



U-MAP 2013 - INITIATIVE 2

ELECTRONIC ULD CONTROL RECEIPT (UCR)

WORKING GROUP MEMBERS



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WORKING GROUP UPDATE

An industry working group was established following the ULD CARE Annual Conference in Shanghai in September 2012.

The goal of the working group was to solve an industry wide problem - Keeping track of ULD movements off airports. Losing track of ULDs can result in low asset utilization or even loss of assets.

The working group has made significant progress and is now in a position where we would like to receive feedback from ULDCARE members prior to the recommendations being submitted to the ULDP.

In addition to this message, we have attached two documents for your review.

- Final draft of new content for the ULD Regulations
- Technical requirements for electronic UCR.

BACKGROUND

There are multiple transfers of ULDs through the aviation logistics chain, many of which being done by non-airline organizations. Using a form and process which is designed for airline to airline transfers and described in various IATA manuals means that knowledge of the process let alone compliance is going to be difficult.

One of the reasons for the current problem is that the process for ULD transfer cannot be found in a single reference point. Elements of the process are found in four separate IATA publications and there are inconsistencies. All of this results in confusion regarding the correct process and also makes it difficult to drive compliance with supply chain partners.

AIMS OF THE WORKING GROUP

The aims of the Working Group were:

- Develop the processes and tools to provide better visibility of the ULD transfers, not only from airline to airline but between all logistics chain parties;
- Ensure that the content of the various IATA manuals was reviewed and consolidated into a single source which is accessible to all logistics chain parties;
- Finally, once these items completed, put together the requirements for an electronic standard to create both an electronic UCR and also enable the transmission of the standard LUC message.

ULD EXCHANGE CONTROL (LUC) MESSAGE

Quote from AHM422

“When a control receipt is used under this procedure either a copy of the receipt form (UCR) or a LUC message shall be sent to the ULD control center of the operator”

Quote from Chapter 10 from IATA ULD Control Manual, 7th Edition, March 2000.

“The LUC message is used by Field Offices when sending transaction information by teletype to their head Office ULD Control Center. The information Contained in the boldly outlined areas of a completed ULD Control Receipt represents the text of an LUC messages (See Attachment ‘A’ and Attachment ‘B’)”

Attachment ‘A’

ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

LINE

The elements are grouped by level and are referenced in decimal sequence

STATUS

“**M**” indicates mandatory status — must be entered.

“**C**” indicates conditional status — entry dependent upon certain circumstances and/or the presence of other information.

“**O**” indicates optional status — entry of information if known is at the option of the sender.

Element

The description of each element indicates the type of information required.

“Standard Message Identifier” (SMI) is an approved three-letter code which is shown at the beginning of a standard message text and is used uniquely to identify a given type of message. It shall be shown separately on the first line after the address envelope.

Separator Characters

General rules for message construction allow the use of →, /, ., -, ≡ as separator characters

Syntax Rules

For the clear description of Standard Message Texts (SMT) standardized symbols are used to describe formats as set out in the ATA/IATA Interline Communications Manual. These symbols and their meaning are as follows:

| | |
|------------|---|
| a | represents a single alphabetic character |
| f | represents a single numeric character |
| m | represents mixed alpha (characters A through Z) and figures (numerals 0 through 9); excludes graphics, spaces, and other special characters |
| t | represents a character in free form text (alphabetic, numeric, graphic or space) |
| () | brackets framing the symbols “a”, “f” or “t” indicate the optional status of the character(s) |
| <u>[N]</u> | indicates a number N of characters or group of characters (in this case to avoid confusion the group will be underlined), e.g.: |
| a[N] | represents a number N of alphabetic characters |
| aaa[N] | represents a number N of the group of 3 alphabetic characters |
| [..N] | indicates a number of characters up to and including a number N |
| [M..N] | indicates M is lower limit and N is the upper limit inclusively |
| ↑ | indicates a figure shift (in Alphabet No. 2) |
| ↓ | indicates a letters shift (in Alphabet No. 2) |
| → | indicates a space character; a number of space characters is indicated by →[N] or →[..N] |
| < | indicates a carriage return |
| ≡ | indicates a line feed onto the next line; a number of line feeds is indicated by ≡[N] or ≡[..N] |

Attachment ‘B’

ULD EXCHANGE CONTROL (LUC) MESSAGE

Example of an LUC message for a transfer between participants.

QIFFMGF

.HKGFFGF

LUC

AKE2800GF/15FEB2000/1000/BA/GF/HKG/072-29050302/LHR/SER

AW23590GF/15FEB2000/1000/BA/GF/HKG/072-29050302/JFK/SER

PAG5499GF/15FEB2000/1000/BA/GF/HKG/072-29050302/LHR/SER

Overview: Summary of feedback from working group

1. There is a disconnection between IATA documents (AHM422 and Recommend Practice 1654). Therefore logistics chain parties do not have a clear single point of reference on message syntax and procedure.
2. It might be possible that UCR form (paper-based form) is not practical to use; for example, transferring large amount of ULDs. (Standard form only allows 5 ULDs)
3. Syntax rules for LUC are not defined in AHM422. As well as AHM422 should use & update details from various parties' ULD Control Procedures.
4. Because every company momentarily uses its own form, this issue is a big problem. If there would exist only one printed form special trainings would become a minor problem.
5. Concur with the fact Syntax rules are not defined and should be. Equally AHM422 should use and update various parties' ULD control procedures and more importantly their own in-house systems. However only the airlines are probably aware of the content of AHM422 or have in-house ULD control systems.
6. AHM 422 and Recommended Practice 1654 have not been revisited for a good number of years. Equally there is a doubt the content has ever been communicated to the wider community, beyond the Airline/Leasing Company/ULD Owners. There is very little recourse and nothing is absolutely binding between parties once a ULD has been released. Why? Because it can be both time-consuming and resource-rich and, when pressure comes on costs, this area of ULD management is usually the one to take a hit.
7. After reviewing and revising the form, it was recommended to remove some of the outdated and non-essential information. This would allow space for the inclusion of more ULDs. Equally, in suggesting moving away from a paper based form, be mindful this may not work for every part of the world. We probably have to accept that the paper based Control Receipts will at some locations be completed during inclement weather. Another recommendation is to develop a hand-held application.
8. Although IATA AHM is adopted by airlines and GSPs as the principles for airport handling, its Recommended Practice status does not provide sufficient enforcement power and penetration in the case of ULD handling. AHM 422 needs to be aligned with the new ULD Regulations section 9.7.
9. To ensure complete control of ULDs, the procedure should also be used in conjunction with AHM423 and AHM424.

Recommendation

- Include an updated section of Transferred Unit Load Device Process in appropriate IATA Manual, which also covers the ULD EXCHANGE CONTROL (LUC) Message Text Description
- Develop E-UCR, which automatically send to relevant parties with Electronic UCR or LUC if required
- Update AHM422, AHM423, AHM424 and/or ULD Regulations