



GUIDELINES

COREOR

(D.95B version 1.2)

Department : PSA Antwerp EDI Support team

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PSA Antwerp Guidelines COREOR

Introduction

This document is composed merely to facilitate the development of new EDI COREOR 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 ITIGG COREOR user manual (Version 1.2), 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 COREOR manual.

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

Best regards,

The PSA Antwerp EDI Support team.

The Container Release Order (COREOR)

The COREOR message is used for the release of full containers.

SEGMENT TABLE

UNB			
UNH	Message header	}	H
BGM	Beginning of message		
RFF	Reference		
TDT	Details of transport	}	B
RFF	Reference		
NAD	Name and address		
EQD	Equipment details		
RFF	Reference		
MEA	Measurements		
DIM	Dimensions		
FTX	Free text		
DTM	Date & Time		
TDT	Details of transport		
LOC	Place/location identification		
CNT	Control total	}	T
UNT	Message trailer		
UNZ			

GENERAL INFORMATION

Basic rules

One release order reference per COREOR message

Only one release order reference can be specified per COREOR message, so a new COREOR message should be sent for each release order reference.

We also strongly advise to specify only one container number per release order reference.

In practice this means that we will exchange a single COREOR message for each container number

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

We suggest that the use of the container release order message (COREOR) is limited to full containers leaving the terminal. For the release of empty containers, we suggest the use of the COPARN message.

When to send a COREOR message:

Import containers discharged at a PSA Antwerp terminal and transported to an inland destination.

Import containers discharged at a PSA Antwerp terminal and transported by barge / rail / truck to Rotterdam.

Import containers discharged in Rotterdam and transported by barge / rail / truck to a PSA Antwerp terminal .

When not to send a COREOR message:

Transshipment containers. (discharged from vessel / feeder and loaded onto another vessel / feeder on de same quay / terminal). This will be covered by the COPRAR (discharge and loading order).

Export containers delivered by truck and transported by barge / rail / truck to Rotterdam via a PSA Antwerp terminal.

SEGMENT INFORMATION

Interchange header – UNB–segment

Structure:

UNB
+
0001 = *Syntax identifier* with as value “UNOA”
:
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
,

Example:

UNB+UNOA:2+105000+101311+000508:1106+000005'

Message version - UNH-Segment

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 "COREOR"

:

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+COREOR:D:95B:UN:ITG12'

Order type - BGM-Segment

Data element 1001 in BGM-segment has to be coded with the following value:12 (= transport equipment movement inst.).

12 = Gate out move

Structure:

BGM

+

1001 = Document/message name, coded with as value 12

+

1004 = *Document/message number* with as value the sender's unique internal reference number. Due to restrictions in our system, the maximum length is 17 alphanumeric digits.

+

1225 = *Message function*, coded with as value one of following codes: 9 (create) or 3 (delete)

Example:

BGM+12+LMN309WECID000019+9'

Message function - BGM-Segment

When sending EDI release orders, a certain sequence, regarding this message function, has to be taken into account. The first message is always a creation of a release order. We call this the ORIGINAL message.

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 order.

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)

To adapt the order 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 :

3 = DELETION: To delete details in body information.

We recommend using additions and deletions for increasing and decreasing the number of containers. Deleting all the details will result in the automatic cancellation of the release order.

If you want 'to change' information we strongly advise 'to delete' the old information and 'add' the new information (if the order still exists) or 'create' the new information (if the order does not exist anymore).

→ Examples see appendix C

Message reference - RFF-Segment

There are two possible options to the RFF-segment. This depends whether or not you decide to use a reference.

Possibility 1: Reference is not used

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 DELETION –message

:

1154 = *Reference number* with as value "1" (=dummy value) for ORIGINAL or the message reference of the ORIGINAL message.

,

Example:

RFF+XXX:1'

Or

RFF+ACW: previous message number'

→ The container will be released full only by container number.

Possibility 2: Reference is used

In this segment, the corresponding release order reference is specified.

Structure:

RFF

+

1153 = *Reference qualifier* with as value "TF" (= Transfer number)

:

1154 = *Reference number* with as value the corresponding release order reference

,

Example:

RFF+TF:ANTA0001'

1. SEGMENT GROUP 1

A group of segments to indicate information regarding the main carriage.
This segment group must be used once to provide details of main carriage related to the equipment being released.

1.1. Vessel details - TDT-Segment.

In this segment all vessel information can be specified.
This segment is mandatory in EDIFACT D. 95B COREOR.

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
:
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'

Two examples if the vessel details are unknown:

TDT+20+++1+++EVG'

or

TDT+20+++1+++CMA:172:20+++103::NEDLLOYD DELFT'

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-unloader, the alternative voyage number. So also when you are not acting as co-unloader, 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-unloader "LTP" (Lloyd Triestino), the alternative voyage number for the MSC INSA is "0248S".

For co-unloader "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 COREOR 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 COREOR 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 COREOR 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 discharging operation for vessel MSC INSA electronically (COARRI discharge 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.

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

'

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**

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 to specify the containers to be released.

7.1. Equipment details - EQD-Segment.

To identify a unit of equipment.

7.1.1. **Specification of container number in EQD:**

The use of the container number (element 8260) is mandatory!

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 "3" (= import)
+
8169 = *Full/empty indicator*, coded with as value "5" (= full)
,

Examples:

EQD+CN+TRLU1234567+4210:102:5++3+5'

7.2. Release order reference number - RFF-Segment.

This segment indicates the pincode.

Structure:

RFF

+

1153 = *Reference qualifier* with as value "ACD" (= additional reference number)

:

1154 = *Reference number* with as value the pin-code

,

→ Container will be released full by container number and pin-code.

→ It is mandatory to use a unique pin-code per container.

→ The trucker will need to use this pin-code when he wants to pick-up the container at our terminal.

→ If a container will be released full by barge or rail, our system will overrule the pin-code.

IMPORTANT:

It is advised to use a pin code of maximum 8 characters.

Whenever a code is too complex, errors will be made by the truck drivers. This will cause a lot of problems for the PSA Antwerp operational staff as well for the customer.

Example:

RFF+ACD:12345678'

7.3. Weight - MEA-Segment.

7.3.1. Gross-Weight

This segment is optional.

Structure:

MEA

+

6311 = *Measurement application qualifier* with as value "AAE" (= Measurement)

+

6313 = *Measurement dimension, coded* with as value "G" (Gross Weight)

+

6411 = *Measure unit qualifier* with as value "KGM" (= Kilogram)

:

6314 = *Measurement value* with as value the actual gross weight (for example: "23600").

'

Example:

MEA+AAE+**G**+KGM:23600'

7.4. Overheight / Oversized containers - DIM-Segment.

This segment is Conditional, usage is Optional.

This entity is used by agreement between the parties to the transaction.

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'

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

7.5.1. 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'

7.6. Date and time – DTM–segment.

The DTM-segment is used to provide the ultimate release date/time and/or the effective release date/time relating to the item of equipment.

When you add the “effective release date/time” (= DTM+7 segment) to the message, the container of the release order will be on hold until the effective release date/time. From this day on, the container can be released, so from this day on the container can be picked up.

When you add the “ultimate release date/time” (= DTM+400 segment) to the message, the container of the release order will be on hold from this date/time on. The container can only be released until this day, the container can be picked up until this day.

When you add both segments to the release order (DTM+7 and DTM+400), the container of the release order will be released from the effective release date/time on, until the ultimate release date/time. The container can only be picked up from/until.

Using the DTM segment is not required.

But using the DTM segment will be in your own advantage.

This avoids that your own customer (forwarder in case of merchant haulage or actual shipper in case of carrier haulage) does not pay the due demurrage invoice.

By using the DTM segments as described above, you will be able to put a validity date on your import release order, if this validity date is exceeded the particular container import release order will be put on hold on PSA Antwerp side until further notice from the agent.

So if the due demurrage invoice is finally paid to its full extent (including eventual dwell time extensions), then you will have to send an update COREOR (a “change” message) with the new date/time segments.

Benefits : all your demurrage invoices should now be paid correctly by your customers !!!!!

Structure:

DTM

+

2005 = *Date/time qualifier* with as value "400" or "7" (see below)

:

2380 = *Date/time/period*

:

2379 = *Date/time/period format qualifier* with as value "203" (format CCYYMMDDHHMM)

,

Example:

UNB+UNOA:2+PANDONEDLLOYD+101311+040606:1733+PNO26'

UNH+PNO26+COREOR:D:95B:UN:ITG12'

BGM+12+PNO26+9'

RFF+XXX:1'

TDT+20+DRE3792+1+++PON:172:20+++DHDE:103::DRESDEN EXPRESS:DE'

RFF+VON:DRE3792'

NAD+CF+PON'

EQD+CN+OCLU0951873+2210:102:5+++3+5'

RFF+ACD:1150813X1'

MEA+AAE+G+KGM:4892'

{ DTM+7:200406100001:203' → from 10th of june, at one minute after midnight.

{ DTM+400:200406291600:203' → **until 29th of june, until 4pm.**

TDT+30+++3'

LOC+88+BEANR:139:6+BEANR913:TER:ZZZ'

CNT+16:1'

UNT+15+PNO26'

UNZ+1+PNO26'

Values for element 2005:

7 = effective pick-up date = from

400 = ultimate release date = until

8. SEGMENT GROUP 8

A group of segments to indicate details of inland movement of equipment.

8.1. On carriage transport – TDT-segment.

The TDT-segment is used for indicating details of inland movement of equipment. So in the COREOR you actually use the on carriage transport info in the TDT segment to indicate by which means (= truck / rail / barge) you expect the full import container to be picked up from the terminal.

This TDT segment is mandatory from an EDI message functional perspective (because we need the subsequent LOC+88 segment to make the terminal code distinction).

Seen that the usage of the TDT segment is mandatory, there are two possibilities:

→ Either the On carriage transport info is available in your IT system, in that case please specify these available values retrieved from your IT system.

→ Either the On carriage transport info is not available in your IT system, in that case please use transport mode code '9' (= unknown).

Whenever the info is available, please specify the new transport mode code. This is very important for our stack yard / yard efficiency.

Structure:

TDT

+

8051 = *Transport stage qualifier* with as value "30" (=on carriage transport)

+

8028 = *Conveyance reference number (NOT USED)*

+

8067 = *Mode of transport* with as possible values:

2 (rail)

3 (road)

8 (inland water)

9 (transport mode unknown)

Example:

TDT+30++3'

8.2. Place of receipt and terminal location – LOC–segment.

The LOC-segment is used for providing the place of receipt and the terminal activity location.

Structure:

LOC

+

3227 = *Place/location qualifier* with as value “88” (= place of receipt)

+

3225 = *Place/location identification* with as value the locode of the port of departure (e.g. “BEANR” for Antwerp or “BEZEE” for Zeebrugge)

:

1131 = *Code list qualifier* with as value “139” (= port)

:

3055 = *Code list resp. agency, coded* with as value “6” (= UN/ECE)

+

3223 = *Related place location one identification* with as value the corresponding PSA terminal code (e.g. BEANR869, BEZEE206, BEANR420, BEANR913, BEANR1742...)

:

1131 = *Code list qualifier* with as value “TER” (= terminal)

:

3055 = *Code list resp. agency, coded* with as value “ZZZ” (= mutually agreed)

:

(*) 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)

Example:

LOC+88+BEANR:139:6+BEANR869:TER:ZZZ'

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

Control total – CNT–segment.

This segment is always required.

Structure:

CNT

+

6069 = *Control qualifier* with as value "16"

:

6066 = *Control value* with as value the actual number of EQD –segments. (=total number of equipment)

Example:

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 : 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 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.

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 of 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??’

➤ “o”, “#”

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 B for Level A character set details

APPENDIX B: 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 C : To ADD / To DELETE information:

A/ TO DELETE

Creation:

UNB+UNOA:2+PANDONEDLLOYD+101311+041108:1043+PNO34899'
UNH+PNO34800+COREOR:D:95B:UN:ITG12'
BGM+12+PNO34800+9'
RFF+XXX:1'
TDT+20+KLN4776+1++PON:172:20+++PDHO:103::P&O NEDLLOYD KOWLOON:NL'
RFF+VON:KLN4776'
NAD+CF+PON'
EQD+CN+TTNU1994004+22G1:102:5++3+5'
RFF+ACD:3545878'
MEA+AAE+G+KGM:29300'
TDT+30++2'
LOC+88+BEANR:139:6+BEANR913:TER:ZZZ'
CNT+16:1'
UNT+13+PNO34800'
UNZ+1+PNO34899'

Deletion of the 'create' message:

UNB+UNOA:2+PANDONEDLLOYD+101311+041103:1448+PNO34411'
UNH+PNO34400+COREOR:D:95B:UN:ITG12'
BGM+12+PNO34400+3'
RFF+ACW:PNO34800' → refer to the create message!
TDT+20+KLN4776+1++PON:172:20+++PDHO:103::P&O NEDLLOYD KOWLOON NL'
RFF+VON:KLN4776'
NAD+CF+PON'
EQD+CN+TTNU1994004+22G1:102:5++3+5'
RFF+ACD:3545878'
MEA+AAE+G+KGM:29300'
TDT+30++9'
LOC+88+BEANR:139:6+BEANR913:TER:ZZZ'
CNT+16:1'
UNT+13+PNO34400'
UNZ+1+PNO34411'

B/ CREATION – DELETION followed by a new CREATION if the order does not exist anymore:

Creation:

UNB+UNOA:2+PANDONEDLLOYD+101311+041108:1043+PNO35000'
UNH+PNO34000+COREOR:D:95B:UN:ITG12'
BGM+12+PNO34000+9'
RFF+XXX:1'
TDT+20+KLN4776+1++PON:172:20+++PDHO:103::P&O NEDLLOYD KOWLOON:NL'
RFF+VON:KLN4776'
NAD+CF+PON'
EQD+CN+TTNU1994004+22G1:102:5++3+5'
RFF+ ACD:3545878'
MEA+AAE+G+KGM:29300'
TDT+30++2'
LOC+88+BEANR:139:6+BEANR913:TER:ZZZ'
CNT+16:1'
UNT+13+PNO34000'
UNZ+1+PNO35000'

Result: 1x22G1 full out container TTNU 199400 4

Deletion:

UNB+UNOA:2+PANDONEDLLOYD+101311+041103:1448+PNO35100'
UNH+PNO34100+COREOR:D:95B:UN:ITG12'
BGM+12+PNO34100+3'
RFF+ACW:PNO34000'
TDT+20+KLN4776+1++PON:172:20+++PDHO:103::P&O NEDLLOYD KOWLOON NL'
RFF+VON:KLN4776'
NAD+CF+PON'
EQD+CN+TTNU1994004+22G1:102:5++3+5'
RFF+ ACD:3545878'
MEA+AAE+G+KGM:29300'
TDT+30++9'
LOC+88+BEANR:139:6+BEANR913:TER:ZZZ'
CNT+16:1'
UNT+13+PNO34100'
UNZ+1+PNO35100'

Result: number of details reduced to zero. Order does no longer exist.

Creation (with the new information):

UNB+UNOA:2+PANDONEDLLOYD+101311+201108:1043+PNO35200'
UNH+PNO34200+COREOR:D:95B:UN:ITG12'
BGM+12+PNO34200+9'
RFF+XXX:1'
TDT+20+KLN4776+1++PON:172:20+++PDHO:103::P&O NEDLLOYD KOWLOON:NL'
RFF+VON:KLN4776'
NAD+CF+PON'
EQD+CN+ACLU7888889+22G1:102:5++3+5'
RFF+ ACD:3545878X1'
MEA+AAE+G+KGM:35000'
TDT+30++2'
LOC+88+BEANR:139:6+BEANR913:TER:ZZZ'
CNT+16:1'
UNT+13+PNO34200'
UNZ+1+PNO35200'

Result: 1x22G1 full out container ACLU 788888 9