OneStop.

PRA EDI
Administrator Technical Guide:
PRA - CSV Message Specification

OneStop.

1 CONTENTS

2 INTRODUCTION

This Guideline is the Implementation Guide for creating a CSV interface message file for Export Pre-Receival Advice for containers that are intended to be delivered to the Stevedore terminals by **Road** or **Rail** transport.

3 HOW TO USE THIS GUIDE

3.1 Confidentiality

The information contained in this document is for Administrators and receivers of the XML PRA message. Copyright remains with OneStop. 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, email the OneStop Sales team at sales@1-stop.biz.

3.2 Purpose of this guide

This guide is intended as a:

- training resource when you purchase OneStop'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 out our range of resources in the 'Third Party PRAs' tab on our Help Centre or
- Contact the Helpdesk by raising a support ticket here.

3.3 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 - CSV Message Specification Version 2.7**

This version adds data elements related to Verified Gross Mass and the SOLAS Regulation 2 Chapter VI

4 ABOUT ONESTOP

4.1 Who is OneStop?

OneStop is an Australian based, world leader in innovative software solutions for the global port community.

Our suite of integrated capabilities and industry specific products deliver proven results through productivity optimisation tools and systems for the supply chain community.

Our customers include shipping lines, port and terminal operators, freight forwarders, customs brokers, 3PLs, trucking companies, rail operators, importers, and exporters.

4.2 What does OneStop provide?

Our 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 solutions, go to OneStop Solutions.

4.3 Why use OneStop Products & Solutions?

Our suite of integrated products and solutions are tailored to the specific needs of industry operators has been developed to maximise operating efficiency and cost management throughout the supply chain.

OneStop 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.

5 BUSINESS FUNCTION

The Export Receival Advice is a detailed paper-based description of a container prepared by an exporter, forwarder, packer, or trucking company. In the past, the paper ERA has had to accompany the container when it is presented at the gate of a terminal for export receival.

Many container terminals (listed below) are now equipped to receive an electronic ERA through the OneStop Messaging Gateway, known as PRA (Pre-Receival Advice) using the UN/EDIFACT-style IFTERA message.

OneStop provides a number of ways for exporters to send a PRA. These are:-

- IFTERA file format (this document)
- CSV file format
- XML file format
- OneStop Gateway

Email Sales@1-stop.biz for further information on other alternatives.

6 ABOUT PRE-RECEIVAL ADVICE

6.1 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.

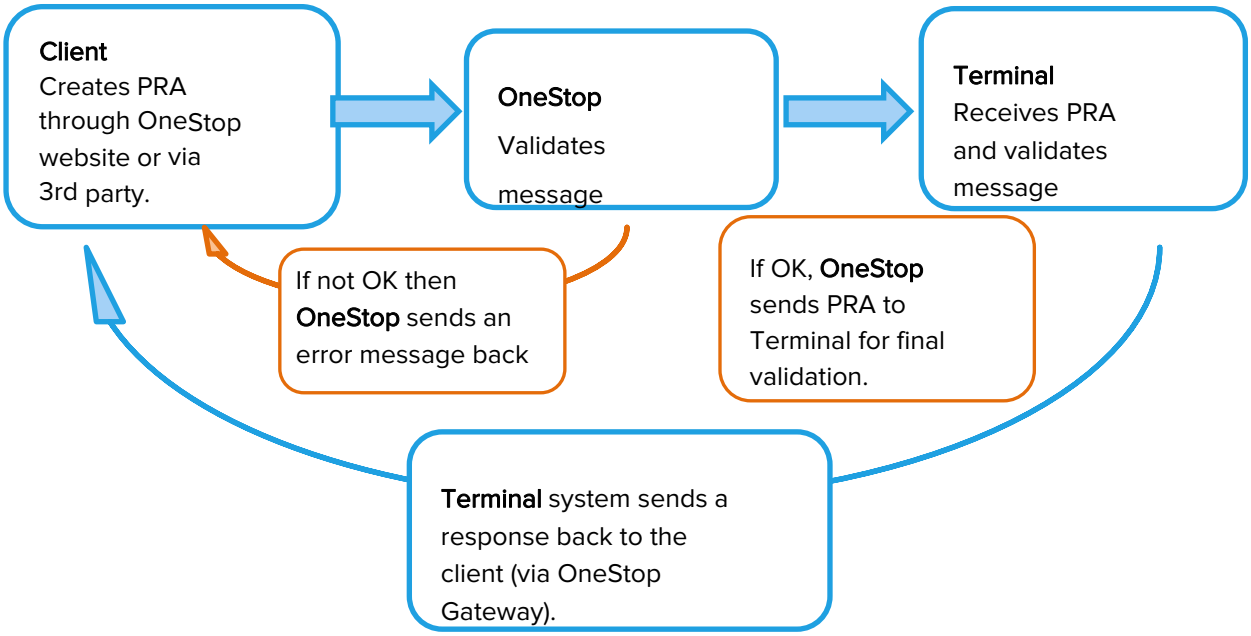
6.2 Who uses the PRA service?

The PRA service is a part of the OneStop Gateway service, and is designed for exporters.

There are two ways that exporters can to lodge their information:

- **Option 1:** Utilise OneStop website where exporters can key export information direct into the OneStop 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 OneStop system. The standard messages are the EDIFACT IFTERA V5.4, OneStop CSV or XML file which can be received direct into the OneStop 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



6.3 Why is the PRA service used?

Automated receival advice procedures have replaced procedures that were carried out by the exporters.

7 TERMS OF USE

All OneStop Products and Solutions have Terms 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 Terms and Conditions.

8 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 OneStop 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 OneStop.

The OneStop Gateway messaging hub can receive the PRA in various formats that suit the industry include XML, EDIFACT IFTER v5.4 and ASCII flat file (CSV) format.

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

8.1 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

8.2 Business Rules

The following rules exist for each PRA:

- One container is related to an individual record.
- All mandatory data items in each record must be sent unless otherwise indicated.

9 MESSAGE HANDLING RULES

The following message rules exist for each PRA:

- 1 XML message per container,
- Contact OneStop Helpdesk (helpdesk@1-stop.biz) to arrange end to end testing if necessary;
- 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)

10 MESSAGE TRANSPORT RULES

Message files are to be transmitted to OneStop as email with attachments.

10.1 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

11 RESPONSE MESSAGES

The Stevedore's system will return an APERAK (Acknowledgement Message) to OneStop which will be converted into a human readable email message and sent on to the 'Return Email Address' as indicated in your EDI message.

There will be an APERAK email message for each container.

12 PRA EDI MESSAGE SPECIFICATION

Note: ‘an’ = alphanumeric

Field	Data	Contents Samples	Max. Length	Condition	Comment
1	Sender	FLDBO	an..5	Required	OneStop registered username e.g. FLDBO=Fletchers Dubbo. Contact OneStop to obtain this code.
2	Recipient	1STOP	an..15	Required	OneStop 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 OneStop 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]	OneStop will default to Scheduled date/time if not supplied
8	Estimated date/time of arrival	CCYYMMDD[HHMM]		Optional [Time Optional]	OneStop will default to Scheduled date/time if not supplied

9	Train operator/Road Carrier	PACIFICNATIONAL	an..17	Required	• OneStop 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 e.g. FLDBO=Fletchers Dubbo
11	Train/Road destination	BOTRL	an..5	Required	ACOS Contractor/Railhead Code – e.g. For ROAD use the Stevedore Contractor code e.g. 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	OneStop 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:** AATFI = AAT Fisherman Island AATPK = AAT Port Kembla AATAD = AAT Adelaide **Patrick:** PTFIT = Brisbane - Fisherman Island ASLFR = Western Australia - Fremantle ASES1 = Melbourne - East Swanson ASLPB = Sydney - Port Botany **DP World:** CTLPB = Sydney – Port Botany CONWS = Melbourne – West Swanson CONFR = Western Australia - Fremantle DPBN~~H~~E = Brisbane **QUBE Ports:** CONBE= Tasmania – Bell Bay CONDW = Darwin – POAG Darwin NT QBESP = Western Australia – Esperance QBPHD = Western Australia – Port Hedland QBDAM = Western Australia – Dampier **Hutchison Ports:** HPAFI = Brisbane – Fisherman HPAPB = Sydney Port Botany **Victoria International Container Terminal:** VICTM = Melbourne -Victoria International Container Terminal **LINX Terminals** LNXDW = Northern Territory - Darwin LNXEP = Western Australia - Espearance

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) NZNPE = Napier (New Zealand)
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 Optional for countries outside AU	Goods Declaration Number. Required for “EXPORT” cargo. Do not include this segment 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) For Port of Napier leave blank.
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	Gross Weight	30000	an..18	Conditional	All-up weight of the container plus cargo, expressed in kilograms. Should equal Container Tare Weight plus Cargo Gross Weight (Nett cargo weight). **Gross Weight** can only be blank if the method of weighing is SM1 or SM2 (Field 59) **Gross Weight is required** for empty (Commodity Code = MT) containers or when the method of weighing is WAT (Field 59) **Note**: If both Gross Weight and the Verified Gross Weight (Field 58) are supplied then Verified Gross Weight (Field 58) will take precedence over the Gross Weight. After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then Verified Gross Weight (Mass) (VGM) will be mandatory with the following exceptions: - • **Just the Gross Weight (Field 33) can be supplied** only when the Method of weight calculation (refer to the below data) is **WAT** (Weigh At Terminal) • or for empty containers.

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. E.g. 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 were 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 has 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
	Additional Out of Gauge (OOG) data.				

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
	Verified Gross Mass data (added March 2016)				

58	Verified gross weight	30000	an..18	Conditional, Required for non-empty containers or when the Method of weighing is SM1 or SM2	Verified all-up weight of the container plus cargo, expressed in kilograms. Must equal Container Tare Weight plus Cargo Weight (Nett cargo weight) if supplied. **Verified Gross Weight** can only be blank if the method of weighing is WAT or the commodity code is MT (Empty container) After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then Verified Gross Weight will be mandatory with the following exceptions: - • **Just the Gross Weight (Field 33) can be supplied** only when the Method of weight calculation (refer to the below data) is **WAT** (Weigh At Terminal) • or for empty containers. **Note**: If both Gross Weight (Field 33) and the Verified Gross Weight (Field 58) are supplied then Verified Gross Weight will take precedence over the Gross Weight.

59	Method of Weight Calculation	SM1	an . 3	Conditional, required for non-empty container.	Method of weight calculation. This is required for non-empty containers. If Commodity Code = MT then this field is not required. If Commodity Code is OOG (OUT OF GAUGE) or BOAT or NEST or FLEX, then this field is required and only SM1 or SM2 can be used. WAT cannot be used as the OOG/BOAT/NEST/FLEX container cannot be weighed at the terminal. Note: The commodity that cannot be weighed at terminal is subject to change. This is related to Verified Gross Weight. There are 3 valid methods of weight calculation codes: SM1, SM2, WAT. When Verified Gross Weight value is provided then the method of weighing is either SM1 or SM2. When Gross Weight (Field 33) value is provided then the method of weighing is WAT (Weigh At Terminal). SM1: SOLAS Regulation 2 Chapter VI Method 1 – Actual weighting of container

					SM2: SOLAS Regulation 2 Chapter VI Method 2 – Calculated weight based on contents As at March 2016 WAT can only be used at Victoria International Container Terminal (VICT) by arrangement with VICT
60	Weight verification date and time	201601211600UTC	an..15	Conditional, required when the container is non empty and the Method of weight calculation is not WAT.	Weight verification date and time - format CCYYMMDDHHMMZZZ When the Method of weight calculation is WAT, weight at terminal, this field is not required.
61	Weight Certificate Issuing Party	CONTAINER WEIGHTING LTD	an.. 256	Optional	Party issuing certificate after weighing a packed container (Method 1 – SM1) or party which has calculated gross weight from weight of container content and equipment tare weight (Method 2 – SM2) When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the name of the Weight certificate issuing party. For example, VICTORIA INTERNATIONAL CONTAINER TERMINAL.

62	Weight Certificate Issuing Party Street	1 BAY STREET	an.. 50	Optional	The street address of the party issuing weight certificate. When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the street of the Weight certificate issuing party. For example, 78 WEBB DOCK DRIVE.
63	Weight Certificate Issuing Party City	SYDNEY	an.. 50	Optional	The city of the party issuing weight certificate. When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the city of the Weight certificate issuing party. For example, PORT MELBOURNE.
64	Weight Certificate Issuing Party Country	AUSTRALIA	an.. 35	Optional	The country of the party issuing weight certificate. When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the country of the Weight certificate issuing party. For example, AUSTRALIA.

65	Name of Declarant	JOE BLOKE	an..35	Conditional, required when the container is non empty.	Name of the person who declares the verified gross weight. This must be provided when the container is non empty. Even if the container is to be weighed at the terminal, name of Declarant is required.
66	Company of Declarant	J EXPORTER	an..256	Conditional, required when the container is non empty.	Company the Declarant works for. This must be provided when the container is non empty. Even if the container is to be weighed at the terminal, Company of Declarant is required.
67	Phone of Declarant	0424222333	an..35	Conditional, required when the container is non empty.	Phone of the Declarant. Either Phone or Email must be provided. This must be provided when the container is non empty. Even if the container is to be weighed at the terminal, either Phone or Email must be provided.
68	Email of Declarant	JBLOKE@EMAIL.COM	an..50	Conditional, required when the container is non empty.	Email of the Declarant. Either Phone or Email must be provided. This must be provided when the container is non empty. Even if the container is to be weighed at the terminal, either Phone or Email must be provided.

69	EDI Signature	JOE BLOKE	an..512	Conditional, required when the container is non empty.	EDI Signature of the Declarant. For example, this could be the source sender ID for EDI message. This must be provided when the container is non empty. Even if the container is to be weighed at the terminal, EDI signature is required.

13 SAMPLE PRA FILE

13.1 Sample 1 – Out of Gauge and Hazardous Cargo by Train

Note: The Gross Weight (Field 33) is blank and Field 58 now has the Verified Gross Weight followed by the associated VGM details.

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||22G1|-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|32001|SM1|201601211600UTC|CONTAINER WEIGHTING LTD|1 BAY STREET|SYDNEY|AUSTRALIA|JOE BLOKE|J EXPORTER|0424222333|JBLOKE@EMAIL.COM|JOE BLOKE

13.2 Sample 2 – Reefer and Hazardous Cargo

Note: The Gross Weight (Field 33) is blank and Field 58 now has the Verified Gross Weight followed by the associated VGM details.

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||22G1|-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|32001|SM1|201601211600UTC|CONTAINER WEIGHTING LTD|1 BAY STREET|SYDNEY|AUSTRALIA|JOE BLOKE|J EXPORTER|0424222333|JBLOKE@EMAIL.COM|JOE BLOKE

13.3 Sample 3 – Out of Gauge Cargo

Note: The Gross Weight (Field 33) is blank and Field 58 now has the Verified Gross Weight followed by the associated VGM details.

If Commodity Code = OOG (OUT OF GAUGE) then only SM1 or SM2 can be used. WAT cannot be used as the OOG container cannot be weighed at the terminal.

FLDBO|1STOP|200403161635|ORIGINAL|TRAIN|20040505|20040505|20040506|PACIFIC NATIONAL|FLDBO|BOTRL|10173W|NQI3|ASLPB|101N|9223760|CGM|AUSYD|IDJKT|SGSIN|23|OOG|OUT OF GAUGE|1|1S010611636IKC|JOB1234|ORDERNO3|S6046|ACCOUNT NO3|CONSIGNOR3|CONSIGNEE3|OCLU1441266||22G1|-17.0|EXPORT|FULL|125|40|22|ABOVE DECK|4953946|IN RIGHT CONDITION|||||||||| response@myemail.com.au|103|240|32001|SM1|201601211600UTC|CONTAINER WEIGHTING LTD|1 BAY STREET|SYDNEY|AUSTRALIA|JOE BLOKE|J EXPORTER|0424222333|JBLOKE@EMAIL.COM|JOE BLOKE

13.4 Sample 4 – Reefer Container to be weighed at Terminal

Note: The Gross Weight (Field 33) is supplied and Field 58, the Verified Gross Weight, is blank followed by the instruction to Weigh At Terminal.

FLDBO|1STOP|201601161635|ORIGINAL|TRAIN|20040505|20040505|20040506|PACIFIC NATIONAL|FLDBO|BOTRL|10173W|NQI3|VICTM|101N|9223760|CGM|AUMEL|IDJKT|SGSIN|23|HFMT|HARD FROZEN MEAT|1|1S010611636IKC|JOB1234|ORDERNO3|S6046|ACCOUNT NO3|CONSIGNOR3|CONSIGNEE3|OCLU1441266|22000|22G1|-17.0|EXPORT|FULL||||ABOVE DECK|4953946|IN RIGHT CONDITION|||||||||| response@myemail.com.au|||WAT||VICTORIA INTERNATIONAL CONTAINER TERMINAL|78 WEBB DOCK DRIVE|PORT MELBOURNE|AUSTRALIA|J EXPORTER|J EXPORTER|0424222333|JBLOKE@EMAIL.COM|JOE BLOKE

13.5 Sample 5 – Empty Container

Note: The Gross Weight (Field 33) is supplied and Field 58, the Verified Gross Weight, is blank followed by the instruction to Weigh At Terminal.

```
FLDBO|1STOP|201601161635|ORIGINAL|TRAIN|20040505|20040505|20040506|PACIFIC
NATIONAL|FLDBO|BOTRL|10173W|NQI3|VICTM|101N|9223760|CGM|AUMEL|IDJKT|SGSIN|23|MT|EMPTY
CONTAINER|1|1S010611636IKC|JOB1234|ORDERNO3|S6046|ACCOUNT
NO3|CONSIGNOR3|CONSIGNEE3|OCLU1441266|2500|22G1||EXPORT|FULL||||ABOVE DECK|4953946|IN RIGHT CONDITION||||||||||||
response@myemail.com.au||||||||||||
```

14 WHERE TO GET HELP

Help is available:

- check out our range of resources in the 'Third Party PRAs' tab on our Help Centre or
- Contact the Helpdesk by raising a support ticket here.

15 APPENDIX A – CONTRACTOR TERMINAL CODES

These are the acceptable Loading terminal codes used by OneStop.

Terminal	Location	Code
Patrick	Brisbane – Fisherman Island	PTFIT
	Fremantle	ASLFR
	Melbourne – East Swanson	ASES1
	Sydney – Port Botany	ASLPB
DP World	Brisbane	DPBNE
	Fremantle	CONFR
	Melbourne – West Swanson	CONWS
	Sydney – Port Botany	CTLPB
AAT	Brisbane – Fisherman Island	AATFI
	Sydney – Port Kembla	AATPK
	Adelaide	AATAD
QUBE Ports	Tasmania – Bell Bay	CONBE
	Northern Territory - POAG Darwin	CONDW
	Western Australia - ESPERANCE	QBESP
	Western Australia - PORT HEDLAND	QBPHD
	Western Australia - DAMPIER	QBDAM
Hutchison Ports	Brisbane – Fisherman Island	HPAFI
	Sydney – Port Botany	HPAPB
VICT	Melbourne – Victoria International Container Terminal	VICTM
LINX Terminals	Northern Territory - Darwin	LNXDW
	Western Australia - ESPERANCE	LNXEP

16 APPENDIX B – CONTAINER ISO CODES

The new ISO Standard allows the use of alphas to describe container size and type. The alpha characters both replace the existing numeric codes and also cater for describing abnormal dimensions.

Letter	Element	Size/Type	Old Code	New Code
1st	Length	10’		1
		20’	2	2
		30’		3
		40’	4	4
		24’		B
		24’6”		C
		45’		L
		48’		M
2nd	Height & Width	8’	0	0
		8’6”	2	2
		8’6” and 8’3” wide		C
		9’0” and 8’3” wide		D
		9’6”	5	5
		9’6” and 8’3” wide	5	E
		Greater than 9’6”		6
		4’3”	6	8
		Less than 4’3”	9	9
3rd	Type	General Purpose – no vents	0	G
		General purpose - vents	1	G
		Fantainer	1	V
		Insulated	2	H
		Integral Reefer	3	R
		Porthole Reefer	4	H
		Open Top	5	U
		Flat or Bolster	6	P
		Tank	7	T
		Bulk	8	B
4th		The fourth still has little operational significance		

16.1 Sample ISO codes

New	Old	Description
22G0	2200	20’ X 8’6” Dry
22R0	2230	20’ X 8’6” Integral Reefer
20H0	2040	20’ x 8’0” Porthole Reefer
22U0	2250	20’ x 8’6” Open Top
22P0	2260	20’ x 8’6” Flat

22T0	2270	20’ x 8’6” Tank
22B0	2280	20’ x 8’6” Bulk

17 APPENDIX C – ISO CONTAINER CHECKSUM

The determination of container check digit is based on ISO 6346:1995(E) standard. Each container number is made up of the following elements:

Container Number Structure			
Character	**Field Name**	**Condition**	**Comments**
1-3	Owner code	Mandatory	3 alpha letters
4	Category identifier	Mandatory	1 character of either: U - for all freight containers J - for detachable freight container-related equipment Z - for trailers and chassis
5-10	Serial number	Mandatory	6 digits (must precede sufficient zeroes to make up 6 digits)
11	Check digit	Mandatory	1 digit (can be calculated)
12-13	Country code	Optional	2 letters specific country code
14-17	Size and type	Optional	4 digits specific size/type code

17.1 Determination of check digit

The check digit of a container identification system is determined by following the procedure outlined in A.1 to A.4. A sample calculation is presented below.

A.1 – Numerical equivalents of container owner code, category identifier and serial number

Each letter of the owner code, the equipment category identifier and each numeral of the serial number shall be consecutively allocated a numerical value in accordance with table A.1 below.

Table A.1: Equivalent values				
Owner code/category identifier				Serial number
Letter	Equivalent value	Letter	Equivalent value	Numeral or equivalent value*
A	10	N	25	0
B	12	O	26	1
C	13	P	27	2
D	14	Q	28	3
E	15	R	29	4
F	16	S	30	5
G	17	T	31	6
H	18	U	32	7
I	19	V	34	8
J	20	W	35	9
K	21	X	36	
L	23	Y	37	
M	24	Z	38	
NOTE – The equivalent values 11,22,33 are omitted as they are multiples of the modulus (see A.3)				
* The serial number and its equivalent value are identical.				

A.2 – Weighting factor

Each numerical equivalent, determined in accordance with A.1, shall be multiplied by a weighting factor in the range 2^0 to 2^9. The weighting factor 2^0 is applied to the first letter of the owner code, and then in increasing powers of 2, rising to 2^9 for the last digit of the serial number.

A.3 – Modulus

The sum of the products obtained according to A.2 shall be divided by a modulus of value eleven.

A.4 – Value of check digit

Table A.2 indicates the check digit value corresponding to the remainder value of the division effected in conformity with A.3.

Table A.2 – Check digit value	
Remainder	**Check digit**
10	0
9	9
8	8
7	7
6	6
5	5
4	4
3	3
2	2
1	1
0	0
NOTE – Where it is required to avoid the duplication resulting from the value zero being assigned as a remainder of both 10 and 0, it is recommended that serial numbers resulting in remainders of 10 should not be used.	

17.2 Sample check digit calculation

1. Container number: owner code, category identifier and serial number									
Z	E	P	U	0	0	3	7	2	5
2. Equivalent factors:									
38	15	27	32	0	0	3	7	2	5
3. Weighting factors:									
1	2	4	8	16	32	64	128	256	512
4. Product of columns in lines (2) and (3):									
38	30	108	256	0	0	192	896	512	2560

The sum of all the products in line (4) = 4592
The sum divided by the modulus 11 = 417 (with 5 remaining)
The remainder is 5 and, by referring to table A.2, it is found that the check digit is 5 in this case.
So the actual container number is: ZEPU0037255

18 APPENDIX D – CUSTOMS ECN CHECKSUM

Customs ECN/CRN is based on Modulus 21 check digit calculation. The algorithm involved the following steps:

1. Number the character positions of the ECN from one to twelve, going from left to right. Exclude the check digit and the status indicator.

2. Determine the ASCII value of each character using conversion table below. For alphabetic characters, use upper case values.

ASCII Table													
Character	0	1	2	3	4	5	6	7	8	9			
ASCII	48	49	50	51	52	53	54	55	56	57			
Character	A	B	C	D	E	F	G	H	I	J	K	L	M
ASCII	65	66	67	68	69	70	71	72	73	74	75	76	77
Character	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
ASCII	78	79	80	81	82	83	84	85	86	87	88	89	90

3. Determine a weighting value for each character position. For character position one, the weighting value is 13, for position two the weighting is 12, etc.

4. Multiply each ASCII value by the weighting value. Sum all the products.

5. Divide by the modulus, 21, and obtain the remainder.

6. Assign the remainder an alphabetic equivalent, using the table below. "C" and "E" are not used, to avoid potential confusion with the status indicator. The equivalent character is the actual check character.

Equivalent Table											
Remainder	0	1	2	3	4	5	6	7	8	9	10
Equivalent	A	B	D	F	G	H	I	J	K	L	M
Remainder	11	12	13	14	15	16	17	18	19	20	
Equivalent	N	O	P	Q	R	S	T	U	V	W	

18.1 Sample ECN calculation

ECN value is: 8C963253052NSC

Position	Character	ASCII Value	Weighting	Product
1	8	56	13	728
2	C	67	12	804
3	9	57	11	627
4	6	54	10	540
5	3	51	9	459
6	2	50	8	400
7	5	53	7	371
8	3	51	6	306
9	0	48	5	240
10	5	53	4	212
11	2	50	3	150
12	N	78	2	156
			Sum:	4993
			Modulus 21:	16
			Check Digit:	**S**
			ECN:	**8C963253052NS**

The ECN reference 8C963253052NSC is valid in this case.

19 APPENDIX E – CUSTOMS CAN CHECKSUM

The following information is provided to Software Developers to allow them to build CAN checking routines to ensure that CAN's reported into their systems by third parties meet Customs reference construction requirements. This will allow the development of check routines for clients receiving CAN's, as a pre-check prior to making a report to Customs. These routines will allow the identification of invalidly formed CAN's. However, Customs normal processing and validation processes will identify and reject any reported CAN that has not been generated within Customs by the ICS.

A Customs Authority Number (CAN) will be created by the Integrated Cargo System to identify various Export Documents. The Customs Authority Number (CAN) will be applicable to:

1. Export Declarations: The CAN for Export Declarations is termed the Export Declaration Number (EDN).
2. Sub-Manifest Reports: The CAN for Sub-Manifest Reports (of type Consolidation or Slot) is termed the Consolidation Reference Number (CRN).
3. Accredited Client Export Authorities: The CAN for Accredited Client Export Authorities is termed the Accredited Client Export Authority Number (ACEAN).
4. Periodic Declarations: The CAN for Periodic Declarations is termed the Periodic Declaration Number (PDN).
5. Main Manifest Reports: The CAN for Main Manifest Reports is termed the Main Manifest Number (MMN).

The above Export Documents (also known as Export Messages) are responsible for the creation of the appropriate CAN, however there are other Export Messages, which reference those CANs. Apart from Amendments or Withdrawals of the Export Documents mentioned above, the other Export Messages, which reference CANs, are:

1. Warehouse and Depot Notices.
2. CTO Notices.
3. Outbound Messages and Unsolicited Messages: Outbound Messages will also incorporate appropriate CANs in the response to the Export Client upon the processing of an Export Document/Message. Various Unsolicited Messages will also reference CANs. For details of Outbound Messages and Unsolicited Messages.
4. Status Request: Export Document Status will utilise the CAN in a Status Request Message.

Additionally, various Import Documents and Messages will also require the creation and use of Customs Document Identifiers.

LENGTH AND CHARACTER SET

The CAN is 9 characters long with a format of **AAAAAAAAZ** where **A** represents the Sequence Character and **Z** represents the Check Digit Character. The Character Set applicable to the Sequence Characters and Check Digit Character are as follows:

- A is drawn from the 22 alphanumeric characters that are considered to be unambiguous.

  That is:

  A, C, E, F, G, H, J, K, L, M, N, P, R, T, W, X, Y, 3, 4, 6, 7, 9

  Note that "S" is not included.

  .
- Z is drawn from the 22 characters above plus "S".

Each of the allowed characters has an associated Character Value and Character Weight. The Character Value and Character Weight is shown in Table One below.

Character Value and Character Weight for Characters in the CAN																					
Character	A	C	E	F	G	H	J	K	L	M	N	P	R	T	W	X	Y	3	4	6	7	9	S
Character Value	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Character Weight	14	9	4	16	2	22	11	6	19	1	21	13	7	15	12	3	18	10	20	5	17	8	0

Note: As stated previously, Character "S" is used in the Check Digit Character Position only.

Each of the Character Positions of the CAN has an associated Position Weight. The Position Weight is shown in the below.

Position Weight for Character Positions in the CAN									
	Left Most Character							Right Most Character	Check Digit Character
Index of Position	1	2	3	4	5	6	7	8	9
Position Weight	3	2	6	8	5	9	4	7	1

CAN SEQUENCE CHARACTERS

The Character Value (see Table: Character Value and Character Weight for Characters in the CAN) of each of the first eight characters (termed the Sequence Characters) of the CAN form a number with a 'base of 23'. In these positions of the CAN the Character Value of 0 (zero) never appears because no character has such a value, and the Character Value of 23 never appears because the 'base of 23' allows values only up to 22.

The range of Sequence Characters is AAAAAAAA through to 99999999. The range has to take into account the absence of the excluded (ambiguous) characters.

CAN CHECK DIGIT CHARACTER

The ninth character of the CAN is the Check Digit Character. It is set using the Character Weight and Position Weight of the first 8 characters (the Sequence Characters) in the CAN using the following procedure:

CAN Check Digit Character	
Step	**Description**
1	Using the details in the Table: **Character Value and Character Weight for Characters in the CAN** and the Table: **Position Weight for Character Positions in the CAN**, calculate the sum of each of the eight products of each Sequence Character's Character Weight and Position Weight.
2	The sum given by Step 1 is divided by 23 to obtain the remainder.
3	The remainder obtained in Step 2 is subtracted from 22 to give a number between 0 and 22 inclusive.
4	The Character with a Character Weight that matches the number obtained in Step 3 is the Check Digit Character. Note that the Character "S" may be the Check Digit Character.

The equation encompassing Steps 1, 2 and 3 is:

The equation encompassing **Steps 1**, **2** and **3** is :

$$W_9 = 22 - MOD\left(\sum_{i=1..8}(W_{v_i} \times P_i), 23\right)$$

where :-

W_9 is the Weight of the Check Digit Character;

W_{v_i} is the Weight of the Character with the Value **v** in the ***i*** th position (Character Weight); and

P_i is the Weight of the ***i*** th position (Position Weight).

19.1 Samples CAN calculation

Example One

1. The first 8 characters of a Customs Document Identifier are CY46W3XA.
2. Sum the product of each Characters Weight by the Position Weight : -(9*3 + 18*2 + 20*6 + 5*8 +12*5 + 10*9 + 3*4 + 14*7) = 483
3. Apply a MOD 23 calculation to the total from Step 1 : - MOD(483,23) = 0
4. Subtract the number obtained from Step 2 from 22: - 22 – 0 = 22

5. From Table One : Character Value and Character Weight for Characters in the CAN, the Character with a Character Weight that matches the number obtained in Step 3 is the Check Digit Character. The Check Digit Character in this example is “H”. The full nine character Customs Document Identifier is therefore :
   CY46W3XAH

Example Two

The first 8 characters of a Customs Document Identifier are A76GG9FE

1. Sum the product of each Characters Weight by the Position Weight : -
   (14*3 + 17*2 + 5*6 + 2*8 +2*5 + 8*9 + 16*4 + 4*7) = 296
2. Apply a MOD 23 calculation to the total from Step 1 :-
   MOD(296,23) = 20
3. Subtract the number obtained from Step 2 from 22 : -
   22 – 20 = 2
4. From Table One : Character Value and Character Weight for Characters in the CAN, the Character with a Character Weight that matches the number obtained in Step 3 is the Check Digit Character. The Check Digit Character in this example is “G”. The full nine character Customs Document Identifier is therefore :-
   A76GG9FEG