USER MANUAL
(IMPLEMENTATION GUIDE)

UN/EDIFACT BAYPLAN MESSAGE

BAPLIE

Version 2.2.1

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Source  :    SMDG User Group for Shipping Lines and Container Terminals
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CONTENTS

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0.   INTRODUCTION

The instructions are valid for the "UN/EDIFACT UNITED NATIONS STANDARD MESSAGE (UNSM) BAYPLAN/STOWAGEPLAN OCCUPIED AND EMPTY LOCATIONS MESSAGE" (BAPLIE), as designed by the SMDG (User Group for Shipping Lines and Container Terminals).

The instructions in this manual are valid for Full Container Vessels, Container Feeder Vessels and Roll on/Roll off (Ro/Ro) Vessels.

This manual is intended for use by shipowners, tonnage centers, terminal operators, shipping lines, vessels, etc.

The original "User Manual" (or "Implementation Guide") version 2.1 was developed in 2001 by the **User Group for Shipping Lines and Container Terminals SMDG.**

The **SMDG** is a "Pan European User Group" under the auspices of the **Western European Edifact Board (WEEB).**

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It is not allowed to change the contents of this manual!

1.   ADDRESSES

Any remarks, comments or questions can be addressed to the following address:

SMDG Secretariat
c/o ECT
P.O.Box 7400
3000 HK Rotterdam
The Netherlands
Phone: 31-10-4403564
Fax: 31-10-4403565

or to any active member of the SMDG.

2.   GENERAL

The EDIFACT Bayplan "BAPLIE" will be used to transmit information about ALL occupied places onboard of a vessel to interested parties like the ship-owner and the terminal operator in the next port of call. Although the message is also suitable to transmit information about empty places, this feature will not be used.

In general only complete messages "BAPLIE" have to be transmitted, whereas only occupied stowage locations, either by equipment or special cargo (break-bulk), should be mentioned. Alternatively it may be agreed between EDI-partners to transmit only details about containers handled in that port ('exports' only) to the central planning office, where the master bayplan details can be updated accordingly.

The Principle

The message will be transmitted to the terminal operator in the next port of call, who will then be able to extract the information relevant to his operation from the message.

Subsequently the information about equipment discharged from the vessel on his terminal will be removed, information about equipment loaded at his terminal will be inserted and the location of equipment shifted at his terminal will be changed.

Upon sailing of the vessel he will then transmit the updated bayplan-message to the ship-owner, tonnage center and/or the terminal operator in the next port of call, as per the instructions of the ship-owner. The message can be transmitted to the vessel (i.e. via modem or by floppy disk) eliminating the use of the paper "master" bayplan.

In case complete 'master' bayplans are being transmitted the receiving party should ensure that all data for the so-called 'remains on board' cargo remains intact for re-transmission to the next port.

Conventions

In this document a data element will be identified by the lowercase letter "e" followed by its element number (example: e8053). A data element within a composite will be identified by the lowercase letter "c" followed by the composite number followed by a full stop "." followed by the lowercase letter "e" followed by the element number (example: c237.e8260).

Immediately below the segment tags and data element identification the usage of same will be mentioned as follows:

'M' = mandatory: The segment or data element is mandatory and must be given.
'R' = required: The segment or data element is conditional but MUST be used anyway.
'D' = dependent: The segment or data element is conditional and its use depends on some condition. This condition must be clarified in the description.
'A' = recommended: The segment or data element is conditional and its use is recommended.
'O' = optional: The segment or data element is conditional and its use is optional at the discretion of the sender.
'X' = not used: The segment must not be used.

Next to the usage indicator the official format of the field will be given,

i.e. a4 or an..15. The description may further limit the format of the field, f.e. a field with a format an..17 may be limited to an12 by its description.

If composites or data-elements are repeated within a segment, respectively a composite, the occurrences of the composites or data-elements can be indicated by its sequence number within the segment or composite between brackets, e.g. "(1)" being the first occurrence of the composite or data-element within the segment. If its occurrence within the segment or composite is of no relevance then the sequence number will not be mentioned. If the sequence numbers are mentioned, but not all of them (e.g. only 2 out of 5 occurrences are described), then the remaining occurrences may NOT be used, unless agreed otherwise between partners.

Data elements within the segments that are not mentioned here will not be used, respectively should not contain important information, since they will probably not be seen by the recipient, unless agreed otherwise.

SMDG recommends to use only data elements, qualifiers and codes described in this manual. If partners agree to use additional data elements, qualifiers and codes, not described in this manual, then specific and detailed agreement about those data elements, qualifiers and codes should be made!

Optional data elements may be omitted, unless specifically made compulsory by this manual (Indicator "R" = required), or unless agreed otherwise between partners.

In no case neither mandatory segments according to the Bayplan Message Documentation "BAPLIE" nor mandatory composites or data elements according to the relevant Segment Directory may be omitted.

In case of Consortia vessels, the codes required by the vessel operator should be used, when sending (copies of) the BAPLIE message to the various lines.

3.   VERSIONS

Data elements, composites and segments of the **UN/Edifact draft directory D.95B** are used in this manual.

Codes and qualifiers used, are according to **UN/EDIFACT Directory D.95B Code List.**

In some occasions, however, the required code or qualifier could not be found in the code list. In such cases a temporary code was assigned, awaiting the final code allocation from the UN/Edifact Board Code commission.

Also in some cases small amendments to the message structure were necessary. This manual anticipates on the approval of the respective DMR (Data Maintenance Request) by the UN/Edifact Board. The structure of the message, as given in chapter 7, was agreed as such by the members of SMDG and will be implemented accordingly.

In version 2.0.7. of this manual all agreed and accepted amendments have been incorporated up to and including the amendments accepted by the meeting in London/U.K., September 1995.

Version 2.1 of this manual includes the port addition for the terminal in the port of discharge (second LOC segment in group grp2), as accepted by the meeting in Melbourne, October 2000.

Version 2.1.1, released October 2007, includes the following enhancements:
1. To allow the Booking Reference Number and/or Bill of Lading number in the RFF-segment of group grp1. The fixed (dummy) value may now be replaced by the actual Booking Reference Number or Bill of Lading Number or both.
2. The TDT-segment will now allow to transmit the Lloyd's Number (or IMO number) of the vessel instead of the Call sign.

Version 2.2, released June 2015, includes amendments for transmission of data specifying a container's verified gross mass (VGM) according to SOLAS regulation 2, chapter VI, paragraphs 4 to 6. Version 2.2 includes all features of 2.1.1. Usage of features above 2.0.7 are to be bi-laterally agreed.

Version 2.2.1, released April 2016, has been amended by detailed description about the usage of the FTX+AAY segment for transmission of documentation about a container's VGM.

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4. DESCRIPTION

UNB   **INTERCHANGE HEADER**
(M1)

+

s001.e0001   Syntax Identifier: Always "UNOA", indicating the use
(M a4)   of level "A" character set.

:

s001.e0002   Syntax Version Number: Always "2".
(M n1)
+

s002.e0004   Sender Identification: Name code of the sender of the
(M an..35)   interchange (message). To be agreed between partners.

+

s003.e0010   Recipient Identification: Name code of the recipient of the
(M an..35)   interchange (message). To be agreed between partners.

+

s004.e0017   Date of preparation: Preparation date of the interchange
(M n6)   (message).

:

s004.e0019   Time of preparation: Preparation time of the interchange
(M n4)   (message).

+

e0020   Interchange control reference: A reference allocated by the
(M an..14)   sender, uniquely identifying an interchange. This reference
               must also be transmitted in the Interchange Trailer segment
               UNZ.

+
+
+
+
+

e0032   Communications Agreement Id: A code identifying the shipping
(A an..35)   line of the vessel (BIC, SCAC or mutually agreed).
               N.B. This code enables proper routing of the message by the
               recipient, even if the sender is not the shipping line (e.g.
               container terminal in the previous port).

'

UNH   **MESSAGE HEADER**
(M1)
+

e0062   Message reference number: A reference allocated by the
(M an..14)   sender, uniquely identifying a message. This reference must
                      also be transmitted in the Message Trailer segment UNT.

+

s009.e0065   Message Type Identifier: The name of the UNSM or standard
(M an..6)   EDIFACT message. In this case always "BAPLIE".

:

s009.e0052   Message Type Version Number: The version number of the
(M an..3)   message. See EDIFACT documentation. At this moment the version
                      is "D".

:

s009.e0054   Message Type Release Number: The release number of the
(M an..3)   message. See EDIFACT documentation. At this moment the release
                      number is "95B".

:

s009.e0051   Controlling Agency: The code of the controlling agency. For
(M an..2)   this message the controlling agency is "UN".

:

s009.e0057   Association Assigned Code: The applicable SMDG User Manual
(R an..6)   version number. For this manual use: "SMDG22". This will
                      enable the recipient of the message to translate the message
                      correctly, even if older versions are still in use.

'

BGM   **BEGINNING OF MESSAGE**
(M1)

\+
\+

e1004   Document/Message Number: Reference allocated by the sender
(R an..35)   individually, taken from the application.

\+

e1225   Message Function, Coded: Code indicating the function of the
(R an..3)   message. Acceptable codes are:
                  "2" = Add.   Add to previous message.
                  "3" = Delete.   Delete from previous message.
                  "4" = Change.   Message   with   changes   on   previous
                                       message.
                  "5" = Replace.   Message replacing a previous one.
                  "9" = Original.   First or basic message.
                  "22" = Final.   The final message in a series of BAPLIE
                                       messages.

'

Remarks: In principle only original messages (code "9") are allowed.
                  The other codes may be used after prior agreement between
                  sender and recipient.

DTM   **DATE/TIME/PERIOD**
(M1)

+

c507.e2005   Date/Time/Period Qualifier: Code "137" (Document/Message
(M an..3)   Date/Time)

:

c507.e2380   Date/Time/Period: Date or date/time of compiling the message.
(R an..35)

:

c507.e2379   Date/Time/Period Format Qualifier: Allowed qualifiers:
(R an..3)   "101" = YYMMDD
               "201" = YYMMDDHHMM
               "301" = YYMMDDHHMMZZZ("ZZZ" = Time zone, e.g. "GMT" or other)

'

RFF   **REFERENCE**
(X)

This segment not to be used.

NAD   **NAME AND ADDRESS**
(X)

This segment is not to be used.

Group **grp1** : TDT – LOC – DTM – RFF – FTX.
(M1)

TDT   **DETAILS OF TRANSPORT (grp1)**
(M1)
+

e8051   Transport Stage Qualifier: Code "20" (Main Carriage)
(M an..3)
+

e8028   Conveyance Reference Number: Discharge voyage number as
(R an..17)   assigned by the Operating Carrier or his agent. The trade
                     route could be included in this voyage number, if required.

+
+
+

c040.e3127   Carrier Identification: Carrier name, coded. Codes to be
(R an..17)   agreed or standard carrier alpha code (SCAC).

:

c040.e1131   Code List Qualifier: Code "172" (Carrier Code)
(R an..3)

:

c040.e3055   Code list responsible agency, coded. Allowed codes:
(R an..3)   "20"   = BIC (Bureau International des Containeurs)
               "166" = US National Motor Freight Classification Association
                      (SCAC)
               "ZZZ" = Mutually defined.

+
+
+

c222.e8213   Id of Means of Transport Identification. Vessel code:
(R an..9)   1. Lloyd's Code (IMO number)
               2. Call Sign
               3. Mutually agreed vessel code
:

c222.e1131   Code List Qualifier: Allowed qualifiers:
(R an..3)   "103" = Call Sign Directory
               "146" = Means of Transport Identification
                     (Lloyd's Code or IMO number)
               "ZZZ" = Mutually defined or IMO number

:

c222.e3055   Code list responsible agency, coded. Allowed code:
(R an..3)   "11" = Lloyd's register of shipping. Only to be used when
                     Lloyd's Code is used for vessel/barge identification
                     (Code "146" in c222.e1131).
               "ZZZ" = Mutually defined. To be used in all other cases.

:

c222.e8212   Id. of means of transport: Vessel name, if required.
(R an..35)

:

c222.e8453   Nationality of Means of Transport: Coded according to
(O an.. 3)   UN-country code (ISO 3166).

'

c222.e8212   Id. of means of transport: Vessel name, if required.
(R an..35)

LOC   **PLACE/LOCATION IDENTIFICATION (grp1)**
(M9)

+

e3227   Place/Location Qualifier: Allowed qualifiers:
(M an..3)   "5" = Place of Departure
                "61" = Next port of call

+

c517.e3225   Place/Location Identification: Location code of the actual
(R an..25)   place of departure (normally the sender of the message). If
                possible, UN-Locodes of 5 characters according to UN
                recommendation no.16. must be used.

:

c517.e1131   Code list qualifier. Allowed qualifiers:
(R an..3)   "139" = Port.

:

c517.e3055   Code list responsible agency, coded. Allowed codes:
(R an..3)   "112" = US, US Census Bureau, Schedule D for U S locations,
                Schedule K for foreign port locations.
                "6" = UN/ECE - United Nations - Economic Commission for
                Europe. (UN-Locodes).

+

c519.e3223   Related place/location one identification. The ISO country
(O an..25)   code.

:

c519.e1131   Code list qualifier. Allowed qualifier:
(O an..3)   "162" = Country.

:

c519.e3055   Code list responsible agency, coded. Allowed codes:
(O an..3)   "5" = ISO

+

c553.e3233   Related place/location two identification. The state or
(O an..25)   province code, postal abbreviations.

:

c553.e1131   Code list qualifier. Allowed qualifier:
(O an..3)   "163" = Country sub-entity; state or province.

'
N.B. If locodes other than UN-locodes are used the sender must verify with
the recipient of the message if other than UN-locodes are acceptable.
Composites c519 and c553 are only relevant if no UN-locodes are used.

DTM   **DATE/TIME/PERIOD (grp1)**
(M99)

+

c507.e2005   Date/Time/Period Qualifier: Allowed qualifiers:
(M an..3)   "178" =   actual date/time of arrival at senders port
                 "132" =   estimated date or date/time of arrival at the
                                 next port of call
                 "133" =   estimated date or date/time of departure at
                                 senders port
                 "136" =   actual date/time of departure at senders port

:

c507.e2380   Date/Time/Period: Date or date/time in local time when Means
(R an..35)   of Transport has arrived/departed or is expected to depart at
               the senders port or is expected to arrive at the next port of
               call.

:

c507.e2379   Date/Time/Period Format Qualifier. Allowed qualifiers:
(R an..3)   "101" = YYMMDD
               "201" = YYMMDDHHMM
               "301" = YYMMDDHHMMZZZ("ZZZ" = Time zone, e.g. "GMT" or other)

'

RFF   **REFERENCE (grp1)**
(C1)

+

c506.e1153   Reference Qualifier: Code "VON" (Loading Voyage number, if
(M an..3)   different from the voyage number in the TDT-segment, assigned
                  by the Operating Carrier or his agent to the voyage of the
                  vessel).

:

c506.e1154   Reference Number: The Loading voyage number.
(R an..35)

'

RFF   **REFERENCE (grp1)**
(C1)

FTX   **FREE TEXT (grp1)**
(X)

At this moment there is no use for this segment.

FTX   **FREE TEXT (grp1)**

**Group grp2   :   LOC - GID - GDS - FTX - MEA - DIM - TMP - RNG - LOC -
(C99999)   RFF - grp3 - grp4**

LOC   PLACE/LOCATION IDENTIFICATION (grp2)
(M1)

+

e3227   Place/Location Qualifier: Code "147" (Stowage Cell)
(M an..3)

+

c517.e3225   Place/Location Identification: The actual location of the
(R an..25)   equipment or cargo on the vessel. The following formats are
               allowed:
               1. ISO-format
               2. Ro/Ro-format
               3. Other non-ISO-format (to be agreed between partners)

               1. ISO-format:
               Bay/Row/Tier (BBBRRTT). If Bay number is less than 3
               characters it must be filled with leading zeroes, e.g.
               "0340210".

               2. Ro/Ro-format:
               Deck/Bay/Row/Tier (DDBBBRRTT).

:
:

c517.e3055   Code List Responsible Agency, coded: To indicate which format
(R an..3)   is used. Valid codes are:
               "5" (ISO-format)
               "87" (Ro/Ro-format, assigned by the Carrier)
               "ZZZ" (non-ISO-format, mutually defined).

'
Remarks:

1.   This LOC-segment is M1 and should not allow duplicate cell-locations
       for normal height containers except following cases.

2.   In case flat rack containers stowed in one stowage location and not
       bundled, they should be transmitted as individual units in the same
       stowage location.
       In case of bundles of flat rack containers in one stowage location
       the number of the leading-unit should be given in the EQD-segment and
       the other numbers in the EQA-segment. In such case MEA-segment must
       show the total weight of containers. Otherwise you may duplicate LOC-
       segment with comment showing bundled cargo in FTX segment (grp2).

3.   In case two half height containers stowed in one stowage location,
       Group 2 should be transmitted twice with the same stowage location.

GID   **GOODS ITEM DETAILS (grp2)**
(C1)

+
+

c213.e7224   Number of packages. The number of packages of non-
(O n..8)   containerized cargo. If the cargo is Ro/Ro then the number "1"
                is used.

:

c213.e7065   Type of packages identification. Package type for non-
(O an..17)   containerized cargo.

'

GID   GOODS ITEM DETAILS (grp2)

GDS   NATURE OF CARGO (grp2)
(C9)

+

c703.e7085   Nature of cargo, coded. Codes to be agreed between partners.
(M an..3)

'

Remarks: If this data is required, we recommend the use of the
                Harmonized Commodity Description and Coding System code list
                of cargo nature (HS). This code list is:
                "01" = Live animal
                "06" = Live plant
                "09" = Coffee
                "10" = Wheat
                "12" = Hay
                "22" = Malt
                "24" = Tobacco
                "41" = Hide
                "44" = Timber pack
                "48" = Waste paper
                "49" = News print
                "52" = Cotton
                "68" = Stone
                "72" = Iron scrap
                Further details can be given in the following FTX-segment, if
                required.

GDS
(C9)

FTX   **FREE TEXT (grp2)**
(C9)

+

e4451   Text Subject Qualifier: Allowed qualifiers:
(M an..3)   "AAA" = Description of Goods
                 "HAN" = Handling Instructions
                 "CLR" = Container Loading Remarks
                 "SIN" = Special instructions
                 "AAI" = General information
                 "AAY" = Certification statements
                 "ZZZ" = Mutually defined use

+
+
c107.4441   Text reference: In case of e4451 = AAY used for specification
(O an..3)   of data transmitted in c108. Use codes defined in SMDG code
                 list VGM.
+

c108.e4440.1   Free Text: Description/Instructions/Remarks in plain language
(M an..70)   or coded, for specific cargo/equipment. Codes, etc. to be
                 agreed between partners.
:
c108.e4440.2   Free Text: Information about VGM according to code specified
(O an..70)   in c107.4441. (For details see page 42.)
:
c108.e4440.3   Free Text: Information about VGM according to code specified
(O an..70)   in c107.4441. (For details see page 42.)
:
c108.e4440.4   Free Text: Information about VGM according to code specified
(O an..70)   in c107.4441. (For details see page 42.)
:
c108.e4440.5   Free Text: Information about VGM according to code specified
(O an..70)   in c107.4441. (For details see page 42.)
'

**N.B.   This segment is not generally machine processable. Use of this
         segment must be agreed between partners!**

This segment can be used for the following:

a.   "AAA": Description of goods, plain language or codes, as agreed
               between partners. Maximum 20 characters.

b.   "SIN": Additional information or instructions regarding special
               cargoes, equipment or break-bulk shipments. The following code
               list can be agreed between partners:

               1. General:
               "SWS" = Sandwich Stow (Break-bulk)

               2. For ventilated containers:
               "CLS" = Close   "QUA" = 1/4 open
               "HLF" = 2/4 open   "THR" = 3/4 open
               "FLL" = full open
               "050" = volume of flowing 050m^3/hour

c.   "HAN": For handling instructions the following codes are recommended:
               "AB" = Away from boiler (eng.room)   "OD" = On deck stowage

```
            "TS" = Top stowage                 "UD" = Under deck
            "UT" = Under deck top        "UW" = Under waterline
            "OT" = On deck top                 "EO" = Except on deck top
            "OP" = On deck protected           "KC" = Keep cool
            "AL" = Away from living quarters    "BC" = Block stowage
            "AF" = Away from foodstuffs         "NO" = Not over-stow
            "FC" = Floating Crane handling      "OS" = Over-side delivery
            "OQ" = Over-side delivery by Quay crane
            "SM" = Shore-side delivery by Mobile crane
```

d.   "CLR": Container loading remarks: the following codes are recommended:

```
            "BD" = Bundled             "DM" = Damaged empty
            "SW" = Sweeper             "ER" = Escort required
            "DR" = Dry reefer          "HT" = Hangertainer
            "DO" = Doors open          "MB" = Mailbox
            "ND" = Door removed
```

e.   "AAY": Certification statements:
            Information related to gross mass verification.
            The kind of transmitted information is to be specified by
            c107.4441. A code from SMDG code list VGM is to be used.
             SHP – SOLAS shipper
             SM1 – SOLAS verification method 1
             SM2 – SOLAS verification method 2
             DRF – SOLAS documentation reference

            For details refer to section **5.2   Verified Gross Mass (VGM)**
            on page 42.

MEA   **MEASUREMENTS (grp2)**
(M9)

+

e6311   Measurement Application Qualifier: Allowed qualifiers:
(M an..3)   "WT" (gross weight / gross mass) – **not confirmed as verified**
                         "VGM" (verified gross mass) – specified weight **is verified**
                         [code VGM has been introduced in D.15B for data element 6313]

+
+

c174.e6411   Measure Unit Qualifier: Allowed qualifiers:
(M an..3)   "KGM" = kilogram = preferred
                         "LBR" = pounds

:

c174.e6314   Measurement Value:
(R n..18)   The gross mass of the transport equipment including cargo in
                         kilograms or pounds, as qualified (no decimals).

'

DIM   **DIMENSIONS (grp2)**
(C9)

+

e6145   Dimension Qualifier: Allowed qualifiers are:
(M an..3)   Code "1" = Gross dimensions (break-bulk)
                Code "5" = Off-standard dims. (over-length front)
                Code "6" = Off-standard dims. (over-length back)
                Code "7" = Off-standard dims. (over-width right)
                Code "8" = Off-standard dims. (over-width left)
                Code "9" = Off-standard dims. (over-height)
                Code "10" = external equipment dimensions (Non-ISO equipment)
                Basically allowed qualifier "1" for break-bulk cargo and from
                "5" to "9" for odd-sized-cargo. However allowed from "5" to
                "9" for break-bulk cargo as additional information, if
                required.

+

c211.e6411   Measure Unit Qualifier: Allowed qualifiers:
(M an..3)   "CMT" = Centimeters = preferred
                "INH" = Inches

:

c211.e6168   Length Dimension. Break-bulk length or over-length for
(D n..15)   containers, as qualified.

:

c211.e6140   Width Dimension: Break-bulk width or over-width for
                containers, as qualified.
(D n..15)

:

c211.e6008   Height Dimension: Break-bulk height or over-height for
(D n..15)   containers, as qualified.

'

N.B.   This segment is only to be transmitted in case break-bulk, odd-sized-
        cargo and off-standard or non-ISO equipment is involved. In order to
        identify all relevant information, this segment may be repeated
        conditionally up to 9 times.

TMP   **TEMPERATURE (grp2)**
(C1)

+

e6245   Temperature qualifier: Allowed qualifiers:
(M an..3)   "2" = Transport Temperature

+

c239.e6246   Temperature Setting: Actual temperature according to Reefer
(R n3)   List (no deviation allowed) at which the cargo is to be
                transported. For field format see remarks below.

:

c239.e6411   Measure Unit Qualifier: Allowed qualifiers:
(R an..3)   "CEL" = degrees Celsius = Preferred.
                "FAH" = degrees Fahrenheit

'

N.B.   In spite of the field length of element c239.e6246 (temperature) is
        only N3 decimal mark and figure as well as negative values preceded
        by a sign (-) can be transmitted. Generally numeric data element
        values shall be regarded as positive unless they are preceded by a
        minus sign. The decimal mark and minus sign shall, however, not be
        counted as a character of the value when computing the maximum field
        length of a data element. Nevertheless, allowance has to be made for
        the character in transmission and reception.
        Tenth degrees have to be separated by a decimal point from full
        degrees (e.g. 18.5). Temperatures below zero have to be preceded by a
        minus sign (e.g. "-18.5", "-02.5", "004", "04.5"). The same applies
        for elements c280.e6162 and c280.6152 in the following RNG-segment.
        For further explanation please refer to ISO 9735 "EDIFACT Application
        Level Syntax Rules", point 10 "Representation of numeric data element
        values".

Remarks about DRY REEFER:
In case of shipment of a so-called "dry reefer" (non-running reefer unit,
empty or loaded with ordinary cargo) the TMP-segment must NOT be
transmitted. The container type (reefer) can be identified in the EQD-
segment by its ISO-size-type code. The absence of the TMP-segment indicates
that the unit is not running.

RNG   **RANGE DETAILS (grp2)**
(C1)

+

e6167   Range Type Qualifier: Allowed qualifier:
(M an..3)   "4" = Quantity range.

+

c280.e6411   Measure Unit Qualifier: Allowed qualifiers:
(M an..3)   "CEL" = degrees Celsius
               "FAH" = degrees Fahrenheit

:

c280.e6162   Range Minimum: Minimum temperature according to Reefer List
(R n..18)   at which the cargo is to be transported.

:

c280.e6152   Range Maximum: Maximum temperature according to Reefer List
(R n..18)   at which the cargo is to be transported.

'

Remarks:
Use of segments TMP and RNG are not depending on each other, i.e. you can
transmit either TMP or RNG or both.

LOC   **PLACE/LOCATION IDENTIFICATION (grp2)**
(C9)

+

e3227   Place/Location Qualifier: Allowed qualifiers:
(M an..3)   "9" = Place/Port of Loading
                 "11" = Place/Port of discharge
                 "13" = Transshipment port/Place of transshipment
                 "64" = 1st optional port of discharge
                 "68" = 2nd optional port of discharge
                 "70" = 3rd optional port of discharge
                 "76" = Original port of loading
                 "83" = Place of delivery (to be used as final destination or
                 double stack train destination).
                 "97" = Optional place/port of discharge. To be used if actual
                 port of discharge is undefined, i.e. "XXOPT".
                 "152" = Next port of discharge

+

c517.e3225   Place/Location Identification: Namecode of the place/port, as
(R an..25)   qualified. Allowed code lists: UN-Locode or US-Census codes.
                 Sample codes: JPTYO = Tokyo
                                USLAX = Los Angeles
                                USOAK = Oakland
                                USSEA = Seattle
                                USCHI = Chicago
                 For optional port of discharge: "XXOPT" (Qualifier e3227:
                 "97").

:

c517.e1131   Code list qualifier. Allowed qualifiers:
(O an..3)   "139" = Port.

:

c517.e3055   Code list responsible agency, coded. Allowed codes:
(O an..3)   "112" = US, US Census Bureau, Schedule D for U S locations,
                         Schedule K for foreign port locations.
                 "6" = UN/ECE - United Nations - Economic Commission for
                         Europe. (UN-Locodes).
                 "ZZZ" = Optional ports.

+

c519.e3223   Related place/location one identification.
(O an..25)   The name code of the Container Terminal in the port of
                 discharge or the port of loading. Terminal codes to be used as
                 defined in SMDG's Master Terminal Facilities code list.

:

c519.e1131   Code list qualifier. Allowed qualifier:
(O an..3)   "TER" = TERMINALS (leading 3 characters due to limited size).

:

C519.e3055   Code list responsible agency, coded. Allowed codes:
(O an..3)   "306" = SMDG (code 306 is defined in D.02B and later)

'

Remarks:

1.   If locodes other than UN-locodes are used the sender must verify with
        the recipient of the message if other than UN-locodes are acceptable/
        processable. Composites c519 and c553 are only relevant if no UN-
        locodes are used.

2.   Minimum 2 ports to be given: loading port and discharging port.

3.   Use of qualifiers, other than those for port of loading and port of
        discharge, must be agreed between partners.

4.   In this version 2.2 the name code for the terminal can be added in
        composite c519 to the port of discharge and the port of loading.
        Terminal codes are to be used as specified in SMDG's terminal
        facilities code list "TERMINALS". Usage of composite c519 is to be
        bi-laterally agreed.

Examples: Explanation:

#1:
LOC+9+BEANR'   loadport: Antwerp
LOC+11+IDJKT+TER1'   disport: Jakarta, terminal: Terminal 1
LOC+13+SGSIN'   Transshipment port: Singapore

#2:
LOC+9+BEANR'   loadport: Antwerp
LOC+11+SGSIN'   disport: Singapore
LOC+83+IDJKT'   Place of delivery: Jakarta

#3:
LOC+9+BEANR'   loadport: Antwerp
LOC+11+IDJKT'   disport: Jakarta
LOC+152+SGSIN'   Next port of discharge: SIN

Note that examples #1, #2 and #3 look different, but contain identical route
information, i.e. from Antwerp to Jakarta with transshipment in Singapore.

Although in principle all three methods are allowed, SMDG recommends to use
the method demonstrated in example # 1.

RFF   REFERENCE (grp2)
(M9)

\+

c506.e1153   Reference Qualifier: Allowed qualifiers:
(M an..3)   "BM" = B/L-number.
                "BN" = Booking reference number.
                "ET" = Excess Transportation Number to be used for leading
                Stowage position, in case of Break-bulk or odd-sized-cargo.
                "ZZZ" = Mutually defined.

:

c506.e1154   Reference Number: For Qualifiers "BM", "BN" or "ZZZ": Dummy
                value "1" or the actual Bill of Lading number resp. Booking
                Reference number, as agreed.
(R an..35)   For Qualifier "ET": leading stowage location, containing
                relevant data for this consignment.

'

N.B.   For break-bulk and odd-sized-cargo see chapter 5: Special User
       Guidelines.

Example: RFF+BM:1' or RFF+ET+0120106'

Group **grp3** :   **EQD - EQA - NAD**
(C9)

EQD   **EQUIPMENT DETAILS (grp3)**
(M1)

+

e8053   Equipment Qualifier: Allowed qualifiers:
(M an..3)   "CN" = Container
                "BB" = Break-bulk
                "TE" = Trailer
                "ZZZ" = Ro/Ro or otherwise
+

c237.e8260   Equipment Identification Number:
(R an..17)
                1. The container number:
                Format: One continuous string with the identification, prefix
                and number. Examples: SCXU 2387653 must be transmitted as
                "SCXU2387653", EU 876 must be transmitted as "EU876". The
                number will be treated as a character string. E.g.
                alphanumeric check-digits can be transmitted here. If this
                segment is used the unique equipment identification number
                must always be transmitted, although this element is not
                mandatory!

                2. Break-bulk: The break-bulk reference number. The assigned
                break-bulk reference numbers must be agreed between partners.

                3. Otherwise (Ro/Ro): The equipment identification number.
+

c224.e8155   Equipment Size and Type Identification: ISO size-type code of
(D an..4)   4 digits (ISO 6346). Leave blank in case of break-bulk.
                For unknown ISO size/type codes the following codes can be
                agreed between partners:
                "9999" = No information at all.
                "4999" = Length = 40ft, rest unknown
                "2999" = Length = 20ft, rest unknown
                "4299" = 40ft 8'6", rest unknown
                "2299" = 20ft 8'6", rest unknown
                "4099" = 40ft 8'0", rest unknown
                "2099" = 20ft 8'0", rest unknown
                Other codes to be agreed between partners.

+
+

e8249   Equipment status, coded.
(O an..3)   1:   Continental   11:   Direct delivery
                2:    Export   12:   Bond transport
                3:    Import   13:   Transship to other vessel
                4:    Remain on board   14:   Transship to other pier
                5:    Shifter   15:   Rail road transport
                6:    Transshipment   16:   Road transport
                7:    Hot delivery   17:   Barge transport
                8:    MLB   18:   Temporary stowage
                9:    MCB (Micro Land Bridge) 19: Urgent unpacking
                10:   Canada Bound transport   20: Sea & Air
+

e8169   Full/Empty Indicator, coded. Allowed codes:
(D an..3)   "5" = Full
                "4" = Empty.
                Leave blank in case of break-bulk.
'

Remarks:
1.   This segment to be qualified with "BB" in case of a break-bulk
        shipment, such as **EQD+BB+DEHAM**00001'. The segment will be followed
        directly by NAD-segment. The NAD-segment which can be used to
        transmit the actual carrier of the break-bulk.

2.   Flats on which break-bulk is stowed should be defined as 'empty'.

3.   For a more detailed explanation of how to handle break-bulk shipments
        please refer to chapter 3, paragraph 3.1 "Break-bulk cargo".

EQA   EQUIPMENT ATTACHED (grp3)
(C9)

+

e8053   Equipment Qualifier: Allowed qualifiers:
(M an..3)   "RG" = Reefer Generator
                   "CN" = Container
                   "CH" = Chassis

+

c237.e8260   Equipment Identification Number: The unit number.
(R an..17)

'

N.B.   This segment may be used for transmission of attached equipment to
            container or for containers or other equipment stowed within one
            location with leading container in EQD (Platforms, Collapsible Flats,
            chassis, etc.).

Example of 5 (**bundled or not**) platforms stowed in one location:
LOC+147+0120004::5'
MEA+WT++KGM:3250'
LOC+9+GBFLS'
LOC+11+JPYOK'
RFF+BM:1'
EQD+CN+ABCD 3223899+4361+++4'   The first platform in the EQD-segment
EQA+CN+BCDE 4425399'   The second in the first EQA...
EQA+CN+CDEF 5534435'   The third....
EQA+CN+DEFG 6563535'   The fourth...
EQA+CN+EFGH 7663454'   The fifth...
NAD+CF+ABC:172'

The first unit **ABCD 3223899** identifies the whole set of 5 platforms and is
stowed in the lowest position. The others are stowed on top of the first
unit (bundled or not). The sequence of the EQA-segments may indicate the
sequence of stowage, but this must be agreed between partners.
Note that there is no separate indicator for bundles.

NAD   NAME AND ADDRESS (grp3)
(C1)

+

e3035   Party Qualifier: Allowed code: "CA" (Carrier of the cargo).
(M an..3)

+

c082.e3039   Party Id Identification: Name code of party responsible for
(M an..35)   the carriage of the goods and/or equipment.

:

c082.e1131   Code List Qualifier: Qualifier "172" (Carrier Code).
(R an..3)

:

c082.e3055   Code List Responsible Agency, coded. Allowed codes:
(R an..3)   "20"   = BIC (Bureau International des Containeurs)
                   "166"   = US National Motor Freight Classification Association
                            (SCAC)
                   "ZZZ"   = Mutually agreed.

'

N.B. Name codes to be agreed with vessel operator, in case of Consortium.

Group **grp4 :**   **DGS - FTX**
(C999)

DGS   **DANGEROUS GOODS (grp4)**
(M1)

+

e8273   Dangerous Goods Regulations: Code "IMD" (IMO IMDG Code)
(R an..3)

+

c205.e8351   Hazard Code Identification: IMDG Code, e.g. "1.2" or "8".
(M an..7)

:

c205.e8078   Hazard Substance/item/page number: The IMDG code page number
(O an..7)   (English version).
+

c234.e7124   UNDG Number: UN number of respective dangerous cargo
(O n4) transported (4 digits).

+

c223.e7106   Shipment Flashpoint: the actual flashpoint in degrees Celsius
(O n3)   or Fahrenheit. For inserting temperatures below zero or tenth
                degrees please refer to remarks under TMP-segment respectively
                to ISO 9735. If different dangerous goods with different
                flashpoints within one load to be transported, only the lowest
                flashpoint should be inserted.

:

c223.e6411   Measure Unit Qualifier: Allowed qualifiers:
(O an..3)   "CEL" (degrees Celsius) = Preferred
                "FAH" (degrees Fahrenheit)

+

e8339   Packing group, coded: The packing group code of the hazardous
(O an..3)   goods.

+

e8364   EMS number: Emergency schedule number.
(O an..6)

+

e8410   MFAG: Medical First Aid Guide number.
(O an..4)

+
+

c235.e8158   Hazard Identification number, upper part.
(O an..4)

```
:

c235.e8186     Substance Identification number, lower part.
(O an4)


+
c236.e8246     Dangerous Goods Label Marking (1).
(O an..4)      See below for possible use of this data element.


:

c236.e8246     Dangerous Goods Label Marking (2).
(O an..4)


:
c236.e8246     Dangerous Goods Label Marking (3).
(O an..4)


'
```

N.B.   Use of this segment must be agreed between partners.

Possible use of data elements c.236.e8246 (1, 2 and 3):
Code list of dangerous goods sub label:

Subsidiary risk	sub label	code
Explosive	Explosive	1
Flammable gas	Flammable gas	2.1
Non-flammable compressed gas	Non-flammable compressed gas	2.2
Poison gas	Poison gas	2.3
Flammable liquid	Flammable liquid	3
Flammable solid	Flammable solid	4.1

Spontaneously
    combustible
	Spontaneously
	    combustible
		4.2

Dangerous when wet	Dangerous when wet	4.3
Oxidizing agent	Oxidizing agent	5.1
Toxic	Toxic	6.1
Corrosive	Corrosive	8

FTX   FREE TEXT (grp4)
(C1)

+

e4451   Text Subject Qualifier. Allowed qualifiers:
(M an..3)   "AAC" = Dangerous goods additional information
               "AAD" = Dangerous goods, technical name, proper shipping name.

+
+
+

c108.e4440(1) Free text: Description of hazard material in plain language.
(M an..70)   One element of maximum 70 characters to be given only for the
               description. Transmit the text "NIL", if no description is
               available and one or both of the following data elements must
               be transmitted.

:

c108.e4440(2) Free text: The net weight in kilos of the hazardous material
(O an..70)   to be transmitted here.

:

c108.e4440(3) Free text: The DG-reference number as allocated by the
(O an..70)   central planner, if known.

'

N.B.   Use of this segment must be agreed between partners.

UNT   **MESSAGE TRAILER**
(M1)

+

e0074   Number of segments in the message, including UNH and UNT
(M n..6)   segments, but excluding UNA, UNB and UNZ segments.

+

e0062   Message reference number: This reference must be identical to
(M an..14)   the reference in the UNH-segment (e0062).

'

UNZ   **INTERCHANGE TRAILER**
(M1)

+

e0036   Interchange Control Count: The number of messages in the
(M n..6)   interchange.

+

e0020   Interchange Control Reference: This reference must be
(M an..14)   identical to the reference in the UNB-segment (e0020).

'

UNZ   **INTERCHANGE TRAILER**
(M1)

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5.   SPECIAL USER GUIDELINES

5.1.   Break-bulk cargo (B/B)

Principle: For every piece of cargo in one stowage cell there has to be one **grp2** occurrence.

A break bulk piece has to be described by one **grp2** for every stowage cell which is used by this piece. The cargo is to be identified as B/B in segment FTX.
All relevant information concerning the cargo has to be inserted under the "Leading Stowage Position" which is the first relevant stowage position mentioned within the sequence of a message irrespective of possibly used equipment for this load. Segment RFF carries qualifier "ET" in e1153 and stowage position in e1154 if more than one cell is occupied by this piece. Segment EQD carries qualifier "BB" in e8053 and break bulk reference in e8260. The format of the break bulk reference is: "BB" concatenated with UN-Locode of POL concatenated with a five digit number, e.g. "BBDEHAM00001", "BBNLRTM48901". This reference number is to be generated by the party which inserts the break bulk piece into the message. The number must not be modified even if this piece is re-stowed.
The other used slots will just carry stowage position number and reference to "Leading Stowage Position" in segment RFF (same procedure as for odd-sized cargo: qualifier "ET" in e1153, stowage position in e1154) and break bulk reference as described above in segment EQD.

This is to be done for every single piece of break bulk.

Possibly used equipment (flat-rack or platform) has to be described as any other container.
Thus, in case of so-called "Sandwich-Stow" (Flat and Platform in one position) there have to be two occurrences of **grp2** for the used equipment (in addition of the **grp2** which describes the break bulk).

See next pages for a detailed description of some examples.

Example # 1 a:

Break-bulk piece without any equipment.

1 piece of machinery 32500 kilos, 890x250x320cm, from Hamburg to Singapore
occupying bay 12 rows 00,02,04 tier 06.

EDIFACT:	**Comment:**
LOC+147+0120006::5'	Leading cell position
FTX+AAA+++1 PIECE MACHINERY'	It is break-bulk
MEA+WT++KGM:32500'	Weight of the cargo
DIM+1+CMT:890:250:320'	Measurements
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00001'	Break-Bulk reference number
NAD+CA+ABC:172:20'	Carrier of the uncon piece
LOC+147+0120206::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00001'	Break-Bulk reference number
LOC+147+0120406::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00001'	Break-Bulk reference number

Example # 1 b:

Two Break-bulk pieces without any equipment.
Both of them sharing the same slots.

1 piece of machinery 32500 kilos, 890x250x320cm, from Hamburg
to Singapore occupying bay 12 rows 00,02,04 tier 06.

1 piece of machinery 25000 kilos, 550x250x108, from Hamburg
to Hong Kong occupying bay 12 rows 00,02 tier 06.

EDIFACT: **Comment:**

```
LOC+147+0120006::5'                       Leading  cell  position  of  first  break-
                                          bulk piece
FTX+AAA+++1 PIECE MACHINERY'              It is break-bulk
MEA+WT++KGM:32500'                        Weight of the cargo
DIM+1+CMT:890:250:320'                    Measurements
LOC+9+DEHAM'                              Load port
LOC+11+SGSIN'                             Discharge port
RFF+ET:0120006'                          Reference to leading cell position
EQD+BB+DEHAM00002'                        Break-Bulk reference number
NAD+CA+ABC:172:20'                        Carrier of the uncon piece

LOC+147+0120206::5'                       Next cell occupied by the piece
MEA+WT++KGM:0'                            Dummy segment
RFF+ET:0120006'                          Reference to leading cell position
EQD+BB+DEHAM00002'                        Break-Bulk reference number

LOC+147+0120406::5'                       Next cell occupied by the piece
MEA+WT++KGM:0'                            Dummy segment
RFF+ET:0120006'                          Reference to leading cell position
EQD+BB+DEHAM00002'                 Break-Bulk reference number

LOC+147+0120006::5'                       Leading cell position of second break-
                                          bulk piece
FTX+AAA+++1 PIECE MACHINERY'              It is break-bulk
MEA+WT++KGM:25000'                        Weight of the cargo
DIM+1+CMT:550:250:108'                    Measurements
LOC+9+DEHAM'                              Load port
LOC+11+HKHKG'                             Discharge port
RFF+ET:0120006'                          Reference to leading cell position
EQD+BB+DEHAM00003'                        Break-Bulk reference number
NAD+CA+XYZ:172:20'                        Carrier of the uncon piece

LOC+147+0120206::5'                       Next cell occupied by the piece
MEA+WT++KGM:0'                            Dummy segment
RFF+ET:0120006'                          Reference to leading cell position
EQD+BB+DEHAM00003'                        Break-Bulk reference number
```

Example # 1 c:

One Break-bulk piece with equipment.

1 piece of machinery 32500 kilos, 890x250x320cm, from Hamburg
to Singapore occupying bay 12 rows 00,02,04 tier 06.

Loaded on 3 flats number ECTU4235876 ECTU4246733 and ECTU4248891
Tare weight of flats is 4250 kilos each. The flats are loaded in
Hamburg. One flat will be discharged in Singapore. The other two
flats will be discharged in Tokyo.

EDIFACT:	**Comment:**
LOC+147+0120006::5'	Leading cell position
FTX+AAA+++1 PIECE MACHINERY'	It is break-bulk
MEA+WT++KGM:32500'	Weight of the cargo
DIM+1+CMT:890:250:320'	Measurements
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00004'	Break-Bulk reference number
NAD+CA+ABC:172:20'	Carrier of the uncon piece
LOC+147+0120206::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00004'	Break-Bulk reference number
LOC+147+0120406::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00004'	Break-Bulk reference number
LOC+147+0120006::5'	Cell position of first flat
MEA+WT++KGM:4250'	Weight of the flat
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4235876+4361+++4'	Flat details
NAD+CA+ABC:172:20'	Carrier of the flat
LOC+147+0120206::5'	Cell position of second flat
MEA+WT++KGM:4250'	Weight of the flat
LOC+9+DEHAM'	Load port
LOC+11+JPTYO'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4246733+4361+++4'	Flat details
NAD+CA+XYZ:172:20'	Carrier of the flat
LOC+147+0120406::5'	Cell position of third flat
MEA+WT++KGM:4250'	Weight of the flat
LOC+9+DEHAM'	Load port
LOC+11+JPTYO'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4248891+4361+++4'	Flat details
NAD+CA+PRQ:172:20'	Carrier of the flat

Example # 1 d:

One Break-bulk piece stowed on platforms and with upside down flat-racks on top of it (sandwich stow).

One break-bulk piece of 105 tons from Hamburg to Singapore.
Occupying bay 12 rows 00,02,04 tier 04. Loaded on 3 platforms and with 3 flat-racks turned upside down on top of it.

EDIFACT: **Comment:**

The break-bulk piece:

```
LOC+147+0120004::5'                       Leading cell position
FTX+AAA+++1 PIECE MACHINERY'              It is break-bulk
MEA+WT++KGM:10500'                        Weight of the cargo
DIM+1+CMT:890:440:290'                     Measurements
LOC+9+DEHAM'                              Load port
LOC+11+SGSIN'                             Discharge port
RFF+ET:0120004'                          Reference to leading cell position
EQD+BB+DEHAM00005'                       Break-Bulk reference number
NAD+CA+ABC:172:20'                       Carrier of the uncon piece
```

Additional slots occupied by the break-bulk piece:

```
LOC+147+0120204::5'                       Next cell occupied by the piece
MEA+WT++KGM:0'                            Dummy segment
RFF+ET:0120004'                          Reference to leading cell position
EQD+BB+DEHAM00005'                       Break-Bulk reference number

LOC+147+0120404::5'                       Next cell occupied by the piece
MEA+WT++KGM:0'                            Dummy segment
RFF+ET:0120004'                          Reference to leading cell position
EQD+BB+DEHAM00005'                       Break-Bulk reference number
```

Supporting flat-racks:

```
LOC+147+0120004::5'                       Cell position of first flat-rack
MEA+WT++KGM:3200'                         Weight of the flat-rack
LOC+9+DEHAM'                              Load port
LOC+11+SGSIN'                             Discharge port
RFF+BM:1'                                Dummy segment
EQD+CN+HALO 4235876+4361+++4'            Flat-rack details
NAD+CA+ABC:172:20'                       Carrier of the flat-rack

LOC+147+0120204::5'                       Cell position of second flat-rack
MEA+WT++KGM:3200'                         Weight of the flat-rack
LOC+9+DEHAM'                              Load port
LOC+11+SGSIN'                             Discharge port
RFF+BM:1'                                Dummy segment
EQD+CN+HALO 4246733+4361+++4'            Flat-rack details
NAD+CA+XYZ:172:20'                       Carrier of the flat-rack

LOC+147+0120404::5'                       Cell position of third platform
MEA+WT++KGM:3200'                         Weight of the flat-rack
LOC+9+DEHAM'                              Load port
LOC+11+SGSIN'                             Discharge port
RFF+BM:1'                                Dummy segment
EQD+CN+HALO 4248891+4361+++4'            Flat-rack details
NAD+CA+PRQ:172:20'                       Carrier of the flat-rack
```

Supporting flat-racks turned around:

```
LOC+147+0120006::5'              Cell position of first flat-rack
FTX+SIN+++UPSIDE DOWN'           Optional remark
MEA+WT++KGM:3250'                Weight of the flat-rack
LOC+9+DEHAM'                     Load port
LOC+11+SGSIN'                    Discharge port
RFF+BM:1'                        Dummy segment
EQD+CN+ECTU 4235876+4361+++4'    Flat-rack details
NAD+CA+ABC:172:20'               Carrier of the flat-rack

LOC+147+0120206::5'              Cell position of second flat-rack
FTX+SIN+++UPSIDE DOWN'           Optional remark
MEA+WT++KGM:3250'                Weight of the flat-rack
LOC+9+DEHAM'                     Load port
LOC+11+SGSIN'                    Discharge port
RFF+BM:1'                        Dummy segment
EQD+CN+ECTU 4246733+4361+++4'    Flat-rack details
NAD+CA+XYZ:172:20'               Carrier of the flat-rack

LOC+147+0120406::5'              Cell position of third flat
FTX+SIN+++UPSIDE DOWN'           Optional remark
MEA+WT++KGM:3250'                Weight of the flat-rack
LOC+9+DEHAM'                     Load port
LOC+11+SGSIN'                    Discharge port
RFF+BM:1'                        Dummy segment
EQD+CN+ECTU 4248891+4361+++4'    Flat-rack details
NAD+CA+PRQ:172:20'               Carrier of the flat-rack
```

Example # 1 e:

One Break-bulk piece loaded on two platforms with wood in between (sandwich stow).

1 piece of machinery 32500 kilos, 890x250x220 cm, from Hamburg to Singapore occupying bay 12 row 00 tier 06 loaded on two platforms number ECTU4246733 and ECTU4248891.
Tare-weight of the platforms is 4250 kilos each. The platforms have been loaded in Southampton and will be discharged in Tokyo.

EDIFACT:	Comment:
LOC+147+0120006::5'	Leading cell position
FTX+AAA+++1 PIECE MACHINERY'	It is break-bulk
MEA+WT++KGM:32500'	Weight of the cargo
DIM+1+CMT:890:250:220'	Measurements
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00004'	Break-Bulk reference number
NAD+CA+ABC:172:20'	Carrier of the uncon piece
LOC+147+0120006::5'	Cell position of first platform
FTX+SIN+++SANDWICH STOW BOTTOM'	Optional remark
MEA+WT++KGM:4250'	Weight of the platform
LOC+9+GBSOU'	Load port
LOC+11+JPTYO'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4246733+4960+++4'	Platform details
NAD+CA+ABC:172:20'	Carrier of the platform
LOC+147+0120006::5'	Cell position of second platform
FTX+SIN+++SANDWICH STOW TOP'	Optional remark
MEA+WT++KGM:4250'	Weight of the platform
LOC+9+GBSOU'	Load port
LOC+11+JPTYO'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4248891+4960+++4'	Platform details
NAD+CA+XYZ:172:20'	Carrier of the platform

5.2   Verified Gross Mass (VGM)

References:
    SOLAS Regulations 2, Chapter VI, Paragraphs 4,5,6

    IMO MSC.1/Circ.1475, "Guidelines regarding the verified gross mass of a container carrying cargo"

This message version may be used to transmit data about VGM of containers. Usage of the according data elements is optional and needs to be agreed between communication partners. This version of message BAPLIE provides for transmission of
    A. Indication whether a specified gross mass has been verified or not
    B. Additional information providing evidence of verification

A. Indication whether a specified gross mass is verified or not

The verified gross mass of a container is to be specified by qualifier **VGM** in its grp2 MEA segment (see page 18). Qualifier VGM must only be used if container's gross weight has been verified according to SOLAS regulations. In any other case qualifier WT must be used.

For uniqueness of verified gross mass information only a single container can be transmitted per instance of grp2. In case of multiple container in one stowage position transmission of VGM information needs to be bi-laterally agreed.

B. Documentation of gross mass verification

Further information providing documented details of a specified VGM can be transmitted in the grp2 FTX segment with qualifier AAY (see page 16). This information is transmitted as verbal text allowing systems to render information to human readers.

The type of VGM documentation actually transmitted in the FTX segment is to be specified in C107.4441 as code defined in **SMDG code list VGM**. which can be downloaded from http://www.smdg.org/smdg-code-lists/ .

It defines codes:

              SHP – SOLAS shipper
              SM1 – SOLAS verification method 1
              SM2 – SOLAS verification method 2
              DRF – SOLAS documentation reference

The table on the next page shows for each of these code in C107.4441 the recommended usage of the 5 data elements 4440 in c108 of the FTX segment.

Code	C108.4440.1	C108.4440.2	C108.4440.3	C108.4440.4	C108.4440.5
SHP	party name and address	responsible person including function, department,	EDI signature	verification method	verification date
DRF	verification date and time - format CCYYMMDDHHMMZZZ (code 303 for data element 2379)	party holding verification documents	communication contact	document identification	verification method
SM1	verification date and time - format CCYYMMDDHHMMZZZ (code 303 for data element 2379)	party weighing a packed container (method 1) - including contact address	responsible person	EDI signature	state whose legislation was applied for verification method 1 [ISO 3166 2-letter code]
SM2	verification date and time - format CCYYMMDDHHMMZZZ (code 303 for data element 2379)	party which has calculated gross mass from mass of container content and equipment tare mass (method 2) - including contact address	responsible person	EDI signature	state whose legislation was applied for verification method 2 [ISO 3166 2-letter code]

Note: Whenever c108 is used for transmission of any of above fields, the first data element C108.4440.1 is mandatory! In case the indicated information is not available we recommend to use value "NT" (not transmitted).

EXAMPLES (**Edifact** layout is adjusted for clarification):

    a) Specification of a container with verified gross mass no additional information providing evidence is specified.

…
`LOC+147+0020082'`	stowage location
`MEA+VGM++KGM:24713'`	**verified gross mass**
`LOC+9+CNSHA+SGICT'`	port/terminal of loading
`LOC+11+CAVAN+VTM'`	port/terminal of discharge
`RFF+BM:1'`	(formal dummy segment)
`EQD+CN+ABCU1234567+42G1+++5'`	**container ID, type, etc**
…	next stowage location

b) Specification of the same container as in example a) but now including a reference where documentation of VGM can be found.

…	
`LOC+147+0020082'`	stowage location
`FTX+AAY++DRF+`	**reference to VGM documents**
` 201606211600UTC:`	date/time when issued
` LINE BRANCH OFFICE SA OPS, STREET,CITY,COUNTRY:`	party holding documents.
` PHONE,EMAIL:`	communication contact
` VOYNO-ABCU1234567'`	documents reference ID
	(verification method omitted)
`MEA+VGM++KGM:24713'`	**verified gross mass**
`LOC+9+CNSHA+SGICT'`	port/terminal of loading
`LOC+11+CAVAN+VTM'`	port/terminal of discharge
`RFF+BM:1'`	(formal dummy segment)
`EQD+CN+ABCU1234567+42G1+++5'`	**container ID, type, etc**
…	next stowage location

c) Specification of a container with verified gross mass and information about the certificate issued for verification.

…	
`LOC+147+0010203'`	stowage location
`FTX+AAY++SM1+`	**certificate acc. to method 1**
` 201606211600UTC:`	date/time when issued
` CARGO WEIGHT LTD,STREET,CITY,PHONE,EMAIL:`	issuing party., contact addr.
` JOHN SMITH,WEIGHT MASTER EAST GATE:`	responsible person
` JOHN SMITH:`	EDI signature
` US'`	certification country
`MEA+VGM++KGM:17246'`	**verified gross mass**
`LOC+9+CNSHA+SGICT'`	port/terminal of loading
`LOC+11+CAVAN+VTM'`	port/terminal of discharge
`RFF+BM:1'`	(formal dummy segment)
`EQD+CN+DEFU1234567+22G1+++5'`	**container ID, type, etc**
…	next stowage location

d) Same container as in example a), but without verified gross mass

…	
`LOC+147+0010203'`	stowage location
`MEA+WT++KGM:17246'`	**gross mass, not verified**
`LOC+9+CNSHA+SGICT'`	port/terminal of loading
`LOC+11+CAVAN+VTM'`	port/terminal of discharge
`RFF+BM:1'`	(formal dummy segment)
`EQD+CN+DEFU1234567+22G1+++5'`	**container ID, type, etc**
…	next stowage location

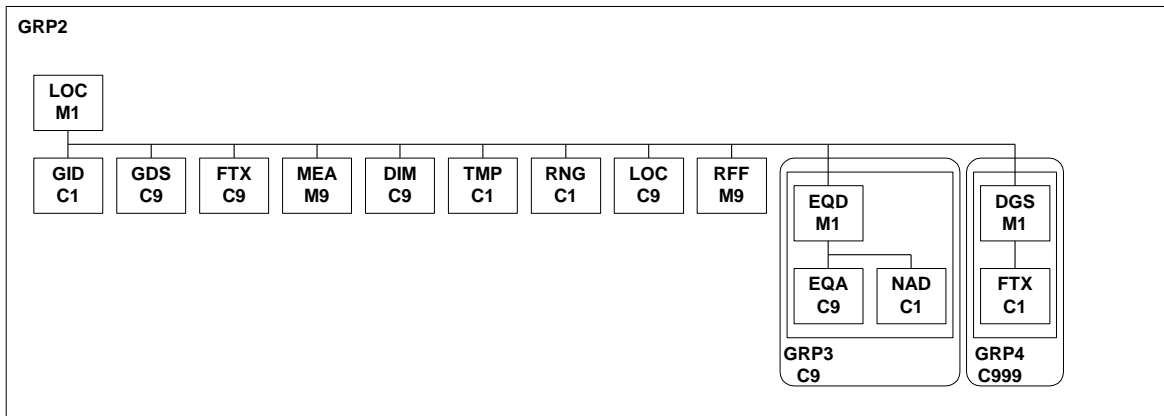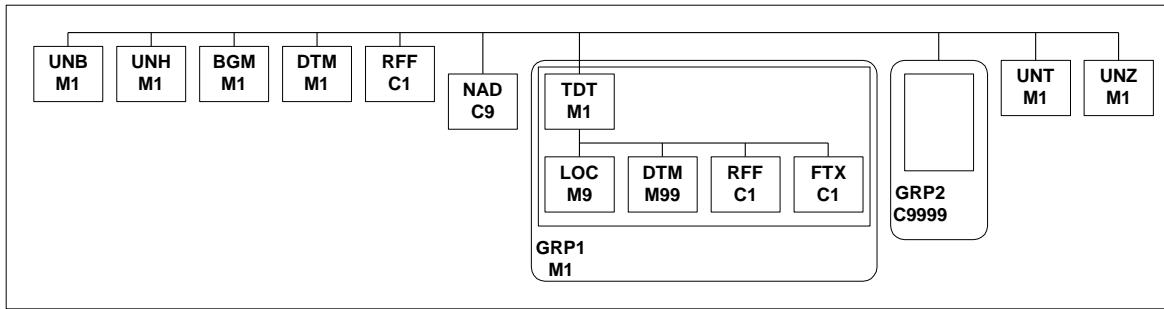This page is left blank intentionally.

6.   EXAMPLE MESSAGE

This page is reserved for the example message

7.   MESSAGE STRUCTURE DIAGRAM

BAPLIE 2.1

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8.   SEGMENT DIRECTORY (D.95B)

BGM BEGINNING OF MESSAGE

To indicate the type and function of a message and
to transmit the identifying number.

```
C002 DOCUMENT/MESSAGE NAME                         C
1001   DOCUMENT/MESSAGE NAME, CODED                C  AN..3
1131   CODE LIST QUALIFIER                         C  AN..3
3055   CODE LIST RESPONSIBLE AGENCY, CODED         C  AN..3
1000   DOCUMENT/MESSAGE NAME                       C  AN..35


1004 DOCUMENT/MESSAGE NUMBER                        C  AN..35


1225 MESSAGE FUNCTION, CODED                        C  AN..3


4343 RESPONSE TYPE, CODED                           C  AN..3
```


DGS DANGEROUS GOODS
To identify dangerous goods.

```
8273 DANGEROUS GOODS REGULATIONS, CODED            C  AN..3

C205 HAZARD CODE                                   C
8351   HAZARD CODE IDENTIFICATION                  M  AN..7
8078   HAZARD SUBSTANCE/ITEM/PAGE NUMBER           C  AN..7
8092   HAZARD CODE VERSION NUMBER                  C  AN..10

C234 UNDG INFORMATION                              C
7124   UNDG NUMBER                                 C  N4
7088   DANGEROUS GOODS FLASHPOINT                  C  AN..8

C223 DANGEROUS GOODS SHIPMENT FLASHPOINT           C
7106   SHIPMENT FLASHPOINT                         C  N3
6411   MEASURE UNIT QUALIFIER                      C  AN..3

8339 PACKING GROUP, CODED                          C  AN..3

8364 EMS NUMBER                                    C  AN..6

8410 MFAG                                          C  AN..4

8126 TREM CARD NUMBER                              C  AN..10

C235 HAZARD IDENTIFICATION                         C
8158   HAZARD IDENTIFICATION NUMBER, UPPER PART C  AN..4
8186   SUBSTANCE IDENTIFICATION NUMBER, LOWER PART C  AN4

C236 DANGEROUS GOODS LABEL                         C
8246   DANGEROUS GOODS LABEL MARKING               C  AN..4
8246   DANGEROUS GOODS LABEL MARKING               C  AN..4
8246   DANGEROUS GOODS LABEL MARKING               C  AN..4

8255 PACKING INSTRUCTION, CODED                    C  AN..3

8325 CATEGORY OF MEANS OF TRANSPORT, CODED         C  AN..3

8211 PERMISSION FOR TRANSPORT, CODED               C  AN..3
```

DIM DIMENSIONS

To specify dimensions.

```
  6145 DIMENSION QUALIFIER                          M  AN..3

  C211 DIMENSIONS                                   M
  6411    MEASURE UNIT QUALIFIER                    M  AN..3
  6168    LENGTH DIMENSION                          C  N..15
  6140    WIDTH DIMENSION                           C  N..15
  6008    HEIGHT DIMENSION                          C  N..15
```

DTM DATE/TIME/PERIOD

To specify date, time, period.

```
  C507 DATE/TIME/PERIOD                             M
  2005    DATE/TIME/PERIOD QUALIFIER                M  AN..3
  2380    DATE/TIME/PERIOD                          C  AN..35
  2379    DATE/TIME/PERIOD FORMAT QUALIFIER         C  AN..3
```

EQA ATTACHED EQUIPMENT

To specify attached or related equipment.

```
  8053 EQUIPMENT QUALIFIER                          M  AN..3

  C237 EQUIPMENT IDENTIFICATION                     C
  8260    EQUIPMENT IDENTIFICATION NUMBER           C  AN..17
  1131    CODE LIST QUALIFIER                       C  AN..3
  3055    CODE LIST RESPONSIBLE AGENCY, CODED       C  AN..3
  3207    COUNTRY, CODED                            C  AN..3
```

EQD EQUIPMENT DETAILS
To identify a unit of equipment.

```
  8053 EQUIPMENT QUALIFIER                          M  AN..3

  C237 EQUIPMENT IDENTIFICATION                     C
  8260    EQUIPMENT IDENTIFICATION NUMBER           C  AN..17
  1131    CODE LIST QUALIFIER                       C  AN..3
  3055    CODE LIST RESPONSIBLE AGENCY, CODED       C  AN..3
  3207    COUNTRY, CODED                            C  AN..3

  C224 EQUIPMENT SIZE AND TYPE                      C
  8155    EQUIPMENT SIZE AND TYPE IDENTIFICATION    C  AN..10
  1131    CODE LIST QUALIFIER                       C  AN..3
  3055    CODE LIST RESPONSIBLE AGENCY, CODED       C  AN..3
  8154    EQUIPMENT SIZE AND TYPE                   C  AN..35

  8077 SHIPPER SUPPLIED EQUIPMENT INDICATOR, CODED C  AN..3

  8249 EQUIPMENT STATUS, CODED                      C  AN..3

  8169 FULL/EMPTY INDICATOR, CODED                  C  AN..3
```

FTX FREE TEXT

To provide free form or coded text information.

```
  4451 TEXT SUBJECT QUALIFIER                     M  AN..3

  4453 TEXT FUNCTION, CODED                       C  AN..3

  C107 TEXT REFERENCE                             C
  4441   FREE TEXT, CODED                         M  AN..3
  1131   CODE LIST QUALIFIER                      C  AN..3
  3055   CODE LIST RESPONSIBLE AGENCY, CODED      C  AN..3

  C108 TEXT LITERAL                               C
  4440   FREE TEXT                                M  AN..70
  4440   FREE TEXT                                C  AN..70
  4440   FREE TEXT                                C  AN..70
  4440   FREE TEXT                                C  AN..70
  4440   FREE TEXT                                C  AN..70

  3453 LANGUAGE, CODED                            C  AN..3
```

GDS   NATURE OF CARGO

To indicate the type of cargo as a general classification.

```
  C703 NATURE OF CARGO                            C
  7085   NATURE OF CARGO, CODED                   M  AN..3
  1131   CODE LIST QUALIFIER                      C  AN..3
  3055   CODE LIST RESPONSIBLE AGENCY, CODED      C  AN..3
```

GID GOODS ITEM DETAILS

To indicate totals of a goods item.

```
  1496 GOODS ITEM NUMBER                          C  N..5

  C213 NUMBER AND TYPE OF PACKAGES                C
  7224   NUMBER OF PACKAGES                       M  N..8
  7065   TYPE OF PACKAGES IDENTIFICATION          C  AN..17
  1131   CODE LIST QUALIFIER                      C  AN..3
  3055   CODE LIST RESPONSIBLE AGENCY, CODED      C  AN..3
  7064   TYPE OF PACKAGES                         C  AN..35

  C213 NUMBER AND TYPE OF PACKAGES                C
  7224   NUMBER OF PACKAGES                       M  N..8
  7065   TYPE OF PACKAGES IDENTIFICATION          C  AN..17
  1131   CODE LIST QUALIFIER                      C  AN..3
  3055   CODE LIST RESPONSIBLE AGENCY, CODED      C  AN..3
  7064   TYPE OF PACKAGES                         C  AN..35

  C213 NUMBER AND TYPE OF PACKAGES                C
  7224   NUMBER OF PACKAGES                       M  N..8
  7065   TYPE OF PACKAGES IDENTIFICATION          C  AN..17
  1131   CODE LIST QUALIFIER                      C  AN..3
  3055   CODE LIST RESPONSIBLE AGENCY, CODED      C  AN..3
  7064   TYPE OF PACKAGES                         C  AN..35
```

LOC PLACE/LOCATION IDENTIFICATION

To identify a country/place/location/related location one
related location two.

```
3227 PLACE/LOCATION QUALIFIER                        M  AN..3

C517 LOCATION IDENTIFICATION                         C
3225   PLACE/LOCATION IDENTIFICATION                 C  AN..25
1131   CODE LIST QUALIFIER                           C  AN..3
3055   CODE LIST RESPONSIBLE AGENCY, CODED           C  AN..3
3224   PLACE/LOCATION                                C  AN..17

C519 RELATED LOCATION ONE IDENTIFICATION             C
3223   RELATED PLACE/LOCATION ONE IDENTIFICATION C  AN..25
1131   CODE LIST QUALIFIER                           C  AN..3
3055   CODE LIST RESPONSIBLE AGENCY, CODED           C  AN..3
3222   RELATED PLACE/LOCATION ONE                    C  AN..70

C553 RELATED LOCATION TWO IDENTIFICATION             C
3233   RELATED PLACE/LOCATION TWO IDENTIFICATION C  AN..25
1131   CODE LIST QUALIFIER                           C  AN..3
3055   CODE LIST RESPONSIBLE AGENCY, CODED           C  AN..3
3232   RELATED PLACE/LOCATION TWO                    C  AN..70

5479 RELATION, CODED                                 C  AN..3
```

MEA MEASUREMENTS

To specify physical measurements, including dimension
tolerances, weights and counts.

```
6311 MEASUREMENT APPLICATION QUALIFIER               M  AN..3

C502 MEASUREMENT DETAILS                             C
6313   MEASUREMENT DIMENSION, CODED                  C  AN..3
6321   MEASUREMENT SIGNIFICANCE, CODED               C  AN..3
6155   MEASUREMENT ATTRIBUTE, CODED                  C  AN..3
6154   MEASUREMENT ATTRIBUTE                         C  AN..70

C174 VALUE/RANGE                                     C
6411   MEASURE UNIT QUALIFIER                        M  AN..3
6314   MEASUREMENT VALUE                             C  N..18
6162   RANGE MINIMUM                                 C  N..18
6152   RANGE MAXIMUM                                 C  N..18
6432   SIGNIFICANT DIGITS                            C  N..2

7383 SURFACE/LAYER INDICATOR, CODED                  C  AN..3
```

NAD NAME AND ADDRESS

To specify the name/address and their related function,
either by C082 only and/or unstructured by C058 or structured
by C080 thru 3207.

```
 3035 PARTY QUALIFIER                               M  AN..3

 C082 PARTY IDENTIFICATION DETAILS                  C
 3039   PARTY ID IDENTIFICATION                     M  AN..35
 1131   CODE LIST QUALIFIER                         C  AN..3
 3055   CODE LIST RESPONSIBLE AGENCY, CODED         C  AN..3

 C058 NAME & ADDRESS                                C
 3124   NAME AND ADDRESS LINE                       M  AN..35
 3124   NAME AND ADDRESS LINE                       C  AN..35
 3124   NAME AND ADDRESS LINE                       C  AN..35
 3124   NAME AND ADDRESS LINE                       C  AN..35
 3124   NAME AND ADDRESS LINE                       C  AN..35

 C080 PARTY NAME                                    C
 3036   PARTY NAME                                  M  AN..35
 3036   PARTY NAME                                  C  AN..35
 3036   PARTY NAME                                  C  AN..35
 3036   PARTY NAME                                  C  AN..35
 3036   PARTY NAME                                  C  AN..35
 3045   PARTY NAME FORMAT, CODED                    C  AN..3

 C059 STREET                                        C
 3042   STREET AND NUMBER/P.O.BOX                   M  AN..35
 3042   STREET AND NUMBER/P.O.BOX                   C  AN..35
 3042   STREET AND NUMBER/P.O.BOX                   C  AN..35

 3164 CITY NAME                                     C  AN..35

 3229 COUNTRY SUB-ENTITY IDENTIFICATION             C  AN..9

 3251 POSTCODE IDENTIFICATION                       C  AN..9

 3207 COUNTRY, CODED                                C  AN..3
```

RFF REFERENCE

To specify a reference.

```
 C506 REFERENCE                                     M
 1153   REFERENCE QUALIFIER                         M  AN..3
 1154   REFERENCE NUMBER                            C  AN..35
 1156   LINE NUMBER                                 C  AN..6
 4000   REFERENCE VERSION NUMBER                    C  AN..35
```

RNG RANGE DETAILS

To identify a range.

```
  6167 RANGE TYPE QUALIFIER                        M  AN..3

  C280 RANGE                                       C
  6411   MEASURE UNIT QUALIFIER                    M  AN..3
  6162   RANGE MINIMUM                             C  N..18
  6152   RANGE MAXIMUM                             C  N..18
```

TDT DETAILS OF TRANSPORT

To specify mode and means of transport.

```
  8051 TRANSPORT STAGE QUALIFIER                   M  AN..3

  8028 CONVEYANCE REFERENCE NUMBER                 C  AN..17

  C220 MODE OF TRANSPORT                           C
  8067   MODE OF TRANSPORT, CODED                  C  AN..3
  8066   MODE OF TRANSPORT                         C  AN..17

  C228 TRANSPORT MEANS                             C
  8179   TYPE OF MEANS OF TRANSPORT IDENTIFICATION C  AN..8
  8178   TYPE OF MEANS OF TRANSPORT                C  AN..17

  C040 CARRIER                                     C
  3127   CARRIER IDENTIFICATION                    C  AN..17
  1131   CODE LIST QUALIFIER                       C  AN..3
  3055   CODE LIST RESPONSIBLE AGENCY, CODED       C  AN..3
  3128   CARRIER NAME                              C  AN..35

  8101 TRANSIT DIRECTION, CODED                    C  AN..3

  C401 EXCESS TRANSPORTATION INFORMATION           C
  8457   EXCESS TRANSPORTATION REASON, CODED       M  AN..3
  8459   EXCESS TRANSPORTATION RESPONSIBILITY, CODED M  AN..3
  7130   CUSTOMER AUTHORIZATION NUMBER             C  AN..17

  C222 TRANSPORT IDENTIFICATION                    C
  8213   ID OF MEANS OF TRANSPORT IDENTIFICATION   C  AN..9
  1131   CODE LIST QUALIFIER                       C  AN..3
  3055   CODE LIST RESPONSIBLE AGENCY, CODED       C  AN..3
  8212   ID OF MEANS OF TRANSPORT                  C  AN..35
  8453   NATIONALITY OF MEANS OF TRANSPORT, CODED  C  AN..3

  8281   TRANSPORT OWNERSHIP, CODED                C  AN..3
```

TMP TEMPERATURE

To specify the temperature range and/or setting.

```
  6245 TEMPERATURE QUALIFIER                       M  AN..3

  C239 TEMPERATURE SETTING                         C
  6246   TEMPERATURE SETTING                       C  N3
  6411   MEASURE UNIT QUALIFIER                    C  AN..3
```

UNB INTERCHANGE HEADER

To start, identify and specify an interchange.

```
  S001 SYNTAX IDENTIFIER                                M
  0001    SYNTAX IDENTIFIER                             M  A4
  0002    SYNTAX VERSION NUMBER                         M  N1

  S002 INTERCHANGE SENDER                               M
  0004    SENDER IDENTIFICATION                         M  AN..35
  0007    PARTNER IDENTIFICATION CODE QUALIFIER         C  AN..4
  0008    ADDRESS FOR REVERSE ROUTING                   C  AN..14

  S003 INTERCHANGE RECIPIENT                            M
  0010    RECIPIENT IDENTIFICATION                      M  AN..35
  0007    PARTNER IDENTIFICATION CODE QUALIFIER         C  AN..4
  0014    ROUTING ADDRESS                               C  AN..14

  S004 DATE/TIME OF PREPARATION                         M
  0017    DATE OF PREPARATION                           M  N6
  0019    TIME OF PREPARATION                           M  N4

  0020 INTERCHANGE CONTROL REFERENCE                    M  AN..14

  S005 RECIPIENTS REFERENCE PASSWORD                    C
  0022    RECIPIENT'S REFERENCE/PASSWORD                M  AN..14
  0025    RECIPIENT'S REFERENCE/PASSWORD QUALIFIER      C  AN2

  0026 APPLICATION REFERENCE                            C  AN..14

  0029 PROCESSING PRIORITY CODE                         C  A1

  0031 ACKNOWLEDGEMENT REQUEST                          C  N1

  0032 COMMUNICATIONS AGREEMENT ID                      C  AN..35

  0035 TEST INDICATOR                                   C  N1
```

UNH MESSAGE HEADER

To head, identify and specify a message.

```
  0062 MESSAGE REFERENCE NUMBER                         M  AN..14

  S009 MESSAGE IDENTIFIER                               M
  0065    MESSAGE TYPE IDENTIFIER                       M  AN..6
  0052    MESSAGE TYPE VERSION NUMBER                   M  AN..3
  0054    MESSAGE TYPE RELEASE NUMBER                   M  AN..3
  0051    CONTROLLING AGENCY                            M  AN..2
  0057    ASSOCIATION ASSIGNED CODE                     C  AN..6

  0068 COMMON ACCESS REFERENCE                          C  AN..35

  S010 STATUS OF THE TRANSFER                           C
  0070    SEQUENCE MESSAGE TRANSFER NUMBER              M  N..2
  0073    FIRST/LAST SEQUENCE MESSAGE TRANSFER INDICATION C  A1
```

UNT MESSAGE TRAILER

To end and check the completeness of a message.

   0074 NUMBER OF SEGMENTS IN A MESSAGE   M N..6

   0062 MESSAGE REFERENCE NUMBER   M AN..14

UNZ INTERCHANGE TRAILER

To end and check the completeness of an interchange.

   0036 INTERCHANGE CONTROL COUNT   M N..6

   0020 INTERCHANGE CONTROL REFERENCE   M AN..14

9.   SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING

This draft is the result of work carried out by a SMDG-Subgroup. It was set up mainly on TEDIS drafts (May 1991/January 1994) but ideas and comments of EDI Council of Canada, American Bar Association, UN/ECE Recommendations and German DIN also were taken into account. So - in general - this draft can be seen as a globally oriented Understanding.

Version 1

September 1994

9.   SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING

SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING

0.   Introduction

The terms and conditions of this Understanding which can be used in bilateral or multilateral EDI relationships shall govern the conduct and methods of operation between the Parties in relation to the interchange of data by tele-transmission for the purpose of or associated with the supply of vessel, inland carriers and container related data. They take account of the Uniform Rules of Conduct for Interchange of Trade Data by Tele-transmission as adopted by the International Chamber of Commerce and in conjunction with the TEDIS Program European Model EDI Agreement. The Understanding is considered to be a contractual framework setting out intentions and clarifying rights and obligations. If necessary additional rules might be agreed between Parties, these rules are specific/bilateral and can be worked out in an appendix. Parties in this Understanding are:

Shipping Lines; Agents; Container Terminals; Stevedores, Inland Carriers, etc.
(Detail of the parties: see enclosure A)

SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING

1.   Definitions

For the purposes of the EDI Understanding the following definitions shall apply:

Acknowledgment of Receipt:
A message acknowledging or rejecting, with error indication, a received interchange, a functional group or a message.

Message verification
Message verification includes the identification, authentication and verification of the integrity and origin of a message by use of an authentication mechanism such as a digital signature and/or any alternative security means or procedures to establish that a message is genuine.

Adopted protocol
An accepted method for the interchange of messages based on the UN/EDIFACT standard (agreed version) for the presentation and structuring of the transmission of messages, or such other protocol as may be agreed in writing by the Parties.

Data Transfer
One more EDI-messages sent together as one unit of transmission, which includes the heading and termination data in accordance with UN/EDIFACT.

Days
Any day.

Data Log
The complete historical and chronological record of interchanged data representing the messages interchanged between the Parties.

EDI
Electronic Data Interchange is the transmission of data structured according to agreed message standards, between information systems, by electronic means.

EDI message
A coherent set of data, structured according to agreed message standards, for transmission by electronic means, prepared in a computer readable format and capable of being automatically and unambiguously processed.

Technical Annex (see enclosure B)
The Technical Annex consists of:

User manual (for example for BAPLIE, MOVINS, TANSTA), a handbook with message specifications as descriptions of data elements, segments, and data structures.

Technical specifications as systems operation, methods of transmission, third Party providers.

Procedural/organizational rules: E.g. the communication pattern between a stowage Center and a member of related container terminals; acknowledgement of receipt, message verification.

UN/EDIFACT
The United Nations rules for Electronic Data Interchange for Administration,

Commerce and Transport, comprising a set of internationally agreed standards, directories and guidelines for the electronic interchange of structured data, and in particular, interchange related to trade and goods and services, between independent and computerized information systems.

SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING

2.   Object and Scope

The provisions contained in this EDI Understanding shall govern the exchange of EDI messages between named Parties.

The provision of the Technical Annex form an integral part of the EDI Understanding. Accordingly, the breach of any of the provisions contained within the Technical Annex shall be a breach of the EDI Understanding itself.

When Parties mutually agree in writing upon additional provisions to this Understanding, such provisions shall form an integral part of this Understanding.

Parties agree that all EDI Messages shall be transmitted in accordance with the provisions of the adopted protocol for Data Interchange, as specified in the Technical Annex.

3.   Applicability

The Container Handling Agreement covers all contingencies not covered and/or addressed in this EDI Understanding. In case of non conformity of this EDI Understanding and the Container Handling Agreement, this EDI Understanding shall prevail in respect of data interchange only.

4.   Operational Requirements for EDI

4.1   Message Standards

All EDI messages shall be transmitted in accordance with the UN/EDIFACT standards (EDIFACT syntax rules ISO 9735, latest version) and recommendations and their updated versions, as approved and published by the United Nations Economic Commission for Europe (UN/ECE) in the United Nations Trade Data Interchange Directory (UNTDID), details of which are set out in the technical annex - part USER MANUAL.

4.2   Systems Operation

The Parties shall provide and maintain, to the level specified in the Technical Annex, the equipment (hardware), software and services necessary to effectively transmit, receive, log and store EDI messages.

4.3   Method of Transmission

The Parties shall agree between themselves a method of transmission and, if required, use the services of Third Party Network Providers.

4.4   Specifications

All specifications and details regarding 4.1., 4.2., and 4.3., shall be as set out in the Technical Annex.
The Parties shall conduct such tests as may be mutually defined from time to time to establish and monitor the adequacy of the standards, hardware, software, protocols, services or any of the relevant specifications for the

purpose of this Understanding.

SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING

5.   Acknowledgement of Receipt of EDI Messages

5.1   In addition to the acknowledgements included in the telecommunication protocols, the Parties may agree that the receiver of an EDI Message sends an acknowledgement of receipt of the message. Alternatively the Parties may define in the Technical Annex, the extent to which any messages sent and received will be subject to an acknowledgement of receipt. A message to be acknowledged must not be acted upon before complying with the request for an acknowledgement.

5.2   If Parties mutually agree upon an acknowledgement of receipt this acknowledgement of receipt of an EDI message shall be send in such time as is defined in the Technical Annex. In the event that no specific time limits have been agreed or stated in the Technical Annex, the acknowledgement shall be send within one working day following the day of receipt of the EDI message to be acknowledged.

5.3   If the sender does not receive the acknowledgement of receipt within the time limit, he may, upon giving notification to the receiver to that effect, treat the Message as null and void as from the expiration of that time limit or initiative an alternative recovery procedure as specified in the Technical Annex, to ensure effective receipt of the acknowledgement.

In case of failure of recovery procedure, within the time limit, the Message will definitely be treated as null and void, as from the expiration of that time limit, upon notification to the receiver.

6.   Processing of EDI Messages

The Parties undertake to process or ensure their system processes the EDI messages within any time limits specified in the Technical Annex, or as agreed between the Parties, or in the absence of such, as soon as possible.

7.   Security of EDI Messages

The Parties will only be responsible and liable for breaking the rules of verification, identification and authentication in case of gross negligence or willful misconduct.

7.1   The Parties undertake to implement and maintain control and security procedures and measures necessary to ensure the protection of messages against the risk of unauthorized access, loss or destruction.

7.2   In addition to the elements of control relevant for EDI messages provided by the UN/EDIFACT rules, the Parties shall agree on procedures or methods to ensure message verification. The specifications relating to the message verification should be set out in the Technical Annex.

When message verification results in the rejection of, or the detection of an error in an EDI message, the receiver will inform the sender thereof within the time limits specified in the Technical Annex or agreed between the Parties, provided the sender is identified, and will not act upon the message before receiving instructions to do so, from the sender.

If a sender of an EDI Message includes non-modified data from a previous EDI Message into a new EDI Message, the sender is not liable for the

completeness and accuracy of this non-modified data.

7.3   For security purposes, the Parties may agree to use a specific form of protection for certain messages such as a method of encryption or any other method agreed between the Parties, as long as it is permitted by law. The same method shall be respected for any subsequent transmissions or re-transmissions of a protected message.

SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING

8.   Confidentiality

The Parties shall ensure that messages containing information specified to be confidential by the sender or agreed to be confidential between the Parties, are maintained in confidence and are not disclosed or transmitted to any unauthorized persons nor used for any purposes other than those intended by the Parties.

Messages shall not be regarded as containing confidential information to the extent that such information is legitimately in the public domain.
The same degree of confidentiality as specified, in this clause, shall be respected on any authorized disclosure to another person.

9.   Force Majeure

A Party shall not be deemed to be in breach of this Understanding or otherwise be liable to any other Party, by reason of any delay in performance, or non-performance, of any of its obligations hereunder to the extent that such delay or non-performance is due to any Force Majeure of which he has immediately notified such other Party; and the time for performance of that obligation shall be extended accordingly. Any cause of this delay shall in so far as possible be remedied with all reasonable dispatch. However, should the extended time for performance that one of the parties is rendered unable by force majeure to carry out its obligations under this Understanding, exceed . . . days, the other party it entitled to terminate this Understanding without costs.

10.   Default

Upon becoming aware of any circumstances resulting in failure, delay or error in performing its obligations, each Party shall immediately inform the other Party(ies) hereto and use their best endeavours to communicate by alternative means.
Any planned non - availability of either Party's interchange facility must be reported 48 hours in advance to the other Party.

11.   Logging, Recording, and Storage of EDI Messages

11.1   Each Party will keep, a data log, to store all EDI Messages. These shall be stored by the sender in the transmitted format and by the receiver in the format in which they are received.

11.2   The data log shall be maintained unaltered and securely for such time as agreed between the Parties

11.3   In addition to any relevant national legislative or regulatory requirements, when the data log is maintained in the form of electronic or computer records, the Parties shall ensure that the recorded EDI messages are readily accessible and that they can be reproduced in a readable form and, if required, can be printed.

SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING

12.   Intermediaries

12.1   If a Party uses the services of an intermediary in order to transmit, log or process EDI Messages, that Party shall be responsible towards the other Party or Parties for any acts, failures or omissions of the intermediary not being willful misconduct or gross negligence as though they were his own acts, failures or omissions and for the purposes of this understanding, the intermediary shall be deemed to be acting on behalf of that Party.

12.2   If a Party instructs any other Party to use the services of an intermediary for transmitting, logging or processing EDI messages then the instructing Party shall be responsible towards the other Party for such intermediary's acts, failures or omissions.

12.3   Parties shall ensure that it is a contractual responsibility of the intermediary that no change is made to the substantive data content of the EDI messages to be re-transmitted and that such EDI messages are not disclosed to any unauthorized person.

12.4   In case of willful misconduct of said intermediary, such intermediary shall be liable against his principle for his acts failures or omissions.

13.   Electronic Transactions

13.1   The Parties accept that operational instructions and/or operational data are validly formed by exchange of EDI messages, and expressly waive any rights to bring an action declaring the invalidity of a transaction concluded between themselves on the sole ground that the transaction took place by use of EDI.

13.2   Unless otherwise agreed, operational instructions and/or operational data made by EDI will be considered to be concluded at the time and the place where the EDI Message constituting the acceptance of these instructions and data is made available to the information systems of the receiver.

14.   Admissibility in evidence Messages

To the extent permitted by law, the parties hereby agree that in the event of dispute, the records of Messages, which they have maintained in accordance with the terms of this Understanding, shall be admissible before the Courts and shall constitute evidence of the facts contained therein unless evidence to the contrary is adduced.

15.   Liability

Each Party shall be liable for any direct damage arising from or as a result of any breach of this Understanding or any failure, delay or error in sending, receiving or acting on any message. The liability is restricted to any direct damages resulting from willful acts or gross negligence. Neither Party shall be liable to the other for any consequential damages, including loss of profit, arising directly or indirectly from or as a result of any such breach, failure, delay or error.

The Parties acknowledge that the use of EDI Messages is to their mutual

benefit; the information obtained by each Party about the affairs of the other following the negotiations and performance of this Understanding shall not be used to impose liability for consequential damages or in any other way to increase the liability of either Party in the event of a failure to perform its obligations under this Contract, beyond what it would have incurred for a breach of the Container Handling Agreement.

SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING

16.   Interpretation of the User Manual

Any question relating to the interpretation of the User manual as part of the Technical Annex may be referred by the Parties to the body responsible for the publication of the User Manual or the relevant Working Group within the SMDG (Ship planning Message Development Group) as may be applicable acting as experts and not arbitrators. The arbitrators' decision shall be final and binding on the Parties making the reference.

17.   Costs

The Parties agree that transfer costs of EDI Messages will be specified and become part of the Technical Annex.

18.   Applicable Law and Arbitration

The applicable law governing the Understanding shall, in all respect, be (name of Country; completed by the Parties) law and shall be referred to arbitration in . . . .
The competent Civil Courts of . . . . shall have jurisdiction.

In the event of a conflict between the law of any contract being effected by EDI and the Understanding the law of the contract will prevail.

Any dispute arising in connection with the provisions of this Understanding shall be settled by negotiations between the Parties. If unsuccessful, and unless otherwise agreed, the dispute should be settled by such arbitration as the Parties may decide.

19.   Effects, Term and Severability

This Understanding shall be effective from the date on which it is signed.

Any Party may terminate this Understanding by giving not less than one month's notice either by registered post or by any other means agreed between the Parties. The notice shall indicate the date when the Understanding will cease. Termination of the Understanding shall only affect transactions after that date.

Notwithstanding termination for any reason, the rights and obligations of the Parties referred to in clauses 6, 7, 8, 11 and 15, shall survive termination.

20.   Amendments in Writing

Any terms agreed between the Parties as additions or amendments to this Understanding, shall only be valid if they are set out in the Technical Annex or are otherwise in writing and signed by the Parties.

September 1994

Enclosure A   (SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING)

An Understanding made this .... day of
.... 19 ....

by and between

....

....

....

hereinafter referred to as "the Line" on the one part,

and..

....

....

hereinafter referred to as "TERMINAL" on the other part.

WHEREAS the parties hereto are desirous to agree on methods of operation
between them in relation to the interchange of data by tele-transmission for
the purpose of or associated with container related activities under the
Container Handling Agreement between THE TERMINAL and the Line dated
........................., under reference number (hereinafter referred to
as "the Understanding";

WHEREAS the parties hereto wish to establish the terms and conditions under
which such interchange of data by tele-transmission shall take place;

NOW THEREFORE THE PARTIES HERETO AGREE AS FOLLOWS:

Enclosure B   (SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING)

Technical Annex

The technical annex consists of :

-User manuals

-Technical specifications

-Procedural/organizational rules

Items to be specified

0.Communication pattern

1.Documents, messages, directories, codes, syntax, segments, data elements,
design guide-lines, implementation guide-lines

2.EDP-System
-equipment/hardware
-software
-services

3.Transmission, Methods of Communication
-protocol
-network
-platform
-sequences
-responsibility (sender/receiver)

4.Time
-working time
-time limits for . . .

5.Acknowledgement
-kinds of A.
-time limits for A.

6.Responsibilities

...

7.Intermediaries
-names
-contracts

8.Storage
-kinds of St.
-time/limits/periods

9.Securities

APPENDIX B (Contd) (SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING)

10.Procedures for tests and trials

11.Backup/Disaster Recovery

12.Costs

13.Limits of Responsibility and Liability

14.Special conditions/Exceptions

15.Modifications

16.Others

APPENDIX B (Contd) (SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING)

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