



PRA EDI

Administrator Technical Guide:
XML Message Specification

1	CONTENTS	
1	Contents	2
2	Introduction	4
3	How to use this guide.....	4
3.1	Confidentiality	4
3.2	Purpose of this guide	4
3.3	Technical Guide name and version number.....	4
4	About OneStop	5
4.1	Who is OneStop?	5
4.2	What does OneStop provide?	5
4.3	Why use OneStop Products & Solutions?	5
5	Business Function	6
6	About pre-receival advice	7
6.1	What is Pre-Receive Advice?	7
6.2	Who uses the PRA service?	7
6.3	The PRA Process Flow	8
6.4	Why is the PRA service used?	8
7	Terms of use	8
8	How PRAs work	8
8.1	Acronyms and Abbreviations	9
8.2	Business Rules	9
9	Message Handling Rules	9
10	Message Transport Rules	10
10.1	Internet Email (SMTP) details	10
11	Response Messages	10

12	PRA XML Message Specification	11
13	Sample Incoming PRA XML From Exporter	41
13.1	Sample1 – General Container	42
13.2	Sample2 – Refrigerated Container	45
13.3	Sample3 – Hazardous Container.....	48
13.4	Sample4 – Out of Gauge Cargo.....	53
13.5	Sample5 – General Container To be Weighed at Terminal	56
14	Sample Outgoing XML to Stevedore	59
14.1	Sample 1 – General Container	60
14.2	Sample 2 – Refrigerated Container.....	63
14.3	Sample 3 – Hazardous Container.....	66
14.4	Sample 4 – Out of Gauge Cargo.....	71
14.5	Sample 5 – General Container To be Weighed at Terminal	74
14.6	Sample 6 – Reefer Container with Vent Settings.....	77
14.7	Sample 7 – Sample with all XML elements	80
15	Where to get help	93
16	APPENDIX A – Contractor Terminal Codes.....	93
17	APPENDIX B – Container ISO Codes	94
17.1	Sample ISO codes.....	95
18	APPENDIX C – ISO Container Checksum.....	95
18.1	Determination of check digit	96
18.2	Sample check digit calculation	97
19	APPENDIX D – Customs ECN Checksum	99
19.1	Sample ECN calculation	100
20	APPENDIX E – Customs CAN Checksum	101
20.1	Samples CAN calculation	103

2 INTRODUCTION

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

3 HOW TO USE THIS GUIDE

3.1 Confidentiality

The information contained in this document is for Administrators and receivers of the XML PRA message. Copyright remains with OneStop. No unauthorised copying or distribution of the document or any part of its contents is permitted.

If you have any questions about the use or distribution of this document, email the OneStop Sales team at sales@1-stop.biz.

3.2 Purpose of this guide

This guide is intended as a:

- training resource when you purchase OneStop's services; and
- Reference guide, if you need help to perform specific tasks.

Information about solving problems is included at the end of this document. If you need extra help you can:

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

3.3 Technical Guide name and version number

Updates to Technical Guides are made each time a new version of the service is released.

This is: **PRA - ADM - Technical Guide XML Message Specification** - Current as of January 2024

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 receive process for both road & rail, and numerous others.

6.2 Who uses the PRA service?

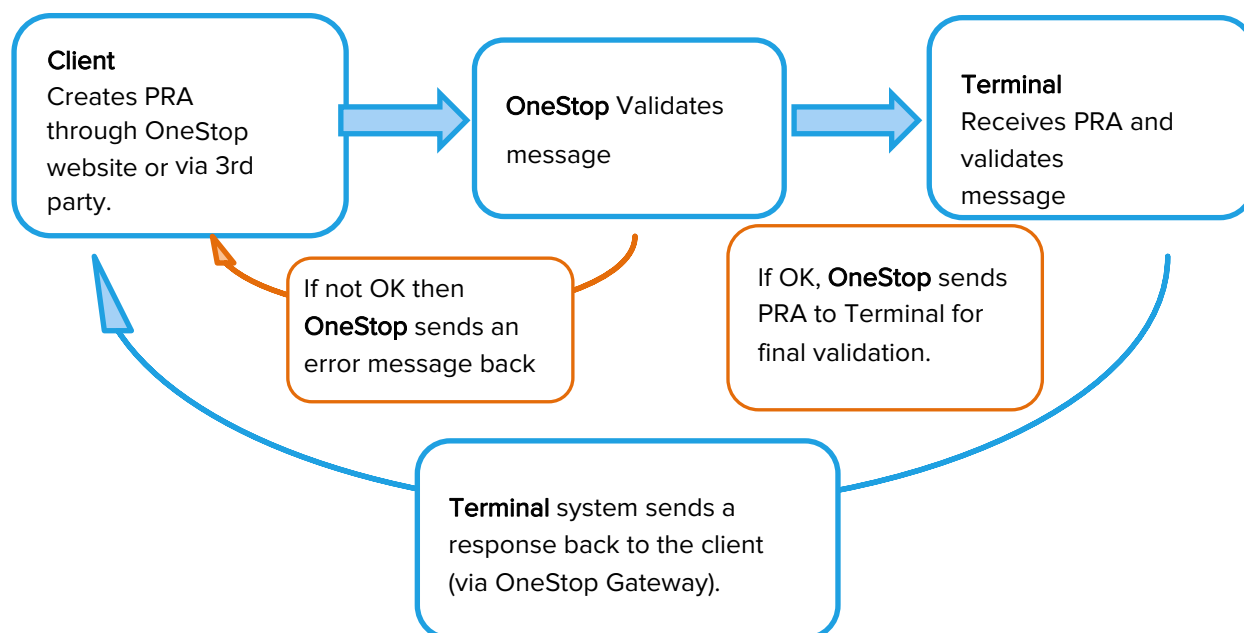
The PRA service is a part of the OneStop Gateway service, and is designed

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.

6.3 The PRA Process Flow



6.4 Why is the PRA service used?

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

7 TERMS OF USE

All OneStop Products and Solutions have Terms of use. If you are a new user of web-based services, you'll be asked to agree to these when you sign in.

Downloadable copies of some of our Terms and Conditions are available on our website at [Terms and Conditions](#).

8 HOW PRAS WORK

The PRA is the electronic version of the paper ERA (Export 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 checks the data and translates the file into a format that the CTO can process. Different CTOs have different file formats. The PRA is always sent to the CTO via OneStop.

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

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

8.1 Acronyms and Abbreviations

Acronym/Abbreviation	Meaning
ERA	Export Receipt 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-Receipt Advice, which is the electronic version of an ERA

8.2 Business Rules

The following rules exist for each PRA:

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

9 MESSAGE HANDLING RULES

The following message rules exist for each PRA:

- 1 XML message per container,
- Contact OneStop Helpdesk (helpdesk@1-stop.biz) to arrange end to end testing if necessary;
- Rejection alerts will be sent to sender's nominated email address;
- Each record will be handled as ORIGINAL, REPLACEMENT or CANCELLATION. If two ORIGINALS are sent in sequence the second ORIGINAL will over write previous ORIGINALS for the container, this is the same as sending a REPLACEMENT.
- If the container number is incorrect then send a CANCELLATION to remove the incorrect container and then send a new ORIGINAL with the correct container.
- All data to be in upper case characters except the email address (Field 55)

10 MESSAGE TRANSPORT RULES

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

10.1 Internet Email (SMTP) details

When sending the email, the email subject line must contain this string: **PRA XML**

The PRA details must be in the attachment of the email.

The attachment file name is flexible but we suggest you use:

PRA_XMLYYYYMMDDHHMM.xml Where **YYYYMMDDHHMM** is the transaction Date and time.

The addresses to send the files to are:

- pra@edi.1-stop.biz for Production;
- or
- stop20@test.1-stop.biz for Test

11 RESPONSE MESSAGES

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

Some terminals may not return an APERAK response but OneStop will complete some pre-checking of PRA messages and will return a REJECTED Aperak message if there is a problem.

There will be an APERAK email message for each container.

12 PRA XML MESSAGE SPECIFICATION

Note: Please always refer to latest ContainerMessage xsd for data elements available for PRA message. The table below only quotes minimum required and commonly used data elements for PRA message. If the data fields you require to send are not in the table below, refer to the ContainerMessage xsd to add the relevant data elements.

The latest ContainerMessage xsd specification is available upon request [here](#).

	Data	Contents Samples	Condition	Comment
		<ContainerMessage>		Start of the root element of the PRA XML document
		<MessageHeader>		Start of MessageHeader child element.
1	Date/Time Message Sent	<LocalDateTimeSent>20141008 140108</LocalDateTimeSent>	Required	Date time when the PRA message was sent. Time is given in 24-hour clock in the format of CCYYMMDDHHMISS.
2	Date/time message created	<TransactionDateTime>20141008091100</TransactionDateTime>	Required	Time is given in 24-hour clock in the format of CCYYMMDDHHMISS Defaults to OneStop system date and time of receipt if not supplied.
3	Event Type	<EventType>CONTAINERPREADVICE</EventType>	Required	Value must set to CONTAINERPREADVICE. This indicates the message is PRA message.

4	Event Place	<PlaceOfEvent>CTLPB</PlaceOf Event>	Required	A description of where the event (see EventType above) occurred. It is critical to get this right otherwise the information will go to the wrong stevedore. The valid codes are: Australian Amalgamated Terminals: AATFI = AAT Fisherman Island AATPK = AAT Port Kembla AATAD = AAT Adelaide Patrick: PTFIT = Brisbane - Fisherman Island ASLFR = Western Australia - Fremantle ASES1 = Melbourne - East Swanson ASLPB = Sydney - Port Botany DP World: CTLPB = Sydney – Port Botany CONWS = Melbourne – West Swanson CONFR = Western Australia - Fremantle DPBNE = Brisbane QUBE Ports: CONBE= Tasmania – Bell Bay CONDW = Darwin – POAG Darwin NT QBESP = Western Australia – Esperance QBPHD = Western Australia – Port Hedland QBDAM = Western Australia – Dampier Hutchison Ports: HPAFI = Brisbane – Fisherman HPAPB = Sydney Port Botany Victoria International Container Terminal : VICTM = Melbourne -Victoria International Container Terminal LINX Terminals LNXDW = Northern Territory - Darwin LNXEP = Western Australia - Espearance
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5	Document Reference Number	<DocumentReferenceNumber> N235392</DocumentReferenceNumber>	Required	A reference number assigned to the XML document.
6	Sender	<SenderID>FLDBO</SenderID>	Required	PRA sender Code that's assigned by OneStop. e.g. FLDBO=Fletchers Dubbo
7	Sender Type	<SenderType>E</SenderType>	Required	The supply chain participant sending the message. Normally should be 'E' for Exporter.
8	Return Email Address	<SenderEmail> Me@email.address</SenderEmail>	Optional	Used to send response messages back to the sender. OneStop will optionally configure the return email address in its messaging engine and this will take precedence. The email address should be a generic email address rather than a specific person in case there is a change of personnel.

9	Recipient	<RecipientID>CTLPB</Recipient ID>	Required	An ID code for the recipient of the XML message. It is critical to get this right otherwise the information will go to the wrong stevedore. The valid codes are: - Australian Amalgamated Terminals: AATFI = AAT Fisherman Island AATPK = AAT Port Kembla AATAD = AAT Adelaide Patrick: PTFIT = Brisbane - Fisherman Island ASLFR = Western Australia - Fremantle ASES1 = Melbourne - East Swanson ASLPB = Sydney - Port Botany DP World: CTLPB = Sydney – Port Botany CONWS = Melbourne – West Swanson CONFR = Western Australia - Fremantle DPBNE = Brisbane QUBE Ports: CONBE= Tasmania – Bell Bay CONDW = Darwin – POAG Darwin NT QBESP = Western Australia – Esperance QBPHD = Western Australia – Port Hedland QBDAM = Western Australia – Dampier Hutchison Ports: HPAFI = Brisbane – Fisherman HPAPB = Sydney Port Botany Victoria International Container Terminal : VICTM = Melbourne -Victoria International Container Terminal LINX Terminals LNXDW = Northern Territory - Darwin LNXEP = Western Australia - Espearance
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10	Message Function	<DocumentFunction>ORIGINAL </DocumentFunction>	Required	Possible values are: ORIGINAL REPLACEMENT CANCELLATION - ORIGINAL for the first file exchanged – there can be only one ORIGINAL sent - Thereafter either a REPLACEMENT or a CANCELLATION is sent <i>only</i> for the containers that need to be changed/cancelled. - Alternatively, the <i>entire</i> file is sent again as a REPLACEMENT or as a CANCELLATION. - After a CANCELLATION is send a new ORIGINAL can be sent.
		</MessageHeader>		End of MessageHeader child element
		<Container>		Start of Container child element.
11	Container Number	<Number>MSCU1452378</Number>	Required	ISO Container number or equivalent. Do not include spaces.
12	ISO Size/type code	<ISO_Code>22G0</ISO_Code>	Required	The Container type as displayed on the container. This is normally a 4 alphanumeric code.

13	Non Operation Reefer	<NOR>FALSE</NOR>	Optional	Is the container a non-operation Reefer? Possible values are: TRUE FALSE
14	Container Type	<Type>CON</Type>	Optional	Broad category of container type. For example, CON- Container, CHZ – Chassis, GEN – GEN-set, REF – Reefer, TNK - Tanker Possible values are: CON CHZ GEN REF TNK

15	Container Locking Sockets	<Tynes>X</Tynes>	Required	Describes if a container has locking sockets. Yes, No or X if unknown. Possible values are: Y N X
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16	Gross Weight	<GrossWeight>20553</GrossWeight>	Conditional	The gross weight of the container plus cargo, expressed in kilograms. Must equal Container Tare Weight + Nett Weight (Gross weight of the cargo within the container). This is related to element MethodOfWeightCalculation. When the MethodOfWeightCalculation (Method of weight calculation) is SM1 or SM2, Verified Gross Weight (Field 17) must be supplied. When the MethodOfWeightCalculation (Method of weight calculation) is WAT (Weigh At Terminal), Gross Weight must be supplied. If both Verified Gross Weight and Gross Weight are supplied, then Verified Gross Weight will take precedence. 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.
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17	Verified Gross Weight	<VerifiedGrossWeight>20553</VerifiedGrossWeight>	Conditional	The Verified Gross Weight of the container plus cargo, expressed in kilograms. Verified Gross Weight = Container Tare Weight Plus Cargo Gross Weight. This is related to element MethodOfWeightCalculation. When the MethodOfWeightCalculation (Method of weight calculation) is SM1 or SM2, Verified Gross Weight must be supplied. When the MethodOfWeightCalculation (Method of weight calculation) is WAT, Gross Weight must be supplied. If both Verified Gross Weight and Gross Weight are supplied, then Verified Gross Weight will take precedence. 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.
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18	Container Load Status	<Status>F</Status>	Required	Indicate the load of the container, e.g. Full load Container or less than a container load or empty. Possible Values are: F-FCL L-LCL K-FAK E-EMPTY FCL=Full Container Load LCL=Less then Container Load FAK=Freight of All Kinds E=Empty (If 'E' then Commodity Code =MT)
19	Import/Export/ Storage indicator	<Category>E</Category>	Required	Possible values are: E H For a PRA always E for EXPORT or H for STORAGE STORAGE was intended for use with the Patrick CTO when the container was to go into the terminal for Storage purposes and when there were no vessel details. Normally the default for PRAs would be EXPORT.

20	Full/empty indicator	<FullEmptyStatus>F</FullEmpty Status>	Required	Indicator if it is an EMPTY container or a FULL container. Possible values are F E
21	Line Operator	<LineOperator>MSC</LineOper ator>	Required	3-character Shipping Line Code
22	Arrival Carrier Mode	<ArrivalCarrierMode>R</Arrival CarrierMode>	Required	Possible value for Arrival Carrier Mode • 'R' if the containers are being sent via road transport. • 'T' if the containers are being sent via rail transport.
23	Departure Carrier Mode	<DepartureCarrierMode>W</D epartureCarrierMode>	Required	DepartureCarrierMode=the departure transport mode of the container. Always be 'W' for Wharf.
24	Place of departure or Origin	<OriginCode>MANNO</OriginC ode>	Required	PRA Sender Code (old ACOS code)/Railhead Code e.g. MANNO= Manildra Starches Nowra If unknown, use 'UNKNOWN'

25	Train/Road destination	<DestinationCode>ENFRL</DestinationCode>	Required	ACOS Contractor/Railhead Code For ROAD use the Stevedore Contractor code e.g. Patrick Port Botany ASLPB. For Train use the rail terminal/yard e.g. ENFRL or the Stevedore Contractor code e.g. ASLPB
26	Port of Loading	<UN_LoadPortCode>AUSYD</UN_LoadPortCode>	Required	Port where cargo is to be loaded onto a vessel. Must be one of the following UNLOCODES:- AUSYD = Sydney AUMEL = Melbourne AUBNE = Brisbane AUFRE = Fremantle AUBUR = Burnie Tasmania (Launceston) NZNPE = Napier (New Zealand)
27	Port of Discharge	<UN_DischargePortCode>USOA K</UN_DischargePortCode>	Required	Overseas port where cargo is to be discharged from a vessel. Must be UNLOCODE.

28	Final Destination	<UN_FinalDischargePortCode> USOAK</UN_FinalDischargePortCode>	Required	Overseas Final Destination of cargo. Must be UNLOCODE. If unknown, then default to 'UNKNOWN'
29	Special Stow	<StowRequirement>ADK</Stow Requirement>	Optional	Special Stow Requirement. Above Deck, Below Deck or Vehicle Deck. Possible values are: ADK BDK VDK Attempts will be made to satisfy the Special Stow requirements but no guarantee will be given by the Stevedore that this requirement will be met as this is normally an instruction given by the shipping line to the stevedore.
		<VGMCertificateStatement>		Start of VGMCertificateStatement Element All data elements under VGMCertificateStatement is related to Verified Certificate Weight.

30	Method Of Weight Calculation	<MethodOfWeightCalculation> SM1</MethodOfWeightCalculation>	Conditional, required for non-empty container	Method of weight calculation. This is related to Verified Gross Weight element. This is required for non-empty container. SM1, SM2 and WAT are the 3 methods of weight calculation. If Verified Gross Weight is provided, then the value should be either SM1 for Method 1 or SM2 for Method 2. The value should be WAT, Weight At Terminal, when Gross Weight is provided. If Commodity Code = MT, then Gross Weight must be provided and Method of Weight Calculation is not used. If Commodity Code is OOG (OUT OF GAUGE) or BOAT or NEST or FLEX, then this field is required and only SM1 or SM2 can be used. WAT cannot be used as the OOG/BOAT/NEST/FLEX container cannot be weighed at the terminal. Note: The commodity that cannot be weighed at terminal is subject to change. SM1: SOLAS Regulation 2 Chapter VI method 1 – Actual weighting of container SM2: SOLAS Regulation 2 Chapter VI method 2 – Calculated weight based on contents As of February 2016, WAT can only be used at Victoria International Container Terminal by prior arrangement with them.
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31	Weight verification date and time	<code><WeightVerificationDate></code> 201601211600UTC <code></WeightVerificationDate></code>	Conditional, required when the container is non empty and the Method of weight calculation is SM1 or SM2	Weight verification date and time - format CCYYMMDDHHMMZZZ As of February 2016, WAT is only applicable to Victorian International Container Terminal by prior arrangement.
		<code><WeightCertificateIssuingParty></code>		
32	Weight Certificate Issuing Party	<code><NameofIssuingParty></code> CONTAINER WEIGHTING LTD <code></NameofIssuingParty></code>	Optional	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) When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the name of the Weight certificate issuing party. For example, VICTORIA INTERNATIONAL CONTAINER TERMINAL.
33	Weight Certificate Issuing Party Street	<code><Street></code> STREET <code></Street></code>	Optional	The street address of the party issuing weight certificate. When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the street of the Weight certificate issuing party. For example, 78 WEBB DOCK DRIVE.

34	Weight Certificate Issuing Party City	<City>CITY</City>	Optional	The city of the party issuing weight certificate. When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the city of the Weight certificate issuing party. For example, PORT MELBOURNE.
35	Weight Certificate Issuing Party Country	<Country>COUNTRY</Country>	Optional	The country of the party issuing weight certificate. When the method of weight calculation is to weigh at the terminal (WAT) at VICTM, it is recommended to provide the country of the Weight certificate issuing party. For example, AUSTRALIA.
		</WeightCertificateIssuingParty>		
		<Declarant>		Start of Declarant Element
36	Name of Declarant	<NameOfDeclarant>JOE BLOKE</NameOfDeclarant>	Conditional. Required when the container is non empty	Name of the person who declares the verified gross weight. This must be provided when the container is non empty. Even if the container is to be weighed at the terminal, name of Declarant is required.

37	Company of Declarant	<CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant>	Optional. Required when the container is non empty	Company the Declarant works for. This must be provided when the container is non empty. Even if the container is to be weighed at the terminal, Company of Declarant is required.
38	Phone of Declarant	<DeclarantPhone>0424222333</DeclarantPhone>	Conditional. Required when the container is non empty	Phone of the Declarant. Either Phone or Email must be provided. This must be provided when the container is non empty. Even if the container is to be weighed at the terminal, either Phone or Email must be provided.
39	Email of Declarant	<DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail>	Conditional. Required when the container is non empty	Email of Declarant. Either Phone or Email must be provided. This must be provided when the container is non empty. Even if the container is to be weighed at the terminal, either Phone or Email must be provided.
		</Declarant>		End of Declarant Element

40	EDI Signature	<EDISignature>JOE BLOKE </EDISignature>	Conditional. Required when the container is non empty	EDI Signature of the Declarant. For example, this could be the source sender ID for EDI message. This must be provided when the container is non empty. Even if the container is to be weighed at the terminal, EDI signature is required.
		</VGMCertificateStatement>		End of VGMCertificateStatement Element
		</Container>		End of Container Child Element
		<Commodity>		Commodity child element.
41	Cargo Commodity Code	<Code>FZMT</Code>	Required	Cargo commodity code, e.g. FZMT, GENL, HAZ. For Australia use AU Commodity Codes. For New Zealand use NZ Commodity Codes. OneStop can provide a list of these codes.
42	Cargo description (short)	<Description>HARD FROZEN MEAT </Description>	Required	Free text description of the cargo / goods. Use "UNSPECIFIED" if AHECC code is "00".
43	No. of packages	<Packages>1</Packages>	Required	Number of items loaded.

44	AHECC Code	<AHECC_Code>00</AHECC_Code>	Optional	2-digit Harmonised System cargo code. Use “00” if cargo is not specified.
45	Gross Weight	<GrossWeight>20100</GrossWeight>	Optional	Weight of the commodity in kilograms.
		</Commodity>		End of Commodity Child Element
		<ShippingAgency>		ShippingAgency child element.
46	Shipping Agency Code	<ShippingAgencyCode>MANN O </ShippingAgencyCode>	Optional	Shipping Agent who is responsible for organising the movement of the container.
47	Shipping Agency Description	<ShippingAgencyDescription>M ANNO</ShippingAgencyDescription>	Optional	The name of the shipping agency
		</ShippingAgency>		End of ShippingAgency child element.
		<Consignor>		Start of Consignor child element.
48	Consignor Code	<ConsignorCode>MANNO</ConsignorCode>	Optional	Consignor code of the original sender of the goods. Default to PRA sender code if not supplied.
49	Consignor Name	<ConsignorDescription>MANNO</ConsignorDescription>	Optional	Name of the Consignor.

		</Consignor>		End of Consignor child element.
		<Consignee>		Start of Consignee child element.
50	Consignee Code	<ConsigneeCode>CTLPB</ConsigneeCode>	Optional	Name of the ultimate recipient of the goods. Default to terminal if not supplied.
51	Consignee Name	<ConsigneeDescription>DPW Port Botany</ConsigneeDescription>	Optional	Name of the consignee
		</Consignee>		End of Consignee child element.
		<ReferenceNumbers>		Start of ReferenceNumbers child element
52	Shipping Line Booking reference	<ShippingLineBooking>006SY 01 92317</ShippingLineBooking>	Required	Shipping Line Booking reference number. Use 'UNKNOWN' if not known.

53	Customs Authority Number (CAN)	<ExportClearanceNumber>ACJ A PKYLW</ ExportClearanceNumber>	Required for Australia Optional for countries outside AU	Goods Declaration Number. Required for "EXPORT" cargo. Do not include this segment if exporting an empty container. Below is list of valid CMR Exempt codes that can be sent in a PRA when appropriate... "EXTI" – Temporary Import. "EXML" - Australia Post or Diplomatic Bags "EXDC" - Australian Domestic Cargo "EXSP" - Australian Aircraft Spares "EXDD" - Military goods. (Owned by Aust, Govt)
54	Shipper's reference	<ShipperCargoReference>N23 5 392</ ShipperCargoReference>	Optional	A unique reference number of the company sending the containers. The reference number could be a job number, consignment number, date-time, ticket number etc.
55	Order Number	<RailOrderNumber>UNKNOWN N </RailOrderNumber>	Optional	The Rail operators' order number to transport the container.
		</ReferenceNumbers>		End of ReferenceNumbers child element
		<ArrivalCarrier>		Start of ArrivalCarrier child element

		<ArrivalCarrierRail>	Conditional. Required if ArrivalCarrier Mode=T	Start of ArrivalCarrierRail sub child element
56	Train operator	<CarrierCode>AUSTRAILGRP</C arrierCode>	Required if container is sent by Train	OneStop registered names for Rail Carriers for Australia: PACIFICNATIONAL SILVERTON LAUHLANVALLEY QLDRAIL FREIGHTAUST AUSTNATIONAL AUSTRAILGRP PATRICKRAIL UNKNOWN For Port of Napier, UNKNOWN can be used.
57	Train Number	<TrainNumber>9572</TrainNu mber>	Required if container is sent by Train	Train number

58	Wagon Class	<WagonClass>PACI</WagonClass>	Required if container is sent by Train	Wagon Class
59	Wagon Number	<WagonNumber>PACIWAG101</WagonNumber>	Required if container is sent by Train	Wagon Number
60	Scheduled departure date/time	<ScheduledDeparture>20141001060000</ScheduledDeparture >	Optional	The schedule date of departure of the Train from the sender (exporter's site). DateTime format is CCYYMMDDHHMISS.
61	Account Number of Party to be billed	<BillingAccount>962341(NOWRA)</BillingAccount>	Optional	Rail operator's account number for party to be billed for train freight transport
		</ArrivalCarrierRail>		End of ArrivalCarrierRail sub child element.

		<ArrivalCarrierTruck>	Conditional. Required if ArrivalCarrier Mode=R	Start of ArrivalCarrierTruck sub child element.
62	Road Carrier	<CarrierCode>ROADCARRI ER </CarrierCode>	Required	Road Transport Carrier, either their name or ROADCARRIER.
63	Scheduled departure date/time	<ScheduledDeparture>2014100 1060000</ ScheduledDeparture >	Optional	The schedule date of departure of the Truck from the sender (exporter's site). DateTime format is CCYYMMDDHHMISS.
		<ArrivalCarrierTruck>		End of ArrivalCarrierTruck sub child element.
		</ArrivalCarrier>		End of ArrivalCarrier child element.
		<DepartCarrier>		Start of DepartCarrier child element
		<DepartCarrierVessel>		Start of DepartCarrierVessel sub child element

64	Vessel Lloyd's number	<LloydsNumber>9167459</LloydsNumber>	Required	International Lloyds number of the vessel.
65	Vessel Name	<Name>FORUM SAMOA III</Name>	Optional	Vessel Name
66	Voyage Number	<CTO_VoyageOutBound>402N</CTO_VoyageOutBound>	Required	CTO's outbound voyage number
67	Scheduled departure date/time	<ScheduledDeparture>20141001060000</ScheduledDeparture >	Optional	The scheduled departure DateTime of the vessel from the CTO berth DateTime format is CCYYMMDDHHMISS. When Time is not known, use 000000 instead
		</DepartCarrierVessel>		End of DepartCarrierVessel sub child element
		</DepartCarrier>		End of DepartCarrier child element
		<Seal>		Start of Seal child element

68	Seal Type	<Type>X</Type>	Required	Seal Type. For example, P=Primary Industry(DPI), E=Electronic, S=Shipping Company, X=Unknown Possible Values: P E S X
69	Seal Number	<Number>SAL140820</Number>	Conditional	Required if Full/empty indicator is "FULL" Number of seal attached to the container. If there are multiple seals on the container only enter one of them.
70	Seal Condition	<Condition>IN RIGHT CONDITION</Condition>	Optional	Condition of seal. Possible values are: IN RIGHT CONDITION DAMAGED
		</Seal>		End of Seal child element

		<OverDimension>		Start of OverDimension child element. The child element should only be provided when it is Out of Gauge cargo.
71	Oversize Height	<Top>112</Top>	Required for Out of Gauge cargo	Over dimension at the top of the container, measurement in cm, maximum 999cm.
72	Oversize Right	<Right>56</Right>	Required for Out of Gauge cargo	Over dimension at the right of the container, measurement in cm, maximum 999cm.
73	Oversize Left	<Left>54</Left>	Required for Out of Gauge cargo	Over dimension at the left of the container, measured in cm, maximum 999cm.
74	Oversize Front	<Front>0</Front>	Required for Out of Gauge cargo	Over dimension at the front of the container, measured in cm, maximum 999cm.
75	Oversize Back	<Back>500</Back>	Required for Out of Gauge cargo	Over dimension at the back of the container, measured in cm, maximum 999cm.

		</OverDimension>		End of OverDimension child element.
		<ReeferInformation>		Start of ReeferInformation child element. This element should be provided only if it is a Reefer cargo or commodity code requires a temperature.
		<ControlTemperature>		Start of ControlTemperature sub child element.
76	Temperature of Container	<Temperature>-20.0</Temperature>	Conditional/ Required for Reefer Container	Celsius degrees, to 1 decimal place. Include the minus sign if necessary. Required if a reefer container. Required if the commodity code requires a temperature. E.g. HFMT = Hard frozen meat must have a temperature.
		</ControlTemperature>		End of ControlTemperature sub child element.
		</ReeferInformation>		End of ReeferInformation child element.
		<HazardousInformation>	Conditional/ Required for Hazardous container. Repeat it for each hazardous goods	Start of HazardousInformation child element.

77	Flashpoint Temperature	<FlashPoint>12.2</FlashPoint>	Optional	Expressed in Centigrade, to 1 decimal place. Include minus sign if applicable and do not include any spaces. Flashpoint - is conditional, if the specific UNDG Number and Class have a Flashpoint Temperature then it must be supplied.
78	IMDG Class	<IMDG_Class>3</IMDG_Class>	Required	IMDG Class Number
79	IMDG Page	<IMDG_Page>2</IMDG_Page>	Optional	IMDG Code Page Number
80	IMDG Version	<IMDG_Version>3</IMDG_Version>	Optional	IMDG Code Version Number
81	UNDG Number	<UNDG_Number>1170</UNDG_Number>	Required	UN Dangerous Goods Number. Must be 4 digits.
82	Packing Group	<PackingGroup>III</PackingGroup>	Optional	Possible values are: I – Great danger, II – Medium danger, III – Minor danger. Packing Group - is conditional, if the specific UNDG Number and Class has a Packing Group then it must be supplied.

83	Technical Name	<TechnicalName>ETHANOL SOLUTION</TechnicalName>	Optional	Technical name of the dangerous goods
84	Contact Person	<ContactName>Joe Bloke</ContactName>	Required	Contact Department or person
85	Phone Number	<ContactPhone>0424111222</ContactPhone>	Required	At least 1 contact number must be given phone or mobile.
86	Quantity - Nett Weight of Haz	<NetWeightOfHazard>7</NetWeightOfHazard>	Optional	Quantity (net weight) of hazardous product - KGS. No spaces or decimal point.
		</HazardousInformation>		End of HazardousInformation child element.
		</ContainerMessage>		End of the root element of the PRA XML document

13 SAMPLE INCOMING PRA XML FROM EXPORTER

The following sample messages can be modified and sent to OneStop for PRA's.

13.1 Sample1 – General Container

<ContainerMessage>

```
<MessageHeader>
  <LocalDateTimeSent>20141011145306</LocalDateTimeSent>
  <TransactionDateTime>20141011145306</TransactionDateTime>
  <EventType>CONTAINERPREADVISE</EventType>
  <PlaceOfEvent>NPENZ</PlaceOfEvent>
  <DocumentReferenceNumber>NZPN141014</DocumentReferenceNumber>
  <SenderID>FLDBO</SenderID>
  <SenderType>E</SenderType>
  <SenderEmail>TEST@TEST.COM</SenderEmail>
  <RecipientID>NPENZ</RecipientID>
  <DocumentFunction>ORIGINAL</DocumentFunction>
```

```
</MessageHeader>
<Container>
  <Number>GENL7654321</Number>
  <ISO_Code>22G1</ISO_Code>
  <NOR>FALSE</NOR>
  <Type>CON</Type>
  <Tyne>Y</Tyne>
  <VerifiedGrossWeight>25473</VerifiedGrossWeight>
  <Status>F</Status>
  <Category>E</Category>
  <FullEmptyStatus>F</FullEmptyStatus>
  <LineOperator>MSK</LineOperator>
  <ArrivalCarrierMode>R</ArrivalCarrierMode>
  <DepartureCarrierMode>W</DepartureCarrierMode>
  <OriginCode>UNKNOWN</OriginCode>
  <DestinationCode>HKHKG</DestinationCode>
```

```
<UN_LoadPortCode>NZNPE</UN_LoadPortCode>
<UN_DischargePortCode>USCHS</UN_DischargePortCode>
<UN_FinalDischargePortCode>HKHKG</UN_FinalDischargePortCode>
<VGMCertificateStatement>
  <MethodOfWeightCalculation>SM1</MethodOfWeightCalculation>
  <WeightVerificationDate> 201601211600UTC </WeightVerificationDate>
  <WeightCertificateIssuingParty>
    <NameOfIssuingParty>CONTAINER WEIGHTING LTD</NameOfIssuingParty>
    <Street>STREET</Street>
    <City>CITY</City>
    <Country>COUNTRY</Country>
  </WeightCertificateIssuingParty>
  <Declarant>
    <NameOfDeclarant>JOE BLOKE</NameOfDeclarant>
    <CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant>
    <DeclarantPhone>0424222333</DeclarantPhone>
    <DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail>
  </Declarant>
  <EDISignature>JOE BLOKE </EDISignature>
</VGMCertificateStatement>
</Container>
<Commodity>
  <Code>GENL</Code>
  <Description>25KG MANNIES X 920 BAGS</Description>
  <Packages>1</Packages>
  <GrossWeight>23173</GrossWeight>
</Commodity>
```

```
<ReferenceNumbers>
  <ShippingLineBooking>NZPN141014</ShippingLineBooking>
<ShipperCargoReference>NZPN141014</ShipperCargoReference> </
ReferenceNumbers>
<ArrivalCarrier>

  <ArrivalCarrierTruck>
    <CarrierCode>UNKNOWN</CarrierCode>
  </ArrivalCarrierTruck>
</ArrivalCarrier>
<DepartCarrier>
  <DepartCarrierVessel>
    <LloydsNumber>9402029</LloydsNumber>
    <Name>MAERSK BATUR</Name>
    <CTO_VoyageOutBound>439N</CTO_VoyageOutBound>
    <ScheduledDeparture>20141111200000</ScheduledDeparture>
  </DepartCarrierVessel>
</DepartCarrier>
<Seal>
  <Type>X</Type>
  <Number>64911</Number>
  <Condition>IN RIGHT CONDITION</Condition>
</Seal>
</ContainerMessage>
```

13.2 Sample2 – Refrigerated Container

```

<ContainerMessage>
  <MessageHeader>
    <LocalDateTimeSent>20141013134851</LocalDateTimeSent>
    <TransactionDateTime>20141013144851</TransactionDateTime>
    <EventType>CONTAINERPREADVISE</EventType>
    <PlaceOfEvent>NPENZ</PlaceOfEvent>
    <DocumentReferenceNumber>DEEP003145</DocumentReferenceNumber>
    <SenderID>MANNO</SenderID>
    <SenderType>E</SenderType>
    <SenderEmail>ME@TEST.COM</SenderEmail>
    <RecipientID>NPENZ</RecipientID>
    <DocumentFunction>ORIGINAL</DocumentFunction>

  </MessageHeader>
  <Container>
    <Number>REFU0102031</Number>
    <ISO_Code>2232</ISO_Code>
    <NOR>FALSE</NOR>
    <Tynes>X</Tynes>
    <VerifiedGrossWeight>25473</VerifiedGrossWeight>
    <Status>F</Status>
    <Category>E</Category>
    <FullEmptyStatus>F</FullEmptyStatus>
    <LineOperator>MSK</LineOperator>
    <ArrivalCarrierMode>R</ArrivalCarrierMode>
  
```

```

<DepartureCarrierMode>W</DepartureCarrierMode>
<OriginCode>UNKNOWN</OriginCode>
<DestinationCode>HKHKG</DestinationCode>
<UN_LoadPortCode>NZNPE</UN_LoadPortCode>
<UN_DischargePortCode>USCHS</UN_DischargePortCode>
<UN_FinalDischargePortCode>HKHKG</UN_FinalDischargePortCode>
<VGMCertificateStatement>

    <MethodOfWeightCalculation>SM1</MethodOfWeightCalculation>
    <WeightVerificationDate> 201601211600UTC </WeightVerificationDate>
    <WeightCertificateIssuingParty>
        <NameOfIssuingParty>CONTAINER WEIGHTING LTD</NameOfIssuingParty>
        <Street>STREET</Street>
        <City>CITY</City>
        <Country>COUNTRY</Country>
    </WeightCertificateIssuingParty>
    <Declarant>
        <NameOfDeclarant>JOE BLOKE</NameOfDeclarant>
        <CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant>
        <DeclarantPhone>0424222333</DeclarantPhone>
        <DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail>
    </Declarant>
    <EDISignature>JOE BLOKE </EDISignature>
</VGMCertificateStatement>
</Container>
<Commodity>
    <Code>FZMT</Code>
    <Description>MEAT PRODUCTS NOS- FROZEN</Description>

```

```

        <Packages>1600</Packages>
    </Commodity>
    <ShippingAgency>
        <ShippingAgencyCode>MANNO</ShippingAgencyCode>
        <ShippingAgencyDescription>MANNO</ShippingAgencyDescription> </
ShippingAgency>
    <ReferenceNumbers>

        <ShippingLineBooking>VPAC001451151</ShippingLineBooking>
        <ShipperCargoReference>DEEP0031441</ShipperCargoReference>
    </ReferenceNumbers>
    <ArrivalCarrier>
        <ArrivalCarrierTruck>
            <CarrierCode>UNKNOWN</CarrierCode>
        </ArrivalCarrierTruck>
    </ArrivalCarrier>
    <DepartCarrier>
        <DepartCarrierVessel>
            <LloydsNumber>9402029</LloydsNumber>
            <Name>MAERSK BATUR</Name>
            <CTO_VoyageOutBound>439N</CTO_VoyageOutBound>
            <ScheduledDeparture>20141111200000</ScheduledDeparture>
        </DepartCarrierVessel>
    </DepartCarrier>
    <Seal>
        <Type>D</Type>
        <Number>493803</Number>
        <Condition>IN RIGHT CONDITION</Condition>
    </Seal>

```

```
</Seal>  
<ReeferInformation>  
  <ControlTemperature>  
    <Temperature>-20.0</Temperature>  
  </ControlTemperature>  
</ReeferInformation>  
</ContainerMessage>
```

13.3 Sample3 – Hazardous Container


```
<ContainerMessage>
  <MessageHeader>
    <LocalDateTimeSent>20141013115239</LocalDateTimeSent>
    <TransactionDateTime>20141013125239</TransactionDateTime>
    <EventType>CONTAINERPREADVISE</EventType>
    <PlaceOfEvent>NPENZ</PlaceOfEvent>
    <DocumentReferenceNumber>SAMHAZ2014010132</DocumentReferenceNumber>
    <SenderID>FLDBO</SenderID>
    <SenderType>E</SenderType>
    <SenderEmail>ME@EMAIL.COM</SenderEmail>
    <RecipientID>NPENZ</RecipientID>
    <DocumentFunction>ORIGINAL</DocumentFunction>

  </MessageHeader>
  <Container>
    <Number>HAZU7654322</Number>
    <ISO_Code>22G1</ISO_Code>
    <Tyne>X</Tyne>
    <VerifiedGrossWeight>25473</VerifiedGrossWeight>
    <Status>F</Status>
    <Category>E</Category>
    <FullEmptyStatus>F</FullEmptyStatus>
    <LineOperator>MSK</LineOperator>
    <ArrivalCarrierMode>R</ArrivalCarrierMode>
    <DepartureCarrierMode>W</DepartureCarrierMode>
    <OriginCode>UNKNOWN</OriginCode>
    <DestinationCode>HKHKG</DestinationCode>
    <UN_LoadPortCode>NZNPE</UN_LoadPortCode>
```

```
<UN_DischargePortCode>USCHS</UN_DischargePortCode>
<UN_FinalDischargePortCode>HKHKG</UN_FinalDischargePortCode>
<VGMCertificateStatement>
  <MethodOfWeightCalculation>SM1</MethodOfWeightCalculation>
  <WeightVerificationDate> 201601211600UTC </WeightVerificationDate>
  <WeightCertificateIssuingParty>
    <NameOfIssuingParty>CONTAINER WEIGHTING LTD</NameOfIssuingParty>
    <Street>STREET</Street>
    <City>CITY</City>
    <Country>COUNTRY</Country>
  </WeightCertificateIssuingParty>
  <Declarant>
    <NameOfDeclarant>JOE BLOKE</NameOfDeclarant>
    <CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant>
    <DeclarantPhone>0424222333</DeclarantPhone>
    <DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail>
  </Declarant>
  <EDISignature>JOE BLOKE </EDISignature>
</VGMCertificateStatement>
</Container>
<Commodity>
  <Code>HAZ</Code>
  <Description>HAZ / HAZARDOUS GOODS</Description>
  <Packages>1</Packages>
</Commodity>
<ShippingAgency>
  <ShippingAgencyCode>FLDBO</ShippingAgencyCode>
```

```

        <ShippingAgencyDescription>FLDBO</ShippingAgencyDescription>
    </ShippingAgency>
    <ReferenceNumbers>
        <ShippingLineBooking>NZ539132</ShippingLineBooking>
    </ReferenceNumbers>
    <ArrivalCarrier>

        <ArrivalCarrierTruck>
            <CarrierCode>ROADCARRIER</CarrierCode>
        </ArrivalCarrierTruck>
    </ArrivalCarrier>
    <DepartCarrier>

        <DepartCarrierVessel>
            <LloydsNumber>9402029</LloydsNumber>
            <Name>MAERSK BATUR</Name>
            <CTO_VoyageOutBound>439N</CTO_VoyageOutBound>
            <ScheduledDeparture>20141111200000</ScheduledDeparture>
        </DepartCarrierVessel>
    </DepartCarrier>
    <Seal>
        <Type>X</Type>
        <Number>94073</Number>
        <Condition>IN RIGHT CONDITION</Condition>
    </Seal>
    <HazardousInformation>
        <IMDG_Class>9</IMDG_Class>
        <UNDG_Number>3077</UNDG_Number>
        <PackingGroup>III</PackingGroup>
    </HazardousInformation>

```

```
<TechnicalName>ENVIRONMENTALLY HAZARDOUS SUBSTANCE SOLID N.O.S.</
TechnicalName> <NetWeightOfHazard>14</NetWeightOfHazard>
<ContactName>PING SHEN</ContactName>
<ContactPhone>02 92903466</ContactPhone>
```

```
</HazardousInformation>
```

```
<HazardousInformation>
```

```
<FlashPoint>23.3</FlashPoint>
<IMDG_Class>3</IMDG_Class>
<UNDG_Number>1170</UNDG_Number>
<PackingGroup>III</PackingGroup>
<TechnicalName>ETHANOL SOLUTION</TechnicalName>
<NetWeightOfHazard>30</NetWeightOfHazard>
<ContactName>PING SHEN</ContactName>
<ContactPhone>02 92903466</ContactPhone>
```

```
</HazardousInformation>
```

```
<HazardousInformation>
```

```
<FlashPoint>25.5</FlashPoint>
<IMDG_Class>3</IMDG_Class>
<UNDG_Number>1170</UNDG_Number>
<PackingGroup>III</PackingGroup>
<TechnicalName>ETHANOL SOLUTION</TechnicalName>
<NetWeightOfHazard>7</NetWeightOfHazard>
<ContactName>PING SHEN</ContactName>
<ContactPhone>02 92903466</ContactPhone>
```

```
</HazardousInformation>
```

```
<HazardousInformation>
```

```
<IMDG_Class>2.1</IMDG_Class>
```

```

    <UNDG_Number>1950</UNDG_Number>
    <TechnicalName>AEROSOLS</TechnicalName>
    <NetWeightOfHazard>428</NetWeightOfHazard>
    <ContactName>PING SHEN</ContactName>
    <ContactPhone>02 92903466</ContactPhone>

  </HazardousInformation>
</ContainerMessage>

```

13.4 Sample4 – Out of Gauge Cargo

```

<ContainerMessage>
  <MessageHeader>
    <LocalDateTimeSent>20141013112908</LocalDateTimeSent>
    <TransactionDateTime>20141013112100</TransactionDateTime>
    <EventType>CONTAINERPREADVISE</EventType>
    <PlaceOfEvent>NPENZ</PlaceOfEvent>
    <DocumentReferenceNumber>SR201410131129</DocumentReferenceNumber>
    <SenderID>MANNO</SenderID>
    <SenderType>E</SenderType>
    <SenderEmail>jzhang@1-STOP.BIZ</SenderEmail>
    <RecipientID>NPENZ</RecipientID>
    <DocumentFunction>ORIGINAL</DocumentFunction>

  </MessageHeader>
  <Container>
    <Number>OOGU4234567</Number>
    <ISO_Code>2250</ISO_Code>

```

```

<NOR>FALSE</NOR>
<Type>CON</Type>
<Tynes>N</Tynes>
<VerifiedGrossWeight>22011</VerifiedGrossWeight>
<Status>F</Status>
<Category>E</Category>
<FullEmptyStatus>F</FullEmptyStatus>
<LineOperator>MSK</LineOperator>
<ArrivalCarrierMode>R</ArrivalCarrierMode>
<DepartureCarrierMode>W</DepartureCarrierMode>
<OriginCode>UNKNOWN</OriginCode>
<DestinationCode>HKHKG</DestinationCode>
<UN_LoadPortCode>NZNPE</UN_LoadPortCode>
<UN_DischargePortCode>USCHS</UN_DischargePortCode>
<UN_FinalDischargePortCode>HKHKG</UN_FinalDischargePortCode>
<VGMCertificateStatement>
  <MethodOfWeightCalculation>SM1</MethodOfWeightCalculation>
  <WeightVerificationDate> 201601211600UTC </WeightVerificationDate>
  <WeightCertificateIssuingParty>
    <NameofIssuingParty>CONTAINER WEIGHTING LTD</NameofIssuingParty>
    <Street>STREET</Street>
    <City>CITY</City>
    <Country>COUNTRY</Country>
  </WeightCertificateIssuingParty>
  <Declarant>
    <NameOfDeclarant>JOE BLOKE</NameOfDeclarant>
    <CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant>
  </Declarant>
</VGMCertificateStatement>

```

```
<DeclarantPhone>0424222333</DeclarantPhone>
<DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail>
</Declarant>
<EDISignature>JOE BLOKE </EDISignature>
</VGMCertificateStatement>
</Container>
<Commodity>
  <Code>OOG</Code>
  <Description>OUT OF GAUGE</Description>
  <Packages>1</Packages>
</Commodity>
<ShippingAgency>
  <ShippingAgencyCode>MANNO</ShippingAgencyCode>
  <ShippingAgencyDescription>MANNO</ShippingAgencyDescription> </
ShippingAgency>
<ReferenceNumbers>
  <ShippingLineBooking>SR2014101304</ShippingLineBooking>
  <ShipperCargoReference>SR2014101304</ShipperCargoReference>
</ReferenceNumbers>
<ArrivalCarrier>
  <ArrivalCarrierTruck>
    <CarrierCode>ROADCARRIER</CarrierCode>
  </ArrivalCarrierTruck>
</ArrivalCarrier>
<DepartCarrier>
  <DepartCarrierVessel>
    <LloydsNumber>9402029</LloydsNumber>
```

```
        <Name>MAERSK BATUR</Name>
        <CTO_VoyageOutBound>439N</CTO_VoyageOutBound>
        <ScheduledDeparture>20141111200000</ScheduledDeparture>
    </DepartCarrierVessel>
</DepartCarrier>
<Seal>
    <Type>X</Type>
    <Number>SEAL0101</Number>
    <Condition>IN RIGHT CONDITION</Condition>
</Seal>
<OverDimension>
    <Top>210</Top>
    <Right>25</Right>
    <Left>22</Left>
    <Front>0</Front>
    <Back>30</Back>
</OverDimension>
</ContainerMessage>
```

13.5 Sample5 – General Container To be Weighed at Terminal

```
<ContainerMessage>
    <MessageHeader>
        <LocalDateTimeSent>20141011145306</LocalDateTimeSent>
```



```
<TransactionDateTime>20141011145306</TransactionDateTime>
<EventType>CONTAINERPREADVISE</EventType>
<PlaceOfEvent>VICTM</PlaceOfEvent>
<DocumentReferenceNumber>VICTM141014</DocumentReferenceNumber>
<SenderID>FLDBO</SenderID>
<SenderType>E</SenderType>
<SenderEmail>TEST@TEST.COM</SenderEmail>
<RecipientID>VICTM</RecipientID>
<DocumentFunction>ORIGINAL</DocumentFunction>
```

```
</MessageHeader>
```

```
<Container>
```

```
<Number>GENL7654321</Number>
<ISO_Code>22G1</ISO_Code>
<NOR>FALSE</NOR>
<Type>CON</Type>
<Tynes>Y</Tynes>
<GrossWeight>25473</GrossWeight>
<Status>F</Status>
<Category>E</Category>
<FullEmptyStatus>F</FullEmptyStatus>
<LineOperator>MSK</LineOperator>
<ArrivalCarrierMode>R</ArrivalCarrierMode>
<DepartureCarrierMode>W</DepartureCarrierMode>
<OriginCode>UNKNOWN</OriginCode>
<DestinationCode>HKHKG</DestinationCode>
<UN_LoadPortCode>NZNPE</UN_LoadPortCode>
<UN_DischargePortCode>USCHS</
UN_DischargePortCode>
```

<UN_FinalDischargePortCode>HKHKG</UN_FinalDischargePortCode>

<VGMCertificateStatement>

<MethodOfWeightCalculation>WAT</MethodOfWeightCalculation>

<WeightCertificateIssuingParty>

<NameOfIssuingParty>VICTORIA INTERNATIONAL CONTAINER TERMINAL</NameOfIssuingParty>

<Street>78 WEBB DOCK DRIVE</Street>

<City>PORT MELBOURNE</City>

<Country>AUSTRALIA</Country>

</WeightCertificateIssuingParty>

<Declarant>

<NameOfDeclarant>JOE BLOKE</NameOfDeclarant>

<CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant>

<DeclarantPhone>0424222333</DeclarantPhone>

<DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail>

</Declarant>

<EDISignature>JOE BLOKE </EDISignature>

</VGMCertificateStatement>

</Container>

<Commodity>

<Code>GENL</Code>

<Description>25KG MANNIES X 920 BAGS</Description>

<Packages>1</Packages>

<GrossWeight>23173</GrossWeight>

</Commodity>

<ReferenceNumbers>

<ShippingLineBooking>NZPN141014</ShippingLineBooking>

<ShipperCargoReference>NZPN141014</ShipperCargoReference>

```
</ReferenceNumbers>
<ArrivalCarrier>
  <ArrivalCarrierTruck>
    <CarrierCode>UNKNOWN</CarrierCode>
  </ArrivalCarrierTruck>
</ArrivalCarrier>
<DepartCarrier>
  <DepartCarrierVessel>
    <LloydsNumber>9402029</LloydsNumber>
    <Name>MAERSK BATUR</Name>
    <CTO_VoyageOutBound>439N</CTO_VoyageOutBound>
    <ScheduledDeparture>20141111200000</ScheduledDeparture>
  </DepartCarrierVessel>
</DepartCarrier>
<Seal>
  <Type>X</Type>
  <Number>64911</Number>
  <Condition>IN RIGHT CONDITION</Condition>
</Seal>
</ContainerMessage>
```

14 SAMPLE OUTGOING XML TO STEVEDORE

If the terminal opts to receive PRA in XML format, the following samples show the message to the terminal for above sample incoming message that have been validated at OneStop.

14.1 Sample 1 – General Container

<pre> <?xml version="1.0"?><ContainerMessage> <MessageHeader> <LocalDateTimeSent>20141011145306</LocalDateTimeSent> <TransactionDateTime>20141014132621</TransactionDateTime> <EventType>CONTAINERPREADVICE</EventType> <PlaceOfEvent>NPENZ</PlaceOfEvent> <DocumentReferenceNumber>NZPN141014</DocumentReferenceNumber> <SenderOrgName>FLETCHER INTERNATIONAL EXPORT DUBBO</SenderOrgName> <SenderUserName>Peter Field</SenderUserName> <SenderUserEmail>TEST@TEST.COM</SenderUserEmail> <SenderUserPhone>68845833</SenderUserPhone> <SenderUserFax>68846566</SenderUserFax> <SenderID>FLDBO</SenderID> <SenderType>E</SenderType> <SenderEmail>TEST@TEST.COM</SenderEmail> <RecipientID>NPENZ</RecipientID> <DocumentFunction>ORIGINAL</DocumentFunction> </MessageHeader> <Container> <Number>GENL7654321</Number> <ISO_Code>22G1</ISO_Code> <NOR>FALSE</NOR> <Type>CON</Type> <Tynes>Y</Tynes> <VerifiedGrossWeight>25473</VerifiedGrossWeight> <Status>F</Status> <Category>E</Category> </Container> </ContainerMessage> </pre>	Note: This Time is from the incoming XML file transaction date time of the sender. Note: If this Time is not from the incoming XML file transaction date time. It's replaced with the message dispatch time from OneStop in Port of Napier local time. Note: Additional information retrieved out of the OneStop system for the sender if available.
---	---

<pre> <FullEmptyStatus>F</FullEmptyStatus> <LineOperator>MSK</LineOperator> <ArrivalCarrierMode>R</ArrivalCarrierMode> <DepartureCarrierMode>W</DepartureCarrierMode> <OriginCode>UNKNOWN</OriginCode> <DestinationCode>HKHKG</DestinationCode> <UN_LoadPortCode>NZNPE</UN_LoadPortCode> <UN_DischargePortCode>USCHS</UN_DischargePortCode> <UN_FinalDischargePortCode>HKHKG</UN_FinalDischargePortCode> <VGMCertificateStatement> <MethodOfWeightCalculation>SM1</MethodOfWeightCalculation> <WeightVerificationDate> 201601211600UTC </WeightVerificationDate> <WeightCertificateIssuingParty> <NameofIssuingParty>CONTAINER WEIGHTING LTD</NameofIssuingParty> <Street>STREET</Street> <City>CITY</City> <Country>COUNTRY</Country> </WeightCertificateIssuingParty> <Declarant> <NameOfDeclarant>JOE BLOKE</NameOfDeclarant> <CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant> <DeclarantPhone>0424222333</DeclarantPhone> <DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail> </Declarant> <EDISignature>JOE BLOKE </EDISignature> </VGMCertificateStatement> </ Container> <Commodity> <Code>GENL</Code> <Description>25KG MANNIES X 920 BAGS</Description> <Packages>1</Packages> </pre>	
---	--

<pre> <GrossWeight>23173</GrossWeight> </Commodity> <ReferenceNumbers> <ShippingLineBooking>NZPN141014</ShippingLineBooking> <ShipperCargoReference>NZPN141014</ShipperCargoReference> </ ReferenceNumbers> <ArrivalCarrier> <ArrivalCarrierTruck> <CarrierCode>UNKNOWN</CarrierCode> </ ArrivalCarrierTruck> </ArrivalCarrier> <DepartCarrier> <DepartCarrierVessel> <LloydsNumber>9402029</LloydsNumber> <Name>MAERSK BATUR</Name> <CTO_VoyageOutBound>439N</CTO_VoyageOutBound> <ScheduledDeparture>2014111200000</ScheduledDeparture> </DepartCarrierVessel> </ DepartCarrier> <Seal> <Type>X</Type> <Number>64911</Number> <Condition>IN RIGHT CONDITION</Condition> </Seal> </ContainerMessage> </pre>	
--	--

14.2 Sample 2 – Refrigerated Container

```
<?xml version="1.0"?><ContainerMessage>
  <MessageHeader>
    <LocalDateTimeSent>20141013134851</LocalDateTimeSent>
    <TransactionDateTime>20141013154730</TransactionDateTime>
    <EventType>CONTAINERPREADVICE</EventType>
    <PlaceOfEvent>NPENZ</PlaceOfEvent>
    <DocumentReferenceNumber>DEEP003145</DocumentReferenceNumber>
    <SenderOrgName>MANILDRA STARCHES NOWRA</SenderOrgName>
    <SenderUserName>WayneMalby</SenderUserName>
    <SenderUserEmail>ME@TEST.COM</SenderUserEmail>
    <SenderUserPhone>61-2-44238203</SenderUserPhone>
    <SenderUserFax>61-2-44217760</SenderUserFax>
    <SenderID>MANNO</SenderID>
    <SenderType>E</SenderType>
    <SenderEmail>ME@TEST.COM</SenderEmail>
    <RecipientID>NPENZ</RecipientID>
    <DocumentFunction>ORIGINAL</DocumentFunction>
  </MessageHeader>
  <Container>
    <Number>REFU0102031</Number>
    <ISO_Code>2232</ISO_Code>
    <NOR>FALSE</NOR>
    <Tynes>X</Tynes>
    <VerifiedGrossWeight>20553</VerifiedGrossWeight> <Status>F</Status>
    <Category>E</Category>
    <FullEmptyStatus>F</FullEmptyStatus>
    <LineOperator>MSK</LineOperator>
    <ArrivalCarrierMode>R</ArrivalCarrierMode>
  </Container>
</ContainerMessage>
```

<pre> <DepartureCarrierMode>W</DepartureCarrierMode> <OriginCode>UNKNOWN</OriginCode> <DestinationCode>HKHKG</DestinationCode> <UN_LoadPortCode>NZNPE</UN_LoadPortCode> <UN_DischargePortCode>USCHS</UN_DischargePortCode> <UN_FinalDischargePortCode>HKHKG</UN_FinalDischargePortCode> <VGMCertificateStatement> <MethodOfWeightCalculation>SM1</MethodOfWeightCalculation> <WeightVerificationDate> 201601211600UTC </WeightVerificationDate> <WeightCertificateIssuingParty> <NameOfIssuingParty>CONTAINER WEIGHTING LTD</NameOfIssuingParty> <Street>STREET</Street> <City>CITY</City> <Country>COUNTRY</Country> </WeightCertificateIssuingParty> <Declarant> <NameOfDeclarant>JOE BLOKE</NameOfDeclarant> <CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant> <DeclarantPhone>0424222333</DeclarantPhone> <DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail> </Declarant> <EDISignature>JOE BLOKE </EDISignature> </VGMCertificateStatement> </ Container> <Commodity> <Code>FZMT</Code> <Description>MEAT PRODUCTS NOS- FROZEN</Description> <Packages>1600</Packages> </Commodity> <ShippingAgency> <ShippingAgencyCode>MANNO</ShippingAgencyCode> </pre>	
--	--

<pre> <ShippingAgencyDescription>MANNO</ShippingAgencyDescription> </ ShippingAgency> <ReferenceNumbers> <ShippingLineBooking>VPAC001451151</ShippingLineBooking> <ShipperCargoReference>DEEP0031441</ShipperCargoReference> </ReferenceNumbers> <ArrivalCarrier> <ArrivalCarrierTruck> <CarrierCode>UNKNOWN</CarrierCode> </ ArrivalCarrierTruck> </ArrivalCarrier> <DepartCarrier> <DepartCarrierVessel> <LloydsNumber>9402029</LloydsNumber> <Name>MAERSK BATUR</Name> <CTO_VoyageOutBound>439N</CTO_VoyageOutBound> <ScheduledDeparture>2014111200000</ScheduledDeparture> </DepartCarrierVessel> </ DepartCarrier> <Seal> <Type>D</Type> <Number>493803</Number> <Condition>IN RIGHT CONDITION</Condition> </Seal> <ReeferInformation> <ControlTemperature> <Temperature>-20.0</Temperature> </ ControlTemperature> </ReeferInformation> </ ContainerMessage> </pre>	
--	--

14.3 Sample 3 – Hazardous Container

```
<?xml version="1.0"?><ContainerMessage>
  <MessageHeader>
    <LocalDateTimeSent>20141013115239</LocalDateTimeSent>
    <TransactionDateTime>20141013151731</TransactionDateTime>
    <EventType>CONTAINERPREADVISE</EventType>
    <PlaceOfEvent>NPENZ</PlaceOfEvent>

    <DocumentReferenceNumber>SAMHAZ2014010132</DocumentReferenceNumber>
    <SenderOrgName>FLETCHER INTERNATIONAL EXPORT
DUBBO</SenderOrgName>
    <SenderUserName>Peter Field</SenderUserName>
    <SenderUserEmail>ME@EMAIL.COM</SenderUserEmail>
    <SenderUserPhone>68845833</SenderUserPhone>
    <SenderUserFax>68846566</SenderUserFax>
    <SenderID>FLDBO</SenderID>
    <SenderType>E</SenderType>
    <SenderEmail>ME@EMAIL.COM</SenderEmail>
    <RecipientID>NPENZ</RecipientID>
    <DocumentFunction>ORIGINAL</DocumentFunction>
  </MessageHeader>
  <Container>
    <Number>HAZU7654322</Number>
    <ISO_Code>22G1</ISO_Code>
    <Tynes>X</Tynes>
    <VerifiedGrossWeight>16200</VerifiedGrossWeight> <Status>F</
Status>
    <Category>E</Category>
    <FullEmptyStatus>F</FullEmptyStatus>
```

<pre> <LineOperator>MSK</LineOperator> <ArrivalCarrierMode>R</ArrivalCarrierMode> <DepartureCarrierMode>W</DepartureCarrierMode> <OriginCode>UNKNOWN</OriginCode> <DestinationCode>HKHKG</DestinationCode> <UN_LoadPortCode>NZNPE</UN_LoadPortCode> <UN_DischargePortCode>USCHS</UN_DischargePortCode> <UN_FinalDischargePortCode>HKHKG</UN_FinalDischargePortCode> <VGMCertificateStatement> <MethodOfWeightCalculation>SM1</MethodOfWeightCalculation> <WeightVerificationDate> 201601211600UTC </ WeightVerificationDate> <WeightCertificateIssuingParty> <NameOfIssuingParty>CONTAINER WEIGHTING LTD</NameOfIssuingParty> <Street>STREET</Street> <City>CITY</City> <Country>COUNTRY</Country> </WeightCertificateIssuingParty> <Declarant> <NameOfDeclarant>JOE BLOKE</NameOfDeclarant> <CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant> <DeclarantPhone>0424222333</DeclarantPhone> <DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail> </Declarant> <EDISignature>JOE BLOKE </EDISignature> </VGMCertificateStatement> </ Container> <Commodity> <Code>HAZ</Code> </pre>	
--	--

<pre> <Description>HAZ / HAZARDOUS GOODS</Description> <Packages>1</Packages> </Commodity> <ShippingAgency> <ShippingAgencyCode>FLDBO</ShippingAgencyCode> <ShippingAgencyDescription>FLDBO</ShippingAgencyDescription> </ShippingAgency> <ReferenceNumbers> <ShippingLineBooking>NZ539132</ShippingLineBooking> </ ReferenceNumbers> <ArrivalCarrier> <ArrivalCarrierTruck> <CarrierCode>ROADCARRIER</CarrierCode> </ ArrivalCarrierTruck> </ArrivalCarrier> <DepartCarrier> <DepartCarrierVessel> <LloydsNumber>9402029</LloydsNumber> <Name>MAERSK BATUR</Name> <CTO_VoyageOutBound>439N</CTO_VoyageOutBound> <ScheduledDeparture>2014111200000</ScheduledDeparture> </DepartCarrierVessel> </ DepartCarrier> <Seal> <Type>X</Type> <Number>94073</Number> <Condition>IN RIGHT CONDITION</Condition> </Seal> <HazardousInformation> <IMDG_Class>9</IMDG_Class> <UNDG_Number>3077</UNDG_Number> <PackingGroup>III</PackingGroup> </pre>	
---	--

<TechnicalName>ENVIRONMENTALLY HAZARDOUS SUBSTANCE SOLID N.O.S.</TechnicalName> <NetWeightOfHazard>14</NetWeightOfHazard> <ContactName>PING SHEN</ContactName> <ContactPhone>02 92903466</ContactPhone> </HazardousInformation> <HazardousInformation> <FlashPoint>23.3</FlashPoint> <IMDG_Class>3</IMDG_Class> <UNDG_Number>1170</UNDG_Number> <PackingGroup>III</PackingGroup> <TechnicalName>ETHANOL SOLUTION</TechnicalName> <NetWeightOfHazard>30</NetWeightOfHazard> <ContactName>PING SHEN</ContactName> <ContactPhone>02 92903466</ContactPhone> </HazardousInformation> <HazardousInformation> <FlashPoint>25.5</FlashPoint> <IMDG_Class>3</IMDG_Class> <UNDG_Number>1170</UNDG_Number> <PackingGroup>III</PackingGroup> <TechnicalName>ETHANOL SOLUTION</TechnicalName> <NetWeightOfHazard>7</NetWeightOfHazard> <ContactName>PING SHEN</ContactName> <ContactPhone>02 92903466</ContactPhone> </HazardousInformation> <HazardousInformation> <IMDG_Class>2.1</IMDG_Class> <UNDG_Number>1950</UNDG_Number> <TechnicalName>AEROSOLS</TechnicalName> <NetWeightOfHazard>428</NetWeightOfHazard> <ContactName>PING SHEN</ContactName> <ContactPhone>02 92903466</ContactPhone>	
--	--

<pre></HazardousInformation> </ ContainerMessage></pre>	
---	--

14.4 Sample 4 – Out of Gauge Cargo

```
<?xml version="1.0"?><ContainerMessage>
  <MessageHeader>
    <LocalDateTimeSent>20141013112908</LocalDateTimeSent>
    <TransactionDateTime>20141013132928</TransactionDateTime>
    <EventType>CONTAINERPREADVICE</EventType>
    <PlaceOfEvent>NPENZ</PlaceOfEvent>

    <DocumentReferenceNumber>SR201410131129</DocumentReferenceNumber>
    <SenderOrgName>MANILDRA STARCHES NOWRA</SenderOrgName>
    <SenderUserName>Wayne Malby</SenderUserName>
    <SenderUserEmail>jzhang@1-STOP.BIZ</SenderUserEmail>
    <SenderUserPhone>61-2-44238203</SenderUserPhone>
    <SenderUserFax>61-2-44217760</SenderUserFax>
    <SenderID>MANNO</SenderID>
    <SenderType>E</SenderType>
    <SenderEmail>jzhang@1-STOP.BIZ</SenderEmail>
    <RecipientID>NPENZ</RecipientID>
    <DocumentFunction>ORIGINAL</DocumentFunction>
  </MessageHeader>
  <Container>
    <Number>OOGU4234567</Number>
    <ISO_Code>2250</ISO_Code>
    <NOR>FALSE</NOR>
    <Type>CON</Type>
    <Tynes>N</Tynes>
    <VerifiedGrossWeight>22011</VerifiedGrossWeight> <Status>F</Status>
    <Category>E</Category>
    <FullEmptyStatus>F</FullEmptyStatus>
    <DamagedCondition>FALSE</DamagedCondition>
```

<pre> <LineOperator>MSK</LineOperator> <ArrivalCarrierMode>R</ArrivalCarrierMode> <DepartureCarrierMode>W</DepartureCarrierMode> <OriginCode>UNKNOWN</OriginCode> <DestinationCode>HKHKG</DestinationCode> <UN_LoadPortCode>NZNPE</UN_LoadPortCode> <UN_DischargePortCode>USCHS</UN_DischargePortCode> <UN_FinalDischargePortCode>HKHKG</UN_FinalDischargePortCode> <UN_Final_InlandDestinationCode>SGSIN</UN_Final_InlandDestinationCode> <VGMCertificateStatement> <MethodOfWeightCalculation>SM1</MethodOfWeightCalculation> <WeightVerificationDate> 201601211600UTC </ WeightVerificationDate> <WeightCertificateIssuingParty> <NameOfIssuingParty>CONTAINER WEIGHTING LTD</NameOfIssuingParty> <Street>STREET</Street> <City>CITY</City> <Country>COUNTRY</Country> </WeightCertificateIssuingParty> <Declarant> <NameOfDeclarant>JOE BLOKE</NameOfDeclarant> <CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant> <DeclarantPhone>0424222333</DeclarantPhone> <DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail> </Declarant> <EDISignature>JOE BLOKE </EDISignature> </VGMCertificateStatement> </ Container> <Commodity> </pre>	
--	--


```

    <Code>OOG</Code>
    <Description>OUT OF GAUGE</Description>
    <Packages>1</Packages>
  </Commodity>
  <ShippingAgency>
    <ShippingAgencyCode>MANNO</ShippingAgencyCode>
  <ShippingAgencyDescription>MANNO</ShippingAgencyDescription> </ShippingAgency>
  <ReferenceNumbers>

    <ShippingLineBooking>SR2014101304</ShippingLineBooking>
    <ShipperCargoReference>SR2014101304</ShipperCargoReference>
  </ReferenceNumbers>
  <ArrivalCarrier>
    <ArrivalCarrierTruck>
      <CarrierCode>UNKNOWN</CarrierCode> </
ArrivalCarrierTruck>
    </ArrivalCarrier>
  <DepartCarrier>
    <DepartCarrierVessel>
      <LloydsNumber>9402029</LloydsNumber>
      <Name>MAERSK BATUR</Name>
      <CTO_VoyageOutBound>439N</CTO_VoyageOutBound>
      <ScheduledDeparture>2014111200000</ScheduledDeparture>
    </DepartCarrierVessel> </
DepartCarrier>
  <Seal>
    <Type>X</Type>
    <Number>SEAL0101</Number>
    <Condition>IN RIGHT CONDITION</Condition>
  </Seal>
  <OverDimension>
    <Top>210</Top>
    <Right>25</Right>

```

<pre> <Left>22</Left> <Front>0</Front> <Back>30</Back> </OverDimension> </ContainerMessage> </pre>	
--	--

14.5 Sample 5 – General Container To be Weighed at Terminal

<pre> <ContainerMessage> <MessageHeader> <LocalDateTimeSent>20141011145306</LocalDateTimeSent> <TransactionDateTime>20141011145306</TransactionDateTime> <EventType>CONTAINERPREADVISE</EventType> <PlaceOfEvent>VICTM</PlaceOfEvent> <DocumentReferenceNumber>VICTM141014</DocumentReferenceNumber> <SenderID>FLDBO</SenderID> <SenderType>E</SenderType> <SenderEmail>TEST@TEST.COM</SenderEmail> <RecipientID>VICTM</RecipientID> <DocumentFunction>ORIGINAL</DocumentFunction> </MessageHeader> <Container> <Number>GENL7654321</Number> <ISO_Code>22G1</ISO_Code> <NOR>FALSE</NOR> <Type>CON</Type> <Tynes>Y</Tynes> <GrossWeight>25473</GrossWeight> </pre>	
--	--

<pre> <Status>F</Status> <Category>E</Category> <FullEmptyStatus>F</FullEmptyStatus> <LineOperator>MSK</LineOperator> <ArrivalCarrierMode>R</ArrivalCarrierMode> <DepartureCarrierMode>W</DepartureCarrierMode> <OriginCode>UNKNOWN</OriginCode> <DestinationCode>HKHKG</DestinationCode> <UN_LoadPortCode>NZNPE</UN_LoadPortCode> <UN_DischargePortCode>USCHS</UN_DischargePortCode> <UN_FinalDischargePortCode>HKHKG</ UN_FinalDischargePortCode> <VGMCertificateStatement> <MethodOfWeightCalculation>WAT</MethodOfWeightCalculation> <WeightCertificateIssuingParty> <NameofIssuingParty>VICTORIA INTERNATIONAL CONTAINER TERMINAL</NameofIssuingParty> <Street>78 WEBB DOCK DRIVE</Street> <City>PORT MELBOURNE</City> <Country>AUSTRALIA</Country> </WeightCertificateIssuingParty> <Declarant> <NameOfDeclarant>JOE BLOKE</NameOfDeclarant> <CompanyOfDeclarant>J EXPORTER</CompanyOfDeclarant> <DeclarantPhone>0424222333</DeclarantPhone> <DeclarantEmail>JBLOKE@EMAIL.COM</DeclarantEmail> </Declarant> <EDISignature>JOE BLOKE </EDISignature> </VGMCertificateStatement> </Container> <Commodity> </pre>	
---	--

<pre> <Code>GENL</Code> <Description>25KG MANNIES X 920 BAGS</Description> <Packages>1</Packages> <GrossWeight>23173</GrossWeight> </Commodity> <ReferenceNumbers> <ShippingLineBooking>NZPN141014</ShippingLineBooking> <ShipperCargoReference>NZPN141014</ShipperCargoReference> </ ReferenceNumbers> <ArrivalCarrier> <ArrivalCarrierTruck> <CarrierCode>UNKNOWN</CarrierCode> </ArrivalCarrierTruck> </ArrivalCarrier> <DepartCarrier> <DepartCarrierVessel> <LloydsNumber>9402029</LloydsNumber> <Name>MAERSK BATUR</Name> <CTO_VoyageOutBound>439N</CTO_VoyageOutBound> <ScheduledDeparture>20141111200000</ScheduledDeparture> </DepartCarrierVessel> </DepartCarrier> <Seal> <Type>X</Type> <Number>64911</Number> <Condition>IN RIGHT CONDITION</Condition> </Seal> </ContainerMessage> </pre>	
---	--

14.6 Sample 6 – Reefer Container with Vent Settings

```

ContainerMessage>
  <MessageHeader>
    <LocalDateTimeSent>20170531101814</LocalDateTimeSent>
    <UTC_Time>TZ=GMT DATE '20170531101813'</UTC_Time>
    <TransactionDateTime>20170531101623</TransactionDateTime>
    <EventType>CONTAINERPREADVISE</EventType>
    <PlaceOfEvent>HPAFI</PlaceOfEvent>
    <DocumentReferenceNumber>000081 PRA</DocumentReferenceNumber>
    <SenderUserName>BGP INTERNATIONAL PTY LTD.</SenderUserName>
    <SenderID>BGPSM</SenderID>
    <SenderType>E</SenderType>
    <SenderEmail>sender@email.com.au</SenderEmail>
    <RecipientID>HPAFI</RecipientID>
    <DocumentFunction>ORIGINAL</DocumentFunction>
  </MessageHeader>
  <Container>
    <Number>CXRU1359602</Number>
    <ISO_Code>45R1</ISO_Code>
    <NOR>FALSE</NOR>
    <Type>REF</Type>
    <Tynes>X</Tynes>
    <GrossWeight>27375</GrossWeight>
    <VerifiedGrossWeight>27375</VerifiedGrossWeight>
    <TareWeight>4530</TareWeight>
    <Category>E</Category>
    <FullEmptyStatus>F</FullEmptyStatus>
    <LineOperator>APL</LineOperator>
    <ArrivalCarrierMode>R</ArrivalCarrierMode>
  </Container>
</ContainerMessage>

```

```

<DepartureCarrierMode>W</DepartureCarrierMode>
<UN_LoadPortCode>AUBNE</UN_LoadPortCode>
<UN_DischargePortCode>SGSIN</UN_DischargePortCode>
<UN_FinalDischargePortCode>THLKR</UN_FinalDischargePortCode>
<VGMCertificateStatement>

  <MethodOfWeightCalculation>SM2</MethodOfWeightCalculation>
  <WeightVerificationDate>201705310800UTC</WeightVerificationDate>
  <WeightCertificateIssuingParty>

    <NameOfIssuingParty>BGP INTERNATIONAL PTY LTD</NameOfIssuingParty>
    <Street>3/217 FERRARS STREET SOUTH MELBOURNE VIC 3205</Street>
    <City>MELBOURNE</City>
    <Country>AUSTRALIA</Country>

  </WeightCertificateIssuingParty>
  <Declarant>

    <NameOfDeclarant>VAN ORD</NameOfDeclarant>
    <CompanyOfDeclarant>BGP INTERNATIONAL PTY LTD</CompanyOfDeclarant>
    <DeclarantPhone>VAN@BGP.COM.AU</DeclarantPhone>
    <DeclarantEmail>(03) 9686 3300</DeclarantEmail>

  </Declarant>
  <EDISignature>VAN ORD</EDISignature>
</VGMCertificateStatement>
</Container>
<Commodity>

  <Code>CHFR</Code>
  <Description>FRESH MANDARINS (INCL. TAN</Description>
  <GrossWeight>22845</GrossWeight>

</Commodity>
<Consignor>

  <ConsignorCode>BGP INTERNATIONAL PTY LTD.</ConsignorCode>
  <ConsignorDescription>BGP INTERNATIONAL PTY LTD.</ConsignorDescription>

```

```

</Consignor>
<ReferenceNumbers>
  <ShippingLineBooking>APL71348788</ShippingLineBooking>
  <ExportClearanceNumber>ACXGWL6G</ExportClearanceNumber>
  <ShipperCargoReference>000081 PRA</ShipperCargoReference>
</ReferenceNumbers>
<DepartCarrier>
  <DepartCarrierVessel>
    <LloydsNumber>9628336</LloydsNumber>
    <Name>KOTA APL</Name>
    <ACOS_Code>APL</ACOS_Code>
    <CTO_VoyageOutBound>064</CTO_VoyageOutBound>
    <VoyageOutbound>064</VoyageOutbound>
  </DepartCarrierVessel>
</DepartCarrier>
<Seal>
  <Type>P</Type>
  <Number>F3944013</Number>
  <Condition>IN RIGHT CONDITION</Condition>
</Seal>
<ReeferInformation>
  <ControlTemperature>
    <Temperature>0.5</Temperature>
  </ControlTemperature>
  <Humidity>50</Humidity>
  <VentSetting>
    <CubicMetresPerHour>10</CubicMetresPerHour>
  </VentSetting>
</ReeferInformation>
</ContainerMessage>

```

14.7 Sample 7 – Sample with all XML elements

```
<ContainerMessage>
  <MessageHeader>
    <LocalDateTimeSent>String</LocalDateTimeSent>
    <UTC_Time>String</UTC_Time>
    <TransactionDateTime>String</TransactionDateTime>
    <EventType>String</EventType>
    <PlaceOfEvent>String</PlaceOfEvent>
    <DocumentReferenceNumber>String</DocumentReferenceNumber>
    <SenderOrgName>String</SenderOrgName>
    <SenderUserName>String</SenderUserName>
    <SenderUserEmail>String</SenderUserEmail>
    <SenderUserPhone>String</SenderUserPhone>
    <SenderUserFax>String</SenderUserFax>
    <SenderID>String</SenderID>
    <SenderName>String</SenderName>
    <SenderType>A</SenderType>
    <PortCode>aaaaa</PortCode>
    <SenderEmail>String</SenderEmail>
    <RecipientID>String</RecipientID>
    <RecipientName>String</RecipientName>
    <RecipientEmail>String</RecipientEmail>
    <CopyRecipientID>text</CopyRecipientID>
    <CopyRecipientEmail>text</CopyRecipientEmail>
    <DocumentFunction>ORIGINAL</DocumentFunction>
  </MessageHeader>
  <Container>
    <Number>aaaaaaaaaaaaaaaa</Number>
    <OldNumber>aaaaaaaaaaaaaaaa</OldNumber>
```



```

<ISO_Code>aaaaaa</ISO_Code>
<ISO_Description>String</ISO_Description>
<NOR>String</NOR>
<Type>CON</Type>
<ServiceType>PHS</ServiceType>
<Tynes>Y</Tynes>
<GrossWeight>0</GrossWeight>
<VerifiedGrossWeight>0</VerifiedGrossWeight>
<TareWeight>0</TareWeight>
<Status>F</Status>
<Category>E</Category>
<FullEmptyStatus>FULL</FullEmptyStatus>
<DamagedCondition>CLEAN</DamagedCondition>
<CleanDirtyIndicator>text</CleanDirtyIndicator>
<LineOperator>String</LineOperator>
<ArrivalCarrierMode>TRUCK</ArrivalCarrierMode>
<DepartureCarrierMode>TRUCK</DepartureCarrierMode>
<OriginCode>String</OriginCode>
<OriginDescription>aaaaaaaaaaaaaaaaaaaaaaaaaaaaaaaa</OriginDescription>
<DestinationCode>aaaaaa</DestinationCode>
<DestinationDescription>aaaaaaaaaaaaaaaaaaaaaaaaaaaaaaaa</DestinationDescription>
<UN_LoadPortCode>aaaaaa</UN_LoadPortCode>
<UN_TransshipPortCode>aaaaaa</UN_TransshipPortCode>
<UN_DischargePortCode>aaaaaa</UN_DischargePortCode>
<UN_FinalDischargePortCode>aaaaaa</UN_FinalDischargePortCode>
<UN_Final_InlandDestinationCode>String</UN_Final_InlandDestinationCode>
<EmptyPlaceOfReturnCode>aaaaa</EmptyPlaceOfReturnCode>
<EmptyPlaceOfReturnDescription>aaaaaaaaaaaaaaaaaaaaaaaaaaaaaaaa</
EmptyPlaceOfReturnDescription> <NextPlannedMove>TRUCK</NextPlannedMove>
<StorageDollarsOwing>1.12</StorageDollarsOwing>

```

```

    <StorageDateCalcTo>1967-08-13</StorageDateCalcTo>
    <SCA_Client_ID>String</SCA_Client_ID>
    <SCA_DeliveryLocation>String</SCA_DeliveryLocation>
    <ManufactureDate>1967-08-13</ManufactureDate>
    <MaterialCode>String</MaterialCode>
    <Comments>String</Comments>
    <StowRequirement>BDK</StowRequirement>
    <VGMCertificateStatement>
      <MethodOfWeightCalculation>SM1</MethodOfWeightCalculation>
      <WeightVerificationDate>String</WeightVerificationDate>
      <WeightCertificateIssuingParty>
        <NameOfIssuingParty>String</NameOfIssuingParty>
        <Street>String</Street>
        <City>String</City>
        <Country>String</Country>
      </WeightCertificateIssuingParty>
      <Declarant>
        <NameOfDeclarant>String</NameOfDeclarant>
        <CompanyOfDeclarant>String</CompanyOfDeclarant>
        <DeclarantPhone>String</DeclarantPhone>
        <DeclarantEmail>String</DeclarantEmail>
      </Declarant>
      <EDISignature>String</EDISignature>
    </VGMCertificateStatement>
  </Container>
  <Commodity>
    <Code>String</Code>
    <Description>String</Description>
    <SendersCode>String</SendersCode>
    <SendersDescription>String</SendersDescription>
  </Commodity>

```

```

    <PackingCompanyName>String</PackingCompanyName>
    <WherePacked>String</WherePacked>
    <DatePacked>String</DatePacked>
    <DateLoaded>String</DateLoaded>
    <Packages>0</Packages>
    <Remarks>String</Remarks>
    <MarksAndNumbers>String</MarksAndNumbers>
    <AHECC_Code>aa</AHECC_Code>
    <GrossWeight>0</GrossWeight>

  </Commodity>
  <ShippingAgency>
    <ShippingAgencyCode>String</ShippingAgencyCode>
    <ShippingAgencyDescription>String</ShippingAgencyDescription>
    <ShippingAgencyAddress>
      <Name>String</Name>
      <ABN_Number>String</ABN_Number>
      <Street1>String</Street1>
      <Street2>String</Street2>
      <City>String</City>
      <State>aaa</State>
      <PostCode>String</PostCode>
      <Country>String</Country>

    </ShippingAgencyAddress>
  </ShippingAgency>
  <Consignor>
    <ConsignorCode>String</ConsignorCode>
    <ConsignorDescription>String</ConsignorDescription>
    <ConsignorAddress>
      <Name>String</Name>
      <ABN_Number>String</ABN_Number>

```

```

        <Street1>String</Street1>
        <Street2>String</Street2>
        <City>String</City>
        <State>aaa</State>
        <PostCode>String</PostCode>
        <Country>String</Country>

    </ConsignorAddress>
</Consignor>
<Consignee>
    <ConsigneeCode>String</ConsigneeCode>
    <ConsigneeDescription>String</ConsigneeDescription>
    <ConsigneeAddress>
        <Name>String</Name>
        <ABN_Number>String</ABN_Number>
        <Street1>String</Street1>
        <Street2>String</Street2>
        <City>String</City>
        <State>aaa</State>
        <PostCode>String</PostCode>
        <Country>String</Country>

    </ConsigneeAddress>
</Consignee>
<NotifyParty>
    <NotifyPartyCode>String</NotifyPartyCode>
    <NotifyPartyDescription>String</NotifyPartyDescription>
    <NotifyPartyAddress>
        <Name>String</Name>
        <ABN_Number>String</ABN_Number>
        <Street1>String</Street1>
        <Street2>String</Street2>
    
```

```

        <City>String</City>
        <State>aaa</State>
        <PostCode>String</PostCode>
        <Country>String</Country>
    </NotifyPartyAddress>
</NotifyParty>
<TimeStamps>
    <Event>text</Event>
    <Arrival>String</Arrival>
    <Departure>String</Departure>
    <Availability>String</Availability>
    <FirstDayOfStorage>String</FirstDayOfStorage>
    <StartReceival>String</StartReceival>
    <ReeferCutOff>String</ReeferCutOff>
    <CargoCutOff>String</CargoCutOff>
    <GPS_Time>String</GPS_Time>

</TimeStamps>
<ReferenceNumbers>
    <ShippingLineBooking>String</ShippingLineBooking>
    <EmptyReleaseNumber>String</EmptyReleaseNumber>
    <ExportClearanceNumber>String</ExportClearanceNumber>
    <ExportDeclarationNumber>String</ExportDeclarationNumber>
    <ACEAN>text</ACEAN>
    <ManifestReferenceNumber>text</ManifestReferenceNumber>
    <CustomsReleaseNumber>String</CustomsReleaseNumber>
    <CommercialReleaseNumbers>String</CommercialReleaseNumbers>
    <ShipperCargoReference>String</ShipperCargoReference>
    <RailOrderNumber>String</RailOrderNumber>

</ReferenceNumbers>
<Stop>

```

```

    <Type>A</Type>
    <TypeDescription>String</TypeDescription>
</Stop>
<ArrivalCarrier>
    <ArrivalCarrierType>
        <Actual_PlannedStatus>text</Actual_PlannedStatus>
    <OutMovementType>50-EXPORT PACKING</OutMovementType> </
ArrivalCarrierType>
    <ArrivalCarrierTruck>
        <CarrierCode>String</CarrierCode>
        <CarrierName>String</CarrierName>
        <CTO_ReferenceNumber>String</CTO_ReferenceNumber>
        <CTO_CarrierCode>String</CTO_CarrierCode>
        <Carrier_ABN>String</Carrier_ABN>
        <VBS_Booking>String</VBS_Booking>
        <RegoNumber>String</RegoNumber>
        <DestinationCode>text</DestinationCode>
        <BillingAccount>String</BillingAccount>
        <Slot>0</Slot>
        <DoorFacing>FRONT</DoorFacing>
        <ScheduledDeparture>String</ScheduledDeparture>
        <ScheduledArrival>String</ScheduledArrival>
    </ArrivalCarrierTruck>
    <ArrivalCarrierRail>
        <CTO_Reference>text</CTO_Reference>
        <CarrierCode>text</CarrierCode>
        <CarrierName>String</CarrierName>
        <Carrier_ABN>String</Carrier_ABN>
        <TrainNumber>text</TrainNumber>
        <WagonClass>text</WagonClass>
    </ArrivalCarrierRail>
</ArrivalCarrier>

```

```

    <WagonNumber>text</WagonNumber>
    <DestinationCode>text</DestinationCode>
    <ScheduledDeparture>String</ScheduledDeparture>
    <ScheduledArrival>String</ScheduledArrival>
    <BillingAccount>text</BillingAccount>
    <WagonSlotNumber>text</WagonSlotNumber>
    <WagonTier>text</WagonTier>
  </ArrivalCarrierRail>
  <ArrivalCarrierVessel>
    <CTO_Reference>text</CTO_Reference>
    <LloydsNumber>text</LloydsNumber>
    <CallSign>text</CallSign>
    <Name>text</Name>
    <ACOS_Code>text</ACOS_Code>
    <CTO_VoyageInBound>text</CTO_VoyageInBound>
    <CTO_VoyageOutBound>text</CTO_VoyageOutBound>
    <VoyageInbound>text</VoyageInbound>
    <VoyageOutbound>text</VoyageOutbound>
    <ScheduledDeparture>String</ScheduledDeparture>
    <ScheduledArrival>String</ScheduledArrival>
  </ArrivalCarrierVessel>
</ArrivalCarrier>
<DepartCarrier>
  <DepartCarrierType>
    <Actual_PlannedStatus>text</Actual_PlannedStatus>
    <OutMovementType>50-EXPORT PACKING</OutMovementType>
  </DepartCarrierType>
  <DepartCarrierTruck>
    <CarrierCode>String</CarrierCode>
    <CarrierName>String</CarrierName>
  </DepartCarrierTruck>
</DepartCarrier>

```

```

    <CTO_ReferenceNumber>String</CTO_ReferenceNumber>
    <CTO_CarrierCode>String</CTO_CarrierCode>
    <Carrier_ABN>String</Carrier_ABN>
    <VBS_Booking>String</VBS_Booking>
    <RegoNumber>String</RegoNumber>
    <DestinationCode>text</DestinationCode>
    <BillingAccount>String</BillingAccount>
    <Slot>0</Slot>
    <DoorFacing>FRONT</DoorFacing>
    <ScheduledDeparture>String</ScheduledDeparture>
    <ScheduledArrival>String</ScheduledArrival>
  </DepartCarrierTruck>
  <DepartCarrierRail>
    <CTO_Reference>text</CTO_Reference>
    <CarrierCode>text</CarrierCode>
    <CarrierName>String</CarrierName>
    <Carrier_ABN>String</Carrier_ABN>
    <TrainNumber>text</TrainNumber>
    <WagonClass>text</WagonClass>
    <WagonNumber>text</WagonNumber>
    <DestinationCode>text</DestinationCode>
    <ScheduledDeparture>String</ScheduledDeparture>
    <ScheduledArrival>String</ScheduledArrival>
    <BillingAccount>text</BillingAccount>
    <WagonSlotNumber>text</WagonSlotNumber>
    <WagonTier>text</WagonTier>
  </DepartCarrierRail>
  <DepartCarrierVessel>
    <CTO_Reference>text</CTO_Reference>
    <LloydsNumber>text</LloydsNumber>

```



```

        <CallSign>text</CallSign>
        <Name>text</Name>
        <ACOS_Code>text</ACOS_Code>
        <CTO_VoyageInBound>text</CTO_VoyageInBound>
        <CTO_VoyageOutBound>text</CTO_VoyageOutBound>
        <VoyageInbound>text</VoyageInbound>
        <VoyageOutbound>text</VoyageOutbound>
        <ScheduledDeparture>String</ScheduledDeparture>
        <ScheduledArrival>String</ScheduledArrival>

    </DepartCarrierVessel>
</DepartCarrier>
<CurrentLocation>
    <LocationDescriptionType>A</LocationDescriptionType>
    <Block>text</Block>
    <X_Position>text</X_Position>
    <Y_Position>text</Y_Position>
    <Z_Position>text</Z_Position>
    <GPS_Northing>text</GPS_Northing>
    <GPS_Easting>text</GPS_Easting>
    <Berth>String</Berth>

</CurrentLocation>
<Seal>
    <Type>P</Type>
    <Number>aaaaaaaa</Number>
    <Condition>aaaaaaaaaaaaaaaaaaaaaaaaaaaaaaaa</Condition>

</Seal>
<OverDimension>
    <Top>0</Top>
    <Right>0</Right>
    <Left>0</Left>

```

```
<Front>0</Front>
<Back>0</Back>
<Width>text</Width>
<Length>text</Length>
</OverDimension>
<ReeferInformation>
  <RefrigeratorType>AIR</RefrigeratorType>
  <ControlTemperature>
    <Temperature>4.0</Temperature>
    <MinimumTemperature>3.0</MinimumTemperature>
    <MaximumTemperature>9.0</MaximumTemperature>
  </ControlTemperature>
  <StorageTemperature>
    <Temperature>3.1</Temperature>
    <MinimumTemperature>3.0</MinimumTemperature>
    <MaximumTemperature>9.0</MaximumTemperature>
  </StorageTemperature>
  <TransportTemperature>
    <Temperature>4.0</Temperature>
    <MinimumTemperature>3.0</MinimumTemperature>
    <MaximumTemperature>9.0</MaximumTemperature>
  </TransportTemperature>
  <EmergencyTemperature>
    <Temperature>4.0</Temperature>
    <MinimumTemperature>3.0</MinimumTemperature>
    <MaximumTemperature>9.0</MaximumTemperature>
  </EmergencyTemperature>
  <Humidity>50</Humidity>
  <VentSetting>
    <PercentageOpen>50</PercentageOpen>
```

```

        <CubicMetresPerHour>2</CubicMetresPerHour>
        <CubicFeetPerMinute>6</CubicFeetPerMinute>
    </VentSetting>
    <ReeferMonitor>
        <MonitorTemperature>String</MonitorTemperature>
        <MonitorTimeStamp>String</MonitorTimeStamp>
    </ReeferMonitor>
</ReeferInformation>
<HazardousInformation>
    <FlashPoint>aaaaa</FlashPoint>
    <IMDG_Class>aaaaaaa</IMDG_Class>
    <IMDG_Page>aaaaaaa</IMDG_Page>
    <IMDG_Version>aaaaaaaaa</IMDG_Version>
    <UNDG_Number>9999</UNDG_Number>
    <PackingGroup>aaa</PackingGroup>
    <EmergencyScheduleNumber>aaaaaa</EmergencyScheduleNumber>
    <MedicalFirstAidGuide>aaaa</MedicalFirstAidGuide>
    <DGLabel>aaaa</DGLabel>
    <TechnicalName>String</TechnicalName>
    <AdditionalInformation>aaaaaaaaaaaaaaaaaaaaaaaaaaaaaaaa</AdditionalInformation>
    <NetWeightOfHazard>0</NetWeightOfHazard>
    <ContactName>aaaaaaaaaaaaaaaaaaaaaaaa</ContactName>
    <ContactPhone>aaaaaaaaaaaaaaaaaaaa</ContactPhone>
    <ContactFax>aaaaaaaaaaaaaaaaaaaa</ContactFax>
    <ContactMobilePhone>aaaaaaaaaaaaaaaa</ContactMobilePhone>
    <ContactEmail>String</ContactEmail>
</HazardousInformation>
<Customs>
    <Status>String</Status>
    <StatusCondition>String</StatusCondition>

```

```
        <StatusTimeStamp>String</StatusTimeStamp>  
    </Customs>  
    <Attachment>  
        <Type>C</Type>  
        <Description>text</Description>  
    </Attachment>  
</ContainerMessage>
```

15 WHERE TO GET HELP

Help is available:

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

16 APPENDIX A – CONTRACTOR TERMINAL CODES

These are the acceptable Loading terminal codes used by OneStop that can accept a PRA message via 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

17 APPENDIX B – CONTAINER ISO CODES

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

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

17.1 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

18 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

18.1 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.	

18.2 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

19 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	

19.1 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.

20 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 **AAAAAAAZ** 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						8		9
Position Weight	3						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 :

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

where :-

W_g 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).

20.1 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