



PRA EDI

Administrator Technical Guide:
IFTERA Message Specification

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2 INTRODUCTION

This Guideline is the Implementation Guide for creating a XML interface message file for Export Pre-Receive 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 and any new data fields are highlighted within the details.

This is: PRA - IFTERA Message Specification Version 2.9

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 Receipt 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-Receive Advice?

The Pre-Receive 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;
- LINX Terminals
- Victoria International Container Terminal.

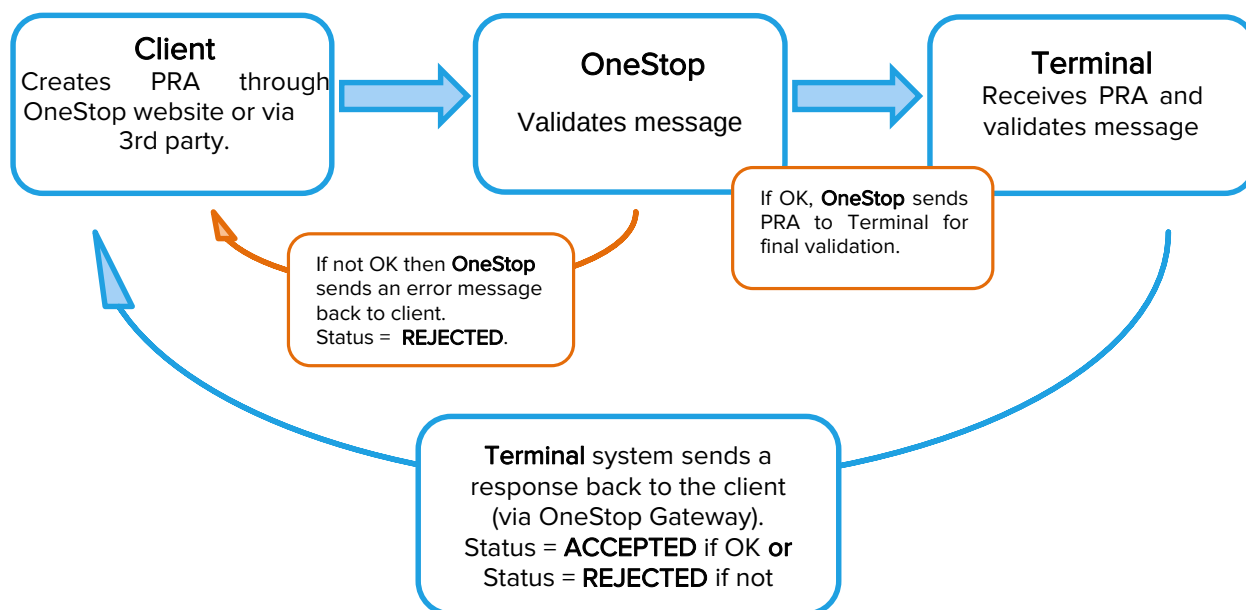
The benefits to individual exporters and industry have already been well documented, but just to name a few – faster truck turn-a-round times, greater accuracy of information, transparency for all sectors of the transport chain, standardised receival process for both road & rail, and numerous others.

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 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 receipt 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.

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 Receipt 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 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

9 MEANS OF TRANSMISSION

IFTERA messages are transported via the internet, using SMTP mail ("internet mail"). EDI data is typically attached to an SMTP message as MIME attachments using either Base64 or Quoted-Printable encoding rule.

Only one Container is permitted in each IFTERA message. Although multiple IFTERA messages (UNH to UNT) can be grouped in an Interchange, only one Interchange (UNB to UNZ) attachment per e-mail is acceptable.

The email address for OneStop EDI gateway is:

Test: stop20@test.1-stop.biz

Production: pra@edi.1-stop.biz

10 DATA REQUIREMENTS

The following data items **must** be included in any IFTERA message:

- Message Preparation Date (YYYYMMDDHHMMSS)
- Message Function
- Message Sender (OneStop registered trading code)
- Shipping Line Booking Reference
- Customs Export Reference Number (ECN/EDN/CRN/CAN)#
- Lloyd's Number (7 digits)
- Outbound Voyage Number
- Shipping Line/Line Operator (OneStop Carrier Code^{*})
- Loading Terminal (OneStop Contractor Code^{*})
- Port of Loading (UN LOCODE)
- Port of Discharge (UN LOCODE)
- Arrival Mode of Transport
- Container Number
- Container ISO Code
- Container Full/Empty Indicator
- Commodity Code (OneStop Code^{*})
- Verified Gross Weight (Weight of container + cargo)
- Method of Weight Calculation (Required for Non Empty Container)
- Weight Verification Date and Time (Required for Non Empty Container)
- Name of Declarant (Required for Non Empty Container)
- Company of the Declarant (Required for Non Empty Container)
- Contact Phone of the Declarant (Either Phone or Email is required for Non Empty Container)

- Contact Email of the Declarant (Either Phone or Email is required for Non Empty Container)
- EDI Signature of the Declarant
- Seal Number (used 'UNKNOWN' for empty or flat-rack container or if not known)

The following data items **may** also be included if required:

- Exporter's Reference Number
- Vessel Name
- Final Destination Port (UN LOCODE)
- Goods Description
- Net Weight (Weight of cargo only)
- Tare Weight (Weight of container only)
- Party issued the weight certificate via method 1 or method 2

The following data items **should** also be included to identify the road/rail carrier delivering the container to the terminal, if known:

Road Transport:

- Place of Origin (OneStop Railhead or Depot or Container Park code^{*})
- Terminal VBS Booking number
- Carrier Operator ABN at Terminals operating an 'Auto Gate'
- Truck Rego

Rail Transport:

- Place of Origin (OneStop Railhead or Depot or Container Park code^{*})
- Carrier Operator ABN at Terminals operating an 'Auto Gate'
- Train Number
- Wagon Number

The following data items **must** be included if applicable to the cargo: **Temperature detail** (if cargo refrigerated)

- Control Temperature in Celsius(+/- 99.9)

Humidity/Air change details (if cargo in climatised containers)

- Humidity setting, if any.
- Vent/Air Flow setting, if any.

Hazardous details (if cargo hazardous)

- UNDG Hazard Number
- IMDG Hazard Class
- Hazardous Technical Name

- Hazardous Net Weight
- Hazardous Contact Person
- Hazardous Contact Phone
- IMDG Code Page (Optional)
- IMDG Code Version (Optional)
- Flashpoint Temperature – in Celsius (Conditional)
- Packing Group (Conditional)

NB: The following hazardous fields – Technical Name, Net Weight, Contact Person and Phone number **must** be provided with each hazardous line item.

If an UNDG Number has an associated Packing Group and/or Flashpoint Temperature then these fields **must** be supplied in the message.

Overhang dimensions (cargo protrudes from container normal boundaries)

- Overhang front (cm) (previous length)
- Overhang left (cm) (previous width)
- Overhang height (cm)
- Overhang back (cm)
- Overhang right (cm)

11 DATA STRUCTURE

This specification is a subset of the complete EDIFACT IFTERA message (version 5.4) .

A separate IFTERA message (UNH-UNT) is required for each container. The segments below appear in the correct order of transmission. Segments in bold are minimum requirements and must be sent in every IFTERA message.

Group	Segment	Repeats	Content
	UNB		only one Interchange (UNB to UNZ) attachment per e-mail is acceptable. When sending a testing message, make sure the test indicator is set to 1. UNB+UNOC:3+SENDERCODE+1STOP+160727:0744+182+ +++++1'
	UNH	1	Message header
	BGM	1	Message number (unique PRA number) Message function - Original - Cancellation
	DTM	1	Message preparation date/time
1	NAD	up to 2	Message sender (OneStop code*) Message recipient (OneStop code*), if any
1,2	CTA	1 per NAD	Sender's contact person
1,2	COM	1 per CTA	Sender's contact number - Email address for APERAK response - Phone, if any - Fax, if any
3	RFF	up to 2	Document reference - Shipping Line Booking Reference - Exporter's Reference Number, if any
4	TDT	2	Inland transport carriage - Arrival Mode of Transport - Road/Rail Carrier Reference, if any - Carrier Operator ABN, if any - Truck Rego or Train Number, if any

			Maritime transport carriage - Lloyd's Number - Outbound Voyage Number - Shipping Line/Line Operator
4	LOC	up to 3 per TDT	Land Vessel transport Name, if any place/location, if any - Place of Receipt (Railhead or Depot)
	(Maritime LOCs are required)		Maritime Container transport Delivery Location, place /location if any - Port of Loading (plus Loading Terminal) - Port of Discharge
4	DTM	Up to 2 per TDT	=Truck/Train Final Destination scheduled Port, if any - Departure date/time, if any - Truck/Train scheduled arrival date/time, if any
Containerised cargo	(up to 999)		
4,5	EQD	1	Equipment details - Container number - ISO Container size/type code
4,5	HAN	1 per EQD	- Full/Empty commodity Code Indicator (OneStop code*)
4,5	NAD	1 per EQD	Consignor code/name (shipper of cargo)
4,5	MEA	up to 4 per EQD at least 1 is mandatory	Measurements • G - Gross Weight • VGM - Verified Gross (Mass) Weight of container or container Tare weight + Nett cargo weight. • T – Tare weight of container • AAL – Nett weight of cargo only Note: The Verified Gross Weight must be supplied when the Method of weight calculation is SM1 or SM2. Note: If T & AAL are supplied then $VGM = T + AAL$ and $G = T + AAL$ After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then VGM will be mandatory with the following exceptions:- • The Gross Weight can be supplied only when the Method of weight calculation (refer to the below data) is WAT (Weigh At Terminal) • or for empty containers.

			VGM weight will take precedence over Gross Weight is both are supplied. As of March 2016, only Victoria International Container Terminal (VICT) accepts WAT and Gross Weight by arrangement with VICT.
Humidity/Air change details			
4,5	MEA	Up to 2 per EQD	Measurements (if applicable) - Humidity setting (percent), if any - Vent setting, if any
Overhang dimensions			
4,5	DIM	1 per EQD	Dimensions (if applicable) - Overhang front (cm), if any - Overhang left (cm), if any - Overhang height (cm), if any - Overhang back (cm), if any - Overhang right (cm), if any
4,5	SEL	Up to 7 per EQD (1 minimum)	Seal details - Seal number - Sealing party - Seal condition
4,5	FTX	1 per EQD	Verified Gross Weight related data. - Method of weight calculation, can be: • SM1, SM2 or WAT - Verification Date - Name of Declarant for Verified Gross Weight - Contact Details for the Declarant - EDI Signature of the Declarant - Weight Certificate Issuing Party If Commodity Code = OOG (OUT OF GAUGE) Or NEST or BOAT or FLEX then only SM1 or SM2 can be used. WAT cannot be used as the OOG/NEST/BOAT/FLEX container cannot be weighed at the terminal. Note: The commodity that cannot be weighed at terminal is subject to change.
4,5	FTX	1 per EQD	Goods description, if any
4,5,6	RFF	Up to 2 per EQD	Reference details (Conditional) - Customs Export Reference# - Terminal VBS booking number, if any
Hazardous details	(up to 99 per EQD)		
4,5,7	DGS	1	Hazardous goods (if applicable) - UNDG Number (exactly 4 digits)

			- IMDG Class - IMDG Code page, if any - IMDG Code version, if any - Flashpoint temperature (Conditional) - Packing Group (Conditional)
4,5,7	FTX	1 per DGS	Hazardous technical name
4,5,7,8	CTA	1 per DGS	Hazardous contact name
4,5,7,8	COM	up to 3 per CTA	Hazardous contact details - Phone, fax or email
4,5,7,9	MEA	1 per DGS	Net weight of hazardous cargo (kg)
Temperature details			
4,5,10	TMP	up to 4 per EQD	Temperature (if applicable) - Control temperature - Storage temperature, if any - Transport temperature, if any - Emergency temperature, if any
Attachment details			
4,5,11	EQA	up to 4 per EQD	Attached equipment (if applicable) - Flat rack, if any - Tynes/Forked support, if any - Reefer generator, if any - Rail Wagon number, if any
	UNT	1	Message trailer
	UNZ		Only one Interchange (UNB to UNZ) attachment per e-mail is acceptable.

NB: The following hazardous fields – Technical Name, Net Weight, Contact Person and Phone number must be provided with each hazardous line item.

12 SEGMENT DETAIL (MINIMUM REQUIREMENTS)

All items must be transmitted, unless otherwise noted. Data elements and composites are only shown where they are used, or must be taken into account in placing delimiters – un-used “trailing” elements in each segment are not shown.

Delimiters (+, : and ') have been shown at the point where they should appear in the message. The Segment Groups in which the segments themselves appear is shown in the left hand column next to the segment names.

M – Mandatory field

C – Conditional field

O – Optional field

an..15 – Alphanumeric (variable length up to 15 characters maximum)

an2 – Alphanumeric (fixed length and must be exactly 2 characters)

n..6 – Numeric (variable length up to 6 digits maximum)

n4 – Numeric (fixed length and must be exactly 4 digits)

UNH 1 per message

UNH+12345+IFTERA:D:98B:RT:ENET54'

0062		M	an..14	+ Sender's Gateway message reference number. Must be unique for each message within a single interchange.
S009	0065	M	an..6	+ IFTERA
	0052	M	an..3	: D
	0054	M	an..3	: 98B
	0051	M	an..2	: RT
	0057	M	an..6	: ENET54

BGM 1 per message

BGM+ERA+001+9+AQ'

C002	1001	M	an..3	+ ERA
C106	1004	M	an..35	+ Sender's PRA number. Normally unique. The APERAK response and IFTSTA Gate Receipt relates to this reference.
1225		M	an..3	+ Message Function. Must be: 9 – Original (The first transmission of this data) 1 – Cancellation (Withdraws a previous transmission) NB: Sending another ORIGINAL with same sender's PRA number will be treated as a REPLACEMENT message.
4343		C	an..3	+ Response request. Must be: AQ – Always respond RE – Only respond when errors detected

DTM 1 per message

DTM+137:20040402092831:204'

C507	2005	M	an..3	+ 137
	2380	M	an..35	: Message preparation date/time
	2379	M	an..3	: 204 (CCYYMMDDHHMMSS)

SG1 NAD

NAD+MS+EXPORTER'

3035		M	an..3	+ Name and Address. Must be: MS – Message sender (required) MR – Message recipient NB: Message sender/recipient must be a valid registered OneStop trading code.
C082	3039	M	an..35	+ Must be valid OneStop registered trading code.

SG3 RFF

RFF+BN:BOOKING123'

C506	1153	M	an..3	+ BN
	1154	M	an..35	: Shipping Line Booking Reference Number

SG4 TDT (Inland)
TDT+10++3'

8051		M	an..3	+ 10 – Inland carriage stage
8028		C	an..17	+ Road/Rail carrier's reference, if any
C220	8067	M	an..3	+ Arrival Mode of transport. Must be: 2 – Rail 3 – Road
C228				+ NOT USED
C040	3127	C	an..17	+ Rail/Road Operator ABN, if any
8101				+ NOT USED
C401				+ NOT USED
C222	8213	C	an..9	+ Truck Rego/Train Number, if any
	1131			: NOT USED
	3055			: NOT USED
	8212			: NOT USED

SG4 TDT (Maritime)
TDT+20+123N+1++ANL+++9060637:::MSC
MARTINA'

8051		M	an..3	+ 20
8028		M	an..17	+ Outbound Voyage number
C220	8067	M	an..3	+ 1 (Maritime)
C228				+ NOT USED
C040	3127	M	an..17	+ Shipping Line/Line Operator (OneStop Code*)
8101				+ NOT USED
C401				+ NOT USED
C222	8213	M	an..9	+ Lloyd's Number
	1131			: NOT USED
	3055			: NOT USED
	8212	C	an..35	: Vessel name, if any

SG4 LOC
LOC+9+AUSYD+ASLPB'

3227		M	an..3	+ 9
C517	3225	M	an..25	+ Port of Loading (UN LOCODE)
C519	3223	M	an..9	+ Loading Terminal (OneStop Code*). Please refer to Appendix A for valid Contractor Terminal codes.

SG4 LOC
LOC+11+IDJKT'

3227		M	an..3	+ 11
C517	3225	M	an..25	+ Port of Discharge (UN LOCODE)

SG4,5 EQD
EQD+CN+TESU1234567+2210++2+5'

8053		M	an..3	+ Container Qualifier. Must be: CN – Container T75 – Refrigerated Container – power on T76 – Refrigerated Container – power off
C237	8260	M	an..17	+ ISO Container Number. NB: Container number must be given in uppercase and must be at least 11 characters. It should not include spaces,

				hyphens, slashes and other invalid characters. Please refer to Appendix C for ISO Container checksum.
C224	8155	M	an..4	+ ISO Container size/type. NB: ISO size/type code should be based on SMDG code list – available at http://www.smdg.org/. OneStop recommends the use of new ISO code – even though old ISO code will also be accepted by OneStop. Please refer to Appendix B.
8077				+ NOT USED
8249		M	an..3	+ 2 – Export Status
8169		M	an..3	+ Container Full/Empty indicator. Must be: 4 – Empty 5 – Full (Default)

SG4,5 HAN 1 per EQD
HAN+:::GENL'

C524	4079			+ NOT USED
	1131			: NOT USED
	3055			: NOT USED
	4078	M	an..4	: OneStop Commodity code*. NB: The latest commodity code set can be obtained from OneStop.

SG4,5 NAD 1 per EQD
NAD+CZ+CONSIGNOR'

3035		M	an..3	+ CZ
C082	3039	M	an..35	+ Shipper code or name.

SG4,5 MEA (at least 1 MEA) up to 4 per EQD
 SG4,5 MEA
 SG4,5 MEA
 SG4,5 MEA

MEA+AAE+G+KGM:11600' MEA
 +AAE+VGM+KGM:11700' MEA
 +AAE+T+KGM:2500' MEA+AAE
 +AAL+KGM:9200'

6311		M	an..3	+ AAE
C502	6313	M	an..3	Measurements: • G - Gross Weight • VGM - Verified Gross (Mass) Weight of container or container Tare weight + Nett cargo weight. • T – Tare weight of container • AAL – Nett weight of cargo only Note: The Verified Gross Weight must be supplied when the Method of weight calculation is SM1 or SM2. Note: If T & AAL are supplied then VGM = T + AAL or G= T + AAL After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then VGM will be mandatory with the following exceptions:- • Just the Gross Weight can be supplied only when the Method of weight calculation (refer to the below data) is WAT (Weigh At Terminal) • or for empty containers. As of March 2016, only Victoria International Container Terminal (VICT) accepts WAT and Gross Weight by arrangement with VICT.
C174	6411	M	an..3	+ KGM
	6314	M	n..18	: Weight value (in kilograms)

SG4,5 SEL up to 7 per EQD SEL+289184+SH+1'

9308		M	an..10	+ Seal Number. NB: At least 1 (doesn't matter which one) with a maximum of 7 seal numbers must be provided with each container. Seal types / numbers can be duplicated. For empty or flat-rack container 'UNKNOWN' can be used as seal number if not known.
C215	9303	M	an..3	+ Sealing party code. Must be: AA – Consolidator AB – Unknown (Default) CA – Carrier CU – Customs QA – Quarantine SH – Shipper

				TO – Terminal operator NB: You can use duplicate Sealing party code per EQD
4517		M	an..3	+ Seal Condition. Must be: 1 – In right condition (Default) 2 – Damaged

SG4,5 FTX

FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'

4451		M	an..3	+ AAY Certification Statements
4453				+ NOT USED
C107	4441	M	an..17	+ Method of weight calculation. This is required for non empty containers. This is related to Verified Gross Weight. There are 3 valid methods of weight calculation codes: SM1, SM2 and WAT. When Verified Gross Weight value is provided then the method of weighing is either SM1 or SM2. When Gross Weight 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 WAT: Weigh At Terminal. As at March 2016 WAT can only be used at Victoria International Container Terminal (VICT) by arrangement with VICT. If Commodity Code (HAN segment) = OOG (OUT OF GAUGE) Or NEST or BOAT or FLEX then only SM1 or SM2 can be used. WAT cannot be used as the OOG/NEST/BOAT/FLEX container cannot be weighed at the terminal. Note: The commodity that cannot be weighed at terminal is subject to change.
	1131	C	an..3	:VGM

				Verified Gross Weight – required when Method SM1 or SM2 is used.
	3055			+ NOT USED
C108	4440	M	an..512	+201601211600UTC Verification date and time - format CCYYMMDDHHMMZZZ Date and Time when the Verified Gross weight was done. Required for non empty containers. Not required if Gross Weight is supplied and the Verified Gross weighing (WAT-Weigh At Terminal) is to be done by the terminal. As of March 2016 this is only applicable for Victoria International Container Terminal (VICT) by arrangement with VICT.
	4440	O	an..512	:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY 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) Includes the party address When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the weight certificate issuing party. :VICTORIA INTERNATIONAL CONTAINER TERMINAL;78 WEBB DOCK DRIVE;PORT MELBOURNE;AUSTRALIA
	4440	C	an..512	:JOE BLOKE; J EXPORTER;0424222333;JBLOKE@EMAIL.COM Name of Declarant; Company; Phone; Email Either Phone or Email must be provided. The Declarant details are required for non empty container even if the Method of Weight Calculation is WAT- Weigh At Terminal.
	4440	C	an..512	:JOE BLOKE EDI Signature of the Declarant. For example this could be the source sender ID for EDI message. Required when the PRA is for non empty container.
	4440			+ NOT USED

He

SG4,5,6 RFF up to 2 per EQD

RFF+AAE:CUSTOMS ECN'

C506	1153	M	an..3	+ Reference type. Must be: AAE – Customs Export Reference Number (ECN/EDN/CRN/CAN) CN – Terminal VBS booking number, if any
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	1154	M	an..35	: Customs Export Reference number (required). Please refer to Appendix D or E.
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UNT 1 per message

UNT+16+12345'

0074		M	n..6	+ Number of segments in the message
0062		M	an..14	+ Must match 0062 in UNH segment

12.1 Sample message (minimum requirements)

Sample message containing the following data:

- Sender Code: EXPORTER
- Consignor: CONSIGNOR
- Booking No: BOOKING123
- Customs Reference: CUSTOMS ECN

Transport details:

- Arrival Mode of Transport: Road
- Shipping Line: ANL
- Vessel MSC MARTINA, Outbound Voyage 123N and Lloyds No 9060637
- Loading at Sydney Port (for Patrick Port Botany terminal)
- Discharge Port: Jakarta, Java

Container details:

- Container number: TESU1234567 (Full container)
- ISO Code: 2210
- Commodity: General Cargo (GENL)
- Verified Gross Weight (Weight of container + cargo): 11600
- Method of Weight Calculation (Required for Non Empty Container): SM2
- Weight Verification Date and Time (Required for Non Empty Container): 201601211600UTC
- Name of Declarant (Required for Non Empty Container): JOE BLOKE
- Company of the Declarant (Required for Non Empty Container): J EXPORTER
- Contact Phone of the Declarant (Either Phone or Email is required for Non Empty Container): 0424222333
- Contact Email of the Declarant (Either Phone or Email is required for Non Empty Container): JBLOKE@EMAIL.COM
- EDI Signature of the Declarant: JOE BLOKE
- Party who issued the weight certificate via method 1 or method 2: CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY
- Seal number: 289184

UNB+UNOC:3+SENDERCODE+1STOP
 +YYMMDD:HHMM+1 UNH+12345
 +IFTERA:D:98B:RT:ENET54'
 BGM+ERA+001+9+AQ'
 DTM+137:20040402092831:204'
 NAD+MS+EXPORTER'
 RFF+BN:BOOKING123'
 TDT+10++3'
 TDT+20+123N+1++ANL+++9060637:::MSC MARTINA'
 LOC+9+AUSYD+ASLPB'
 LOC+11+IDJKT'
 EQD+CN+TESU1234567+2210++2+5'
 HAN+:::GENL'
 MEA+AAE+G+KGM:11600'
 MEA+AAE+VGM+KGM:11700'
 MEA+AAE+T+KGM:2500'
 MEA+AAE+AAL+KGM:9200'
 SEL+289184+SH+1'
 FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J
 EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'
 RFF+AAE:CUSTOMS
 ECN' UNT+20+12345'
 UNZ+1+1'

13 SEGMENT DETAIL (TYPICAL ROAD PRE-ADVICE)

All items must be transmitted, unless otherwise noted. Data elements and composites are only shown where they are used, or must be taken into account in placing delimiters – un-used “trailing” elements in each segment are not shown.

Delimiters (+, : and ') have been shown at the point where they should appear in the message. The Segment Groups in which the segments themselves appear is shown in the left hand column next to the segment names.

M – Mandatory field

C – Conditional field

O – Optional field

an..15 – Alphanumeric (variable length up to 15 characters maximum)

an2 – Alphanumeric (fixed length and must be exactly 2 characters)

n..6 – Numeric (variable length up to 6 digits maximum)

n4 – Numeric (fixed length and must be exactly 4 digits)

UNH 1 per message

UNH+12345+IFTERA:D:98B:RT:ENET54'

0062		M	an..14	+ Sender's Gateway message reference number. Must be unique for each message within a single interchange.
S009	0065	M	an..6	+ IFTERA
	0052	M	an..3	: D
	0054	M	an..3	: 98B
	0051	M	an..2	: RT
	0057	M	an..6	: ENET54

BGM 1 per message

BGM+ERA+001+9+AQ'

C002	1001	M	an..3	+ ERA
C106	1004	M	an..35	+ Sender's PRA number. Normally unique. The APERAK response and IFTSTA Gate Receipt relates to this reference.
1225		M	an..3	+ Message Function. Must be: 9 – Original (The first transmission of this data) 1 – Cancellation (Withdraws a previous transmission) NB: Sending another ORIGINAL with same sender's PRA number will be treated as a REPLACEMENT message.
4343		C	an..3	+ Response request. Must be: AQ – Always respond RE – Only respond when errors detected

DTM 1 per message

DTM+137:20040402092831:204'

C507	2005	M	an..3	+ 137
	2380	M	an..35	: Message preparation date/time
	2379	M	an..3	: 204 (CCYYMMDDHHMMSS)

SG1 NAD (Message Recipient) NAD+MR+ASLPB'

3035		M	an..3	+ MR
C082	3039	M	an..35	+ Must be valid OneStop registered trading code. Message recipient usually is the Container terminal.

SG1 NAD (Message Sender) NAD+MS+EXPORTER'

3035		M	an..3	+ MS
C082	3039	M	an..35	+ Must be valid OneStop registered trading code. OneStop used this trading code to determine whether the sender is registered with the system and have appropriate roles to send PRA message.

SG1,2 CTA 1 per NAD CTA+IC+EXPORTER NAME'

3139		M	an..3	+ IC
C056	3413			+ NOT USED
	3412	M	an..35	: Contact name

SG1,2 COM up to 3 per CTA COM+email@mycomp.com:EM'

C076	3148	M	an..51 2	+ Communication number. Email address is required if terminal response expected.
	3155	M	an..3	: Communication channel. Must be: EM – Electronic mail FX – Fax TE – Telephone

SG3 RFF RFF+BN:BOOKING123'

C506	1153	M	an..3	+ BN
	1154	M	an..35	: Shipping Line Booking Reference Number

SG3 RFF RFF+ERN:MYREF123'

C506	1153	M	an..3	+ ERN
	1154	M	an..35	: Exporter's Reference Number, if any

SG4 TDT (Inland) TDT+10+CN123+3++CARRIER ABN+++TRUCK REGO'

8051		M	an..3	+ 10 – Inland carriage stage
8028		C	an..17	+ Road carrier's reference, if any
C220	8067	M	an..3	+ 3 – Road
C228				+ NOT USED
C040	3127	C	an..17	+ Road Operator ABN, if any
8101				+ NOT USED
C401				+ NOT USED
C222	8213	C	an..9	+ Truck Rego, if any
	1131			: NOT USED
	3055			: NOT USED

	8212			: NOT USED
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SG4 LOC LOC+88++DEPOT'

3227		M	an..3	+ 88
C517				+ NOT USED
C519	3223	M	an..25	+ Place of Receipt – origin of export cargo. Must be OneStop container park, depot or other terminals code.

SG4 LOC LOC+7++TERMINAL'

3227		M	an..3	+ 7
C517				+ NOT USED
C519	3223	M	an..25	+ Place of Delivery – container receipt location. Must be OneStop depot or terminal code.

SG4 DTM up to 2 per TDT DTM+232:200404031130:203'

C507	2005	M	an..3	+ Date/time qualifier. Must be: 189 – Scheduled departure date/time 232 – Scheduled arrival date/time
	2380	M	an..35	: Scheduled departure/arrival date/time
	2379	M	an..3	: 203 (CCYYMMDDHHMM)

SG4 TDT (Maritime) TDT+20+123N+1++ANL+++9060637::MSC MARTINA'

8051		M	an..3	+ 20
8028		M	an..17	+ Outbound Voyage number
C220	8067	M	an..3	+ 1 (Maritime)
C228				+ NOT USED
C040	3127	M	an..17	+ Shipping Line/Line Operator (OneStop Code*)
8101				+ NOT USED
C401				+ NOT USED
C222	8213	M	an..9	+ Lloyd's Number
	1131			: NOT USED
	3055			: NOT USED
	8212	C	an..35	: Vessel name, if any

SG4 LOC LOC+9+AUSYD+ASLPB'

3227		M	an..3	+ 9
C517	3225	M	an..25	+ Port of Loading (UN LOCODE)
C519	3223	M	an..9	+ Loading Terminal (Onetop Code*). Please refer to Appendix A for valid Contractor Terminal codes.

SG4 LOC LOC+11+IDJKT'

3227		M	an..3	+ 11
C517	3225	M	an..25	+ Port of Discharge (UN LOCODE)

SG4 LOC LOC+7+SGSIN'

3227		M	an..3	+ 7
C517	3225	M	an..25	+ Port of Final Discharge (UN LOCODE)

SG4,5 EQD
EQD+CN+TESU1234567+2210++2+5'

8053		M	an..3	+ Container Qualifier. Must be: CN – Container T75 – Refrigerated Container – power on T76 – Refrigerated Container – power off
C237	8260	M	an..17	+ ISO Container Number. NB: Container number must be given in uppercase and must be at least 11 characters. It should not include spaces, hyphens, slashes and other invalid characters. Please refer to Appendix C for ISO Container checksum.
C224	8155	M	an..4	+ ISO Container size/type. NB: ISO size/type code should be based on SMDG code list – available at http://www.smdg.org/. OneStop recommends the use of new ISO code – even though old ISO code will also be accepted by OneStop. Please refer to Appendix B.
8077				+ NOT USED
8249		M	an..3	+ 2 – Export Status
8169		M	an..3	+ Container Full/Empty indicator. Must be: 4 – Empty 5 – Full (Default)

SG4,5 HAN 1 per EQD
HAN+:::GENL'

C524	4079			+ NOT USED
	1131			: NOT USED
	3055			: NOT USED
	4078	M	an..4	: OneStop Commodity code*. NB: The latest commodity code set can be obtained from OneStop.

SG4,5 NAD 1 per EQD
NAD+CZ+EXPORTER NAME'

3035		M	an..3	+ CZ
C082	3039	M	an..35	+ Shipper code or name.

SG4,5 MEA (at least 1 MEA) up to 4 per EQD
MEA+AAE+G+KGM:11600' MEA
SG4,5 MEA
+AAE+VGM+KGM:11700' MEA
SG4,5 MEA
+AAE+T+KGM:2500' MEA+AAE
SG4,5 MEA
+AAL+KGM:9200'

6311		M	an..3	+ AAE
C502	6313	M	an..3	Measurements: • G - Gross Weight • VGM - Verified Gross (Mass) Weight of container or container Tare weight + Nett cargo weight. • T – Tare weight of container • AAL – Nett weight of cargo only Note: The Verified Gross Weight must be supplied when the Method of weight calculation is SM1 or SM2.

				Note: If T & AAL are supplied then $VGM = T + AAL$ or $G = T + AAL$ After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then VGM will be mandatory with the following exceptions:- - Just the Gross Weight can be supplied only when the Method of weight calculation (refer to the below data) is WAT (Weigh At Terminal) - or for empty containers. As of March 2016, only Victoria International Container Terminal (VICT) accepts WAT and Gross Weight by arrangement with VICT.
C174	6411	M	an..3	+ KGM
	6314	M	n..18	: Weight value (in kilograms)

SG4,5 SEL up to 7 per EQD SEL+289184+SH+1'

9308		M	an..10	+ Seal Number. NB: At least 1 (doesn't matter which one) with a maximum of 7 seal numbers must be provided with each container. Seal types / numbers can be duplicated. For empty or flat-rack container 'UNKNOWN' can be used as seal number if not known.
C215	9303	M	an..3	+ Sealing party code. Must be: AA – Consolidator AB – Unknown (Default) CA – Carrier CU – Customs QA – Quarantine SH – Shipper TO – Terminal operator NB: You can use duplicate Sealing party code per EQD
4517		M	an..3	+ Seal Condition. Must be: 1 – In right condition (Default) 2 – Damaged

SG4,5 FTX

FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'

4451		M	an..3	+ AAY Certification Statements
4453				+ NOT USED

C107	4441	M	an..17	+ Method of weight calculation. This is required for non empty containers. This is related to Verified Gross Weight. There are 3 valid methods of weight calculation codes: SM1, SM2 and WAT. When Verified Gross Weight value is provided then the method of weighing is either SM1 or SM2. When Gross Weight 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 WAT: Weigh At Terminal. As at March 2016 WAT can only be used at Victoria International Container Terminal (VICT) by arrangement with VICT. If Commodity Code (HAN segment) = OOG (OUT OF GAUGE) Or NEST or BOAT or FLEX then only SM1 or SM2 can be used. WAT cannot be used as the OOG/NEST/BOAT/FLEX container cannot be weighed at the terminal. Note: The commodity that cannot be weighed at terminal is subject to change.
	1131	M	an..3	:VGM Verified Gross Weight
	3055			+ NOT USED
C108	4440	M	an..512	+201601211600UTC Verification date and time - format CCYYMMDDHHMMZZZ Date and Time when the Verified Gross weight was done. Required for non empty containers. Not required if Gross Weight is supplied and the Verified Gross weighing (WAT-Weigh At Terminal) is to be done by the terminal. As of March 2016 this is only applicable for Victoria International Container Terminal (VICT) by arrangement with VICT.
	4440	O	an..512	:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY

				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) Includes the party address When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the weight certificate issuing party. :VICTORIA INTERNATIONAL CONTAINER TERMINAL;78 WEBB DOCK DRIVE;PORT MELBOURNE;AUSTRALIA
	4440	C	an..512	:JOE BLOKE; J EXPORTER;0424222333;JBLOKE@EMAIL.COM Name of Declarant; Company; Phone; Email Either Phone or Email must be provided. The Declarant details are required for non empty container even if the Method of Weight Calculation is WAT- Weigh At Terminal.
	4440	C	an..512	:JOE BLOKE EDI Signature of the Declarant. For example this could be the source sender ID for EDI message. Required when the PRA is for non empty container.
	4440			+ NOT USED

SG4,5 FTX 1 per EQD FTX+ZO1+++GENERAL CARGO'

4451		M	an..3	+ ZO1 – Note that “ZO” are alpha characters and the “1” is numeric.
4453				+ NOT USED
C107				+ NOT USED
C108	4440	M	an..70	+ Goods Description. NB: Limited to 26 characters and used, for example, for Customs purposes.

SG4,5,6 RFF RFF+AAE:CUSTOMS ECN'

C506	1153	M	an..3	+ AAE
	1154	M	an..35	: Customs Export Reference number (required). Please refer to Appendix D or E.

SG4,5,6 RFF RFF+CN:VBS BOOKING'

C506	1153	M	an..3	+ CN
	1154	M	an..35	: Terminal VBS booking number, if any

UNT 1 per message UNT+27+12345'

0074		M	n..6	+ Number of segments in the message
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0062		M	an..14	+ Must match 0062 in UNH segment
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13.1 Sample message (typical road pre-advice)

Sample message containing the following data:

- Sender Code/Name: EXPORTER / EXPORTER NAME
- Response Address: email@mycomp.com
- Message Recipient: ASLPB
- Consignor: CONSIGNOR
- Booking No: BOOKING123
- Shipper's Reference: MYREF123
- Customs Reference: CUSTOMS ECN
- Terminal VBS Booking: VBS BOOKING

Road Transport:

- Road carrier's reference: CN123
- Road Operator ABN: CARRIER ABN
- Truck Rego: TRUCK REGO
- Place of Origin: DEPOT
- Place of Delivery: TERMINAL
- Scheduled arrival date/time: 03/04/2004 11:30

Maritime Transport:

- Shipping Line: ANL
- Vessel MSC MARTINA, Outbound Voyage 123N and Lloyds No 9060637
- Loading at Sydney Port (for Patrick Port Botany terminal)
- Discharge Port: Jakarta, Java
- Final Discharge Port: Singapore

Container details:

- Container number: TESU1234567 (Full container)
- ISO Code: 2210
- Commodity: General Cargo (GENL)
- Verified Gross Weight (Weight of container + cargo): 11600
- Nett weight: 1600 kg
- Method of Weight Calculation (Required for Non Empty Container): SM2
- Weight Verification Date and Time (Required for Non Empty Container): 201601211600UTC
- Name of Declarant (Required for Non Empty Container): JOE BLOKE
- Company of the Declarant (Required for Non Empty Container): J EXPORTER
- Contact Phone of the Declarant (Either Phone or Email is required for Non Empty Container): 0424222333
- Contact Email of the Declarant (Either Phone or Email is required for Non Empty Container): JBLOKE@EMAIL.COM
- EDI Signature of the Declarant: JOE BLOKE

- Party who issued the weight certificate via method 1 or method 2: CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY
- Seal number: 289184

UNB+UNOC:3+SENDERCODE+1STOP+YYMMDD:HHMM+1'

UNH+12345+IFTERA:D:98B:RT:ENET54'
 BGM+ERA+001+9+AQ'
 DTM+137:20040402092831:204'
 NAD+MR+ASLPB'
 NAD+MS+EXPORTER'
 CTA+IC+:EXPORTER NAME'
COM+email@mycomp.com:EM'
 RFF+BN:BOOKING123'
 RFF+ERN:MYREF123'
 TDT+10+CN123+3++ROAD ABN+++TRUCK REGO'
 LOC+88++DEPOT'
 LOC+7++TERMINAL'
 DTM+232:200404021130:203'
 TDT+20+123N+1+++ANL+++9060637:::MSC MARTINA' LOC+9
 +AUSYD+ASLPB'
 LOC+11+IDJKT'
 LOC+7+SGSIN'
 EQD+CN+TESU1234567+2210++2+5'
 HAN+:::GENL'
 NAD+CZ+CONSIGNOR'
 MEA+AAE+G+KGM:11600'

MEA+AAE+VGM+KGM:11700'
 MEA+AAE+T+KGM:2500'
 MEA+AAE+AAL+KGM:9200'
 SEL+289184+SH+1'
 FTX+AA+SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J
 EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'
 FTX+ZO1+++GENERAL
 CARGO' RFF+AAE:CUSTOMS
 ECN' RFF+CN:VBS BOOKING'
 UNT+30+12345'
 UNZ+1+1'

14 SEGMENT DETAIL (TYPICAL RAIL PRE-ADVICE)

All items must be transmitted, unless otherwise noted. Data elements and composites are only shown where they are used, or must be taken into account in placing delimiters – un-used “trailing” elements in each segment are not shown.

Delimiters (+, : and ') have been shown at the point where they should appear in the message. The Segment Groups in which the segments themselves appear is shown in the left hand column next to the segment names.

M – Mandatory field
 C – Conditional field
 O – Optional field
 an..15 – Alphanumeric (variable length up to 15 characters maximum)
 an2 – Alphanumeric (fixed length and must be exactly 2 characters)
 n..6 – Numeric (variable length up to 6 digits maximum)
 n4 – Numeric (fixed length and must be exactly 4 digits)

UNH 1 per message UNH+12345+IFTERA:D:98B:RT:ENET54'

0062		M	an..14	+ Sender's Gateway message reference number. Must be unique for each message within a single interchange.
S009	0065	M	an..6	+ IFTERA
	0052	M	an..3	: D
	0054	M	an..3	: 98B
	0051	M	an..2	: RT
	0057	M	an..6	: ENET54

BGM 1 per message BGM+ERA+001+9+AQ'

C002	1001	M	an..3	+ ERA
C106	1004	M	an..35	+ Sender's PRA number. Normally unique. The APERAK response and IFTSTA Gate Receipt relates to this reference.
1225		M	an..3	+ Message Function. Must be: 9 – Original (The first transmission of this data) 1 – Cancellation (Withdraws a previous transmission) NB: Sending another ORIGINAL with same sender's PRA number will be treated as a REPLACEMENT message.
4343		C	an..3	+ Response request. Must be: AQ – Always respond RE – Only respond when errors detected

DTM 1 per message DTM+137:20040402092831:204'

C507	2005	M	an..3	+ 137
	2380	M	an..35	: Message preparation date/time
	2379	M	an..3	: 204 (CCYYMMDDHHMMSS)

SG1 NAD (Message Recipient) NAD+MR+ASLPB'

3035		M	an..3	+ MR
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C082	3039	M	an..35	+ Must be valid OneStop registered trading code. Message recipient usually is the Container terminal.
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SG1 NAD (Message Sender) NAD+MS+EXPORTER'

3035		M	an..3	+ MS
C082	3039	M	an..35	+ Must be valid OneStop registered trading code. OneStop used this trading code to determine whether the sender is registered with the system and have appropriate roles to send PRA message.

SG1,2 CTA 1 per NAD CTA+IC+EXPORTER NAME'

3139		M	an..3	+ IC
C056	3413			+ NOT USED
	3412	M	an..35	: Contact name

SG1,2 COM up to 3 per CTA COM+email@mycomp.com:EM'

C076	3148	M	an..51 2	+ Communication number. Email address is required if terminal response expected.
	3155	M	an..3	: Communication channel. Must be: EM – Electronic mail FX – Fax TE – Telephone

SG3 RFF RFF+BN:BOOKING123'

C506	1153	M	an..3	+ BN
	1154	M	an..35	: Shipping Line Booking Reference Number

SG3 RFF RFF+ERN:MYREF123'

C506	1153	M	an..3	+ ERN
	1154	M	an..35	: Exporter's Reference Number, if any

SG4 TDT (Inland) TDT+10+CN123+2++CARRIER ABN+++TRAIN NO'

8051		M	an..3	+ 10 – Inland carriage stage
8028		C	an..17	+ Rail carrier's reference, if any
C220	8067	M	an..3	+ 2 – Rail
C228				+ NOT USED
C040	3127	C	an..17	+ Rail Operator ABN, if any
8101				+ NOT USED
C401				+ NOT USED
C222	8213	C	an..9	+ Train Number, if any
	1131			: NOT USED
	3055			: NOT USED
	8212			: NOT USED

SG4 LOC LOC+88++RAILHEAD'

3227		M	an..3	+ 88
C517				+ NOT USED

C519	3223	M	an..25	+ Place of Receipt – origin of export cargo. Must be Onetop container park, depot, railhead or other terminals code.
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SG4 LOC LOC+7++TERMINAL'

3227		M	an..3	+ 7
C517				+ NOT USED
C519	3223	M	an..25	+ Place of Delivery – container receival location. Must be OneStop depot or terminal code.

SG4 DTM up to 2 per TDT DTM+189:200404031130:203'

C507	2005	M	an..3	+ Date/time qualifier. Must be: 189 – Scheduled departure date/time 232 – Scheduled arrival date/time
	2380	M	an..35	: Scheduled departure/arrival date/time
	2379	M	an..3	: 203 (CCYYMMDDHHMM)

SG4 TDT (Maritime) TDT+20+123N+1++ANL+++9060637::MSC MARTINA'

8051		M	an..3	+ 20
8028		M	an..17	+ Outbound Voyage number
C220	8067	M	an..3	+ 1 (Maritime)
C228				+ NOT USED
C040	3127	M	an..17	+ Shipping Line/Line Operator (OneStop Code*)
8101				+ NOT USED
C401				+ NOT USED
C222	8213	M	an..9	+ Lloyd's Number
	1131			: NOT USED
	3055			: NOT USED
	8212	C	an..35	: Vessel name, if any

SG4 LOC LOC+9+AUSYD+ASLPB'

3227		M	an..3	+ 9
C517	3225	M	an..25	+ Port of Loading (UN LOCODE)
C519	3223	M	an..9	+ Loading Terminal (OneStop Code*). Please refer to Appendix A for valid Contractor Terminal codes.

SG4 LOC LOC+11+IDJKT'

3227		M	an..3	+ 11
C517	3225	M	an..25	+ Port of Discharge (UN LOCODE)

SG4 LOC LOC+7+SGSIN'

3227		M	an..3	+ 7
C517	3225	M	an..25	+ Port of Final Discharge (UN LOCODE)

SG4,5 EQD EQD+CN+TESU1234567+2210++2+5'

8053		M	an..3	+ Container Qualifier. Must be: CN – Container T75 – Refrigerated Container – power on
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				T76 – Refrigerated Container – power off
C237	8260	M	an..17	+ ISO Container Number. NB: Container number must be given in uppercase and must be at least 11 characters. It should not include spaces, hyphens, slashes and other invalid characters. Please refer to Appendix C for ISO Container checksum.
C224	8155	M	an..4	+ ISO Container size/type. NB: ISO size/type code should be based on SMDG code list – available at http://www.smdg.org/. OneStop recommends the use of new ISO code – even though old ISO code will also be accepted by OneStop. Please refer to Appendix B.
8077				+ NOT USED
8249		M	an..3	+ 2 – Export Status
8169		M	an..3	+ Container Full/Empty indicator. Must be: 4 – Empty 5 – Full (Default)

SG4,5 HAN 1 per EQD
HAN+:::GENL'

C524	4079			+ NOT USED
	1131			: NOT USED
	3055			: NOT USED
	4078	M	an..4	: OneStop Commodity code*. NB: The latest commodity code set can be obtained from OneStop.

SG4,5 NAD 1 per EQD
NAD+CZ+EXPORTER NAME'

3035		M	an..3	+ CZ
C082	3039	M	an..35	+ Shipper code or name.

SG4,5 MEA SG4,5
up to 4 per EQD
MEA+AAE+VGM+KGM:11700'

6311		M	an..3	+ AAE
C502	6313	M	an..3	Measurements: • G - Gross Weight • VGM - Verified Gross (Mass) Weight of container or container Tare weight + Nett cargo weight. • T – Tare weight of container • AAL – Nett weight of cargo only Note: The Verified Gross Weight must be supplied when the Method of weight calculation is SM1 or SM2. Note: If T & AAL are supplied then VGM = T + AAL or G= T + AAL After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then VGM will

				be mandatory with the following exceptions:- - Just the Gross Weight can be supplied only when the Method of weight calculation (refer to the below data) is WAT (Weigh At Terminal) - or for empty containers. As of March 2016, only Victoria International Container Terminal (VICT) accepts WAT and Gross Weight by arrangement with VICT.
C174	6411	M	an..3	+ KGM
	6314	M	n..18	: Weight value (in kilograms)

SG4,5 SEL up to 7 per EQD SEL+289184+SH+1'

9308		M	an..10	+ Seal Number. NB: At least 1 (doesn't matter which one) with a maximum of 7 seal numbers must be provided with each container. Seal types / numbers can be duplicated. For empty or flat-rack container 'UNKNOWN' can be used as seal number if not known.
C215	9303	M	an..3	+ Sealing party code. Must be: AA – Consolidator AB – Unknown (Default) CA – Carrier CU – Customs QA – Quarantine SH – Shipper TO – Terminal operator NB: You can use duplicate Sealing party code per EQD
4517		M	an..3	+ Seal Condition. Must be: 1 – In right condition (Default) 2 – Damaged

SG4,5 FTX

FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'

4451		M	an..3	+ AAY Certification Statements
4453				+ NOT USED
C107	4441	M	an..17	+ Method of weight calculation. This is required for non empty containers.

				This is related to Verified Gross Weight. There are 3 valid methods of weight calculation codes: SM1, SM2 and WAT. When Verified Gross Weight value is provided then the method of weighing is either SM1 or SM2. When Gross Weight 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 WAT: Weigh At Terminal. As at March 2016 WAT can only be used at Victoria International Container Terminal (VICT) by arrangement with VICT. If Commodity Code (HAN segment) = OOG (OUT OF GAUGE) Or NEST or BOAT or FLEX then only SM1 or SM2 can be used. WAT cannot be used as the OOG/NEST/BOAT/FLEX container cannot be weighed at the terminal. Note: The commodity that cannot be weighed at terminal is subject to change.
	1131	M	an..3	:VGM Verified Gross Weight
	3055			+ NOT USED
C108	4440	M	an..512	+201601211600UTC Verification date and time - format CCYYMMDDHHMMZZZ Date and Time when the Verified Gross weight was done. Required for non empty containers. Not required if Gross Weight is supplied and the Verified Gross weighing (WAT-Weigh At Terminal) is to be done by the terminal. As of March 2016 this is only applicable for Victoria International Container Terminal (VICT) by arrangement with VICT.
	4440	O	an..512	:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY 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) Includes the party address. When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the weight certificate issuing party. :VICTORIA INTERNATIONAL CONTAINER TERMINAL;78 WEBB DOCK DRIVE;PORT MELBOURNE;AUSTRALIA
	4440	C	an..512	:JOE BLOKE; J EXPORTER;0424222333;JBLOKE@EMAIL.COM Name of Declarant; Company; Phone; Email Either Phone or Email must be provided. The Declarant details are required for non empty container even if the Method of Weight Calculation is WAT- Weigh At Terminal.
	4440	C	an..512	:JOE BLOKE EDI Signature of the Declarant. For example this could be the source sender ID for EDI message. Required when the PRA is for non empty container.
	4440			+ NOT USED

SG4,5 FTX 1 per EQD FTX+ZO1+++GENERAL CARGO'

4451		M	an..3	+ ZO1 – Note that “ZO” are alpha characters and the “1” is numeric.
4453				+ NOT USED
C107				+ NOT USED
C108	4440	M	an..70	+ Goods Description. NB: Limited to 26 characters and used, for example, for Customs purposes.

SG4,5,6 RFF RFF+AAE:CUSTOMS ECN'

C506	1153	M	an..3	+ AAE
	1154	M	an..35	: Customs Export Reference number (required). Please refer to Appendix D or E.

SG4,5,11 EQA EQA+RR+14968H'

8053		M	an..3	+ RR
C237	8260	M	an..17	+ Wagon Number, if any

UNT 1 per message UNT+27+12345'

0074		M	n..6	+ Number of segments in the message
0062		M	an..14	+ Must match 0062 in UNH segment

14.1 Sample message (typical rail pre-advice)

Sample message containing the following data:

- Sender Code/Name: EXPORTER / EXPORTER NAME
- Response Address: email@mycomp.com
- Message Recipient: ASLPB
- Consignor: CONSIGNOR
- Booking No: BOOKING123
- Shipper's Reference: MYREF123
- Customs Reference: CUSTOMS ECN

Rail Transport:

- Rail carrier's reference: CN123
- Rail Operator ABN: CARRIER ABN
- Train Number: TRAIN NO
- Wagon Number: 14968H
- Place of Origin: RAILHEAD
- Place of Delivery: TERMINAL
- Scheduled departure date/time: 03/04/2004 11:30

Maritime Transport:

- Shipping Line: ANL
- Vessel MSC MARTINA, Outbound Voyage 123N and Lloyds No 9060637
- Loading at Sydney Port (for Patrick Port Botany terminal)
- Discharge Port: Jakarta, Java
- Final Discharge Port: Singapore

Container details:

- Container number: TESU1234567 (Full container)
- ISO Code: 2210
- Commodity: General Cargo (GENL)
- Verified Gross Weight (Weight of container + cargo): 11600
- Net weight: 1600 kg
- Method of Weight Calculation (Required for Non Empty Container): SM2
- Weight Verification Date and Time (Required for Non Empty Container): 201601211600UTC
- Name of Declarant (Required for Non Empty Container): JOE BLOKE
- Company of the Declarant (Required for Non Empty Container): J EXPORTER
- Contact Phone of the Declarant (Either Phone or Email is required for Non Empty Container): 0424222333
- Contact Email of the Declarant (Either Phone or Email is required for Non Empty Container): JBLOKE@EMAIL.COM
- EDI Signature of the Declarant: JOE BLOKE
- Party issued the weight certificate via method 1 or method 2: CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY
- Seal number: 289184

UNB+UNOC:3+SENDERCODE+1STOP+YYMMDD:HHMM+1'

UNH+12345+IFTERA:D:98B:RT:ENET54'

BGM+ERA+001+9+AQ'

DTM+137:20040402092831:204'

NAD+MR+ASLPB'

NAD+MS+EXPORTER'

CTA+IC+:EXPORTER NAME'

[COM+email@mycomp.com](mailto:email@mycomp.com):EM'

RFF+BN:BOOKING123'

RFF+ERN:MYREF123'

TDT+10+CN123+2++CARRIER ABN+++TRAIN NO'

LOC+88+++RAILHEAD'

LOC+7+++TERMINAL'

DTM+189:200404031130:203'

TDT+20+123N+1+++ANL+++9060637::MSC MARTINA' LOC+9

+AUSYD+ASLPB'

LOC+11+IDJKT'

LOC+7+SGSIN'

EQD+CN+TESU1234567+2210++2+5'

HAN+:::GENL'

NAD+CZ+CONSIGNOR'

MEA+AAE+VGM+KGM:11700'

SEL+289184+SH+1'

FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J

EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE

BLOKE' FTX+ZO1+++GENERAL CARGO'

RFF+AAE:CUSTOMS ECN'

EQA+RR+14968H'

UNT+27+12345'

UNZ+1+1'

15 SEGMENT DETAIL (REFRIDGERATED CARGO)

All items must be transmitted, unless otherwise noted. Data elements and composites are only shown where they are used, or must be taken into account in placing delimiters – un-used “trailing” elements in each segment are not shown.

Delimiters (+, : and ') have been shown at the point where they should appear in the message. The Segment Groups in which the segments themselves appear is shown in the left hand column next to the segment names.

- M – Mandatory field
- C – Conditional field
- O – Optional field
- an..15 – Alphanumeric (variable length up to 15 characters maximum)
- an2 – Alphanumeric (fixed length and must be exactly 2 characters)
- n..6 – Numeric (variable length up to 6 digits maximum)
- n4 – Numeric (fixed length and must be exactly 4 digits)

UNH 1 per message

UNH+12345+IFTERA:D:98B:RT:ENET54'

0062		M	an..14	+ Sender's Gateway message reference number. Must be unique for each message within a single interchange.
S009	0065	M	an..6	+ IFTERA
	0052	M	an..3	: D
	0054	M	an..3	: 98B
	0051	M	an..2	: RT
	0057	M	an..6	: ENET54

BGM 1 per message

BGM+ERA+001+9+AQ'

C002	1001	M	an..3	+ ERA
C106	1004	M	an..35	+ Sender's PRA number. Normally unique. The APERAK response and IFTSTA Gate Receipt relates to this reference.
1225		M	an..3	+ Message Function. Must be: 9 – Original (The first transmission of this data) 1 – Cancellation (Withdraws a previous transmission) NB: Sending another ORIGINAL with same sender's PRA number will be treated as a REPLACEMENT message.
4343		C	an..3	+ Response request. Must be: AQ – Always respond RE – Only respond when errors detected

DTM 1 per message

DTM+137:20040402092831:204'

C507	2005	M	an..3	+ 137
	2380	M	an..35	: Message preparation date/time
	2379	M	an..3	: 204 (CCYYMMDDHHMMSS)

SG1 NAD up to 2 per message

NAD+MS+EXPORTER'

3035		M	an..3	+ Name and Address. Must be: MS – Message sender (required)
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				MR – Message recipient NB: Message sender/recipient must be a valid registered OneStop trading code.
C082	3039	M	an..35	+ Must be valid OneStop registered trading code.

SG3 RFF up to 2 per message RFF+BN:BOOKING123'

C506	1153	M	an..3	+ BN
	1154	M	an..35	: Shipping Line Booking Reference Number

SG4 TDT (Inland) TDT+10++3'

8051		M	an..3	+ 10 – Inland carriage stage
8028		C	an..17	+ Road/Rail carrier's reference, if any
C220	8067	M	an..3	+ Arrival Mode of transport. Must be: 2 – Rail 3 – Road
C228				+ NOT USED
C040	3127	C	an..17	+ Rail/Road Operator ABN, if any
8101				+ NOT USED
C401				+ NOT USED
C222	8213	C	an..9	+ Truck Rego/Train number, if any
	1131			: NOT USED
	3055			: NOT USED
	8212			: NOT USED

SG4 TDT (Maritime) TDT+20+123N+1++ANL+++9060637::MSC MARTINA'

8051		M	an..3	+ 20
8028		M	an..17	+ Outbound Voyage number
C220	8067	M	an..3	+ 1 (Maritime)
C228				+ NOT USED
C040	3127	M	an..17	+ Shipping Line/Line Operator (OneStop Code*)
8101				+ NOT USED
C401				+ NOT USED
C222	8213	M	an..9	+ Lloyd's Number
	1131			: NOT USED
	3055			: NOT USED
	8212	C	an..35	: Vessel name, if any

SG4 LOC LOC+9+AUSYD+ASLPB'

3227		M	an..3	+ 9
C517	3225	M	an..25	+ Port of Loading (UN LOCODE)
C519	3223	M	an..9	+ Loading Terminal (OneStop Code*). Please refer to Appendix A for valid Contractor Terminal codes.

SG4 LOC LOC+11+IDJKT'

3227		M	an..3	+ 11
C517	3225	M	an..25	+ Port of Discharge (UN LOCODE)

SG4 LOC
LOC+7+SGSIN'

3227		M	an..3	+ 7
C517	3225	M	an..25	+ Port of Final Discharge (UN LOCODE)

SG4,5 EQD
EQD+CN+TESU1234567+2210++2+5'

8053		M	an..3	+ Container Qualifier. Must be: CN – Container T75 – Refrigerated Container – power on T76 – Refrigerated Container – power off
C237	8260	M	an..17	+ ISO Container Number. NB: Container number must be given in uppercase and must be at least 11 characters. It should not include spaces, hyphens, slashes and other invalid characters. Please refer to Appendix C for ISO Container checksum.
C224	8155	M	an..4	+ ISO Container size/type. NB: ISO size/type code should be based on SMDG code list – available at http://www.smdg.org/. OneStop recommends the use of new ISO code – even though old ISO code will also be accepted by OneStop. Please refer to Appendix B.
8077				+ NOT USED
8249		M	an..3	+ 2 – Export Status
8169		M	an..3	+ Container Full/Empty indicator. Must be: 4 – Empty 5 – Full (Default)

SG4,5 HAN 1 per EQD
HAN+:::REEF'

C524	4079			+ NOT USED
	1131			: NOT USED
	3055			: NOT USED
	4078	M	an..4	: OneStop Commodity code*. NB: The latest commodity code set can be obtained from OneStop.

SG4,5 NAD 1 per EQD
NAD+CZ+CONSIGNOR'

3035		M	an..3	+ CZ
C082	3039	M	an..35	+ Shipper code or name.

SG4,5 MEA (at least 1 MEA) up to 4 per EQD
MEA+AAE+G+KGM:11600' MEA
SG4,5 MEA
+AAE+VGM+KGM:11700' MEA
SG4,5 MEA
+AAE+T+KGM:2500' MEA+AAE
SG4,5 MEA
+AAL+KGM:9200'

6311		M	an..3	+ AAE
C502	6313	M	an..3	Measurements: • G - Gross Weight • VGM - Verified Gross (Mass) Weight of container or container Tare weight + Nett cargo weight. • T – Tare weight of container • AAL – Nett weight of cargo only

				Note: The Verified Gross Weight must be supplied when the Method of weight calculation is SM1 or SM2. Note: If T & AAL are supplied then $VGM = T + AAL$ or $G = T + AAL$ After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then VGM will be mandatory with the following exceptions:- - Just the Gross Weight can be supplied only when the Method of weight calculation (refer to the below data) is WAT (Weigh At Terminal) - or for empty containers. As of March 2016, only Victoria International Container Terminal (VICT) accepts WAT and Gross Weight by arrangement with VICT.
C174	6411	M	an..3	+ KGM
	6314	M	n..18	: Weight value (in kilograms)

(SG4,5 MEA for Refridgerated container up to 2 per EQD)
SG4,5 MEA (If has humidity setting)
MEA+AAE+AAO+P1:50'

6311		M	an..3	+ AAE
C502	6313	M	an..3	+ AAO
C174	6411	M	an..3	+ P1 (Percent)
	6314	M	n..18	: Humidity value in percentage

SG4,5 MEA (If has vent setting)
MEA+AAE+AAS+MQH:99'

6311		M	an..3	+ AAE
C502	6313	M	an..3	+ AAS
C174	6411	M	an..3	+ Measurement units. Must be: 2L – Cubic feet per minute MQH – Cubic metres per hour P1 – Percent
	6314	M	n..18	: Value of airflow opening

SG4,5 SEL
SEL+289184+SH+1'

9308		M	an..10	+ Seal Number. NB: At least 1 (doesn't matter which one) with a maximum of 7 seal numbers must be provided with each container. Seal types / numbers can be duplicated. For empty or flat-rack container 'UNKNOWN' can be used as seal number if not known.
C215	9303	M	an..3	+ Sealing party code. Must be: AA – Consolidator

				AB – Unknown (Default) CA – Carrier CU – Customs QA – Quarantine SH – Shipper TO – Terminal operator NB: You can use duplicate Sealing party code per EQD
4517		M	an..3	+ Seal Condition. Must be: 1 – In right condition (Default) 2 – Damaged

SG4,5 FTX

FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'

4451		M	an..3	+ AAY Certification Statements
4453				+ NOT USED
C107	4441	M	an..17	+ Method of weight calculation. This is required for non empty containers. This is related to Verified Gross Weight. There are 3 valid methods of weight calculation codes: SM1, SM2 and WAT. When Verified Gross Weight value is provided then the method of weighing is either SM1 or SM2. When Gross Weight 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 WAT: Weigh At Terminal. As at March 2016 WAT can only be used at Victoria International Container Terminal (VICT) by arrangement with VICT. If Commodity Code (HAN segment) = OOG (OUT OF GAUGE) Or NEST or BOAT or FLEX then only SM1 or SM2 can be used. WAT cannot be used as the OOG/NEST/BOAT/FLEX container cannot be weighed at the terminal. Note: The commodity that cannot be weighed at terminal is subject to change.

	1131	M	an..3	:VGM Verified Gross Weight
	3055			+ NOT USED
C108	4440	M	an..512	+201601211600UTC Verification date and time - format CCYYMMDDHHMMZZZ Date and Time when the Verified Gross weight was done. Required for non empty containers. Not required if Gross Weight is supplied and the Verified Gross weighing (WAT-Weigh At Terminal) is to be done by the terminal. As of March 2016 this is only applicable for Victoria International Container Terminal (VICT) by arrangement with VICT.
	4440	O	an..512	:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY 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) Includes the party address When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the weight certificate issuing party. :VICTORIA INTERNATIONAL CONTAINER TERMINAL;78 WEBB DOCK DRIVE;PORT MELBOURNE;AUSTRALIA
	4440	C	an..512	:JOE BLOKE; J EXPORTER;0424222333;JBLOKE@EMAIL.COM Name of Declarant; Company; Phone; Email Either Phone or Email must be provided. The Declarant details are required for non empty container even if the Method of Weight Calculation is WAT- Weigh At Terminal.
	4440	C	an..512	:JOE BLOKE EDI Signature of the Declarant. For example this could be the source sender ID for EDI message. Required when the PRA is for non empty container.
	4440			+ NOT USED

SG4,5,6 RFF up to 2 per EQD
RFF+AAE:CUSTOMS ECN'

C506	1153	M	an..3	+ Reference type. Must be: AAE – Customs Export Reference Number (ECN/EDN/CRN/CAN) CN – Terminal VBS booking number, if any
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	1154	M	an..35	: Customs Export Reference number (required). Please refer to Appendix D or E.
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SG4,5,10 **TMP up to 4 per EQD** **TMP+5+-18.0:CEL'**

6245		M	an..3	+ 5 (Control temperature)
C239	6246	M	n3	+ Actual control temperature setting (in Celsius) to one decimal place, including the negative sign if applicable. Total length must be exactly 3 digits (excluding decimal point and negative/positive sign)
	6411	M	an..3	: CEL

UNT **1 per message** **UNT+10+12345'**

0074		M	n..6	+ Number of segments in the message
0062		M	an..14	+ Must match 0062 in UNH segment

15.1 Sample messages (refrigerated cargo)

Sample message containing the following data:

- Sender Code: EXPORTER
- Consignor: CONSIGNOR
- Booking No: BOOKING123
- Customs Reference: CUSTOMS ECN

Transport details:

- Arrival Mode of Transport: Road
- Shipping Line: ANL
- Vessel MSC MARTINA, Outbound Voyage 123N and Lloyds No 9060637
- Loading at Sydney Port (for Patrick Port Botany terminal)
- Discharge Port: Jakarta, Java
- Final Discharge Port: Singapore

Container details:

- Container number: TESU1234567 (Full container)
- ISO Code: 2210
- Commodity: Reefer Cargo (REEF)
- Verified Gross Weight (Weight of container + cargo): 11600
- Method of Weight Calculation (Required for Non Empty Container): SM2
- Weight Verification Date and Time (Required for Non Empty Container): 201601211600UTC
- Name of Declarant (Required for Non Empty Container): JOE BLOKE
- Company of the Declarant (Required for Non Empty Container): J EXPORTER
- Contact Phone of the Declarant (Either Phone or Email is required for Non Empty Container): 0424222333

- Contact Email of the Declarant (Either Phone or Email is required for Non Empty Container):
JBLOKE@EMAIL.COM
- EDI Signature of the Declarant: JOE BLOKE
- Party issued the weight certificate via method 1 or method 2: CONTAINER WEIGHTING
LTD;STREET;CITY;COUNTRY
- Seal number: 289184

Reefer details:

- Control temperature: -18.0 degree Celsius
- 50% humidity control
- 90% vent opening setting

UNB+UNOC:3+SENDERCODE+1STOP
+YYMMDD:HHMM+1' UNH+12345
+IFTERA:D:98B:RT:ENET54'
BGM+ERA+001+9+AQ'
DTM+137:20040402092831:204'
NAD+MS+EXPORTER'
RFF+BN:BOOKING123'
TDT+10++3'
TDT+20+123N+1++ANL+++9060637:::MSC MARTINA'
LOC+9+AUSYD+ASLPB'
LOC+11+IDJKT'
LOC+7+SGSIN'
EQD+CN+TESU1234567+2210++2+5'
HAN+:::REEF'
NAD+CZ+CONSIGNOR'
MEA+AAE+VGM+KGM:11700'
MEA+AAE+T+KGM:2500'
MEA+AAE+AAL+KGM:9200'
MEA+AAE+AAO+P1:50'
MEA+AAE+AAS+P1:90'
SEL+289184+SH+1'
FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J
EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'
RFF+AAE:CUSTOMS
ECN' TMP+5
+-18.0:CEL' UNT+24
+12345'
UNZ+1+1'

16 SEGMENT DETAIL (HAZARDOUS CARGO)

All items must be transmitted, unless otherwise noted. Data elements and composites are only shown where they are used, or must be taken into account in placing delimiters – un-used “trailing” elements in each segment are not shown.

Delimiters (+, : and ') have been shown at the point where they should appear in the message. The Segment Groups in which the segments themselves appear is shown in the left hand column next to the segment names.

- M – Mandatory field
- C – Conditional field
- O – Optional field
- an..15 – Alphanumeric (variable length up to 15 characters maximum)
- an2 – Alphanumeric (fixed length and must be exactly 2 characters)
- n..6 – Numeric (variable length up to 6 digits maximum)
- n4 – Numeric (fixed length and must be exactly 4 digits)

UNH 1 per message

UNH+12345+IFTERA:D:98B:RT:ENET54'

0062		M	an..14	+ Sender's Gateway message reference number. Must be unique for each message within a single interchange.
S009	0065	M	an..6	+ IFTERA
	0052	M	an..3	: D
	0054	M	an..3	: 98B
	0051	M	an..2	: RT
	0057	M	an..6	: ENET54

BGM 1 per message

BGM+ERA+001+9+AQ'

C002	1001	M	an..3	+ ERA
C106	1004	M	an..35	+ Sender's PRA number. Normally unique. The APERAK response and IFTSTA Gate Receipt relates to this reference.
1225		M	an..3	+ Message Function. Must be: 9 – Original (The first transmission of this data) 1 – Cancellation (Withdraws a previous transmission) NB: Sending another ORIGINAL with same sender's PRA number will be treated as a REPLACEMENT message.
4343		C	an..3	+ Response request. Must be: AQ – Always respond RE – Only respond when errors detected

DTM 1 per message

DTM+137:20040402092831:204'

C507	2005	M	an..3	+ 137
	2380	M	an..35	: Message preparation date/time
	2379	M	an..3	: 204 (CCYYMMDDHHMMSS)

SG1 NAD up to 2 per message

NAD+MS+EXPORTER'

3035		M	an..3	+ Name and Address. Must be: MS – Message sender (required)
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				MR – Message recipient NB: Message sender/recipient must be a valid registered OneStop trading code.
C082	3039	M	an..35	+ Must be valid OneStop registered trading code.

SG3 RFF up to 2 per message RFF+BN:BOOKING123'

C506	1153	M	an..3	+ BN
	1154	M	an..35	: Shipping Line Booking Reference Number

SG4 TDT (Inland) TDT+10++3'

8051		M	an..3	+ 10 – Inland carriage stage
8028		C	an..17	+ Road/Rail carrier's reference, if any
C220	8067	M	an..3	+ Arrival Mode of transport. Must be: 2 – Rail 3 – Road
C228				+ NOT USED
C040	3127	C	an..17	+ Rail/Road Operator ABN, if any
8101				+ NOT USED
C401				+ NOT USED
C222	8213	C	an..9	+ Truck Rego/Train number, if any
	1131			: NOT USED
	3055			: NOT USED
	8212			: NOT USED

SG4 TDT (Maritime) TDT+20+123N+1++ANL+++9060637:::MSC MARTINA'

8051		M	an..3	+ 20
8028		M	an..17	+ Outbound Voyage number
C220	8067	M	an..3	+ 1 (Maritime)
C228				+ NOT USED
C040	3127	M	an..17	+ Shipping Line/Line Operator (OneStop Code*)
8101				+ NOT USED
C401				+ NOT USED
C222	8213	M	an..9	+ Lloyd's Number
	1131			: NOT USED
	3055			: NOT USED
	8212	C	an..35	: Vessel name, if any

SG4 LOC LOC+9+AUSYD+ASLPB'

3227		M	an..3	+ 9
C517	3225	M	an..25	+ Port of Loading (UN LOCODE)
C519	3223	M	an..9	+ Loading Terminal (OneStop Code*). Please refer to Appendix A for valid Contractor Terminal codes.

SG4 LOC LOC+11+IDJKT'

3227		M	an..3	+ 11
C517	3225	M	an..25	+ Port of Discharge (UN LOCODE)

SG4 LOC
LOC+7+SGSIN'

3227		M	an..3	+ 7
C517	3225	M	an..25	+ Port of Final Discharge (UN LOCODE)

SG4,5 EQD
EQD+CN+TESU1234567+2210++2+5'

8053		M	an..3	+ Container Qualifier. Must be: CN – Container T75 – Refrigerated Container – power on T76 – Refrigerated Container – power off
C237	8260	M	an..17	+ ISO Container Number. NB: Container number must be given in uppercase and must be at least 11 characters. It should not include spaces, hyphens, slashes and other invalid characters. Please refer to Appendix C for ISO Container checksum.
C224	8155	M	an..4	+ ISO Container size/type. NB: ISO size/type code should be based on SMDG code list – available at http://www.smdg.org/. OneStop recommends the use of new ISO code – even though old ISO code will also be accepted by OneStop. Please refer to Appendix B.
8077				+ NOT USED
8249		M	an..3	+2 – Export Status
8169		M	an..3	+ Container Full/Empty indicator. Must be: 4 – Empty 5 – Full (Default)

SG4,5 HAN 1 per EQD
HAN+:::HAZ'

C524	4079			+ NOT USED
	1131			: NOT USED
	3055			: NOT USED
	4078	M	an..4	: OneStop Commodity code*. NB: The latest commodity code set can be obtained from OneStop.

SG4,5 NAD 1 per EQD
NAD+CZ+CONSIGNOR'

3035		M	an..3	+ CZ
C082	3039	M	an..35	+ Shipper code or name.

SG4,5 MEA up to 4 per EQD
MEA+AAE+VGM+KGM:11700'

6311		M	an..3	+ AAE
C502	6313	M	an..3	Measurements: • G - Gross Weight • VGM - Verified Gross (Mass) Weight of container or container Tare weight + Nett cargo weight. • T – Tare weight of container • AAL – Nett weight of cargo only Note: The Verified Gross Weight must be supplied when the Method of weight calculation is SM1 or SM2.

				Note: If T & AAL are supplied then $VGM = T + AAL$ or $G = T + AAL$ After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then VGM will be mandatory with the following exceptions:- - Just the Gross Weight can be supplied only when the Method of weight calculation (refer to the below data) is WAT (Weigh At Terminal) - or for empty containers. As of March 2016, only Victoria International Container Terminal (VICT) accepts WAT and Gross Weight by arrangement with VICT.
C174	6411	M	an..3	+ KGM
	6314	M	n..18	: Weight value (in kilograms)

SG4,5 SEL up to 7 per EQD SEL+289184+SH+1'

9308		M	an..10	+ Seal Number. NB: At least 1 (doesn't matter which one) with a maximum of 7 seal numbers must be provided with each container. Seal types / numbers can be duplicated. For empty or flat-rack container 'UNKNOWN' can be used as seal number if not known.
C215	9303	M	an..3	+ Sealing party code. Must be: AA – Consolidator AB – Unknown (Default) CA – Carrier CU – Customs QA – Quarantine SH – Shipper TO – Terminal operator NB: You can use duplicate Sealing party code per EQD
4517		M	an..3	+ Seal Condition. Must be: 1 – In right condition (Default) 2 – Damaged

SG4,5 FTX

FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'

4451		M	an..3	+ AAY Certification Statements
4453				+ NOT USED

C107	4441	M	an..17	+ Method of weight calculation. This is required for non empty containers. This is related to Verified Gross Weight. There are 3 valid methods of weight calculation codes: SM1, SM2 and WAT. When Verified Gross Weight value is provided then the method of weighing is either SM1 or SM2. When Gross Weight 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 WAT: Weigh At Terminal. As at March 2016 WAT can only be used at Victoria International Container Terminal (VICT) by arrangement with VICT. If Commodity Code (HAN segment) = OOG (OUT OF GAUGE) Or NEST or BOAT or FLEX then only SM1 or SM2 can be used. WAT cannot be used as the OOG/NEST/BOAT/FLEX container cannot be weighed at the terminal. Note: The commodity that cannot be weighed at terminal is subject to change.
	1131	M	an..3	:VGM Verified Gross Weight
	3055			+ NOT USED
C108	4440	M	an..512	+201601211600UTC Verification date and time - format CCYYMMDDHHMMZZZ Date and Time when the Verified Gross weight was done. Required for non empty containers. Not required if Gross Weight is supplied and the Verified Gross weighing (WAT-Weigh At Terminal) is to be done by the terminal. As of March 2016 this is only applicable for Victoria International Container Terminal (VICT) by arrangement with VICT.
	4440	O	an..512	:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY

				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) Includes the party address When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the weight certificate issuing party. :VICTORIA INTERNATIONAL CONTAINER TERMINAL;78 WEBB DOCK DRIVE;PORT MELBOURNE;AUSTRALIA
	4440	C	an..512	:JOE BLOKE; J EXPORTER;0424222333;JBLOKE@EMAIL.COM Name of Declarant; Company; Phone; Email Either Phone or Email must be provided. The Declarant details are required for non empty container even if the Method of Weight Calculation is WAT- Weigh At Terminal.
	4440	C	an..512	:JOE BLOKE EDI Signature of the Declarant. For example this could be the source sender ID for EDI message. Required when the PRA is for non empty container.
	4440			+ NOT USED

SG4,5,6 RFF up to 2 per EQD RFF+AAE:CUSTOMS ECN'

C506	1153	M	an..3	+ Reference type. Must be: AAE – Customs Export Reference Number (ECN/EDN/CRN/CAN) CN – Terminal VBS booking number, if any
	1154	M	an..35	: Customs Export Reference number (required). Please refer to Appendix D or E.

SG4,5,7 DGS up to 99 per EQD DGS+IMD+2.1+1950++II'

8273		M	an..3	+ IMD
C205	8351	M	an..7	+ IMDG Class
	8078	C	an..7	: IMDG Code page, if any
	8092	C	an..10	: IMDG Code version, if any
C234	7124	M	n4	+ UNDG Number. Must be exactly 4 digits.
C223	7106	C	n3	+ Flashpoint temperature – to one decimal place. Must be exactly 3 digits excluding decimal point and negative/positive sign.
	6411	C	an..3	: CEL (required if flashpoint temperature is set)
8339		C	an..3	+ Packing group (expressed in Roman Numeral). Must be: I – Great danger II – Medium danger

				III – Minor danger
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SG4,5,7 FTX 1 per DGS FTX+AAD+++AEROSOLS (ABOVE 1L)

4451		M	an..3	+ AAD
4453				+ NOT USED
C107				+ NOT USED
C108	4440	M	an..70	+ Hazard Technical name 1
	4440	C	an..70	: Hazard Technical name 2
	4440	C	an..70	: Hazard Technical name 3
	4440	C	an..70	: Hazard Technical name 4
	4440	C	an..70	: Hazard Technical name 5

SG4,5,7,8 CTA 1 per DGS CTA+HG+:HAZ CONTACT'

3139		M	an..3	+ HG
C056	3413			+ NOT USED
	3412	M	an..35	: Hazardous Contact name

SG4,5,7,8 COM up to 3 per CTA COM+0283336248:TE'

C076	3148	M	an..51 2	+ Communication number.
	3155	M	an..3	: Communication channel. Must be: EM – Electronic mail FX – Fax TE – Telephone (required)

SG4,5,7,9 MEA 1 per DGS MEA+AAE+AAL+KGM:1600'

6311		M	an..3	+ AAE
C502	6313	M	an..3	+ AAL
C174	6411	M	an..3	+ KGM
	6314	M	n..18	: Hazardous cargo net weight (in kilograms)

UNT 1 per message UNT+10+12345'

0074		M	n..6	+ Number of segments in the message
0062		M	an..14	+ Must match 0062 in UNH segment

16.1 Sample messages (hazardous cargo)

Sample message containing the following data:

- Sender Code: EXPORTER
- Consignor: CONSIGNOR
- Booking No: BOOKING123
- Customs Reference: CUSTOMS ECN

Transport details:

- Arrival Mode of Transport: Road

- Shipping Line: ANL
- Vessel MSC MARTINA, Outbound Voyage 123N and Lloyds No 9060637
- Loading at Sydney Port (for Patrick Port Botany terminal)
- Discharge Port: Jakarta, Java
- Final Discharge Port: Singapore

Container details:

- Container number: TESU1234567 (Full container)
- ISO Code: 2210
- Commodity: Hazardous Cargo (HAZ)
- Verified Gross Weight (Weight of container + cargo): 11600
- Method of Weight Calculation (Required for Non Empty Container): SM2
- Weight Verification Date and Time (Required for Non Empty Container): 201601211600UTC
- Name of Declarant (Required for Non Empty Container): JOE BLOKE
- Company of the Declarant (Required for Non Empty Container): J EXPORTER
- Contact Phone of the Declarant (Either Phone or Email is required for Non Empty Container): 0424222333
- Contact Email of the Declarant (Either Phone or Email is required for Non Empty Container): JBLOKE@EMAIL.COM
- EDI Signature of the Declarant: JOE BLOKE
- Party issued the weight certificate via method 1 or method 2: CONTAINER WEIGHTING LTD; STREET; CITY; COUNTRY
- Seal number: 289184

Hazardous details:

- UNDG: 1950
- IMDG Class: 2.1
- Packing Group: II (Medium danger)
- Hazardous net weight: 1600 kg
- Technical name: AEROSOLS (ABOVE 1L)
- Hazardous contact: HAZ CONTACT 0283336248

UNB+UNOC:3+SENDERCODE+1STOP
 +YYMMDD:HHMM+1' UNH+12345
 +IFTERA:D:98B:RT:ENET54'
 BGM+ERA+001+9+AQ'
 DTM+137:20040402092831:204'
 NAD+MS+EXPORTER'
 RFF+BN:BOOKING123'
 TDT+10++3'
 TDT+20+123N+1++ANL+++9060637:::MSC MARTINA'
 LOC+9+AUSYD+ASLPB'
 LOC+11+IDJKT'
 LOC+7+SGSIN'
 EQD+CN+TESU1234567+2210++2+5'
 HAN+:::HAZ'
 MEA+AAE+VGM+KGM:11700'
 SEL+289184+SH+1'

FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J
 EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'
 RFF+AAE:CUSTOMS
 ECN' DGS+IMD+2.1+1950
 FTX+AAD+++AEROSOLS (ABOVE 1L)'
 CTA+HG+:HAZ CONTACT'
 COM+0283336248:TE'
 MEA+AAE+AAL+KGM:1160'
 DGS+IMD+6.1:3:+1593++III'
 FTX+AAD+++DICHLOROMETHANE'
 CTA+HG+:HAZ CONTACT'
 COM+0283336248:TE'
 MEA+AAE+AAL+KGM:2000'
 UNT+28+12345'
 UNZ+1+1'

17 SEGMENT DETAIL (OVERHANG (OOG-OUT OF GAUGE) CONTAINER)

All items must be transmitted, unless otherwise noted. Data elements and composites are only shown where they are used, or must be taken into account in placing delimiters – un-used “trailing” elements in each segment are not shown.

Delimiters (+, : and ') have been shown at the point where they should appear in the message. The Segment Groups in which the segments themselves appear is shown in the left hand column next to the segment names.

- M – Mandatory field
- C – Conditional field
- O – Optional field
- an..15 – Alphanumeric (variable length up to 15 characters maximum)
- an2 – Alphanumeric (fixed length and must be exactly 2 characters)
- n..6 – Numeric (variable length up to 6 digits maximum)
- n4 – Numeric (fixed length and must be exactly 4 digits)

UNH 1 per message

UNH+12345+IFTERA:D:98B:RT:ENET54'

0062		M	an..14	+ Sender's Gateway message reference number. Must be unique for each message within a single interchange.
S009	0065	M	an..6	+ IFTERA
	0052	M	an..3	: D
	0054	M	an..3	: 98B
	0051	M	an..2	: RT
	0057	M	an..6	: ENET54

BGM 1 per message

BGM+ERA+001+9+AQ'

C002	1001	M	an..3	+ ERA
C106	1004	M	an..35	+ Sender's PRA number. Normally unique. The APERAK response and IFTSTA Gate Receipt relates to this reference.
1225		M	an..3	+ Message Function. Must be: 9 – Original (The first transmission of this data) 1 – Cancellation (Withdraws a previous transmission) NB: Sending another ORIGINAL with same sender's PRA number will be treated as a REPLACEMENT message.
4343		C	an..3	+ Response request. Must be: AQ – Always respond RE – Only respond when errors detected

DTM 1 per message

DTM+137:20040402092831:204'

C507	2005	M	an..3	+ 137
	2380	M	an..35	: Message preparation date/time
	2379	M	an..3	: 204 (CCYYMMDDHHMMSS)

SG1 NAD

NAD+MS+EXPORTER'

3035		M	an..3	+ Name and Address. Must be: MS – Message sender (required)
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				MR – Message recipient NB: Message sender/recipient must be a valid registered OneStop trading code.
C082	3039	M	an..35	+ Must be valid OneStop registered trading code.

SG3 RFF up to 2 per message RFF+BN:BOOKING123'

C506	1153	M	an..3	+ BN
	1154	M	an..35	: Shipping Line Booking Reference Number

SG4 TDT (Inland) TDT+10++3'

8051		M	an..3	+ 10 – Inland carriage stage
8028		C	an..17	+ Road/Rail carrier's reference, if any
C220	8067	M	an..3	+ Arrival Mode of transport. Must be: 2 – Rail 3 – Road
C228				+ NOT USED
C040	3127	C	an..17	+ Rail/Road Operator ABN, if any
8101				+ NOT USED
C401				+ NOT USED
C222	8213	C	an..9	+ Truck Rego/Train Number, if any
	1131			: NOT USED
	3055			: NOT USED
	8212			: NOT USED

SG4 TDT (Maritime) TDT+20+123N+1++ANL+++9060637:::MSC MARTINA'

8051		M	an..3	+ 20
8028		M	an..17	+ Outbound Voyage number
C220	8067	M	an..3	+ 1 (Maritime)
C228				+ NOT USED
C040	3127	M	an..17	+ Shipping Line/Line Operator (OneStop Code*)
8101				+ NOT USED
C401				+ NOT USED
C222	8213	M	an..9	+ Lloyd's Number
	1131			: NOT USED
	3055			: NOT USED
	8212	C	an..35	: Vessel name, if any

SG4 LOC LOC+9+AUSYD+ASLPB'

3227		M	an..3	+ 9
C517	3225	M	an..25	+ Port of Loading (UN LOCODE)
C519	3223	M	an..9	+ Loading Terminal (OneStop Code*). Please refer to Appendix A for valid Contractor Terminal codes.

SG4 LOC LOC+11+IDJKT'

3227		M	an..3	+ 11
C517	3225	M	an..25	+ Port of Discharge (UN LOCODE)

SG4 LOC
LOC+7+SGSIN'

3227		M	an..3	+ 7
C517	3225	M	an..25	+ Port of Final Discharge (UN LOCODE)

SG4,5 EQD
EQD+CN+TESU1234567+2210++2+5'

8053		M	an..3	+ Container Qualifier. Must be: CN – Container T75 – Refrigerated Container – power on T76 – Refrigerated Container – power off
C237	8260	M	an..17	+ ISO Container Number. NB: Container number must be given in uppercase and must be at least 11 characters. It should not include spaces, hyphens, slashes and other invalid characters. Please refer to Appendix C for ISO Container checksum.
C224	8155	M	an..4	+ ISO Container size/type. NB: ISO size/type code should be based on SMDG code list – available at http://www.smdg.org/. OneStop recommends the use of new ISO code – even though old ISO code will also be accepted by OneStop. Please refer to Appendix B.
8077				+ NOT USED
8249		M	an..3	+ 2 – Export Status
8169		M	an..3	+ Container Full/Empty indicator. Must be: 4 – Empty 5 – Full (Default)

SG4,5 HAN 1 per EQD
HAN+:::OOG'

C524	4079			+ NOT USED
	1131			: NOT USED
	3055			: NOT USED
	4078	M	an..4	: OneStop Commodity code*. NB: The latest commodity code set can be obtained from OneStop.

SG4,5 NAD 1 per EQD
NAD+CZ+CONSIGNOR'

3035		M	an..3	+ CZ
C082	3039	M	an..35	+ Shipper code or name.

SG4,5 MEA up to 4 per EQD
MEA+AAE+VGM+KGM:11600'

6311		M	an..3	+ AAE
C502	6313	M	an..3	Measurements: • G - Gross Weight • VGM - Verified Gross (Mass) Weight of container or container Tare weight + Nett cargo weight. • T – Tare weight of container • AAL – Nett weight of cargo only Note: The Verified Gross Weight must be supplied when the Method of weight calculation is SM1 or SM2.

				Note: If T & AAL are supplied then $VGM = T + AAL$ or $G = T + AAL$ After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then VGM will be mandatory with the following exceptions:- - Just the Gross Weight can be supplied only when the Method of weight calculation (refer to the below data) is WAT (Weigh At Terminal) - or for empty containers. As of March 2016, only Victoria International Container Terminal (VICT) accepts WAT and Gross Weight by arrangement with VICT.
C174	6411	M	an..3	+ KGM
	6314	M	n..18	: Weight value (in kilograms)

SG4,5 DIM
DIM+9+CMT:300:60:10:10:20'

6145		M	an..3	+ 9
C211	6411	M	an..3	+ CMT
	6168	C	n..15	: Overhang Front (in centimetres) – previously Length
	6140	C	n..15	: Overhang Left (in centimetres) – previously Width
	6008	C	n..15	: Overhang Height (in centimetres)
	6169	C	n..15	: Overhang Back (in centimetres)
	6141	C	n..15	: Overhang Right (in centimetres)

SG4,5 SEL
up to 7 per EQD
SEL+289184+SH+1'

9308		M	an..10	+ Seal Number. NB: At least 1 (doesn't matter which one) with a maximum of 7 seal numbers must be provided with each container. Seal types / numbers can be duplicated. For empty or flat-rack container 'UNKNOWN' can be used as seal number if not known.
C215	9303	M	an..3	+ Sealing party code. Must be: AA – Consolidator AB – Unknown (Default) CA – Carrier CU – Customs QA – Quarantine SH – Shipper TO – Terminal operator NB: You can use duplicate Sealing party code per EQD
4517		M	an..3	+ Seal Condition. Must be: 1 – In right condition (Default) 2 – Damaged

SG4,5 FTX

FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'

4451		M	an..3	+ AAY Certification Statements
4453				+ NOT USED
C107	4441	M	an..17	+ Method of weight calculation. This is required for non empty containers. This is related to Verified Gross Weight. There are 3 valid methods of weight calculation codes: SM1, SM2 and WAT. When Verified Gross Weight value is provided then the method of weighing is either SM1 or SM2. When Gross Weight 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 WAT: Weigh At Terminal. As at March 2016 WAT can only be used at Victoria International Container Terminal (VICT) by arrangement with VICT. If Commodity Code (HAN segment) = OOG (OUT OF GAUGE) Or NEST or BOAT or FLEX then only SM1 or SM2 can be used. WAT cannot be used as the OOG/NEST/BOAT/FLEX container cannot be weighed at the terminal. Note: The commodity that cannot be weighed at terminal is subject to change.
	1131	M	an..3	:VGM Verified Gross Weight
	3055			+ NOT USED
C108	4440	M	an..512	+201601211600UTC Verification date and time - format CCYYMMDDHHMMZZZ Date and Time when the Verified Gross weight was done. Required for non empty containers.

				Not required if Gross Weight is supplied and the Verified Gross weighing (WAT-Weigh At Terminal) is to be done by the terminal. As of March 2016 this is only applicable for Victoria International Container Terminal (VICT) by arrangement with VICT.
	4440	O	an..512	:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY 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) Includes the party address When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the weight certificate issuing party. :VICTORIA INTERNATIONAL CONTAINER TERMINAL;78 WEBB DOCK DRIVE;PORT MELBOURNE;AUSTRALIA
	4440	C	an..512	:JOE BLOKE; J EXPORTER;0424222333;JBLOKE@EMAIL.COM Name of Declarant; Company; Phone; Email Either Phone or Email must be provided. The Declarant details are required for non empty container even if the Method of Weight Calculation is WAT- Weigh At Terminal.
	4440	C	an..512	:JOE BLOKE EDI Signature of the Declarant. For example this could be the source sender ID for EDI message. Required when the PRA is for non empty container.
	4440			+ NOT USED

SG4,5,6 RFF up to 2 per EQD
RFF+AAE:CUSTOMS ECN'

C506	1153	M	an..3	+ Reference type. Must be: AAE – Customs Export Reference Number (ECN/EDN/CRN/CAN) CN – Terminal VBS booking number, if any
	1154	M	an..35	: Customs Export Reference number (required). Please refer to Appendix D or E.

SG4,5,11
EQA
EQA+RG+RG123'

8053		M	an..3	+ Attachment Type. Must be: AJ – Flat rack FSU – Forked support or Tynes RG – Reefer generator
C237	8260	C	an..17	+ Clip-on unit number or flat rack identifier. Not required for Tynes or Forked support.

UNT 1 per message**UNT+19+12345'**

0074		M	n..6	+ Number of segments in the message
0062		M	an..14	+ Must match 0062 in UNH segment

17.1 Sample message (overhang container)

Sample message containing the following data:

- Sender Code: EXPORTER
- Consignor: CONSIGNOR
- Booking No: BOOKING123
- Customs Reference: CUSTOMS
ECN

Transport details:

- Arrival Mode of Transport: Road
- Shipping Line: ANL
- Vessel MSC MARTINA, Outbound Voyage 123N and Lloyds No 9060637
- Loading at Sydney Port (for Patrick Port Botany terminal)
- Discharge Port: Jakarta, Java
- Final Discharge Port: Singapore

Container details:

- Container number: TESU1234567 (Full container)
- ISO Code: 2210
- Commodity: General Cargo (GENL)
- Verified Gross Weight (Weight of container + cargo): 11600
- Method of Weight Calculation (Required for Non Empty Container): SM2
- Weight Verification Date and Time (Required for Non Empty Container): 201601211600UTC
- Name of Declarant (Required for Non Empty Container): JOE BLOKE
- Company of the Declarant (Required for Non Empty Container): J EXPORTER
- Contact Phone of the Declarant (Either Phone or Email is required for Non Empty Container): 0424222333
- Contact Email of the Declarant (Either Phone or Email is required for Non Empty Container): JBLOKE@EMAIL.COM
- EDI Signature of the Declarant: JOE BLOKE
- Party issued the weight certificate via method 1 or method 2: CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY
- Seal number: 289184

Overhang details:

- Overhang length: 300
- Overhang width: 60
- Overhang height: 10

- Overhang back: 10
- Overhang right: 20

```

UNB+UNOC:3+SENDERCODE+1STOP
+YYMMDD:HHMM+1' UNH+12345
+IFTERA:D:98B:RT:ENET54'
BGM+ERA+001+9+AQ'
DTM+137:20040402092831:204'
NAD+MS+EXPORTER'
RFF+BN:BOOKING123'
TDT+10++3'
TDT+20+123N+1++ANL+++9060637::MSC MARTINA'
LOC+9+AUSYD+ASLPB'
LOC+11+IDJKT'
LOC+7+SGSIN'
EQD+CN+TESU1234567+2210++2+5'
HAN+:::OOG'
MEA+AAE+VGM+KGM:11600'
DIM+9
+CMT:300:60:10:10:20' SEL
FTX+AAY++SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J
EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'
RFF+AAE:CUSTOMS
ECN' UNT+19+12345'
UNZ+1+1'

```

17.2 Sample message (attached equipments)

Sample message containing the following data:

- Sender Code: EXPORTER
- Consignor: CONSIGNOR
- Booking No: BOOKING123
- Customs Reference: CUSTOMS
ECN

Transport details:

- Arrival Mode of Transport: Road
- Shipping Line: ANL
- Vessel MSC MARTINA, Outbound Voyage 123N and Lloyds No 9060637
- Loading at Sydney Port (for Patrick Port Botany terminal)
- Discharge Port: Jakarta, Java
- Final Discharge Port: Singapore

Container details:

- Container number: TESU1234567 (Full container)
- ISO Code: 2210
- Commodity: General Cargo (GENL)
- Verified Gross Weight (Weight of container + cargo): 11600
- Method of Weight Calculation (Required for Non Empty Container): SM2
- Weight Verification Date and Time (Required for Non Empty Container): 201601211600UTC
- Name of Declarant (Required for Non Empty Container): JOE BLOKE
- Company of the Declarant (Required for Non Empty Container): J EXPORTER
- Contact Phone of the Declarant (Either Phone or Email is required for Non Empty Container): 0424222333
- Contact Email of the Declarant (Either Phone or Email is required for Non Empty Container): JBLOKE@EMAIL.COM
- EDI Signature of the Declarant: JOE BLOKE
- Party issued the weight certificate via method 1 or method 2: CONTAINER WEIGHTING LTD; STREET; CITY; COUNTRY
- Seal number: 289184

Attachment details:

- Forked support
- Flat-rack unit: FR789
- Reefer generator: RG123

UNB+UNOC:3+SENDERCODE+1STOP+YYMMDD:HHMM+1'
 UNH+12345+IFTERA:D:98B:RT:ENET54'
 BGM+ERA+001+9+AQ'
 DTM+137:20040402092831:204'
 NAD+MS+EXPORTER'
 RFF+BN:BOOKING123'

TDT+10++3'
TDT+20+123N+1++ANL+++9060637::MSC MARTINA'
LOC+9+AUSYD+ASLPB'
LOC+11+IDJKT'
LOC+7+SGSIN'
EQD+CN+TESU1234567+2210++2+5'
HAN+:::OOG'
NAD+CZ+CONSIGNOR'

MEA+AAE+VGM+KGM:11600'

DIM+9

+CMT:0:0:0:500:0' SEL

FTX+AA+SM2:VGM+201601211600UTC:CONTAINER WEIGHTING LTD;STREET;CITY;COUNTRY:JOE BLOKE;J
EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'

RFF+AAE:CUSTOMS

ECN' EQA+FSU'

EQA+AJ+FR789'

EQA+RG+RG123'

UNT+22+12345'

UNZ+1+1'

18 SEGMENT DETAIL (EMPTY CONTAINER)

All items must be transmitted, unless otherwise noted. Data elements and composites are only shown where they are used, or must be taken into account in placing delimiters – un-used “trailing” elements in each segment are not shown.

Delimiters (+, : and ') have been shown at the point where they should appear in the message. The Segment Groups in which the segments themselves appear is shown in the left hand column next to the segment names.

M – Mandatory field

C – Conditional field

O – Optional field

an..15 – Alphanumeric (variable length up to 15 characters maximum) an2 –

Alphanumeric (fixed length and must be exactly 2 characters) n..6 – Numeric
(variable length up to 6 digits maximum)

n4 – Numeric (fixed length and must be exactly 4 digits)

UNH 1 per message

UNH+12345+IFTERA:D:98B:RT:ENET54'

0062		M	an..14	+ Sender's Gateway message reference number. Must be unique for each message within a single interchange.
S009	0065	M	an..6	+ IFTERA
	0052	M	an..3	: D
	0054	M	an..3	: 98B
	0051	M	an..2	: RT
	0057	M	an..6	: ENET54

BGM 1 per message

BGM+ERA+001+9+AQ'

C002	1001	M	an..3	+ ERA
------	------	---	-------	-------

C106	1004	M	an..35	+ Sender's PRA number. Normally unique. The APERAK response and IFTSTA Gate Receipt relates to this reference.
1225		M	an..3	+ Message Function. Must be: 9 – Original (The first transmission of this data) 1 – Cancellation (Withdraws a previous transmission) NB: Sending another ORIGINAL with same sender's PRA number will be treated as a REPLACEMENT message.
4343		C	an..3	+ Response request. Must be: AQ – Always respond RE – Only respond when errors detected

DTM 1 per message
DTM+137:20040402092831:204'

C507	2005	M	an..3	+ 137
	2380	M	an..35	: Message preparation date/time
	2379	M	an..3	: 204 (CCYYMMDDHHMMSS)

SG1 NAD
NAD+MS+EXPORTER'

3035		M	an..3	+ Name and Address. Must be: MS – Message sender (required) MR – Message recipient NB: Message sender/recipient must be a valid registered OneStop trading code.
C082	3039	M	an..35	+ Must be valid OneStop registered trading code.

SG3 RFF up to 2 per message
RFF+BN:MTRELEASE'

C506	1153	M	an..3	+ BN
	1154	M	an..35	: Shipping Line Booking Reference Number

SG4 TDT (Inland)
TDT+10++3'

8051		M	an..3	+ 10 – Inland carriage stage
8028		C	an..17	+ Road/Rail carrier's reference, if any
C220	8067	M	an..3	+ Arrival Mode of transport. Must be: 2 – Rail 3 – Road
C228				+ NOT USED
C040	3127	C	an..17	+ Rail/Road Operator ABN, if any
8101				+ NOT USED
C401				+ NOT USED
C222	8213	C	an..9	+ Truck Rego/Train Number, if any
	1131			: NOT USED
	3055			: NOT USED
	8212			: NOT USED

SG4 TDT (Maritime)
TDT+20+123N+1++ANL+++9060637:::MSC
MARTINA'

8051		M	an..3	+ 20
8028		M	an..17	+ Outbound Voyage number
C220	8067	M	an..3	+ 1 (Maritime)

C228				+ NOT USED
C040	3127	M	an..17	+ Shipping Line/Line Operator (OneStop Code*)
8101				+ NOT USED
C401				+ NOT USED
C222	8213	M	an..9	+ Lloyd's Number
	1131			: NOT USED
	3055			: NOT USED
	8212	C	an..35	: Vessel name, if any

SG4 LOC LOC+9+AUSYD+ASLPB'

3227		M	an..3	+ 9
C517	3225	M	an..25	+ Port of Loading (UN LOCODE)
C519	3223	M	an..9	+ Loading Terminal (OneStop Code*). Please refer to Appendix A for valid Contractor Terminal codes.

SG4 LOC LOC+11+IDJKT'

3227		M	an..3	+ 11
C517	3225	M	an..25	+ Port of Discharge (UN LOCODE)

SG4 LOC LOC+7+SGSIN'

3227		M	an..3	+ 7
C517	3225	M	an..25	+ Port of Final Discharge (UN LOCODE)

SG4,5 EQD EQD+CN+TESU1234567+2210++2+4'

8053		M	an..3	+ Container Qualifier. Must be: CN – Container T75 – Refrigerated Container – power on T76 – Refrigerated Container – power off
C237	8260	M	an..17	+ ISO Container Number. NB: Container number must be given in uppercase and must be at least 11 characters. It should not include spaces, hyphens, slashes and other invalid characters. Please refer to Appendix C for ISO Container checksum.
C224	8155	M	an..4	+ ISO Container size/type. NB: ISO size/type code should be based on SMDG code list – available at http://www.smdg.org/. OneStop recommends the use of new ISO code – even though old ISO code will also be accepted by OneStop. Please refer to Appendix B.
8077				+ NOT USED
8249		M	an..3	+ 2 – Export Status
8169		M	an..3	+ Container Full/Empty indicator. Must be: 4 – Empty

SG4,5 HAN 1 per EQD HAN+:::MT'

C524	4079			+ NOT USED
	1131			: NOT USED
	3055			: NOT USED
	4078	M	an..4	: Must use Commodity Code 'MT'

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SG4,5 NAD 1 per EQD
NAD+CZ+CONSIGNOR'

3035		M	an..3	+ CZ
C082	3039	M	an..35	+ Shipper code or name.

SG4,5 MEA
MEA+AAE+G+KGM:2500'

6311		M	an..3	+ AAE
C502	6313	M	an..3	Measurements: • G - Gross Weight • T – Tare weight of container • AAL – Nett weight of cargo only (zero for empty container if supplied) Note: If T & AAL are supplied then $G = T + AAL$ After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then VGM will be mandatory with the following exceptions:- • Just the Gross Weight can be supplied only when the Method of weight calculation (refer to the below data) is WAT (Weigh At Terminal) • or for empty containers. As of March 2016, only Victoria International Container Terminal (VICT) accepts WAT and Gross Weight by arrangement with VICT.
C174	6411	M	an..3	+ KGM
	6314	M	n..18	: Weight value (in kilograms)

SG4,5 SEL up to 7 per EQD
SEL+UNKNOWN+AB+1'

9308		M	an..10	+ Seal Number. NB: At least 1 (doesn't matter which one) with a maximum of 7 seal numbers must be provided with each container. Seal types / numbers can be duplicated. For empty or flat-rack container 'UNKNOWN' can be used as seal number if not known.
C215	9303	M	an..3	+ Sealing party code. Must be: AA – Consolidator AB – Unknown (Default) CA – Carrier CU – Customs QA – Quarantine SH – Shipper

				TO – Terminal operator NB: You can use duplicate Sealing party code per EQD
4517		M	an..3	+ Seal Condition. Must be: 1 – In right condition (Default) 2 – Damaged

UNT 1 per message

UNT+16+12345'

0074		M	n..6	+ Number of segments in the message
0062		M	an..14	+ Must match 0062 in UNH segment

18.1 Sample message (empty container)

For Empty Container the following details must be provided:

- Full/Empty Indicator: 4 (Empty)
- Commodity Code: MT (Empty)
- Seal Number: UNKNOWN

NB: Customs Export Reference is not required for Empty Container[#]

UNB+UNOC:3+SENDER+1STOP+YYMMDD:HHMM+1'

UNH+12345+IFTERA:D:98B:RT:ENET54'

BGM+ERA+001+9+AQ'

DTM+137:20040402092831:204'

NAD+MS+EXPORTER'

RFF+BN:MTRELEASE'

TDT+10++3'

TDT+20+123N+1++ANL+++9060637::MSC MARTINA'

LOC+9+AUSYD+ASLPB'

LOC+11+DJKT'

LOC+7+SGSIN'

EQD+CN+TESU1234567+2210++2+4'

HAN+:::MT'

NAD+CZ+CONSIGNOR'

MEA+AAE+G+KGM:2500'

SEL+UNKNOWN+AB

+1' UNT+16+12345'

UNZ+1+1'

19 SEGMENT DETAIL (CONTAINER TO BE WEIGHED AT TERMINAL)

Just the Gross Weight instead of Verified Gross Weight can be sent to Victoria International Container Terminal (VICT) only by arrangement with them. There may be a charge for this service.

All items must be transmitted, unless otherwise noted. Data elements and composites are only shown where they are used, or must be taken into account in placing delimiters – un-used “trailing” elements in each segment are not shown.

Delimiters (+, : and ') have been shown at the point where they should appear in the message. The Segment Groups in which the segments themselves appear is shown in the left hand column next to the segment names.

M – Mandatory field

C – Conditional field

O – Optional field

an..15 – Alphanumeric (variable length up to 15 characters maximum)

an2 – Alphanumeric (fixed length and must be exactly 2 characters)

n..6 – Numeric (variable length up to 6 digits maximum)

n4 – Numeric (fixed length and must be exactly 4 digits)

UNH 1 per message

UNH+12345+IFTERA:D:98B:RT:ENET54'

0062		M	an..14	+ Sender's Gateway message reference number. Must be unique for each message within a single interchange.
S009	0065	M	an..6	+ IFTERA
	0052	M	an..3	: D
	0054	M	an..3	: 98B
	0051	M	an..2	: RT
	0057	M	an..6	: ENET54

BGM 1 per message

BGM+ERA+001+9+AQ'

C002	1001	M	an..3	+ ERA
C106	1004	M	an..35	+ Sender's PRA number. Normally unique. The APERAK response and IFTSTA Gate Receipt relates to this reference.
1225		M	an..3	+ Message Function. Must be: 9 – Original (The first transmission of this data) 1 – Cancellation (Withdraws a previous transmission) NB: Sending another ORIGINAL with same sender's PRA number will be treated as a REPLACEMENT message.
4343		C	an..3	+ Response request. Must be: AQ – Always respond RE – Only respond when errors detected

DTM 1 per message

DTM+137:20040402092831:204'

C507	2005	M	an..3	+ 137
	2380	M	an..35	: Message preparation date/time
	2379	M	an..3	: 204 (CCYYMMDDHHMMSS)

SG1 NAD (Message Recipient)
NAD+MR+ASLPB'

3035		M	an..3	+ MR
C082	3039	M	an..35	+ Must be valid OneStop registered trading code. Message recipient usually is the Container terminal.

SG1 NAD (Message Sender)
NAD+MS+EXPORTER'

3035		M	an..3	+ MS
C082	3039	M	an..35	+ Must be valid OneStop registered trading code. OneStop used this trading code to determine whether the sender is registered with the system and have appropriate roles to send PRA message.

SG1,2 CTA 1 per NAD
CTA+IC+EXPORTER NAME'

3139		M	an..3	+ IC
C056	3413			+ NOT USED
	3412	M	an..35	: Contact name

SG1,2 COM up to 3 per CTA
COM+email@mycomp.com:EM'

C076	3148	M	an..51 2	+ Communication number. Email address is required if terminal response expected.
	3155	M	an..3	: Communication channel. Must be: EM – Electronic mail FX – Fax TE – Telephone

SG3 RFF
RFF+BN:BOOKING123'

C506	1153	M	an..3	+ BN
	1154	M	an..35	: Shipping Line Booking Reference Number

SG3 RFF
RFF+ERN:MYREF123'

C506	1153	M	an..3	+ ERN
	1154	M	an..35	: Exporter's Reference Number, if any

SG4 TDT (Inland)
TDT+10+CN123+3++CARRIER ABN+++TRUCK REGO'

8051		M	an..3	+ 10 – Inland carriage stage
8028		C	an..17	+ Road carrier's reference, if any
C220	8067	M	an..3	+ 3 – Road
C228				+ NOT USED
C040	3127	C	an..17	+ Road Operator ABN, if any
8101				+ NOT USED
C401				+ NOT USED
C222	8213	C	an..9	+ Truck Rego, if any
	1131			: NOT USED
	3055			: NOT USED
	8212			: NOT USED

SG4 LOC
LOC+88++DEPOT'

3227		M	an..3	+ 88
C517				+ NOT USED
C519	3223	M	an..25	+ Place of Receipt – origin of export cargo. Must be OneStop container park, depot or other terminals code.

SG4 LOC LOC+7++TERMINAL'

3227		M	an..3	+ 7
C517				+ NOT USED
C519	3223	M	an..25	+ Place of Delivery – container receipt location. Must be OneStop depot or terminal code.

SG4 DTM up to 2 per TDT DTM+232:200404031130:203'

C507	2005	M	an..3	+ Date/time qualifier. Must be: 189 – Scheduled departure date/time 232 – Scheduled arrival date/time
	2380	M	an..35	: Scheduled departure/arrival date/time
/	2379	M	an..3	: 203 (CCYYMMDDHHMM)

SG4 TDT (Maritime) TDT+20+123N+1++ANL+++9060637::MSC MARTINA'

8051		M	an..3	+ 20
8028		M	an..17	+ Outbound Voyage number
C220	8067	M	an..3	+ 1 (Maritime)
C228				+ NOT USED
C040	3127	M	an..17	+ Shipping Line/Line Operator (OneStop Code*)
8101				+ NOT USED
C401				+ NOT USED
C222	8213	M	an..9	+ Lloyd's Number
	1131			: NOT USED
	3055			: NOT USED
	8212	C	an..35	: Vessel name, if any

SG4 LOC LOC+9+AUSYD+ASLPB'

3227		M	an..3	+ 9
C517	3225	M	an..25	+ Port of Loading (UN LOCODE)
C519	3223	M	an..9	+ Loading Terminal (OneStop Code*). Please refer to Appendix A for valid Contractor Terminal codes.

SG4 LOC LOC+11+IDJKT'

3227		M	an..3	+ 11
C517	3225	M	an..25	+ Port of Discharge (UN LOCODE)

SG4 LOC LOC+7+SGSIN'

3227		M	an..3	+ 7
C517	3225	M	an..25	+ Port of Final Discharge (UN LOCODE)

SG4,5 EQD EQD+CN+TESU1234567+2210++2+5'

8053		M	an..3	+ Container Qualifier. Must be:
------	--	---	-------	---------------------------------

				CN – Container T75 – Refrigerated Container – power on T76 – Refrigerated Container – power off
C237	8260	M	an..17	+ ISO Container Number. NB: Container number must be given in uppercase and must be at least 11 characters. It should not include spaces, hyphens, slashes and other invalid characters. Please refer to Appendix C for ISO Container checksum.
C224	8155	M	an..4	+ ISO Container size/type. NB: ISO size/type code should be based on SMDG code list – available at http://www.smdg.org/. OneStop recommends the use of new ISO code – even though old ISO code will also be accepted by OneStop. Please refer to Appendix B.
8077				+ NOT USED
8249		M	an..3	+ 2 – Export Status
8169		M	an..3	+ Container Full/Empty indicator. Must be: 4 – Empty 5 – Full (Default)

SG4,5 HAN 1 per EQD
HAN+:::GENL'

C524	4079			+ NOT USED
	1131			: NOT USED
	3055			: NOT USED
	4078	M	an..4	: OneStop Commodity code*. NB: The latest commodity code set can be obtained from OneStop.

SG4,5 NAD 1 per EQD
NAD+CZ+EXPORTER NAME'

3035		M	an..3	+ CZ
C082	3039	M	an..35	+ Shipper code or name.

SG4,5 MEA (Gross weight)
MEA+AAE+G+KGM:11600'

6311		M	an..3	+ AAE
C502	6313	M	an..3	Measurements: • G - Gross Weight • T – Tare weight of container • AAL – Nett weight of cargo only Note: If T & AAL are supplied then $G = T + AAL$ After the implementation date of the SOLAS Regulations (as at March 2016 the date is set for 1st July 2016) then VGM will be mandatory with the following exceptions:- • Just the Gross Weight can be supplied only when the Method of weight calculation (refer to the below) is WAT (Weigh At Terminal)

				or for empty containers. As of March 2016, only Victoria International Container Terminal (VICT) accepts WAT and Gross Weight by arrangement with VICT.
C174	6411	M	an..3	+ KGM
	6314	M	n..18	: Weight value (in kilograms)

SG4,5 MEA (Net weight)
MEA+AAE+AAL+KGM:2500'

6311		M	an..3	+ AAE
C502	6313	M	an..3	+ AAL (Net Weight)
C174	6411	M	an..3	+ KGM
	6314	M	n..18	: Weight value (in kilograms)

SG4,5 SEL up to 7 per EQD
SEL+289184+SH+1'

9308		M	an..10	+ Seal Number. NB: At least 1 (doesn't matter which one) with a maximum of 7 seal numbers must be provided with each container. Seal types / numbers can be duplicated. For empty or flat-rack container 'UNKNOWN' can be used as seal number if not known.
C215	9303	M	an..3	+ Sealing party code. Must be: AA – Consolidator AB – Unknown (Default) CA – Carrier CU – Customs QA – Quarantine SH – Shipper TO – Terminal operator NB: You can use duplicate Sealing party code per EQD
4517		M	an..3	+ Seal Condition. Must be: 1 – In right condition (Default) 2 – Damaged

SG4,5 FTX
FTX+AAY++WAT:VGM+:VICTORIA INTERNATIONAL CONTAINER
**TERMINAL;78 WEBB DOCK DRIVE;PORT MELBOURNE;AUSTRALIA:JOE BLOKE;J
EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'**

4451		M	an..3	+ AAY Certification Statements
4453				+ NOT USED
C107	4441	M	an..17	+WAT +Method of weight calculation. This is required for non empty containers.

				This is related to Verified Gross Weight. There are 3 valid methods of weight calculation codes: SM1, SM2 and WAT. When Verified Gross Weight value is provided then the method of weighing is either SM1 or SM2. When Gross Weight 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 WAT: Weigh At Terminal. As at March 2016 WAT can only be used at Victoria International Container Terminal (VICT) by arrangement with VICT. If Commodity Code (HAN segment) = OOG (OUT OF GAUGE) Or NEST or BOAT or FLEX then only SM1 or SM2 can be used. WAT cannot be used as the OOG/NEST/BOAT/FLEX container cannot be weighed at the terminal. Note: The commodity that cannot be weighed at terminal is subject to change.
	1131	C	an..3	:VGM Verified Gross Weight – required when Method SM1 or SM2 is used. Not required for WAT
	3055			+ NOT USED
C108	4440	C	an..512	Verification date and time - format CCYYMMDDHHMMZZZ Date and Time when the Verified Gross weight was done. Required for non empty containers. Not required if Gross Weight is supplied and the Verified Gross weighing (WAT-Weigh At Terminal) is to be done by the terminal. As of March 2016 this is only applicable for Victoria International Container Terminal (VICT) by arrangement with VICT.
	4440	O	an..512	Party issuing certificate after weighing a packed container (method 1) or party which has calculated gross weight from weight of container content and equipment tare weight (method 2) Includes the party address

				When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the weight certificate issuing party. :VICTORIA INTERNATIONAL CONTAINER TERMINAL;78 WEBB DOCK DRIVE;PORT MELBOURNE;AUSTRALIA
	4440	C	an..512	:JOE BLOKE; J EXPORTER;0424222333;JBLOKE@EMAIL.COM Name of Declarant; Company; Phone; Email Either Phone or Email must be provided. The Declarant details are required for non empty container even if the Method of Weight Calculation is WAT- Weigh At Terminal.
	4440	C	an..512	:JOE BLOKE EDI Signature of the Declarant. For example this could be the source sender ID for EDI message. Required when the PRA is for non empty container.
	4440			+ NOT USED

SG4,5 FTX

FTX+ZO1+++GENERAL CARGO'

4451		M	an..3	+ ZO1 – Note that “ZO” are alpha characters and the “1” is numeric.
4453				+ NOT USED
C107				+ NOT USED
C108	4440	M	an..70	+ Goods Description. NB: Limited to 26 characters and used, for example, for Customs purposes.

SG4,5,6 RFF

RFF+AAE:CUSTOMS ECN'

C506	1153	M	an..3	+ AAE
	1154	M	an..35	: Customs Export Reference number (required). Please refer to Appendix D or E.

SG4,5,6 RFF

RFF+CN:VBS BOOKING'

C506	1153	M	an..3	+ CN
	1154	M	an..35	: Terminal VBS booking number, if any

UNT 1 per message

UNT+27+12345'

0074		M	n..6	+ Number of segments in the message
0062		M	an..14	+ Must match 0062 in UNH segment

19.1 Sample message (container to be weighed at VICT)

Sample message containing the following data:

- Sender Code/Name: EXPORTER / EXPORTER NAME
- Response Address: email@mycomp.com
- Message Recipient: ASLPB

- Consignor: CONSIGNOR
- Booking No: BOOKING123
- Shipper's Reference: MYREF123
- Customs Reference: CUSTOMS ECN
- Terminal VBS Booking: VBS
BOOKING

Road Transport:

- Road carrier's reference: CN123
- Road Operator ABN: CARRIER ABN
- Truck Rego: TRUCK REGO
- Place of Origin: DEPOT
- Place of Delivery: TERMINAL
- Scheduled arrival date/time: 03/04/2004 11:30

Maritime Transport:

- Shipping Line: ANL
- Vessel MSC MARTINA, Outbound Voyage 123N and Lloyds No 9060637
- Loading at Sydney Port (for Patrick Port Botany terminal)
- Discharge Port: Jakarta, Java
- Final Discharge Port: Singapore

Container details:

- Container number: TESU1234567 (Full container)
- ISO Code: 2210
- Commodity: General Cargo (GENL)
- Gross Weight (Weight of container + cargo): 11600
- Method of Weight Calculation (Required for Non Empty Container):WAT
- Name of the Weight certificate issuing party:VICTORIA INTERNATIONAL CONTAINER
TERMINAL
- Street of the Weight certificate issuing party:78 WEBB DOCK DRIVE
- City of the Weight certificate issuing party:PORT MELBOURNE.
- Country of the Weight certificate issuing party:AUSTRALIA
- Name of Declarant (Required for Non Empty Container): JOE BLOKE
- Company of the Declarant (Required for Non Empty Container): J EXPORTER
- Contact Phone of the Declarant (Either Phone or Email is required for Non Empty Container):
0424222333
- Contact Email of the Declarant (Either Phone or Email is required for Non Empty Container):
JBLOKE@EMAIL.COM
- EDI Signature of the Declarant: JOE BLOKE
- Seal number: 289184

UNB+UNOC:3+SENDER+1STOP+YYMMDD:HHMM
+1'

UNH+12345+IFTERA:D:98B:RT:ENET54'

BGM+ERA+001+9+AQ'

DTM+137:20040402092831:204'

NAD+MR+VICTM'

NAD+MS+EXPORTER'

CTA+IC+:EXPORTER NAME'

COM+email@mycomp.com:EM'

RFF+BN:BOOKING123'

RFF+ERN:MYREF123'

TDT+10+CN123+3++ROAD ABN+++TRUCK REGO'

LOC+88++DEPOT'

LOC+7++TERMINAL'

DTM+232:200404021130:203'

TDT+20+123N+1++ANL+++9060637:::MSC

MARTINA' LOC+9+AUSYD+ASLPB'

LOC+11+IDJKT'

LOC+7+SGSIN'

EQD+CN+TESU1234567+2210++2+5'

HAN+:::GENL'

ME+AAE+G+KGM:11600'

SEL+289184+SH+1'

FTX+AA+Y++WAT:VGM+:VICTORIA INTERNATIONAL CONTAINER TERMINAL;78 WEBB DOCK DRIVE;PORT
MELBOURNE;AUSTRALIA:JOE BLOKE;J EXPORTER;0424222333;JBLOKE@EMAIL.COM:JOE BLOKE'

FTX+ZO1+++GENERAL

CARGO' RFF

+AAE:CUSTOMS ECN' RFF

+CN:VBS BOOKING' UNT

+28+12345'

UNZ+1+1'

20 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	LNWDW
	Western Australia - ESPERANCE	LNWEP

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		

21.1 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

22 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

22.1 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.	

22.2 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

23 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	

23.1 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.

24 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 :

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

where :-

W_9 is the Weight of the Check Digit Character;

W_v 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).

24.1 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