Cargo-IMP Amendments for ZAPP-Air

- Message “FSU” (Status Update) -

Version 1.6.1/E

(Valid from November 2023)

DAKOSY Datenkommunikationssystem AG

Mattentwiete 2
20457 Hamburg
www.dakosy.de

Phone: + 49 40 37003 - 0
info@dakosy.de

Change history

Version	Reason, concerned section	Changed by/ date	Checked by/ date
1.0	Erstveröffentlichung	D. Blanken 02.11.2007	
1.1	Überarbeitung der Dokumentation Aufgliederung in Einzeldokumente	D. Blanken 23.05.2008	
1.2/en	Translation into English	D. Blanken 13.06.2008	
1.2./en	More detailed description of the usage of the CSI and CTI segment More detailed description of the TXT segment's usage.	D. Blanken 23.01.2009	
1.2.1/en	Bugfix: Corrected field length of CCS Participant Identifier (19 char instead of 1) Improved description of field "Gateway Handling Agent" in segment ZEV Corrected example for segment ZEV Corrected description of ZFC segment Bugfix: Field "Non-AES Indicator" is currently not in use	D. Blanken 21.09.2009	
1.3	Changed description of Status "CAN", added code "DEL"	D. Blanken 01.02.2010	
1.5	- Adaptations to ATLAS 8.4 - New segment ZPS - ZPS – new segment for the specification of seals to the MRN - Extended example messages	M. Kramper 14.03.2012	
1.5.1	- New segment SEC - Description of the TRK segment extended - TRK – Extension (code, phone, email) - SEC – new segment for security information - BTB – new segment particular facts - New Layout	J. Diettrich 15.04.2013	M. Kramper 15.04.2013
1.6.0	Adaptations to ATLAS AES 3.0 Segment ZPL adapted for separate transmission of one-step AES-procedures and segment ZPS deleted - ZPL – extended by LRN, EORI, branch and indicator representative - ZPS – segment ZPS deleted (specification of seals to the MRN in FSU/GIN is not necessary anymore) - CSI – Status table adapted - Notes in description CTL	J. Diettrich 27.03.2023	M. Kramper 27.03.2023
1.6.1	Extended in the frame of ATLAS AES 3.0 Character set LRN extended Segment ZPL adapted for the separate transmission of one-step AES procedures - ZPL – possible character replacement LRN	M. Kramper 08.11.2023	

Change requests

DAKOSY
Datenkommunikationssystem AG
Port Communication Services
Mattentwiete 2
20457 Hamburg

1. Telefon: + 49 40 37003 - 0
2. E-Mail: kramper@dakosy.de

Used tools

Number	Used tools
W1	This document was produced with the word processing programme **MS Word 2021**.

Liability

1. Please note that no liability claims can be derived towards DAKOSY AG for the content of this manual, despite careful developing and examination of this document!

Table of contents

Table of figures

List of tables

1. The ZAPP-Air EDI Interface

1.1 General Information

1.1.1 Introduction

Based on the message format „Cargo-IMP“, defined by the IATA/ATA, DAKOSY has created an EDI interface for the communication between ZAPP-Air and the inhouse systems of ZAPP-Air participants.

Cargo-IMP is an abbreviation for „Cargo Interchange Message Procedures“, it defines a variety of EDI messages for electronic data interchange in the airfreight sector.

This document explains the Cargo-IMP message “FSU” (Status Update) as it is used for ZAPP-Air. The message is based on the Cargo-IMP FSU version 13, but has been substantially extended/amended for the use in ZAPP-Air

1.1.2 Information on Message Exchange

Usually, the FTP protocol is used for the exchange of messages between DAKOSY and its customers. Detailed information can be found in the (German) document „Datenaustausch mit DAKOSY über FTP“[1] (data interchange with DAKOSY via FTP).

The use of different communication protocols is possible, but requires additional talks with DAKOSY.

1.2 Message Format Cargo-IMP

The following chapter gives an overview of the Cargo-IMP format as it is used by DAKOSY as well as the EDIFACT envelope used for addressing communication partners.

1.2.1 Structures and Limitations

The Cargo-IMP Standard defines a number of limitations and regulations regarding the character set to be used and the formatting of the individual records. These are as follows:

Table 1 – Syntax Cargo-IMP

Element	Description
Segments	A Cargo-IMP Message is sub-divided into logical groups of data (“Segments”). The shipper address would be and example for a segment. Usually segments are identified by a three-character field at their beginning, the so-called “Tag”. The Tag for the shipper address is “SHP”, for example.
Fields	Cargo-IMP Segments are divided into individual data elements (Fields) which contain the actual data. The fields are separated, either by a separator character (Slash, Dash or Carriage Return, for example) or by fixing the fields’ length. Each field has a fixed format, defining the characters/values that may be used for it’s content.

[1] http://www.dakosy.de/support/documents/hb_ftp_v3.3_d_210905.pdf

Repetition and Grouping of fields	In some cases, fields or groups of fields may be repeated within a segment.
Character Set	Depending on the field format, the following characters may be used in Cargo-IMP messages: ▪ Capital Letters A – Z (no Diacriticals / Umlauts) ▪ Digits 0 – 9 ▪ The point '.' ▪ The dash '-' ▪ A white space character ' ' The point is defined to be the decimal point. So that a slash can be transmitted in single-level LRNs, only here is the apostrophe '"' additionally permitted as a replacement and lower case letters a-z (without umlauts) are permitted.
Line Length	The maximum length for a line in Cargo-IMP is defined to be 70 characters (including the final line break). If a segment's content can be longer than 70 characters, the segment's fields are split to several lines. After the last field of a line a line break is first inserted and the next line starts with a slash: CNE/MR. MARK MYERS /TADMORE STREET /NEW YORK

1.2.2 The EDIFACT Envelope

Since Cargo-IMP itself does not define any possibilities for addressing messages, a UN/EDIFACT envelope is used for this purpose. Within the EDIFACT envelope, the Cargo-IMP message itself is treated like a single EDIFACT segment.

A detailed discussion of the UN/EDIFACT standard is not part of this document, please refer to the documentation of the UN's Joint Syntax Working Group[2] for further information.

[2] http://www.gefeg.com/jswg/

1.2.3 Structure of the UN/EDIFACT Envelope

The basic structure of a Cargo-IMP message with the UN/EDIFACT envelope is as follows:

```
UNB-Segment
UNH-Segment
Cargo-IMP Nachricht
UNT-Segment
UNZ-Segment
```

Figure 1 - Structure of a Cargo-IMP message within the EDIFACT envelope

Since the Cargo-IMP message is treated as a single EDIFACT segment within the envelope, the segment counter in the envelope's UNT segment has a fixed value '3'.

1.2.4 Structure of the UNB-Segment

Below, one can find an example of a UNB-Segment as it is used for Cargo-IMP messaging:

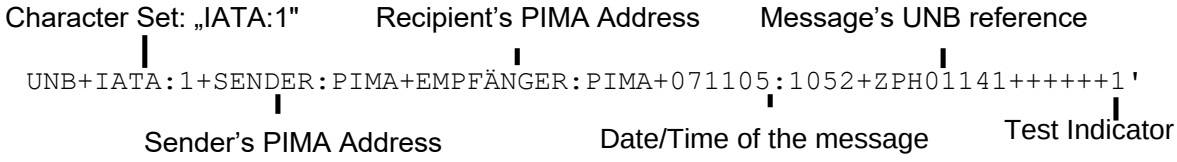

Figure 2 - Structure of the UNB Segment for Cargo-IMP messaging

The test indicator in the UNB segment must be set for all test messages sent to ZAPP-Air. For the use in production, the indicator must not be used.

1.2.5 Structure of the UNH segment

Below, an example for the UNH-Segment is depicted. The information on the message type (`CIMFWB:15`) is of special importance. When using the EDIFACT envelope for Cargo-IMP messaging, the format for the message type fields is:
CIM[Message Type]:[Version].

Example for the UNH segment used with an FWB message:

```
UNH+1+CIMFWB:15+1'
```

1.2.6 PIMA Addresses

For a Cargo-IMP message's EDIFACT envelope, the IATA/ATA has defined the structure of sender/recipient addresses as depicted below. For communicating with ZAPP-Air, the participant's PIMA address has to be registered with DAKOSY.

DAKOSY's PIMA Address is: REUSWH87DEDKSY

Table 2 – Structure of PIMA addresses

Field	Length	Status
CCS System Identifier	3	Mandatory
CCS Group Code	3	Mandatory
CCS Code Type	2	Mandatory
CCS Participant Identifier	19	Mandatory
Slash	1	Conditional
Airport Code	3	Optional
CCS Participant Office	2	Optional

2. Structure of the Message Descriptions

2.1 Terminology

Table 3 - Terms used within the Cargo-IMP message descriptions

Term	Meaning
CRLF	Line break (“Carriage Return, Line Feed“)
Hyphen	-
Slash	/
SMI	Standard Message Identifier – The first segment of a Cargo-IMP message, describing the message’s type and version (e.g. FWB/15)

2.2 Presentation of the Message Structure

This documentation presents the structure of a Cargo-IMP message as follows:

Table 4 - Example of a Message Structure

Message NAME

Segment Group: X		**Repetitions:** Z/Y		
No.	**Tag**	**Name**	**Occ.**	**Remarks**
1	ABC	Standard Message Identifier	1	Information
2	DEF	DDD	1 - 2	Further Informationen
(...)				

The meaning of the individual elements of a Message Structure table is as follows:

Message NAME:
NAME is the name of the Cargo-IMP message.

Segment Group: X
Some of the Cargo-IMP messages used in ZAPP-Air are sub-divided into segment groups. A segment group is a repeatable group of segments within a Cargo-IMP message. Inside of a segment group, the individual segments have to appear in a fixed order, depending on the minimum/maximum repetition defined for the segment.

Repetitions: Z/Y
The number of the (minimum)/maximum repetitions allowed for a segment group. A fixed number of repetitions is represented by a single digit (i.e. 2 for exactly two occurrences of a segment)

No.
No special meaning.

Tag
„Tag“= three capital letters identifying a segment

Name
Name of segment

Occ.
The number of minimum/maximum occurrences allowed for a segment within a segment group (e.g. “1 - 3” the segment has to occur at least once, but not more often than 3)

Remarks
Self explaining

Segments shaded in blue
...are segments which have been added or amended for the use with ZAPP-Air.

2.3 Structure of the Segment Descriptions

The structure of the individual segments and field contents of the Cargo-IMP messages is represented as depicted below:

Table 5 - Example for a segment structure

Segment FSU

Field Group: 1	**Repetitions:** 1				
No:	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	FSU	Constant value „FSU“

Field Group: 1
Like segments, fields within segments can be grouped as well.

Repetitions: 1
The number of repetitions permitted for a field group.

Segment FSU
The name of a segment (usually the same as it’s tag)

No.
No special meaning (usually classification criterion).

Status
Possible status is:

Table 6 - Possible Field Status

Status	Meaning
M	The segment **must** occur
O	The segment **may** occur
D	The segment **must occur under certain circumstances** (as described in “Remarks”)
X	The segment **must not** be used

Format
The format describes the characters allowed for a field's content. It is structured like this:

[Character [[Length]][Decimal Point]

Table 7 - Formats

Format	Character Set
a	**A – Z, capital letters only**
n	**digits 0 – 9**
m	**All characters from set a to n**
t	**All characters from set m, point, dash and white space**

Example
Self explaining

Remarks
Self explaining

3. The message FSU – Status Updates

3.1 Usage in ZAPP-Air

For ZAPP-Air, the FSU message is used to transmit information about status changes of consignments in ZAPP-Air. Some of these status messages trigger certain actions in ZAPP-Air (the "Gate-IN" message can trigger the second stage of the customs process, for example).

The FSU message for ZAPP-Air is based on the FSU Version 13, as defined by the IATA/ATA in the Cargo-IMP Release 26.

The Cargo-IMP segment structures described in this document are used for the DAKOSY-defined status codes (see 3.3.3.4) only.

Aside from these status code, ZAPP-Air uses some IATA-defined codes (e.g. DEP, RCS); status messages with these codes should be sent according to the standard as defined in the Cargo-IMP Release 26.

3.2 Structure of the message

The following table gives an overview of the segments used in the ZAPP-Air FSU message. Segments/Segment Groups are shown in the same order in which they appear in the actual message.

Segments which are highlighted in light blue have been amended or added for the use of the FSU message in ZAPP-Air.

Message FSU

Segment Group: 1		**Occurrences:** 1		
No.	**Tag**	**Name**	**Rpt.**	**Remarks**
1	FSU	Standard Message Identifier	1	Identifies the message type FSU and contains some information on the Air Waybill affected by the status change.
2	ZEV	ZAPP-Air Envelope	1	This segment is used to specify ZAPP-Air participants involved in a shipment.
3	(varying)	Status Segment	1	This segment's tag is used to identify the status which is reported. Furthermore, the segment contains information on the date of the status change and the affected Master-/House Air Waybill Number
4	ZPL	ZAPP-Air Position Level Information	0 - 1	This segment is used in some status messages to specify the MRN or part of an MRN which is affected by a (customs) status change.
5	CSI	Customs Status Information	0 - 1	In some status messages, this segment is used to specifiy some additional, customs-related information.

6	CTI	Customs Textual Information	0 - 1	This segment is used in conjunction with the CSI segment, in order to transmit textual information related to the customs status information.
7	TXT	Free Text	0 - 1	For a message with status „DIS“, this segment is used to transmit a description of a discrepancy found between the data in ZAPP-Air and the actual shipment.

3.3 Description of the segments

3.3.1 FSU

3.3.1.1 Short Description

The „FSU“ segment is the SMI (Standard Message Identifier) of the message. I.e. it identifies the message as a status message.

3.3.1.2 Segment Structure

The following table gives an overview of the fields contained in the segments. Fields are listed in the order that they appear in the actual message.

Segment FSU

Field Group: 1	**Occurrences:**1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	FSU	Fixed value „FSU“
2	Slash	M		/	
3	Version	M	n[..2]	13	ZAPP-Air uses FSU Version 13, there are some exceptional cases where a different version is used.
4	CRLF	M			
5	AWB-Prefix	M	n[3]	020	Part of the Master AWB number which identifies the airline
6	Hyphen	M		-	
7	AWB Serial No.	M	n[8]	12345678	Serial Number of the Master AWB
8	Origin	O	a[3]	FRA	3-Letter IATA Code of the origin airport
9	Destination	D	a[3]	JFK	3-Letter IATA Code of the destination airport. Only used when the origin airport is specified as well.
10	Slash	D		/	
11	Packing Code	O	a[1]	T	
12	Number of Packages	D	n[..3	25	Number of packages, only used when the packing code is specified as well.
13	CRLF	M			

3.3.1.3 Example

FSU/13
020-12345678FRAJFK/T25

3.3.2 ZEV

3.3.2.1 Short Description

The „ZEV“ segment (ZAPP-Air Envelope) is used to specify the ZAPP-Air participants involved in a process. In the FSU message, the segment is used for technical purposes only.

ZEV assigns certain roles to the participants. A description of the individual roles can be found

3.3.2.2 Segment Structure

The following index is an overview of the individual elements of this segment. The elements are listed in order of appearance of the actual segment.

Segment ZEV

Field Group: 1	**Occurrences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	ZEV	Fixed Value „ZEV“
2	Slash	M		/	
3	Forwarder	M	a[7]	FWDXFRA	ZAPP-Air Participant code of the Freight forwarder who initiated the process
4	Slash	D		/	
5	Gateway Handling Agent	D	a[7]	HAGWFRA	ZAPP-Air Participant code of the Gateway Handling Agent. Usage is mandatory for status messages with code “GIN” or “DIS”
6	Slash	D		/	
7	Local Handling Agent	O	a[7]	HALOFRA	ZAPP-Air Participant code of the local Handling Agent
8	Slash	D		/	
9	Carrier Handling Agent	O	a[7]	HAC1HAM	ZAPP-Air Participant code of the Carrier
10	Slash	X		/	
11	Forwarding Code	X	a[7]	TRAXFRA	Additional Participant Code – unused
12	CRLF	M			

3.3.2.3 Example

ZEV/FWDXFRA/HAGWFRA/HALOFRA/HAC1HAM

3.3.3 Status segment

3.3.3.1 Short Description

This segment is used to transmit the actual status which should be reported with a status message. Aside from a status code, the segment contains information about the Master-/House Air Waybill affected as well as the date/time that an event occurred.

3.3.3.2 Segment Structure

The following table gives an overview of the fields contained in the segments. Fields are listed in the order that they appear in the actual message.

The AWB Number (fields 8 – 10 of the Status Segment) is specified in the segment "FSU" as well. Therefore fields 8 – 10 of the Status Segment might be removed in a future version.

Segment (Status)

Field Group: 1	**Occurrences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	GIN	Status Code (see 3.3.3.4)
2	Slash	M		/	
3	Year of Event	M	n[4	2008	
4	Month of Event	M	n[2]	05	
5	Day of Event	M	n[2]	23	
6	Time of Event	M	n[4]	1223	
7	Slash	M		/	
8	AWB-Prefix	M	n[3]	020	Part of the Master AWB number which identifies the airline
9	Hyphen	M		-	
10	AWB Serial No.	M	n[8]	12345678	Serial Number of the Master AWB
11	Slash	D		/	
12	House AWB	D	m[...12]	00082132154	Number of the House Waybill affected by a status change. If this number is not specified, the message is treated as a message applying to the whole Master Air Waybill.
13	CRLF	M			

3.3.3.3 Example

GIN/200805231223/020-12345678/00082132154

3.3.3.4 Status codes

For ZAPP-Air, DAKOSY defined a number of additional status codes which are transmitted using the Status Segment described in this chapter. The usage of some additional segments (described in the following chapters) depends on the status code.

Table 8 - ZAPP-Air Status Codes

Code	Category	Description
ANA	Status	"Pre-Notification accepted" – This message is generated by ZAPP-Air to inform the forwarder that there were no (negative) messages from customs in reply to a pre-notification.
ANN	Warning	„Pre-Notification not accepted" – Customs replied to a pre-notification with a message saying that the Qualification will probably be followed by a Customs check of the consignment.
CAN	Control / Status	„Cancellation": The Master-/House AWB referenced by the message is cancelled in ZAPP-Air. **Note:** This message does NOT cause a cancellation of the MRN(s) in ATLAS.
CER	Warning	„Customs Error": An error occurred in the communication between ZAPP-Air and customs
CHK	Control	Differing seal no. have been sent from ATLAS, which have to be checked by the forwarding agent before sending the follow-up message
CST	Status	Information about the customs process
CTL	Warning	„Examination": Customs ordered an examination for the referenced MRN. The examination codes provided in the text such as D-Document examination or B-goods examination change as follows 10 – Examination of documents 20 – Testing for nuclear/radioactive material 30 – Extrinsis examination 40 – Physical examination 41 – Identification of consignment and seals 42 – Intrinsic examination 43 – Quality control / partial or complete 44 – Nature and characteristics of the goods 45 – Probenentnahme/ Sample extraction 50 - Others
DEL	Control / Status	(Same functions as status "CAN")
DIS	Control / Status	„Discrepancy": The Gateway Handling Agent noticed a discrepancy between the goods announced in ZAPP-Air and the actual goods arriving at the Agent's location.
FIN	Status	„Finished" (Abschluss Ausgang): The customs process for the MRN which is referenced in the message has been completed.
GIN	Control / Status	„Gate-IN": The goods referenced in the message arrived at the airport. If this message is sent to ZAPP-Air, it will trigger the second stage of the customs process.
PKG	Status	„Packed": The Gateway Handling Agent may use this message

		to inform the freight forwarder that a shipment has been consolidated. This message is purely optional.
RPS	Control	„Repositioning“ (Umfuhr): The Freight Forwarder can use this message to inform ZAPP-Air (and, via ZAPP-Air, customs) about a relocation of the referenced goods.
STA	Status	„Released“ (Permission for Exit): Customs released the MRN referenced by the message. The goods associated with the MRN might be transported out of the EU.
STP	Warning	„Stop“ (Exit Interdicted): Customs interdicted the transport of the goods out of the EU.
WRN	Warning	General warning message.

3.3.4 ZPL

3.3.4.1 Short description / Usage

The segment “ZPL” (ZAPP-Air Package Level Information) has been taken from the ZAPP-Air messages FHL/FWB. Within the message FSU the segment is used to reference the concerned MRN or MRN part from status messages of the customs process.

Therefore, the segment ZPL is used with FSU messages containing one of the following status codes:

- ANA
- ANN
- CAN
- CER
- CHK
- CST
- CTL
- FIN
- RPS
- STA
- STP
- WRN

3.3.4.2 Segment Structure

The following table gives an overview of the fields contained in the segments. Fields are listed in the order that they appear in the actual message.

Segment ZPL

Field Group: 1	**Occurrences:** 1				
Lfd. Nr.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	ZPL	
2	Slash	M		/	
3	Z-Number	O	m[12]	Z08A00024435	Z-Number, this is a reference used internally
4	Slash	M		/	

5	MRN or LRN Export declaration	M	m[1..22]	12DE705301582548E9 or LRN4711	The MRN Number m[18] affected by a status change (two-step procedure) or LRN export declaration m[1..22] (one-step procedure) So that an existing slash can be sent in the LRN, it must be replaced by an apostrophe ".
6	Slash	M		/	
7	Position	M	n[3]	000	The MRN/LRN Position affected by a status change (or ‚000' to indicate that the whole MRN is affected)
8	Slash	M		/	
9	Package-ID	M	n[2]	00	The Package-ID within an MRN/LRN Position which is affected by a status change (or '00' to indicate that the whole MRN Position is affected)
10	Slash	M		/	
Field Group: 2 (Reduced Amount)	**Occurrences:** (not used in message FSU)				
Field Group: 3	**Occurrences:** 1				
13	Slash	M		/	
14	Number of Packages	X	n[..3]		Number of packages after a reduction – not used for message FSU
15	Slash	M		/	
16	MRN Complete indicator	M	a[1]	J	Set to ‚J' if the whole MRN/LRN is affected by the status change
17	Reduction indicator.	M	a[]	N	In FSU a fixed value 'N'
18	CRLF	M			
Field Group: 4 LRN in one-step procedure	**Ocurrences:** (not used in the message FSU)				

3.3.4.3 Example

ZPL/Z08A00024435/08DE705301582548E9/000/00///JN

3.3.5 CSI

3.3.5.1 Description / Usage

The CSI segment (Customs Status Information) is used to transmit additional information about the customs status of a consignment (more specific: an MRN within a consignment). It contains the same information that can be accessed using the "Druck Freigabe" function in Air@Gate. The MRN to which the CSI segment applies is specified in a preceeding ZPL segment.

The CSI segment is used in messages STA (Release) and FIN (Customs process concluded).

3.3.5.2 Segment Structure

The following table gives an overview of the fields contained in the segments. Fields are listed in the order that they appear in the actual message.

Segment CSI

Field Group: 1	**Occurrences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	CSI	
2	Slash	M		/	
3	Customs Status	M	n[2]	24	Customs status of the MRN in ATLAS (see 3.3.5.4)
4	Slash	M		/	
5	TIN	M	n[7]	9002316	TIN (Customs identification number) of the Freight Forwarder
6	Slash	M		/	
7	Customs Office	M	m[8]	DE005816	The agency identification of the customs office at exit
8	CRLF	M			
9	Slash	M		/	
10	Release Reference	M	m[..22]	65480984063A	
11	CRLF				
Field Group: 2	**Occurrences:** 1-8				
(Dates when specific customs status changes occurred)					
12	Slash	M		/	
13	Qualifier	M	a[2]	RL	Code indicating what date is specified in the following field (see. 3.3.5.5)
14	Date	M	n[12]	200805261508	Datum
15	CRLF				

3.3.5.3 Example

CSI/353/9002316/DE005816
/65480984063A
/RL200805261508

3.3.5.4 Customs Status

In ATLAS, the customs status is coded. A number of these codes are used in the CSI Segment's field „Customs Status":

Table 9 - Customs Status Codes

Code	Meaning/comment
20	Expecting presentation

21	Informed about presentation
22	Presentation has been qualified
23	Inspection ordered
24	Exit permitted
25	Exit (customs process) has been finished
26	Exit interdicted
27	Customs process will be continued outside of AES
28	Termination at exit
29	Forwarding to other customs office
60	Process internationally cancelled
61	Process internationally redirected
61	Declaration not accepted

Code	New code AES 3.0	Meaning/comment
20	301	Expecting presentation
21	Not applicable	Informed about presentation
22	342	Presentation has been qualified
23	351	Inspection ordered
24	353	Exit permitted
25	362	Exit (customs process) has been finished
26	52	Exit interdicted / Processing interrupted
27	Not applicable	Customs process will be continued outside of AES
28	372	Termination at exit
29	371	Forwarding to other customs office
60	23	Exit completed (process declared invalid)
61	25	Exit rejected (process internationally redirected)
62	21	Exit rejected (declaration not accepted)
	364	Exit ongoing (proecess redirected in Versandscheinverfahren/dispatch note procedure)
	4	Other reasons
	20	Exit rejected (process unknown
	26	Exit rejected (process carried out)
	29	Exit rejected (other reason of export customs office)

3.3.5.5 Date qualifiers

The following values are used in the CSI Segment's field „Qualifier" (Elem. 13).

Although there are 8 different date qualifiers, there will be max. 7 occurrences in the actual FSU messages (since some of the dates are mutually exclusive)

Table 10 - Date Qualifier

Code	Meaning/comment
RC	Received from Customs – Date when the latest message was received from customs
PS	Positioning – Date/Time of presentation
ST	Stop Time – Date/Time of an interdiction of exit
RL	Release – Date/Tme of the permission for exit
CT	Control – Date/Time of an inspection order
OA	Outside AES – Date/Time when the process was moved out of AES
ET	Export Time – Date/Time of exit
FI	Finished – Date/Time of the completion of the customs process

3.3.6 CTI

3.3.6.1 Short Description

The segment CTI (Customs Textual Information) is used to transmit additional, textual information about a customs status (customs' reason to stop the process for an MRN, for example).

This segment is used in conjunction with the segment CSI only. Therefore it is only used with status messages of type 'STA' and 'FIN'.

3.3.6.2 Segment Structure

The following index is an overview about several elements of this segment. The elements are listed in order of appearance of the actual segment.

Segment CTI

Field Group: 1	**Occurrences:** 1				
Lfd. Nr.	**Name**	**Status**	**Format**	**Beispiel**	**Anmerkungen**
1	Tag	M	a[3]	CTI	
2	Slash	M		/	
3	Text	M	t[..50]	SOME TEXT	
4	CRLF	M			
Field Group: 2	**Occurrences:** 0 - 5				
(Continuation of the text)					
5	Slash	M		/	
6	Text	M	t[..50]	MORE TEXT	
7	CRLF	M			

3.3.6.3 Example

CTI/SOME TEXT
/MORE TEXT

3.3.7 TXT

3.3.7.1 Description / Usage

The segment TXT is used with status messages of type ‚DIS', ‚CER', ‚WRN' and ‚CST'. In 'DIS' messages, it carries a description of the discrepancy that should be reported with the message. For the other status message types, the TXT segment contains information about the problem/status that is to be reported.

3.3.7.2 Segment structure

The following table gives an overview of the fields contained in the segments. Fields are listed in the order that they appear in the actual message.

Segment TXT

Field Group: 1	**Occurrences:** 1				
Lfd. Nr.	**Name**	**Status**	**Format**	**Example**	**Remark**
1	Tag	M	a[3]	TXT	
Field Group: 2	**Occurrences:** 1 - 7				
2	Slash	M		/	
3	Text	M	t[..60]	TEXT	
4	CRLF	M			

3.3.7.3 Example

TXT/GOODS DAMAGED

3.3.8 ZPS

3.3.8.1 Short description

Segment ZPS (ZAPP-Air Seal Information) is no longer required for the new ATLAS 3.0 in the FSU/GIN.

4. Example Messages

4.1 Gate-In (sent by the forwarding agent)

UNB+IATA:1+REUAGT44SPEDITEUR:PIMA+REUSWH87DEDKSY:PIMA+080527:0808+ZZZ0486’UNH+1+CIMFHL:2+4'
FSU/13
020-71451024FRAJNB/T9K
ZEV/FWD0001/HAS0241//HAC0001
GIN/200805270000/020-71451024/00035407
'UNT+3+1'
UNZ+1+ZZZ04865'

4.2 Gate-IN (sent as receipt to the forwarding agent)

UNB+IATA:1+REUAGT44SPEDITEUR:PIMA+REUSWH87DEDKSY:PIMA+080527:0808+ZZZ0486’UNH+1+CIMFHL:2+4'
FSU/13
020-71451024FRAJNB/T9K
ZEV/FWD0001/HAS0241//HAC0001
GIN/200805270000/020-71451024/00035407
TXT/GATE-IN ANGEMELDET
'UNT+3+1'
UNZ+1+ZZZ04865'

4.3 General warning WRN

UNB+IATA:1+REUSWH87DEDKSY:PIMA+REUAGT87LUFRSP/FRA01:PIMA+080526:1846+10852635'UNH+10852635+CIMFSU:13+10852635'
FSU/13
246-87564486
ZEV/LUFRSP
WRN/200805261846/246-87564486
TXT/RED ALERT - MELDUNG – ERRA
/ATLAS - FEHLERMELDUNG SEIT MEHR
/ALS 2 STUNDEN - BITTE PRÜFEN UND KORRIGIEREN !
'UNT+3+10852635'UNZ+1’

4.4 Conclusion of customs process

UNB+IATA:1+REUSWH87DEDKSY:PIMA+REUAGT44SPEDITEUR:PIMA+080527:0847+10934922’UNH+10934922+CIMFSU:13+10934922'
FSU/13
045-54433831
ZEV/FWD0001/HAS0241//HAC0001
FIN/200805270847/045-54433831/00088234848
ZPL/Z08A00000001/08DE544401555832E1/000/00//NN
CSI/362/9002316/DE005714
/9002316Z08A00000010G01
/RC200805270847
/PS200805210842
/RL200805210802
/ET200805210000
/FI200805270846
'UNT+3+10934922'UNZ+1+10934922'

or

UNB+IATA:1+REUSWH87DEDKSY:PIMA+REUAGT44SPEDITEUR:PIMA+080527:0847+10934922’UNH+10934922+CIMFSU:13+10934922'
FSU/13
045-54433831
ZEV/FWD0001/HAS0241//HAC0001
FIN/200805270847/045-54433831/00088234848
ZPL/Z08A00000001/LRN4711/000/00//NN
CSI/362/9002316/DE005714
/9002316Z08A00000010G01
/RC200805270847
/PS200805210842
/RL200805210802
/ET200805210000
/FI200805270846
'UNT+3+10934922'UNZ+1+10934922'