ITIGG

PRINCIPLES AND RULES FOR THE IMPLEMENTATION OF TRANSPORT EDI MESSAGES

GENERAL RECOMMENDATIONS

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Authorised and Issued by the UN/EDIFACT EWG Message Development Group 4 (Transport) through its ITIGG Sub-Group (the International Transport Implementation Guidelines Group)

This document is proposed for publication following the agreed modifications proposed during the last EWG meeting held in September 2000.

INTRODUCTION

SCOPE OF DOCUMENT

This document has been developed by the UN/EDIFACT EWG Message Development Group D4 (Transport) and its sub-group the International Transport Implementation Guidelines Group (ITIGG).

It provides guidance as to the recommended usage of segments and data elements in messages to be used by and with the transport sector. Specifically, this document presents a number of General Recommendations applicable to all messages, and compliments similar Principles and Rules documents developed by ITIGG for a variety of specific messages and groups of messages.

The intention is to provide principles and rules to ensure consistent use throughout the worldwide trade and transport community of such trade data.

By establishing this consistency, trade and transport organisations and their supporting software developers and value-added network suppliers can develop products and services incorporating EDI messages which will be interchangeable and readable by other like services throughout the world.

The Joint Transport Group (D4), operating within the framework of the UN/EDIFACT EWG process, supports the recommendations in this document on implementation issues for EDIFACT transport messages. All user communities producing implementation guidelines for such messages should take the recommendations into consideration.

DOCUMENT REFERENCE

The number of this document is D4/ITIGG/104v21 which refers to document number 104 issued by UN/EDIFACT Joint Message Development Group D4 (Transport), through its International Transport Implementation Guidelines Sub-Group (ITIGG). The version of the document is now version 2.1

UN/EDIFACT DIRECTORY REFERENCE

This document is applicable to all messages appearing in the UN/EDIFACT D99B directory and subsequent directories.

BACKGROUND

It was the development of UN/EDIFACT messages in the Transport sector that initiated the formation of a global UN EDI standards organisation and this development has continued to progress from the inception of the UN/EDIFACT standard to the present time.

Message structures essential to the use of electronic commerce in the Transport sector have been agreed and approved by the relevant authorities up to and including Working Party 4 (Trade Facilitation) of UN/ECE. Over the past five years various communities in the six UN/EDIFACT regions have implemented these messages.

These existing implementations have, in most cases, developed in isolation and this has resulted in differing interpretations of the standard messages. In turn this has resulted in a lack of international synergy with regards to the use of codes, qualifiers, data elements, composites, segments, groups of segments and even the messages themselves.

The UN/EDIFACT Joint Message Development Group for Transport (D4) has recognised that this lack of synergy represents a serious inhibitor to the growth of global electronic commerce.

As the harmonisation of implementation guidelines of UN/EDIFACT messages was not a formal work task of the Joint Rapporteurs Team (EWG) meeting - its purpose was to establish and maintain message structures and data directories - the interested members of D4 (Transport) formed an informal group to attempt to harmonise known message implementation guides and user manuals and to provide a basis for intending implementers to proceed with confidence.

In late 1994 and early 1995 the group met informally to make recommendations on how codes, qualifiers, elements, segments and messages should be used. The progress made by this relatively small group of experts (less than 20) encouraged the group to formally establish itself as the International Transport Implementation Guidelines Group (ITIGG).

The aims and existence of ITIGG were announced after a meeting in Oakland, CA in July 1995. It was agreed that ITIGG would set itself the major objective of compiling and issuing a document in the first quarter of 1996 which would provide the principles and rules for the international implementation of electronic messages in the transport industry. This document represents the achievement of that objective. The first version of the document was primarily dealing with the maritime sector. From version 2.0 the objectives of ITIGG are to incorporate the work of harmonising guidelines from other modes of transport covering air, road, rail and other means of inland transport.

FORMAL ACCEPTANCE OF ITIGG

At the UN/EDIFACT Joint Rapporteurs Team meeting in Oxford UK in September 1995, the JM4 (Transport (now D4)) work group decided to recognise ITIGG as the source of guideline harmonisation information and leadership. JM4 (Transport (now D4)) also took a decision to officially accept ITIGG as a sub-group of JM4 (Transport (now D4)).

Furthermore the JM4 (Transport (now D4)) Group at the Oxford EWG meeting has requested the Rapporteurs - through their Co-Chairman - to formally include the work of harmonising implementation guidelines in the scope of the re-engineered UN/EDIFACT process.

CHANGES TO THIS VERSION (V2.1)

- Main modifications provided have been summarized in the "index list" of our recommendations. There you can easily see which recommendation has been reviewed.

- Some recommendations are still being reviewed and have been taken out of this version and moved to a separate working document, available within the ITIGG subgroup members. In the index list on page 4, these are marked as "Under review".

- Recommendations which have been changed since version 2.0 are marked as "Changed", including some which are marked as "Deleted" and integrated in other recommendations.

DOCUMENT MAINTENANCE

The data content of this document has been prepared and approved by UN/EDIFACT D4 and no alteration may be made to the content of this document without reference to and approval of D4.

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D4/G74	Usage of the TDT segment and RFF segment under the TDT segment group identifying codes for ship's name	New proposal accepted

RECOMMENDATION D4/G1 - USAGES OF THE IFCSUM MESSAGE   Index

D4 recommends that it is made universally known to the user communities that the IFCSUM message can, amongst others, be used for:

- consolidation advices
- consolidation bookings
- consolidation transport instructions
- consolidation arrival notices

RECOMMENDATION D4/G2 - USE OF STATUS MESSAGES VIS-A-VIS CONTAINER HANDLING MESSAGES   Index

D4 recommends the use of the container handling messages for the exchange of cargo-related information and information about container equipment between the providers of transport services - in other words between companies involved in the actual transportation of cargo, including terminal operators as well as companies involved in the leasing and maintenance of container equipment.

The status messages, either solicited or unsolicited, are to be used for the exchange of information about consignments, containers and documents with other parties such as shippers, consignees, freight forwarders and customs brokers.

BACKGROUND: Confusion has existed about when to use status messages as opposed to operational messages such as the container handling messages. This problem had already been identified when the container messages were submitted to the UN/EDIFACT process and this recommendation is intended to clarify the matter.

RECOMMENDATION D4/G3 - SCOPE OF THE APERAK MESSAGE   Index

D4 recommends that the APERAK message is used whenever it is agreed to acknowledge or reject the processing of a syntactically correct EDIFACT message into the receiving application.

In the context of APERAK, the term "processing in the application" designates the processing which results in a conclusion that the contents can or cannot be 'understood'.

Any further processing (such as preparing acceptance or rejection of a booking) is not subject to reporting through APERAK.

BACKGROUND: Various levels of acknowledgment or rejection of a message can be identified:

A)   syntax level
Acknowledgement/error reporting on this level is to be accomplished through the CONTRL message. Acknowledgement of syntax level may still mean that the message cannot be fully understood, e.g. an undefined application code is found.

B)   data contents level
This function includes acknowledgement that a message has been received and that the data transmitted can satisfy business requirements, or that the message has been rejected because its data was incomplete or incompatible with the business function. In the latter case the reasons for rejection may be provided together with the rejection.

C)   business level
This function implies that the original message has triggered a business action (such as reporting of a status or confirmation of the terms and conditions of a contract).

The APERAK message can be used to meet the requirements of both levels B and C, when a dedicated response message does not already exist to meet business level requirements (level C).

RECOMMENDATION D4/G4 - REFERENCES TO EARLIER TRANSMITTED MESSAGES
Index

D4 recommends that the RFF-group on top level (ie. RFF-DTM) be used to specify references to earlier transmitted messages. For example: a booking confirmation may refer to the original booking number by means of RFF.

The example below serves to illustrate the principles of references to earlier transmitted messages.

A.   IFTMIN initial instruction
        BGM   1004: INSTR-95/01/12-008   (instr. 8 of 12 Jan. '95)
                1225: 9 (original)
        RFF   1153: --
                1154: --

B.   APERAK negative acknowledgment and error specification (ie. 'contents not understood')
        BGM   1004: ACK-95/01/13-001
                1225: 9
        RFF   1153: ACW   (previous message)
                1154: INSTR-95/01/12-008

Note: in some cases it may be necessary to specify the message type to which the APERAK refers.

C.   IFTMIN revised instruction, replacing initial instruction
        BGM   1004: INSTR-95/01/14-005
                1225: 5 (replace)
        RFF   1153: ACW
                1154: INSTR-95/01/12-008

D.   APERAK   positive acknowledgment of revised instruction (ie. 'contents understood')
        BGM   1004: ACK-95/01/15-006
                1225: 9
        RFF   1153: ACW
                1154: INSTR-95/01/14-005

E.   IFTMCS   definitive acceptance and contract information
        BGM   1004: ABC-95/01/16-012
                1225: 9
        RFF   1153: ACW
                1154: INSTR-95/01/14-005

BACKGROUND: The recommendation and example provide guidance on how to implement a mechanism by which the relation between original, update/correction and response messages may be identified.

RECOMMENDATION D4/G5 - IDENTIFICATION OF IMPLEMENTATION GUIDELINES
Index

D4 recommends that for syntax version 3 the organisation which issues an implementation guideline assigns a code to be specified in data element 0057 of the UNH segment.

D4 maintains a register of transport message implementation guidelines. The 0057 identification code will be part of the identification of a guideline in this register.

It is further recommended that this code be structured to provide identification of the organisation, the particular guideline and its version. A suggested structure is as follows:
ABC99Z
where   ABC   = a three letter alpha-numeric identification of the organisation issuing the guide
         99   = a two numeric indication of the version of the guide (eg. 10 for Version 1.0)
         Z   = an optional alpha character to identify the functionality covered in the guideline and is
                  only to be provided in cases where more than one guideline is produced for the same
                  message type by the same organisation

RECOMMENDATION D4/G6 - BEGINNING OF MESSAGE AND MESSAGE IDENTIFICATION
Index

D4 recommends a uniform method to identify a message and its associated references:

- BGM segment:
    * data element 1004 to specify the unique identifying number of the message (on application level)
    * data element 1001 to provide further specification of the message type. Example: the COSTOR message specifies a stuffing order or, alternatively, a stripping order

    * other data elements as required

- DTM segment on top level to specify the date and/or time of the preparation of the message (on application level) as identified in data element 1004 of BGM.

Users are advised that segments will be added to those transport messages that do not cater for this method as of yet.

BACKGROUND: Many EDIFACT software packages use the data in UNH only for translation purposes. In such cases the Message reference number (data element 0062) is used merely to verify correct and complete message transmission; it is not passed on to the internal application system. The BGM segment can be used to identify the message on application level.

If a message needs to be corrected or updated, then data element 1004 (BGM) of the replacement message should contain a new unique identification as described in Recommendation D4/G4.

RECOMMENDATION D4/G7 - HANDLING OF EMPTY, MANDATORY SEGMENTS **Index**

D4 recommends that at least one data element of an 'empty', mandatory segment should be specified in an actual transmission.

Such situations have been reported to arise in special circumstances, for example empty 'trigger' segments. The following ('dummy') values are recommended in such cases:

- CNI segment: use value 1 for data element 1490
- CTA segment: use code value IC for data element 3139
- PCI segment: use code value ZZ for data element 4233
- RFF segment: use code value ZZZ for data element 1153

User groups are requested to refer other cases of possible empty segments to their regional EDIFACT Transport Group so that this recommendation can be extended as needs dictate.

Users are advised that the Syntax Development Group is studying this issue for resolution in revision 4 of ISO 9735. The recommendation applies to ISO 9735, version numbers 1, 2 and 3.

RECOMMENDATION D4/G8 - THE PLACEMENT OF IDENTIFIERS **Index**

D4 recommends that a primary key identifier should be put in the segment (or trigger of the segment group) describing the object.

BACKGROUND: From a general point of view the primary key value which identifies a real-life object described in an EDIFACT transport message may be placed either

- in a segment describing the object (such as TDT for identification of the means of transport, CNI for the consignment identification, etc.), or
-

− in an RFF segment connected to the segment (or being part of a segment group) which describes the object.

D4 recommends the first option.

RECOMMENDATION D4/G9 - CONSIGNMENT IDENTIFICATION IN STATUS-RELATED MESSAGES **Index**

D4 recommends that, for the status-related messages IFTSTQ and IFTSTA, the consignment identification should always be given in data element 1004 of segment CNI, independent of the message in question being used for one or several consignments.

RECOMMENDATION D4/G10 - INTERPRETATION OF THE CONSIGNMENT LEVEL IN IFCSUM **Index**

D4 recommends that, in an implementation guideline for the IFCSUM message, the consignment part should be interpreted in exactly the same way as in the corresponding IFTMxx messages guidelines, indicating where differences would occur as a result of this consignment being part of a consolidation.

RECOMMENDATION D4/G11 - SUMMARY CHARGES IN THE IFCSUM MESSAGE **Index**

D4 recommends for the IFCSUM message that the TCC segment group at upper level should be used to convey summary charges and charges related to the whole consolidation, when the charged party will be the party to which the IFCSUM message is destined.

If, in special cases, the need exists to relate such charges to specific parties, the TCC segment group within the NAD segment group on upper level can be used.

BACKGROUND: In the IFCSUM message there are two candidates for specifying summary charges and charges related to the whole consolidation:

− TCC segment group at upper level
− TCC segment group within the NAD segment group at upper level

D4 emphasises the difference between summary charges and monetary application totals - the latter is referred to in Recommendation D4/G14.

RECOMMENDATION D4/G12 - USAGE OF THE GID GROUP FOR GOODS ITEM DETAILS **Index**

Deleted and integrated in D4/G41.

RECOMMENDATION D4/G13 - USAGE OF LOC AND DTM WITHIN THE TDT-GROUP**Index**

D4 recommends that the DTM segment below the LOC segment in the TDT segment group should be used to indicate any dates/times which correspond to a specific location. For example, for a place of departure given in a LOC segment within the TDT segment group; the corresponding date/time of that departure should be given in the DTM segment below that LOC segment.

D4 notes that in some messages a DTM segment in the TDT segment group is present on the same level as the LOC segment. This may result in the situation where more than one location and their related dates/times cannot be specified for a single stage of transport, because there is no means of linking individual DTM segments to a specific LOC segment.

D4 therefore recommends that where a LOC-DTM segment group does not exist, implicit links between multiple DTM and LOC segments should only be used following consultation between the business partners.

RECOMMENDATION D4/G14 – MONETARY AMOUNTS	**Index**

D4 recommends to use the MOA segment at the appropriate level to convey monetary values.

D4 further recommends that total monetary amounts should be specified in the MOA segment at the appropriate level rather than any CNT segment at the same level.

D4 also recommends that monetary amounts related to freight and charges should be specified in the MOA segment within the appropriate TCC segment group as described in Recommendation D4/G48.

Examples:

− Consignment level: Cash On Delivery amount, Customs invoice value, etc. specified in MOA at consignment level.
− Goods item level: Insurance value, invoice value etc. specified in MOA at goods item level.

RECOMMENDATION D4/G15 - TRANSPORT DOCUMENT CLAUSES AND CERTIFICATIONS	**Index**

D4 recommends that transport document clauses and certifications are transmitted to the fullest extent possible in the FTX segment at the consignment level.

For this purpose qualifier "BLC" in DE 4451 (Text subject qualifier) is to be used while the codes identifying the actual clauses and certifications are to be transmitted in DE 4441 (Free text, coded) in composite C107 (Text reference).

A code list for DE 4441 is maintained by ITIGG and published as ITIGG document 120. Whenever codes from this list are used then ITIGG should be specified as the maintenance agency in data element 3055 within the composite C107.

For some code values (marked with an asterisk in document 120) the actual text of the clause or certification is to be transmitted in composite C108 (Text literal).

RECOMMENDATION D4/G16 - COMMUNICATION NUMBERS	**Index**

D4 recommends that telephone and fax numbers are transmitted without the "+" sign, spaces or hyphens. They must contain the country and area codes as often as possible.

Free-phone numbers have to be avoided as they are usually national or area specific

RECOMMENDATION D4/G17 - DANGEROUS GOODS DETAILS	**Index**

D4 recommends that as many as possible of the data elements in the DGS segment are to be transmitted.

When a subsidiary risk is present, the methodology developed by the PROTECT Group to use C236 is to be applied (see Recommendation D4/1554 for the IFTDGN/IFTIAG message).

Moreover, DE 7088 (Dangerous goods flashpoint) is not to be used; any such information is to be transmitted in Composite DE C223 (Dangerous goods shipment flashpoint).

When C223 is used then both DE 7106 (Shipment flashpoint) and DE 6411 (Measure unit qualifier) are required.

RECOMMENDATION D4/G18 - DEFAULT CURRENCY OR EXCHANGE RATE	**Index**

D4 recommends to use the CUX at header level to specify default and target currencies and exchange rates which are applicable to the whole message. Whenever an alternative currency occurs at a lower detail level, this should be specified in data element 6345 in the appropriate MOA segment. The use of the CUX segment on lower level should be avoided.

Example (where Australian Dollars are to be converted to Finnish Marks where 1 AUD = 3,33670 FIM):

CUX+2:AUD+3:FIM+3,33670'

RECOMMENDATION D4/G19 - PRODUCT DETAILS WITHIN AN INDIVISIBLE TRANSPORT UNIT	**Index**

D4 recommends in general that details of individual products within an indivisible transport unit should not be specified in transport messages. The Despatch Advice message (DESADV) should be used to specify which products are (to be) delivered and how these products have been packed.

However, D4 recommends that for specific purposes such as the specification of product packaging details in the GID segment for customs purposes, the specification of product hazardous goods details in the DGS segment group, or temperature control details in the TMP segment group etc, appropriate product details may be required to be transmitted within transport messages.

Additionally, in a distribution centre environment there may be need to combine product details and goods item details into one message. In such cases D4 recommends to use the "Cargo/goods handling and movement" message (HANMOV) which has been jointly developed by D1 and D4 for this purpose. HANMOV can be used to transmit service orders, such as:
- assembly of components into a final product
- storage and stock management: take out of stock and deliver etc.

BACKGROUND: There is no provision in the design of the transport messages for specifying details of products contained within an indivisible transport unit because in principle a carrier does not require product details for operational transport purposes. Appropriate trade messages (such as DESADV) have been designed for the environment where a supplier - rather than a service provider - packs the products into cartons (or boxes, pallets, etc.), for delivery to the customer.

RECOMMENDATION D4/G20 - EQUIPMENT NUMBERS	**Index**

D4 recommends that equipment numbers are transmitted as a contiguous alpha-numeric value as shown on the actual equipment, including prefixes and actual numbers.

RECOMMENDATION D4/G21 - PRODUCT DETAILS	**Index**

Deleted and integrated in D4/G19

RECOMMENDATION D4/G22 - UNIQUE REFERENCE NUMBER	**Index**

D4 recommends the transmission of a unique reference number in the RFF segment in messages at top level of related IFTMxx messages, starting with the booking messages, continuing through the IFTMIN and IFTMCS messages and ending with the IFTMAN message. It is always to be transmitted in RFF in messages at top level with qualifier value UCN (Unique consignment reference number).

This could conceivably at the same time be the primary reference transmitted in DE 1004 of the BGM segment in some of the messages, but will not be required to be the same number

RECOMMENDATION D4/G23 - USE OF UTC TIME	**Index**

D4 recommends that careful consideration be given to transmitting dates and times using the UTC time zone format to avoid possible confusions. This is considered to be particularly important in the following cases:

− When the dates and times may be required by third parties further along the transport chain
− When the dates and times may be generated as procured by computer applications situated in geographically different location from both the sender and receiver of the message

It is further recommended that times and time zones should be specified according to UN/ECE Recommendation No 7.
Use of the existing code 303 - CCYYMMDDHHMMZZZ is recommended to be specified in de 2379 for full hour time zones, eg:
        199804230630-02 for 6.30 am on 23rd April 1998 in a country which is UTC - 2 hours

Use of the new ITIGG temporary code [T62] - CCYYMMDDHHMMZHHMM is recommended to be specified in de 2379 for non-full hour time zones e.g. Tehran +3.5 hrs:
        199811141430+0330 for 2.30 pm on 14th November 1998 in a country which is
                                UTC + 3.5 hours.
The 'Z' has the value '+' or '-' as defined in UN Recommendation No 7.

RECOMMENDATION D4/G24 - USAGE OF THE CNI SEGMENT	**Index**

Deleted as this recommendation is covered by D4/G7.

RECOMMENDATION D4/G25 - SELECTION OF THE CPI SEGMENT GROUP	**Index**

− This recommendation is sub-divided according to the business sector.
− The distinction between CPI and TCC is explained in recommendation D4/G71.
− Nevertheless there is a common interpretation on some of the segment components.

Common interpretation

The structure of the CPI segment allows for two alternative usages to indicate whether charges are prepaid or collect. Either composite C231 (Method of payment) can be used or simple data element 4237. Although the use of C231 may be dependent on the business environment, D4 recommends only the use of data element 4237 to indicate prepaid or collect.

Railway Sector
In railway sector CPI segment group is used to indicate the methodology for the consignment charge distribution : who pays, for which purpose and in which limits (location, amount). In order to simplify we advise to use exclusively CPI groups under the NAD segment.

1) The CPI segment group at the NAD level should be used to specify which party is to pay the freight charges. The parties could be the consignor, the consignee and/or the freight payer.

2) In the case when the total charge is split between two parties, the use of data element 5237 in the CPI segment at NAD level specifies which charges are to be paid by the consignor (party used by default).

3) If the freight charges are related to a certain location then this location should be specified in the LOC segment in the CPI segment group at NAD level.

4) In the case when a party has set a monetary ceiling for the freight charges the MOA segment in the CPI segment group at NAD level should be used to indicate the monetary amount up to which the party will accept the charges.

5) The CPI segment should be also used to indicate whether charges should be prepaid or collect by the specification of the prepaid or collect indicator in data element 4237.
Note that composite C231 is not used.

Ocean Sector

The payment status applicable to the whole consignment is transmitted in data element 4237 (prepaid/collect indicator, coded) of the CPI segment group at header level for the single consignment IFTMxx messages and in the CPI group following the CNI segment, but above the NAD segment group, as far as the IFCSUM message is concerned.

Where it is necessary to indicate which party is responsible for the payment of certain freight items, it is recommended to use the CPI group below the NAD for this purpose. The party in the NAD segment could be one or more of the following: Consignor (qualifier "CZ"), consignee (qualifier "CN") or freight payer (qualifier "FP"). Data element 5237 (Charge category, coded) in the CPI segment is to be used to specify which charges are payable by that party. If the charges are all payable by that party, code "1" (All charges) could be used to avoid the need to specify each individual charge.

− - When a split in charges is related to a certain location, this should be specified in the LOC segment below the CPI group under the NAD segment

− - In the case when a party has set a limit of acceptable charges, D4 recommends the use of the MOA segment below CPI below NAD to indicate the monetary amount up to which the party will accept the charges

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RECOMMENDATION D4/G26 - DTM SEGMENT ON MESSAGE AND CONSIGNMENT LEVEL
Index

D4 recommends that the DTM segment **on message level** is to be used to specify the date/time of the message (code 137 in data element 2005).

D4 further recommends not to use the DTM segment **on consignment level** for the specification of dates and times that are related to the means of transport, the equipment or to individual goods item details.

Examples:

- The date/time of the expected arrival of the main carriage at a specified location should be indicated in the DTM segment within the LOC segment group at TDT level as described in Recommendation D4/G13.

- The date/time for the positioning of an individual piece of equipment such as a container has to be specified in the DTM segment within the NAD segment group at EQD level **even if** this information is the same for all the pieces of equipment within a consignment.

BACKGROUND: This recommendation aims to avoid the use of DTM on consignment level for specifying dates and times that are related to the means of transport, the equipment or to individual goods item details. Whilst pickup and delivery addresses for the goods are to be specified in the consignment level NAD group there is no DTM segment in this consignment level NAD group.

RECOMMENDATION D4/G27 - USE OF THE FTX SEGMENT **Index**

D4 recommends that where available, explicit segments are used rather than the FTX segment. For example, that HAN segment is to be used, if available, rather than qualifier HAN in the FTX segment. Furthermore, when the FTX segment is used, the coded form is preferred through the use of C108.

RECOMMENDATION D4/G28 - USAGE OF THE GIN SEGMENT **Index**

D4 recommends to use only one occurrence of composite C208.

D4 further recommends that in the GIN segment the second occurrence of data element 7402 within composite C208 shall only be used to complete an identity number range.

BACKGROUND: When the GIN segment is used to specify individual identity numbers, use of the second occurrence of data element 7402 within composite C208 is strongly discouraged. If the second occurrence of data element 7402 would be used for reasons of transmission efficiency, then a receiving application cannot automatically determine the difference between the case when a range of identity numbers has been received and the case when two independent identity numbers have been received.

RECOMMENDATION D4/G29 - LOC SEGMENT ON MESSAGE AND CONSIGNMENT LEVEL
Index

D4 recommends to use the LOC segment at consignment level for the specification of locations which apply to the whole consignment such as place of delivery or Bill of Lading release office but not to use the LOC segment on consignment level for the specification of any locations related to individual parties, means of transport, equipment or to goods item details.

Examples:
- The place/port of departure for a means of transport should be specified in the LOC segment within the TDT segment group even if only main carriage details are required.

- The country of origin of goods items should be specified in the LOC segment within the segment group GID even if the country of origin is the same for all the goods items.

BACKGROUND: This recommendation aims to avoid the use of LOC on consignment level for specifying locations that are related to party, means of transport, goods or equipment details. See also Recommendation D4/G58, where transport locations are defined.

RECOMMENDATION D4/G30 - USAGE OF THE PCI SEGMENT GROUP   **Index**

D4 recommends that, in transport messages, the PCI segment group be used to identify transportable units in the following way:

- Composite C210 in PCI to specify the marks and numbers which are needed to identify the cargo, e.g. as per UN Recommendation 15 (Simpler Shipping Marks).

- Markings which relate to specific developments (eg. automatic identification) should be specified in a GIN segment below PCI.

- Non free text markings which are reference numbers to be specified in an RFF segment below PCI.

- Non free text markings which consist of dates and/or times to be specified in a DTM segment below PCI.

BACKGROUND: The recommendation indicates where a processable or a non-processable identification of a transportable unit is to be specified. The segment that is to be used for a processable identification depends on the type of code (identity number, reference number, date and/or time, or possibly otherwise).

Note that trade messages apply PCI to identify individual packages (products). The given methodology of identification has been developed in consultation with the Message Design Group for Trade.

RECOMMENDATION D4/G31 - USAGE OF THE PCI SEGMENT   **Index**

D4 recommends that, in transport messages, the PCI segment is implemented in the following way:

- Data element 4233 provides an instruction on what is marked and by whom.

- A new composite TYPE OF MARKING specifies the marking method that was used and the conventions adhered to, eg. ODETTE label version 2.1. It indicates how the transportable units are marked.

BACKGROUND: The current functional definitions of segment PCI, data element 4233 and composite C210 are known to be interpreted in different ways. Requests to amend the definitions according to the clarifications above have been forwarded.

As PCI is a trigger segment, its contents may apply as a 'qualifier' to the whole segment group. For example, a transportable unit can have several labels of the same type attached to it. In such cases PCI specifies the TYPE OF MARKING, while the GIN segment below PCI can be repeated to specify different identity numbers (or ranges thereof).

RECOMMENDATION D4/G32 - SELECTION OF THE RFF SEGMENT   **Index**

D4 recommends to use the RFF segment at consignment level for the specification of references which apply to the whole consignment but not to use the RFF segment on consignment level for the specification of any references related to the means of transport, equipment, goods item details or to individual parties.

Examples:

−   The VAT number for a specific party should be specified in the RFF segment within the relevant NAD segment group.

−   An alternative voyage number should be specified in the RFF segment within the TDT segment group even if only main carriage details are required.

BACKGROUND: This recommendation aims to promote the use of RFF on the lower levels where appropriate for specifying any references that are related to the means of transport, goods or equipment details or to individual parties.

RECOMMENDATION D4/G33 - METHODS OF REFERENCING EQUIPMENT   **Index**

D4 recommends the use of the data element 8260 for the specification of actual equipment identification numbers.

D4 further recommends the use of the RFF segment in the EQD segment group for both the specification of alternative transport equipment numbers as well as for the specification of transport equipment sequence numbers where:

−   Alternative transport equipment numbers are special numbers assigned to a piece of transport equipment which differ from those shown on the transport equipment itself.

−   A transport equipment sequence number is for example a number assigned to a piece of equipment when the actual equipment number is not known or a number providing the position of an individual wagon within a train.

In these cases the sequence number is specified in the RFF segment within the EQD segment group with qualifier "SQ" in the data element 1153.

Example 1:	EQD+CN+POLU1234567'	(Container group with container prefix and number POLU1234567)
	RFF+SQ:RF2001'	*(Sequence number of the container: RF2001)*
	MEA ... DIM ... TDT ...	*(...other data for that container group...)*
Example 2:	EQD+RR+1234-5678'	(Rail car group with rail car id: 1234-5678)
	RFF+SQ:WG351'	Sequence number of rail car in train: WG351)
	MEA … DIM … TDT …	(…other data for that rail car group...)

In the case when the sequence number is provided because the <u>actual number is unknown</u> D4 recommends that no data should be specified in data element 8260 within the EQD segment. However, if reference is needed to this container from an individual goods item (in the SGP segment then the sequence number should be specified in data element 8260 within the SGP. In these cases the value "ZZZ" should be specified in the following data element 3055.

Example:	GID+1'	(Goods item group, with goods item number 1)
	SGP+RF2001:AGP:ZZZ'	(goods item is loaded in container with sequence number RF2001; AGP and ZZZ as per convention for 1131 and 3055)
	DGS …	(…other data for that goods item…)
	EQD+CN	(Container group, no container prefix and number known)
	RFF+SQ:RF2001'	(container group identified with sequence number RF2001)

MEA … DIM … TDT …   (…other data for that container group...)

(The reference to attached equipment/ EQA have been deleted as this does not occur when the container number is not known, it does not occur not in maritime, not in road and not in rail. The case when container number is known is dealt with above in example 2)

RECOMMENDATION D4/G34 - USAGE OF THE TMP AND RNG SEGMENTS **Index**

D4 recommends that, for the specification of a temperature range, no RNG segment is specified without an accompanying TMP segment. However when a specific temperature is to be specified without being accompanied by a temperature range, then only the TMP segment is specified and the temperature value is placed in data element 6246 in the composite C239.

The following cases can occur:

1. When both a specific temperature and a temperature range have to be specified, then the specific temperature is placed in data element 6246 in the composite C239 within the TMP and the temperature range should be specified in the RNG segment.

2. When a temperature range is to be specified without being accompanied by a specific temperature, then the range is specified in the RNG segment and the preceding TMP segment is used only to indicate the temperature qualifier in data element 6245.

D4 notes that in some messages the RNG segment is on the same level as the TMP segment, rather than in a separate TMP-RNG segment group. This results in the situation where more than one type of temperature and associated temperature range cannot be specified for a single piece of equipment or for a goods item, because there is no means of linking individual RNG segments to a specific TMP segment.

D4 therefore recommends that where a TMP-RNG segment group does not exist, implicit links between multiple RNG and TMP segments should only be used following consultation between the business partners.

D4 recommends also to consult the D4/G66 recommendation in order to know how to correctly represent the temperature itself.

RECOMMENDATION D4/G35 - USAGE OF THE TMD SEGMENT IN RELATION TO TSR

D4 recommends the use of the TMD segment to specify operational requirements as opposed to the contractual requirements which are to be transmitted in the TSR segment.

The use of composite data element C219 (Movement type) and data element 8341 (Haulage arrangements, coded) is as follows:

- Data element 8335 (in composite C219) is used to specify an operational movement type, such as House-to-House.

- Data element 8341 is used to distinguish between carrier haulage (code 1) and merchant haulage (code 2).

Data element 8332 (Equipment plan) is <u>not</u> recommended for use.

As to data element 8335, only the use of the following codes are recommended for containerised cargo:

3	(= FCL/FCL (= HH = CY/CY))
4	(= FCL/LCL (= HP = CY/CFS))
5	(= LCL/FCL (= PH = CFS/CY))
2	(= LCL/LCL (= PP = CFS/CFS))

In the case of breakbulk or non-containerised cargo, the use of code 1 (Breakbulk) is recommended.

BACKGROUND: There has been confusion about the use of the TSR and TMD segments which seemingly have overlapping data requirements. It has now been determined that this is not the case. The TSR segment is to be used to specify contractual information requirements whereas the TMD segment is to specify operational details.

RECOMMENDATION D4/G36 - USAGE OF THE TSR SEGMENT IN RELATION TO TMD

D4 recommends the use of the TSR segment to specify contractual information as opposed to operational details, which are to be transmitted in the TMD segment.

The use of composite data elements C536 (Contract and carriage condition) and C233 (Service) in the TSR segment is as follows:

- Data element 4065 (in composite C536) is to be used to identify a basic transport contract condition agreed between ordering customer and service such as who is responsible for picking up and delivering the cargo to the main means of transport

- Data element 7273 (in composite C233) is to be used to specify any additional service requirement which does not form part of the basic contract such as which party is responsible to for stuffing or stripping the container equipment

For instance to specify the type of tariff service to be used in the maritime industry, the following codes are transmitted in data element 4065:

27	(=Door-to-Door)
28	(=Door-to-Pier)
29	(=Pier-to-Door)
30	(=Pier-to-Pier)

In regard to the use of data element 7273, when more than one service requirement is to be conveyed, the second one is transmitted in a second iteration of the TSR segment whereby only C233 is transmitted the second time.

As to the use of composite data element C703, it is to be used to express the nature of cargo at consignment level as opposed to the nature of cargo at goods item level which is to be transmitted in the GDS segment.

BACKGROUND: There has been confusion about the use of the TSR and TMD segments which seemingly have overlapping data requirements. It has now been determined that this is not the case. The TSR segment is to be used to specify contractual information requirements whereas the TMD segment is to specify operational details.

RECOMMENDATION D4/G37 - SELECTION OF THE TSR SEGMENT   **Index**

D4 recommends that, when it is required to differentiate transport service requirements per stage of transport (eg. pre-carriage, main carriage, etc.), the TSR-group within the TDT-group is used. In all other cases the TSR segment at consignment level is to be used, which acts as a 'default' specification for all stages of transport (even if only one).

Consignment level should be interpreted as message top level for the IFTMxx messages, while it designates the segments (groups) below CNI in case of IFCSUM (see also Recommendation D4/G51)

Examples:

-     Use the TSR segment on consignment level if transport service requirements need to be specified in an environment where only main carriage details are required.

-     Use the TSR segment on consignment level if a transport service requirement (eg. full load) is identical for all specified transport stages.

BACKGROUND: This recommendation aims to avoid the use of TSR on the lower level (ie. TDT-group). A transport service requirement (such as the indication of a full load) will normally apply to all transport stages, implying the use of TSR on consignment level.

The basic transport contract condition as indicated in C536 of TSR may vary per transport stage (which would imply the use of TSR below TDT); however it should be noted that transmission of C536 is not necessary in many implementations, because standard contract conditions are agreed upon through the Interchange Agreement.

RECOMMENDATION D4/G38 - USAGE OF DATA ELEMENTS 1131 AND 3055 TO IDENTIFY CODE LISTS   **Index**

D4 recommends a uniform methodology to identify code sets other than the UN/EDIFACT code lists. This recommendation promotes the use of the data element 3055 for the identification of alternative maintenance agencies. D4 further recommends the use of the data element 1131 to distinguish between multiple code lists for the same data element.

This covers the following three cases:

Case A:
Neither data element 1131 nor 3055 is used. In this case the value of the associated coded data element value can be assumed to be from the relevant UN/EDIFACT maintained code list.

Case B:
Data element 3055 is used to indicate the responsible maintenance agency for the code specified in the data element in question. In this case the code value is from a non-EDIFACT code list and the code value specified in data element 3055 identifies the relevant maintenance agency. E.g.

1131	3055	Comment
	9	The coded data element value used in association with 1131/3055 is one maintained by EAN (3055 = "9")

Case C:

In this case data element 1131 is used in addition to data element 3055 because the maintenance agency maintains more than one code list for the data element in question. E.g.

1131	3055	Comment
100	107	The coded data element value used in association with 1131/3055 is one maintained by the French national statistics agency INSEE (3055 = "107") and uses the enhanced party identification number list SIRET (1131 = "100").

RECOMMENDATION D4/G39 - MANAGEMENT OF NEW STANDARD CODES   **Index**

Deleted and integrated in Recommendation D4/G55, which describes the management of temporary codes.

RECOMMENDATION D4/G40 - HARMONIZED SYSTEM CODE   **Index**

D4 recommends that Harmonised System codes, if they are used for the identification of cargo, are indicated in segment PIA, where:

- DE. 4347 shows code value 5 (= product identification)
- DE. 7140 of composite DE. C212 shows the actual HS code
- DE. 7143 of composite DE. C212 shows code value HS
  (= Harmonised System)

RECOMMENDATION D4/G41 - USAGE OF THE C213 COMPOSITE IN THE GID SEGMENT
Index

D4 recommends that in cases where multiple packaging levels exist, the packaging level should be specified in data element 7233 of appropriate composite element C213.

D4 further recommends that maximum three packaging levels are specified.

The appropriate code values for the packaging levels (DE 7233) are:
      U99   =   Inner
      U98   =   Intermediate
      U97   =   Outer

These three codes are 'permanent' ITIGG codes.

RECOMMENDATION D4/G42 - USAGE OF QUALIFIERS IN THE MEA SEGMENT   **Index**

D4 recommends the following implementation of data elements 6311 and 6313 in the MEA segment:

- Data element 6311 should not be used for any specification purpose. But as the data element 6311 is mandatory D4 recommends to always use the value AAE for "measurement"

- Data element 6313 should always be used to provide specific details of the measurement type, e.g. gross weight, net weight, net net weight, tare weight, gross volume, net volume, etc.

RECOMMENDATION D4/G43 - USAGE INDICATORS   **Index**

Deleted and integrated in Recommendation D4/G44.

RECOMMENDATION D4/G44 - STATUS INDICATORS AND USAGE INDICATORS   **Index**

Status Indicators ("M" and "C") form part of the UN/EDIFACT standard and indicate a minimum requirement to fulfill the needs of the message structure. They are <u>not</u> adequate for implementation purposes. They are the following:

Value   *Description*

M   Mandatory

The entity marked as such must appear in all messages, and apply to these messages as well as to any associated implementation guidelines (and consequently is also a Usage Indicator).

C   Conditional

The entity is used by agreement between trading partners.

<u>Usage Indicators</u>

Usage Indicators are implementation–related indicators that further specify the use of "Conditional" Status Indicators. They are "R", "O", "D" and "X" in addition to the "M" mentioned above. They are applied at all levels of the guidelines and shown adjacent to data items such as segment groups, segments, composite data elements and simple data elements. They dictate for any message the agreed upon usage of the data items.

Value   *Description*
M   Mandatory
Indicates the item is mandatory under all circumstances.

R   Required
Indicates the item must be transmitted.

D   Dependent
Indicates that the use of the item is depending on a well-defined condition or set of conditions. These conditions must be clearly specified in the relevant implementation guideline.

O   Optional
Indicates that this item may be required by one or both trading partners.

X   Not Used
Indicates that this item is not to be used in the implementation.

Where a data element within a composite data element is marked "M" or "R", but the composite has been marked "O" or "D", this indicates that the element must always be transmitted only if the composite is used. The same is true for mandatory or required data elements within optional segments and for that matter for mandatory or required segments within optional segment groups.

Finally, both the Status and Usage Indicators should always appear in implementation guideline documents.

NOTE: It should be understood that when reference guidelines or user manuals are derived from P & R documents, some of the Usage Indicators could change. "M" (Mandatory), "R" (Required) and "X" (Not used) will always be the same in all documents, but whatever is "D" (dependent) or "O" (Optional) in a P & R document could be changed to whatever is needed in a derived document. In that case "D" in the P & R document could become "D", "R", "O" or "X", whereas "O" could become "D", "R", "O" or "X".

RECOMMENDATION D4/G45 – INTERPRETATION OF GUIDELINES	**Index**

Deleted due to being too general.

RECOMMENDATION D4/G46 - LOCAL USAGES	**Index**

Certain instances of the Reference Guidelines contain detail and usage which is unique or specific to a particular port or region. The developers in question will need to adapt their guidelines to reflect the fact that their local usages cannot be made "Required" for international use.

RECOMMENDATION D4/G47 - CODING OF RELATED LOCATIONS IN THE LOC SEGMENT
Index

Related locations (which are taken to be subordinate to the UN LOCODE specified in 3225 of C517) are to be handled as follows in either C519 or C553:

R	C519 or C553	3233	Locally agreed code or EAN code
		1131	[BER] Berths
			[WHA] Wharves
			[TER] Terminals
			268 Gate
			269 Warehouse
			261 Consignee's premises
			262 Consignor's premises
			263 Packing/unpacking facilities
			264 Storage facilities
			265 Repair facilities
O		3055	9 EAN
			ZZZ Mutually agreed
O		3222/3232	Free text (alternative to 3233)

RECOMMENDATION D4/G48 - USE OF THE TCC GROUP	**Index**

D4 recommends that in maritime-related messages the TCC Group of segments should be used to specify charge calculations at several levels of the message as follows:

− Summary level (where charges summarise a number of contracts or consignments - Header Level in the IFCSUM
− Consignment Level (where charges apply to the whole contract - Header Level in the IFTMxxmessages and CNI group level in the IFCSUM message)
− Party (NAD) Level (where charges apply to specific parties)
− Goods (GID) Level (where charges apply to specific goods items)
− Equipment (EQD) Level (where charges apply to specific items of equipment)

In all cases the group of segments (TCC-PRI-PCD-MOA-QTY) should be implemented in the same way.

TCC   the type of freights and charges involved, and associated commodity codes as per the applicable tariff

LOC   location where charges are payable (if different from locations in the header level LOC) and/or locations between which the charges apply.

FTX   free text description of freights and charges (if required)

CUX   currency in which charges are expressed (if different from the default in the header level CUX)

PRI   freight rate and rate basis (for rates other than ad valorem)

EQN   not used

PCD   percentage rate (for ad valorem rates)

MOA   freight and charge amounts, and declared value for ad valorem rates

QTY number of rateable units or services performed (for per unit rates)

Examples of how these segments may then be combined to specify particular types of charge

Weight Rates

TCC	Type of freight or charge
QTY #1	Chargeable weight
QTY #2	Number of rateable units
PRI	Freight rate
MOA	Resulting freight or charge

Volume Rates

TCC	Type of freight or charge
QTY #1	Chargeable volume
QTY #2	Number of rateable units
PRI	Freight rate
MOA	Resulting freight or charge

Per Unit Rates

TCC	Type of freight or charge
QTY #1	Chargeable number of packages/equipment
QTY #2	Number of rateable units
PRI	Freight rate
MOA	Resulting freight or charge

Ad Valorum Rates

TCC	Type of freight or charge
PCD	Percentage
MOA	Declared value of the goods
MOA	Resulting freight or charge

The above principles have been applied to all recommendations for use of the TCC Group.

RECOMMENDATION D4/G49 - VERSION CONTROL IN ITIGG DOCUMENTS

Deleted with reference to the separate ITIGG template document.

RECOMMENDATION D4/G50 - COMPLIANCE WITH ITIGG PRINCIPLES & RULES

D4 recommends that user groups use the documents issued by ITIGG for Principles and Rules (P&R) for specific sets of messages to the fullest extent possible.

1.0 D4 allows user groups to describe their specific Message Implementation Guidelines (MIGs) as **'compliant with the ITIGG Principles and Rules document Version *.*'** provided that:

1.1 The usage indicators in the user group MIG are derived from the relevant Principles and Rules document according to the following rule:

Usage Indicator in UNSM	Usage Indicator in P&R document	Usage Indicator in specific MIG

Mandatory (M)	Mandatory (M)	always Mandatory (M)
Conditional (C)	Required (R)	always Required (R)
Conditional (C)	Dependent (D)	may be Dependent, Required, Optional or Not Used (D,R,O,X)
Conditional (C)	Optional (O)	may be Dependent, Required, Optional or Not Used (D,R,O,X)
Conditional (C)	Not Used (X)	always Not Used (X)

1.2   The General Recommendations approved by D4 and issued through ITIGG are followed.

1.3   The code values and qualifier values in the specific MIG should be chosen from those recommended by ITIGG in the relevant P&R Document.

1.4   Where these conditions are followed, the Guideline may be identified with the appropriate ITIGG version code (ITG**) in data element 0057 of the UNH.

2.0   In case user groups feel the need to deviate from the above compliance conditions an Implementation Change Request (ICR) is to be put forward to the regional UN/EDIFACT Transport Group. Where a guideline is published which does not comply with these conditions data element 0057 should not contain the ITIGG code.

3.0   When agreed in ITIGG the ICR will be incorporated in the next release of the relevant P&R document.

The specific MIG is to be identified in DE 0057 in accordance with the rules set out in General Recommendation D4/G5.

RECOMMENDATION D4/G51 - DATA DEFINITION ABOVE AND BELOW CNI IN MULTI-CONSIGNMENT MESSAGES   Index

D4 recommends the use of top level segments above the CNI Group in multi-consignment messages for carrying information common to all described consignments. The CNI Group should contain information applicable only to that specific consignment identified in the CNI segment.

RECOMMENDATION D4/G52 - USE OF THE DOC SEGMENT AT VARIOUS LEVELS   Index

D4 recommends that the DOC segment be used either in a GOR group or in a NAD group on appropriate level which are either consolidation level or consignment level. Use of DOC segment at GID level, either GID/DOC or GID/GOR/DOC, should be avoided except for hazardous related documentation.

Examples:
-       When using GOR/DOC, DE 8323 in GOR is used for indicating Export, Import or Transit, etc. The DOC segment below this can be used to specify the type of customs document in DE 1001and its associated status in DE 1373 if required.
-       When using NAD/DOC, DE 1373 in DOC is used to indicate an action relating to the document (to be raised and sent, to accompany goods, to be printed etc). The party responsible for the action is qualified in the NAD trigger segment, DE 3035.

Note: If contract conditions are specified as "Delivery against Document", a NAD party with qualifier "DM" (=party to whom documents are to be presented) must be specified. ITIGG does not fully understand the business need (ITIGG sees the party to whom the document should be presented as normally already mentioned in the message (as e.g. the consignee or the receiving forwarder). In the NAD for this party the associated DOC segment should indicate the document and the document status as 'Delivery against document').

RECOMMENDATION D4/G53 - USE OF THE UNB SEGMENT   Index

D4 recognises that the usage of the UNB segment is outside the scope of these general recommendations, but urges that no application details be included in the UNB.

RECOMMENDATION D4/G54 - DEFINITION OF A CONSIGNMENT   **Index**

A consignment is
a separately identifiable collection of goods items (available to be) transported from one consignor to one consignee via one or more modes of transport as specified in one single transport document.

A consolidation is
the grouping together of individual consignments of goods into a combined consignment for carriage.

A shipment is
an identifiable collection of one or more goods items (available to be) transported together from the original shipper, to the ultimate consignee. Note: A shipment can be transported in different consignments.

RECOMMENDATION D4/G55 - MANAGEMENT OF TEMPORARY CODE VALUES   **Index**

D4 recommends that a consistent methodology be employed for the selection of temporary code values for business functions which are not yet covered in the official UN/EDIFACT code list, and for which Data Maintenance Requests (DMRs) are to be prepared.

This recommendation aims to avoid the allocation of temporary values which may clash with official values allocated to different functions in subsequent versions of the code list. It also aims to ensure that temporary values are clearly identifiable.

D4 has agreed that the following methodology for allocation of temporary code values will be implemented:

UN/EDIFACT CODE SETS

1.1   temporary code values will always begin with "T" or "U"

1.2   a list of these values will be maintained by the ITIGG secretariat and will be published on the ITIGG web site

1.3   users requiring a new value should consult the web site and complete an Implementation Change Request (ICR) form on screen

PROCESSING OF TEMPORARY VALUES

2.1   the ITIGG secretariat will allocate values and publish these on the web site, together with the requestor's name

2.2   the ITIGG secretariat will advise the new code value to the user by email, and copy the D4 Secretariat

2.3   responsibility for preparing Data Maintenance Requests (DMRs) for new codes will remain with the user

2.4   DMRs put forward to the UN/EDIFACT process should include the assigned temporary code as the Proposed Value

2.5   the ITIGG secretariat will liaise with the D4 secretariat to ensure that all new temporary values are added to the Register of Outstanding DMRs maintained by the D4 secretariat

2.6   The ICR form completed by the user on the ITIGG website will be designed to enable possible future generation of a DIRDEF message to facilitate generation of DMRs through the ITIGG site.

RECOMMENDATION D4/G56 – LINKING OF DTM AND LOC UNDER TDT   **Index**

Deleted and integrated into D4/G13

RECOMMENDATION D4/G57 - USE OF THE IFTMCS AND IFTMIN MESSAGES   **Index**

D4 recommends that the IFTMCS message should be used in all cases where the terms and conditions of a contract of carriage are to be communicated between parties (eg. from a carrier to a shipper). The IFTMIN message is only to be used as an instruction to a carrier or forwarder to prepare a contract of carriage. The IFTMIN message can also be passed from a shipper to a forwarder as instructions related to a shipment.

RECOMMENDATION D4/G59 - SELECTION OF DIRECTORIES FOR IMPLEMENTATION
Index

D4 Recommends that users implement messages according to the directory version on which the Recommendations/Principles and Rules for that message have been based. However, if users wish to implement a later directory, the same Recommendations/Principles and Rules should be applied to that directory.

Segments and elements appearing in the later directory which are not included in the ITIGG Recommendations should not be used.

RECOMMENDATION D4/G60 –TRANSSHIPMENT and RELAY OPERATIONS   **INDEX**

− **Transshipment** is defined as the process by which goods/equipment are transferred from one means of transport to another (under the same transport contract). Examples are: vessel to vessel, vessel to truck, truck to train and train to train.

− **Relay** is considered as a special case of transshipment, where the goods are moved between means of transport under control of the same operator.

D4 recommends to avoid ambiguity that:

1. All the information regarding the transshipment and relay (e.g. location, date/time, reference) is specified for the stage of transport immediately prior to the transshipment process.
   This transport stage is normally specified in the TDT occurrence detailing the pre-carriage transport details or (for the rail mode of transport) one of the main carriage transport details which are applicable prior to the transshipment process.
   In cases that no information of the pre-carriage details is available the transshipment location are normally specified under the main transport details. It also applies to relays.

2. The location where the transshipment operation occurs is qualified by "13" in DE 3227 of LOC segment below TDT.
3. The location where the relay operation occurs is qualified by "169" in DE 3227 of LOC segment below TDT.

RECOMMENDATION D4/G61 – SEGMENT/COMPOSITE REPETITIONS   **INDEX**

D4 recommends that no attempt should be made to convey extra meaning to trading partners by virtue of the order of a sequence of repeated segments alone.

Example:

Equipment position on a means of transport (e.g. containers on separate wagons in a train) must not be deduced from the EQD segment position within the flow of segments of a message.

In case of a chronological order of e.g. the berths that a vessel will visit in a port, can be specified by a sequence of repeated LOC segments.

RECOMMENDATION D4/G62 – USE OF THE EQD GROUP FOR BUNDLED EQUIPMENT

D4 recommends that for bundled equipment (such as a bundle of flat rack containers or collapsible flat rack containers), the EQD segment group in transport messages is used.

D4 recommends that distinction be made between the carrier view and the client view with regards to the bundle of items:

1. The carrier is focused on the bundle comprising of all those pieces of equipment that can be *handled as a single item.*
    The identification number of the leading piece of bundled equipment is to be specified in the EQD segment in data element 8260 of composite data element C237 (Equipment identification) with qualifier "CN" (= Container) in data element 8053. The identification numbers of the other pieces of bundled equipment are to be specified in C237 of the EQA segment while the appropriate qualifier identifying the actual type of equipment involved is transmitted in data element 8053 of this segment.

Example:	A bundle consisting of *four* containers:
EQD+CN+POLU1234567+20P3'	(The leading piece, e.g. the bottommost container, size/type 20P3)
EQA+CN+POLU1234577'	(the 2nd container in the pile)
EQA+CN+POLU1234566'	(the 3rd container in the pile)
EQA+CN+POLU1234555'	(the 4th container in the pile)

2. The client's focus is each and every *individual piece of equipment in the bundle* that is to be transported.

    In this view all pieces of equipment in the bundle are equal, and each piece of equipment is specified in an EQD segment group, in data element 8260, with qualifier "CN" (=Container) in data element 8053.
    A special reference number may be used to identify the bundle. This bundle number is used in each of the EQD groups that describes one piece of equipment e.g. a flat rack container (in full detail), indicates that these flats are to be bundled and to be handled as a single item. The bundle id number is to be specified in the RFF segment in the EQD group, in data element 1153 with qualifier "ATW" (=Flat rack container bundled identification number).

Example:	A bundle consisting of *four* containers:
EQD+CN+POLU1234567+20P3'	(1st container in the pile, size/type 20P3)
RFF+ATW:PILE123'	(bundled in bundle with id number: Pile 123)
EQD+CN+POLU1234577+22P3'	(2nd container in the pile, size/type 22P3)
RFF+ ATW:PILE123'	(bundled in same bundle)
EQD+CN+POLU1234566+22P4'	(3rd container in the pile, size/type 24P4)
RFF+ ATW:PILE123'	
EQD+CN+POLU1234555+20P3'	(4th container in the pile, size/type: 20P3)
RFF+ ATW:PILE123'	

Note that details for each of the containers in the bundle (such as: size/type, shipper or carrier supplied indicator) can only be given in situation 2. This will be the normal situation for instructing and reporting with IFTMxx messages and with the landside container messages such as COPARN/CODECO messages.

In situation 1 those details can only be given for the 'leading container' and not for the other containers in the bundle (unless these containers are also described in separate EQD groups – in which case it looks very similar to situation 2).
Situation 1 will normally suffice for the terminal operations where instructing and reporting is done by BAPLIE, MOVINS, COPRAR and COARRI messages.

Note: the new qualifier "ATW" (= Flat rack container bundled identification number) comes from D00.A
Note : See also D4/G64;

RECOMMENDATION D4/G63 : USAGE OF LINKS BETWEEN GROUPS OF SEGMENTS.
Index

D4 recommends the following usage of the SGP and TPL segments to allow the linkage between the major transport segment groups GID, EQD and TDT:

The SGP (Split goods placement) and TPL (Transport placement) segments are used in the IFTMxx messages to establish links between :

A   The goods detailed in the GID segment group and the associated transport equipment identified in the EQD segment group

B   The goods detailed in the GID segment group and the means of transport in which the goods are being, or are going to be, transported as identified in the TDT segment group.

C   The transport equipment detailed in the EQD segment group and the means of transport in which the transport equipment is being, or going to be, transported as identified in the TDT segment group.

Both the SGP and TPL segments are included in the GID group, which as mentioned above, may detail the goods being transported. One GID group describes one commodity of goods to be transported.

A   In order to associate specific GID segments with specific EQD segments the SGP segment should be used within the GID group. Composite data element C237, which details the transport equipment being used should be used identically in the SGP segment (within the GID group) and the EQD segment.
The number of packages packed inside the specific transport equipment should be indicated in d/e 7224.

When **one** commodity (i.e. one GID group) is packed into more than one transport equipment then repeats of the SGP within the specific GID group should be used.

When **multiple** commodities (i.e. multiple GID groups) are packed into the same transport equipment then the SGP segments should be used with the same contents of C237 for each GID segments.

B   In order to associate specific GID segments with specific TDT segments the TPL segment should be used within the GID group. Composite data element C222 should be used identically in the TPL segment (within the GID group) and also in the TDT segment.

C   In order to associate specific EQD segments with specific TDT segments the TPL segment should be used within the EQD group. Composite data element C222 should be used identically in the TPL segment (within the EQD group) and also in the TDT segment.

This is summarized in the following table :

Link between groups		Identical field		**Relation**
From	**To**	**From**	**To**	
GID	EQD	Composite C237 of SGP segment	Composite C237 of EQD segment	Specify the distribution of a goods item amongst the transport equipment.
GID	TDT	Composite C222 of TPL segment	Composite C222 of TDT segment	identify transport details for a goods item
EQD	TDT	Composite C222 of TPL segment	Composite C222 of TDT segment	Identify transport details for the equipment.

It can also be graphically expressed as follow :

TDT (C222)

GID
 TPL (C222)
 SGP (C237)

EQD (C237)
 TPL (C222)
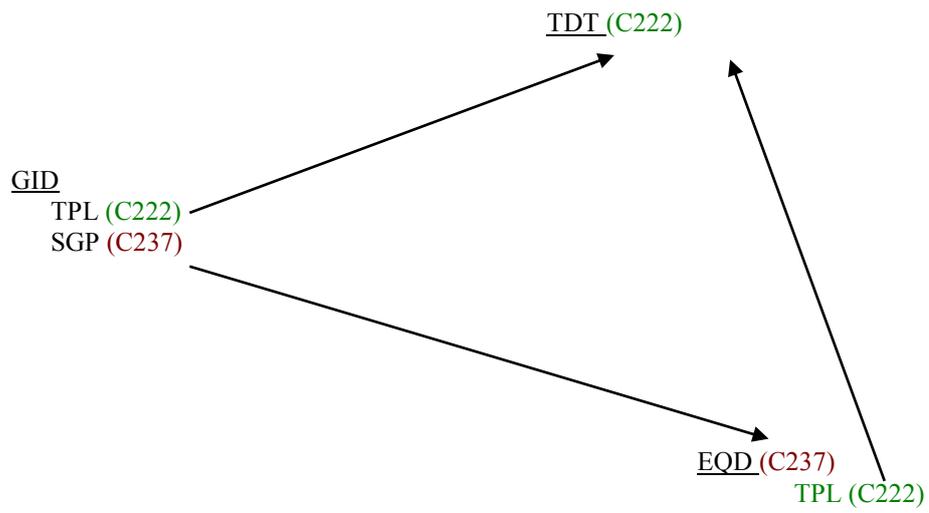
RECOMMENDATION D4/G64 – RELATIONSHIP BETWEEN EQA AND EQD   **Index**

This recommendation is specifically a railway recommendation, as the other modes of transport do not currently consider the highest and lowest level of equipment as being easily definable.

D4 recommends that a link is made from the **highest** level of equipment to the **lowest** level (e.g. from a wagon to any containers/swap bodies/trailers/trucks on it) thereby following and defining the physical hierarchy.

Example to illustrate the background:

A train consists of two wagons. The first rail wagon "W1" contains 2 containers "C1" and "C2". On C2 there is a tarpaulin and on the second rail wagon "W2" there is a tarpaulin.

In this case :
The means of transport is the train
The highest level of equipment is the rail wagons
The next level of equipment is the containers
The lowest level of equipment is the tarpaulin

Extract from message:

TDT+………	Details of the train as the means of transport.
…………	Other segments not relevant for this example.
EQD+RR+W1'	Details of wagon 1 are given here, RR is qualifier for rail car.
EQA+CN+C1'	C1 is container Nr 1, attached to W1. CN is qualifier for container.
EQA+CN+C2'	C2 is container Nr 2, attached to W1.
EQD+CN+C1'	Details of container Nr 1 are now given in its own EQD-group.
EQD+CN+C2'	Details of container Nr 2 are now given in its own EQD-group.
EQA+TP'	A tarpaulin is attached to container Nr 2.
EQD+RR+W2'	Details of wagon Nr 2 are given in its own EQD-group.
EQA+TP'	A tarpaulin is attached to wagon Nr 2.

RECOMMENDATION D4/66 – TEMPERATURE REPRESENTATION   Index

Temperatures are transmitted in a numerical representation governed by the UN/EDIFACT and ISO syntax. If the temperature is negative the minus (-) sign must be transmitted in DE 6246. Temperatures are expressed with only one decimal position. The minus sign and/or decimal point do not count in the total number of characters, according to the syntax rules.

This is demonstrated in example below, where the transport temperature = -4.0 degrees centigrade.
- Example: TMP+2+-04.0:CEL' (-note: for directories <=99B, where the representation of 6246 is n3)
- Example: TMP+2+-4.0:CEL'   (-note: for Directories >=00A, where the representation is n..15)

The relationship between the TMP and RNG segments is explained in General Recommendation D4/G34.

PROPOSED RECOMMENDATION D4/G67 – PRESENTATION OF NAD DETAILS   **Index**

D4 recommends that one of the following three approaches to the presentation of party details in the NAD segment should be implemented:

    a) Coded (C082)
    b) Structured address (C080-C059, 3164, C819, 3251, 3207)
    c) Unstructured free text (C058)

To enable the receiving computer to process the information conveyed by the message, the most efficient practice is to implement the coded approach (a) or the structured address approach (b).

However, it is recognized that there will, in some cases, be a continuing requirement to operate systems which may require unstructured free text (c) which must be printed onto traditional paper documents at some points in the transport chain. This is particularly the case where maritime Bills of Lading (B/Ls) are to be used in the trade. This is because in such cases a paper B/L must be printed strictly according to Letter of Credit requirements which may, for example, include replication of original spelling variations that may not match the precise data structure indicated by the implementation of approaches (a) or (b).

RECOMMENDATION D4/G68 – USE OF COMPOSITE C107 IN FTX SEGMENT   **Index**

ITIGG recommends that one of the following three approaches to the presentation of free text details in the FTX segment should be implemented:

> a) Coded (C107)
> b) Coded (C107) **plus** unstructured free text (C108)
> c) Unstructured free text (C108)

To enable the receiving computer to process the information conveyed by the message, the most efficient practice recommended by D4 is to implement either of the coded approaches (a) or (b). However, it is recognised that this is not always possible and in that case composite C108 can be used (approach (c)).

RECOMMENDATION D4/G69 – CODE VALUES FOR MEASUREMENTS   **Index**

Data element 6411 (Measure unit qualifier) is included in the MEA (Measurement), TMP (Temperature), DIM (Dimension) and DGS (Dangerous goods) segments. D4 recommends the use of UN Recommendation 20 for providing the qualifiers for this data element. The following is a subset of the common codes used in transport messages that are included in the UN/ECE Recommendation Nr 20:

- Centimeter   CMT
- Cubic meter   MTQ
- Cubic meter per hour   MQH
- Degree Celsius   CEL
- Degree Fahrenheit   FAH
- Foot   FOT
- Inch   INH
- Kilogram   KGM
- Pound   LBR
- Meter   MTR
- Metric ton   TNE
- Loading meter   ACB
- Square meter   MTK
- US gallons   GLL
- Kilowatt   KWT
- Knot   KNT

RECOMMENDATION D4/G71 - USAGE OF CPI and TCC   **Index**

Ocean Sector
In the ocean industry in general the CPI segment group at header level is used to indicate the payment status of the whole consignment, while the payment status of each individual freight charge is indicated in data element 4237 of the TCC segment.

D4 recommends that the payment status of each individual freight charge, which may differ from the overall payment status, is indicated in data element 4237 of the TCC segment.

Railway Sector
Both CPI and TCC groups relate to charge. The difference is :

- CPI define a methodology of payment (who has to pay for which purpose) and therefore is part of the contract as soon as it is accepted at the departure. After this acceptance it won't normally change.
- TCC contains various amounts which are due for the consignment as they are determined either in a tariff or as they appear during the carriage. The party which has to pay this (these) amount(s) is mentioned can be deduced from the information in the CPI group.

See some related topics in <u>recommendation D4/G25</u>

RECOMMENDATION D4/G72 - Various recommendations and norms referred by ITIGG references **Index**

Here are some interesting references used by ITIGG.

Organization	Purpose	Organization's reference	URL
UN/ECE	Location codes	Recommendation Nr 16	**http://www.unece.org/cefact/**
UN/ECE	Mode of transport	Recommendation Nr 19	**http://www.unece.org/cefact/**
UN/ECE	Unit of measurement	Recommendation Nr 20	**http://www.unece.org/cefact/**
UN/ECE	Types of cargo & packages	Recommendation Nr 21	**http://www.unece.org/cefact/**
UN/ECE	Freight cost code	Recommendation Nr 23	**http://www.unece.org/cefact/**
UN/ECE	Status code	Recommendation Nr 24	**http://www.unece.org/cefact/**
UN/ECE (ISO)	Currency code	Recommendation Nr 9 (ISO 6345 (3 alpha))	**http://www.unece.org/cefact/**
UN/ECE (ISO)	Country code	Recommendation Nr 3 (ISO 3166 (2 alpha))	**http://www.unece.org/cefact/**
ISO	Langage code	ISO 639-1988	**http://www.unece.org/cefact/**

RECOMMENDATION D4/G73 – USE OF TRANSPORT STAGE QUALIFIER DE 8051 in TDT
INDEX

In the TDT segment DE 8051 is defined as "Qualifier giving a specific meaning to the transport details". The most typical values are Main carriage, Pre-carriage and On -carriage. Pre-carriage and On-carriage fall under the main carriage transport contract.
In rail transport the main carriage stage may be made up by the transport stages of up to 9 different carriers.

There are also code values such as "at departure" and "at destination".

D4 recommends to use the word "main carriage" for information related to the same mode of transport as the one being requested in the instruction message (IFTMIN).

D4 further recommends the usage of DE 8051 according to four scenarios as described below:

1.   There is only one transport stage (same carrier from the place of receipt to the place of delivery)
-        "20" for "main-carriage transport"
        This will be applicable in the road, rail, air and maritime transport modes.

2.   The carrier arranges pre-carriage and on-carriage as the transport stages directly connected to the main transport, these stages fall under the main transport contract. This information is considered as operational information.
-        "10" for "Pre-carriage", to refer to road / ship /aerial stage(s) that occur before the main stage,
-        "30" for "On carriage" to refer to road / ship /aerial stage(s) that occur after the main stage.
        This may be applicable in all transport modes.

3.   For the rail, road and air transport modes, the main transport may include several stages. The exchanged operational information will concern the different stages. (For instance in the data exchange between a forwarder and a railway company and/or between railway companies mutually).

-        "21" for "Main carriage - first carrier" : this value is chosen even if there is only one stage of transport. So in this scenario this is the only mandatory value.
-        "22" for "Main carriage - second carrier"
-        "23" for "Main carriage - third carrier"
-        "T50" – "T59 for "Main carriage – fourth to twelfth carrier"

4.   In case goods/equipment are taken over by the main transport carrier from another transport means at the place of receipt, that means of transport will not fall under the main transport contract.
    The same is possible at the place of delivery.
    The transport information exchanged will be operational information and concerns only the departure and the arrival. For example : exchanged messages between a customer and a carrier/forwarder with a minimum of operational information.

-        Use "12" (=At departure) to convey the transport details information at the place of receipt
-        Use "13" (=At destination) to convey the transport details information at the place of delivery

RECOMMENDATION D4/G74 – Usage of the TDT segment and RFF segment under the TDT segment group identifying codes for ship's name
INDEX

D4 recommends that codes for ship's name, namely Lloyd's number or call Sign, should be specified in data element 8213 within TDT segment as follows:

Example 1:   Lloyd's number

        8213   7248306

1131
3055   11 (Lloyd's register of shipping)

Example 2:   **Call Sign**

8213   HPEN
1131   103 (Call sign directory)
3055

D4 also recommends that the TDT and RFF segments under TDT segment group for vessel's identification should be used as follows if both Lloyds number and Call Sign are required. The call sign should be represented in the TDT segment and the Lloyds number in the RFF segment. This approach was taken because qualifier code VM refers to UN/ECE recommendation No.10.

TDT segment:

8213   HPEN
1131   103 (Call sign directory)
3055

RFF segment:

1154   VM Vessel identification (UN/Recommendation number 10)
1153   7248306