td>031</td>
<td>BEI</td>
<td></td>
</tr>
<tr>
<td>436</td>
<td>031</td>
<td>CLO</td>
<td></td>
</tr>
<tr>
<td>437</td>
<td>031</td>
<td>HNL</td>
<td></td>
</tr>
<tr>
<td>438</td>
<td>031</td>
<td>KHI</td>
<td></td>
</tr>
<tr>
<td>439</td>
<td>031</td>
<td>KWH</td>
<td></td>
</tr>
<tr>
<td>440</td>
<td>031</td>
<td>LHR</td>
<td></td>
</tr>
</tbody>
</table>

### Cass

<table>
<thead>
<tr>
<th>Cass</th>
<th>3510</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Rate Table Entry</td>
<td>Origin Port</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------</td>
</tr>
<tr>
<td></td>
<td>ORI</td>
</tr>
<tr>
<td>Term. Transfer</td>
<td></td>
</tr>
<tr>
<td>Orig. Services</td>
<td>$10.00</td>
</tr>
<tr>
<td>Insurance</td>
<td>$0.50 per $100 of coverage</td>
</tr>
<tr>
<td>Special Charges</td>
<td>Fuel Surcharge $0.10</td>
</tr>
<tr>
<td>Port-to-Port</td>
<td>$50.00, $5.00, $2.00, $1.50, $1.50, $1.00</td>
</tr>
<tr>
<td>Dest. Services</td>
<td></td>
</tr>
<tr>
<td>Dest. Terminal</td>
<td></td>
</tr>
<tr>
<td>Term. Transfer</td>
<td></td>
</tr>
<tr>
<td>ServiceType</td>
<td>Description</td>
</tr>
<tr>
<td>------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>DSX International</td>
<td>c/o Ee ORD</td>
</tr>
<tr>
<td>Direct Services</td>
<td>Express HKG</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rate</th>
<th>Minimum</th>
<th>PerShpt</th>
<th>PerLB</th>
<th>PerCBM</th>
<th>PerW/M</th>
<th>PerCBM</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0.00</td>
<td>$10.00</td>
<td>$10.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$7.50</td>
<td>$7.50</td>
<td>$7.50</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$7.50</td>
<td>$7.50</td>
<td>$7.50</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$7.50</td>
<td>$7.50</td>
<td>$7.50</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Handling</th>
<th>Minimum</th>
<th>$5.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0.04</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Applicable Special Charges</th>
<th>Minimum</th>
<th>$15.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0.40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>$3.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>$0.50</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Freight Minimum</th>
<th>$25.00</th>
</tr>
</thead>
</table>

| DestHandling                  | Clearance
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>第五轮提费Minimum</td>
<td>PerShpt:</td>
</tr>
<tr>
<td>$0.10</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Drop Charge</th>
<th>LD3:</th>
<th>LD11:</th>
<th>LD7:</th>
<th>MD1:</th>
</tr>
</thead>
<tbody>
<tr>
<td>20&quot; 40&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Figure 55**

### Shipment Details

**Shipper:** [Blank]

**Consignee:** [Blank]

**Bill To:** [Blank]

**Loose Cargo Entry**

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Weight per Piece</th>
<th>Dimensions (Inches)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 As addressed</td>
<td>12</td>
<td>12</td>
<td>7</td>
<td>Made in USA.</td>
</tr>
<tr>
<td>2 As addressed</td>
<td>36</td>
<td>4</td>
<td>11</td>
<td>Made in USA.</td>
</tr>
<tr>
<td></td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total Piece Count:** 34

**Total Lbs Weight:** 5.2

**Total Kgs Weight:** 54.0

**Total CBM:** 207.0

---

*Wally, please fax a copy of the comm inv... Funding Fee to be awarded! shipment!*

---

32168
<table>
<thead>
<tr>
<th>ID</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Encyclopedias</td>
<td>1</td>
<td>1</td>
<td>$100.00</td>
<td>$100.00</td>
</tr>
<tr>
<td>2</td>
<td>Sales brochures</td>
<td>1</td>
<td>1</td>
<td>$40.00</td>
<td>$40.00</td>
</tr>
<tr>
<td>3</td>
<td>Display racks (disassembled)</td>
<td>each</td>
<td>4</td>
<td>$40.00</td>
<td>$160.00</td>
</tr>
</tbody>
</table>

Total: $240.00
<table>
<thead>
<tr>
<th>Phrase</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HK</td>
<td>These commodities are licensed for ultimate destination Hong Kong. Diversion contrary to U.S. law is prohibited.</td>
</tr>
<tr>
<td>NoCharge</td>
<td>No charge invoice. Amounts shown are for customs purposes only.</td>
</tr>
<tr>
<td>UK</td>
<td>These commodities are licensed for ultimate destination U.K. Diversion contrary to U.S. law is prohibited.</td>
</tr>
</tbody>
</table>

![Microsoft Access - Shipment Details](image-url)

**Shipment Details**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Pickup and inland</td>
<td>$21.61</td>
</tr>
<tr>
<td>Local Container Positioning/delay</td>
<td></td>
</tr>
<tr>
<td>Origin Terminal Charges</td>
<td>$0.00</td>
</tr>
<tr>
<td>Origin Terminal Transfer</td>
<td>$0.00</td>
</tr>
<tr>
<td>Origin Handling</td>
<td>$8.64</td>
</tr>
<tr>
<td>Letter of Credit Processing</td>
<td>$0.00</td>
</tr>
<tr>
<td>Insurance Premium</td>
<td>$15.00</td>
</tr>
<tr>
<td>Hazardous/ Radioactive/Flammable/Explosive</td>
<td></td>
</tr>
<tr>
<td>Fuel Surcharge</td>
<td>$9.00</td>
</tr>
<tr>
<td>Port to Port Terminal to Terminal</td>
<td>$81.30</td>
</tr>
<tr>
<td>Destination Handling</td>
<td></td>
</tr>
<tr>
<td>Destination Terminal Charges</td>
<td></td>
</tr>
<tr>
<td>Destination Transfer Charges</td>
<td></td>
</tr>
<tr>
<td>Clearance Fees</td>
<td></td>
</tr>
<tr>
<td>Destination Battery</td>
<td></td>
</tr>
<tr>
<td>Destination Container Positioning</td>
<td></td>
</tr>
<tr>
<td>Destination DDC Charges</td>
<td></td>
</tr>
</tbody>
</table>

Total Charge: $213.35
**Shipment Details**

**Shipper:**
DSX International  
225 N Adlington Hts Rd  
Elk Grove Village, IL 60007  
US.

**Consignee:**
Direct Services Express HK Ltd.  
Unit 4036, 4/F  
Hing Wah Centre

**Packaging:**
- **Total:** 98.0 kg gross  
- **11 Loose units:** 14.1 cft

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Subtotal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encyclopedias</td>
<td>10</td>
<td>$1,000.00</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>Display racks</td>
<td>2</td>
<td>$50.00</td>
<td>$100.00</td>
</tr>
<tr>
<td>Sales brochures</td>
<td>100</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

**Phased:**

- **Phase 1:** HK  
  - Description:  
  - Quantity:  
  - Unit Price:  
  - Subtotal: $1,000.00

- **Phase 2:**  
  - Description:  
  - Quantity:  
  - Unit Price:  
  - Subtotal: $0.00

**P.O. Ref:**
674

**Terms of Sale:**

---

**Terms of Sale:**

- **Currency of Sale:** USD
- **Current FOB:**
- **License #:**

---

**Agent:**
D. H. Malick  
agent for DSX International Inc.

---

**Figure:**

- FIG. 58

---

**Note:**

Wally, please fax a copy of the comm inv...
### Shipment Details

**Ship Number:** 10

<table>
<thead>
<tr>
<th>Service</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local pickup and inland</td>
<td>$21.61</td>
</tr>
<tr>
<td>Local container position</td>
<td>$0.00</td>
</tr>
<tr>
<td>Origin charges</td>
<td>$10.00</td>
</tr>
<tr>
<td>Origin terminal transfer</td>
<td>$8.64</td>
</tr>
<tr>
<td>Origin handling</td>
<td>$10.00</td>
</tr>
<tr>
<td>Letter of credit processing</td>
<td>$0.00</td>
</tr>
<tr>
<td>Insurance premium</td>
<td>$15.00</td>
</tr>
<tr>
<td>Hazardous goods</td>
<td>$0.00</td>
</tr>
<tr>
<td>Fuel surcharge</td>
<td>$13.80</td>
</tr>
<tr>
<td>Port-to-port terminal</td>
<td>$181.30</td>
</tr>
<tr>
<td>Destination handling</td>
<td>$0.00</td>
</tr>
<tr>
<td>Destination terminal</td>
<td>$0.00</td>
</tr>
<tr>
<td>Destination transfer</td>
<td>$0.00</td>
</tr>
<tr>
<td>Clearance fees</td>
<td>$10.00</td>
</tr>
<tr>
<td>Destination delivery</td>
<td>$10.00</td>
</tr>
<tr>
<td>Destination container position</td>
<td>$0.00</td>
</tr>
<tr>
<td>Destination DDP charges</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

**Total Charge:** $246.35

**Dispaly Costs:**
- Spot Quote: Applied
- Print Profit/Loss

---

**Ship Number:** 464

<table>
<thead>
<tr>
<th>Service</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local pickup and inland</td>
<td>$21.61</td>
</tr>
<tr>
<td>Local container position</td>
<td>$0.00</td>
</tr>
<tr>
<td>Origin charges</td>
<td>$10.00</td>
</tr>
<tr>
<td>Origin terminal transfer</td>
<td>$8.64</td>
</tr>
<tr>
<td>Origin handling</td>
<td>$10.00</td>
</tr>
<tr>
<td>Letter of credit processing</td>
<td>$0.00</td>
</tr>
<tr>
<td>Insurance premium</td>
<td>$15.00</td>
</tr>
<tr>
<td>Hazardous goods</td>
<td>$0.00</td>
</tr>
<tr>
<td>Fuel surcharge</td>
<td>$13.80</td>
</tr>
<tr>
<td>Port-to-port terminal</td>
<td>$181.30</td>
</tr>
<tr>
<td>Destination handling</td>
<td>$0.00</td>
</tr>
<tr>
<td>Destination terminal</td>
<td>$0.00</td>
</tr>
<tr>
<td>Destination transfer</td>
<td>$0.00</td>
</tr>
<tr>
<td>Clearance fees</td>
<td>$10.00</td>
</tr>
<tr>
<td>Destination delivery</td>
<td>$10.00</td>
</tr>
<tr>
<td>Destination container position</td>
<td>$0.00</td>
</tr>
<tr>
<td>Destination DDP charges</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

**Total Charge:** $246.35

**Dispaly Costs:**
- Spot Quote: Applied
- Print Profit/Loss

---

*Fig. 6.01*

Please fax a copy of the comm inv. Handling fee to be waived this shipment.

*Fig. 6.02*

Please fax a copy of the comm inv.
Save this updated record as...

A Quote: a record of the details of the shipment. Choose this option to record a proposal that has not yet been accepted.

A booking: an expected shipment. Choose this option if the customer has accepted the proposal and the goods are being shipped.

Do not save: Choose this option if the changes made are not to be saved.

Fig. 16. 164

House Bill Number Assign

875
Billing Creation

Would you like AutoCalc to determine prepaid versus collect?
('No' = You will be prompted for each charge)

[Yes] [No] 877 878

Microsoft Access - [Form: BookingAssignToFlight]

File Edit View Records Window Help

UPS c/o Air A-Ranger
Northwest Airlines

Routing options for HouseBill: GAF 454

Source: ORF  Destination: HFG

AutoCalc rates are based on:
Choosing another option may incure a loss on the shipment!

Next Consol: UKAAR18897643 View

Book Unscheduled

39168
FIG. 71

Microsoft Access – (Form: ViewHousebill)

Contact: DSX International
225 N Arlington Hts Rd
Elk Grove Village, IL 60007 USA
Tel 847-439-6889 Fax 847-439-6881
Attn: Wally Schmiedlinski

Consignee: Direct Service Express HK Ltd.
Unit 4039, A/F
Hang Wah Centre
Tokwawan, Kowloon, Hong Kong

Depart: Chicago O'Hare
Destination: Hong Kong

Internal Notes: Handling Fee to be waived this shipment.

0 Pieces confirmed received in warehouse.

FIG. 72

Microsoft Access – (Form: HouseBilling)

Invoice Number / Date: 3/23/97
Bill to Party: DSX International
Amount: $246.35
Active Invoice: 979

<table>
<thead>
<tr>
<th>Invoice</th>
<th>Charge Description</th>
<th>Charge Amount</th>
<th>Estim. Cost</th>
<th>Vendor</th>
<th>Vendor Ref</th>
<th>Invll</th>
<th>Amount Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>76</td>
<td>Inland Pickup</td>
<td>$21.61</td>
<td>$30.95</td>
<td>Transonic Logistics</td>
<td>76</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>Origin Terminal</td>
<td>$10.00</td>
<td>$10.00</td>
<td>Transonic Logistics</td>
<td>76</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>Insurance Premium</td>
<td>$15.00</td>
<td>$10.00</td>
<td>Trade Insurance</td>
<td>76</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>Fuel Surcharge</td>
<td>$5.80</td>
<td>$9.90</td>
<td>UPS C/O As A/F</td>
<td>76</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>Misc</td>
<td>$0.00</td>
<td>$75.00</td>
<td>UPS C/O As A/F</td>
<td>76</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>Post-to-Port Freight</td>
<td>$181.30</td>
<td>$171.50</td>
<td>UPS C/O As A/F</td>
<td>76</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td></td>
<td>$246.35</td>
<td>$307.25</td>
<td></td>
<td></td>
<td>990</td>
<td>991</td>
</tr>
</tbody>
</table>

42168
## Traffic Cop Warehouse

### Table: Traffic Cop

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>New</td>
<td>New</td>
<td></td>
<td>2/12/97</td>
<td>ORD</td>
<td>2/12/97 SYD</td>
<td>FX</td>
</tr>
<tr>
<td>FX</td>
<td>76618371</td>
<td></td>
<td>2/15/97</td>
<td>ORD</td>
<td>2/15/97 SYD</td>
<td>FX</td>
</tr>
<tr>
<td>ZX</td>
<td>76618362</td>
<td></td>
<td>2/15/97</td>
<td>ORD</td>
<td>2/15/97 SIN</td>
<td>ZX</td>
</tr>
<tr>
<td>FX</td>
<td>76873392</td>
<td></td>
<td>2/15/97</td>
<td>ORD</td>
<td>2/15/97 SEL</td>
<td>FX</td>
</tr>
<tr>
<td>ZX</td>
<td>18064531</td>
<td></td>
<td>2/15/97</td>
<td>ORD</td>
<td>2/15/97 MEL</td>
<td>ZX</td>
</tr>
<tr>
<td>AZ</td>
<td>13962421</td>
<td></td>
<td>2/15/97</td>
<td>ORD</td>
<td>2/15/97 JNB</td>
<td>AZ</td>
</tr>
<tr>
<td>JL</td>
<td>76873305</td>
<td></td>
<td>2/15/97</td>
<td>ORD</td>
<td>2/16/97 BNE</td>
<td>JL</td>
</tr>
<tr>
<td>NZ</td>
<td>73520454</td>
<td></td>
<td>2/15/97</td>
<td>ORD</td>
<td>2/15/97 AKL</td>
<td>NZ</td>
</tr>
<tr>
<td>UKAAR</td>
<td>19887643</td>
<td></td>
<td>3/23/97</td>
<td>ORD</td>
<td>3/23/97 HKG</td>
<td>UKAAR</td>
</tr>
<tr>
<td>UKAAR</td>
<td>19887654</td>
<td></td>
<td>4/5/97</td>
<td>ORD</td>
<td>4/5/97 HKG</td>
<td>UKAAR</td>
</tr>
<tr>
<td>UKAAR</td>
<td>19887665</td>
<td></td>
<td>4/12/97</td>
<td>ORD</td>
<td>4/12/97 HKG</td>
<td>UKAAR</td>
</tr>
<tr>
<td>UKAAR</td>
<td>19887676</td>
<td></td>
<td>4/19/97</td>
<td>ORD</td>
<td>4/19/97 HKG</td>
<td>UKAAR</td>
</tr>
<tr>
<td>UKAAR</td>
<td>19887680</td>
<td></td>
<td>4/26/97</td>
<td>ORD</td>
<td>4/26/97 HKG</td>
<td>UKAAR</td>
</tr>
<tr>
<td>UKAAR</td>
<td>19887690</td>
<td></td>
<td>3/9/97</td>
<td>ORD</td>
<td>3/9/97 HKG</td>
<td>UKAAR</td>
</tr>
</tbody>
</table>

**Fig. 7**

**Fig. 7A**

**Fig. 7B**

45/68
<table>
<thead>
<tr>
<th>MasterBil Number</th>
<th>Flight/Date</th>
<th>Flight/Date</th>
<th>Flight/Date</th>
<th>Flight/Date</th>
<th>Carrier</th>
</tr>
</thead>
<tbody>
<tr>
<td>UX-AAR 18887510</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Do you wish to fax DSX International at 847-439-6881?

Yes  No

03/17/97  04:00

RANGER

Outstanding P.O.D.'s

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Date</th>
<th>Time</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSX International</td>
<td>Direct Services Exp</td>
<td>02/28/97 03:00</td>
<td></td>
<td>Asia Pacific Transport for turnover/delivery details</td>
</tr>
<tr>
<td>UX-AAR 18887505</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Date</th>
<th>Time</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Flags Forwarding</td>
<td>Interseaport HK</td>
<td>02/28/97 03:00</td>
<td></td>
<td>Asia Pacific Transport for turnover/delivery details</td>
</tr>
<tr>
<td>UX-AAR 18887505</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Date</th>
<th>Time</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSX International</td>
<td>Direct Services Exp</td>
<td>03/11/97 04:00</td>
<td></td>
<td>Asia Pacific Transport for turnover/delivery details</td>
</tr>
<tr>
<td>UX-AAR 18887610</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Cass Report

**For period ending** 2006-11-16

<table>
<thead>
<tr>
<th>MAWB Number</th>
<th>Prepaid?</th>
<th>Freight Charge</th>
<th>Ppd Due Carrier</th>
<th>Col Due Agent</th>
<th>Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>UX-AA 188879595</td>
<td>✔️</td>
<td>$3,545.75</td>
<td>$321.10</td>
<td>$0.00</td>
<td>10% = $354.68</td>
</tr>
<tr>
<td>UX-AA 188878066</td>
<td>❌</td>
<td>$1,525.50</td>
<td>$141.10</td>
<td>$0.00</td>
<td>10% = $152.55</td>
</tr>
</tbody>
</table>

**Total** 1169 1170 1171 1172 1173 1174

### Origin Port

**ORD**

- **Destination Agent:** Asia Pacific Transportation
- **Address:** G2 Ground Floor, Hopite Industrial Center, 355 Wang Tai Road, Kowloon Bay, Kowloon Bay, Hong Kong
- **Tel:** 011-852-2-799-8000
- **Fax:** 011-852-2-331-2703

**Consol sched for the month of** 1183

### Destination Port

**HKG**

- **CutOff day:** Mon Tue Wed Thu Fri Sat Sun
- **CutOff time:** 10:00

- **Assign MAWB from**

---

**53/68**
<table>
<thead>
<tr>
<th>Date/Day</th>
<th>MAWB</th>
<th>Flight</th>
<th>ETA</th>
<th>Lockout</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Fig 96**

**Origin Port** ORD

**Destination Port** HKG

Consol sched for the month of May 1997

Assign MAWB from 1800

Return 1199

CutOff day 1181
CutOff time 1130

Tel: 011-852-2-799-8000 Fax: 011-852-2-331-2703

Asia Pacific Transportation
G2 Ground Floor, Hoplite Industrial Center
3-5 Wang Tai Road, Kowloon Bay, Kowloon Bay
Kowloon HK
<table>
<thead>
<tr>
<th>Invoice Number / Date</th>
<th>Bill To Party</th>
<th>Amount</th>
<th>Active Invoice</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cancel 54</td>
<td>2/13/97 DSX Intern.</td>
<td>$950.20</td>
<td></td>
</tr>
<tr>
<td>Cancel 60</td>
<td>2/24/97 DSX Intern.</td>
<td>10.00</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Invoice</th>
<th>Charge Description</th>
<th>Charge Amount</th>
<th>Estim. Cost</th>
<th>Vendor</th>
<th>Vendor Ref</th>
<th>Inv#</th>
<th>Amount Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>54</td>
<td>Origin Transfer</td>
<td>99.00</td>
<td>32</td>
<td>942700</td>
<td>Find Me</td>
<td></td>
<td></td>
</tr>
<tr>
<td>64</td>
<td>Fuel Surcharge</td>
<td>14.50</td>
<td>2100</td>
<td>UPS c/o Air A F</td>
<td>Find another</td>
<td></td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>Port to port Freight</td>
<td>1206.50</td>
<td>1206.50</td>
<td>IPS c/o Air A F</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>additional charge</td>
<td>310.00</td>
<td>310.00</td>
<td>72040</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>Cancel additional c</td>
<td>110.90</td>
<td>110.90</td>
<td>72040</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Totals**

- **Net:** $850.20
- **Total:** $1,731.20

---

57/68
User Utilities