



Recommendation # 06

This document lists a set of standard Edifact messages that are typically exchanged between a carrier and a terminal, with their underlying use case.

SMDG recommends to use these messages in their current versions as shown. This list might be used as “EDI-Appendix” to a contract between a terminal and a carrier.

For each message, the implementation guide is available at www.smdg.org for free download. Contents:

1. From a Terminal to a Carrier
2. From a Carrier to a Terminal
3. Codes to be used

If the terminal is also acting as Empty Depot or as Inland Transporter, Pls also refer to the appropriate recommendations.

1. The Terminal shall provide the following data to the Carrier

	EDI Message Format	Description	Version remarks	Process remarks
Container Movements / Status				
1.1	CODECO 2.16 – D.00B	Used to report actual gate-in / gate-out of full or empty containers.		CODECO should be sent for all moves related to Rail / Truck / Barge.
1.2	COARRI 2.16 – D.00B	Used to report actual load on / discharge from vessels of full or empty containers.		COARRI should be sent for all moves related to Vessels.
Stowage planning				
1.3	BAPLIE 3.1 – D.13B / 2.2 – D.95B accepted	Used to provide provisional vessel stowage plan before vessel arrival, and definitive stowage plan after departure.	SMDG strongly recommends upgrading to BAPLIE 3.1 as it allows the transmission of Box Operator / Slot owner differentiation, as well as lost slots for Breakbulk and OOG containers.	

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Terminal Performance Report – Reconciliation				
1.4	TPFREP 4.0 – D.00B / 3.0 – D.00B accepted	Used to provide the Terminal Departure Report after vessel sailing.	Version 4.1 – D.18A is in work.	
VGM				
1.5	VERMAS 1.0 – D.16A	Used to provide VGM weight, if the terminal weighs the containers.		

2. The Carrier shall provide the following data to the Terminal

	EDI Message Format	Description	Version remarks	Process remarks
Container Movements / Status				
2.1	COPRAR (load) – D.00B	Used to provide loading instructions to the terminal.	The version 2.1 allows to provide more than 9 dangerous goods item per container, and the codes mentioned in the MIG are all UN/CEFACT approved.	SMDG recommends providing the COPRAR load 24H before arrival of the vessel.
2.2	COPRAR (discharge) – D.00B	Used to provide discharging instructions to the terminal.	The version 2.1 allows to provide more than 9 dangerous goods item per container, and the codes mentioned in the MIG are all UN/CEFACT approved.	The COPRAR discharge should include transshipment information needful for the terminal stacking. SMDG recommends providing the COPRAR discharge 48H before arrival of the vessel.
2.3	COPARN 2.1 – D.00B	Used to pre-advise full container arrival on terminal. The terminal can use this information to crosscheck that the correct container is linked within their system to the correct booking.		COPARN will be sent on container level. The carrier will send updates with each change of the booking.
2.4	COPARN 2.1 – D.00B	Used to authorize the release of empty container from the empty stock at the terminal.		

Recommended Standard Messages between Terminal and Carrier



Stowage planning				
2.5	BAPLIE 3.1 – D.13B / 2.2 – D.95B accepted	Used before vessel arrival to provide previous port vessel stowage plan.	SMDG strongly recommends upgrading to BAPLIE 3.1 as it allows the transmission of Box Operator / Slot owner differentiation, as well as lost slots for Breakbulk and OOG containers.	
2.6	MOVINS 2.1 – D.95B	Used to provide load / discharge / restow / shifting instructions to the terminal.		SMDG recommends the MOVINS mainly to provide instructions regarding restows / shifting and the stowage position for loading the boxes.
Full container release				
2.7	COREOR 2.0 – D.00B	Used to authorize the release of full container at the terminal.		
VGM				
2.8	VERMAS 1.0 – D.16A	Used to provide VGM weight to the terminal.		
Vessel Schedule Information				
2.9	IFTSAI 2.0 – D.00B	Used to provide vessel schedule information to the terminal.		
Invoicing				
2.10	INVOIC 1.0 – D.00B	Used by the terminal to invoice the Shipping Line.		

3. Codes to be used

Pls refer to recommendation 7 regarding the use of the code lists.

a. **Port or Inland Place (City)**

Only UN/Locode that is officially published on

<http://www.unece.org/cefact/locode/service/location.html> shall be used.

Examples:

COCTG – Cartagena, Colombia

TRIST - Istanbul, Turkey

DEHAM – Hamburg, Germany

LOC Segment syntax examples:

LOC+11+**COCTG**'

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LOC+9+TRIST'

UN/Locodes that define a single terminal shall not be used.

Examples not to be used because they refer to a terminal:

COSPC - Sociedad Portuaria Regional de Cartagena

TRKMX – Kumport Terminal

b. Facility within a City – Terminal within a port

Only the SMDG Terminal Code List that is officially published on

<http://www.smdg.org/index.php/smdg-code-lists/> shall be used.

These terminal codes are only valid together with the belonging port Locode.

Examples:

Port **COCTG** – Terminal **SPRC** - Sociedad Portuaria Regional de Cartagena

Port **TRIST** – Terminal **KUMLI** - Kumport Liman Terminal

LOC Segment syntax examples:

LOC+11+**COCTG+SPRC**'

LOC+9+**TRIST+KUMLI**'

c. Facility within a City – Inland Depot, Railhub etc.

The **BIC Global Facility Code (BIC Locode)** that is officially published on <https://www.bic-code.org/locodes/> shall be used.

Examples:

COCTGTR3A - Tractocar-Consorcio-Cy, Cartagena

TRISTAWTA - Ardep Warehousing and Trading A.S. Istanbul

d. Container Size/Type identification

Only the size/type codes as per ISO6346 standard shall be used.

The official code list can be purchased on

<https://www.iso.org/standard/20453.html>

Also https://en.wikipedia.org/wiki/ISO_6346 might be used for guidance.