Cargo-IMP Amendments for ZAPP-Air

- Message “FWB” (Air Waybill) -

Version1.6.1/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	Trennung der Dokumentation nach CIMP-Nachrichten, neue Struktur für Nachrichten- und Segmentbeschreibungen Translation into the English language	D. Blanken J. Diettrich 13.06.2008	
1.2	Corrected description of segment ZPL	D. Blanken 12.09.2008	
1.3	Added “Additional Forwarder Code” to segment “ZEV” Added “Non-AES” Indicator in segment ZPL	D. Blanken 07.04.2009	
1.3.1	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	
1.5	- Adaptations to ATLAS 8.4 - New segment ZPS - ZPI extension (EORI and NL) - ZPS –new segment for the specification of seals to the MRN	M. Kramper 12.03.2012	
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 28.02.2013	M. Kramper 28.02.2013
1.5.2	Data from Segment BTB transferred in Segment ZPL	M. Kramper 28.08.2013	
1.6.0	Adaptations to ATLAS AES 3.0 Segments ZPL and ZPS adapted for separate transmission of one-step AES-procedures - ZPL – extended by LRN, EORI, branch and indicator representative - ZPS – extended by LRN, EORI, branch and indicator representative	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 Segments ZPL and ZPS adapted for the separate transmission of one-step AES procedures - ZPL – possible character replacement LRN - ZPS – 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 “FWB” ((Master-) Air Waybill) as it is used for ZAPP-Air. The message is based on the Cargo-IMP FWB version 15, 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 it’s customers. Detailed information can be found in the (German) document „Datenaustausch mit DAKOSY über FTP“[1].

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:

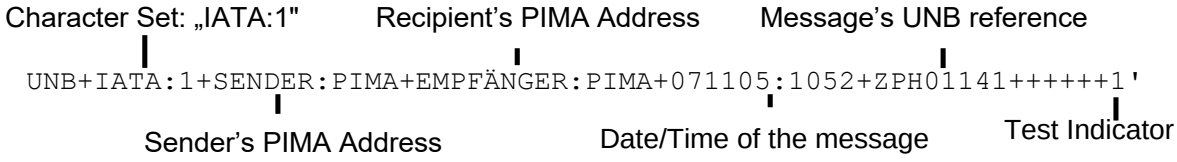

Figure 2 - Structure of the UNB Segment for Cargo-IMP messaging

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“ (Newline)
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 FWB – (Master) Air Waybill

3.1 Usage in ZAPP-Air

3.1.1 Functions of the FWB Message

The Cargo-IMP message „FWB“ in ZAPP-Air serves two separate functions:

1. For declaration of a „**Direct-AWB**“ (also known as „IATA-AWB“), i.e. a single consignment which is not to be consolidated any further.
2. For transmission of the **Master-AWB** data for a consignment, which has been consolidated out of several single consignments, that have been declared through transmission of FHL messages earlier on.

ZAPP-Air infers from the indicator „WB Type“ in the ZPI Segment how to interpret a FWB message.

Back-to-Back consignments are indicated as consol-master with a single house-AWB in ZAPP-Air.

The FWB message in version 15 out of the Cargo-IMP Standard, Release 26, which is defined through the IATA/ATA, provides the basis for the FWB message in ZAPP-Air.

The following sections merely describe the segments of the FWB message, which have been added and/or supplemented for usage in ZAPP-Air through DAKOSY. For detailed description of the Cargo-IMP Standards which are defined through the IATA we refer to the available publications of the IATA.

3.1.2 Updates

ZAPP-Air provides the possibility for the forwarder to update data of a FHL or FBW message, sent to ZAPP-Air. This can be accomplished by sending the updated FHL or FWB message to ZAPP-Air. The data is compared with the data already available in the system and changed values will be replaced.

3.1.3 Cancellations

The forwarder might remove a Direct-AWB or House AWB from ZAPP-Air by sending a cancellation message (an FSU message with Status “FXX”) for that waybill.

Cancelling a message from ZAPP-Air does *not* have any effect on the MRNs in the customs system.

This cancels the FWB or FHL in ZAPP-Air, but does not delete the MRN numbers. Following the cancellation, the MRN numbers can be assigned to another waybill. The MRN status (“Approval of Exit”, for example) is maintained, so that after adding it to a new waybill, the MRN will have the same status it had when the “old” waybill was cancelled.

3.1.4 Moving Goods/ MRNs to another AWB

If a consignment or parts of a consignment and thus the assigned MRN will be exported with a different flight and/or a different Waybill, ZAPP-Air has to be informed, in order to avoid sending false information to customs (due to out-of-date database).

Any re-allocation of goods and thus the assigned MRNs must be reported to ZAPP-Air in order to avoid sending false information to customs.

In ZAPP-Air, MRNs are moved by first removing them from the "original" waybill. This is achieved by sending an update message (see 3.1.2) only containing the MRN which shall remain. MRNs which are not reported again will be removed from the concerned waybill by ZAPP-Air.
Alternatively, the forwarder can send a cancellation message (see 3.1.3) to cancel the waybill and thus remove all MRNs. New MRN may not be assigned to cancelled waybills.

Afterwards, the forwarder can either send a new waybill (FWB or FHL) or an update to an already existing Waybill, together with the information about the previously "removed" MRN.

3.2 Structure of the message

The following index is an overview of the segments of the FWB message, as used in ZAPP-Air. The segment groups/ segments are listed in order of appearance of the FWB message.

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

Message FWB

Segment group: 1		**Occurrences:** 1		
No.	**Tag**	**Name**	**Occ.**	**Remarks**
1	FWB	Standard Message Identifier	1	Identifies message as FWB message.
2		AWB Consignment Details	1	Basic data about the Air Waybill (AWB-number, Number of packages, volume...)
3	ZEV	ZAPP-Air Envelope	1	This segment indicates which participants of ZAPP-Air are involved in the consignment
4	ZPI	ZAPP-Air Processing Information	1	General consignment-information for the process in ZAPP-Air (e.g. carrier's TIN)
5	FLT	Flight Bookings	1	Flight/Flights on which the AWB is booked; unlike in the Cargo-IMP Standard this is a mandatory field.
6	TRK	Trucking Information	0 – 1	Information about the truck that will be used to deliver a consignment to the airport.
7	SEC	Security information	0 – 1	Security information about the AWB
8	RTG	Routing	1	Routing of AWB, information which carrier takes which leg.
9	SHP	Shipper	1	Shipper's-address
10	CNE	Consignee	1	Consignee's address
11	AGT	Agent	0 – 1	Agent's address (when referring to the „Agent entitled for commission").
12	ZFC	ZAPP-Air Forwarder Contact	1	Contact details of the person in charge (at the forwarder).
13	SSR	Special Service Request	0 – 1	Instructions about particularities of handling the goods (e.g. max. storage temperature).
14	NFY	Also Notify	0 – 1	An extra notify-address
15	ACC	Accounting Information	0 – 1	
16	CVD	Charge Declarations	1	

17	RTD	Rate Descriptions	1	
18	ZPL	ZAPP-Air Package Level Information	0 – 99	Information about the individual MRNs/parts of an MRN which belong to this AWB. Mandatory for “Direct”-AWBs.
19	ZPS	ZAPP-Air Seal Information	0 – 99	Seals (seal no.); heading seals per MRN
20	OTH	Other Charges	0 – 1	
21	PPD	Prepaid Charge Summary	0 – 1	
22	COL	Collect Charge Summary	0 – 1	
23	CER	Shipper’s Certification	0 – 1	
24	ISU	Carrier’s Execution	1	
25	OSI	Other Service Information	0 – 1	
26	CDC	CC Charges in Destination Currency	0 – 1	
27	REF	Sender Reference	1	
28	COR	Customs Origin	0 – 1	
29	COI	Commission Information	0 – 1	
30	SII	Sales Incentive Information	0 – 1	
31	ARD	Agents Reference Data	0 – 1	
32	SPH	Special Handling Requirements	0 – 1	
33	NOM	Nominated Handling Party	0 – 1	
34	SRI	Shipment Reference Information	0 – 1	
35	OPI	Other Participant Information	0 – 1	
36	OCI	Other Customs Information	0 – 1	

3.3 Description of the segments

3.3.1 ZEV

3.3.1.1 Short Description

The segment „ZEV“ (ZAPP-Air Envelope) is used to identify the parties which are involved in the transaction, on the basis of their ZAPP-Air participant code.

The ZAPP-Air Conception contains a detailed description of the individual roles, to which the participant codes are assigned to.

3.3.1.2 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	Constant value „ZEV“
2	Slash	M		/	
3	Forwarder	M	a[7]	FWDXFRA	ZAPP-Air participant code of the commissioning Airfreight Carrier.
4	Slash	M		/	
5	Gateway Handling Agent	M	a[7]	HAGWFRA	ZAPP-Air participant code of the Gateway Handling Agent. For messages to customs, the participant named in this field will be reported as “Gestellungsort” (Location of customs presentation at exit)
6	Slash	M		/	
7	Local Handling Agent	O	a[7]	HALOFRA	ZAPP-Air participant code of the local Handling Agent.
8	Slash	M		/	
9	Carrier Handling Agent	O	a[7]	HAC1HAM	ZAPP-Air participant code of the Handling Agent of the Carrier.
10	Slash	D		/	
11	Forwarding Code	O	a[7]	TRAXFRA	ZAPP-Air participant code of an additional party to which this message should be forwarded.
12	Slash	D		/	
13	Additional Forwarder Code	O	a[7]	FWDCFRA	ZAPP-Air participant code of an additional party representing an additional forwarder for this shipment.
14	CRLF	M			

3.3.1.3 Additional Forwarder Code

The ZAPP-Air participant code of an additional party representing an additional forwarder for this shipment. When used in a FWB or FHL message this party receives the same rights as the originally declaring forwarder.

Once assigned authorizations cannot be withdrawn, only one additional authorization for a party per M/AWB is possible.

3.3.1.4 Example

ZEV/FWDXFRA/HAGWFRA/HALOFRA/HAC1HAM//FWDCFRA

3.3.2 ZPI

3.3.2.1 Short Description

The Segment ZPI specifies several data, which is relevant for the export, e.g. the customs number (TIN) of the conducted carrier. Furthermore it contains several indicators to control the further processing and development of the consignment data in ZAPP-Air.

3.3.2.2 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 ZPI

Field group: 1	**Occurrences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	ZPI	Constant value „ZPI“
2	Slash	M		/	
3	Z-Number	O	m[12]	Z08A12104421	Z-Number (ZAPP-Air internal reference), purely optional indication
4	Slash	M		/	
5	ID of Customs Office	M	m[8]	DE005874	Office number of the customs office of exit
6	Slash	M		/	
7	TIN	M	n[7]	9002316	TIN (Participant identification number at customs) of the Carrier
8	Slash	M		/	
9	WB Type	M	a[1]	C	Type of message (Direct- or Consol-Master AWB)
10	Local goods	M	a[1]	J	If Direct-AWB: The goods have been delivered at the airport already.
11	Pre-Notification	M	a[1]	J	Should the approaching exit of goods be announced at customs?
12	Automatic repositioning	M	a[1]	N	If Master AWB to a Consol: Does the repositioning message to the customs shall be released, as soon as the export licence for every incorporated single consignment is available?
13	Forwarding	M	a[1]	N	Should a copy of the AWB be transmitted to the party which has been indicated in the field „Forwarding Code“ in the segment ZEV?
14	ATLAS-Self declarant	M	a[1]	N	Shall the customs communication be accomplished by the carrier himself (i.e. ZAPP-Air would be used merely to distribute information)?
15	Non-AES Indicator	O	a[1]	N	This flag controls whether the MRNs should be processed by ZAPP-Air.
16	Slash	D		/	
17	EORI	O	a[17]	DE9002316	EORI (Economic Operators Reg. and Ident. No.) Only to be used if the TIN is not from DE.
18	Slash	D		/	
19	Office, branch	O	a[4]	0000	Office, branch to EORI, only necessary if not ‘0000’.
20	CRLF	M			

3.3.2.3 Example

ZPI/ Z08A12104421/DE005874/9002316/CNNJNNN/DE9002316/0000

3.3.2.4 Indicator „WB-Type / Type of message“

This field specifies if the FWB message includes data referring to a direct- or a Consol/ Master-AWB. (cp. 0)

Table 8 - Codes for Indicator "WB Type"

Code	Meaning/Comment
C	The FWB contains the data of a Master-AWB to a Consol
D	The FWB contains the data of a Direct-/IATA-AWB
H	Not used in the FWB message.

3.3.2.5 Indicator „Local goods“

If the WB-Type has been set on the value „C“, only value N is permitted in the field “local goods”.

Table 9 - Codes for Indicator "Local Goods"

Code	Meaning/Comment
J	The consignment(s) mentioned in a Direct AWB have been delivered to the airport at the time of transmission, so the „Gate-IN“ in ZAPP-Air will be released automatically; an explicit Gate-IN message of the Gateway Handling Agent won’t be expected anymore.
N	The consignment(s) mentioned in a Direct AWB have not been delivered to the airport at the time of transmission. Only a Gate-IN of the Gateway Handling Agent will initiate the customs process.

3.3.2.6 Indicator „Pre-Notification“

If the WB-Type has been set to „C“, only value N is permitted in the field “pre-notification”.

This field is used to specify, if a pre-notification for export referring to a Direct AWB, has to be sent to customs. The “pre-notification” may substantially accelerate the process between the arrival of the goods at the airport and the customs clearance, as, based on the pre-notification, customs will already be able to start the inspection of the goods.

On this account the pre-notification is only reasonable, if it is not about “local goods“, i.e. the goods are not yet located at the airport.

Table 10 - Codes for Indicator "Pre-Notification"

Code	Meaning/Comment
J	A pre-notification shall be sent to the customs.
N	A pre-notification shall not be sent to the customs.

3.3.2.7 Indicator „Automatic repositioning“

If this indicator is set to „J“, ZAPP-Air verifies, if every MRN of a consignment has got the permission of departure. In this case, a message about the repositioning will be automatically sent to customs, specifying that the concerned consignment(s) will be brought to the plane and be loaded.

Table 11 - Codes for Indicator "Automatic Repositioning"

Code	Meaning/Comment
J	The automatic repositioning shall be released.
N	The automatic repositioning shall not be released.

3.3.2.8 Indicator „Forwarding“

If this indicator will be set to „J“, a copy of the Cargo-IMP message will be send to the ZAPP-Air participant, who has been mentioned in the field „Forwarding Code“.

Table 12 - Codes for Indicator "Forwarding"

Code	Meaning/Comment
J	A copy of the message shall be transferred to a third party.
F	“Additional Forwarder” – if this indicator is being set in a FHL or FWB message, the message will not only be transmitted to the specified party, but will also be administered as second forwarding agent in the system and receives all appropriate permissions. Max. 2 „Forwarding agents“ per H/MAWB are permitted. Once a permission has been assigned to a forwarder it cannot be withdrawn.
R	A copy of the message shall be transferred in **reduced form**. A transfer to the recipient, who has been mentioned in the field „Forwarding Code“ is taking place thereby, though specific fields/segments are filtered out (depends of a corresponding configuration at DAKOSY).
N	A copy of the message shall not be transferred to a third party.

3.3.2.9 Indicator „ATLAS Self declarant“

If this indicator will be set to „J“, ZAPP-Air assumes that the carrier transacts the customs process on his own account, which means ZAPP-Air does not transmit any messages to the customs, the system serves purely as an information platform.

Table 13 - Codes for Indicator "ATLAS Self Declarant"

Code	Meaning/Comment
J	Communication from ZAPP-Air with the customs is not taking place.
N	Communication from ZAPP-Air with the customs is taking place.

3.3.2.10 Non-AES Indicator

This flag controls whether communication with customs should be accomplished by ZAPP-Air (similar to the “ATLAS Self declarants”) and whether ZAPP-Air checks the MRN number(s) submitted in the message’s ZPL segment(s).

Note. This field is currently not in use

Table 14 - Codes for Indicator "Non AES"

Code	Meaning/Comment

J	The MRN number in this ZPL segment will not be checked and will not be processed in ZAPP-Air.
N	The MRN number in this ZPL segment will be checked and will be processed in ZAPP-Air.

3.3.2.11 EORI

The EORI number (Economic Operators Registration and Identification number) replaces the German customs number (TIN) within the European Union.
If the EORI will not be sent, the TIN is being extended by a leading „DE“.

3.3.2.12 Branch number

1 up to 9999 differing branch numbers may be assigned to an EORI, whereas the branch number ‚0000' complies with the main branch.
If no branch is being sent, '0000' is automatically presumed.

3.3.2.13 Example

ZPI/Z08A12104421/DE005874/9002316/DJNJNNN/DE9002316/0000

3.3.3 FLT

3.3.3.1 Short Description

The FLT segment is used, as per description of Cargo-IMP Standard of the IATA. It is mandatory in the FWB message for ZAPP-Air, unlike to the standard, as the indication of a flight number is required for the customs process.

3.3.4 TRK

3.3.4.1 Short Description

The carrier can specify with which truck the consignment, described in the message, will be delivered at the airport. Legal regulations, that necessitate such information, are expected.

3.3.4.2 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 TRK

Field group: 1	**Occurrences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	TRK	Constant value “TRK”
2	Slash	M		/	
3	Company Name	M	t[1..50]	MEYER TRANSPORT	Name of the company executing the transportation of goods to the airport
4	CRLF	M			
5	Slash	M		/	
6	Driver Name	M	t[1..60]	HERBERT HUBERT	Driver’s name
7	CRLF	M			
8	Slash	M		/	
8	Truck ID	M	t[1..15]	HH-JK 3345	Truck’s license number
9	CRLF	M			
10	Slash	D		/	
11	Fair@Link transfer	O	a[1]	J	Identifier, specifying if the data shall be transmitted to Fair@Link (J = yes)
12	Slash	D		/	
13	CompanyCode	O	t[1..7]	FL12345	Fair@Link code of forwarder
14	CRLF	M			
Field group: 2	**Ocurrences**: 0 – 1				
Planned date/time of delivery					
15	Slash	M		/	
16	DateTime Qualifier	M	a[1..2]	DT	Date and time for planned delivery
17	Slash	M		/	
18	Date	M	n[8]	20130525	Planned delivery date JHJJMMTT
19	Slash	M		/	
20	Time	M	n[4]	1530	Planned delivery time SSMM
21	CRLF				

Field group: 3	**Ocurrences**: 0 – 1				
Phone					
22	Slash	M		/	
23	Contact Qualifier	M	A[1..2]	TE	Type of contact no., specified in the following
24	Slash	M		/	
25	Contact Number	M	m[1..25]	040370030001	Contact no.
26	CRLF	M			
Field group: 4	**Ocurrences**: 0 – 1				
Mail contact					
27	Slash	M		/	
28	Contact Qualifier	M	A[1..2]	EM	Type of contact no., specified in the following
29	Slash	M		/	
30	Prefix	M	t[1..60]	P.MUELLER	Part of email address before @
31	CRLF	M			
32	Slash	M		/	
33	Suffix	M	t[1..60]	DAKOSY.DE	Part of email address after @
34	CRLF	M			

3.3.4.3 Example

TRK/MEYER TRANSPORT
/HERBERT HUBERT
/HH-JK 3345/J/FL12345
/DT/20130525/1530
/TE/040370030001
/EM/P.MUELLER
/DAKOSY.DE

3.3.5 ZFC

3.3.5.1 Short Description

The segment ZFC (ZAPP-Air Forwarder Contact) contains contact information of the person in charge at the forwarder of the consignment. This information is mandatory to some extent, as it is a required part of communication with customs.

3.3.5.2 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 ZFC

Field group: 1	**Occurrences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	ZFC	Constant value „ZFC“
2	Slash	M		/	
3	Company Name	M	t[1..25]	DAKOSY TRANSPORT	Shipper’ s name
4	Slash	M		/	
5	Contact Name	M	t[1..35]	KLAUS JANSEN	Name of the official
6	CRLF	M			
7	Slash	M		/	
8	Contact Qualifier	M	a[1..3]	TE	Type of the following indicated number
9	Slash	M		/	
10	Contact Number	M	m[1..25]	04037003000	Contact number
11	CRLF	M			
Field group: 2	**Occurrences:** 0 - 1				
Email Contact					
12	Slash	M		/	
13	Prefix	M	t[1..35]	JANSEN	Part of the email address before the @
14	Slash	M		/	
15	Suffix	M	t[1..30]	DAKOSY.DE	Part of the email behind the @
16	CRLF				

3.3.5.3 Contact Qualifier

The field contact qualifier indicates the type of the contact number in the following field. The following values are possible:

Table 15 - Codes for "Contact Qualifier"

Code	**Meaning/Comment**
TE	Call number
FX	Fax number

3.3.5.4 Email Contact

A separation of the address (the part before and the part after the @) has to be conducted to transfer an e-mail address, as the Cargo-IMP Standard does not allow the use of the @ sign.

3.3.5.5 Example

ZFC/DAKOSY TRANSPORT/KLAUS JANSEN
/TE04037003000
/JANSEN/DAKOSY.DE

3.3.6 ZPL

3.3.6.1 Short description

The segment ZPL (ZAPP-Air Package Level Information) is used to reference a MRN or parts of a MRN. The MRN/parts of an MRN, which belong to the goods that are assigned to the AWB are referenced during the data transmission of a Direct-AWB with a FWB message in the ZPL segment (s).

The segment ZPL in the FWB message is only permitted if the character „WB-Type“ in the ZPI Segment is set to„D“ (i.e. if the FWB message is about a Direct-AWB).

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 ZPL

Field group: 1	**Occurrences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	ZPL	Constant value „ZPL“
2	Slash	M		/	
3	Z-Number	O	m[12]	Z08A12345678	
4	Slash	M		/	
5	MRN or LRN Export declaration	M	m[1..22]	08DE123456789012E5 or LRN4711	MRN in two-step procedure m[18] LRN in one-step procedure m[1..22] 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	Used (if necessary) to specify a MRN/LRN position, which shall be referenced. 000 is specified to reference the complete MRN.
8	Slash	M		/	
9	Package-ID	M	n[2]	00	Used (if necessary) to specify a package (identification) number within an MRN/LRN Position, which shall be referenced. 00 is specified to reference a complete position.
10	Slash	M		/	
Field group: 2	**Occurrences:** 0 – 1				
Shortages					

11	Unit	M	a[1]	K	Specifies in which unit the following weight is indicated.
12	Weight	M	n[..7]p	55.43	Specifies the new gross weight of the described MRN/LRN-part (after reduction). Max. 3 decimal places
13	Slash	M		/	
Field group: 3	**Occurrences** 1				
14	Indicator of completeness	M	a[1]	J	Specifies if the MRN/LRN in the current FWB message is indicated completely.
15	Indicator of shortage	M	a[1]	N	Specifies if a shortage shall be sent for the MRN/LRN.
16	Non-AES Indicator	O	a[1]	N	This flag controls whether the MRN/LRN number in this ZPL segment should be processed by ZAPP-Air. *Note: This field is currently not in use*
17	Slash	D			
18	Indic. 1	O	a[1]	0	specific information 1 from 9
19	Indic. 2	O	a[1]	1	specific information 2 from 9
20	Indic. 3	O	a[1]	2	specific information 3 from 9
21	Indic. 4	O	a[1]	3	specific information 4 from 9
22	Indic. 5	O	a[1]	4	specific information 5 from 9
23	Indic. 6	O	a[1]	5	specific information 6 from 9
24	Indic. 7	O	a[1]	6	specific information 7 from 9
25	Indic. 8	O	a[1]	7	specific information 8 from 9
26	Indic. 9	O	a[1]	8	specific information 9 from 9
27	CRLF	M			
Field group: 4	**Occurrences:** 0 – 1				
Only valid when specifying an LRN within the framework of the one-step procedure					
28	Slash	M		/	
29	EORI	M	a[1..17]	DE9002316	EORI (Economic Operators Reg. and Ident. No.)
30	Slash	M		/	
29	NL	M	a[4]	0001	Branch no. to EORI
30	Slash	M		/	
31	Indic. EORI representative	M	a[1]	N	Indication if it is about the EORI of a representative. Send „J“ in this case.

32	CRLF	M			

3.3.6.3 Shortages

If the weight of a consignment differs from the sum that has been indicated in the first stage of the customs process (i.e. the weight has been reduced, an increase is not possible), this must be reported to customs by using a „shortage in quantity message“.

In ZAPP-Air, the forwarder reports a “shortage in quantity message” due to an update of a consignment available in ZAPP-Air, by specifying the new gross weight of the concerned position in the ZPL segment.
An example: If the new gross weight of the second position of a MRN is 5000 kg, this would be reported in the FWB as follows:

Alternative 1 – Indication of the complete MRN
ZPL//08DE123456789012E4/001/00/JN
ZPL//08DE123456789012E4/002/00/K5000/JJ

Alternative 2 – Indication of the affected MRN part
ZPL//08DE123456789012E4/002/00/K5000/NJ

Additionally, the indicator „indicator of shortage“ must be set to report the “Shortage in quantity message” to customs.

Table 16 - Codes for Indicator "Shortage"

Code	Meaning/Comment
J	The new gross weight is reported to customs as shortage.
N	The new gross weight is NOT reported to customs as shortage.

3.3.6.4 Indicator of completeness

This indicator specifies, if the MRN part mentioned in the ZPL line completes this MRN. Following possibilities emerge for an MRN with two positions:

Alternative 1 –Reporting the complete MRN in one line:
ZPL//08DE123456789012E4/000/00/JN

Alternative 2 –Reporting the complete MRN in two lines:
ZPL//08DE123456789012E4/001/00/NN
ZPL//08DE123456789012E4/002/00/JN

Alternative 3 – Reporting the MRN in two messages
Message1
ZPL//08DE123456789012E4/001/00/NN

Message2
ZPL//08DE123456789012E4/002/00/JN

3.3.6.5 Non-AES Indicator

This flag controls whether communication with customs should be accomplished by ZAPP-Air (similar to the “ATLAS Self declarants”) and whether ZAPP-Air checks the MRN number(s) submitted in the message’s ZPL segment(s).

Note. This field is currently not in use

Table 17 - Codes for Indicator "Non AES"

Code	Meaning/Comment
J	The MRN number in this ZPL segment will not be checked and will not be processed in ZAPP-Air.
N	The MRN number in this ZPL segment will be checked and will be processed in ZAPP-Air.

3.3.6.6 Example

ZPL//08DE123456789012E4/000/00/JN

3.3.6.7 ATLAS specific information to particular facts

The indicator for ATLAS specific information to particular facts, which may be reported since the ATLAS Release 2.2. is based on code list A0163.
Max. 9 single digit indicator may be transmitted to ATLAS. If this segment will not be sent, indicator ‚0' – without particular fact is assumed.

Following codes are currently known:

Table 18 - Codes for specific information to particular facts

Code	Meaning/Comment
0	without
1	Early export clearance
2	Spare part delivery in air traffic

3.3.6.8 Example

ZPL//08DE123456789012E4/000/00/JNN/2

3.3.6.9 MRN or LRN export declaration

In the one-step procedure, with AES 3.0 the LRN (reference number of the export declaration) must be indicated instead of the MRN. In these cases (cf. field group: 4), in addition to the LRN, the EORI / NL of the person who declared the export declaration (i.e. exporter or representative) must also be indicated. In the case of the representative, this must be marked additionally.
So that an existing slash can be sent in the LRN, it must be replaced by an apostrophe ".

3.3.6.10 Example

ZPL//LRN471112/000/00/JNN/0
/DE9002301/0001/J

3.3.7 ZPS

3.3.7.1 Short description

The segment ZPS (ZAPP-Air Seal Information) is required for the new version of ATLAS 8.4 and AES 2.1 to guarantee the check of available seals (seal numbers).
The forwarding agent provides information about the affixed seals and their condition for ATLAS via presentation notification. If the goods assigned to an MRN have not been sealed, no seals have to be reported to this MRN.

The segment ZPS in the message FWB is only permitted if the indicator „WB-Type“ is set on „D“ (indicating a direct AWB).

3.3.7.2 Segment structure

The following table provides an overview about various elements of the segment. The elements are listed according to their actual occurrence in the segment.

Segment ZPS

Field group: 1	**Occurrences:** 0 - 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	ZPS	Constant value „ZPS“
2	Slash	M		/	
3	MRN or LRN Export declaration	M	m[1..22]	08DE123456789012E5 or LRN4711	MRN in two-step procedure m[18] LRN in one-step procedure m[1..22] So that an existing slash can be sent in the LRN, it must be replaced by an apostrophe ".
4	Slash	M		/	
5	Position	M	n[3]	000 or 001-999	Used to indicate the position of a MRN/LRN, that has been sealed with the following seals. If 000 is specified, the seals apply to all positions of the MRN/LRN.
6	Slash	M		/	
5	Condition	M	m[3]	OK	To be used to describe the condition of the affixed seals -> will no longer be evaluated under ATLAS version 3.0
6	CRLF	M			
Field group: 2	**Occurrences:** 0 – 99				
Seal number					
7	Slash	M		/	
8	Seal no.	M	a[20]	XY123456	Number of customs seals
9	CRLF	M			

3.3.7.3 MRN or LRN export declaration

Specification of the respective MRN or LRN position on which the following mentioned seal no. refers to.
If no special MRN/LRN position is mentioned (000), the mentioned seal numbers apply for all positions of the MRN/LRN.
If no changes are to be transmitted to the seal numbers provided by ATLAS with the "Information to exit" or if no seals have been affixed, this segment (ZPS) to this MRN or LRN may be omitted.

In the case of the one-step procedure, the LRN is sufficient; the additional information EORI/NL/representative code is taken from the information in the ZPL segment.

3.3.7.4 Condition of the seals

The following definitions are used to determine how the subsequent processing of a presentation - after receipt of the "Information to exit" from the ATLAS system - is to be carried out.
-> This specification is no longer relevant under ATLAS 3.0.

Table 19 - Codes for the condition of the seals

Code	Meaning/comment
OK	- Originally no seals have been applied - Original seals that have been applied comply with the ones encountered - Comprehensibly replaced by new seals (roadside inspection)
NOK	- Not available anymore - damaged - not comprehensibly replaced

3.3.7.5 Seal number

Specification of the affixed customs seals to a MRN/LRN, possible number per MRN/LRN position = 99.

3.3.8 SEC

3.3.8.1 Short description

Segment SEC (security information) contains information about the regulated agent and known consignor established in the European Union and is required for the creation of transport orders, which form the basis for presentation notifications initiated outside of ZAPP-Air (e.g. Fair@Link).

3.3.8.2 Segment structure

The following table provides an overview about single elements of the segment. The elements are listed in the order of their occurrence in the segment.

Segment SEC

Field group: 1	**Ocurrences:** 0 - 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	SEC	Constant value „SEC“
2	Slash	M		/	
3	Security Status	M	m[4]	SPX	
4	Slash	M		/	
5	Security Status Grund	M	m[4]	SRTX	
6	Slash	D		/	
7	Security RAKC	O	a[1..35]	DE RA 06015-01 0517	Mandatory in case of Security status <> NSEC
8	CRLF	M			

3.3.8.3 Security status

Security status of goods to be sent:

Table 20 - Codes for security status

Code	Meaning/ comment
SPX	Goods are secure to be transported on passenger or cargo flights
SCO	Goods are secure to be transported on mere cargo flights

NSEC	Goods are not secure, not yet inspected

3.3.8.4 Security status (reason)

Explaining status to specifications in 3.3.9.3

Table 21 - Codes for security status (reason)

Code	Comment/Meaning
NSEC	Goods are not secure, to be mentioned in connection with NSEC
SAAM	Secure as per attached Manifest
SRAC	Secure by AC: Account Consignor is known and assigned by the RA. If SRAC is selected the SecurityStatus must be SCO.
SRGT	Secure by goods and transfer: Secure Cargo was unloaded from an Aircraft and is transferred to a Ground Handling agent under secure conditions.
SRKC	Secure by KC: Known Consignor registration in public database has been approved by RA
SRMC	Secure by manual checks: Indicates that a regulated Agent has performed manual checking of the security state of the cargo. Checks were performed according to legal regulations.
SRTX	Secure by goods and transit: Secure Cargo was unloaded from an Aircraft and did not leave the premises of the Airline.
SRXR	Secure by X-Ray: Regulated agent has performed an X-Ray check of the consignment.

3.3.8.5 Security RAKC

Specification of RA- codes of the company stating the security status, usually the forwarder or delivering party. Within the transmission the slashes ‚/' in RAKC are replaced by blank spaces. They will be reinserted after the successful entry check before the dataset is stored in the application.

The RAKC „DE/RA/06015-01/0517" will be transferred as „DE RA 06015-01 0517".

3.3.8.6 Example

SEC/NSEC/NSEC/DE RA 06015-01 0517

4. Example Messages

(Note: The Line Breaks between UNB/UNH and UNH/FWB have been included for better readability. Line Breaks between EDIFACT Segments are NOT allowed in Cargo-IMP Messages destined for ZAPP-Air)

4.1 Direct-AWB declaring a complete MRN

```
UNB+IATA:1+REUAGT82FORWARDER1:PIMA+REUSWH87DEDKSY:PIMA+080613:1312+331'
UNH+3+CIMFWB:15+1'
FWB/15
077-67447413HAMCMN/T1K23.0
ZEV/FWD0001//HAS0001/HAC0001//FWDCFRA
ZPI//DE000001/1237654/DNJNNNN/DE1234567/000
FLT/MS0734/14
RTG/CMNMA
SHP
/ABC GMBH
/STAATSSTR 22
/METTMANN
/DE/40822
CNE
/BOGART INDUSTRIES
/MAARIF
/CASABLANCA
/MA/20100
ZFC/DAKOSY AG/H MUELLER
/TE/04037003000
/MUELLER/DAKOSY.DE
CVD/EUR/PP/NVD/NCV/XXX
RTD/1/P1/K23.0/CM//R3.54/T81.42
ZPL//12DE269701247401E7/000/00//JNN/0
ZPL//LRN471112/000/00//JNN/2
/DE9002316/0001/J
ZPS/12DE269701247401E7/005/OK
/XY1234
/AB99-37
ZPS/LRN471112/000/NOK
/SIEGEL123
ISU/14JUN08/HAMBURG/HMUELLER
REF//88602134/GHA/DAKOSY/HAM
COR/HAM
'UNT+3+3'UNZ+1+331'
```