IFTMBF – IFTMBC – Revision 5.6

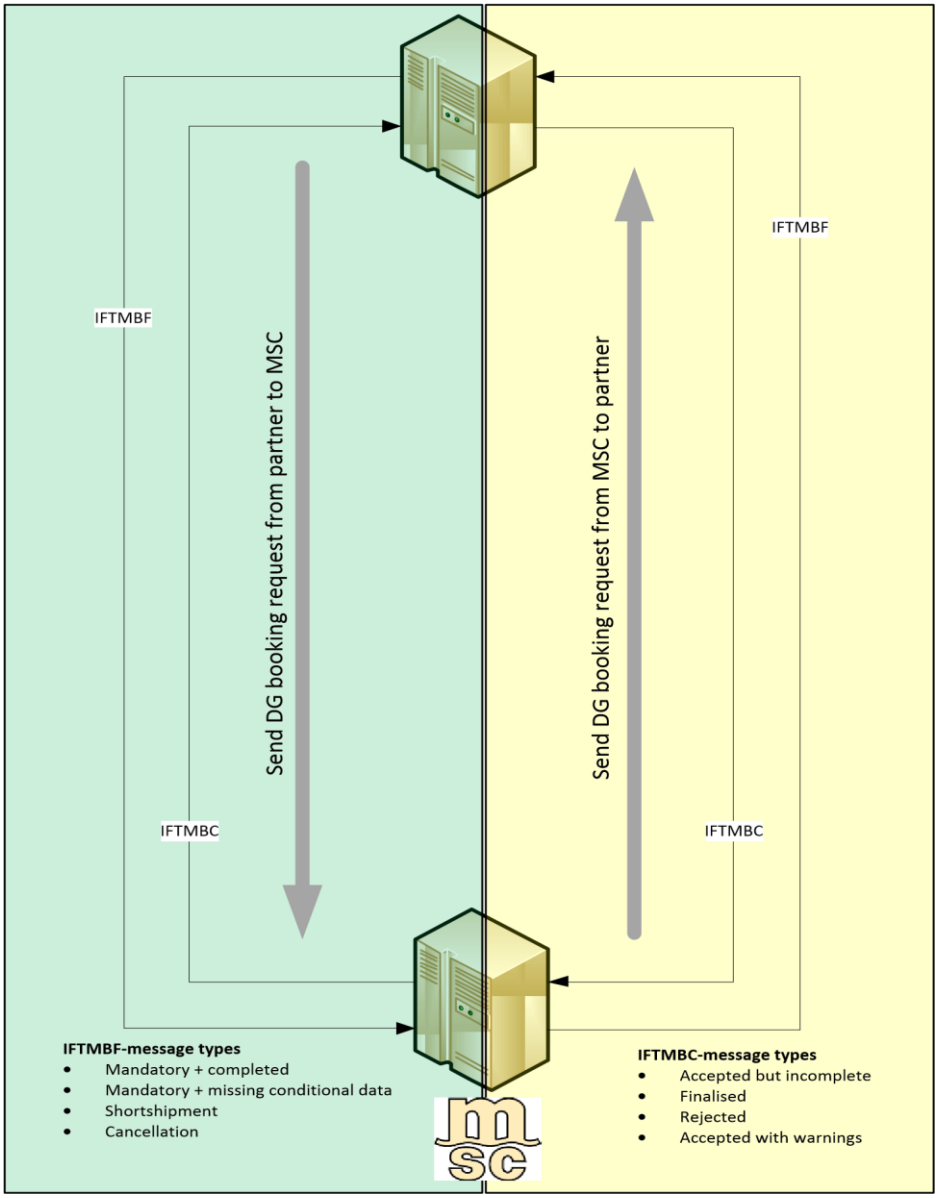
Versions

Version	Author	Created On	Comments
Revision 5.1	Michael Peeters	30th March 2018	New industry standard for IFTMBF / IFTMBC
Revision 5.2	Michael Peeters	6th August 2018	Added extra improvements discussed during workshops with involved carriers
Revision 5.3	Michael Peeters	10th August 2018	Update for operating reefer requests
Revision 5.4	Michael Peeters	21st August 2018	Update for Operating reefer / FTX+AAC / SAPT / SADT, LOC+13 and TMP for cargo temp.
Revision 5.5	Michael Peeters	22st August 2018	Update for FTX+AAC
Revision 5.5	Michael Peeters	23st August 2018	Update for FTX+AAC
Revision 5.6	Michael Peeters	28th August 2018	Update for FTX+AAC, TMP+4 on cargo level

Purpose

This document describes the modalities for exchanging IMO booking requests between MSC and external parties (in both directions). Both parties will use the same standard to exchange information.

We follow the SMDG standards and only where limitations are found, customized solutions will be used.



Booking request message.

Header

UNB+UNO**C**:1+HLC+MSC+120125:0945+38495

- UNOC: character set -> mandatory OC in order to support the '@'-character in the E-mail addresses.
- 1: version 1
- HLC: sender of message (coded)
- MSC: recipient of message
- 120125: date of preparation
- 0945: time of preparation
- 38495: sender's internal control reference

UNH+1+IFTMBF:D:00B:UN:MSCEDI

- 1: Message reference number
- IFTMBF: Message type
- D: Message version number
- 00B: Message release number
- MSCEDI: Association assigned code

Booking request identifier (bgm+335)

BGM+335+209813805+9

- 335: identifies a booking request
- 209813805: document/message identification
- 9: original

⇨ **Possible values**

- 1 = Cancellation request of the complete booking (all containers in the booking will be cancelled)
- 4 = Update request of the IMDG booking (only the containers in the request will be updated)
- 5 = Replace request if the IMDG booking (All existing data will be replaced with the replace request)
- 9 = Original IMDG booking request

⇨ **Extra improvement** - **Validations**

- Booking request identifier 9 should only be used for new booking request (Booking reference not yet known)
- Booking request identifier 4 / 5 should only be used for update / replace booking request (Booking reference known)
- Booking request identifier 1 should only be used for cancel booking request (Booking reference known)
- If a 9 is received and the booking already exists , the system should generate an error
- If a 4 / 5 is received and the booking does not exists , the system should generate an error
- If a 1 is received and the booking does not exists , the system should generate an error

Mandatory header + Routing information + container fields and their segments, needed to process and finalize a booking.

1. Booking reference (rff+bn)

⇨ *RFF+BN:12194434*

2. Vessel (tdt+20)

```
TDT+20+2204+1+8++++9238741:146::CAP VERDE
```

⇨ *20: main-carriage transport*

⇨ *9238741: Lloyds number*

⇨ *CAP VERDE: Vessel name*

3. Voyage (tdt+20)

```
TDT+20+2204R+1+8++++9238741:146::CAP VERDE
```

4. Original port of loading (loc+5)

```
LOC+5+BEANR:139:6
```

⇨ *These segments will only be mandatory when a transhipment is relevant.*

⇨ *If the IFTMBF request is only for a single leg there is no need to send LOC+5 / LOC+7 segments*

5. Final port of discharge (loc+7)

```
LOC+7+PKKHI:139:6
```

⇨ *These segments will only be mandatory when a transhipment is relevant.*

⇨ *If the IFTMBF request is only for a single leg there is no need to send LOC+5 / LOC+7 segments*

6. Port and terminal of Loading (loc+9[139]+[72])

```
LOC+9+BEANR:139:6+730:72:ZZZ
```

⇨ *Terminal codes from www.smdg.com or carrier should be able to work with terminal mappings.*

⇨ *The terminal is not mandatory as we use the terminal information from our schedule.*

⇨ *This is the "actual" port.*

7. Port and terminal of Discharge (loc+11[139]+[72])

```
LOC+11+PKKHI:139:6+PKKHI99:72:ZZZ
```

⇨ *This is the "next" port*

⇨ *The terminal is not mandatory as we use the terminal information from our schedule.*

8. Transhipment ports (loc+13)

```
LOC+13+DEHAM:139:6+++1
LOC+13+DEBRV:139:6+++2
LOC+13+NLRTM:139:6+++3
```

⇨ *In the correct order of appearance.*

⇨ *For the transhipment ports the sequence should be put in the Relation Code segment (5479). This is the last segment in the LOC segment*

9. Country of origin (loc+27) *3 possibilities:*

```
LOC+27+BEXXX:139:6  LOC+27+BEANR:139:6  LOC+27+BE:139:6
```

10. *Country of destination (LOC+36) 3 possibilities:*

```
LOC+36+PKXXX:139:6  LOC+36+PKKHI:139:6  LOC+36+PK:139:6
```

11. *Consignee (nad+cn, cta+cn,com)*

```
NAD+CN+++MSC GENEVA+CHEMIN RIEU 12-14:+GENEVA++1206+CH
CTA+CN+DIRK VANDE VELDE
COM+003235453315:TE
COM+003235453322:FX
COM+DCSUPPORT@MEDLOG.BE:EM
```

⇨ *Company details (nad+cn)*
- *Company name (c080 party name)*
- *Addressline 1 (c059 street)*
- *Addressline 2 (c059 street)*
- *Zip (3251)*
- *City (3164)*
- *Country (3207)*

⇨ *Contact details (cta+cn)*
- *Contact name (c056 department or employee name)*

⇨ *Communication details (com)*
- *Phone (com TE)*
- *Fax (com FX)*
- *Email (com EM)*

⇨ *It was agreed to mention the original operator's coordinates, not the Consignee!*

12. Stuffing contractor (nad+lp, cta+st, com)

⇨ *Uses the same structure as consignee, using "LP" as the qualifier*

⇨ *It was agreed to mention the original operator's coordinates, not the Stuffing contractor!*

13. Shipper or consignor (nad+cz, cta+cz, com)

⇨ *Uses the same structure as consignee, using "CZ" as the qualifier*

⇨ *It was agreed to mention the original operator's coordinates, not the Shipper!*

14. Operator (ftx+zzz++op)

```
FTX+ZZZ++OP+CMA-CGM
```

15. It was agreed with the other carriers that the following segments will no longer be used:

⇨ *FTX+ZZZ++PA*

16. Container number

```
SGP+GATU1333509
EQD+CN+GATU1333509+22G1:102:5++2+5
```

17. Container gross weight.

```
EQD+CN+SNTU7601995+2271:102:5+1++5'
MEA+WT+G+KGM:23000'
RFF+AAY:50015530-2'
```

⇨ *Place between EQD and RFF at end of file.*

⇨ *For now this segment remains mandatory.*

Important information on replacing/updating/changing container numbers using the following segments:

SGP: contains either the real container number or a internal reference number **EQD+CN**: contains always the same value as in SGP segment (=real container number or internal reference number)
RFF+AAY: always contains the internal reference number

In the following example you can see how this works.
The example shows the update of a container number with the real container number as to where the internal reference number was/is 19345261.

BEFORE (original file)
SGP+**19345261**
EQD+CN:**19345261**
RFF+AAY:**19345261**

AFTER (second file)
SGP+**MSCU1654255**
EQD+CN:**MSCU1654255**
RFF+AAY:**19345261**

As the internal reference number (**19345261**) is always given, the update of the container number is made easier as this number is used to find the container in the DB.

18. GID+1+1:4G::BOX, FIBREBOARD

⇨ *1: goods item number -> refers to the sequence number of the cargo item in a container.*

19. Container type 20 or 40 + type

EQD+CN+GATU1333509+2210:102:5+1+2+5

⇨ *2210: ISO container type as specified at www.msdg.org*

⇨ *102: size and type indicator*

⇨ *5: SMDG required*

⇨ *1:Shippers supplied (2:carrier supplied)*

⇨ *2:Export (1: Continental,3: Import,4: Remain on board,5: Shifer,6: Transhipment …)*

⇨ *5:Full (4:empty)*

20. Reefer temperature - Range (mea+te+aau)

MEA+TE+AAU+CEL:1:10:20

⇨ *TE: temperature*

⇨ *AAU: operative reefer temperature*

⇨ *CEL: Celsius*

⇨ *1: operated reefer/tank (0=false, 1=true)*

⇨ *10: min temperature value*

⇨ *20: max temperature value*

⇨ *When not provided, it is not considered an "operating reefer/heated tank"*

21. Reefer temperature – specific (tmp)

TMP+2+15:CEL

⇨ *15: temperature value*

⇨ *CEL: Celsius*

⇨ *When not provided, it is not considered an "operating reefer/heated tank"*

22. Fumigation/Ventilation time/date (on EQD level)

EQD+CN+TCLU2834090+20DV:102:5

NAD+SU'

DTM+530:201804011200:203

⇨ *DTM+530: fumigation date/time*

⇨ *Format YYYYMMDDHHNN*

⇨ *When not provided, it is not considered as a "fumigated container"*

⇨ *For every fumigated container we always need to receive the UN3359 details in the DGS segment including the net weight and the technical name.*

Mandatory cargo fields and their segment, needed to process a booking.

1. Class and UN Number (dgs+imd)

   DGS+IMD+2.1::38-16+1950+049:CEL++FD/SU

   Extra improvement – Support requests with NAXXXX numbers

   DGS+CFR+3::38-16+1993+049:CEL++FD/SU

⇨ *The CFR indicator means that an NAXXXX (in this case NA1993) is being used.*

2. UN Number and Proper shipping name (ftx+psn)

   FTX+PSN++UN1950+AEROSOLS (MAX 1L)

3. Technical name (ftx+aad)

   FTX+AAD+++ALCOHOL ETHOXYLATE ALCOHOL ETHOXYLATE%'

⇨ *Applicable for generic UN numbers with special provision 274 & 318 or when marine pollutant.*

4. Cargo-item number reference

   FTX+LIN++12345

5. Type of outer packing (conventional – bags, IBC, Large, Bulk)

GID+1+1:4G:::BOX, FIBREBOARD+20:GB:::GAS CYLINDERS

⇨ *1: package quantity*

⇨ *4G: package type (standard iso code)*

⇨ *BOX, FIBREBOARD: package description*

6. Type of inner packing

GID+1+1:4G:::BOX, FIBREBOARD+20:GB:::GAS CYLINDERS

⇨ *20: package quantity*

⇨ *GB: package type for gas cylinders (fixed description or standard iso code)*

⇨ *GAS CYLINDERS: package description Only applicable in case of limited quantity.*

7. Cargo gross weight (mea+wt)

MEA+WT+G+KGM:985

⇨ *G: Gross weight (without container)*

⇨ *KGM: Kilograms (other possibilities: FTQ, GRM,LTR & MTQ)*

⇨ *985: value*

8. Cargo Net weight (mea+wt)

MEA+WT+AAL+KGM:198

⇨ *AAL: Net weight*

⇨ *KGM: Kilograms (other possibilities: FTQ, GRM,LTR & MTQ)*

⇨ *198: value*

9. Cargo net explosive content for all IMO Class 1 requests (mea+wt)

MEA+WT+T19+KGM:19

- *T19: Net explosive content*
- *KGM: Kilograms (other possibilities: FTQ, GRM,LTR & MTQ)*
- *19: value*

10. Cargo volume in liter for liquids or gasses (mea+vol)

MEA+VOL+ABJ+LTR:150

- *ABJ: Volume*
- *LTR: Liter (other possibilities: FTQ, GRM,KGM & MTQ)*
- *150: value*

11. Cargo temperatures (tmp ➔ Max. 1 occurence)

TMP+4+20:CEL ➔ ***Transport emergency temperature***

TMP+5+20:CEL ➔ ***Transport control temperature***

- *Currently there is a limitation defined in SMDG that the TMP segment can max. occur once on cargo level*
- *If both,Transport emergency temperature & Transport control temperature are relevant, the priority will be given to the Transport emergency temperature.*

12. **Extra improvement** - Cargo internal reference number

RFF+CN:422695/1/580433

13. **Extra improvement** - SAPT & SADT

SADT = self-accelerating decomposition temperature

MEA+TE+sapt code+CEL:55

- *Sapt code to be defined by SMDG*

SAPT = self-accelerating polymerization temperature

MEA+TE+sadt code+CEL:55

- *Sadt code to be defined by SMDG*

14. Competent Authority approval

FTX+AAC++CAA+4697

- *A max of 70 characters is allowed*

15. Flash Point

DGS+IMD+2.1::35-10+1950+049:CEL++FD/SU

- *049: flashpoint value*
- *CEL: Celsius*

16. Marine pollutant (ftx+aac+mp)
    a. Not marine pollutant
    FTX+AAC+MP+NP
    b. Marine pollutant
    FTX+AAC+MP+P

17. IMO sort (ftx+aac+ims)
    c. Normal
    FTX+AAC+IMS+NORMAL
    d. Residue
    FTX+AAC+IMS+RESIDUE
    e. Limited Quantity
    FTX+AAC+IMS+TLQ
    f. EQ
    FTX+AAC+IMS+EQ
    g. Waste
    FTX+AAC+IMS+WASTE
    h. Expired
    FTX+AAC+IMS+EXPIRED
    i. Hot
    FTX+AAC+IMS+HOT
    j. Salvage
    FTX+AAC+IMS+SALVAGE

⇨ *This segment can appear more than once (max 5)*

18. Reportable quantity (ftx+aac+rq)
    FTX+AAC+RQ+1

⇨ *AAC: dangerous goods additional information*
⇨ *RQ: Reportable quantity indicator*
⇨ *1: true (0:false, 1:true)*

19. Segregation group (ftx+aac+seg)
    FTX+AAC++SEG+IMDG Code segregation group-:12 Nitrites and their mixtures

⇨ *AAC: dangerous goods additional information*
⇨ *SEG: segregation group indicator*
⇨ *12: segregation group 12*

List of available segregation groups:

SegregationGroup	SegregationGroupDescr
1	Acids
2	Ammonium compounds
3	Bromates
4	Chlorates
5	Chlorites
6	Cyanides
7	Heavy metals and their salts (including their or...
8	Hypochlorites
9	Lead and its compounds
10	Liquid halogenated hydrocarbons
11	Mercury and mercury compounds
12	Nitrites and their mixtures
13	Perchlorates
14	Permanganates
15	Powdered metals
16	Peroxides
17	Azides
18	Alkalis

20. **Extra improvement** - CVL (Coded variant list)

```
FTX+AAC++UNNOSUFFIX+[CVLCODE]
```

- ⇨ *This is not a mandatory segment, but could be used as an altarenative for the DGS segment.*
- ⇨ *Can only be used between carriers that support the CVL*
- ⇨ *Sample:*
  - FTX+AAC++UNNOSUFFIX+0104
  - *Could be used as an altarenative for*
  - DGS+IMD+2.1:8:38-16+1950+049:CEL++FD/SU

21. Remarks/comments (ftx+aai)

```
FTX+AAI++PUT REMARKS HERE
```

22. Emergency phone (cta+he, com)

```
CTA+HE+:DOD EMERG RESPONSE TEAM
```

- ⇨ *DOD EMERG RESPONSE TEAM: Department or employee name*

```
COM+1800851-8061:TE
```

- ⇨ *1800851-8061: communication number*
- ⇨ *TE: telephone*

Special cases

Shortshipped

Booking is to be changed (code 4):

```
BGM+335+209813805+4
```

Shortship container:

```
EQD+CN+GATU1333509+22G1:102:5++15
```

15: shortshipped

Cancel container:

```
EQD+CN+GATU1333509+22G1:102:5++16
```

16: cancelled

Remarks

a. IFTMBF – CANCEL (container or booking)

1. Cancelled *booking* (entirely):

   Booking is to be cancelled (code 1):

   ```
   BGM+335+209813805+1
   ```

2. Cancelled *container*:

   Booking is to be changed (code 5):

   ```
   BGM+335+209813805+5
   ```

   Containers that are no longer in the IFTMBF request will be cancelled .

Sample 1

Single leg request

```
UNB+UNOC:1+ZIM+MSC+131002:1604+359801282
UNH+359801282/1+IFTMBF:D:00B:UN:MSCEDI
BGM+335+359801282/SSPHANR1004391+9
DTM+137:201310021604:203
FTX+ZZZ++OP+ZIM
RFF+BN:SSPHANR1004391
TDT+20+NI340A+1+8++++9213583:146::MSC MIRA
LOC+9+BEANR:139:6+BEANRT73:72:ZZZ
LOC+11+EGALY:139:6+EGALXTKH:72:ZZZ

NAD+CN+++ZIM (SLOT CHARTERER) HAMBURG+Hamburg, Germany++++DE
CTA+CN+Christian Wulf
COM+?+4917618788720:TE
COM+HAZ@ZIMATWO-HAM.ZIM.COM:EM
COM+?+494087887114:FX
NAD+LP+++ZIM (SLOT CHARTERER) HAMBURG+Hamburg, Germany++++DE
CTA+LP+Christian Wulf
COM+?+4917618788720:TE
COM+HAZ@ZIMATWO-HAM.ZIM.COM:EM
COM+?+494087887114:FX
NAD+CZ+++ZIM (SLOT CHARTERER) HAMBURG+Hamburg, Germany++++DE
CTA+CZ+Christian Wulf
COM+?+4917618788720:TE
COM+HAZ@ZIMATWO-HAM.ZIM.COM:EM
COM+?+494087887114:FX
GID+1+80:1A1:::DRUM STEEL NON-REMOVABLE HD+0
MEA+WT+G+KGM:13992

MEA+WT+AAL+KGM:9500
SGP+19815255
DGS+IMD+3::38-14+1219+012:CEL+2+FE/SD
FTX+AAD+++formic acid
FTX+PSN++UN3265+CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.
FTX+AAC+MP+NP
FTX+AAC+RQ+0
CTA+HE+:BLUEPRINT PRODUCTS NV
COM+?+32 3 7780337:TE
CTA+HE+:BLUEPRINT PRODUCTS NV
COM+?+32 3 7780337:TE
MEA+WT+G+KGM:16200
EQD+CN+19815255+22G1:102:5+1+2+5
RFF+AAY:19815255
UNT+45+359801282/1
UNZ+1+359801282
```

Sample 2

Transhipment request

```
UNB+UNOC:1+ZIM+MSC+131002:1604+359801282
UNH+359801282/1+IFTMBF:D:00B:UN:MSCEDI
BGM+335+359801282/SSPHANR1004391+9
DTM+137:201310021604:203
FTX+ZZZ++OP+ZIM
RFF+BN:SSPHANR1004391
TDT+20+NI340A+1+8++++9213583:146::MSC MIRA
LOC+5+BEANR:139:6
LOC+7+USNYC:139:6
LOC+9+BEANR:139:6+BEANRT73:72:ZZZ
LOC+11+DEHAM:139:6+DEHAMEU:72:ZZZ

LOC+13+DEHAM:139:6:HAMBURG+++1

NAD+CN+++ZIM (SLOT CHARTERER) HAMBURG+Hamburg, Germany++++DE
CTA+CN+Christian Wulf
COM+?+4917618788720:TE
COM+HAZ@ZIMATWO-HAM.ZIM.COM:EM
COM+?+494087887114:FX
NAD+LP+++ZIM (SLOT CHARTERER) HAMBURG+Hamburg, Germany++++DE
CTA+LP+Christian Wulf
COM+?+4917618788720:TE
COM+HAZ@ZIMATWO-HAM.ZIM.COM:EM
COM+?+494087887114:FX
NAD+CZ+++ZIM (SLOT CHARTERER) HAMBURG+Hamburg, Germany++++DE
CTA+CZ+Christian Wulf
COM+?+4917618788720:TE
COM+HAZ@ZIMATWO-HAM.ZIM.COM:EM
COM+?+494087887114:FX
GID+1+80:1A1:::DRUM STEEL NON-REMOVABLE HD+0
MEA+WT+G+KGM:13992

MEA+WT+AAL+KGM:9500
SGP+19815255
DGS+IMD+3::38-14+1219+012:CEL+2+FE/SD
FTX+AAD+++formic acid
FTX+PSN++UN3265+CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.
FTX+AAC+MP+NP
FTX+AAC+RQ+0
CTA+HE+:BLUEPRINT PRODUCTS NV
COM+?+32 3 7780337:TE
CTA+HE+:BLUEPRINT PRODUCTS NV
COM+?+32 3 7780337:TE
MEA+WT+G+KGM:16200
EQD+CN+19815255+22G1:102:5+1+2+5
RFF+AAY:19815255
UNT+45+359801282/1
UNZ+1+359801282
```

IFTMBC

Purpose

This document describes the modalities for exchanging booking request acceptations/rejections between MSC and external parties.

MSC will always handle acceptations/rejections on container level, not on cargo level.

- Accept/Reject is done on container level
- If a cargo item inside a container is rejected, the full container if rejected
- If multiple cargo items cannot go together in the same container, the full container will be rejected

Accept/Reject message

Header

```
UNA:+.? '
UNB+UNOB:1+MSC+HLC+120125:0945+38495
```

- UNOB: character set
- 1: version 1
- MSC: sender of message (coded)
- HLC: recipient of message
- 120125: date of preparation
- 0945: time of preparation
- 38495: sender's internal control reference

```
UNH+ME000001+IFTMBC:D:01B:UN:EAN003
```

- ME000001: Message reference number
- IFTMBC: Message type
- D: Message version number
- 01B: Message release number
- EAN003: Association assigned code

Booking request identifier (bgm+335)

BGM+770+31041+9+AP

- 770: identifies a booking confirmation
- 31041: document/message identification
- 9: original
- Accept/Reject result, possible values:
  - AP: accepted
  - RE: rejected
  - FI: finalized

Document date/time

DTM+137:201203081214:102 YYYYMMDDHHNN format

Booking reference

RFF+BN:431-AA

Container EQD+CN+GATU1333509

Link between the IFTMBF request and the IFTMBC feedback message

⇨ The UNB & UNH identifiers are sequential numbers defined by the sender. It's not possible to put a specific reference (on request of the receiver) in these segments.

⇨ RFF+AAQ might be a better segment to put the container reference in. (as per standard: RFF+AAQ = Unit load device (e.g. container) identification number)

⇨ Message identifier (from UNB segment) will be placed in BGM segment RFF+BN & RFF+AAQ segment will be kept in the message.

⇨ Proposal is to continue mapping the value from the BGM segment from the IFTMBF to the BGM segment of the IFTMBC (is like this already for years).

➔ **So IFTMBC will contain:**

- BGM segment with same reference as BGM from IFMTBF
- RFF+BN segment containing the booking number
- RFF+AAQ segment containing the container reference (RFF+AAY from the IFTMBF)
- EQD+CN segment will contain the container number

Samples

Sample 1 – Accepted

```
UNA:+.? '
UNB+UNOB:1+HLC+MSC+120125:0945+38495
UNH+ME000001+IFTMBC:D:01B:UN:EAN003
BGM+770+31041+9+AP
DTM+137:201203081214:102
RFF+BN:431-AA
RFF+AAQ:19815255
EQD+CN+GATU1333509
UNT+13+ME000001
```

Sample 2 – Rejected + reason(s)

```
UNA:+.? '
UNB+UNOB:1+HLC+MSC+120125:0945+38495
UNH+ME000001+IFTMBC:D:01B:UN:EAN003
BGM+770+31041+9+RE
DTM+137:201203081214:102
FTX+++NAI+Separated from hydrogen peroxides
RFF+BN:431-AA
RFF+AAQ:19815255
EQD+CN+GATU1333509
UNT+13+ME000001
```

Extra improvement

Sample 3 – IFTMBC after cancellation of a booking

```
UNA:+.? '
UNB+UNOB:1+MSC+ONE+180719:1649+119'
UNH+118+IFTMBC:D:01B:UN:EAN003'
BGM+770+[BOOKING_REQUEST_IDENTIFIER]+9'
DTM+137:201807191649:102'
FTX+NAI+Booking has been cancelled'
RFF+BN:[BOOKING_REFERENCE]'
UNT+15+118'
UNZ+1+119'
```

Sample 4 – IFTMBC after cancellation of a specific container

```
UNA:+.? '
UNB+UNOB:1+MSC+ONE+180719:1649+119'
UNH+118+IFTMBC:D:01B:UN:EAN003'
BGM+770+[BOOKING_REQUEST_IDENTIFIER]+9'
DTM+137:201807191649:102'
FTX+NAI+Container has been cancelled'
RFF+BN:[BOOKING_REFERENCE]'
RFF+AAQ:[INTERNAL_CONTAINER_REFERENCE]'
EQD+CN+[CONTAINER_NUMBER]'
UNT+15+118'
UNZ+1+119'
```