Administrator Technical Guide – Message Specification

PRA EDI

System to System Interface File Specification

CONTENTS

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1. HOW TO USE THIS GUIDE

1.1 Confidentiality

The information contained in this document is for Administrators of 1-Stop services only. Copyright remains with 1-Stop. No unauthorised copying or distribution of the document or any part of its contents is permitted.

If you have any questions about the use or distribution of this document, call the
1-Stop Helpdesk on 1300 881 055.

1.2 Purpose of this guide

This guide is for Administrators of 1-Stop's services. It is intended as a:
- training resource when you purchase 1-Stop's services; and
- reference guide, if you need help to perform specific tasks.

Information about solving problems is included at the end of this document. If you need extra help you can:
- check the FAQs in the 'Help' tab on our website at www.1-stop.biz; or
- contact the Helpdesk on 1300 881 055.

1.3 What's new and what's changed

The information contained in this guide is current as at March 2012 and reflects all changes to the user interface up to that date. If you think you may not have the most up to date User Guide, check the downloads available at www.1-stop.biz.

1.4 Technical Guide name and Version number

Updates to Technical Guides are made each time a new version of the service is released. This is: PRA-ADM-Technical Guide Interface File Specification version 1

2. ABOUT 1-STOP

2.1 Who is 1-Stop?

1-Stop is an information communications technology (ICT) company that provides services to businesses involved in the import and export of goods to and from Australian ports. We are based in Sydney and our services are used all over Australia and in Auckland, NZ. Our customers include:
- terminal operators (stevedores);
- shipping lines;
- Australian Customs Services and Australian Quarantine and Inspection Service;
- container depots;
- importers and exporters;
- freight forwarders and agents;
- road carriers; and
- rail operators.

2.2 What does 1-Stop provide?

Our ICT solutions permit the exchange of data via the web or by electronic data interchange (EDI), for purposes such as container and vessel tracking, vehicle bookings to collect and deliver cargo at terminals, Electronic Import Delivery Orders (EIDOs), Pre Receival Advices (PRAs), invoice and payments systems, and much more. For a full list of our services, go to 1-Stop Services.

2.3 Why use 1-Stop services?

1-Stop services are an important part of the logistics supply chain. We're integrated with ports and terminals all over Australia. Every day our community of users grows.
1-Stop customers enjoy:

- efficient and 'real time' transactions between community members;
- improved data quality;
- clear, visible data about vessel and container movements;
- easy reporting to Australian Customs Services to meet regulatory requirements;
- time and cost savings, thanks to automation of repetitive transactions;
- better ability to respond to their customers; and
- improved business efficiency, due to the 'one-to-many' solution — access one system to do business with many providers.

3. ABOUT PRE-RECEIVAL ADVICE

3.1 What is Pre-Receival Advice?

The Pre-Receival Advice (PRA) is form detailing a description of a container prepared by an Exporter, Forwarder, Packer or Trucking Company. PRA message is sent to Terminals when Containerised Cargo is bound for Export or Domestic movement. This message is sent to the Loading Port of departure, who will respond with a message (APERAK) indicating that the PRA was accepted or rejected. You need to have an accepted PRA before your container is allowed entry to the terminal.

Currently, the following terminals that use PRAs are:
– Patrick;
– DP World;
– AAT;
– QUBE Logistics (old P&O Automotive and General Stevedoring)
– Hutchison Ports;
– Napier Port (NZ)
– Victoria International Container Terminal.

The benefits to individual exporters and industry have already been well documented, but just to name a few – faster truck turn-a-round times, greater accuracy of information, transparency for all sectors of the transport chain, standardised receival process for both road & rail, and numerous others.
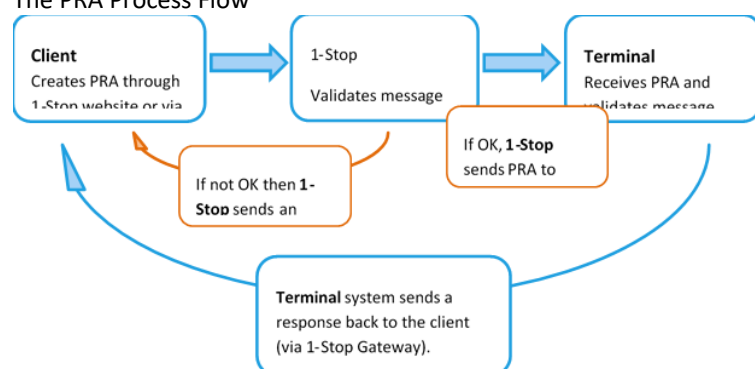
3.2 Who uses the PRA service?

The PRA service is a part of the 1-Stop Gateway service, and is designed for exporters.
There are two ways that exporters can to lodge their information:
• Option 1: Utilise 1-Stop website where exporters can key export information direct into the 1-Stop system. This information can be validated against the shipping line booking information. This option is aimed at small to mid-range exporters who do not operate an in–house documentation system that has the ability to generate EDIFACT messaging.

• Option 2: Transmit EDI messages direct into the 1-Stop system. The standard messages are the EDIFACT IFTERA V5.4, 1-Stop CSV or XML file which can be received direct into the 1-Stop system and can be validated against shipping line booking information. This option is targeted at the larger exporters that have the ability to create and transmit EDI messages.

The PRA Process Flow

3.3 Why is the PRA service used?

Automated receival advice procedures have replaced procedures that were carried out by the exporters or by service providers acting on behalf of exported eg Freight Forwarder, Transporters.

4. TERMS OF USE

All 1-Stop services have Terms and Conditions of use. If you are a new user of web-based services, you'll be asked to agree to these when you sign in.
Downloadable copies of some of our Terms and Conditions are available on our website at 1-Stop Terms and Conditions.

5. HOW PRAS WORK

The PRA is the electronic version of the paper ERA (Export Receival Advice) and it is used by exporters and carriers to inform the CTO (Cargo Terminal Operator) or stevedore of incoming export container details.

The 1-Stop Gateway checks the data and translates the file into a format that the CTO can process. Different CTOs have different file formats. The PRA is always sent to the CTO via 1-Stop Connections. The 1-Stop Gateway messaging hub can receive the PRA in various formats that suit the industry include XML, EDIFACT IFTERA v5.4 and ASCII flat file (CSV) format.

Many terminals (listed in the Appendix) are capable of receiving electronic PRA messages via 1-stop. Based on the pre-defined business rules terminal will accept or reject PRA messages. PRA can be submit electronically (EDI) or by the 1-Stop Web interface. Carriers will be able to deliver there container to the wharf once there is an accepted PRA in the system.

5.1 Acronyms and Abbreviations

Acronym/Abbreviation	Meaning
ERA	Export Receival Advice is a paper document which described the details of an export container that is intended to be delivered to the CTO. As of 2012 the ERA is no longer used at any of the major CTO facilities in Australia.
CTO	Cargo Terminal Operator
Facility	A site or terminal that handles export and import cargo.
PRA	The Pre-Receival Advice, which is the electronic version of an ERA
APERAK	The APERAK message is an acknowledgement message file for Export Pre-Receival Advice for containers. The APERAK is intended to be delivered to the industry after the PRA message has been submitted to the terminals by exporters, shippers, Road or Rail transporters.

5.2 Business Rules

The following rules exist for each PRA:
• One container is related to an individual record. For each PRA message a single APERAK message is returned back to the send by 1-Stop.
• All mandatory data items in each record must be sent unless otherwise indicated.

6. MESSAGE HANDLING RULES

The following message rules exist for each PRA:
• 1 record per container, each data item is pipe-delimited (ie. '|'). If pipe-delimited is
• not possible then comma delimited can be used but ensure no commas exist in the data elements;
• Contact 1-Stop Helpdesk (helpdesk@1-stop.biz) to arrange end to end testing if necessary;
• Each interchange must contain at least 1 container record;

- Rejection alerts will be sent to sender's nominated email address;
- Each record will be handled as ORIGINAL, REPLACEMENT or CANCELLATION. If two ORIGINALS are sent in sequence the second ORIGINAL will over write previous ORIGINALS for the container, this is the same as sending a REPLACEMENT.
- If the container number is incorrect then send a CANCELLATION to remove the
- incorrect container and then send a new ORIGINAL with the correct container.
- All data to be in upper case characters except the email address (Field 55)

7. MESSAGE TRANSPORT RULES

Message files are to be transmitted to 1-Stop as email with attachments.

7.1 Internet Email (SMTP) Details

When sending the email, the email subject line must contain this string: PRA CSV
The PRA details must be in the attachment of the email.
The attachment file name is flexible but we suggest you use:
PRA_CSVYYYYMMDDHHMM.csv
The addresses to send the files to are:
- pra@edi.1-stop.biz for Production; or
- stop20@test.1-stop.biz for Test

8. RESPONSE MESSAGES

The Stevedore's system will return an APERAK (Acknowledgement Message) to 1- Stop which will be converted into a human readable email message and sent on to the 'Return Email Address' (field 55) as indicated in your EDI message. There will be an APERAK email message for each container.

9. PRA EDI MESSAGE SPECIFICATION

Note: 'an' = alphanumeric

Field	Data	Contents Samples	Max. Length	Condition	Comment
1	Sender	FLDBO	an..5	Required	1-Stop registered username eg. FLDBO=Fletchers Dubbo
2	Recipient	1STOP	an..15	Required	1-Stop registered username.
3	Date/time message created	CCYYMMDDHHMM	12	Optional	Pad day and month with zeros for single digit. Time is given in 24 hour clock. Defaults to 1-Stop system date and time of receipt if not supplied.
4	Message Function	Possible values are: ORIGINAL REPLACEMENT or CANCELLATION		Required	• ORIGINAL for the first file exchanged – there can be only one ORIGINAL sent • Thereafter either a REPLACEMENT or a CANCELLATION is sent *only* for the containers that need to be changed/cancelled. • Alternatively the *entire* file is sent again as a REPLACEMENT or as a CANCELLATION. • After a CANCELLATION is send a new ORIGINAL can be sent.

		Transport Details				
5	Train Number / Road Indicator	'5112' or 'TRAIN' or 'ROAD'	an..10	Required	• 'ROAD' if the containers are being sent via road transport. • 'TRAIN if the containers are being sent via rail transport. • Otherwise a Train number is provided.
6	Scheduled departure date/time	CCYYMMDD[HHMM]		Date Required [Time Optional]	The schedule date of departure of the Train or truck from the sender.
7	Actual departure date/time	CCYYMMDD[HHMM]		Optional [Time Optional]	1-Stop will default to Scheduled date/time if not supplied
8	Estimated date/time of arrival	CCYYMMDD[HHMM]		Optional [Time Optional]	1-Stop will defaults to Scheduled date/time if not supplied

9	Train operator/Road Carrier	PACIFICNATIONAL	an..17	Required	• 1-Stop registered names for Rail Carriers:-
					•
					  PACIFICNATIONAL
					  SILVERTON
					  LAUCHLANVALLEY
					  QLDRAIL
					  FREIGHTAUST
					  AUSTNATIONAL
					  AUSTRAILGRP
					  PATRICKRAIL
					  UNKNOWN – may not be allowed in the future
					
					• Road Transport either their name or ROADCARRIER.
					• If the truck will enter the terminal as an "Auto Gate" then the ABN number must be entered.

10	Place of departure or Origin	FLDBO	an..5	Required	ACOS Contractor/Railhead Code eg FLDBO=Fletchers Dubbo
11	Train/Road destination	BOTRL	an..5	Required	ACOS Contractor/Railhead Code – eg For ROAD use the Stevedore Contractor code eg Patrick Port Botany ASLPB. For Train use the rail terminal/yard BOTRL or the Stevedore Contractor code ASLPB
12	Wagon Number / Truck Rego	10171W	an..10	Required	• Must include wagon checksum if Wagon. • If truck rego is not known then enter "UNKNOWN"
13	Wagon Class	NQIY	an..5	Required	Blank if Truck

		Vessel Details

| 14 | Marine Terminal | ASLPB | an..6 | Required | 1-Stop code used by Terminals.
It is critical to get this right otherwise the information will go to the wrong stevedore.
The valid codes are:-

Australian Amalgamated Terminals:
AAT Fisherman Island = AATFI
AAT Port Kembla = AATPK

Patrick:
PTFIT = Brisbane - Fisherman Island
ASLFR = Western Australia - Fremantle
ASES1 = Melbourne - East Swanson
NTLWD = Melbourne - Webb Dock
ASLPB = Sydney - Port Botany

DP World:
CONFI = Brisbane - Fisherman Island
CTLPB = Sydney – Port Botany
CONWS = Melbourne – West Swanson
CONFR = Western Australia - Fremantle
CONDW = Northern Territory - Darwin
DPBNE = Brisbane

QUBE Ports :
CONMEL = Melbourne – POAG Appleton Dock
CONDW = Darwin – POAG Darwin NT
POPFRB = Fremantle – POAG Fremantle
CONBE = Tasmania - Bell Bay

Hutchison Ports :
HPAFI = Brisbane - Fisherman |

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15	Voyage Number	101N	an..17	Required	
16	Vessel Lloyd's number	9223760	an.7	Required	
17	Line Operator	CGM	an..3	Required	3 character ACOS Shipping Line Code
18	Port of Loading	AUSYD	an..5	Required	Port where cargo is to be loaded onto a vessel. Must be one of the following UNLOCODES:- AUSYD = Sydney AUMEL = Melbourne AUBNE = Brisbane AUFRE = Fremantle AUBUR = Burnie Tasmania (Launceston)
19	Port of Discharge	IDJKT	an..5	Required	Overseas port where cargo is to be discharged from a vessel. Must be UNLOCODE.
20	Final Destination	SGSIN	an..10	Optional	Overseas Final Destination of cargo. Must be UNLOCODE. If unknown then default to 'UNKNOWN'
	Commodity Details				
21	AHECC Code	23	an..3	Optional	2-digit Harmonised System cargo code. Use "00" if cargo is not specified.
22	ACOS Cargo Code	HFMT	an..4	Required	Container Terminal cargo code.

23	Cargo description (short)	HARD FROZEN MEAT	an..70	Required	Free text description of the cargo / goods. Use "UNSPECIFIED" if AHECC code is "00".
24	No. of packages	1	n..4	Required	Number of items loaded. Always 1 for a container.
25	CAN Customs Authority Number	AAACGPNMT	an..35	Required	Goods Declaration Number. Required for "EXPORT" cargo. Use "EMPTY" if exporting an empty container. Below is list of valid CMR Exempt codes that can be sent in a PRA when appropriate… "EXTI" – Temporary Import. "EXML" - Australia Post or Diplomatic Bags "EXDC" - Australian Domestic Cargo "EXSP" - Australian Aircraft Spares "EXDD" - Military goods. (Owned by Aust, Govt)
26	Shipper's reference	JOB1234	an..35	Required	A unique reference number of the company sending the containers. The reference number could be a job number, consignment number, date-time, ticket number etc.
27	Order Number		an..17	Optional	Transport operator's order number or reference.

28	Shipping Line Booking reference	S6047	an..17	Required	Booking reference number. Use 'UNKNOWN' if not known.
29	Account Number of Party to be billed		an..35	Optional	Rail operator's account number for party to be billed for train freight transport
30	Consignor		an..35	Optional	Name of the original sender of the goods. Default to name of shipper if not supplied.
31	Consignee		an..35	Optional	Name of the ultimate recipient of the goods. Default to terminal if not supplied.
Container Details					
32	Container Number	OCLU1441267	an..12	Required	ISO Container number or equivalent. Do not include spaces.
33	All up gross weight	30000	an..18	Required	Should always be the all-up weight of the container plus cargo, expressed in kilograms. Should equal Container Tare Weight plus Cargo Gross Weight.
34	ISO Size/type code	2200	an..4	Required	The Container type as displayed on the container. This is normally a 4 alphanumeric code.
35	Temperature of Container	-18.0	an..5	Conditional/ Required for Reefer Container	Celsius degrees, to 1 decimal places. Include the minus sign if necessary. Required if a reefer container . Required if the commodity code requires a temperature. Eg HFMT = Hard frozen meat must have a temperature.

36	Import/Export/Domestic indicator	Possible values are: EXPORT STORAGE		Required	For an ERA always 'EXPORT' or STORAGE STORAGE was intended for use with the Patrick CTO when the container was to go into the terminal for Storage purposes and when there was no vessel details. Normally the default for PRAs would be EXPORT.
37	Full/empty indicator	Possible values are: FULL EMPTY		Required	Indicator if it is an EMPTY container or a FULL container.
38	Oversize Height	125	n	Value required for Out of Gauge cargo	Height overhang measurement in cm, maximum 999cm. Value required for Out of Gauge cargo, if no **Oversize Height** then value= 0
39	Oversize Front (prev. Length)	40	n	Value required for Out of Gauge cargo	Length overhang measurement in cm - Front, maximum 999cm. Value required for Out of Gauge cargo, if no **Oversize Front** then value= 0
40	Oversize Left (prev. Width)	22	n	Value required for Out of Gauge cargo	Width overhang measurement in cm - Left, maximum 999cm. Value required for Out of Gauge cargo, if no **Oversize Left** then value= 0

41	Special Stow	Possible values are: ABOVE DECK BELOW DECK	a	Optional	Attempts will be made to satisfy the Special Stow requirements but no guarantee will be given by the Stevedore that this requirement will be met.
42	Seal Number	4953947	an..10	Conditional	Required if Full/empty indicator is "FULL" Number of seal attached to the container. If there are multiple seals on the container only enter one of them.
43	Seal Condition	Possible values are: IN RIGHT CONDITION, DAMAGED	an..35	Optional	Condition of seal

	Dangerous Goods Items (The following data elements are required if cargo is Hazardous)				
44	Number of DG records to follow		n	Optional	Usually blank (null) or 1 but for cases where there are *more* than 1 DG record this number indicates how many there are. If there are more than 1 then Fields 45 to 54 are repeated this number of times for each DG. If blank the fields 45 to 54 must be included but are all blank.
45	Flashpoint Temperature		n..5	Conditional	Expressed in Centigrade, to 1 decimal place. Include minus sign if applicable and do not include any spaces. Flashpoint - is conditional, if the specific UNDG Number and Class have a Flashpoint Temperature then it must be supplied.
46	IMDG Class		an..7	Required	IMDG Class Number
47	IMDG Page		an..7	Optional	IMDG Code Page Number
48	IMDG Version		an..10	Optional	IMDG Code Version Number
49	UNDG Number		n..4	Required	UN Dangerous Goods Number. Must be 4 digits.

50	Packing Group	Possible values are: I, II, III	an..3	Conditional	I – Great danger, II – Medium danger, III – Minor danger. Packing Group - is conditional, if the specific UNDG Number and Class have a Packing Group then it must be supplied.
51	Technical Name		an..35	Required	Technical name of the dangerous goods
52	Contact Person	Fletchers	an..35	Required	Contact Department or person
53	Phone Number	91235678	an..35	Required	At least 1 contact number must be given phone or mobile.
54	Quantity - Nett Weight of Haz	99999	n..5	Optional	Quantity (net weight) of hazardous product - KGS. No spaces or decimal point.

	Email for error response messages				
55	Return Email Address	Me@email.address	an..50	Dependent	Used to send error messages back to the shipper
56	Oversize Back	500	n..3	Value required for Out of Gauge cargo	Length overhang measurement in cm - Back, maximum 999cm. Value required for Out of Gauge cargo, if no **Oversize Back** then value= 0.
57	Oversize Right	30	n..3	Value required for Out of Gauge cargo	Width overhang measurement in cm - Right, maximum 999cm. Value required for Out of Gauge cargo, if no **Oversize Right** then value= 0

10. SAMPLE PRA EDI FILE

10.1 Sample 1- Out of Gauge and Hazardous Cargo by Train

FLDBO|1STOP|200403161635|ORIGINAL|TRAIN|20040505|20040505|20040506|PACIFIC
NATIONAL|FLDBO|BOTRL|10171W|NQI1|ASLPB|101N|9223760|CGM|AUSYD|IDJKT|SGSIN|23|HFMT|HARD
FROZEN
MEAT|1|1S010611639IKC|JOB1234|ORDERNO|S6047|ACCOUNT
NO|CONSIGNOR|CONSIGNEE|OCLU1441267|32000|2200|-
18.0|EXPORT|FULL||||ABOVE DECK|4953947|IN RIGHT
CONDITION|2||IMDGCL|IMDGPG|IMDGVER|UNDG|III|TECHNICAL NUMBER11|CONTACT
PERSON11|11112222|22223333||IMDGCL2|IMDGPG2|IMDGVER2|UNDG|II|TECHNICAL
NUMBER12|CONTACT PERSON12|12121212|12345|
response@myemail.com.au |103|240

10.2 Sample 2 – Out of Gauge and Hazardous Cargo

FLDBO|1STOP|200403161635|ORIGINAL|TRAIN|20040505|20040505|20040506|PACIFIC
NATIONAL|FLDBO|BOTRL|10172W|NQI2|ASLPB|101N|9223760|CGM|AUSYD|IDJKT|SGSIN|23|HFMT|HARD
FROZEN MEAT|1|1S010611638IKC|JOB1234|ORDERNO2|S6048|ACCOUNT
NO2|CONSIGNOR2|CONSIGNEE2|OCLU1441268|32000|2200|- 19.0|EXPORT|FULL||||BELOW

DECK|4953948|DAMAGED|1||IMDGCL3|IMDGPG3|IMDGVER3|UMDG|I|TECHNICAL NUMBER21|CONTACT PERSON21|21212121|12345| response@myemail.com.au |103|240

10.3 Sample 3 – Out of Gauge Cargo

FLDBO|1STOP|200403161635|ORIGINAL|TRAIN|20040505|20040505|20040506|PACIFIC NATIONAL|FLDBO|BOTRL|10173W|NQI3|ASLPB|101N|9223760|CGM|AUSYD|IDJKT|SGSIN|23|HFMT|HARD FROZEN MEAT|1|1S010611636IKC|JOB1234|ORDERNO3|S6046|ACCOUNT NO3|CONSIGNOR3|CONSIGNEE3|OCLU1441266|22000|2200|- 17.0|EXPORT|FULL|125|40|22|ABOVE DECK|4953946|IN RIGHT CONDITION|||||||||||| response@myemail.com.au |103|240

11. WHERE TO GET HELP

Help is available:
- from the FAQs in the 'Help' tab of our website www.1-stop.biz ;
- by email to helpdesk@1-stop.biz; and
- from 1-Stop Helpdesk on 1300 881 055.