RateServer Import Rate Table Layout

This table below will be used for a spreadsheet that is .CSV formatted. You can only load a single agreement rate at a time.

Field Definition (Actual Field Name)	Field Type	Required	Description
Validate	Char(1)	No	Used by import process
Transit Mode	Char(1)	Yes	Defines the mode of transportation the rate applies to. Use a value of 'R' for rail, 'P' for package truck, 'K' bulk truck or 'L' for less than truck load.
Rate Table Type	Char(1)	Yes	Defines the rate table structure. Use a value of 'P' for point to point rates, 'D' for mileage or distance scales or 'M' for distance scales that contain multiple weight breaks (matrix scale).
Origin		Yes	Origin locations can be defined by zip code, splc, Origin Description or Origin Template. If using Origin Description and Description is not all ready in Rateserver, a location spread sheet will be required for location detail. If Origin Description is defined as city and state then Rateserver will define the location by SPLC. (ex. HOUSTON, TX)
orig_splc	Char(9)		
orig_zip	Char(9)		
Origin Description	Char(25)		
Origin Template	Char(25)		
Destination		Yes	Destination locations can be defined by zip code, splc, Destination Description or Destination Template. If using Destination Description and Description is not all ready in Rateserver, a location spread sheet will be required for location detail. If Destination Description is defined as city and state then Rateserver will define the location by SPLC. (ex. HOUSTON, TX)
Dest_splc	Char(9)		
Dest_zip	Char(9)		
Destination Description	Char(25)		

Destination Template	Char(25)		
Territory Number	Char(7)	No	Territory number used to define the location for rail rate base scales.
Commodity Class	Char(10)	Yes	Define the class or grouping of products that applies to the rate table.
Equipment Type	Char(3)	Yes	Define the equipment that applies to the rate table. Can be defined as ALL
Contract Carrier	Char(4)	Yes	The SCAC of the carrier that owns the agreement the rate table is published in.
Rate Carrier	Char(4)	Yes	The SCAC of the carrier that owns the rate on the rate table.
Agreement Number	Char(25)	Yes	The agreement number that the rate table is published in.
Section Number	Char(20)	No	The section of the agreement where the rate table is published.
Item Number	Char(20)	No	The item of the agreement where the rate table is published.
Currency	Char(1)	Yes	The currency the rate is published in. Use a value of 'U' for US, 'C' for Canadian and 'M' for the Mexican Paso.
Rate Start Date	Date	Yes	Defines the effective date for the rate.
Rate End Date	Date	No	Defines the end date for the rate. This field can be null if the rate is active and is an open ended rate. This field must always be populated if the rate has expired.
Agreement Type	Char(1)	Yes	Defines the type of agreement the rate is published in. Use a value of 'C' for contract or 'T' for Tariff.
Rate	Number	Yes	Defines the rate.
Rate Unit of Measure	Char(3)	Yes	Defines rate the unit of measure. (i.e. CAR – per car, TL – per truck load, CWT – cent per hundred weight, LBS – per pound, GAL – per gallon, etc.)
Minimum Quantity 1 Break	Number	Yes	Defines the minimum quantity of product that must be shipped in order for the rate to apply. If the

			rate is a flat rate, the value should be set to 1.
Maximum Quantity 1 Break	Number	Yes	Defines the maximum quantity of product that must be shipped in order for the rate to apply. If this rate line is used in conjunction with a series of quantity breaks with different rates, this value must be 1 unit less than the minimum quantity break of the next highest quantity break scale. If this is the largest quantity break scale in the series, the value should be 9,999,999.
Quantity Break 1 Unit of Measure	Char(3)	Yes	Defines the unit of measure the quantity breaks are defined in (i.e. GAL, LBS, TON, etc.)
Quantity Unit of Measure Type 1	Char(1)	Yes	Defines the unit type for the first scale of the rate table (i.e. S = shipped, C = capacity).
Minimum Quantity 2 Break	Number	No	Defines the minimum quantity of product that must be shipped in order for the rate to apply. If the rate is a flat rate, the value should be set to 1. Is required if rate is a rail matrix rate table.
Maximum Quantity 2 Break	Number	No	Defines the maximum quantity of product that must be shipped in order for the rate to apply. If this rate line is used in conjunction with a series of quantity breaks with different rates, this value must be 1 unit less than the minimum quantity break of the next highest quantity break scale. If this is the largest quantity break scale in the series, the value should be 9,999,999. Is required if rate is a rail matrix rate table.
Quantity Break 2 Unit of Measure	Char(3)	No	Defines the unit of measure the quantity breaks are defined in (i.e. GAL, LBS, TON, CAR, CFT, etc.) Is required if rate is a rail matrix rate table.
Quantity Unit of Measure	Char(1)	No	Defines the unit type for the second

Type 2			scale of the rail matrix (i.e. S = shipped, C = capacity). Is required if rate is a rail matrix rate table.
Minimum Freight Dollars	Number	No	Defines the minimum freight dollars that will be charged.
Rate Precedence	Number	Yes	This field is used to rank rates for like movements with the same agreement. Within an agreement, if two different rate structures exist that can cover the same movement; this field provides the flexibility to identify the preferred rate. If all precedence levels remain the same, the system will choose the lowest rate. During data conversion, the value is normally defaulted to 3 so users can have upward and downward mobility for the ranking when the system goes live.
Agreement Priority	Number	Yes	This field is used to rank rates for like movements between different agreements. If two different rate structures exist that can cover the same movement, this field provides the flexibility to identify the preferred agreement. During data conversion, the value is normally defaulted to 3 so users can have upward and downward mobility for the ranking when the system goes live.
Minimum Miles	Number	No	Defines minimum miles for a mileage scale rate. This is required for a rate table type of distance.
Maximum Miles	Number	No	Defines maximum miles for a mileage scale rate. This is required for a rate table type of distance.
Minimum Quantity per Shipment	Number	No	Defines the absolute minimum quantity required to ship for the rate to apply.
Minimum Quantity per Shipment Unit of Measure	Char(3)	No	Defines the unit of measure for the minimum quantity per shipment value. (i.e. GAL, LBS, TON, etc.)
Mileage Allowance Indicator	Char(1)	No	Defines whether the rates defined

			would receive mileage allowance compensation from the railroads. Use a value of '0' for zero mileage movements and '1' for full mileage movements.
Rail Routing	Char(75)	No	Defines the required routing for rail movements.
Between Location Indicator	Char(1)	Yes	Flag defining whether the rate would apply for shipments from the origin to the destination and from the destination to the origin. Use a value of 'Y' is the rate apply both direction and a value of 'N' is the rate is only good from the defined origin to destination.
Version Number	Number	Yes	Defines the version of the agreement.
Rate Type	Char(1)	Yes	Defines the rate calculation method. Use a value of 'F' for fixed or flat rates, 'R' for rate per unit, 'C' for cumulative, 'E' for excess, or 'O' for over minimum.
Shipment Type	Char(2)	Yes	Defines the type of shipment the rate applies to. (i.e. LH for line-haul, BH for back-haul, RT for round trip miles, etc.) Default to LH for all typical movement.
Freight Term	Char(1)	Yes	Defines whether the rate is specific to payment terms. Use a value of 'P' for prepaid, 'C' for collect or 'B' if rate can be used both prepaid and collect.
Rule 11 Indicator	Char(1)	Yes	Defines whether the rate can only be used in conjunction with other rates. This is specific to rail rates. Use a values of 'Y' , 'I', 'D', 'F' if the rate can only be used in conjunction with a second rate, 'N' if it is for a through point to point rate, or a 'B' if the rate applies to both joint hauls and through movements. For truck rates, set to 'B'
Equipment Owner	Char(1)	Yes	Defines whether the rate is specific

			to privately owned rail equipment, railroad owned equipment or the rate is not specific to the equipment owner. Use a value of 'N' for rates that can only be used with private or non-railroad owned equipment, 'R' for rates that only apply when shipped in railroad owned equipment, or 'B' if the rate is not specific to the car owner. For truck rates, set to 'B'.
Origin Carrier	Char(4)	Yes	Defines the origin carrier for rail movements. Set with the rail SCAC code if rate is specific to 1 carrier. If multiple carriers can switch the origin, set to 'ALL' and the participating carrier list will define valid carriers. For truck rates, set to 'ALL'.
Delivering Carrier	Char(4)	Yes	Defines the delivering carrier for rail movements. Set with the rail SCAC code if rate is specific to 1 carrier. If multiple carriers can switch the destination, or the rate is a rule 11 rate that can interchange with multiple carriers, set to 'ALL' and the participating carrier list will define valid carriers. For truck rates, set to 'ALL'.
Customer Number	Char(13)	Yes	Provides the ability to define rates as customer specific. If the rate is not specific to 1 customer, set to 'ALL'.
use_next_wght_break	Char(1)	Yes	Indicates if next weight break analysis should be used. Defined as 'Y' or 'N'
rate_um_type	Char(1)	Yes	Defines the quantity unit type for the of the rail ptp (i.e. S = shipped, C = capacity).

slot_rate	Char(1)	No	Defined as Y, N, or empty. Indicates that the rate is a temporary or seasonal rate. If a rate already exists in RateServer the old rate will be expired the day before the slot rate and reactivated the day after the slot rate expired.