

Attention: All PRA Software Developers and users registered with 1-Stop,

1-Stop has received feedback from the terminal operators and below are the most common issues to date.

1. Use the GrossContainerWeight in the PRA. This is the total weight of the container which includes the weight of the contents. Currently only the GrossContainerWeight is mandatory in the PRA messages.

Optionally the ContainerTareWeight and CargoGrossWeight can also be sent in the PRA message. When they are sent then check that the GrossContainerWeight = ContainerTareWeight + CargoGrossWeight.

Other business rules that you can use in your software are:-

- If 20' foot container then GrossContainerWeight > 2300 kg
- If 40' foot container then GrossContainerWeight > 4000 kg
- If 20' Reefer container then GrossContainerWeight > 3000kg
- If 40' Reefer Container then GrossContainerWeight >4500kg

If this problem persists then all 3 fields will be made mandatory which will mean substantial changes to applications and message handling programs as well as extra data entry by PRA users. Lets try the educational approach first.

2. Marine Terminal Codes Update.

Remove CONGI - P&O Ports Glebe Island - during August we got 13 PRA for Glebe Island, which I assume were accidental - Glebe Island doesn't accept PRAs and no response will come back if sent there. This code was in the spec for completeness and for future use.

3. Hazardous / Reefer containers with commodity code as general (GENL). PRAs cannot be reported with a General Commodity code (GENL) which have reefer or Hazardous details. Terminal systems are being updated to reject these instances.

Hazard or Reefer info should only be available with recognised hazard / reefer commodities.

4. Out Of Gauge (OOG) over dimension details should only be included in PRA messages when the container is actually over sized. Numerous standard containers have been received by the terminals with unnecessary over dimensional information. The ISO Container Type code describes the size & type of the container, so the Out of Gauge information is only necessary if the cargo is protruding beyond the container walls/roof. The OOG dimensions is the amount of the protrusion or overhang in centimetres.

4. ISO Codes. Many ISO codes are incorrect, main offending numbers are 2000 or 20G0 for 8' units. Except for 8' Tanks these containers have been phased out and should not exist. The terminal systems will start rejecting these 2 ISO Codes from now on.

The best advice we can give is to use the ISO Container Type on the actual container which is the 4 characters under the container number on the box.

Other errors are occurring to a lesser degree but it would be greatly appreciated by all users if you could rectify / educate/ shed light on / do whatever possible to rectify these problems.

Regards

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