EDI-Services

Cargo-IMP Amendments For ZAPP-Air
- Message “ZMF” (ZAPP-Air Manifest) -

Version 1.0.1

DAKOSY

Datenkommunikationssystem AG

Mattentwiete 2

20457 Hamburg

Telefon: 040 370 03 – 0 Fax: **- 370**

Created:	**Daniel Blanken**
Checked:	**: Dirk Gladiator**
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EDI-Services
Daniel Blanken
+49 40 37003 502
mailto:blanken@dakosy.de

Cargo-IMP Amendments For ZAPP-Air

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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 “ZMF” as it has been defined for ZAPP-Air.

The message ZMF is needed in order to use the „Air@Gate mobile“ function; however, it is not neccessary for basic ZAPP-Air usage.

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 seperated, 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

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

	characters/values that may be used for it's content.
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.
Line Length	The maximum length for a line in Cargo-IMP is defined to be 70 characters (including a carriage return at it's end). If a segment's content can be longer than 70 characters, the segment's fields are spread over several lines. After a segment's first line, each subsequent line is begun 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 is used as if it was a single EDIFACT segment.

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

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
```

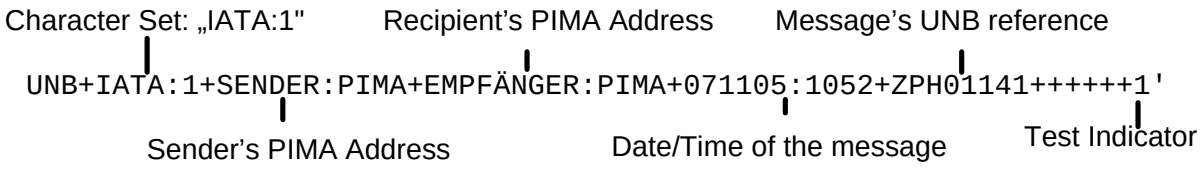
Graphic 1 - Structure of a Cargo-IMP message within the EDIFACT envelope

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

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:



Graphic 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/recipent 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

Begriff	Bedeutung
CRLF	“Carriage Return, Line Feed“ (Newline)
Hyphen	-
Slash	/
SMI	Standard Message Identifier – The first segment of a Cargo-IMP message, descibing 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	**Occurences:** Z/Y			
No.	**Tag**	**Name**	**Rpt.**	**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:

Nachricht 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.

Occurences: 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 occurences of a segment)

No.
No special meaning.

Tag
The „Tag“ are three capital letters which identify a segment

Name
The segment’s name

Rpt.
The number of minimum/maximum occurences 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 presented as depicted below:

Table 5 - Example for a segment structure

Segment FSU

Field Group: 1	**Occurences:** 1				
No	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	FSU	Fester Wert „FSU“

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

Occurences: 1
The number of repetitions admissable for a field group.

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

No.
No special meaning

Status
Possible statuses are:

Table 6 - Possible Field Statuses

Status	**Bedeutung**
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. Them ZMF Message – ZAPP-Air Manifest

3.1 Usage in ZAPP-Air

3.1.1 Function

The Cargo-IMP Message „ZMF“ has been developed as a means to transmit Truck manifest data to ZAPP-Air. It is used by forwarders to send their manifests to the local Handling Agent as well as by local Handling Agents to send trucking manifests to Gateway Handling Agents.

For ZAPP-Air, the manifest provides data for the use with Air@Gate mobile.

3.1.2 Updates

A ZMF message can be updated by the message sender. To do so, the sender simply resends the altered message to ZAPP-Air, there is no “update” flag that has to be set.

ZAPP-Air matches the new manifest with existing data and updates every field whose content was changed.

3.1.3 Cancellation

As of now, it is not possible to cancel a manifest in ZAPP-Air.

3.1.4 Moving goods from one manifest to another

In order to associate a consignment with a new manifest, the original manifest has to be resent without the consignment which should be removed. ZAPP-Air will delete the consignment from that manifest.

Afterwards, a new/updated manifest containing the consignment can be sent.

3.2 Message Structure

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.

Message ZMF

Segment Group: 1		**Occurences:** 1		
No.	**Tag**	**Name**	**Occ.**	**Remarks**
1	ZMF	Standard Message Identifier	1	Identfies the message as a ZMF
2	ZEV	ZAPP-Air Envelope	1	This segment indicates which participants of ZAPP-Air are involved in the consignment
3	MRF	Manifest References	1	Aside from the reference, this segment contains information about the type of manifest
4	ZFC	ZAPP-Air Forwarder Contact	1	Contact details of the person in charge (at the forwarder).
5	SUM	Summary Information	1	Total weight and number of colli of all positions on this manifest
6	LOC	Locations	1	Loading- / Discharge loction
7	TRK	Trucking Information	0 – 1	Information about the Truck delivering the goods to the airport (Mandatory for the Handling Agent's manifest)
8	SEL	Seal Numbers	0 – 1	This segment is used to transmit the identification of seals attached to a truck
9	RMK	Remark	0 – 1	This segment is used to carry non-critical extra information (if any)
10	RMW	Remark / Warning	0 – 1	This segment is used to carry critical information (if any)
Segment Group: 2		**Occurences:** 1 – n		
Manifest Positions				
11	MPS	Manifest Position	1	Basic information about a manifest position
12	RFF	References	1 – 7	References (e.g. AWB number)
13	ZFP	Forwarder Party	0 - 1	For the handling agent's manifest, the ZFP segment can be used to transmit information about the freight forwarder responsible for a consignment
14	GDS	Goods Description	0 – 1	Goods Description

3.3 Description of the segments

3.3.1 ZMF

3.3.1.1 Short Description

The ZMF segment is the manifest message's Standard Message Identifier. It identifies the Cargo-IMP ZMF message and specifies the message version used.

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 ZMF

Field Group: 1	**Occurences:** 1				
No	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	ZMF	Fixed Value „ZMF“
2	Slash	M		/	
3	Version	M	n[1]	1	Fixed Value „1“
4	CRLF	M			

3.3.1.3 Example

ZMF/1

3.3.2 ZEV

3.3.2.1 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, which the participant codes are allocated to.

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	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	ZEV	Constant value „ZEV“
2	Slash	M		/	
3	Forwarder	D	a[7]	FWDXFRA	ZAPP-Air participant code of the commissioning Airfreight Carrier. (Mandatory for forwarder's manifest)
4	Slash	M		/	
5	Gateway Handling Agent	D	a[7]	HAGWFRA	ZAPP-Air participant code of the Gateway Handling Agent. (Mandatory for handling agent's manifest)

6	Slash	M		/	
7	Local Handling Agent	M	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	CRLF	M			

3.3.2.3 Beispiel

ZEV/FWDXFRA/HAGWFRA/HALOFRA/HAC1HAM

3.3.3 MRF

3.3.3.1 Short Description

The MRF segment is used to transmit the manifest reference as well as the type of manifest that should be transmitted.

3.3.3.2 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 MRF

Field Group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	MRF	Fixed Value „MRF“
2	Slash	M		/	
3	Sender Identification	M	a[1]	L	The type of manifest
3	Reference	M	t[1..12]	AHAT12074	Manifest reference
4	Slash	D		/	Mandatory if the field „Security Reference” is used
5	Security Reference	O	t[1..20]	RAC.2316	Regulated Agent Code
6	CRLF	M			

3.3.3.3 Indicator „Sender Identification“

This field indicates whether the message should be processed as a forwarder’s or as a handling agent’s manifest.

Table 8 - Codes for "Sender Identification"

Code	Meaning
F	Forwarder’s Manifest
L	(Local) Handling Agent’s Manifest

3.3.4 ZFC

3.3.4.1 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.

3.3.4.2 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 ZFC

Field group: 1	**Ocurrences:** 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	CRLF	M			
5	Slash	M		/	
6	Contact Name	M	t[1..35]	KLAUS JANSEN	Name of the official
7	CRLF	M			
8	Slash	M		/	
9	Contact Qualifier	M	a[1..3]	TE	Type of the following indicated number
10	Slash	M		/	
11	Contact Number	M	m[1..25]	04037003000	Contact number
12	CRLF	M			
Field Group: 2	**Ocurrences:** 0 – 1				
E-Mail contact					
13	Slash	M		/	
14	Prefix	M	t[1..35]	JANSEN	Part of the e-mail address before the @
15	Slash	M		/	
16	Suffix	M	t[1..30]	DAKOSY.DE	Part of the e-mail behind the @
17	CRLF				

3.3.4.3 Contact Qualifier

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

Table 9 - Codes for Contact Qualifier

Code	Meaning/Comment
TE	Call number
FX	Fax number

3.3.4.4 E-Mail 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 doesn’t allow usage of the @-character.

3.3.4.5 Example

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

3.3.5 SUM

3.3.5.1 Short Description

The segment „SUM“ is used to indicate the total number of packages, total gross weight and number of positions which belong to a manifest.

3.3.5.2 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 SUM

Field group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remark**
1	Tag	M	a[3]	SUM	Constant value „SUM“
2	Slash	M		/	
3	Positions	M	n[1..5]	22	Number of manifest positions
4	Slash	M		/	
5	Colli	M	n[1..5]	30	Total number of packages
6	Slash	M		/	
7	Weight Unit	M	a[1]	K	Specifies the unit used in the “Weight” data field
8	Weight	M	n[1..11]p	2245.6	Total weight of all packages
9	CRLF	M			

3.3.5.3 Weight Unit

The qualifier „Weight Unit“ is used to specify the unit used for the „Weight“ data field.

Table 10 - Codes for Weight Unit

Code	Bedeutung/Erläuterung
K	Kilogramm
L	lbs

3.3.5.4 Example

SUM/22/30/K2245.6

3.3.6 LOC

3.3.6.1 Short Description

The LOC segment contains the truck loading and discharge locations for a manifest.

3.3.6.2 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 LOC

Field Group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remark**
1	Tag	M	a[3]	LOC	Constant value „LOC“
2	Slash	M		/	
3	Loading Location	M	t[1..35]	HAMBURG	Loading Location (Text)
4	Slash	D		/	Mandatory if „Loading Code“ is used
5	Loading Code	O	a[3]	HAM	Loading Location (3-digit IATA Code)
6	CRLF				
7	Discharge Location	M	t[1..35]	FRANKFURT	Discharge Location (Text)
8	Slash	D		/	Mandatory if „Discharge Code“ is used
9	Discharge Code	O	a[3]	FRA	Discharge Location (3-digit IATA Code)
10	CRLF				

3.3.6.3 Example

LOC/HAMBURG/HAM
/FRANKFURT/FRA

3.3.7 TRK

3.3.7.1 Short Description

The local Handling Agent uses the TRK segment to submit information about the truck used to transport goods to the airport. Compared to the TRK segment used in FHL and FWB messages, two additional data fields may be used in the ZMF message (2nd Driver and Journey).

3.3.7.2 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 TRK

Field Group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remark**
1	Tag	M	a[3]	TRK	Constant value „TRK“
2	Slash	M		/	
3	Company Name	M	t[1..50]	MEYER TRANSPORT	Company owning the truck
4	CRLF	M			
5	Slash	M		/	
6	Driver Name	M	t[1..30]	HERBERT HUBERT	Driver Name
7	Slash	D		/	Mandatory if a second driver name is indicated
8	2nd Driver	O	t[1..30]	HUBERT HERBERT	2nd driver’s name
7	CRLF	M			
8	Slash	M		/	
8	Truck ID	M	t[1..15]	HH-JK 3345	Number of truck’s license plate
Field Group: 2	**Occurences:** 0 – 1				
Positioning Information					
9	CRLF	M			
10	Slash	M		/	Mandatory if data fields „Journey“ or „Positioning“ are used.
11	Journey	D	t[1..15]	104401	Journey ID (see description in 3.3.7.3)
12	Slash	M		/	
13	Positioning	M	t[1..15]	FFMZOLL	Coded positioning location (see 3.3.7.4)
Field Group: 3	**Occurences:** 1				
14	CRLF	M			

Usage of the „Positioning Information“ field group is neccessary in order to use manifest data with Air@Gate mobile „Truck“.

3.3.7.3 Journey

The Journey ID is used to associate a manifest with a specific journey of a truck. This is neccessary in order to use the manifest data with Air@Gate mobile “Truck”.

The Journey ID is assigned by the local Handling Agent, it has to be a unique and (chronologically) ascending identification code.

3.3.7.4 Positioning

In order to use manifest data with Air@Gate mobile „Truck” it is neccessary to submit the positioning location for the manifest’s goods. The “positioning location” is the location where the presentation to customs takes place.

The locations are coded, the codes have to be coordinated with DAKOSY.

3.3.7.5 Example

TRK/MEYER TRANSPORT
/HERBERT HUBERT
/HH-JK 3345
/104401/FFMZOLL

3.3.8 SEL

3.3.8.1 Short Description

This segment is used to transmit the identification numbers of seals applied to the truck.

3.3.8.2 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 SEL

Field Group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remark**
1	Tag	M	a[3]	SEL	Constant Value „SEL“
Field Group: 2	**Occurences:** 1 – 2				
Seal numbers					
2	Slash	M		/	
3	Seal Number	M	t[1..20]		The seal number
4	CRLF	M	t		

3.3.8.3 Example

SEL/DE11047204
/GG4A1235174

3.3.9 RMK

3.3.9.1 Short Description

The segment RMK can be used to transmit some additional, free text information. This information will appear in the Air@Gate web application.

3.3.9.2 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 RMK

Feld Group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remark**
1	Tag	M	a[3]	RMK	Fester Wert „RMK“
Feld Group: 2	**Occurences:** 1 – 2				
Remarks					
9	Slash	M		/	
10	Remarks	M	t[1..35]		Free text
11	CRLF	M	t		

3.3.9.3 Beispiel

RMK/SOME COMMENT
/SOME MORE TEXT

3.3.10 RMW

3.3.10.1 Short Description

Similar to the segment RMK, the segment RMW is used to transmit free text information. The text from the RMW segment, however, is processed as a critical information, i.e. in addition to being displayed in Air@Gate, the RMW text will also be distributed in a “WRN” (Warning) status message.

3.3.10.2 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 RMW

Field Group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remark**
1	Tag	M	a[3]	RMW	Constant Value „RMW“
Field Group: 2	**Occurences:** 1 – 2				
Warning					
9	Slash	M		/	
10	Remarks	M	t[1..35]		Free text
11	CRLF	M	t		

3.3.10.3 Example

RMW/TRUCK DELAYED BY 3 HR

3.3.11 Segment Group „Manifest Positions“

The following segments are used to describe the individual positions on a manifest, i.e. this segment group is repeated for each position.

Due to the differences between the forwarder’s and the handling agent’s manifest, the usage of certain segments/data fields is dependent on the “Sender Identification” indicator in the MRF segment..

3.3.12 MPS

3.3.12.1 Short Description

This segment is used to transmit basic information about a manifest posiition.

3.3.12.2 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 MPS

Field Group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remark**
1	Tag	M	a[3]	MPS	Constant Value „MPS“
2	Slash	M		/	
3	Position	M	n[1..3]	22	Consecutive number of position within the manifest
4	Slash	M		/	
5	Colli	M	n[1..3]	544	Number of packages which belong to this manifest position
6	Slash	M		/	
7	Weight Unit	M	a[1]	K	
8	Weight	M	n[1..11]p	2445.7	Total weight of this manifest position
9	Slash	M		/	
10	Origin	M	a[3]	FRA	3-digit IATA Code of the origin airport for the flight transporting the goods
11	Slash	M		/	
12	Destination	M	a[3]	JFK	3-digit IATA Code of the destination airport for the flight transporting the goods
13	Slash	M		/	
14	Flight No.	O	m[7]	LH4001	Flight number of the flight transporting the goods
15	Slash	D		/	Mandatory if the ULD number or Security Reference data field is used
16	ULD No.	O	m[1...10]	GHJ12304	ULD Nummer
17	Slash	D		/	Mandatory if the Security Reference data field is used
18	Security Ref.	D	t[1...20]	RAC.040174	Regulated Agent Code
19	CRLF	M			

3.3.12.3 Weight Unit

The „Weight Unit“ qualifier is used to specify the unit used to indicate a manifest position’s total weight.

Table 11 - Codes for Weight Unit

Code	Bedeutung/Erläuterung
K	Kilogramm
L	lbs

3.3.12.4 Example

MPS/22/544/K2445.7/FRA/JFK/LH4001/GHJ12304/RAC.040174

3.3.13 RFF

3.3.13.1 Short Description

This segment is used to submit a number of references needed to process the manifest.

3.3.13.2 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 MPS

Field group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remark**
1	Tag	M	a[3]	RFF	Fester Wert „RFF“
2	Slash	M		/	
3	Qualifier	M	a[1]	A	Indicates the type of reference specified in the “Reference” data field
4	Reference	M	t[1..35]	0A-82123104	
5	CRLF	M			

3.3.13.3 Qualifier

The qualifier indicates the type of reference specified in the “Reference” data field.

Table 12 - Qualifiers for RFF Segment

Qualifier	Meaning
S	Shipper – Shipper’s Reference
F	Forwarder – Forwarder’s Job Reference
M	Reference to the forwarder’s manifest containing a position in the handling agent’s manifest
A	AWB-Number for the manifest position
H	Handlings Agent – Handling agent’s reference
1	Additional Reference (mutually agreed)
2	Additional Reference (mutually agreed)

When sending the forwarder’s manifest, the forwarder has to indicate at least the AWB number (Qualifier ‚A’) or Job Reference (Qualifier ‚F’)

When sending the handling agent’s manifest, the handling agent has to send his reference (Qualifier ‚H’) as well as the correspinding reference of the forwarder’s manifest (Qualifier ‚M’)

3.3.13.4 Example

RFF/A020-38457849

3.3.14 ZFP

3.3.14.1 Short Description

The ZFP segment contains information about the forwarder handling the manifest position. If the forwarder’s ZAPP-Air participant code is submitted along with the AWB number (RFF with qualifier ‘A’), ZAPP-Air will trigger the customs process automatically as soon as the arrival of goods at the airport is reported with Air@Gate mobile.

3.3.14.2 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 ZFP

Field Group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remarks**
1	Tag	M	a[3]	ZFP	Fester Wert „ZFP“
2	Slash	M		/	
3	Forwarder Code	M	m[7]	HAMDAKO	ZAPP-Air participant code of forwarder
4	Slash	M		/	
5	Forwarder Name	M	t[1..35]	DAKOSY	
6	CRLF				

3.3.14.3 Example

ZFP/HAMDAKO/DAKOSY

3.3.15 GDS

3.3.15.1 Short Description

The optional segment GDS might be used to transmit a short goods description (max. 70 characters)

3.3.15.2 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 GDS

Field Group: 1	**Occurences:** 1				
No.	**Name**	**Status**	**Format**	**Example**	**Remark**
1	Tag	M	a[3]	GDS	Constant value „GDS“
Field Group: 2	**Occurences:** 1 – 2				
Warenbeschreibung					
2	Slash	M		/	
3	Description	M	t[1..35]		Warenbeschreibung
4	CRLF	M			

3.3.15.3 Beispiel

GDS/COG WHEELS
/AND CLUTCH

4. Examples

4.1 Handling agent's Manifest

Example of a handling agent's manifest with 3 positions:

```
ZMF/1
ZEV//FRACLOG/HAMTHS1
MRF/LHAMTHS133405454
ZFC/THS/HERBERT MEYER
/TE/040 30000 123
SUM/3/30/K60
LOC/HAMBURG/HAM
/FRANKFURT/FRA
TRK/THS NORDERSTEDT
/HERBERT MUELLER
/HH-DK 3445/14760/FFMZOLL
SEL/DE11047204
/GG4A1235174
RMK/SOME COMMENT
RMW/TRUCK DELAYED BY 2 HR
MPS/1/15/K30/HAM/JFK/LH440/3401D778109/84041240
RFF/MAHATHAM5664107634
RFF/A000821357498
RFF/HDE04487
ZFP/AHATHAM/A HARTRODT HAMBURG
GDS/MEDICAL EQPMT
MPS/2/10/K14.5/HAM/LAX/NA4041/5084A798410/RAC.3769
RFF/MAHATHAM4117840121
RFF/A000835540157
RFF/HDE87401
ZFP/AHATHAM/A HARTRODT HAMBURG
GDS/SPARE PARTS
MPS/3/5/K15.5/HAM/JFK/CO0014/7798U4S4110/RAC.1234
RFF/MROLIFRA4101457047
RFF/A000-38764484
RFF/HDE95001
ZFP/ROLIFRA/ROHDE UND LIESENFELD
GDS/STEEL MACHINE PARTS
/COG WHEELS
```

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