PSA Antwerp

GUIDELINES

CODECO

Container Gate In / Gate Out / Logistic Move Report

(D.95B version 1.4)

Department : PSA Antwerp EDI Support team

PSA Antwerp Guidelines CODECO

Introduction

This document is composed merely to facilitate the development of new EDI CODECO 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 CODECO 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 CODECO manual.

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

Best regards,

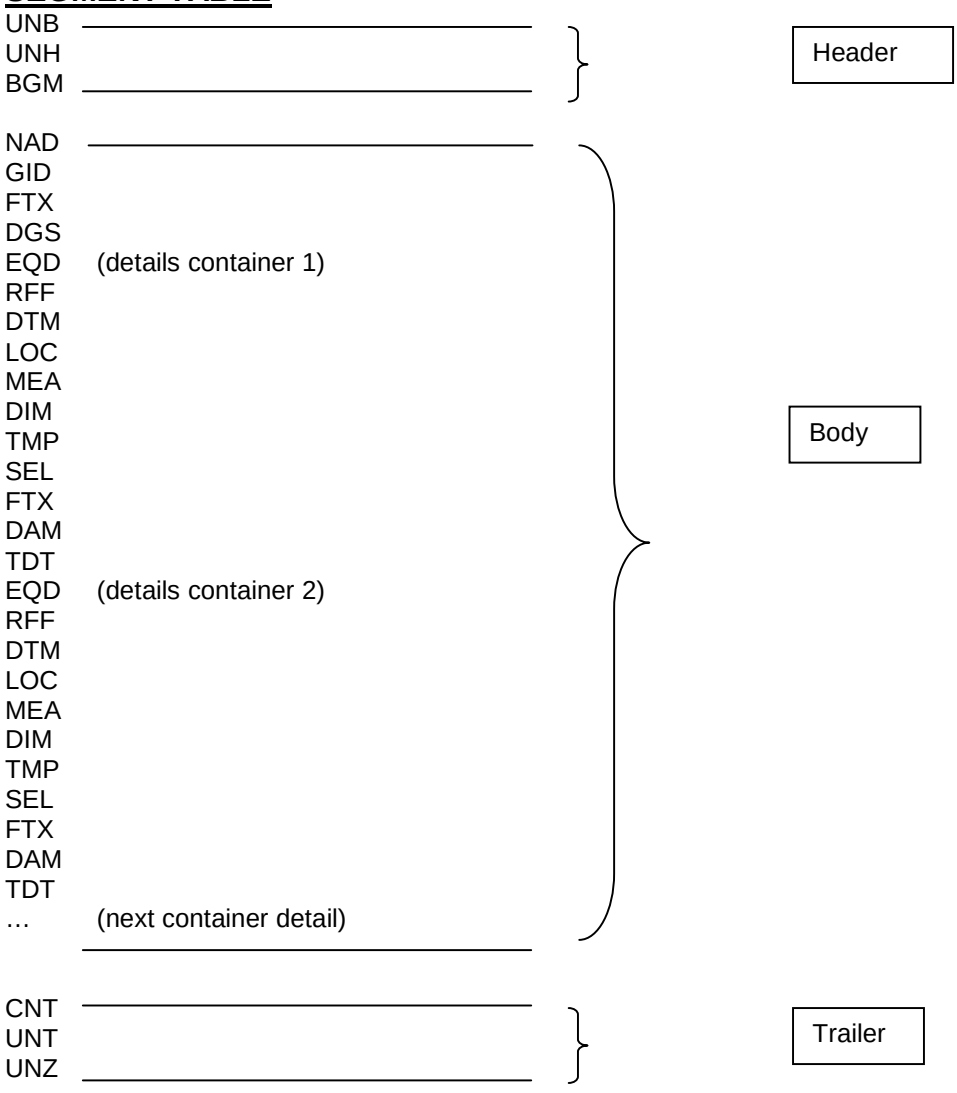
PSA Antwerp EDI Support team

The Container Gate In / Gate Out / Logistic Move Report (Codeco)

The CODECO message is sent by the container terminal operator to the shipping agent. The CODECO message is intended for the reporting of gate activity (gate movements) associated with an item of equipment in and out of a container terminal, storage and repair facility, or packing / unpacking facitlity.

It can also be used to report movements within the facility, including changes to the status of the item of equipment after servicing or repair.

SEGMENT TABLE



SEGMENT TABLE: table of contents

Tag Name

Header
UNH Message header
BGM Beginning of message
FTX Free text
RFF Reference

Segment group 1
TDT Details of transport
RFF Reference
LOC Place/location identification
DTM Date/time/period

Segment group 2
NAD Name and address

Segment group 3
GID Goods item details
TMP Temperature

Segment group 4
DGS Dangerous goods
FTX Free text

} Zie Appendix F

Segment group 5
EQD Equipment details
RFF Reference
LOC Place/location identification
MEA Measurements
DIM Dimensions
TMP Temperature
SEL Seal number
FTX Free text

Segment group 6
DAM Damage

Trailer
CNT Control total
UNT Message trailer

SEGMENT INFORMATION

Interchange header – UNB-Segment

Structure:

UNB
+
0001 = *Syntax identifier* with as value always “UNOA” indicating the use of level ‘A’ character set.
=> see APPENDIX A for more information
:
0002 = *Syntax version* with as value always “2”
+
0004 = *Sender identification code* = name code of the message sender
+
0010 = *Recipient identification code* = name code of the message recipient
+
0017 = *Date* = preparation date of the message
:
0019 = *Time* = preparation time of the message
+
0020 = *Interchange control reference* = unique reference also transmitted in the UNZ segment
‘

Example:

UNB+UNOA:2+101307+<RECEIVER>+000818:1009+030410'

Message header – UNH-Segment

For mapping reasons, we also enter the Association Assigned Code (0057) in the UNH-segment.

Structure:

UNH
+
0062 = *Message reference number* = unique reference also transmitted in the UNT segment
+
0065 = *Message type identifier* with as value “CODECO”
:
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 (=”ITG14”)
+
0068 = *Additional unique senders-message reference*
‘

Example:

UNH+030697+CODECO:D:95B:UN:ITG14+SEB0078930'

Beginning of message – BGM-Segment

For a gate in report, the value of data element 1001 is “34”
For a gate out report, the value of data element 1001 is “36”
For a logistic move report, the value of data element 1001 is “999”

For more details regarding the type of logistic moves that we report,
we wish to refer to APPENDIX E

Structure:

BGM
+
1001 = *Instruction type* with as value “34” (= gate in report)
“36” (= gate out report)
“999” (= logistic move report)
+
1004 = *Sender’s unique internal reference number*
+
1225 = *Message function, coded* with as value “9” (= original message), “3” (= deletion container detail),or “4” (= change container detail)
‘

Examples:

BGM+34+SEB00789300001+9'
BGM+36+SEB00789300001+9'
BGM+999+SEB00789300001+9'

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

2. SEGMENT GROUP 2

A group of segments to identify a party and/or addresses and related contacts.
This segment group is mandatory. It identifies parties associated with all the equipment movements reported in the message.

2.1. Name and Address – Group2 – NAD-Segment

To specify the name / address and their related function.

Structure:

NAD
+
3035 = *Party qualifier* with as value “CF” (= container operator), “AG” (= agent).
+
3039 = *Party id identification* with as value the name of the line agency
:
1131 = *Code list qualifier* with as value the code “160” (= party identifier)
:
3055 = *Code list responsible agency* with as value the code “20” (= BIC code)
‘

Examples:

NAD+CF+YML’
NAD+AG+MTH:160:20’

3. SEGMENT GROUP 5

3.1. Equipment details – Group 5 – EQD-Segment

Structure:

EQD
+
8053 = *Equipment qualifier* with as value “CN” (= container)
+
8260 = *Equipment identification number* with as value the container number
+
8155 = *Equipment size and type identification* with as value the ISO code for the corresponding container
:
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)
‘

Example

EQD+CN+TRLU1234567+4210:102:5++2+5' (export - full)
EQD+CN+OOLU1234567+45R1:102:5++3+5' (import- full)
EQD+CN+TRLU1234567+4210:102:5++1+4' (continental - empty)

=> See APPENDIX D for more information regarding Booking reference
Group 5 EQD & RFF segment.

(for shipper's owned ctrs) EQD+CN+**////4050180**+4310:102:5++2+5'

3.2. References – Group 5 – RFF-Segment (gate in move)

To specify the identifying number associated with the container, such as booking reference number

Structure:

RFF
+
1153 = *Reference qualifier* with as value the code “BN” (= Booking Reference Number), “CN” (= Carrier’s Reference Number), “ANN” (= Transport Equipment Announcement Number), “AHI” (= Carrier’s Agent’s Release Number).
:
1154 = *Reference number*
‘

Examples:

RFF+BN:ANR07025Z’
RFF+CN:5460373'
RFF+ANN:ANR00415758’
RFF+AHI:ANRTMM0487’

=> See APPENDIX D for more information regarding Booking reference Group 5 EQD & RFF segment.

3.3. Date / Time / Period – Group 5 – DTM-Segment

Structure:

DTM
+
2005 = *Date/time/period qualifier* with as value the code “7” (= effective date / time)
:
2380 = *Date/time/period*
:
2379 = *Date/time/period format qualifier* with as value the code “203”
‘

Example:

DTM+7:200006240600:203’ → date and time the container entered the gate in (move in), left the gate out (move out) or was subject of a logistic move.

When a container number is deleted in our computer system, the CODECO message will be sent without a DTM segment (see appendix G)

3.4. Location – Group 5 – LOC-segment

This segment is used to specify port / locations associated with the transport of the container, such as:

Activity Location
Stowage cell
Port of discharge after shipment

The Related Location One Identification (3223) can have one of the following values:

"K869" for quay 869 (Europaterminal)
"K420" for quay 420 (Churchilldok)
"K336" for quay 336 (NHS)
"K913" for quay 913 (Noordzeeterminal)
"Z206" for Zeebrugge quay 206 (Container Handling Zeebrugge)
"K1742" for Deurganckdok quay 1742 (Deurganckdok)

LOC+147: Stowage Cell:

Structure:

LOC
+
3227 = *Place/location qualifier* with as value "147" (= stowage cell)
+
3225 = *Place/location identification* with as value "V" (= front), "A" (= back) or "M" (= middle) or Bay/row/tier (= cell position on board)
'

Examples:

LOC+147+V' → "V" gives the position on the truck – in the front
LOC+147+A' → "A" gives the position on the truck – in the back
LOC+147+M' → "M" gives the position on the truck – in the middle
LOC+147+0150102' → position on board of the vessel (only for import containers in gate out messages).

LOC+11: Port of discharge:

In this LOC+11 segment the port of discharge is given. This is the destination after shipment.

Structure:

LOC
+
3227 = *Place/location qualifier* with as value “11” (=operational port of discharge)
+
3225 = *Place/location identification* with as value the UN Locode of the port of discharge
:
1131 = *Code list qualifier* with as value “139” (=port)
:
3055 = *Code list responsible agency, coded* with as value “6” (= UN)
‘

Example:

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

LOC+164: Final port of destination:

In this LOC+164 segment the final port of destination is given.

Structure:

LOC
+
3227 = *Place/location qualifier* with as value “164” (=operational port of discharge)
+
3225 = *Place/location identification* with as value the UN Locode of the port of discharge
:
1131 = *Code list qualifier* with as value “139” (=port)
:
3055 = *Code list responsible agency, coded* with as value “6” (= UN)
‘

Example:

LOC+**164**+SGSIN:139:6'

LOC+165: Activity Location:

Structure:

LOC
+
3227 = *Place/location qualifier* with as value “165” (= activity location)
+
3225 = *Place/location identification* with as value the UN-Locode of port of departure (“BEANR” for Antwerp, “BEZEE” for Zeebrugge or “NLRTM” for Rotterdam)
:
1131 = *Code list qualifier* with as value the code “139” (=port)
:
3055 = *Code list responsible agency, coded* with as value the code “6” (= UN)
+
3223 = *Related place/location one identification* with as value the terminal/berth of departure (for codes: see above)
:
1131 = *Code list qualifier* with as value “TER” (= terminals)
:
3055 = *Code list responsible agency, coded* with as value the code “ZZZ” (=mutually agreed)
‘

Example:

LOC+165+BEANR:139:6+K869:TER:ZZZ’

3.5. Container Gross Weight – Group 5 – MEA-Segment

In this segment, the gross weight of the corresponding container is specified

Structure:

MEA
+
6311 = *Measurement Application Qualifier* with as value “AAE” (=measurement)
+
6313 = *Measurement dimensions*, coded with as value “G” (= gross weight),
“T” (= tare weight), “MW” (= maximum weight – to be used for CSC maximum gross weight container).
+
6411 = *Measure unit qualifier* with as value “KGM” (=kilogram)
:
6414 = *Measurement value* with as value the actual gross weight
‘

Example:

MEA+AAE+G+KGM:25400'
MEA+AAE+T+KGM:5400’
MEA+AAE+MW+KGM:40000’

These details belong to a container with:	gross weight	= 25400 Kgs
	tare weight	= 5400 Kgs
	maximum weight	= 40000 Kgs

3.6. +Dimensions – Group 5 – DIM-Segment

To specify dimensions who exceed those of the standard reported in the preceding EQD-segment.

Structure:

DIM
+
6145 = *Dimension qualifier* with as value “9” or “8” or “7” or “6” or “5” (see below)
+
6411 = *Measure unit qualifier* with as value “CMT” (= Centimetres)
:
6168 = *Length dimension*
:
6140 = *Width dimension*
:
6008 = *Height dimension*
‘

Example:

DIM+9+CMT:0:0:60' → Height exceeds the standard dimensions with 60 centimetres

DIM+5 = Off-standard dimension front
DIM+6 = Off-standard dimension back
DIM+7 = Off-standard dimension right
DIM+8 = Off-standard dimension left
DIM+9 = Off-standard dimension general

3.7. Temperature – Group 5 – TMP-Segment

To specify the temperature setting

Structure:

TMP
+
6245 = *Temperature Qualifier* with as value “2” (= Transport temperature)
+
6246 = *Temperature setting*
:
6411 = *Measure unit qualifier* with as value “CEL” (= Celsius)
‘

Example:

TMP+2+003:CEL' → Temperature is set at 3 degrees Celsius

3.8. Seal number – Group 5 – SEL-Segment

Maximum 9 seal numbers are reported in the SEL-group with a SEL segment

Structure:

SEL
+
9308 = *Seal number*
+
9303 = *Seal issuer* with as value the code “CA” (= carriers’ seal), “SH” (= shippers’ seal), “CU” (= customs’ seal), “TO” (= terminal operators’ seal).
‘

Example:

SEL+37613+CA' → number of carriers’ seal
SEL+49156+SH’ → number of shippers’ seal
SEL+172052+TO’ → number of terminal operators’ seal
SEL+81904+X → seal on the left door
SEL+123456+CU → custom’s seal
SEL+NS+NS' → no seal on the container
SEL+NLSB+SH → the seal is not readable

Special procedure containers arriving at the terminal without seal:

If a container is discharged from barge, rail or vessel at the HNN-terminal without a seal, HNN will attach a seal.
This is reported to you with:

SEL+seal number+TO’

In case a container arrives by truck at the HNN-terminal without a seal, the truck driver will have to buy an Antwerp security boltseal and attach this to the container himself.
This attached Antwerp security boltseal is reported to you with:

SEL+ boltseal number+SH’

3.9. Instructions for special services or actions – Group 5 – FTX-Segment

CSC information

This segment is also used to specify the CSC information. As Text Subject Qualifier (4451) “CSC” will be specified. As Free Text Coded (4441) next values occur:

Structure:

FTX
+
4451 = *Text subject qualifier* with as value “CSC” (= container weight)
+++
4440 = *Free text, coded* with as value: “ACEP” (= container weight accepted)
“NDAT” (= no data available)
“NSLB” (= CSC plate not readable)
“NCSC” (= no CSC plate attached on the container)
“0702” (= the weight on the CSC plate is valid until july 2002).
'

Example

FTX+CSC+++ACEP’
FTX+CSC+++NDAT’
FTX+CSC+++NSLB’
FTX+CSC+++NCSC’
FTX+CSC+++0702’

General information

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

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+++POC EX VESSEL (RLN)’

FTX+AAI+++AFL AK?: NAAR CEA '→ putting the container from one line service to another, or from one customer to another.
FTX+AAI+++ANL AK?: VAN ZAL ' → putting the container from one line service to another, or from one customer to another.

DAR information

This segment is used to specify the DAR (Damage Remarks / status) information.

OK status = Container in good condition.
BD status = Container in bad condition (out of service),(value 10 in elemant 4441).
See also appendix B.

The DAR segment is related to the damage details (DAM), in group 6.

Structure:

FTX
+
4451 = *Text subject qualifier* with as value “DAR” (= Damage Remarks)
++
4441 = *Free text*, coded (OK or 10)
:
1131 = *Code list qualifier* with as value ZZZ(= Mutually agreed) or 130 (= special handling)
:
3055 = Code list responsible agency, coded with as value "184" (= ACOS)

‘

Example:

FTX+DAR++OK:ZZZ:184’

Handling instructions

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

Structure:

FTX
+
4451 = Text subject qualifier with as value "HAN" (= handling instructions)
+
+
4441 = Free text, coded with as value "ST" (= stuffing of the container)
"US" (= Stripping of the container)
"UD" (= Under deck)
"OD" (= On deck)
“HSL” (= Repair)
:
1131 = Code list qualifier with as value "130" (= special handling)
:
3055 = Code list responsible agency, coded with as value "184" (= ACOS)
'

Examples:

FTX+HAN++UD:130:184' →if the customer provides in the booking the stowage information Under Deck then we provide it in the Codeco in the 'FTX+HAN ++UD segment.

FTX+HAN++OD:130:184' →if the customer provides in the booking the stowage information On Deck then we provide it in the Codeco in the 'FTX +HAN++OD segment.

FTX+HAN++ST:130:184' → stuffing of the container

Stuffing: The container will not physically leave the terminal, but there will be a gate out (empty out) move internally and afterwards there will be a gate in move (full in) of the same container = stuffing

Gate out move:

BGM+36+DKB00504110001+9'

EQD+CN+DMFU2331710+2210:102:5++2+4'
RFF+BN:ANTZ06437'
DTM+7:200011090608:203'
LOC+165+BEANR:139:ZZ+K730:TER:ZZZ'
LOC+164+TZDAR:139:6'
LOC+147+203N02O'
LOC+165+BEANR:139:ZZ+K730:TER:ZZZ'
MEA+AAE+T+KGM:2270'
MEA+AAE+MW+KGM:24000'
FTX+CSC+++0802'
FTX+HAN++ST:130:184'

Gate in move:

BGM+34+DKB00504110002+9'

EQD+CN+DMFU2331710+2210:102:5++2+5'
RFF+BN:ANTZ06437'
DTM+7:200011090608:203'
LOC+165+BEANR:139:ZZ+K730:TER:ZZZ'
LOC+165+BEANR:139:ZZ+K730:TER:ZZZ'
MEA+AAE+T+KGM:2270'
MEA+AAE+MW+KGM:24000'
SEL+90845+TO'
FTX+CSC+++0802'
FTX+HAN++ST:130:184'

FTX+HAN++US:130:184' → stripping of the container

Stripping: The container will not physically leave the terminal, but there will be a gate out (full out) move internally and afterwards there will be a gate in move (empty in) of the same container = stripping

Gate out move:

BGM+36+SEB01284200001+9'

EQD+CN+SEAU2243343+2210:102:5++3+5'
DTM+7:200011131238:203'
LOC+165+BEANR:139:ZZ+K869:TER:ZZZ'
MEA+AAE+G+KGM:2000'
MEA+AAE+T+KGM:2250'
MEA+AAE+MW+KGM:24000'
SEL+320598+SH'
FTX+CSC+++ACEP'
FTX+HAN++US:130:184'

Gate in move:

BGM+34+SEB01284200002+9'

EQD+CN+SEAU2243343+2210:102:5++2+4'
DTM+7:200011131238:203'
LOC+165+BEANR:139:ZZ+K869:TER:ZZZ'
MEA+AAE+G+KGM:2000'
MEA+AAE+T+KGM:2250'
MEA+AAE+MW+KGM:24000'
SEL+320598+SH'
FTX+CSC+++ACEP'
FTX+DAR++10:ZZZ:184'
FTX+HAN++US:130:184'

Explination of stuffing/stripping concept:

The concerned moves (CODECO EDI message) that are sent are not ‘physical’ gate moves in the sense that the containers are passing through a physical terminal gate.

The containers are already on the terminal and stay there (for the time being).

Internally we call these concerned virtual gate moves ‘logistical’ moves and they are actually used to inform our HNN customers that one of the basic characteristics of the concerned container has changed.

The basic characteristic that changes in this case is the load status (full/empty). When we are talking about stuffing, the container actually goes from load status ‘empty’ to load status ‘full’.
In case of stripping, the container goes from load status ‘full’ to load status ‘empty’.

The first logistical move/virtual CODECO gate out move therefore has an EQD segment with an ‘empty’ load status (for stuffing), to be interpreted as: container has left the empty stock.

The second logistical move/virtual CODECO gate in therefore has an EQD segment with a ‘full’ load status (for stuffing), to be interpreted as: container comes into the full terminal yard stack.

HNN has two functions: a container depot function and a container terminal function

The idea is to report delivery of the container with the old characteristics and accept it again with the new characteristics.

These both virtual moves are triggered by one button push on the terminal yard by a person carrying an online portable device that is directly connected to our central IT application.

The virtual moves are computer generated and thus are concurrent in time, to split things up (a bit) a 1 second difference was introduced.

Quarantaine status

The reporting of the quarantaine will be done by using the “ABS” (Additional conditions / status conditions) qualifier.

Structure:

FTX
+
4451 = “ABS” (Additional conditions / status conditions)
+
4453 = not used
+
c107.4441 = “FS” (Foodstuff) or “PW” (Palletwide)
:
c107.1131 = “ZZZ” (mutually agreed)
:
c107.3055 = “184” (ACOS)
‘

Example:

FTX+ABS++FS:ZZZ:184’

Damage remarks

=> See appendix B

4. SEGMENT GROUP 6

4.1. Damage Details – Group 6 – DAM-Segment

This group is related to the damage remarks (qualifier "DAR") in Group 5 FTX-Segment.
In the DAM segment the damage of the corresponding container is specified. (list of specifications, types of damages in appendix C)

A maximum of 9 damage codes can be specified in the DAM-segment.

Structure:

DAM
+
7493 = *Details qualifier* with as value “1” (= equipment damage)
+
7501 = *Type of damage* (*see Appendix B*)
:
:
:
7500 = *Type of damage* (free text)
‘

Example:

DAM+1+94:::DENTED AT DIFFERENT PLACES’
DAM+1+99:::OUT OF SERVICE’

5. SEGMENT GROUP 7

5.1. Vessel details – Group7 – TDT-Segment

This segment specifies the transport details such as mode of transport, reference numbers, ...

Structure:

TDT
+
8051 = *Transport stage qualifier* with as value “1” (= inland carriage)
+
8028 = *Conveyance reference number* with as value the carrier’s number (or feeder vessel)
+
8067 = *Mode of transport, coded* with as value “2” (= rail), “3” (= road), “8” (= inland water)
“50” (= change of line agency)
+
8179 = *Detailed mode of transport, coded* with as value “31” (= truck), “11” (= feeder vessel)
“LM” (= logistic move)
+
3127 = *Carrier identification* with as value the carrier code
:
:
:
3128 = *Carrier name* with as value the carrier name (= free text)
+
+
+
8213 = *Id. of means of transport identification* (= train ID/Number – if 8067 = 2)
(= truck ID/Number – if 8067 = 3)
(= barge ID/Number – if 8067 = 8)
‘

Example:

TDT+1++2+25+NMBS:::NAT.MIJ.DER BELG.SPOORWEGEN+++RL3810681'
(NMBS = Railway company, RL3810681 = train number)

TDT+1++3+31+BULCO:::BULCOTRANS+++AGR376'
(BULCOTRANS = Truck company, AGR376 = truck license plate number)

TDT+1+22W+8+11+CTG:::LICHTERMAATSCHAPPIJ CTG+++BRIGI'
(CTG = Barge company, BRIGI = barge name)

TDT+1++50+LM+MAE:::MAERSK SEALAND’
(FTX+AAI+++AFL AK?:naar FAL’)

Control total CNT-Segment

Structure:

CNT
+
6069 = *Control qualifier* with as value “16” (= total number of equipment)
:
6066 = *Control value*: total number of containers counted
‘

Example:

CNT+16:277' → = message with 277 containers.

Message trailer UNT-Segment

Structure:

UNT
+
0074 = *Number of segments in a message*: including UNH and UNT segments, but excluding UNB and UNZ segment.
+
0062 = *Message reference number*: this reference must be identical to the reference in UNH 0062
'

Example:

UNT+1533+020561' → = message with 1533 segments.

Interchange trailer UNZ-Segment

Structure:

UNZ
+
0036 = *Interchange control count*: the number of messages in the interchange
+
0020 = *Interchange control reference*: this reference must be identical to the reference in UNB0020
‘

Example:

UNZ+1+015145' → = 1 interchange envelope containing 1 CODECO message.

APPENDIX A: 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 B: Basic PSA Antwerp's filosophy on Damage reporting.

Our basic filosophy in this matter is to try to provide as much damage info as possible to our customers. The customer can then decide whether to use this info or ignore parts of our reporting. (See also remark after item a)

a. Container arrives at our terminal - and doesn't go into repair :

BGM+34+SU009682310002+9'

EQD+CN+NOSU4527250+42G1:102:5++2+4'
DTM+7:199903020636:203'
LOC+165+BEANR:139+K869:TER:ZZZ'
LOC+147+M'
MEA+AAE+T+KGM:3720'
MEA+AAE+MW+KGM:30000'
FTX+CSC+++ACEP'
FTX+DAR++OK:ZZZ:184' ⌦ **Container has condition OK (=usable)**
DAM+1+94:::DENTED ON DIFFERENT PLACES'
TDT+1++30+31+VEPEX+++BDFD43'

Remark: Although the container wasn't considered out of service we give the indication info that it came in at our terminal in the condition "dented on different places" (damage code 94)

b. Container arrives at our terminal - (Gate-in move) - and goes directly in repair (Checked as out of service) :

BGM+34+SU009682310002+9'

EQD+CN+NOSU4527250+42G1:102:5++2+4'
DTM+7:199903020636:203'
LOC+165+BEANR:139+K869:TER:ZZZ'
LOC+147+M'
MEA+AAE+T+KGM:3720'
MEA+AAE+MW+KGM:30000'
FTX+CSC+++ACEP'
FTX+DAR++10:ZZZ:184' ⌦
DAM+1+94:::DENTED ON DIFFERENT PLACES'
DAM+1+99:::OUT OF SERVICE'
TDT+1++30+31+VEPEX+++BDFD43'

Always occur together.

⌦ **REMARK**: element 4441: the value "10" is used according to the recommendation JM4/272 (document ref. D4/ITIGG/104/V.2.00 - Oct.1999). The code itself can be found in the ITIGG document "Codes for use in the free text (FTX) segment of the UN/EDIFACT container messages", document ref. JM4/ITIGG/120/V.16 - May 1998). The value "10" stands for "Not available".

c. Container is positioned on the terminal yard and goes into repair - (Status Change Move) - on demand of the customer or damage caused by an accident) :

BGM+999+SU009682310002+9'

EQD+CN+NOSU4527250+42G1:102:5++2+4'
DTM+7:199903020636:203'
LOC+165+BEANR:139+K869:TER:ZZZ'
LOC+147+M'
MEA+AAE+T+KGM:3720'
MEA+AAE+MW+KGM:30000'
FTX+CSC+++ACEP'
FTX+HAN++HSL:130:184'
FTX+DAR++10:ZZZ:184' ⌦
DAM+1+99:::OUT OF SERVICE'
TDT+1++30+31+VEPEX+++BDFD43'

Always occur together.

⌦ **REMARK**: element 4441: the value "10" is used according to the recommendation JM4/272 (document ref. D4/ITIGG/104/V.2.00 - Oct.1999). The code itself can be found in the ITIGG document "Codes for use in the free text (FTX) segment of the UN/EDIFACT container messages", document ref. JM4/ITIGG/120/V.16 - May 1998). The value "10" stands for "Not available".
The container status of the previous move should have been “OK” (not damaged)

d. Container is positioned on the terminal and returns after repair - (Status Change Move) :

BGM+999+SU009682310002+9'

EQD+CN+NOSU4527250+42G1:102:5++2+4'
DTM+7:199903020636:203'
LOC+165+BEANR:139+K869:TER:ZZZ'
LOC+147+M'
MEA+AAE+T+KGM:3720'
MEA+AAE+MW+KGM:30000'
FTX+CSC+++ACEP'
FTX+DAR++OK:ZZZ:184’ ⌦ **Container has condition OK (=usable)**
TDT+1++30+31+VEPEX+++BDFD43'

⌦ **REMARK**: the container status of the previous move should have been “10” (damaged)

APPENDIX C: Type of damages

	Damage Code	Dutch Description	English Description
Front	00	Toprail Beschadigd	Toprail Damaged
	01	Bodemrail Beschadigd	Bottomrail Damaged
	02	Gat/Scheur	Hole/Tear
	03	Volume Afwijking	Volume Variation
Left	10	Toprail Beschadigd	Toprail Damaged
	11	Bodemrail Beschadigd	Bottomrail Damaged
	12	Gat/Scheur	Hole/Tear
	13	Volume Afwijking	Volume Variation
	14	Hoekstijl Beschadigd	Cornerpost Damaged
Back	20	Toprail Beschadigd	Toprail Damaged
	21	Bodemrail Beschadigd	Bottomrail Damaged
	22	Gat/Scheur	Hole/Tear
	23	Deuren Beschadigd	Doors Damaged
	24	Deuren Niet Volledig Gesloten	Doors not completely Closed
Right	30	Toprail Beschadigd	Toprail Damaged
	31	Bodemrail Beschadigd	Bottomrail Damaged
	32	Gat/Scheur	Hole/Tear
	33	Volume Afwijking	Volume Variation
	34	Hoekstijl Beschadigd	Cornerpost Damaged
Bottom	40	Vloer Beschadigd	Floor Damaged
	41	Vorkopeningen Beschadigd	Forkholes Damaged
Top/Roof	50	Dekzeil Beschadigd	Tarpaulin Damaged
	51	Dekzeil Ontbreekt	Tarpaulin Missing
	52	Gat/Scheur	Hole/Tear
	53	Dekzeil Niet Bevestigd	Tarpaulin Not Secured
	54	Volume afwijking	Volume Variation
	55	Zegellijn Beschadigd	Seal Line Damaged
	56	Zegellijn Ontbreekt	Seal Line Missing
Inside	60	Vuil/Stinkt	Dirty/Smells
	61	Bodem Nat	Bottom Wet
	62	Dakstijlen Ontbreken/Beschadigd	Roofpost Missing/Damaged
	63	Zijpanelen Ontbreken/Beschadigd	Sidepanels Missing/Damaged
Tank/Bulk	70	Buitenbekleding Beschadigd	Outsidepanel Damaged
	71	Tankframe Beschadigd	Tankframe Damaged
Cool Container	80	Reeferkabel Ontbreekt	Reefercable Missing
	81	Reeferkabel Beschadigd	Reefercable Damaged
	82	Conair Gaten Open	Conair Holes Open
	83	Conair Gaten Beschadigd	Conair Holes Damaged
General	90	Labels Ontbreken	Labels Missing
	91	Oude Labels Niet Verwijderd	Old Labels Not Removed
	92	Niet Verzegeld Bij Aankomst	Not Sealed At Arrival
	93	Container Lekt	Container Leaks
	94	Gedeukt Op Verschillende Plaatsen	Dented On Different Places
	95	Geen rederijzegel; Liner seal bij aankomst	No Liner seal upon terminal arrival
	99	Buiten Dienst	Out Of Service

APPENDIX D: Group 5 EQD & RFF segment.

GATE IN MOVE:

An empty container, delivered with a reference which was not provided by the customer, doesn't have an RFF segment

EQD+CN+TOLU8977297+4363:102:5++2+4'

For all other empty containers: we have an RFF segment with a qualifier CN (element 1153)

EQD+CN+ABCD1111111+4300:102:5++2+4'
RFF+CN:91766'

For all full containers we have an RFF segment with a qualifier BN (element 1153)
BN = Booking Reference Number

EQD+CN+GATU8100561+45G1:102:5++2+5'
RFF+BN:HAMPLU0364'

GATE OUT MOVE:

For empty containers in a mixed order (EMPTY OUT / FULL IN) we have an RFF segment with a qualifier BN (element 1153)
BN = Booking Reference Number

EQD+CN+DAYU4217461+4300:102:5++2+4'
RFF+BN:UROPDG0300'

For empty containers which are not part of a mixed order we have an RFF segment with a qualifier ANN (element 1153)
ANN = Transport Equipment Announcement Number

EQD+CN+CRXU1012724+2210:102:5++2+4'
RFF+ANN:ANR00415758'

An empty container delivered with a reference which was not provided by the customer, doesn't have an RFF segment.

EQD+CN+ABCD1111111+42R1:102:5++2+4'

Empty containers which are released by number do not have an RFF segment.

EQD+CN+ABCD1111111+42R1:102:5++2+4'

Full containers which are released by number, do not have an RFF segment.

EQD+CN+ABCD1111111+42G1:102:5++3+5'

Full containers released with a reference which was provided by the customer have an RFF segment with qualifier AHI
(element1153)
AHI = Carrier's Reference Number

EQD+CN+CAXU4237885+4310:102:5++3+5'
RFF+AHI:ANRTMM0487'

APPENDIX E: Details regarding logistic moves.

Example1:

If the container arrives at the terminal by vessel, and the container appears to be out of order then he will go directly into repair. At that moment we send a logistic move with an FTX+DAR segment. (see appendix B for more details)

BGM+999+SEB01259960003+9'

EQD+CN+BHCU4226962+42U1:102:5++1+4'
DTM+7:200011071336:203'
LOC+147+0460316'
MEA+AAE+G+KGM:3500'
MEA+AAE+T+KGM:3900'
MEA+AAE+MW+KGM:30000'
FTX+CSC+++ACEP'
FTX+DAR++10:ZZZ:184' ⌦
FTX+HAN++HSL:130:184' ⟶ Repair Move.
DAM+1+50:::TARPAULIN DAMAGED'
DAM+1+94:::DENTED AT DIFFERENT PLACES'
DAM+1+99:::OUT OF SERVICE'

⌦ **REMARK**: element 4441: the value "10" is used according to the recommendation JM4/272 (document ref. D4/ITIGG/104/V.2.00 - Oct.1999). The code itself can be found in the ITIGG document "Codes for use in the free text (FTX) segment of the UN/EDIFACT container messages", document ref. JM4/ITIGG/120/V.16 - May 1998). The value "10" stands for "Not available".

Example2:

If the container is positioned on the terminal and returns after repair (status change move), than we send a logistic move without the FTX +DAR segment. (see appendix B for more details)

BGM+999+SEB01269620003+9'

EQD+CN+BHCU4226962+42U1:102:5++1+4'
DTM+7:200011101304:203'
LOC+147+0460316'
MEA+AAE+G+KGM:3500'
MEA+AAE+T+KGM:3900'
MEA+AAE+MW+KGM:30000'
FTX+CSC+++ACEP'

Appendix F: Available report types and parameters.

There are several possibilities of container reporting.

DAYMOV (daily movement all inclusive). (see1)
DSTNAK (standard information, excluding AK (= from / to another line service), inclusive stuffing / stripping). (see 2)
DMVNLH (only standard information). (see 3)

1. Daily movement all inclusive (DAYMOV).

For these moves HNN sends the standard information and extra logistic moves:

Standard info:
- Container number
- Import / Export
- Size / type
- Full / Empty
- Location
- References
- Seal number
- Damage information
- Container weight
- Date / Time
- Dimensions
- IMDG information
- Temperature
- Transport details

With extra info:
- Stripping / Stuffing
- AK (Transfer from / to another line service)
- HSL (Repair)

2. Daily movement standard info, exclusive AK (= Transfer from / to another line service), inclusive STUFFING / STRIPPING (DSTNAK).

For these moves HNN sends the standard information and the logistic moves stuffing and stripping but without AK (Transfer from / to another line service)

3. Daily movement Standard info, exclusive hsl moves (exclusive repair moves) (DMVNLH).

For these moves HNN only sends the standard moves, exclusive repair moves.

The following parameters are available for each of the 3 report types mentioned in items 1, 2 and 3.

A. Reporting of the activity location (LOC+165) (ACTLOC). (see also page 12)

This information can be switched on or off .If you want to have this setting changed, please contact the PSA Antwerp EDI department.
Default value = ON

B. Reporting of the stowage position in the CODECO (STOWPOS). (see also page 13)

This information can be switched on or off. If you want to have this setting changed, please contact the PSA Antwerp EDI department.
Default value = ON

C. Reporting of CSC info in the CODECO (CSCINFO). (see also page 18)

This information can be switched on or off. If you want to have this setting changed, please contact the PSA Antwerp EDI department.
Default value = ON

D. Vessel info in header (VESSELINFO).

To specify the transport details such as mode of transport.

Example:
TDT+20+6509+1+13+PON+++MYSU5:103::P&O NEDLLOYD MARSEILLE'

The vessel information will be reported for containers Full out (import) and Full in (export).
This information can be switched on or off. If you want to have this setting changed, please contact the PSA Antwerp EDI department.
Default value = OFF

E. Goods info in header (GOODSINFO).

To provide free form or coded text information.

Example:
FTX+AAA+++PATE'

Information such as IMDG info can be provided.
This information can be switched on or off. If you want to have this setting changed, please contact the PSA Antwerp EDI department.
Default value = OFF

ON → CODECO using GID group (level group 3). (= 1 UNH / container)
OFF → CODECO without using GID group (level group 5)

Example ON:
GID+1'
TMP+2+1.0:CEL'
DGS+IMD+8:135+1733+140:CEL+2'
FTX+AAD++TECHNICAL NAME'

Appendix F: CODECO message without DTM segment.

Example of a situation where the CODECO message is sent without a DTM segment.

→ Container TSTU 812738 4 is delivered on quay the 22th of june (→ CODECO message with DTM segment).

Example:

UNB+UNOA:2+101307+112801+**050622**:0745+016440'
UNH+016440+CODECO:D:95B:UN:ITG14+TNH0015438'
BGM+34+TNH00154380002+9'
NAD+CF+MOF'
NAD+AG+MOLB::20'
EQD+CN+TSTU8127384+4300:102:5++2+5'
RFF+BN:803765624AS4N'
DTM+7:200506220708:203'
LOC+11+USHOU:139:6'
LOC+147+A'
LOC+165+BEANR:139:6+K420:TER:ZZZ'
MEA+AAE+G+KGM:23740'
MEA+AAE+T+KGM:3740'
MEA+AAE+MW+KGM:30000'
SEL+0033216+SH'
FTX+AAI+++
FTX+CSC+++ACEP'
FTX+DAR++OK:ZZZ:184'
DAM+1+14:::CORNERPOST DAMAGED LEFT'
DAM+1+20:::TOPRAIL DAMAGED BACK'
DAM+1+23:::DOORS DAMAGED'
DAM+1+31:::BOTTOMRAIL DAMAGED RIGHT'
DAM+1+94:::DENTED AT DIFFERENT PLACES'
DAM+1+95:::GEEN REDERIJZEGEL L SS BIJ AANKOMST'
TDT+1+035W+TR+31+LUMA:::LUMA+++DIF713'
CNT+16:1'
UNT+26+016440'
UNZ+1+016440'

→ At request of the agent the container TSTU 812738 4 has been cancelled in the HNN – IT system.
The CODECO message will be sent without the DTM segment.
The agent doesn't have to take this message in consideration.

Example:

UNB+UNOA:2+101307+112801+**050623**:0546+018698'
UNH+018698+CODECO:D:95B:UN:ITG14+TNH0017446'
BGM+36+TNH00174460002+3'
NAD+CF+MOF'
NAD+AG+MOLB::20'
EQD+CN+TSTU8127384+4300:102:5++2+5'
LOC+165+BEANR:139:6+K420:TER:ZZZ'

MEA+AAE+G+KGM:23700'
MEA+AAE+T+KGM:3740'
MEA+AAE+MW+KGM:30000'
SEL+0033216+SH'
FTX+CSC+++ACEP'
FTX+DAR++OK:ZZZ:184'
DAM+1+14:::CORNERPOST DAMAGED LEFT'
DAM+1+20:::TOPRAIL DAMAGED BACK'
DAM+1+23:::DOORS DAMAGED'
DAM+1+31:::BOTTOMRAIL DAMAGED RIGHT'
DAM+1+94:::DENTED AT DIFFERENT PLACES'
DAM+1+95:::GEEN REDERIJZEGEL L SS BIJ AANKOMST'
TDT+1+220605+8+11+BPC:::BARGE PLANNING CENTER+++RIAD1'
CNT+16:1'
UNT+21+018698'
UNZ+1+018698'

→ Container TSTU 812738 4 is picked up on 23th of june. (→ CODECO message with DTM segment)

Example:

UNB+UNOA:2+101307+112801+**050623**:0645+018788'
UNH+018788+CODECO:D:95B:UN:ITG14+TNH0017497'
BGM+36+TNH00174970004+9'
NAD+CF+MOF'
NAD+AG+MOLB::20'
EQD+CN+TSTU8127384+4300:102:5++2+5'
DTM+7:200506230616:203'
LOC+165+BEANR:139:6+K420:TER:ZZZ'
MEA+AAE+G+KGM:23700'
MEA+AAE+T+KGM:3740'
MEA+AAE+MW+KGM:30000'
SEL+0033216+SH'
FTX+CSC+++ACEP'
FTX+DAR++OK:ZZZ:184'
DAM+1+14:::CORNERPOST DAMAGED LEFT'
DAM+1+20:::TOPRAIL DAMAGED BACK'
DAM+1+23:::DOORS DAMAGED'
DAM+1+31:::BOTTOMRAIL DAMAGED RIGHT'
DAM+1+94:::DENTED AT DIFFERENT PLACES'
DAM+1+95:::GEEN REDERIJZEGEL L SS BIJ AANKOMST'
TDT+1+220605+8+11+BPC:::BARGE PLANNING CENTER+++RIAD1'
CNT+16:1'
UNT+22+018788'
UNZ+1+018788'