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**USER MANUAL**  
(IMPLEMENTATION GUIDE)

**UN/EDIFACT BAYPLAN MESSAGE**

**BAPLIE**

**Version 2.2**

Version : 2.2  
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## 0. INTRODUCTION

The instructions are valid for the "UN/EDIFACT UNITED NATIONS STANDARD MESSAGE (UNSM) BAYPLAN/STOWAGEPLAN OCCUPIED AND EMPTY LOCATIONS MESSAGE" (BAPLIE), as designed by the SMDG (User Group for Shipping Lines and Container Terminals).

The instructions in this manual are valid for Full Container Vessels, Container Feeder Vessels and Roll on/Roll off (Ro/Ro) Vessels.

This manual is intended for use by shipowners, tonnage centers, terminal operators, shipping lines, vessels, etc.

The original "User Manual" (or "Implementation Guide") version 2.1 was developed in 2001 by the **User Group for Shipping Lines and Container Terminals SMDG**.

The **SMDG** is a "Pan European User Group" under the auspices of the **Western European Edifact Board (WEEB)**.

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**1. ADDRESSES**

Any remarks, comments or questions can be addressed to the following address:

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or to any active member of the SMDG.

## 2. GENERAL

The EDIFACT Bayplan "BAPLIE" will be used to transmit information about ALL occupied places onboard of a vessel to interested parties like the ship-owner and the terminal operator in the next port of call. Although the message is also suitable to transmit information about empty places, this feature will not be used.

In general only complete messages "BAPLIE" have to be transmitted, whereas only occupied stowage locations, either by equipment or special cargo (break-bulk), should be mentioned. Alternatively it may be agreed between EDI-partners to transmit only details about containers handled in that port ('exports' only) to the central planning office, where the master bayplan details can be updated accordingly.

### The Principle

The message will be transmitted to the terminal operator in the next port of call, who will then be able to extract the information relevant to his operation from the message.

Subsequently the information about equipment discharged from the vessel on his terminal will be removed, information about equipment loaded at his terminal will be inserted and the location of equipment shifted at his terminal will be changed.

Upon sailing of the vessel he will then transmit the updated bayplan-message to the ship-owner, tonnage center and/or the terminal operator in the next port of call, as per the instructions of the ship-owner. The message can be transmitted to the vessel (i.e. via modem or by floppy disk) eliminating the use of the paper "master" bayplan.

In case complete 'master' bayplans are being transmitted the receiving party should ensure that all data for the so-called 'remains on board' cargo remains intact for re-transmission to the next port.

### Conventions

In this document a data element will be identified by the lowercase letter "e" followed by its element number (example: e8053). A data element within a composite will be identified by the lowercase letter "c" followed by the composite number followed by a full stop "." followed by the lowercase letter "e" followed by the element number (example: c237.e8260).

Immediately below the segment tags and data element identification the usage of same will be mentioned as follows:

'M' = mandatory:	The segment or data element is mandatory and must be given.
'R' = required:	The segment or data element is conditional but MUST be used anyway.
'D' = dependent:	The segment or data element is conditional and its use depends on some condition. This condition must be clarified in the description.
'A' = recommended:	The segment or data element is conditional and its use is recommended.
'O' = optional:	The segment or data element is conditional and its use is optional at the discretion of the sender.
'X' = not used:	The segment must not be used.

Next to the usage indicator the official format of the field will be given,

i.e. a4 or an..15. The description may further limit the format of the field, f.e. a field with a format an..17 may be limited to an12 by its description.

If composites or data-elements are repeated within a segment, respectively a composite, the occurrences of the composites or data-elements can be indicated by its sequence number within the segment or composite between brackets, e.g. "(1)" being the first occurrence of the composite or data-element within the segment. If its occurrence within the segment or composite is of no relevance then the sequence number will not be mentioned. If the sequence numbers are mentioned, but not all of them (e.g. only 2 out of 5 occurrences are described), then the remaining occurrences may NOT be used, unless agreed otherwise between partners.

Data elements within the segments that are not mentioned here will not be used, respectively should not contain important information, since they will probably not be seen by the recipient, unless agreed otherwise.

SMDG recommends to use only data elements, qualifiers and codes described in this manual. If partners agree to use additional data elements, qualifiers and codes, not described in this manual, then specific and detailed agreement about those data elements, qualifiers and codes should be made!

Optional data elements may be omitted, unless specifically made compulsory by this manual (Indicator "R" = required), or unless agreed otherwise between partners.

In no case neither mandatory segments according to the Bayplan Message Documentation "BAPLIE" nor mandatory composites or data elements according to the relevant Segment Directory may be omitted.

In case of Consortia vessels, the codes required by the vessel operator should be used, when sending (copies of) the BAPLIE message to the various lines.



### 3. VERSIONS

Data elements, composites and segments of the **UN/Edifact draft directory D.95B** are used in this manual.

Codes and qualifiers used, are according to **UN/EDIFACT Directory D.95B Code List**.

In some occasions, however, the required code or qualifier could not be found in the code list. In such cases a temporary code was assigned, awaiting the final code allocation from the UN/Edifact Board Code commission.

Also in some cases small amendments to the message structure were necessary. This manual anticipates on the approval of the respective DMR (Mata Maintenance Request) by the UN/Edifact Board. The structure of the message, as given in chapter 7, was agreed as such by the members of SMDG and will be implemented accordingly.

In version 2.0.7. of this manual all agreed and accepted amendments have been incorporated up to and including the amendments accepted by the meeting in London/U.K., September 1995.

Version 2.1 of this manual includes the port addition for the terminal in the port of discharge (second LOC segment in group grp2), as accepted by the meeting in Melbourne, October 2000.

Version 2.1.1, released October 2007, includes the following enhancements:

1. To allow the Booking Reference Number and/or Bill of Lading number in the RFF-segment of group grp1. The fixed (dummy) value may now be replaced by the actual Booking Reference Number or Bill of Lading Number or both.
2. The TDT-segment will now allow to transmit the Lloyd's Number (or IMO number) of the vessel instead of the Call sign.

Version 2.2, released June 2015, includes amendments for transmission of data specifying a container's verified gross mass (VGM) according to SOLAS regulation 2, chapter VI, paragraphs 4 to 6. Version 2.2 includes all features of 2.1.1. Usage of features above 2.0.7 are to be bi-laterally agreed.

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**4. DESCRIPTION****UNB****INTERCHANGE HEADER**

(M1)

+

s001.e0001      Syntax Identifier: Always "UNOA", indicating the use  
(M a4)            of level "A" character set.

:

s001.e0002      Syntax Version Number: Always "2".  
(M n1)

+

s002.e0004      Sender Identification: Name code of the sender of the  
(M an..35)       interchange (message). To be agreed between partners.

+

s003.e0010      Recipient Identification: Name code of the recipient of the  
(M an..35)       interchange (message). To be agreed between partners.

+

s004.e0017      Date of preparation: Preparation date of the interchange  
(M n6)            (message).

:

s004.e0019      Time of preparation: Preparation time of the interchange  
(M n4)            (message).

+

e0020            Interchange control reference: A reference allocated by the  
(M an..14)       sender, uniquely identifying an interchange. This reference  
                  must also be transmitted in the Interchange Trailer segment  
                  UNZ.

+

+

+

+

+

e0032            Communications Agreement Id: A code identifying the shipping  
(A an..35)       line of the vessel (BIC, SCAC or mutually agreed).  
                  N.B. This code enables proper routing of the message by the  
                  recipient, even if the sender is not the shipping line (e.g.  
                  container terminal in the previous port).

,

## UNH

## MESSAGE HEADER

(M1)

+

e0062            Message reference number: A reference allocated by the  
(M an..14)       sender, uniquely identifying a message. This reference must  
                 also be transmitted in the Message Trailer segment UNT.

+

s009.e0065       Message Type Identifier: The name of the UNSM or standard  
(M an..6)       EDIFACT message. In this case always "BAPLIE".

:

s009.e0052       Message Type Version Number: The version number of the  
(M an..3)       message. See EDIFACT documentation. At this moment the version  
                 is "D".

:

s009.e0054       Message Type Release Number: The release number of the  
(M an..3)       message. See EDIFACT documentation. At this moment the release  
                 number is "95B".

:

s009.e0051       Controlling Agency: The code of the controlling agency. For  
(M an..2)       this message the controlling agency is "UN".

:

s009.e0057       Association Assigned Code: The applicable SMDG User Manual  
(R an..6)       version number. For this manual use: "SMDG22". This will  
                 enable the recipient of the message to translate the message  
                 correctly, even if older versions are still in use.

,

**BGM****BEGINNING OF MESSAGE**

(M1)

+  
+

e1004 Document/Message Number: Reference allocated by the sender  
(R an..35) individually, taken from the application.

+

e1225 Message Function, Coded: Code indicating the function of the  
(R an..3) message. Acceptable codes are:  
"2" = Add. Add to previous message.  
"3" = Delete. Delete from previous message.  
"4" = Change. Message with changes on previous  
message.  
"5" = Replace. Message replacing a previous one.  
"9" = Original. First or basic message.  
"22" = Final. The final message in a series of BAPLIE  
messages.

,

Remarks: In principle only original messages (code "9") are allowed.  
The other codes may be used after prior agreement between  
sender and recipient.

**DTM****DATE/TIME/PERIOD**

(M1)

+

c507.e2005      Date/Time/Period Qualifier: Code "137" (Document/Message  
(M an..3)      Date/Time)

:

c507.e2380      Date/Time/Period: Date or date/time of compiling the message.  
(R an..35)

:

c507.e2379      Date/Time/Period Format Qualifier: Allowed qualifiers:  
(R an..3)      "101" = YYMMDD  
                  "201" = YYMMDDHHMM  
                  "301" = YYMMDDHHMMZZZ ("ZZZ" = Time zone, e.g. "GMT" or other)

,

**RFF****REFERENCE**

(X)

This segment not to be used.





Group **grp1** : TDT - LOC - DTM - RFF - FTX.  
(M1)

**TDT**

(M1)

**DETAILS OF TRANSPORT (grp1)**

+

e8051 Transport Stage Qualifier: Code "20" (Main Carriage)

(M an..3)

+

e8028 Conveyance Reference Number: Discharge voyage number as  
(R an..17) assigned by the Operating Carrier or his agent. The trade  
route could be included in this voyage number, if required.

+

+

+

c040.e3127 Carrier Identification: Carrier name, coded. Codes to be  
(R an..17) agreed or standard carrier alpha code (SCAC).

:

c040.e1131 Code List Qualifier: Code "172" (Carrier Code)

(R an..3)

:

c040.e3055 Code list responsible agency, coded. Allowed codes:  
(R an..3) "20" = BIC (Bureau International des Containeurs)  
"166" = US National Motor Freight Classification Association  
(SCAC)  
"ZZZ" = Mutually defined.

+

+

+

c222.e8213 Id of Means of Transport Identification. Vessel code:

(R an..9)

1. Lloyd's Code (IMO number)
2. Call Sign
3. Mutually agreed vessel code

:

c222.e1131 Code List Qualifier: Allowed qualifiers:

(R an..3)

- "103" = Call Sign Directory  
"146" = Means of Transport Identification  
(Lloyd's Code or IMO number)  
"ZZZ" = Mutually defined or IMO number

:

c222.e3055 Code list responsible agency, coded. Allowed code:

(R an..3)

- "11" = Lloyd's register of shipping. Only to be used when  
Lloyd's Code is used for vessel/barge identification  
(Code "146" in c222.e1131).  
"ZZZ" = Mutually defined. To be used in all other cases.

:

c222.e8212 Id. of means of transport: Vessel name, if required.  
(R an..35)

:

c222.e8453 Nationality of Means of Transport: Coded according to  
(O an.. 3) UN-country code (ISO 3166).

'

**LOC** **PLACE/LOCATION IDENTIFICATION (grp1)**  
(M9)

+

e3227 Place/Location Qualifier: Allowed qualifiers:  
(M an..3) "5" = Place of Departure  
"61" = Next port of call

+

c517.e3225 Place/Location Identification: Location code of the actual  
(R an..25) place of departure (normally the sender of the message). If  
possible, UN-Locodes of 5 characters according to UN  
recommendation no.16. must be used.

:

c517.e1131 Code list qualifier. Allowed qualifiers:  
(R an..3) "139" = Port.

:

c517.e3055 Code list responsible agency, coded. Allowed codes:  
(R an..3) "112" = US, US Census Bureau, Schedule D for U S locations,  
Schedule K for foreign port locations.  
"6" = UN/ECE - United Nations - Economic Commission for  
Europe. (UN-Locodes).

+

c519.e3223 Related place/location one identification. The ISO country  
(O an..25) code.

:

c519.e1131 Code list qualifier. Allowed qualifier:  
(O an..3) "162" = Country.

:

c519.e3055 Code list responsible agency, coded. Allowed codes:  
(O an..3) "5" = ISO

+

c553.e3233 Related place/location two identification. The state or  
(O an..25) province code, postal abbreviations.

:

c553.e1131 Code list qualifier. Allowed qualifier:  
(O an..3) "163" = Country sub-entity; state or province.

,

N.B. If locodes other than UN-locodes are used the sender must verify with  
the recipient of the message if other than UN-locodes are acceptable.  
Composites c519 and c553 are only relevant if no UN-locodes are used.

**DTM****DATE/TIME/PERIOD (grp1)**

(M99)

+

c507.e2005 Date/Time/Period Qualifier: Allowed qualifiers:  
(M an..3) "178" = actual date/time of arrival at senders port  
"132" = estimated date or date/time of arrival at the  
next port of call  
"133" = estimated date or date/time of departure at  
senders port  
"136" = actual date/time of departure at senders port

:

c507.e2380 Date/Time/Period: Date or date/time in local time when Means  
(R an..35) of Transport has arrived/depanded or is expected to depart at  
the senders port or is expected to arrive at the next port of  
call.

:

c507.e2379 Date/Time/Period Format Qualifier. Allowed qualifiers:  
(R an..3) "101" = YYMMDD  
"201" = YYMMDDHHMM  
"301" = YYMMDDHHMMZZZ ("ZZZ" = Time zone, e.g. "GMT" or other)

'

**RFF**  
(C1)

**REFERENCE (grp1)**

+

c506.e1153      Reference Qualifier: Code "VON" (Loading Voyage number, if  
(M an..3)      different from the voyage number in the TDT-segment, assigned  
by the Operating Carrier or his agent to the voyage of the  
vessel).

:

c506.e1154      Reference Number: The Loading voyage number.  
(R an..35)

,

**FTX**                                 **FREE TEXT (grp1)**  
(X)

At this moment there is no use for this segment.

Group grp2 : LOC - GID - GDS - FTX - MEA - DIM - TMP - RNG - LOC -  
(C9999) RFF - grp3 - grp4

**LOC PLACE/LOCATION IDENTIFICATION (grp2)**

(M1)

+

e3227 Place/Location Qualifier: Code "147" (Stowage Cell)  
(M an..3)

+

c517.e3225 Place/Location Identification: The actual location of the  
(R an..25) equipment or cargo on the vessel. The following formats are  
allowed:  
1. ISO-format  
2. Ro/Ro-format  
3. Other non-ISO-format (to be agreed between partners)

1. ISO-format:  
Bay/Row/Tier (BBBRRTT). If Bay number is less than 3  
characters it must be filled with leading zeroes, e.g.  
"0340210".

2. Ro/Ro-format:  
Deck/Bay/Row/Tier (DDBBRRTT).

:  
:

c517.e3055 Code List Responsible Agency, coded: To indicate which format  
(R an..3) is used. Valid codes are:  
"5" (ISO-format)  
"87" (Ro/Ro-format, assigned by the Carrier)  
"ZZZ" (non-ISO-format, mutually defined).

,

Remarks:

1. This LOC-segment is M1 and should not allow duplicate cell-locations for normal height containers except following cases.
2. In case flat rack containers stowed in one stowage location and not bundled, they should be transmitted as individual units in the same stowage location.  
In case of bundles of flat rack containers in one stowage location the number of the leading-unit should be given in the EQD-segment and the other numbers in the EQA-segment. In such case MEA-segment must show the total weight of containers. Otherwise you may duplicate LOC-segment with comment showing bundled cargo in FTX segment (grp2).
3. In case two half height containers stowed in one stowage location, Group 2 should be transmitted twice with the same stowage location.

**GID**  
(C1) **GOODS ITEM DETAILS (grp2)**+  
+

c213.e7224      Number of packages. The number of packages of non-  
(0 n..8)      containerized cargo. If the cargo is Ro/Ro then the number "1"  
is used.

:

c213.e7065      Type of packages identification. Package type for non-  
(0 an..17)      containerized cargo.

'



GDS  
(C9)

NATURE OF CARGO (grp2)

+

c703.e7085 Nature of cargo, coded. Codes to be agreed between partners.  
(M an..3)

,

Remarks: If this data is required, we recommend the use of the Harmonized Commodity Description and Coding System code list of cargo nature (HS). This code list is:

"01" = Live animal

"06" = Live plant

"09" = Coffee

"10" = Wheat

"12" = Hay

"22" = Malt

"24" = Tobacco

"41" = Hide

"44" = Timber pack

"48" = Waste paper

"49" = News print

"52" = Cotton

"68" = Stone

"72" = Iron scrap

Further details can be given in the following FTX-segment, if required.

**FTX**                               **FREE TEXT (grp2)**

(C9)

+

e4451                   Text Subject Qualifier: Allowed qualifiers:  
(M an..3)            "AAA" = Description of Goods  
                      "HAN" = Handling Instructions  
                      "CLR" = Container Loading Remarks  
                      "SIN" = Special instructions  
                      "AAI" = General information  
                      "AAY" = Certification statements  
                      "ZZZ" = Mutually defined use

+

+

c107.4441            Text reference: In case of e4451 = AAY used for specification  
(O an..3)            of data transmitted in c108. Use codes defined in SMDG code  
                      list VGM.

+

c108.e4440.1        Free Text: Description/Instructions/Remarks in plain language  
(M an..70)           or coded, for specific cargo/equipment. Codes, etc. to be  
                      agreed between partners.

:

c108.e4440.2        Free Text: Information about VGM according to code specified  
(O an..70)           in c107.4441. (For details see page 42.)

:

c108.e4440.3        Free Text: Information about VGM according to code specified  
(O an..70)           in c107.4441. (For details see page 42.)

:

c108.e4440.4        Free Text: Information about VGM according to code specified  
(O an..70)           in c107.4441. (For details see page 42.)

:

c108.e4440.5        Free Text: Information about VGM according to code specified  
(O an..70)           in c107.4441. (For details see page 42.)

,

**N.B.    This segment is not generally machine processable. Use of this  
segment must be agreed between partners!**

This segment can be used for the following:

- a.        "AAA": Description of goods, plain language or codes, as agreed  
between partners. Maximum 20 characters.
- b.        "SIN": Additional information or instructions regarding special  
cargoes, equipment or break-bulk shipments. The following code  
list can be agreed between partners:
  - 1. General:
    - "SWS" = Sandwich Stow (Break-bulk)
  - 2. For ventilated containers:
    - "CLS" = Close                                "QUA" = 1/4 open
    - "HLF" = 2/4 open                            "THR" = 3/4 open
    - "FLL" = full open
    - "050" = volume of flowing 050m<sup>3</sup>/hour
- c.        "HAN": For handling instructions the following codes are recommended:
  - "AB" = Away from boiler (eng.room)    "OD" = On deck stowage

"TS" = Top stowage  
"UT" = Under deck top  
"OT" = On deck top  
"OP" = On deck protected  
"AL" = Away from living quarters  
"AF" = Away from foodstuffs  
"FC" = Floating Crane handling  
"OQ" = Over-side delivery by Quay crane  
"SM" = Shore-side delivery by Mobile crane  
"UD" = Under deck  
"UW" = Under waterline  
"EO" = Except on deck top  
"KC" = Keep cool  
"BC" = Block stowage  
"NO" = Not over-stow  
"OS" = Over-side delivery

d. "CLR": Container loading remarks: the following codes are recommended:

"BD" = Bundled  
"SW" = Sweeper  
"DR" = Dry reefer  
"DO" = Doors open  
"ND" = Door removed  
"DM" = Damaged empty  
"ER" = Escort required  
"HT" = Hangertainer  
"MB" = Mailbox

e. "AAY": Certification statements:

Information related to gross mass verification.  
The kind of transmitted information is to be specified by  
c107.4441. A code from SMDG code list VGM is to be used.  
For details refer to section **5.2 Verified Gross Mass (VGM)**  
on page 42.

## MEA

## MEASUREMENTS (grp2)

(M9)

+

e6311 Measurement Application Qualifier: Allowed qualifiers:  
(M an..3) "WT" (gross weight / gross mass) - not confirmed as verified  
"VGM" (verified gross mass) - specified weight is verified  
[code VGM is not defined in D.95B]

+

+

c174.e6411 Measure Unit Qualifier: Allowed qualifiers:  
(M an..3) "KGM" = kilogram = preferred  
"LBR" = pounds

:

c174.e6314 Measurement Value:  
(R n..18) The gross mass of the transport equipment including cargo in  
kilograms or pounds, as qualified (no decimals).

'

**DIM**  
(C9)

**DIMENSIONS (grp2)**

+

e6145                    Dimension Qualifier: Allowed qualifiers are:  
(M an..3)                Code "1" = Gross dimensions (break-bulk)  
                          Code "5" = Off-standard dims. (over-length front)  
                          Code "6" = Off-standard dims. (over-length back)  
                          Code "7" = Off-standard dims. (over-width right)  
                          Code "8" = Off-standard dims. (over-width left)  
                          Code "9" = Off-standard dims. (over-height)  
                          Code "10" = external equipment dimensions (Non-ISO equipment)  
                          Basically allowed qualifier "1" for break-bulk cargo and from  
                          "5" to "9" for odd-sized-cargo. However allowed from "5" to  
                          "9" for break-bulk cargo as additional information, if  
                          required.

+

c211.e6411              Measure Unit Qualifier: Allowed qualifiers:  
(M an..3)                "CMT" = Centimeters = preferred  
                          "INH" = Inches

:

c211.e6168              Length Dimension. Break-bulk length or over-length for  
(D n..15)                containers, as qualified.

:

c211.e6140              Width Dimension: Break-bulk width or over-width for  
(D n..15)                containers, as qualified.

:

c211.e6008              Height Dimension: Break-bulk height or over-height for  
(D n..15)                containers, as qualified.

,

N.B.    This segment is only to be transmitted in case break-bulk, odd-sized-cargo and off-standard or non-ISO equipment is involved. In order to identify all relevant information, this segment may be repeated conditionally up to 9 times.

**TMP** **TEMPERATURE (grp2)**  
(C1)

+

e6245 Temperature qualifier: Allowed qualifiers:  
(M an..3) "2" = Transport Temperature

+

c239.e6246 Temperature Setting: Actual temperature according to Reefer  
(R n3) List (no deviation allowed) at which the cargo is to be transported. For field format see remarks below.

:

c239.e6411 Measure Unit Qualifier: Allowed qualifiers:  
(R an..3) "CEL" = degrees Celsius = Preferred.  
"FAH" = degrees Fahrenheit

,

N.B. In spite of the field length of element c239.e6246 (temperature) is only N3 decimal mark and figure as well as negative values preceded by a sign (-) can be transmitted. Generally numeric data element values shall be regarded as positive unless they are preceded by a minus sign. The decimal mark and minus sign shall, however, not be counted as a character of the value when computing the maximum field length of a data element. Nevertheless, allowance has to be made for the character in transmission and reception.  
Tenth degrees have to be separated by a decimal point from full degrees (e.g. 18.5). Temperatures below zero have to be preceded by a minus sign (e.g. "-18.5", "-02.5", "004", "04.5"). The same applies for elements c280.e6162 and c280.6152 in the following RNG-segment.  
For further explanation please refer to ISO 9735 "EDIFACT Application Level Syntax Rules", point 10 "Representation of numeric data element values".

**Remarks about DRY REEFER:**

In case of shipment of a so-called "dry reefer" (non-running reefer unit, empty or loaded with ordinary cargo) the TMP-segment must NOT be transmitted. The container type (reefer) can be identified in the EQD-segment by its ISO-size-type code. The absence of the TMP-segment indicates that the unit is not running.

**RNG** **RANGE DETAILS (grp2)**

(C1)

+

e6167 Range Type Qualifier: Allowed qualifier:  
(M an..3) "4" = Quantity range.

+

c280.e6411 Measure Unit Qualifier: Allowed qualifiers:  
(M an..3) "CEL" = degrees Celsius  
"FAH" = degrees Fahrenheit

:

c280.e6162 Range Minimum: Minimum temperature according to Reefer List  
(R n..18) at which the cargo is to be transported.

:

c280.e6152 Range Maximum: Maximum temperature according to Reefer List  
(R n..18) at which the cargo is to be transported.

'

**Remarks:**

Use of segments TMP and RNG are not depending on each other, i.e. you can transmit either TMP or RNG or both.

**LOC** **PLACE/LOCATION IDENTIFICATION (grp2)**  
(C9)

+

e3227 Place/Location Qualifier: Allowed qualifiers:  
(M an..3) "9" = Place/Port of Loading  
"11" = Place/Port of discharge  
"13" = Transshipment port/Place of transshipment  
"64" = 1st optional port of discharge  
"68" = 2nd optional port of discharge  
"70" = 3rd optional port of discharge  
"76" = Original port of loading  
"83" = Place of delivery (to be used as final destination or double stack train destination).  
"97" = Optional place/port of discharge. To be used if actual port of discharge is undefined, i.e. "XXOPT".  
"152" = Next port of discharge

+

c517.e3225 Place/Location Identification: Namecode of the place/port, as  
(R an..25) qualified. Allowed code lists: UN-Locode or US-Census codes.  
Sample codes: JPTYO = Tokyo  
USLAX = Los Angeles  
USOAK = Oakland  
USSEA = Seattle  
USCHI = Chicago  
For optional port of discharge: "XXOPT" (Qualifier e3227: "97").

:

c517.e1131 Code list qualifier. Allowed qualifiers:  
(O an..3) "139" = Port.

:

c517.e3055 Code list responsible agency, coded. Allowed codes:  
(O an..3) "112" = US, US Census Bureau, Schedule D for U S locations,  
Schedule K for foreign port locations.  
"6" = UN/ECE - United Nations - Economic Commission for  
Europe. (UN-Locodes).  
"ZZZ" = Optional ports.

+

c519.e3223 Related place/location one identification.  
(O an..25) The name code of the Container Terminal in the port of  
discharge or the port of loading. Terminal codes to be used as  
defined in SMDG's Master Terminal Facilities code list.

:

c519.e1131 Code list qualifier. Allowed qualifier:  
(O an..3) "TER" = TERMINALS (leading 3 characters due to limited size).

:

c519.e3055 Code list responsible agency, coded. Allowed codes:  
(O an..3) "306" = SMDG (code 306 is defined in D.02B and later)

,



## Remarks:

1. If locodes other than UN-locodes are used the sender must verify with the recipient of the message if other than UN-locodes are acceptable/processable. Composites c519 and c553 are only relevant if no UN-locodes are used.
2. Minimum 2 ports to be given: loading port and discharging port.
3. Use of qualifiers, other than those for port of loading and port of discharge, must be agreed between partners.
4. In this version 2.2 the name code for the terminal can be added in composite c519 to the port of discharge and the port of loading. Terminal codes are to be used as specified in SMDG's terminal facilities code list "TERMINALS". Usage of composite c519 is to be bi-laterally agreed.

Examples:Explanation:

#1:

LOC+9+BEANR'	loadport: Antwerp
LOC+11+IDJKT+TER1'	disport: Jakarta, terminal: Terminal 1
LOC+13+SGSIN'	Transshipment port: Singapore

#2:

LOC+9+BEANR'	loadport: Antwerp
LOC+11+SGSIN'	disport: Singapore
LOC+83+IDJKT'	Place of delivery: Jakarta

#3:

LOC+9+BEANR'	loadport: Antwerp
LOC+11+IDJKT'	disport: Jakarta
LOC+152+SGSIN'	Next port of discharge: SIN

Note that examples #1, #2 and #3 look different, but contain identical route information, i.e. from Antwerp to Jakarta with transshipment in Singapore.

Although in principle all three methods are allowed, SMDG recommends to use the method demonstrated in example # 1.

**RFF****REFERENCE (grp2)**

(M9)

+

c506.e1153      Reference Qualifier: Allowed qualifiers:  
(M an..3)      "BM" = B/L-number.  
                  "BN" = Booking reference number.  
                  "ET" = Excess Transportation Number to be used for leading  
                  Stowage position, in case of Break-bulk or odd-sized-cargo.  
                  "ZZZ" = Mutually defined.

:

c506.e1154      Reference Number: For Qualifiers "BM", "BN" or "ZZZ": Dummy  
                  value "1" or the actual Bill of Lading number resp. Booking  
                  Reference number, as agreed.  
(R an..35)      For Qualifier "ET": leading stowage location, containing  
                  relevant data for this consignment.

'

N.B.      For break-bulk and odd-sized-cargo see chapter 5: Special User  
            Guidelines.

Example: RFF+BM:1' or RFF+ET+0120106'

Group **grp3** :                **EQD - EQA - NAD**  
 (C9)

**EQD**                                **EQUIPMENT DETAILS (grp3)**  
 (M1)

+

e8053                                Equipment Qualifier: Allowed qualifiers:  
 (M an..3)                                "CN" = Container  
     "BB" = Break-bulk  
     "TE" = Trailer  
     "ZZZ" = Ro/Ro or otherwise

+

c237.e8260                                Equipment Identification Number:  
 (R an..17)

1. The container number:  
 Format: One continuous string with the identification, prefix and number. Examples: SCXU 2387653 must be transmitted as "SCXU2387653", EU 876 must be transmitted as "EU876". The number will be treated as a character string. E.g. alphanumeric check-digits can be transmitted here. If this segment is used the unique equipment identification number must always be transmitted, although this element is not mandatory!

2. Break-bulk: The break-bulk reference number. The assigned break-bulk reference numbers must be agreed between partners.

3. Otherwise (Ro/Ro): The equipment identification number.

+

c224.e8155                                Equipment Size and Type Identification: ISO size-type code of  
 (D an..4)                                4 digits (ISO 6346). Leave blank in case of break-bulk.  
 For unknown ISO size/type codes the following codes can be agreed between partners:  
 "9999" = No information at all.  
 "4999" = Length = 40ft, rest unknown  
 "2999" = Length = 20ft, rest unknown  
 "4299" = 40ft 8'6", rest unknown  
 "2299" = 20ft 8'6", rest unknown  
 "4099" = 40ft 8'0", rest unknown  
 "2099" = 20ft 8'0", rest unknown  
 Other codes to be agreed between partners.

+

+

e8249                                Equipment status, coded.  
 (O an..3)

1:	Continental	11:	Direct delivery
2:	Export	12:	Bond transport
3:	Import	13:	Transship to other vessel
4:	Remain on board	14:	Transship to other pier
5:	Shifter	15:	Rail road transport
6:	Transshipment	16:	Road transport
7:	Hot delivery	17:	Barge transport
8:	MLB	18:	Temporary stowage
9:	MCB (Micro Land Bridge)	19:	Urgent unpacking
10:	Canada Bound transport	20:	Sea & Air

+

e8169 Full/Empty Indicator, coded. Allowed codes:  
(D an..3) "5" = Full  
"4" = Empty.  
Leave blank in case of break-bulk.

Remarks:

1. This segment to be qualified with "BB" in case of a break-bulk shipment, such as **EQD+BB+DEHAM00001**'. The segment will be followed directly by NAD-segment. The NAD-segment which can be used to transmit the actual carrier of the break-bulk.
2. Flats on which break-bulk is stowed should be defined as 'empty'.
3. For a more detailed explanation of how to handle break-bulk shipments please refer to chapter 3, paragraph 3.1 "Break-bulk cargo".

**EQA** **EQUIPMENT ATTACHED (grp3)**

(C9)

+

e8053            Equipment Qualifier: Allowed qualifiers:  
 (M an..3)        "RG" = Reefer Generator  
                   "CN" = Container  
                   "CH" = Chassis

+

c237.e8260       Equipment Identification Number: The unit number.  
 (R an..17)

,

**N.B.**    This segment may be used for transmission of attached equipment to container or for containers or other equipment stowed within one location with leading container in EQD (Platforms, Collapsible Flats, chassis, etc.).

Example of 5 (**bundled or not**) platforms stowed in one location:

```

LOC+147+0120004::5'
MEA+WT++KGM:3250'
LOC+9+GBFLS'
LOC+11+JPYOK'
RFF+BM:1'
EQD+CN+ABCD 3223899+4361+++4'        The first platform in the EQD-segment
EQA+CN+BCDE 4425399'                The second in the first EQA...
EQA+CN+CDEF 5534435'                The third...
EQA+CN+DEFG 6563535'                The fourth...
EQA+CN+EFGH 7663454'                The fifth...
NAD+CF+ABC:172'
```

The first unit **ABCD 3223899** identifies the whole set of 5 platforms and is stowed in the lowest position. The others are stowed on top of the first unit (bundled or not). The sequence of the EQA-segments may indicate the sequence of stowage, but this must be agreed between partners.

**Note that there is no separate indicator for bundles.**

**NAD** **NAME AND ADDRESS (grp3)**

(C1)

+

e3035 Party Qualifier: Allowed code: "CA" (Carrier of the cargo).  
(M an..3)

+

c082.e3039 Party Id Identification: Name code of party responsible for  
(M an..35) the carriage of the goods and/or equipment.

:

c082.e1131 Code List Qualifier: Qualifier "172" (Carrier Code).  
(R an..3)

:

c082.e3055 Code List Responsible Agency, coded. Allowed codes:  
(R an..3) "20" = BIC (Bureau International des Containeurs)  
"166" = US National Motor Freight Classification Association  
(SCAC)  
"ZZZ" = Mutually agreed.

'

N.B. Name codes to be agreed with vessel operator, in case of Consortium.

Group **grp4** :                **DGS - FTX**  
(C999)

**DGS**                                **DANGEROUS GOODS (grp4)**  
(M1)

+

e8273                                Dangerous Goods Regulations: Code "IMD" (IMO IMDG Code)  
(R an..3)

+

c205.e8351                        Hazard Code Identification: IMDG Code, e.g. "1.2" or "8".  
(M an..7)

:

c205.e8078                        Hazard Substance/item/page number: The IMDG code page number  
(O an..7)                        (English version).

+

c234.e7124                        UNDG Number: UN number of respective dangerous cargo  
(O n4) transported (4 digits).

+

c223.e7106                        Shipment Flashpoint: the actual flashpoint in degrees Celsius  
(O n3)                                or Fahrenheit. For inserting temperatures below zero or tenth  
degrees please refer to remarks under TMP-segment respectively  
to ISO 9735. If different dangerous goods with different  
flashpoints within one load to be transported, only the lowest  
flashpoint should be inserted.

:

c223.e6411                        Measure Unit Qualifier: Allowed qualifiers:  
(O an..3)                        "CEL" (degrees Celsius) = Preferred  
"FAH" (degrees Fahrenheit)

+

e8339                                Packing group, coded: The packing group code of the hazardous  
(O an..3)                        goods.

+

e8364                                EMS number: Emergency schedule number.  
(O an..6)

+

e8410                                MFAG: Medical First Aid Guide number.  
(O an..4)

+

+

c235.e8158                        Hazard Identification number, upper part.  
(O an..4)

:

c235.e8186      Substance Identification number, lower part.  
(0 an4)

+

c236.e8246      Dangerous Goods Label Marking (1).  
(0 an..4)      See below for possible use of this data element.

:

c236.e8246      Dangerous Goods Label Marking (2).  
(0 an..4)

:

c236.e8246      Dangerous Goods Label Marking (3).  
(0 an..4)

,

N.B.      Use of this segment must be agreed between partners.

Possible use of data elements c.236.e8246 (1, 2 and 3):

Code list of dangerous goods sub label:

<u>Subsidiary risk</u>	<u>sub label</u>	<u>code</u>
Explosive	Explosive	1
Flammable gas	Flammable gas	2.1
Non-flammable	Non-flammable	
compressed gas	compressed gas 2.2	
Poison gas	Poison gas	2.3
Flammable liquid	Flammable liquid	3
Flammable solid	Flammable solid	4.1
Spontaneously	Spontaneously	
combustible	combustible	4.2
Dangerous when wet	Dangerous when wet	4.3
Oxidizing agent	Oxidizing agent	5.1
Toxic	Toxic	6.1
Corrosive	Corrosive	8



**FTX****FREE TEXT (grp4)**

(C1)

+

e4451 Text Subject Qualifier. Allowed qualifiers:  
(M an..3) "AAC" = Dangerous goods additional information  
"AAD" = Dangerous goods, technical name, proper shipping name.

+

+

+

c108.e4440(1) Free text: Description of hazard material in plain language.  
(M an..70) One element of maximum 70 characters to be given only for the  
description. Transmit the text "NIL", if no description is  
available and one or both of the following data elements must  
be transmitted.

:

c108.e4440(2) Free text: The net weight in kilos of the hazardous material  
(O an..70) to be transmitted here.

:

c108.e4440(3) Free text: The DG-reference number as allocated by the  
(O an..70) central planner, if known.

,

N.B. Use of this segment must be agreed between partners.

**UNT**

(M1)

**MESSAGE TRAILER**

+

e0074           Number of segments in the message, including UNH and UNT  
(M n..6)       segments, but excluding UNA, UNB and UNZ segments.

+

e0062           Message reference number: This reference must be identical to  
(M an..14)     the reference in the UNH-segment (e0062).

,

**UNZ****INTERCHANGE TRAILER**

(M1)

+

e0036            Interchange Control Count: The number of messages in the  
(M n..6)            interchange.

+

e0020            Interchange Control Reference: This reference must be  
(M an..14)        identical to the reference in the UNB-segment (e0020).

+

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## 5. SPECIAL USER GUIDELINES

### 5.1. Break-bulk cargo (B/B)

Principle: For every piece of cargo in one stowage cell there has to be one **grp2** occurrence.

A break bulk piece has to be described by one **grp2** for every stowage cell which is used by this piece. The cargo is to be identified as B/B in segment FTX.

All relevant information concerning the cargo has to be inserted under the "Leading Stowage Position" which is the first relevant stowage position mentioned within the sequence of a message irrespective of possibly used equipment for this load. Segment RFF carries qualifier "ET" in e1153 and stowage position in e1154 if more than one cell is occupied by this piece. Segment EQD carries qualifier "BB" in e8053 and break bulk reference in e8260. The format of the break bulk reference is: "BB" concatenated with UN-Locode of POL concatenated with a five digit number, e.g. "BBDEHAM00001", "BBNLRM48901". This reference number is to be generated by the party which inserts the break bulk piece into the message. The number must not be modified even if this piece is re-stowed.

The other used slots will just carry stowage position number and reference to "Leading Stowage Position" in segment RFF (same procedure as for odd-sized cargo: qualifier "ET" in e1153, stowage position in e1154) and break bulk reference as described above in segment EQD.

This is to be done for every single piece of break bulk.

Possibly used equipment (flat-rack or platform) has to be described as any other container.

Thus, in case of so-called "Sandwich-Stow" (Flat and Platform in one position) there have to be two occurrences of **grp2** for the used equipment (in addition of the **grp2** which describes the break bulk).

See next pages for a detailed description of some examples.

**Example # 1 a:**

Break-bulk piece without any equipment.

1 piece of machinery 32500 kilos, 890x250x320cm, from Hamburg to Singapore occupying bay 12 rows 00,02,04 tier 06.

**EDIFACT:****Comment:**

LOC+147+0120006::5'	Leading cell position
FTX+AAA+++1 PIECE MACHINERY'	It is break-bulk
MEA+WT++KGM:32500'	Weight of the cargo
DIM+1+CMT:890:250:320'	Measurements
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00001'	Break-Bulk reference number
NAD+CA+ABC:172:20'	Carrier of the uncon piece
LOC+147+0120206::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00001'	Break-Bulk reference number
LOC+147+0120406::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00001'	Break-Bulk reference number

**Example # 1 b:**

Two Break-bulk pieces without any equipment.  
Both of them sharing the same slots.

1 piece of machinery 32500 kilos, 890x250x320cm, from Hamburg  
to Singapore occupying bay 12 rows 00,02,04 tier 06.

1 piece of machinery 25000 kilos, 550x250x108, from Hamburg  
to Hong Kong occupying bay 12 rows 00,02 tier 06.

<b>EDIFACT:</b>	<b>Comment:</b>
LOC+147+0120006::5'	Leading cell position of first break-bulk piece
FTX+AAA+++1 PIECE MACHINERY'	It is break-bulk
MEA+WT++KGM:32500'	Weight of the cargo
DIM+1+CMT:890:250:320'	Measurements
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00002'	Break-Bulk reference number
NAD+CA+ABC:172:20'	Carrier of the uncon piece
LOC+147+0120206::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00002'	Break-Bulk reference number
LOC+147+0120406::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00002'	Break-Bulk reference number
LOC+147+0120006::5'	Leading cell position of second break-bulk piece
FTX+AAA+++1 PIECE MACHINERY'	It is break-bulk
MEA+WT++KGM:25000'	Weight of the cargo
DIM+1+CMT:550:250:108'	Measurements
LOC+9+DEHAM'	Load port
LOC+11+HKHKG'	Discharge port
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00003'	Break-Bulk reference number
NAD+CA+XYZ:172:20'	Carrier of the uncon piece
LOC+147+0120206::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00003'	Break-Bulk reference number

**Example # 1 c:**

One Break-bulk piece with equipment.

1 piece of machinery 32500 kilos, 890x250x320cm, from Hamburg to Singapore occupying bay 12 rows 00,02,04 tier 06.

Loaded on 3 flats number ECTU4235876 ECTU4246733 and ECTU4248891 Tare weight of flats is 4250 kilos each. The flats are loaded in Hamburg. One flat will be discharged in Singapore. The other two flats will be discharged in Tokyo.

<b>EDIFACT:</b>	<b>Comment:</b>
LOC+147+0120006:::5'	Leading cell position
FTX+AAA+++1 PIECE MACHINERY'	It is break-bulk
MEA+WT++KGM:32500'	Weight of the cargo
DIM+1+CMT:890:250:320'	Measurements
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00004'	Break-Bulk reference number
NAD+CA+ABC:172:20'	Carrier of the uncon piece
LOC+147+0120206:::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00004'	Break-Bulk reference number
LOC+147+0120406:::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00004'	Break-Bulk reference number
LOC+147+0120006:::5'	Cell position of first flat
MEA+WT++KGM:4250'	Weight of the flat
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4235876+4361+++4'	Flat details
NAD+CA+ABC:172:20'	Carrier of the flat
LOC+147+0120206:::5'	Cell position of second flat
MEA+WT++KGM:4250'	Weight of the flat
LOC+9+DEHAM'	Load port
LOC+11+JPTYO'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4246733+4361+++4'	Flat details
NAD+CA+XYZ:172:20'	Carrier of the flat
LOC+147+0120406:::5'	Cell position of third flat
MEA+WT++KGM:4250'	Weight of the flat
LOC+9+DEHAM'	Load port
LOC+11+JPTYO'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4248891+4361+++4'	Flat details
NAD+CA+PRQ:172:20'	Carrier of the flat



**Example # 1 d:**

One Break-bulk piece stowed on platforms and with upside down flat-racks on top of it (sandwich stow).

One break-bulk piece of 105 tons from Hamburg to Singapore.  
Occupying bay 12 rows 00,02,04 tier 04. Loaded on 3 platforms and with 3 flat-racks turned upside down on top of it.

**EDIFACT:****Comment:**

The break-bulk piece:

LOC+147+0120004::5'	Leading cell position
FTX+AAA+++1 PIECE MACHINERY'	It is break-bulk
MEA+WT++KGM:10500'	Weight of the cargo
DIM+1+CMT:890:440:290'	Measurements
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+ET:0120004'	Reference to leading cell position
EQD+BB+DEHAM00005'	Break-Bulk reference number
NAD+CA+ABC:172:20'	Carrier of the uncon piece

**Additional slots occupied by the break-bulk piece:**

LOC+147+0120204::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120004'	Reference to leading cell position
EQD+BB+DEHAM00005'	Break-Bulk reference number
LOC+147+0120404::5'	Next cell occupied by the piece
MEA+WT++KGM:0'	Dummy segment
RFF+ET:0120004'	Reference to leading cell position
EQD+BB+DEHAM00005'	Break-Bulk reference number

**Supporting flat-racks:**

LOC+147+0120004::5'	Cell position of first flat-rack
MEA+WT++KGM:3200'	Weight of the flat-rack
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+HALO 4235876+4361+++4'	Flat-rack details
NAD+CA+ABC:172:20'	Carrier of the flat-rack
LOC+147+0120204::5'	Cell position of second flat-rack
MEA+WT++KGM:3200'	Weight of the flat-rack
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+HALO 4246733+4361+++4'	Flat-rack details
NAD+CA+XYZ:172:20'	Carrier of the flat-rack
LOC+147+0120404::5'	Cell position of third platform
MEA+WT++KGM:3200'	Weight of the flat-rack
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+HALO 4248891+4361+++4'	Flat-rack details
NAD+CA+PRQ:172:20'	Carrier of the flat-rack

Supporting flat-racks turned around:

LOC+147+0120006::5'	Cell position of first flat-rack
FTX+SIN+++UPSIDE DOWN'	Optional remark
MEA+WT++KGM:3250'	Weight of the flat-rack
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4235876+4361+++4'	Flat-rack details
NAD+CA+ABC:172:20'	Carrier of the flat-rack
LOC+147+0120206::5'	Cell position of second flat-rack
FTX+SIN+++UPSIDE DOWN'	Optional remark
MEA+WT++KGM:3250'	Weight of the flat-rack
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4246733+4361+++4'	Flat-rack details
NAD+CA+XYZ:172:20'	Carrier of the flat-rack
LOC+147+0120406::5'	Cell position of third flat
FTX+SIN+++UPSIDE DOWN'	Optional remark
MEA+WT++KGM:3250'	Weight of the flat-rack
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4248891+4361+++4'	Flat-rack details
NAD+CA+PRQ:172:20'	Carrier of the flat-rack

**Example # 1 e:**

One Break-bulk piece loaded on two platforms with wood in between (sandwich stow).

1 piece of machinery 32500 kilos, 890x250x220 cm, from Hamburg to Singapore occupying bay 12 row 00 tier 06 loaded on two platforms number ECTU4246733 and ECTU4248891.

Tare-weight of the platforms is 4250 kilos each. The platforms have been loaded in Southampton and will be discharged in Tokyo.

**EDIFACT:****Comment:**

LOC+147+0120006::5'	Leading cell position
FTX+AAA+++1 PIECE MACHINERY'	It is break-bulk
MEA+WT++KGM:32500'	Weight of the cargo
DIM+1+CMT:890:250:220'	Measurements
LOC+9+DEHAM'	Load port
LOC+11+SGSIN'	Discharge port
RFF+ET:0120006'	Reference to leading cell position
EQD+BB+DEHAM00004'	Break-Bulk reference number
NAD+CA+ABC:172:20'	Carrier of the uncon piece
LOC+147+0120006::5'	Cell position of first platform
FTX+SIN+++SANDWICH STOW BOTTOM'	Optional remark
MEA+WT++KGM:4250'	Weight of the platform
LOC+9+GBSOU'	Load port
LOC+11+JPTYO'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4246733+4960+++4'	Platform details
NAD+CA+ABC:172:20'	Carrier of the platform
LOC+147+0120006::5'	Cell position of second platform
FTX+SIN+++SANDWICH STOW TOP'	Optional remark
MEA+WT++KGM:4250'	Weight of the platform
LOC+9+GBSOU'	Load port
LOC+11+JPTYO'	Discharge port
RFF+BM:1'	Dummy segment
EQD+CN+ECTU 4248891+4960+++4'	Platform details
NAD+CA+XYZ:172:20'	Carrier of the platform

## 5.2 Verified Gross Mass (VGM)

### References:

SOLAS Regulation 2, Chapter VI, Paragraphs 4,5,6

IMO MSC.1/Circ.1475, "Guidelines regarding the verified gross mass of a container carrying cargo"

This message version may be used to transmit data about VGM of containers. Usage of the according data elements is optional and needs to be agreed between communication partners. This version of message BAPLIE provides for transmission of

- A. Indication whether a specified gross mass has been verified or not
- B. Additional information providing evidence of verification

### A. Indication whether a specified gross mass is verified or not

The verified gross mass of a container is to be specified by qualifier **VGM** in its grp2 MEA segment (see page 18). Qualifier VGM must only be used if container's gross weight has been verified according to SOLAS regulations. In any other case qualifier WT must be used.

For uniqueness of verified gross mass information only a single container can be transmitted per instance of grp2. In case of multiple container in one stowage position transmission of VGM information needs to be bi-laterally agreed.

### B. Evidence of gross mass verification

Further information providing evidence of a specified VGM can be transmitted in the grp2 FTX segment with qualifier AAY (see page 16). Evidence information is transmitted as verbal text allowing systems to render information to human readers.

The type of evidence information actually transmitted in the FTX segment is to be specified in C107.4441 as code defined in **SMDG code list VGM**. It can be downloaded from <http://www.smdg.org/smdg-code-lists/>.

For each defined code the list provides guidance on usage of the data elements in c108.

### EXAMPLES (Edifact layout is adjusted for clarification):

- a) Specification of a container with verified gross mass no additional information providing evidence is specified.

...	
LOC+147+0020082'	stowage location
MEA+VGM++KGM:24713'	verified gross mass
LOC+9+CNSHA+SGICT'	port/terminal of loading
LOC+11+CAVAN+VTM'	port/terminal of discharge
RFF+BM:1'	(formal dummy segment)
EQD+CN+ABCU1234567+42G1+++5'	container ID, type, etc
...	next stowage location

- b) Specification of the same container as in example a) but now including a reference where documentation of VGM can be found.

...  
 LOC+147+0020082'  
 FTX+AAY++DRF+  
 201606211600UTC:  
 LINE BRANCH OFFICE SA OPS; STREET;CITY;COUNTRY:  
 PHONE;EMAIL:  
 VOYNO-ABCU1234567'  
 MEA+VGM++KGM:24713'  
 LOC+9+CNSHA+SGICT'  
 LOC+11+CAVAN+VTM'  
 RFF+BM:1'  
 EQD+CN+ABCU1234567+42G1+++5'  
 ...

stowage location  
**reference to VGM documents**  
 date/time when issued  
 party holding documents.  
 communication contact  
 documents reference ID  
 (verification method omitted)  
**verified gross mass**  
 port/terminal of loading  
 port/terminal of discharge  
 (formal dummy segment)  
**container ID, type, etc**  
 next stowage location

- c) Specification of a container with verified gross mass and information about the certificate issued for verification.

...  
 LOC+147+0010203'  
 FTX+AAY++SM1+  
 201606211600UTC+  
 CARGO WEIGHT LTD;STREET;CITY;PHONE;EMAIL:  
 JOHN SMITH;WEIGHT MASTER EAST GATE:  
 JOHN SMITH:  
 US'  
 MEA+VGM++KGM:17246'  
 LOC+9+CNSHA+SGICT'  
 LOC+11+CAVAN+VTM'  
 RFF+BM:1'  
 EQD+CN+DEFU1234567+22G1+++5'  
 ...

stowage location  
**documentation of method 1**  
 date/time when issued  
 weighing party., contact addr.  
 responsible person  
 EDI signature  
 verification country  
**verified gross mass**  
 port/terminal of loading  
 port/terminal of discharge  
 (formal dummy segment)  
**container ID, type, etc**  
 next stowage location

- d) Same container as in example a), but without verified gross mass

...  
 LOC+147+0010203'  
 MEA+WT++KGM:17246'  
 LOC+9+CNSHA+SGICT'  
 LOC+11+CAVAN+VTM'  
 RFF+BM:1'  
 EQD+CN+DEFU1234567+22G1+++5'  
 ...

stowage location  
**gross mass, not verified**  
 port/terminal of loading  
 port/terminal of discharge  
 (formal dummy segment)  
**container ID, type, etc**  
 next stowage location

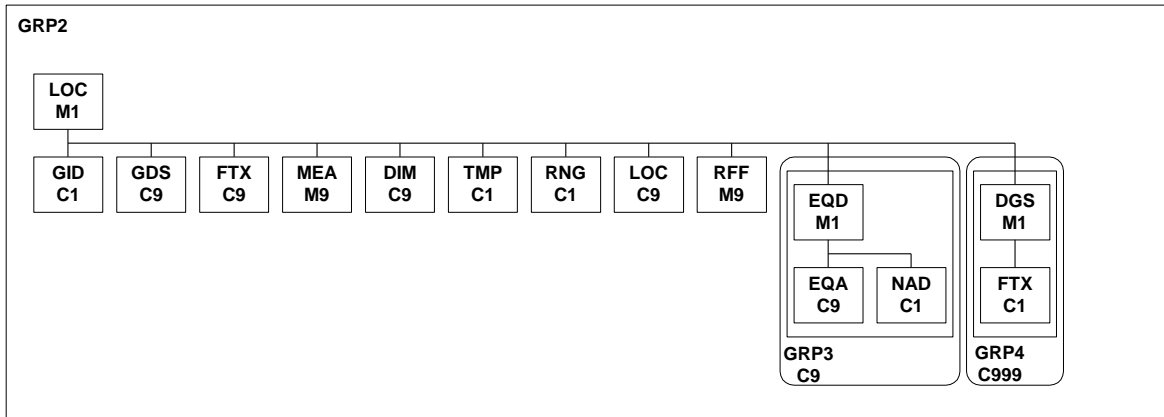
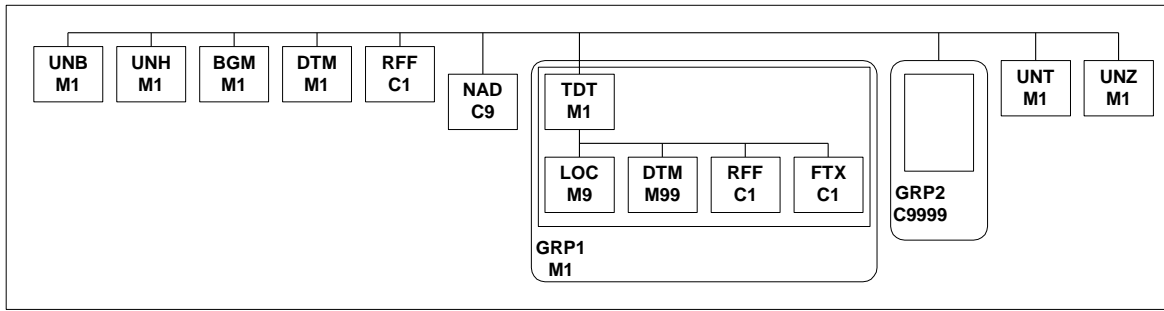
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**6. EXAMPLE MESSAGE**

This page is reserved for the example message

7. MESSAGE STRUCTURE DIAGRAM

**BAPLIE 2.1**





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## 8. SEGMENT DIRECTORY (D.95B)

**BGM BEGINNING OF MESSAGE**

To indicate the type and function of a message and to transmit the identifying number.

C002	DOCUMENT/MESSAGE NAME	C	
1001	DOCUMENT/MESSAGE NAME, CODED	C	AN..3
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
1000	DOCUMENT/MESSAGE NAME	C	AN..35
1004	DOCUMENT/MESSAGE NUMBER	C	AN..35
1225	MESSAGE FUNCTION, CODED	C	AN..3
4343	RESPONSE TYPE, CODED	C	AN..3

**DGS DANGEROUS GOODS**

To identify dangerous goods.

8273	DANGEROUS GOODS REGULATIONS, CODED	C	AN..3
C205	HAZARD CODE	C	
8351	HAZARD CODE IDENTIFICATION	M	AN..7
8078	HAZARD SUBSTANCE/ITEM/PAGE NUMBER	C	AN..7
8092	HAZARD CODE VERSION NUMBER	C	AN..10
C234	UNDG INFORMATION	C	
7124	UNDG NUMBER	C	N4
7088	DANGEROUS GOODS FLASHPOINT	C	AN..8
C223	DANGEROUS GOODS SHIPMENT FLASHPOINT	C	
7106	SHIPMENT FLASHPOINT	C	N3
6411	MEASURE UNIT QUALIFIER	C	AN..3
8339	PACKING GROUP, CODED	C	AN..3
8364	EMS NUMBER	C	AN..6
8410	MFAG	C	AN..4
8126	TREM CARD NUMBER	C	AN..10
C235	HAZARD IDENTIFICATION	C	
8158	HAZARD IDENTIFICATION NUMBER, UPPER PART	C	AN..4
8186	SUBSTANCE IDENTIFICATION NUMBER, LOWER PART	C	AN4
C236	DANGEROUS GOODS LABEL	C	
8246	DANGEROUS GOODS LABEL MARKING	C	AN..4
8246	DANGEROUS GOODS LABEL MARKING	C	AN..4
8246	DANGEROUS GOODS LABEL MARKING	C	AN..4
8255	PACKING INSTRUCTION, CODED	C	AN..3
8325	CATEGORY OF MEANS OF TRANSPORT, CODED	C	AN..3
8211	PERMISSION FOR TRANSPORT, CODED	C	AN..3

**DIM DIMENSIONS**

To specify dimensions.

6145	DIMENSION QUALIFIER	M	AN..3
C211	DIMENSIONS	M	
6411	MEASURE UNIT QUALIFIER	M	AN..3
6168	LENGTH DIMENSION	C	N..15
6140	WIDTH DIMENSION	C	N..15
6008	HEIGHT DIMENSION	C	N..15

**DTM DATE/TIME/PERIOD**

To specify date, time, period.

C507	DATE/TIME/PERIOD	M	
2005	DATE/TIME/PERIOD QUALIFIER	M	AN..3
2380	DATE/TIME/PERIOD	C	AN..35
2379	DATE/TIME/PERIOD FORMAT QUALIFIER	C	AN..3

**EQA ATTACHED EQUIPMENT**

To specify attached or related equipment.

8053	EQUIPMENT QUALIFIER	M	AN..3
C237	EQUIPMENT IDENTIFICATION	C	
8260	EQUIPMENT IDENTIFICATION NUMBER	C	AN..17
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
3207	COUNTRY, CODED	C	AN..3

**EQD EQUIPMENT DETAILS**

To identify a unit of equipment.

8053	EQUIPMENT QUALIFIER	M	AN..3
C237	EQUIPMENT IDENTIFICATION	C	
8260	EQUIPMENT IDENTIFICATION NUMBER	C	AN..17
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
3207	COUNTRY, CODED	C	AN..3
C224	EQUIPMENT SIZE AND TYPE	C	
8155	EQUIPMENT SIZE AND TYPE IDENTIFICATION	C	AN..10
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
8154	EQUIPMENT SIZE AND TYPE	C	AN..35
8077	SHIPPER SUPPLIED EQUIPMENT INDICATOR, CODED	C	AN..3
8249	EQUIPMENT STATUS, CODED	C	AN..3
8169	FULL/EMPTY INDICATOR, CODED	C	AN..3

**FTX FREE TEXT**

To provide free form or coded text information.

4451	TEXT SUBJECT QUALIFIER	M	AN..3
4453	TEXT FUNCTION, CODED	C	AN..3
C107	TEXT REFERENCE	C	
4441	FREE TEXT, CODED	M	AN..3
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
C108	TEXT LITERAL	C	
4440	FREE TEXT	M	AN..70
4440	FREE TEXT	C	AN..70
4440	FREE TEXT	C	AN..70
4440	FREE TEXT	C	AN..70
4440	FREE TEXT	C	AN..70
3453	LANGUAGE, CODED	C	AN..3

**GDS NATURE OF CARGO**

To indicate the type of cargo as a general classification.

C703	NATURE OF CARGO	C	
7085	NATURE OF CARGO, CODED	M	AN..3
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3

**GID GOODS ITEM DETAILS**

To indicate totals of a goods item.

1496	GOODS ITEM NUMBER	C	N..5
C213	NUMBER AND TYPE OF PACKAGES	C	
7224	NUMBER OF PACKAGES	M	N..8
7065	TYPE OF PACKAGES IDENTIFICATION	C	AN..17
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
7064	TYPE OF PACKAGES	C	AN..35
C213	NUMBER AND TYPE OF PACKAGES	C	
7224	NUMBER OF PACKAGES	M	N..8
7065	TYPE OF PACKAGES IDENTIFICATION	C	AN..17
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
7064	TYPE OF PACKAGES	C	AN..35
C213	NUMBER AND TYPE OF PACKAGES	C	
7224	NUMBER OF PACKAGES	M	N..8
7065	TYPE OF PACKAGES IDENTIFICATION	C	AN..17
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
7064	TYPE OF PACKAGES	C	AN..35

**LOC PLACE/LOCATION IDENTIFICATION**

To identify a country/place/location/related location one  
related location two.

3227	PLACE/LOCATION QUALIFIER	M	AN..3
C517	LOCATION IDENTIFICATION	C	
3225	PLACE/LOCATION IDENTIFICATION	C	AN..25
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
3224	PLACE/LOCATION	C	AN..17
C519	RELATED LOCATION ONE IDENTIFICATION	C	
3223	RELATED PLACE/LOCATION ONE IDENTIFICATION	C	AN..25
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
3222	RELATED PLACE/LOCATION ONE	C	AN..70
C553	RELATED LOCATION TWO IDENTIFICATION	C	
3233	RELATED PLACE/LOCATION TWO IDENTIFICATION	C	AN..25
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
3232	RELATED PLACE/LOCATION TWO	C	AN..70
5479	RELATION, CODED	C	AN..3

**MEA MEASUREMENTS**

To specify physical measurements, including dimension  
tolerances, weights and counts.

6311	MEASUREMENT APPLICATION QUALIFIER	M	AN..3
C502	MEASUREMENT DETAILS	C	
6313	MEASUREMENT DIMENSION, CODED	C	AN..3
6321	MEASUREMENT SIGNIFICANCE, CODED	C	AN..3
6155	MEASUREMENT ATTRIBUTE, CODED	C	AN..3
6154	MEASUREMENT ATTRIBUTE	C	AN..70
C174	VALUE/RANGE	C	
6411	MEASURE UNIT QUALIFIER	M	AN..3
6314	MEASUREMENT VALUE	C	N..18
6162	RANGE MINIMUM	C	N..18
6152	RANGE MAXIMUM	C	N..18
6432	SIGNIFICANT DIGITS	C	N..2
7383	SURFACE/LAYER INDICATOR, CODED	C	AN..3

**NAD NAME AND ADDRESS**

To specify the name/address and their related function,  
either by C082 only and/or unstructured by C058 or structured  
by C080 thru 3207.

3035	PARTY QUALIFIER	M	AN..3
C082	PARTY IDENTIFICATION DETAILS	C	
3039	PARTY ID IDENTIFICATION	M	AN..35
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
C058	NAME & ADDRESS	C	
3124	NAME AND ADDRESS LINE	M	AN..35
3124	NAME AND ADDRESS LINE	C	AN..35
3124	NAME AND ADDRESS LINE	C	AN..35
3124	NAME AND ADDRESS LINE	C	AN..35
3124	NAME AND ADDRESS LINE	C	AN..35
C080	PARTY NAME	C	
3036	PARTY NAME	M	AN..35
3036	PARTY NAME	C	AN..35
3036	PARTY NAME	C	AN..35
3036	PARTY NAME	C	AN..35
3036	PARTY NAME	C	AN..35
3045	PARTY NAME FORMAT, CODED	C	AN..3
C059	STREET	C	
3042	STREET AND NUMBER/P.O.BOX	M	AN..35
3042	STREET AND NUMBER/P.O.BOX	C	AN..35
3042	STREET AND NUMBER/P.O.BOX	C	AN..35
3164	CITY NAME	C	AN..35
3229	COUNTRY SUB-ENTITY IDENTIFICATION	C	AN..9
3251	POSTCODE IDENTIFICATION	C	AN..9
3207	COUNTRY, CODED	C	AN..3

**RFF REFERENCE**

To specify a reference.

C506	REFERENCE	M	
1153	REFERENCE QUALIFIER	M	AN..3
1154	REFERENCE NUMBER	C	AN..35
1156	LINE NUMBER	C	AN..6
4000	REFERENCE VERSION NUMBER	C	AN..35

**RNG RANGE DETAILS**

To identify a range.

6167	RANGE TYPE QUALIFIER	M	AN..3
C280	RANGE	C	
6411	MEASURE UNIT QUALIFIER	M	AN..3
6162	RANGE MINIMUM	C	N..18
6152	RANGE MAXIMUM	C	N..18

**TDT DETAILS OF TRANSPORT**

To specify mode and means of transport.

8051	TRANSPORT STAGE QUALIFIER	M	AN..3
8028	CONVEYANCE REFERENCE NUMBER	C	AN..17
C220	MODE OF TRANSPORT	C	
8067	MODE OF TRANSPORT, CODED	C	AN..3
8066	MODE OF TRANSPORT	C	AN..17
C228	TRANSPORT MEANS	C	
8179	TYPE OF MEANS OF TRANSPORT IDENTIFICATION	C	AN..8
8178	TYPE OF MEANS OF TRANSPORT	C	AN..17
C040	CARRIER	C	
3127	CARRIER IDENTIFICATION	C	AN..17
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
3128	CARRIER NAME	C	AN..35
8101	TRANSIT DIRECTION, CODED	C	AN..3
C401	EXCESS TRANSPORTATION INFORMATION	C	
8457	EXCESS TRANSPORTATION REASON, CODED	M	AN..3
8459	EXCESS TRANSPORTATION RESPONSIBILITY, CODED	M	AN..3
7130	CUSTOMER AUTHORIZATION NUMBER	C	AN..17
C222	TRANSPORT IDENTIFICATION	C	
8213	ID OF MEANS OF TRANSPORT IDENTIFICATION	C	AN..9
1131	CODE LIST QUALIFIER	C	AN..3
3055	CODE LIST RESPONSIBLE AGENCY, CODED	C	AN..3
8212	ID OF MEANS OF TRANSPORT	C	AN..35
8453	NATIONALITY OF MEANS OF TRANSPORT, CODED	C	AN..3
8281	TRANSPORT OWNERSHIP, CODED	C	AN..3

**TMP TEMPERATURE**

To specify the temperature range and/or setting.

6245	TEMPERATURE QUALIFIER	M	AN..3
C239	TEMPERATURE SETTING	C	
6246	TEMPERATURE SETTING	C	N3
6411	MEASURE UNIT QUALIFIER	C	AN..3

**UNB INTERCHANGE HEADER**

To start, identify and specify an interchange.

S001	SYNTAX IDENTIFIER	M	
0001	SYNTAX IDENTIFIER	M	A4
0002	SYNTAX VERSION NUMBER	M	N1
S002	INTERCHANGE SENDER	M	
0004	SENDER IDENTIFICATION	M	AN..35
0007	PARTNER IDENTIFICATION CODE QUALIFIER	C	AN..4
0008	ADDRESS FOR REVERSE ROUTING	C	AN..14
S003	INTERCHANGE RECIPIENT	M	
0010	RECIPIENT IDENTIFICATION	M	AN..35
0007	PARTNER IDENTIFICATION CODE QUALIFIER	C	AN..4
0014	ROUTING ADDRESS	C	AN..14
S004	DATE/TIME OF PREPARATION	M	
0017	DATE OF PREPARATION	M	N6
0019	TIME OF PREPARATION	M	N4
0020	INTERCHANGE CONTROL REFERENCE	M	AN..14
S005	RECIPIENTS REFERENCE PASSWORD	C	
0022	RECIPIENT'S REFERENCE/PASSWORD	M	AN..14
0025	RECIPIENT'S REFERENCE/PASSWORD QUALIFIER	C	AN2
0026	APPLICATION REFERENCE	C	AN..14
0029	PROCESSING PRIORITY CODE	C	A1
0031	ACKNOWLEDGEMENT REQUEST	C	N1
0032	COMMUNICATIONS AGREEMENT ID	C	AN..35
0035	TEST INDICATOR	C	N1

**UNH MESSAGE HEADER**

To head, identify and specify a message.

0062	MESSAGE REFERENCE NUMBER	M	AN..14
S009	MESSAGE IDENTIFIER	M	
0065	MESSAGE TYPE IDENTIFIER	M	AN..6
0052	MESSAGE TYPE VERSION NUMBER	M	AN..3
0054	MESSAGE TYPE RELEASE NUMBER	M	AN..3
0051	CONTROLLING AGENCY	M	AN..2
0057	ASSOCIATION ASSIGNED CODE	C	AN..6
0068	COMMON ACCESS REFERENCE	C	AN..35
S010	STATUS OF THE TRANSFER	C	
0070	SEQUENCE MESSAGE TRANSFER NUMBER	M	N..2
0073	FIRST/LAST SEQUENCE MESSAGE TRANSFER INDICATION	C	A1



**UNT MESSAGE TRAILER**

To end and check the completeness of a message.

0074	NUMBER OF SEGMENTS IN A MESSAGE	M	N..6
0062	MESSAGE REFERENCE NUMBER	M	AN..14

**UNZ INTERCHANGE TRAILER**

To end and check the completeness of an interchange.

0036	INTERCHANGE CONTROL COUNT	M	N..6
0020	INTERCHANGE CONTROL REFERENCE	M	AN..14

## 9. SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING

This draft is the result of work carried out by a SMDG-Subgroup. It was set up mainly on TEDIS drafts (May 1991/January 1994) but ideas and comments of EDI Council of Canada, American Bar Association, UN/ECE Recommendations and German DIN also were taken into account. So - in general - this draft can be seen as a globally oriented Understanding.

Version 1

September 1994

**SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING****0. Introduction**

The terms and conditions of this Understanding which can be used in bilateral or multilateral EDI relationships shall govern the conduct and methods of operation between the Parties in relation to the interchange of data by tele-transmission for the purpose of or associated with the supply of vessel, inland carriers and container related data. They take account of the Uniform Rules of Conduct for Interchange of Trade Data by Tele-transmission as adopted by the International Chamber of Commerce and in conjunction with the TEDIS Program European Model EDI Agreement. The Understanding is considered to be a contractual framework setting out intentions and clarifying rights and obligations. If necessary additional rules might be agreed between Parties, these rules are specific/bilateral and can be worked out in an appendix. Parties in this Understanding are:

Shipping Lines; Agents; Container Terminals; Stevedores, Inland Carriers, etc.

(Detail of the parties: see enclosure A)

**SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING****1. Definitions**

For the purposes of the EDI Understanding the following definitions shall apply:

Acknowledgment of Receipt:

A message acknowledging or rejecting, with error indication, a received interchange, a functional group or a message.

Message verification

Message verification includes the identification, authentication and verification of the integrity and origin of a message by use of an authentication mechanism such as a digital signature and/or any alternative security means or procedures to establish that a message is genuine.

Adopted protocol

An accepted method for the interchange of messages based on the UN/EDIFACT standard (agreed version) for the presentation and structuring of the transmission of messages, or such other protocol as may be agreed in writing by the Parties.

Data Transfer

One more EDI-messages sent together as one unit of transmission, which includes the heading and termination data in accordance with UN/EDIFACT.

Days

Any day.

Data Log

The complete historical and chronological record of interchanged data representing the messages interchanged between the Parties.

EDI

Electronic Data Interchange is the transmission of data structured according to agreed message standards, between information systems, by electronic means.

EDI message

A coherent set of data, structured according to agreed message standards, for transmission by electronic means, prepared in a computer readable format and capable of being automatically and unambiguously processed.

Technical Annex (see enclosure B)

The Technical Annex consists of:

User manual (for example for BAPLIE, MOVINS, TANSTA), a handbook with message specifications as descriptions of data elements, segments, and data structures.

Technical specifications as systems operation, methods of transmission, third Party providers.

Procedural/organizational rules: E.g. the communication pattern between a stowage Center and a member of related container terminals; acknowledgement of receipt, message verification.

UN/EDIFACT

The United Nations rules for Electronic Data Interchange for Administration,

Commerce and Transport, comprising a set of internationally agreed standards, directories and guidelines for the electronic interchange of structured data, and in particular, interchange related to trade and goods and services, between independent and computerized information systems.

**SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING****2. Object and Scope**

The provisions contained in this EDI Understanding shall govern the exchange of EDI messages between named Parties.

The provision of the Technical Annex form an integral part of the EDI Understanding. Accordingly, the breach of any of the provisions contained within the Technical Annex shall be a breach of the EDI Understanding itself.

When Parties mutually agree in writing upon additional provisions to this Understanding, such provisions shall form an integral part of this Understanding.

Parties agree that all EDI Messages shall be transmitted in accordance with the provisions of the adopted protocol for Data Interchange, as specified in the Technical Annex.

**3. Applicability**

The Container Handling Agreement covers all contingencies not covered and/or addressed in this EDI Understanding. In case of non conformity of this EDI Understanding and the Container Handling Agreement, this EDI Understanding shall prevail in respect of data interchange only.

**4. Operational Requirements for EDI****4.1 Message Standards**

All EDI messages shall be transmitted in accordance with the UN/EDIFACT standards (EDIFACT syntax rules ISO 9735, latest version) and recommendations and their updated versions, as approved and published by the United Nations Economic Commission for Europe (UN/ECE) in the United Nations Trade Data Interchange Directory (UNTDID), details of which are set out in the technical annex - part USER MANUAL.

**4.2 Systems Operation**

The Parties shall provide and maintain, to the level specified in the Technical Annex, the equipment (hardware), software and services necessary to effectively transmit, receive, log and store EDI messages.

**4.3 Method of Transmission**

The Parties shall agree between themselves a method of transmission and, if required, use the services of Third Party Network Providers.

**4.4 Specifications**

All specifications and details regarding 4.1., 4.2., and 4.3., shall be as set out in the Technical Annex.

The Parties shall conduct such tests as may be mutually defined from time to time to establish and monitor the adequacy of the standards, hardware, software, protocols, services or any of the relevant specifications for the

purpose of this Understanding.

**SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING****5. Acknowledgement of Receipt of EDI Messages**

**5.1** In addition to the acknowledgements included in the telecommunication protocols, the Parties may agree that the receiver of an EDI Message sends an acknowledgement of receipt of the message. Alternatively the Parties may define in the Technical Annex, the extent to which any messages sent and received will be subject to an acknowledgement of receipt. A message to be acknowledged must not be acted upon before complying with the request for an acknowledgement.

**5.2** If Parties mutually agree upon an acknowledgement of receipt this acknowledgement of receipt of an EDI message shall be send in such time as is defined in the Technical Annex. In the event that no specific time limits have been agreed or stated in the Technical Annex, the acknowledgement shall be send within one working day following the day of receipt of the EDI message to be acknowledged.

**5.3** If the sender does not receive the acknowledgement of receipt within the time limit, he may, upon giving notification to the receiver to that effect, treat the Message as null and void as from the expiration of that time limit or initiative an alternative recovery procedure as specified in the Technical Annex, to ensure effective receipt of the acknowledgement.

In case of failure of recovery procedure, within the time limit, the Message will definitely be treated as null and void, as from the expiration of that time limit, upon notification to the receiver.

**6. Processing of EDI Messages**

The Parties undertake to process or ensure their system processes the EDI messages within any time limits specified in the Technical Annex, or as agreed between the Parties, or in the absence of such, as soon as possible.

**7. Security of EDI Messages**

The Parties will only be responsible and liable for breaking the rules of verification, identification and authentication in case of gross negligence or willful misconduct.

**7.1** The Parties undertake to implement and maintain control and security procedures and measures necessary to ensure the protection of messages against the risk of unauthorized access, loss or destruction.

**7.2** In addition to the elements of control relevant for EDI messages provided by the UN/EDIFACT rules, the Parties shall agree on procedures or methods to ensure message verification. The specifications relating to the message verification should be set out in the Technical Annex.

When message verification results in the rejection of, or the detection of an error in an EDI message, the receiver will inform the sender thereof within the time limits specified in the Technical Annex or agreed between the Parties, provided the sender is identified, and will not act upon the message before receiving instructions to do so, from the sender.

If a sender of an EDI Message includes non-modified data from a previous EDI Message into a new EDI Message, the sender is not liable for the



completeness and accuracy of this non-modified data.

**7.3** For security purposes, the Parties may agree to use a specific form of protection for certain messages such as a method of encryption or any other method agreed between the Parties, as long as it is permitted by law. The same method shall be respected for any subsequent transmissions or re-transmissions of a protected message.

**SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING****8. Confidentiality**

The Parties shall ensure that messages containing information specified to be confidential by the sender or agreed to be confidential between the Parties, are maintained in confidence and are not disclosed or transmitted to any unauthorized persons nor used for any purposes other than those intended by the Parties.

Messages shall not be regarded as containing confidential information to the extent that such information is legitimately in the public domain. The same degree of confidentiality as specified, in this clause, shall be respected on any authorized disclosure to another person.

**9. Force Majeure**

A Party shall not be deemed to be in breach of this Understanding or otherwise be liable to any other Party, by reason of any delay in performance, or non-performance, of any of its obligations hereunder to the extent that such delay or non-performance is due to any Force Majeure of which he has immediately notified such other Party; and the time for performance of that obligation shall be extended accordingly. Any cause of this delay shall in so far as possible be remedied with all reasonable dispatch. However, should the extended time for performance that one of the parties is rendered unable by force majeure to carry out its obligations under this Understanding, exceed . . . days, the other party it entitled to terminate this Understanding without costs.

**10. Default**

Upon becoming aware of any circumstances resulting in failure, delay or error in performing its obligations, each Party shall immediately inform the other Party(ies) hereto and use their best endeavours to communicate by alternative means.

Any planned non - availability of either Party's interchange facility must be reported 48 hours in advance to the other Party.

**11. Logging, Recording, and Storage of EDI Messages**

**11.1** Each Party will keep, a data log, to store all EDI Messages. These shall be stored by the sender in the transmitted format and by the receiver in the format in which they are received.

**11.2** The data log shall be maintained unaltered and securely for such time as agreed between the Parties

**11.3** In addition to any relevant national legislative or regulatory requirements, when the data log is maintained in the form of electronic or computer records, the Parties shall ensure that the recorded EDI messages are readily accessible and that they can be reproduced in a readable form and, if required, can be printed.

**SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING****12. Intermediaries**

**12.1** If a Party uses the services of an intermediary in order to transmit, log or process EDI Messages, that Party shall be responsible towards the other Party or Parties for any acts, failures or omissions of the intermediary not being willful misconduct or gross negligence as though they were his own acts, failures or omissions and for the purposes of this understanding, the intermediary shall be deemed to be acting on behalf of that Party.

**12.2** If a Party instructs any other Party to use the services of an intermediary for transmitting, logging or processing EDI messages then the instructing Party shall be responsible towards the other Party for such intermediary's acts, failures or omissions.

**12.3** Parties shall ensure that it is a contractual responsibility of the intermediary that no change is made to the substantive data content of the EDI messages to be re-transmitted and that such EDI messages are not disclosed to any unauthorized person.

**12.4** In case of willful misconduct of said intermediary, such intermediary shall be liable against his principle for his acts failures or omissions.

**13. Electronic Transactions**

**13.1** The Parties accept that operational instructions and/or operational data are validly formed by exchange of EDI messages, and expressly waive any rights to bring an action declaring the invalidity of a transaction concluded between themselves on the sole ground that the transaction took place by use of EDI.

**13.2** Unless otherwise agreed, operational instructions and/or operational data made by EDI will be considered to be concluded at the time and the place where the EDI Message constituting the acceptance of these instructions and data is made available to the information systems of the receiver.

**14. Admissibility in evidence Messages**

To the extent permitted by law, the parties hereby agree that in the event of dispute, the records of Messages, which they have maintained in accordance with the terms of this Understanding, shall be admissible before the Courts and shall constitute evidence of the facts contained therein unless evidence to the contrary is adduced.

**15. Liability**

Each Party shall be liable for any direct damage arising from or as a result of any breach of this Understanding or any failure, delay or error in sending, receiving or acting on any message. The liability is restricted to any direct damages resulting from willful acts or gross negligence. Neither Party shall be liable to the other for any consequential damages, including loss of profit, arising directly or indirectly from or as a result of any such breach, failure, delay or error.

The Parties acknowledge that the use of EDI Messages is to their mutual

benefit; the information obtained by each Party about the affairs of the other following the negotiations and performance of this Understanding shall not be used to impose liability for consequential damages or in any other way to increase the liability of either Party in the event of a failure to perform its obligations under this Contract, beyond what it would have incurred for a breach of the Container Handling Agreement.

**SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING****16. Interpretation of the User Manual**

Any question relating to the interpretation of the User manual as part of the Technical Annex may be referred by the Parties to the body responsible for the publication of the User Manual or the relevant Working Group within the SMDG (Ship planning Message Development Group) as may be applicable acting as experts and not arbitrators. The arbitrators' decision shall be final and binding on the Parties making the reference.

**17. Costs**

The Parties agree that transfer costs of EDI Messages will be specified and become part of the Technical Annex.

**18. Applicable Law and Arbitration**

The applicable law governing the Understanding shall, in all respect, be (name of Country; completed by the Parties) law and shall be referred to arbitration in . . . .

The competent Civil Courts of . . . . shall have jurisdiction.

In the event of a conflict between the law of any contract being effected by EDI and the Understanding the law of the contract will prevail.

Any dispute arising in connection with the provisions of this Understanding shall be settled by negotiations between the Parties. If unsuccessful, and unless otherwise agreed, the dispute should be settled by such arbitration as the Parties may decide.

**19. Effects, Term and Severability**

This Understanding shall be effective from the date on which it is signed.

Any Party may terminate this Understanding by giving not less than one month's notice either by registered post or by any other means agreed between the Parties. The notice shall indicate the date when the Understanding will cease. Termination of the Understanding shall only affect transactions after that date.

Notwithstanding termination for any reason, the rights and obligations of the Parties referred to in clauses 6, 7, 8, 11 and 15, shall survive termination.

**20. Amendments in Writing**

Any terms agreed between the Parties as additions or amendments to this Understanding, shall only be valid if they are set out in the Technical Annex or are otherwise in writing and signed by the Parties.

*September 1994*

Enclosure A (SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING)

An Understanding made this ..... day of ..... 19 ....

by and between

.....  
.....  
.....

hereinafter referred to as "the Line" on the one part,

and.....

.....  
.....

hereinafter referred to as "TERMINAL" on the other part.

WHEREAS the parties hereto are desirous to agree on methods of operation between them in relation to the interchange of data by tele-transmission for the purpose of or associated with container related activities under the Container Handling Agreement between THE TERMINAL and the Line dated ....., under reference number (hereinafter referred to as "the Understanding");

WHEREAS the parties hereto wish to establish the terms and conditions under which such interchange of data by tele-transmission shall take place;

NOW THEREFORE THE PARTIES HERETO AGREE AS FOLLOWS:

**Enclosure B (SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING)****Technical Annex**

The technical annex consists of :

- User manuals
- Technical specifications
- Procedural/organizational rules

Items to be specified

0.Communication pattern

1.Documents, messages, directories, codes, syntax, segments, data elements, design guide-lines, implementation guide-lines

2.EDP-System

- equipment/hardware
- software
- services

3.Transmission, Methods of Communication

- protocol
- network
- platform
- sequences
- responsibility (sender/receiver)

4.Time

- working time
- time limits for . . .

5.Acknowledgement

- kinds of A.
- time limits for A.

6.Responsibilities

...

7.Intermediaries

- names
- contracts

8.Storage

- kinds of St.
- time/limits/periods

## 9. Securities



**APPENDIX B (Contd) (SMDG EDI-ELECTRONIC DATA INTERCHANGE UNDERSTANDING)**

10.Procedures for tests and trials

11.Backup/Disaster Recovery

12.Costs

13.Limits of Responsibility and Liability

14.Special conditions/Exceptions

15.Modifications

16.Others

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