GUIDELINES

COPARN

(D.95B version 1.4)

Department : PSA Antwerp EDI Support team

PSA Antwerp Guidelines COPARN

Introduction

This document is composed merely to facilitate the development of new EDI COPARN links with our customers and to guide and assist them through the programming and test phase. This should reduce the research and development on the customer side significantly.

As PSA Antwerp is an active participant of the world wide SMDG EDI discussion forum since its foundation, this document is partially based on the SMDG COPARN user manual (Version 1.4), enriched with some useful tips. It is not our intention to replace the official SMDG manual. These guidelines should be used in addition to the COPARN manual.

Suggestions and/or feedback are always welcome, as this document is also based on experiences, gained from past COPARN projects. Each time some new features are added, we provide our customers with an update.

Best regards,

PSA Antwerp EDI Support team.

The Container Announcement Instructions Message (COPARN)

The COPARN message is sent by the shipping agent to the container terminal operator/depot.
In Antwerp, PSA Antwerp can have both functions, which means that PSA Antwerp is to be considered as a terminal operator/depot. The message can be used for import, export and logistic movements. This message is the order for the release of empty containers, announcement of the delivery of full or empty containers to the terminal. When it concerns a release of containers, the shipping agent reports to the terminal operator that one or more containers will be collected on a later date. In case of an announcement, the shipping agent announces to the terminal operator that full or empty containers will be brought to the terminal whether or not with the intention to be exported.

SEGMENT TABLE

```
UNB
UNH    Message header
BGM    Beginning of message          ⎫  Header
RFF    Reference

TDT    Details of transport          ⎫
RFF    Reference
NAD    Name and address
EQD    Equipment details
RFF    Reference
EQN    Number of units
DTM    Date/time period
LOC    Place/location identification  ⎬  Body
MEA    Measurements
DIM    Dimensions
TMP    Temperature
RNG    Range details
FTX    Free text
DGS    Dangerous goods
FTX    Free text                      ⎭

CNT    Control total                 ⎫  Trailer
UNT    Message trailer
UNZ
```

SEGMENT TABLE: table of contents

Tag Name

Header

Segment group 1

Segment group 2

Segment group 7

Trailer

I.   GENERAL INFORMATION

Basic rules

- *One booking reference per COPARN message*

  Only one booking reference can be specified per COPARN message, so a new COPARN message should be sent for each booking reference.

- *One container type per booking reference/COPARN message*

  We also strongly suggest specifying only one container type per booking reference/COPARN message. Otherwise the truck driver won't be able to use the automated administrative check in facilities at our terminals. As he then will be obliged to pass through the problem counter, the waiting and treatment times at the gates of our terminal will be significantly higher.

- *One vessel – voyage combination per COPARN message*

  A COPARN container announcement message is composed per vessel, linked with a certain voyage.

- Please send the Coparn as frequently as possible (more than twice or three times a day).

COPARN Message types

The following set of COPARN types is known and can be used. We will refer to these definitions throughout the course of this guidelines document

→ Empty out COPARN (export booking)

This is an empty out instruction from the shipping agent to the container terminal (depot function). This instruction will order the release of an empty container. The container will be picked up at the HNN depot facility to be stuffed at an inland facility.

Technical characteristics of an empty out COPARN:

In the BGM-segment (header), data element 1001 has value "12"
In the EQD –segment (group 7), data element 8169 has value "4"

For more information see also "Order type - BGM-segment" and "Equipment details - Group 7 EQD –segment"

→ Full in COPARN (export booking)

This message is an instruction from the shipping agent to the container terminal. This full in instruction will order the acceptance by PSA Antwerp of a full container for export admittance.

Technical characteristics of a full in COPARN:

In the BGM-segment (header), data element 1001 has value "11"
In the EQD –segment (group 7), data element 8169 has value "5"

For more information see also "Order type - BGM-segment" and "Equipment details - Group 7 EQD –segment".

→ Empty in COPARN (export announcement or stock announcement)

This is an instruction from the shipping agent to the container terminal. The empty in instruction will order the acceptance by PSA PSA Antwerp of an empty in container.

Technical characteristics of an empty in COPARN:

In the BGM-segment (header), data element 1001 has value "11" (gate in)
In the EQD –segment (group 7), data element 8169 has value "4" (empty)

Four situations are possible:

1) 1A/ Empty in for export shipping, empty container has to be loaded on a specific vessel:

   → Data element 8249 in EQD-segment has value "2" (=export). The container will be stacked on our yard in a reserved area for empty containers to be exported / shipped.

   → Vessel indication (in TDT segment) and voyage indication (in RFF segment) are needed!

   → Operational port of discharge (in LOC segment).

   1B/ Empty in for export shipping, empty container has to be loaded on any available vessel:

   → Data element 8249 in EQD-segment has value "2" (=export). The container will be stacked on our yard in a reserved area for empty containers to be exported / shipped.

   → Vessel indication "VSMTI" (in TDT segment) and voyage indication "EMPTY" (in RFF segment) are needed, the container will be stacked in the stock depot of HNN.

   → Operational port of discharge (in LOC segment). If unknown = OPOPT = optional port.

2) Empty in for depot fill up (Continental --> Depot).

   → Data element 8249 in EQD-segment has value "1" (=continental).

   → **No** vessel (TDT segment) and **No** voyage indication (RFF segment) needed, the container will be stacked in the stock depot of HNN.

3) Empty in return to HNN depot after being previously imported (e.g. full discharge from vessel) and stripped at an inland facility.

➔ Import: data element 8249 in EQD-segment has value "3" (=import).

4) Empty shipping from HNN depot and empty container has to be loaded empty onto a vessel on the same quay / terminal (as the depot).

➔ We do not need a Coparn because this will be covered by the Coprar (Loading Order).

➔ Coparn = Container announcement message. A container that is already present in our HNN depot obviously does not have to be stacked and announced anymore.

II.   <u>SEGMENT INFORMATION</u>

<u>Interchange header – UNB –segment</u>

<u>Structure:</u>

UNB
+
0001 = *Syntax identifier* with as value "UNOA" (indicates the use of level 'A' character set. => *see APPENDIX C for more information*)
:
0002 = *Syntax version number* with as value "2"
+
0004 = *Sender identification*: mailbox number of the message sender
+
0010 = *Recipient identification:* mailbox number of the message recipient
+
0017 = *Date of preparation* (YYMMDD)
:
0019 = *Time of preparation* (HHMM)
+
0020 = *Interchange control reference* with a unique number which is also specified in the UNZ segment
'

<u>Example:</u>

UNB+UNOA:2+<SENDER>+101311+000508:1106+000005

Message version - UNH-Segment

To head and identify the message type and version.
For mapping reasons, also enter the Association Assigned Code (0057) in the UNH-segment.

Structure:

UNH
+
0062 = *Message reference number* with as value a unique sequence number per message
+
0065 = *Message type identifier* with as value "COPARN"
:
0052 = *Message type version number* with as value "D"
:
0054 = *Message type release number* with as value "95B"
:
0051 = *Controlling agency* with as value "UN"
:
0057 = *Association assigned code* with as value the used manual version number (="ITG12")
'

Example:

UNH+001054+COPARN:D:95B:UN:ITG12'

Order type - BGM-Segment

To indicate the type and function of a message and to transmit the identifying number.
Data element 1001 in BGM-segment has to be coded with as value one of following codes:12 or 11 (= transport equipment movement inst.).

12 = Gate out move
11 = Gate in move

Structure:

BGM
+
1001 = *Document/message name, coded* with as value one of following codes:12, 11
+
1004 = *Document/message number* with as value the sender's unique internal reference number
+
1225 = *Message function, coded* with as value one of following codes: 9, 2, 3, 4 (For further information concerning these codes: see 3. Message Function-BGM segment)
'

Example:

BGM+**12**+LMN309WECID000019+9'

Message function - BGM-Segment (see APPENDIX D)

When sending EDI booking instructions, a certain order, regarding this message function, has to be taken into account. The first message is always a creation of a booking. We call this the ORIGINAL message. After this original message, several changes can be sent for that booking (e.g. container number, weight of container, IMO, vessel, voyage number, …).

In the BGM segment, the code value of data element 1225 (message function, coded) indicates the function of the message.

On message header level:

9 = ORIGINAL (CREATE): First transmission of the message and creation of the booking

The BGM segment with message function "9" is followed by the RFF segment with value "XXX" (dummy value) as reference qualifier (1153) and with value "1" as reference number (1154)

General usage:

To adapt (CHANGE, ADDITION…) the booking information created by the original message, you always have to refer to that first (ORIGINAL) message. The BGM segment is then followed by the RFF segment with as reference qualifier (1153) value "ACW" (reference to a previous message), followed by the reference of the ORIGINAL message as reference number (1154).

On message detail level :

2 = ADDITION : An addition of the detail information.
4 = CHANGE: A change of elements in the message.
3 = DELETION: To delete details in body information.

We recommend using additions and deletions for increasing and decreasing the number of containers. Changing the number of containers is also possible using message function "4" (CHANGE), but this method is not advisable.

Message reference - RFF-Segment

The RFF at this level is used to transmit references which apply to the whole message and which will link this message to later messages, reports/instructions which relate to the equipment movement.

Structure:

RFF
+
1153 = *Reference qualifier* with as value "XXX" (= dummy value for original message) for ORIGINAL or "ACW" (= reference to a previous message) for a CHANGE, REPLACE, DELETION –message (see also appendix d)
:
1154 = *Reference number* with as value "1" (=dummy value) for ORIGINAL or the message reference of the ORIGINAL message.
'

Example:

RFF+XXX:1'

For further information see APPENDIX D

1.   SEGMENT GROUP 1

A group of segments to indicate information regarding the main carriage.
This segment group identifies the main carriage or vessel details for all items of equipment in the message.

1.1.   Vessel details - TDT Segment

In this segment all transport and vessel information can be specified:

Structure:

TDT
+
8051 = *Transport stage qualifier* with as value "20" (=main carriage)
+
8028 = *Conveyance reference number* with as value the carrier's main voyage number
+
8067 = *Mode of transport, coded* with as value "1" (= maritime transport)
++
3127 = *Carrier identification* with as value the code of the vessel operator (=> *See Appendix E*)
:
1131 = *Code list qualifier* with as value "172" (= carrier code)
:
3055 = *Code list responsible agency, coded* with as value "20" (=BIC)
+++
8213 = *Id of means transport* with as value the international radio call sign
:
1131 = *Code list qualifier* with as value "103" (= radio call sign)
::
8212 = *Id of the means of transport* with as value the full name of the vessel (= optional)'
'

Example:

TDT+20+1130+1++HYU:172:20+++3EXG9:103::DANUBE'

1.2. **Vessel voyage number - RFF-Segment**

This segment is always used to specify the main voyage number, or, if you are acting as co-loader, the alternative voyage number. So also when you are not acting as co-loader, the main voyage number which is also specified in the TDT-segment (above), has to be repeated in this segment.

Structure:

RFF
+
1153 = *Reference qualifier* with as value the code "VON" (= voyage number)
:
1154 = *Reference number* with as value the main voyage number or the alternative voyage number.
'
For vessel MSC INSA:

- The MSC carrier's main voyage number is "0398"
- For carrier operator "MSC" (Mediterranean Shipping Company), the alternative voyage number for the MSC INSA is "001025".
- For co-loader "LTP" (Lloyd Triestino), the alternative voyage number for the MSC INSA is "0248S".
- For co-loader "ACL" (Atlantic Container Lines), the alternative voyage number for the MSC INSA is "0668".

This means that we will receive three separate electronic booking messages:
- one from the shipping agent representing MSC
- one from the shipping agent representing LTP
- one from the shipping agent representing ACL

TDT and RFF segment in COPARN from shipping agent representing MSC:

        TDT+20+0398+1++MSC:172:20+++3FWO5:103::MSC INSA'
        RFF+VON:001025'
        NAD+CF+MSC'

TDT and RFF segment in COPARN from shipping agent representing LTP:

        TDT+20+0398+1++MSC:172:20+++3FWO5:103::MSC INSA'
        RFF+VON:0248S'
        NAD+CF+LTP'

TDT and RFF segment in COPARN from shipping agent representing ACL:

        TDT+20+0398+1++MSC:172:20+++3FWO5:103::MSC INSA'
        RFF+VON:0668'
        NAD+CF+ACL'

When we are to report the loading operation for vessel MSC INSA electronically (COARRI loading report message), we will in return use the same alternative voyage numbers to report to the parties concerned. In this example, these parties are the shipping agents, representing MSC, LTP and ACL.

2.   SEGMENT GROUP 2

A group of segments to identify a party and/or addresses and related contacts.
This segment group is mandatory in the message and must always be used.

2.1. Container operator code - NAD-Segment

This segment specifies the name/address and their related function. As Party Qualifier (3035), value "CF" (Container operator) has to be used.

Structure:

NAD
+
3035 = *Party qualifier* with as value "CF" (=container operator)
+
3039 = *Party id identification* with as value the name of the line agency (=> See Appendix F)
'

Example:

NAD+CF+HYU'

3. SEGMENT GROUP 3

3.1. Goods item details - GID-Segment

3.2. Handling instructions - HAN-Segment

3.3. Free text - FTX-Segment

4. SEGMENT GROUP 4

4.1. Name and address - NAD-Segment

4.2. Date/time/period - DTM-Segment

4.3. Reference - RFF-Segment

4.4. Measurements - MEA-Segment

4.5. Dimensions - DIM-Segment

5. SEGMENT GROUP 5

5.1. Split goods placement - SGP-Segment

5.2. Measurements - MEA-Segment

6. SEGMENT GROUP 6

6.1. Dangerous goods - DGS-Segment

6.2. Free text - FTX-Segment

6.3. Measurements - MEA-Segment

7. SEGMENT GROUP 7

A group of segments to specify containers in which goods are transported.
This segment group must always be sent in the COPARN message.

7.1. Equipment details - EQD-Segment

To identify a unit of equipment.
The EQD segment must always be sent.

Structure:

EQD
+
8053 = *Equipment qualifier* with as value "CN" (=container)
+
8260 = *Equipment identification number* with as value the container number (see remark below)
+
8155 = *Equipment size and type identification* with as value the ISO code for the corresponding container (see below: "Specification of empty out containers" and "ISO code matching")
:
1131 = *Code list qualifier* with as value "102" (=size and type)
:
3055 = *Code list responsible agency, coded* with as value "5" (= ISO)
++
8249 = *Equipment status, coded* with as value "2" (= export) or "3" (=import) or "1" (=continental)
+
8169 = *Full/empty indicator, coded* with as value "4" (= empty) or "5" (= full)
'

Examples :

Full In (with ISO-code):	EQD+CN+ +4210:102:5++2+**5**'
Empty Out (with ISO-code):	EQD+CN+ +4210:102:5++2+**4**' (see also "Specification of empty-out containers" and "Iso code matching")
(Full in with container number):	EQD+CN+**TRLU1234567**+4210:102:5++2+5'

7.1.1. Specification of empty-out containers:

ISO code:

In the EQD segment, the value for data element 8155 (Equipment size and type identification) is the iso code for the corresponding container. This element is then followed by Code list qualifier (1131) with value "102" and Code list responsible agency coded (3055) with value "5"

Example:
EQD+CN++**4500**:102:**5**++2+**4**'

7.1.2. ISO code matching:

By iso code matching we define a sequence of equivalent relations between the various iso codes which are used by the customers.

Definition of "equivalent relations" = equal in value, ISO codes with the same characteristics.

Example of such equivalent relations:

```
22GP = 22G0=22G1=2200=2210
22VH = 22V2=22V3=22V0=2214=2215=2213
22UT = 22U1=2251
22UP = 22U6=2258=2259
29PL=29P0=2960
22PF=22P1=2261
22PC=22P3=22P8=2263=2268
22RT=22R1=2232
22RC=22R9=2239
42GP=42g=42G1=4300=4310
45GP=45G0=45G1=4500=4510
42UT=42U1=4351
42UP=42U6=4358=4359
45UP=45U6=4559
49PL=49P0=4960
42PF=42P1=4361
42PC=42P3=42P8=4363=4368
4310=4311
45PC=45P3=45P8=4563=4568
```

All containers with the same characteristics (for example 40 foot, Dry Van 8,6 foot) are physically stacked together on our yard in blocks (for example 6 containers wide and 4 containers high).   But not all containers have the same ISO code, because there exist containers with the same characteristics but with different ISO codes. For example, as well ISO code 4310 as 4311 stands for a 40 foot-Dry Van-8,6 foot container.

Imagine that there is stacked an empty container in your pool with ISO 4310 at the bottom of the empty stack with 3 empty containers on top of it. And there is stacked a container with ISO 4311 on top of the stack. These are two containers with the same characteristics (see equivalent relations table provided by the customer `4310=4311`).
If you then specify in the booking ISO code "4310", which stands for a 40 foot container- dry Van-8,6 , which also stands for iso code "4311", we can simply take a container on top of the stack, without shifting. This can save a lot of time.

Stack of empty 40FT DV 8,6 ft containers
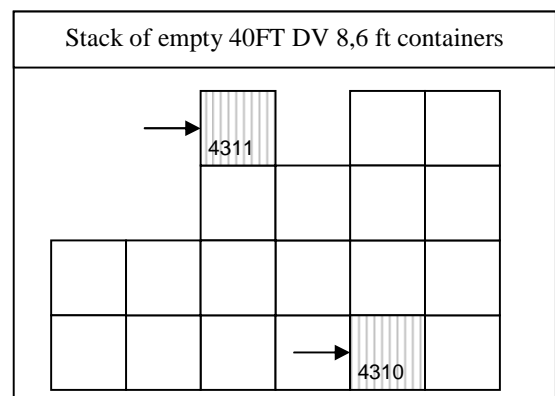
So if HNN receives a COPARN with an ISO code which is not available at the moment, HNN can use the ISO code matching, using the equivalent relations (provided by the customer), to select an other container with equal characteristics but with another ISO code.

This way of working makes it a lot more efficient and time saving to physically retrieve a container from your pool of empty stock on our depot yard, which is also in the advantage of the shipping agency.

7.1.3. Specification of container number in EQD:

It's possible to give multiple container numbers for one booking reference. You just have to repeat the EQD-group

The container numbers can in some cases be retrieved from the gate out daily moves that we report frequently. (CODECO message)
In some cases the container number will be unknown (cross bookings,…), then just omit the container number.

Example:
```
UNB+UNOA:2+115500+101302+991224:1100+000887'
UNH+001342+COPARN:D:95B:UN:ITG'
BGM+11+AVW00001+9'
RFF+XXX:1'
TDT+20+RH35E+1++HYU:172:20+++3ECE7:103::RHEIN BRIDGE'
RFF+VON:RH35E'
NAD+CF+HYU'
EQD+CN+GATU1234589+2200:102:5++2+5'
RFF+ANN:TST99999'
EQN+1'
LOC+8+BEANR:139:6+BEANR869:TER:ZZZ'
LOC+9+BEANR:139:6'
LOC+11+HKHKG:139:6'
LOC+163+HKHKG:139:6'
MEA+AAE+TGW+KGM:18000'
MEA+AAE+MW+KGM:24000'
EQD+CN+GATU4321589+2200:102:5++2+5'
RFF+ANN:TST99999'
EQN+1'
LOC+8+BEANR:139:6+BEANR869:TER:ZZZ'
LOC+9+BEANR:139:6'
LOC+11+HKHKG:139:6'
LOC+163+HKHKG:139:6'
MEA+AAE+TGW+KGM:18000'
MEA+AAE+MW+KGM:24000'
CNT+16:2'
UNT+26+001342'
UNZ+1+000887'
```

Remark:

When the container number is provided, the EQN-segment has value 1 for obvious reasons.

7.2. **Booking reference number - RFF-Segment**

In this segment, the corresponding booking reference is specified:

<u>Structure:</u>

RFF
+
1153 = *Reference qualifier* with as value "ANN" (= Transport Equipment Announcement Number)
:
1154 = *Reference number* with as value the corresponding booking reference
'

<u>Example:</u>

RFF+ANN:ANTA000001'

7.3. Sequence reference number – RFF segment

Some shipping lines are making use of a sequence number model COPARN
(see also Appendix G "The use of either the EQN segment or the RFF+SQ segment")

In the RFF segment the corresponding sequence number can in that case be specified:

Structure:

RFF
+
1153 = *Reference qualifier with* as value "SQ" (= Container Sequence Number)
:
1154 = *Reference number with* as value the corresponding sequence number
'

Example:

RFF+SQ:10'

7.4. Number of equipment - EQN-Segment

To specify the number of units.
This segment has a value different from 1 (if it isn't one container) when the container number is not known for the booking references (cross bookings,...).
The maximum number of units (detail lines) in the EQN-segment (data element 6350) is limited. Because of safety reasons (database overflow), our system can only generate "999" of detail lines per reference.

Structure:

EQN
+
6353 = *Number of units*
'

Example:

EQN+**5**' => for an EQD –detail with 5 containers

7.5. Date/time period - DTM-Segment

The DTM-segment is used to report dates and times relating to the item of equipment.
When you add one ore both segments to the message, the containers of the booking will be on hold until the limited start date and/or from the limited end date.

Structure:

DTM
+
2005 = Date/time/period qualifier with as value 7 and 36 (see below)
:
2380 = Date/time/period
:
2379 = Date/time/period/ format qualifier with as value 203 (format: CCYYMMDDHHMM)
'

Values:

2005: value   7   = Limited start date
              36   = Limited end date

Example:

DTM+7:200008180600:203'
DTM+36:200008221900:203'

7.6. Location - LOC-Segment

The LOC-segment is used to report locations which relate to the movement of the container.

Structure:

LOC
+
3227 = *Place/Location qualifier* with as value "5", "8", "11" or "163" (see below: possible place location qualifiers (3227))
+
3225 = *Place/Location identification* with as value the Locode of the port of departure
e.g.: "BEANR" or "BEZEE"
:
1131 = *Code list qualifier* with as value "139" (= port)
:
3055 = *Code list responsible agency, coded* with as value "6" (= UN/ECE)
+
3223 = *Related place/location one identification* with as value the corresponding PSA Antwerp terminal code (e.g. K869, Z206…) (!! Only for LOC+5 or LOC+8) See also "Place of departure" and "Place of destination"
:
1131 = *Code list qualifier* with as value "TER" (= Terminals) (!! Only for LOC+5 or LOC+8). See also "Place of departure" and "Place of destination"
:
3055 = *Code list responsible agency, coded* with as value "ZZZ" (= mutually agreed) (!! Only for LOC+5 or LOC+8)
'

7.6.1. Possible Place/Location qualifiers (3227) :

Place of departure: (PSA Antwerp terminal) (LOC+5)

The LOC –segment with "5" as place/location qualifier is *only used for an empty out instruction*. In the empty out move, the PSA Antwerp container terminal/depot has to be considered as the place of departure where the container is released by PSA Antwerp from the empty stock and picked up by truck, train or barge.

(*) The Related Location One Identification can have one of the following values:

"BEANR869" for quay 869 (Europaterminal)
"BEANR420" for quay 420 (Churchilldok)
"BEANR913" for quay 913 (Noordzeeterminal)
"BEZEE206" for quay 206 (Container Handling Zeebrugge)
"BEANR1742" for quay 1742 (Deurganckdok)

(See http://www.smdg.org/ → documents → code list → SMDG Terminal Facilities codes list.)

Example:

 LOC+**5**+BEANR:139:6+BEANR869:TER:ZZZ'

Place of destination: (PSA Antwerp destination terminal) (LOC+8)

The LOC –segment with "8" as place/location qualifier is *only used in a gate in instruction (full or empty).* In this case, the PSA Antwerp container terminal has to be considered as place of destination where the container is delivered full or empty by truck, train or barge.

Example:

LOC+**8**+BEANR:139:6+ BEANR869:TER:ZZZ'

Port of discharge: (LOC+11) **SPOD**

The operational port of discharge is the port of destination from the vessel point of view. In that port, the goods may be transhipped to another vessel and continue their voyage to their final port of destination (= LOC+163: see below). To specify this place/port, qualifier "11" has to be used.

Example:

LOC+**11**+SGSIN:139:6'

<u>Place of destination for stowage purposes: (LOC+163)</u> **POD**

The place of delivery is the final port of destination from the goods point of view. From there, they will be transported to an inland destination by truck, train or barge... To specify this port, qualifier "163" has to be used.

Example:

LOC+**163**+CNYTN:139:6'

But if the final port of destination is already an inland destination, then the LOC+163 = LOC+11

A container terminal like HNN does not organise overseas inland transports (we are on the other side of the ocean…) and therefore overseas inland transport is not the scope nor the responsibility of a terminal operator.

Our IT systems are not destined and not designed for it… therefore this info generates errors in our EDI systems…

So this inland transport info needs to be visible only to overseas inland transport operators or forwarders / shipping customers only.

Container terminals always have a port scope of two ahead, so worst case for HNN is something like:

SG SIN (Port of Singapore) / JP UKB (Port of Kobe, Japan).

Origin: we always inform the next coming container terminal (via BAPLIE EDI message) in this case of the port of Singapore.

We tell them that the container will be transhipped to Kobe so that they stack it in their yard properly…

In the port of Kobe our scope ends for HNN.

If the port of Kobe a second transhipment occurs to for example Sydney, Australia, then Sydney is not the scope of HNN anymore, it does belong to the scope of container terminal PSA in Singapore, two ports ahead so PSA has a scope port of Kobe and the port of Sydney…

All SMDG container EDI messages that we use together are designed in that way… a terminal scope of maximum two ports ahead…

Port of loading: (LOC+9)

To specify the operational port of loading, qualifier "9" has to be used. The port code itself is always to corresponding UN Locode (e.g. BEANR, BEZEE, NLRTM …)

Example:

LOC+**9**+BEANR:139:6'

7.7. <u>Weight - MEA-Segment</u>

The MEA-segment is used to report weights which relate to the container.

7.7.1. <u>CSC-Weight</u>

The CSC-weight is the maximum weight which can be loaded on the container and for which the container is tested.
This segment is only used for empty out instructions. In case the CSC-weight is known, it should be specified in the MEA-Segment under group 7.

<u>Structure:</u>

MEA
+
6311 = *Measurement application qualifier* with as value "AAE" (= Measurement)
+
6313 = *Measurement dimension, coded* with as value "MW" (Maximum CSC Gross Weight)
+
6411 = *Measure unit qualifier* with as value "KGM" (= Kilogram)
:
6314 = *Measurement value* with as value the actual maximum weight (for example: "24000" for 20 FT and "30000" for 40 FT containers).
'

<u>Example:</u>

MEA+AAE+**MW**+KGM:24000' (for 20' container)

In case the number of units (6350) in EQN segment is more than 1, the CSC-weight is valid for all containers in that EQD-group.

Example:

EQD+CN++2330:102:5+1+2+4'
EQN+**2**'
MEA+AAE+**MW**+KGM:**24000**'   => both containers have a CSC-weight of 24000 KGM

7.7.2. Gross-Weight

The Total Gross Weight is the total weight of the container and should be specified in the MEA-Segment under group 7. This segment is only used for full in instructions. If you want to specify a number of unknown container numbers through usage of the EQN segment, then the weights of these containers has to be added up into one value.Structure:

Structure:

MEA
+
6311 = *Measurement application qualifier* with as value "AAE" (= Measurement)
+
6313 = *Measurement dimension, coded* with as value "TGW" (Total Gross Weight)
+
6411 = *Measure unit qualifier* with as value "KGM" (= Kilogram)
:
6314 = *Measurement value* with as value the total gross weight (for example: "24600").
'

Examples:

MEA+AAE+**TGW**+KGM:30000'
(→ In case the number of units (6350) in EQN segment is more than 1, the Total Gross Weight is the total weight for all containers in that EQD-group.)

EQD+CN++2330:102:5+1+2+5'
EQN+**2**'
MEA+AAE+**TGW**+KGM:60000'   => total gross weight = 2 x 30T/container

7.8. Overheight / Oversized containers - DIM-Segment

The Group 7 DIM-Segment is used to specify dimensions, which exceed those of the standard reported in the preceding EQD-Segment. As Dimension Qualifier (6145), following values are possible:

    " 5 " => Off-standard dimension front (over-length)
    " 6 " => Off-standard dimension back (over-length)
    " 7 " => Off-standard dimension right (over-width)
    " 8 " => Off-standard dimension left (over-width)
    " 9 " => Over-height

Structure:

DIM
+
6145 = *Dimension qualifier* with as value "5" or "6" or "7" or "8" or "9" (see above)
+
6411 = *Measure unit qualifier* with as value "CMT" (= centimeters)
:
6168 = *Length dimension* with as value the over-length
:
6140 = *Width dimension* with as value the over-width
:
6008 = *Height dimension* with as value the over-height
'

Examples:

For over-length, front:DIM+5+CMT:20'
For over-length, back:DIM+6+CMT:30'
For over-width, right: DIM+7+CMT::15'
For over-width, left: DIM+8+CMT::15'
For over-height: DIM+9+CMT:::50'

Also a combination is possible, for example a container with an over-length of 20 cm, an over-width (right and left) of 10 *cm* and an over-height of 30 cm:

...
DIM+5+CMT:20'
DIM+7+CMT::10'
DIM+8+CMT::10'
DIM+9+CMT:::30'
...

Remark:

It is very useful if the customer can mention the overdimensions of a container and we can put them into our container terminal management system.
If we do not know on beforehand that a container has overdimensions, the container will be pre-planned in the normal container stack area on the yard. This pre-planning occurs at the gate in administrative check point.
If we notice overdimensions at the technical check point at the gate-in, the yard planning department will have to re-plan the container manually (we are trying to reduce this to a minimum).

For the truck driver carrying your cargo this can be an extra problem; he can get another parking / truck and liftfork instruction through which he has to wait unnecessary.

It is also clear that in those situations the PSA Antwerp logistic chain is not running as smooth as we like to see it running.

7.9. Fixed reefer temperature specification - TMP-Segment

To specify a fixed reefer temperature setting, the Group 7 TMP-Segment is used and is composed as follow:

The temperature qualifier (6245) with value "2" is followed by the temperature setting (6246).
This is a 3-digit integer number. ("." excluded)

Examples: * "20.0" returns 020°
                     * "09.0" returns 009°

As measure unit qualifier, one of next two values is possible:

        - "CEL" for degrees Celsius
        - "FAH" for degrees Fahrenheit

Structure:

TMP
+
6245 = *Temperature qualifier* with as value "2" (= transport temperature)
+
6246 = *Temperature setting* with as value the actual fixed temperature (see above)
:
6411 = *Measure unit qualifier* with as value the code "CEL" (=Celsius) or "FAH" (=Fahrenheit)
'

Examples:

* TMP+2+10.0:CEL' → returns 010℃
* TMP+2+05.0:CEL' → returns 005℃
* TMP+2+-05.0:CEL'→ returns –005℃

☞**Temperature setting should be given as described above. Certain combinations are not supported and should never be used:**
                     * TMP+2+**00,0**: CEL' → comma
                     * TMP+2+**00.0**' → no measure unit qualifier
                     * TMP+2+**00.0°**: CEL' → « ° »
                     etc…

→ Result: a translation error; the file **can not be processed automatically**. Manual intervention or resending the EDI file is needed to process the booking order.

7.10. Range of reefer temperatures - RNG-Segment

The RNG segment is used to specify a range of temperatures.

The Group 7 RNG-Segment is used to specify temperature ranges. As range type qualifier (6167), value "5" (=temperature range) has to be entered. Next, the Measure unit qualifier (6411) with values "CEL" or "FAH" (see 14) is followed by: first the minimum (6162), then the maximum (6152) temperature.

Structure:

RNG
+
6167 = *Range type qualifier* with as value "5" (= temperature range)
+
6411 = *Measure unit qualifier* with as value the code "CEL" (=Celsius) or "FAH" (=Fahrenheit)
:
6162 = *Range minimum* with as value the minimum temperature
:
6152 = *Range maximum* with as value the maximum temperature
'

Example: RNG+5+CEL:-09.0:05.0' → for a range from -009℃ to 005℃

☞**If there is a range of temperatures given, the Group 7 RNG-segment should be used instead of the TMP-Segment.**

☞**Mind that Numeric data element values shall be regarded as positive. ... So positive temperature is specified without the "+"-sign.**

☞**The temperature or range specification is automatically interpreted as an instruction for connecting the container to a reefer unit on our terminal with the instructed temperature!!!**

☞**Temperature setting should be given as described above. Certain combinations are not supported and should never be used:**
   * RNG+5+CEL:**-09,0:05,0**' → comma
   * RNG+5+**-09.0:05.0**' → no measure unit qualifier
   * RGN+5+**-09.0°:05.0°**: CEL' → « ° »
   etc…

→ Result: a translation error; the file **can not be processed automatically**. Resending the EDI file is needed to process the booking order.

7.11. Instructions for special services or actions - FTX-Segment

7.11.1. Stowage instructions

This segment is used to specify the stowage instructions. As Text Subject Qualifier (4451) "HAN" has to be specified. As Free Text Coded (4441) next values can be entered:

```
-     BB  =   Seperated from heating
-     BH  =   Seperated from heating
-     BS  =   Block stow
-     FO  =   FORD Containers (Canmar)
-     HH  =   Hot hatch / top priority
-     NB  =   No bottem stow
-     OD  =   On deck stowage
-     OB  =   On deck / stow away
-     TD  =   twin deck
-     UB  =   Under deck, seperated from heating
-     UD  =   Under deck stowage
-     UW  =   Under waterline
-     WD  =   Weather deck
```

Structure:

FTX
+
4441 = *Text subject qualifier* with as value "HAN" (=handling instruction)
++
4441 = *Handling code* with as value "OD", "UD", … (see above)
:
1131 = *Code list qualifier* with as value "130" (special handling if e4451 = "HAN")
:
3055 = *Code list responsible agency*, coded "184" (= ACOS = Australian Chambers Of Shipping)
'

Remark:

The usage of qualifiers "130" and "184" are strongly suggested by the SMDG organisation. (for more details see the corresponding SMDG documentation: COPARN V1.4 page 58 , COARRI V1.2 page 32)

Example:

FTX+HAN++OD:130:184' for on deck stowage.

7.11.2. General information

Specifying general information should be done in the FTX segment with as Text Subject Qualifier (4451) "AAI" (=general information).

!! Please note that a free text segment can't be interpreted by a computer system. Therefore we advise to put as less information as possible in this segment.

Structure:

FTX
+
4451 = *Text subject qualifier* with as value "AAI" (=general information)
+++
4440 = *Free text* with as value a description/instruction/remark
'

Example:

FTX+AAI+++HEAVY PAYLOAD'

○ *For more information about this FTX segment: see appendix B*

7.11.3. Goods description

Specifying goods description should be done in the FTX segment with as Text Subject Qualifier (4451) "AAA" (=goods description).

Structure:

FTX
+
4451 = *Text subject qualifier* with as value "AAA" (=goods description)
+++
4440 = *Free text* with as value a description/instruction/remark
'

Example:

FTX+AAA+++ZINC PLATE'

7.11.4. Damage Remarks.

This instruction will order the release of an empty container in Bad condition (= out of service). Specifying status of the container should be done in the FTX segment with as Text Subject Qualifier (4451) "DAR" (= damage remarks).

Structure:

FTX
+
4451 = *Text subject qualifier* with as value "DAR" (=damage remarks)
++
4441 = *Free text, coded* = BD (Bad = out of service)
:
1131 = *Code list qualifier* = ZZZ
:
3055 = *Code list resp . agency, coded* = 184

Example:

FTX+DAR++BD:ZZZ:184'

7.11.5. Additional conditions (status conditions)

Specifying quarantine status should be done in the FTX segment with as Text Subject Qualifier (4451) "ABS" (=additional condition).

Structure:

FTX
+
4451 = *Text subject qualifier* with as value "ABS" (=additional condition)
++
4441 = *Free text*
:
1131 = *Code list qualifier* with as value "ZZZ"
:
3055 = *Code list responsible agency*, coded "184" (=ACOS)
'

Example:

FTX+ABS++FS:ZZZ:184'

In this example is shown how "foodstuff" quality containers are to referred to. This can be performed by indication of "FS" in the FTX segment with qualifier "ABS".

Common Quarantine status codes within PSA Antwerp are:

– "FS"   Food stuff
– "PW"   Pallet wide
– "VS"   Vessel

7.11.6. Blocking functionality

If you wish to block a full container for shipment, this can be specified with a combination of three FTX segments with Text Subject Qualifier (4451) "HAN", "AAA" and "ABS".

Structure:

FTX
+
4451 = *Text subject qualifier* with as value "HAN" (=handling instruction)
++
4441 = *Free text* with as qualifier "BLK" (= Block)
:
1131 = *Code list qualifier* with as value "130"
:
3055 = *Code list responsible agency*, coded "184" (=ACOS)
'
FTX
+
4451 = *Text subject qualifier* with as value "AAA" (=goods description)
+++
4440 = *Free text* with as value a description of the goods
'
FTX
+
4451 = *Text subject qualifier* with as value "ABS" (=additional condition)
++
4441 = *Free text* with as qualifier "VS" (=vessel)
:
1131 = *Code list qualifier* with as value "ZZZ"
:
3055 = *Code list responsible agency*, coded "184" (=ACOS)
'

Example:

FTX+ HAN++BLK:130:184'
FTX+AAA+++CIGARETTES'
FTX+ABS++VS:ZZZ:184'

<u>What happens with the COPARN message in our system?</u>

Your COPARN message is processed automatically in our system like any other COPARN message would enter our system, but there are a few differences.

→ In the booking in our system there will be a special instruction to block the container for shipment.

→The goods provided in the COANIN message will be blanked so it is not possible for an employee to find out what is transported in the container.

<u>What are the consequences for the customer and the container?</u>

→If the steps in 1) are followed and COANIN message was processed correctly , there is a special instruction in the booking.

→From the moment the container(s) is delivered to HNN, the container(s) is blocked for shipment.

→The container will be stacked on the yard between the other containers for the same vessel. In this way it is impossible to separate cigarette containers from other containers.

→The only way the container can leave quay is with the vessel provided in the booking if the container is mentioned on the loading order.

→If the container should leave quay in an other way than vessel (truck, barge or rail), the customer should send us a special instruction to deblock the container and send a full release order.
Otherwise it is impossible to pick up the container!

→In case the container missed the departure of the vessel, the container is transferred to the next vessel with the same destination by the yard responsible.
It is not necessary to send a deblocking for the container in this case.

7.12. Multiple dangerous goods and limited quantities in one container - DGS-Segment & FTX-segment

Maximum 9 multiple dangerous goods can be specified in the DGS-group with a DGS-segment, followed by a FTX-segment with either as text subject qualifier (4451) "AAD"(= dangerous goods technical name) and / or a FTX –segment with as text qualifier (4451) "AAC" (= dangerous goods additional information).

Every DGS segment should be followed by the FTX segment with qualifier "AAD". If a limited quantities regulation is applicable, also an FTX segment with qualifier "AAC" is to be used. The limited quantities regulations are in general applicable when the dangerous goods are transported in small quantities and when these dangerous goods are packed in accordance with these regulations.

Structure:

DGS
+
8273 = *Dangerous goods regulations* = "IMD"
+
8351 = *Hazard code identification* = IMDG Class Number or Sub Class Number
+
7124 = *UNDG Number*
'

Dangerous goods technical name:

FTX
+
4451 = *Text Subject qualifier with as value "AAD" = (dangerous goods technical name)*
+++
4040 = *Free text*
'

☞**As "FTX+AAA" is a general description of the goods in an EQD segment, the "FTX+AAD" segment is the more specific technical name per commodity.**

☞**In case there are more than 9 commodities for one container (for one EQD segment), we suggest specifying the 9 most important/dangerous goods.**

☞**For flax waste (IMDG class 4.1), there doesn't exist an official UN number. We suggest to use "0000" as UN number for this commodity.**

+**Our system will recognise Marine Pollutant related UN numbers and will process this information automatically (exception: in combination with limited quantity).**

Dangerous goods additional information – limited quantities

FTX
+
4451 = *Text Subject qualifier with as value "AAC" = (dangerous goods additional information)*
++
4441 = *Free text coded with as value "TLQ"*
+
4440 = *Free text with as value "DANGEROUS GOODS TRANSPORTED IN LIMITED QUANTITIES"*
'

Example 1 :

If the container as a whole is transported under the limited quantities regulation, this is to be transmitted to the terminal as follows:

…
FTX+AAA+++CHEMICALS '
DGS+IMD+2+1950'
FTX+AAD+++ TURPENTINE'
FTX+AAC++TLQ +DANGEROUS GOODS TRANSPORTED IN LIMITED QUANTITIES'
DGS+IMD+8+2790'
FTX+AAD+++CAUSTIC SODA SOLIDS'
FTX+AAC++TLQ +DANGEROUS GOODS TRANSPORTED IN LIMITED QUANTITIES'
DGS+IMD+8+1823'
FTX+AAD+++HYDROQUINONE, SOLID OR LIQUID'
FTX+AAC++TLQ +DANGEROUS GOODS TRANSPORTED IN LIMITED QUANTITIES'
…

So all IMDG / UN number combinations transported in the container have a FTX +AAC segment

Example 2 :

A consolidated container containing a specific IMDG class / UN number (e.g. IMDG class 2 / UN number 1950) that is transported under the limited quantities regulation is to be transmitted as:
…
FTX+AAA+++CHEMICALS '
DGS+IMD+2+1950'
FTX+AAD+++ TURPENTINE'
FTX+AAC++TLQ +DANGEROUS GOODS TRANSPORTED IN LIMITED QUANTITIES'
DGS+IMD+8+2790'
FTX+AAD+++CAUSTIC SODA SOLIDS'
DGS+IMD+8+1823'
FTX+AAD+++HYDROQUINONE, SOLID OR LIQUID'
…

So only the particular IMDG class 2 / UN number 1950 that is legally transported under the limited quantity regulations has a FTX+AAC segment.
The rest of the dangerous goods are not transported in limited quantities and therefore do not have the FTX+AAC segment.

Dangerous goods, in combination limited quantities and marine pollutant

If the container as a whole in transported under the limited quantities regulation, and is marine pollutant.

Example:

```
…
DGS+IMD+3+1263'
FTX+AAD+MP+PAINT'
FTX+AAC++TLQ+DANGEROUS GOODS TRANSPORTED IN LIMITED QUANTITIES'
…
```

Control total – CNT –segment

To provide a control total.
This segment is always required.

<u>Structure:</u>

CNT
+
6069 = *Control qualifier* with as value "16" (=total number of equipment)
:
6066 = *Control value* with as value the actual number of EQD –segments.
'

<u>Example:</u>

CNT+16:13' => In case there are 13 EQD –segments in the message

Message trailer – UNT -segment

This segment is also mandatory.
It specifies the total number of segments.

Structure:

UNT
+
0074 = *Number of segments in the message* (UNH & UNT included)
+
0062 = *Message reference number* with as value the same as in 0062 in UNH (see above)
'

Example:

UNT+29+2' =>In case there are 29 segments in the message (UNH & UNT included) and the
message reference in UNH is also "2"

APPENDIX A : Full In / Empty-Out examples

A) For an Empty-Out movement :

In BGM: Gate out indication (1001 = 12)
In EQD: Empty container indication (8169 = 4)
LOC with qualifier 5 (3227) including "related place/location one identification" (C519)

Example: Creation of an Empty Out booking

```
UNB+UNOA:2+112801+101311+000418:1221+H8S04798'
UNH+1+COPARN:D:95B:UN:SEAGHA'
BGM+12+MSANT007000956801+9'                    → Out movement
RFF+XXX:1'
TDT+20+325E+1++HYU:172:20+++3EXG9:103::HYUNDAI COMMODORE'
RFF+VON:325E'
NAD+CF+MOF'
EQD+CN++4200:102:5++2+4'                        → Empty indication
RFF+ANN:HCO70009368'
EQN+20'
LOC+5+BEANR:139:6+BEANR869:TER:ZZZ'             → Quay of departure
LOC+9+BEANR:139:6'
LOC+11+CNYTN:139:6'
LOC+163+CNYTN:139:6'
MEA+AAE+MW+KGM:30000'
CNT+16:1'
UNT+16+1'
UNZ+1+H8S04798'
```

B) <u>For a Full-In movement:</u>

In BGM: Gate in indication (1001 = 11)
In EQD: Full container indication (element 8469 = 5)
LOC with qualifier 8 (3227) including "related place/location one identification" (C519)

<u>Example:</u> Attach Full In movement to a booking

```
UNB+UNOA:2+112801+101311+000418:1220+H8694797'
UNH+1+COPARN:D:95B:UN:SEAGHA'
BGM+11+MSANT007000946802+2'                 → In movement
RFF+ACW: MSANT007000946801'                 → Refer to original message
TDT+20+325E+1++HYU:172:20+++3EXG9:103::HYUNDAI COMMODORE'
RFF+VON:325E'
NAD+CF+MOF'
EQD+CN++4200:102:5++2+5'                     → Full indication
RFF+ANN:HCO70009368'
EQN+20'
LOC+8+BEANR:139:6+BEANR869:TER:ZZZ'          → Quay of destination
LOC+9+BEANR:139:6'
LOC+11+CNYTN:139:6'
LOC+163+CNYTN:139:6'
MEA+AAE+TGW+KGM:600000'
CNT+16:1'
UNT+16+1'
UNZ+1+H8694797'
```

C) For an Empty-In movement:

In BGM: Gate in indication (1001 = 11).
In EQD: Empty container indication (element 8469 = 4)
LOC with qualifier 8 (3227) including "related place/location one identification" (C519)

Example: Creation of a Empty In booking

```
UNB+UNOA:2+112801+101311+000418:1220+H8694797'
UNH+1+COPARN:D:95B:UN:SEAGHA'
BGM+11+MSANT007000946801+9'                    → In movement
RFF+XXX:1'
TDT+20+325E+1++HYU:172:20+++3EXG9:103::HYUNDAI COMMODORE'
RFF+VON:325E'
NAD+CF+MOF'
EQD+CN++4200:102:5++2+4'                        → Empty indication
RFF+ANN:HCO70009368'
EQN+20'
LOC+8+BEANR:139:6+BEANR869:TER:ZZZ'             → Quay of destination
LOC+9+BEANR:139:6'
LOC+11+CNYTN:139:6'
LOC+163+CNYTN:139:6'
MEA+AAE+MW+KGM:30000'
CNT+16:1'
UNT+16+1'
UNZ+1+H8694797'
```

APPENDIX B : Some extra remarks on the use of free text segments :

Our main goal through the use of EDI is to process customer info automatically. Free text can not be interpreted by computers and therefore the use of free text should have to be kept to a strict minimum. Only information like "PASS THROUGH CUSTOMS"/"CLEAN AND DRY" can be passed through the free text segment, this information will be integrally printed without checking it on the administrative check in a document that the truck driver receives upon arrival on the PSA Antwerp terminal. All the rest is inappropriate use of the FTX segment and should be coded in the appropriate segments. A list of common misuse of the FTX segment is given below, also in addition, the consequences are mentioned.

☞ *Do not pass the goods description through use of the FTX+AAI segment. Use the FTX+AAA segment instead.*
  This normally will go unnoticed by the PSA Antwerp order department (automated EDI processing).
  Possible result of this: the goods description "CONTENT: SIGARETTES" is printed on the administrative check in document that the truck driver receives. This can encourage criminal behaviour.

☞ *Do not pass the CSC weight through use of the FTX segment. Use the MEA segment instead, as stated earlier above.*
  This normally will go unnoticed by our order department (automated EDI processing).
  Possible result of this: an empty container is released with CSC weight of 24 tons, regardless of the fact that one of 30 tons was desired.

☞ *Although this is a free text segment, some characters can't be used without the preceding EDIFACT release character: "?". Here follows a list of most occurring "problem" –characters:*

  ➢ *" ' "*
    In EDIFACT, this character is known as a segment separator. If this character has to be interpreted as free text, it has to be preceded by the release character "?". Otherwise, the text after the """ character will be interpreted as a new segment with an error as result.

    Example:

    FTX+AAI+++1 x 20' FLAT' should be FTX+AAI:1 x 20?' FLAT'

  ➢ *" + "*
    In EDIFACT, this character is known as a data element separator. If this character has to be interpreted as free text, it has to be preceded by "?". Otherwise, the text after the "+" character will be interpreted as a new data element with an error as result.

    Example:

    FTX+AAA+++TIRES + ENGINE PARTS' should be FTX+AAA:TIRES ?+ ENGINE PARTS'

> *" : "*
>
> *In EDIFACT, this character is known as a composite data element separator. If this character has to be interpreted as free text, it has to be preceded by "?". Otherwise, the text after the ":" character will be interpreted as a new composite data element with an error as result.*
>
> *Example:*
>
> *FTX+AAA+++FRUITS: APPLES AND PEACHES' should be FTX+AAA:FRUITS?: APPLES AND PEACHES'*
>
> *" ? "*
>
> *In EDIFACT, this character is known as a release character and should never be used as free text. Sometimes this character is used as a question mark in free text at the end if an FTX segment. In that case, this "?" character should be preceded by another "?" character. Otherwise the system ignores a following data element –or segment separator with an error as result.*
>
> *Example:*
>
> *FTX+AAI+++DANGEROUS CARGO?' should be FTX+AAI:DANGEROUS CARGO??'*
>
> *" °", "#"*
> *In EDIFACT, these characters are not supported and should never be used.*

=> Here follow some special characters that **can** be used in EDIFACT:

. - , ( ) / = ! " % & * ; < >

◐ ***see also APPENDIX C for Level A character set details***

APPENDIX C: Level A character set in detail (see also "Interchange header – UNB – segment"):

Letters, upper case	A to Z
Numerals	0 to 9
Space character	
Full stop	.
Comma	,
Hyphen/minus sign	-
Opening parentheses	(
Closing parentheses	)
Oblique stroke (slash)	/
Equals sign	=

Reserved for use as:

Apostrophe	' segment terminator
Plus sign	+ segment tag and data element separator
Colon	: component data element separator
Question mark	? release character

? immediately preceding one of the characters ' + : ? restores their normal meaning. E.g. 10?+10=20 means 10+10=20. Question mark is represented by ??.

The following characters are part of the level A character set but **cannot** be used internationally in telex transmissions:

Exclamation mark	!
Quotation mark	"
Percentage sign	%
Ampersand	&
Asterisk	*
Semi-colon	;
Less-than sign	<
Greater-than sign	>
Degree sign	°
Cross sign	#

APPENDIX D : The message function in BGM-segment :

We use these 4 message functions:

9 = original
4 = change
2 = addition
3 = deletion

Full In/Out Booking = The combination of a booking (full in) and a releasing order (empty out).

→ In case of a Full In/Out Booking, we advise to send the Release message (Empty Out) first. As we send the daily move messages frequently, your database can then be updated with the correct corresponding ISO-codes. Also you can retrieve the container number and feed it back into the full in COPARN. If you send us the Booking message (Full In) afterwards, the container information will be more accurate.

In this appendix D we will demonstrate how to:

a) Create a new booking (CREATE – empty out)

b) Attach full/in movements to a booking (ADDENDUM – full in)

c) Increase containers for a booking reference (ADDENDUM)

d) Decrease containers for a booking reference (DELETION)

e) Change information (CHANGE)

A) Create a new booking (CREATE – empty out):

→ BGM-segment: Message number (1004) = original sender's unique internal reference number

Message function, coded (1225) = "9"

→ RFF-segment: Reference qualifier (1153) = "XXX"

Reference number (1154) = "1"

To create an empty out booking (release order) for five containers the following has to be specified:

Example:

```
UNB+UNOA:2+100300+101302+991224:1100+000887'
UNH+001342+COPARN:D:95B:UN'
BGM+12+THISISATEST010+9'
RFF+XXX:1'
TDT+20+999+1++OUT:172:20+++TESTV:103::TESTSHIP EDI'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+4'          → ISO-code for a Empty-Out move
RFF+ANN:TST0001'
EQN+5'                  → 5 UNITS
LOC+5+BEANR:139:6+BEANR869:TER:ZZZ'
LOC+9+BEANR:139:6'                    (EMPTY OUT MOVEMENT)
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+MW+KGM:30000'          → This segment refers to the CSC-weight
CNT+16:1'                          (maximum gross weight)
UNT+16+001342'             Is only applicable to a release order
UNZ+1+000887'
```

RESULT: Five empty containers reside in the PSA Antwerp booking system.

B) Attach full/in movements to a booking (ADDENDUM – full in):

→ BGM-segment: Message number (1004) = new sender's unique internal reference number
Message function, coded (1225) = "2"

→ RFF-segment: Reference qualifier (1153) = "ACW" = refer to original message
Reference number (1154) = original sender's unique internal reference
Number

If available from HNN CODECO please provide the container number of the gate in empty out daily move!!!

To attach five full in movements to the five empty units created in point A) the following has to be specified:

Example:

```
UNB+UNOA:2+100300+101302+991224:1102+000898'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST011+2'
RFF+ACW:THISISATEST010'                          → refer to original message
TDT+20+999+1++OUT:172:20+++TESTV:103::TESTSHIP EDI'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+5'            → ISO code compliant with HNN
RFF+ANN:TST0001'                        daily electronical moves (gate out
EQN+5'                               → 5 UNITS   movement of empty equipment)
LOC+8+BEANR:139:6+BEANR869:TER:ZZZ'
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'                    (FULL IN MOVEMENT)
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:100000'
CNT+16:1'
UNT+16+001342'
UNZ+1+000898'
```

RESULT in the PSA Antwerp booking system: Five empty out and five full in units will reside in the PSA Antwerp system.

DIFFERENCES between A) and B) :

- In the BGM-segment: the message number - the message function.

- In the RFF-segment: reference qualifier - the reference number.

  To attach full in movement (to an original empty out booking) you always have to refer to that first (ORIGINAL) message. The BGM segment is then followed by the RFF segment with as reference qualifier (1153) value "ACW" (reference to a previous message), followed by the reference of the ORIGINAL message as reference number (1154).

- The EQN-segment: The number of units in B) don't have to be the same number as in A)

- In the LOC-segment: Place of departure and Place of destination:

  → Place of departure (PSA Antwerp terminal) (LOC+5):
  The LOC –segment with "5" as place/location qualifier is only used for an empty out instruction. In the empty out move, the PSA Antwerp container terminal/depot has to be considered as the place of departure where the container is released by PSA Antwerp from the empty stock and picked up by truck, train or barge.

  (*) The Related Location One Identification can have one of the following values:
  "BEANR869" for quay 869
  "BEANR420" for quay 420
  "BEANR913" for quay 913
  "BEZEE206" for Zeebrugge quay 206
  "BEANR1742" for Deurganckdok quay 1742

  Example:

  LOC+**5**+BEANR:139:6+ BEANR869:TER:ZZZ'

  → Place of destination (PSA Antwerp destination terminal) (LOC+8):

  The LOC –segment with "8" as place/location qualifier is only used in a gate in instruction (full or empty). In this case, the PSA Antwerp container terminal has to be considered as place of destination where the container is delivered full or empty by truck, train or barge.

  Example:

  LOC+**8**+BEANR:139:6+BEANR869:TER:ZZZ'

- In the MEA-segment: Measurement dimensions (TGW or MW)

→ TGW is used for the full in movement (= total gross weight)
In case the number of units (6350) in EQN segment is more than 1, the Total Gross Weight is the total weight for all containers in that EQD-group.
Example: EQN+**2**'
                MEA+AAE+TGW+KGM:60000' => total gross weight = 2 x 30T/container

→ MW is used for the empty out movement (=maximum CSC gross weight)
In case the number of units (6350) in EQN segment is more than 1, the CSC-weight is valid for all containers in that EQD-group.
Example: EQN+**2**'
MEA+AAE+**MW**+KGM:**24000**'=> both containers have a CSC-weight of 24000 KGM

C) Increase containers for a booking reference (ADDENDUM):

→ BGM-segment: Message number (1004) = new sender's unique internal reference number
Message function, coded (1225) = "2"

→ RFF-segment: Reference qualifier (1153) = "ACW" = refer to the right previous message
Reference number (1154) = original sender's unique internal reference Number

→ EQN-segment: Number of units (6350) = number of containers to be added.

!!! → In case it's a Full In/Out Booking, you have to send two addendum's (one for the empty out movement and one for the full in movement)

To increase the whole booking (both B) booking-full in and a A) releasing order-empty out) with two units the following has to be specified:

Examples:

```
UNB+UNOA:2+100300+101302+991224:1106+000902'
UNH+001342+COPARN:D:95B:UN'
BGM+12+THISISATEST012+2'
RFF+ACW:THISISATEST010'                 → refer to the first Empty Out message
TDT+20+999+1++OUT:172:20+++TESTV:103::TESTSHIP EDI'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+4'
RFF+ANN:TST0001'
EQN+2'                                  → 2 UNITS
LOC+5+BEANR:139:6+BEANR869:TER:ZZZ'                (EMPTY OUT MOVEMENT)
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+MW+KGM:30000'
CNT+16:1'
UNT+16+001342'
UNZ+1+000902'
```

```
UNB+UNOA:2+100300+101302+991224:1110+000914'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST013+2'
RFF+ACW:THISISATEST011'                           → refer to the first Full In message
TDT+20+999+1++OUT:172:20+++TESTV:103::TESTSHIP EDI'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+5'
RFF+ANN:TST0001'
EQN+2'                                            → 2 UNITS
LOC+8+BEANR:139:6+BEANR869:TER:ZZZ'                   (FULL IN MOVEMENT)
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:40000'
CNT+16:1'
UNT+16+001342'
UNZ+1+000914'
```

RESULT in the PSA Antwerp booking system: After A) and B) we had five units. The message under C) will increase these five units to seven empty out and full in movements.

D) Decrease containers for a booking reference (DELETION):

→ BGM-segment: Message number (1004) = new sender's unique internal reference number
Message function, coded (1225) = "3"

→ RFF-segment: Reference qualifier (1153) = "ACW" = refer to the right previous message
Reference number (1154) = original sender's unique internal reference number

→ EQN-segment: Number of units (6350) = number of containers to be deleted.

!!! → In case it's a Full In/Out Booking, you have to send two deletions (one for the empty out movement and one for the full in movement)

To decrease the whole booking (result of C)) with four units the following has to be specified:

Examples:

```
UNB+UNOA:2+100300+101302+991224:1114+000917'
UNH+001342+COPARN:D:95B:UN'
BGM+12+THISISATEST014+3'
RFF+ACW:THISISATEST010'                    → refer to the first Empty Out message
TDT+20+999+1++OUT:172:20+++TESTV:103::TESTSHIP EDI'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+4'
RFF+ANN:TST0001'
EQN+4'                                    → 4 UNITS
LOC+5+BEANR:139:6+ BEANR869:TER:ZZZ'      →           (EMPTY OUT MOVEMENT)
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+MW+KGM:30000'
CNT+16:1'
UNT+16+001342'
UNZ+1+000917'
```

```
UNB+UNOA:2+100300+101302+991224:1121+000922'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST015+3'
RFF+ACW:THISISATEST011'                    → refer to the first Full In message
TDT+20+999+1++OUT:172:20+++TESTV:103::TESTSHIP EDI'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+5'
RFF+ANN:TST0001'
EQN+4'                                      → 4 UNITS
LOC+8+BEANR:139:6+ BEANR869:TER:ZZZ'              (FULL IN MOVEMENT)
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:80000'
CNT+16:1'
UNT+16+001342'
UNZ+1+000922'
```

RESULT in the PSA Antwerp booking system: C) we had seven units. The message under D) will decrease these seven units to three empty out and full in movements.

E) Change information (CHANGE):

→ General remarks on a change of information: A change may not be used when the change does not relate to all the containers of the movement. The values '2' addition and '3' deletion of 1225 will be used when the movements change and the numbers are different. A change of a booking (full/in) only changes the Full/in movement and a change of a releasing (empty out) order will only change the Empty/out movement. As you have to consider Empty/Out and Full/in as two separate parts, you have to send a change for each part when the information which needs to be changed, relates to both parts. E.g. Changing the discharge port: you have to send a change for the Full/in part (booking) and a change for the Empty/out part (release), If you change the gross weight you only have to send the Full/In part because this information only relates to the full/in part (booking).

→ Antwerp has booking rules for the port area. The terminal operators and agents have agreed to act in accordance to these booking rules: all information (dangerous goods, temperature, type, height, weight,...) are unique within the same booking or releasing reference. Therefore a change may not be used when the change does not relate to all the containers of the movement.

→ BGM-segment: Message number (1004) = new sender's unique internal reference number
                            Message function, coded (1225) = "4"
→ RFF-segment: Reference qualifier (1153) = "ACW"
                            Reference number (1154) = original sender's unique internal reference Number

→ CHANGES THAT CAN BE MADE :

    -EQD-segment: equipment number (8260)
                      equipment size and type identification (8155)

      - The size and type has to be identical for all the containers in one booking

      - You have to change both Full/in part (booking) and the Empty/out part (release)

          example: change the length of the containers from 20ft to 40 ft

          original release →   EQD+CN++**2200**:102:5++2+4'
          changed release →   EQD+CN++**4210**:102:5++2+4'

          original booking →   EQD+CN++**2200**:102:5++2+5'
          changed booking → EQD+CN++**4210**:102:5++2+5'

-LOC-segment: place/location identification (3225)

- You only have to change the Empty/out part (release) in case of changing the quay of departure
        example: change the quay of departure from K869 to K420

        original release → LOC+5+BEANR:139:6+**BEANR869**:TER:ZZZ'
        changed release → LOC+5+BEANR:139:6+**BEANR420**:TER:ZZZ'

- You only have to change the Full/in part (booking) in case of changing the quay of destination
        example: change the quay of destination from K869 to K730

        original booking → LOC+8+BEANR:139:6+**BEANR869**:TER:ZZZ'
        changed booking → LOC+8+BEANR:139:6+**BEANR730**:TER:ZZZ'

- You have to change both Full/in part (booking) and the Empty/out part (release) in case of changing the POD and/or SPOD

        example: change the operational port of discharge (SPOD)

        original release → LOC+11+**KRPUS**:139:6'
        changed release → LOC+11+**CNHKG**:139:6'

        original booking → LOC+11+ **KRPUS**:139:6'
        changed booking → LOC+11+ **CNHKG**:139:6'

        example: change the place of destination for stowage purposes (POD)

        original release → LOC+163+**SAJED**:139:6'
        changed release → LOC+163+**JPHKT**:139:6'

        original booking → LOC+163+**SAJED**:139:6'
        changed booking → LOC+163+**JPHKT**:139:6'

-MEA-segment: measurement value (6314)

-You only have to change the Empty/out part (release) in case of changing the maximum CSC-gross weight

example: change the maximum CSC-gross weight from 24T to 30T

original release →   MEA+AAE+MW+KGM:24000'
changed release →   MEA+AAE+MW+KGM:30000'

- You only have to change the Full/in part (booking) in case of changing the total gross weight

example: change the total gross weight from 18T to 22T per container

original release →   MEA+AAE+TGW+KGM:18000'
changed release →   MEA+AAE+TGW+KGM:22000'

-DIM-segment: dimension qualifier (6145)
length dimension (6168)
width dimension (6140)
height dimension (6008)

- You only have to change the Full/in part (booking) in case of over dimensions

example: change the over height dimension from 11 cm to 16 cm

original booking →   DIM+9+CMT:::**11**'
changed booking →   DIM+9+CMT:::**16**'

-TMP-segment: temperature setting (6246)

- The temperature has to be identical for all the containers in one booking

- You only have to change the Empty/out part (release) in case of changing the pré-trip temperature of a reefer

example: change the pré-trip temperature from -5℃ to -15℃

Original release →   TMP+2+-05.0:CEL'
changed release →   TMP+2+-15.0:CEL'

- You only have to change the Full/in part (booking) in case of changing the temperature of a reefer

example: change the temperature from +2℃ to +12℃

original booking →   TMP+2+02.0:CEL'
changed booking →   TMP+2+12.0:CEL'

-RNG-segment: range minimum (6162)
range maximum (6152)

- The temperature has to be identical for all the containers in one booking

- You only have to change the Empty/out part (release) in case of changing the range of the pré-trip temperature of a reefer

example: change the temperature range from 2.0℃/5° C to 6℃/10℃

Original release ➔   RNG+5+CEL:02.0:05.0'
Changed release ➔   RNG+5+CEL:06.0:10.0'

- You only have to change the Full/in part (booking) in case of changing the range of the temperature of a reefer

example: change the temperature range from 5℃/6℃ to 10℃/15.0℃

original booking ➔   RNG+5+CEL:05.0:06.0'
changed booking ➔   RNG+5+CEL:10.0:15.0'

-FTX-segment: free text (4440)

- You only have to change the Full/in part (booking) in case of changing the Goods Description.

example: change the goodsdescription

original booking ➔   FTX+AAA+++DANGEROUS CHEMICALS'
changed booking ➔   FTX+AAA+++MISCELLANEOUS '

- You have to change both Full/in part (booking) and the Empty/out part (release) or one of them in case of changing the general information.

example: change the general information

Original release and/or booking➔   FTX+AAI+++CLEAN CONTAINER(S)'
Changed release and/or booking➔   FTX+AAI+++HEAVY PAYLOAD 1X20'

-DGS-segment: hazard code identification (8351)
UNDG number (7124)

- Dangerous goods info has to be identical for all the containers in one booking

- You only have to change the Full/in part (booking) in case of changing the dangerous goods

example: change the dangerous goods info

original booking → DGS+IMD+8:8147+1760'
FTX+AAD+++CORROSIVE LIQUID, N.O.S.'
changed booking → DGS+IMD+3.3:3346+2924'
FTX+AAD+++FLAMMABLE LIQUID N.O.S.

To change the weight of the remaining units from point D) the following has to be specified:

Example:

```
UNB+UNOA:2+100300+101302+991224:1125+000924'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST016+4'
RFF+ACW:THISISATEST011'
TDT+20+999+1++OUT:172:20+++TESTV:103::TESTSHIP EDI'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+5'
RFF+ANN:TST0001'
EQN+3'                              → 3 UNITS
LOC+8+BEANR:139:6+ BEANR869:TER:ZZZ'      (FULL IN MOVEMENT)
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:90000'
CNT+16:1'
UNT+16+001342'
UNZ+1+000924'
```

RESULT in the PSA Antwerp booking system: The remaining containers weight is changed from 20t/container to 30t/container.

-TDT-group (the TDT-, RFF-, NAD-segment): you only have to send the Full-In part.

To change the vessel of the booking from TESTV to TESTC the following has to be specified:

Example:

For the original message see page: 29 (Addendum D point A)

```
UNB+UNOA:2+100300+101302+991224:1129+000932'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST017+4'
RFF+ACW:THISISATEST011'
TDT+20+999+1++OUT:172:20+++TESTC:103::TESTSHIP CHANGED'  → vessel info
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+5'
RFF+ANN:TST0001'
EQN+3'
LOC+8+BEANR:139:6+ BEANR869:TER:ZZZ' →            (FULL IN MOVEMENT)
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:90000'
CNT+16:1 '
UNT+16+001342'
UNZ+1+000932'
```

To change the voyage number the following has to be specified:

Example:

For the original message see page: 29 (Addendum D point A)

```
UNB+UNOA:2+100300+101302+991224:1129+000932'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST017+4'
RFF+ACW:THISISATEST011'
TDT+20+0101+1++OUT:172:20+++TESTC:103::Voyage numb changed'
RFF+VON:0101'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+5'
RFF+ANN:TST0001'
EQN+3'
LOC+8+BEANR:139:6+ BEANR869:TER:ZZZ'            (FULL IN MOVEMENT)
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:90000'
CNT+16:1'
UNT+16+001342'
UNZ+1+000932'
```

To change the container operator code the following has to be specified:

<u>Example:</u>

For the original message see page: 29 (Addendum D point A)

```
UNB+UNOA:2+100300+101302+991224:1129+000932'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST017+4'
RFF+ACW:THISISATEST011'
TDT+20+999+1++OUT:172:20+++TESTC:103:: TESTSHIP'
RFF+VON:999'
NAD+CF+MIX'                           →  Operator code changed'
EQD+CN++2200:102:5++2+5'
RFF+ANN:TST0001'
EQN+3'
LOC+8+BEANR:139:6+ BEANR869:TER:ZZZ'        (FULL IN MOVEMENT)
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:90000'
CNT+16:1 '
UNT+16+001342'
UNZ+1+000932'
```

APPENDIX E : Carrier Identification code list:

Carrier Identification	Description
AAW	AUSTRALIAN NATIONAL LINE
ACL	ATLANTIC CONTAINER LINE
ACS	ATLANTIC CARGO
ALP	OPDR
ANZ	DSR ZUID AFRIKA
APL	AMERICAN PRESIDENT LINE
BAC	BACOLINER
BGF	BG FREIGHT LINE
CCL	COSCO CONTAINERLINE
CCN	TEAMW
CHI	CHINA SHIPPING CONTAINER LINES
CMA	CMA-CGM
DEL	DELMAS ATLANTIQUE
DLP	DELPHIS NV
ECS	EAST COAST SOUTH AMERICA SERVICE
EUC	EUCON
EVC	EVERGREEN
EVG	EVERGREEN
GNC	GRIMALDI LINES
HAR	HATSU MARINE LIMITED (RTM CALLS)
HAT	HATSU MARINE
HJS	HANJIN SHIPPING
HPL	HAPAG-LLOYD N.V
HSA	HAMBURG SUD
HYU	HYUNDAI MERCHANT MARINE
ILA	ISCONT LINES AGENCY
IRC	IRISL CONTAINERLINE
KCO	K LINE
KIS	K LINE (ISRAEL)
KNC	K LINE (NORTH CHINA JAPAN)
KNS	KENYA NATIONAL SHIPPING LINE
KSA	K LINE (KSA SERVICE)
KTA	K LINE (AMERICA SERVICE)
LTP	LLOYD TRIESTINO
MAA	MARUBA SHIPPING
MAC	MACS SHIPPING CORPORATION
MAE	MAERSK
MAL	OOCL BENELUX
MAR	MAERSK (van/naar Rotterdam)
MCA	MC ANDREWS
MEY	MEYER'SOHN
MIS	MISC
MIT	MITSUI (RTMcalls)
MOL	MITSUI OSK LINES
MSC	MEDITERRANEAN SHIPPING COMPANY S.A.
MSK	MAERSK

MUL	MULLER THOMPSEN RTM
NOA	NORASIA
NYK	N.Y.K LINES
OCI	DELMAS INDIAN OCEAN
OMT	OVERSEAS MARITIME TRANSPORT
OPS	OPDR ZUID SPANJE + ANDALUSIE
OTA	OTAL ATLANTIQUE
PIL	PACIFIC INTERNATIONAL LINES
RIC	RICKMERS LINIEN
SAM	SAMSKIP
SCI	SHIPPING CORPORATION OF INDIA
SCL	SAFMARINE CONTAINER LINES
SCR	SAFMARINE RTM CALLS (DGT)
SCZ	SAFMARINE ZEE CALLS (DGT)
SEN	SENATOR LINE
SOP	OPDR MAROKKO
STE	STEINACHER
TRA	TRANSAMO
TRS	TRS
TSA	TRANSATL. SOUTH AFRICA SERVICE
UAS	UNITED ARAB SHIPPING NV
UFS	UNITED FEEDER SERVICE
UNI	UNIFEEDER
WAF	DELMAS WEST AFRICA
WAL	WEST AFRICA LINIEN
WEC	WEST EUROPEAN CONTAINER LINES
WHL	WAN HAI LINES
XPL	X-PRESS CONTAINER LINES
YGL	YEMEN GULF LINE
YML	YANG MING MARINE TRANSPORT CORP.
ZIM	ASTRAMARIS SHIPPING EUROPE

APPENDIX F : Party Identification list:

Party Identification	Description
EVG	EVERGREEN
LTP	LLOYD TRIESTINO
MSC	MEDITERRANEAN SHIPPING COMPANY
CMA	COMPAGNIE MARITIME D'AFFRET

APPENDIX G : The use of either the EQN segment or the RFF+SQ segment

If you have for example a booking reference for 7 containers, then there are two solutions how you can send the Coparn message.

Solution 1: the use of EQN+7' segment:

```
UNB+UNOA:2+100300+101302+991224:1129+000932'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST017+9'
RFF+ACW:THISISATEST017'
TDT+20+999+1++OUT:172:20+++TESTC:103:: TESTSHIP'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+5'
RFF+ANN:TST0001'
EQN+7'
LOC+8+BEANR:139:6+BEANR869:TER:ZZZ'
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:90000'
CNT+16:1'
UNT+16+001342'
UNZ+1+000932'
```

The booking will be known in our system for 7 containers.

Solution 2: the use of a sequence number (RFF+SQ:1')

```
UNB+UNOA:2+100300+101302+991224:1129+000932'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST017+9'
RFF+ACW:THISISATEST017'
TDT+20+999+1++OUT:172:20+++TESTC:103:: TESTSHIP'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+5'
RFF+ANN:TST0001'
RFF+SQ:1'
EQN+1'
LOC+8+BEANR:139:6+BEANR869:TER:ZZZ'
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:90000'
CNT+16:1'
UNT+17+001342'
UNZ+1+000932'
```

For the following containers you then have to send 6 "addendum" coparns, with each time a differing sequence number 2, 3, 4, 5, …, 7.

So in fact the second coparn looks like:

```
UNB+UNOA:2+100300+101302+991224:1129+000932'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST020+2'
RFF+ACW:THISISATEST017'
TDT+20+999+1++OUT:172:20+++TESTC:103:: TESTSHIP'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+5'
RFF+ANN:TST0001'
RFF+SQ:2
EQN+1'
LOC+8+BEANR:139:6+BEANR869:TER:ZZZ'
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:90000'
CNT+16:1'
UNT+17+001342'
UNZ+1+000932'
```

…

The last coparn message will look like:

```
UNB+UNOA:2+100300+101302+991224:1129+000932'
UNH+001342+COPARN:D:95B:UN'
BGM+11+THISISATEST025+2'
RFF+ACW:THISISATEST017'
TDT+20+999+1++OUT:172:20+++TESTC:103:: TESTSHIP'
RFF+VON:999'
NAD+CF+OUT'
EQD+CN++2200:102:5++2+5'
RFF+ANN:TST0001'
RFF+SQ:7'
EQN+1'
LOC+8+BEANR:139:6+BEANR869:TER:ZZZ'
LOC+9+BEANR:139:6'
LOC+11+ITGIT:139:6'
LOC+163+TRGEM:139:6'
MEA+AAE+TGW+KGM:90000'
CNT+16:1'
UNT+17+001342'
UNZ+1+000932'
```

By using the second solution the booking is also known in our system for 7 containers.