



# Working Group

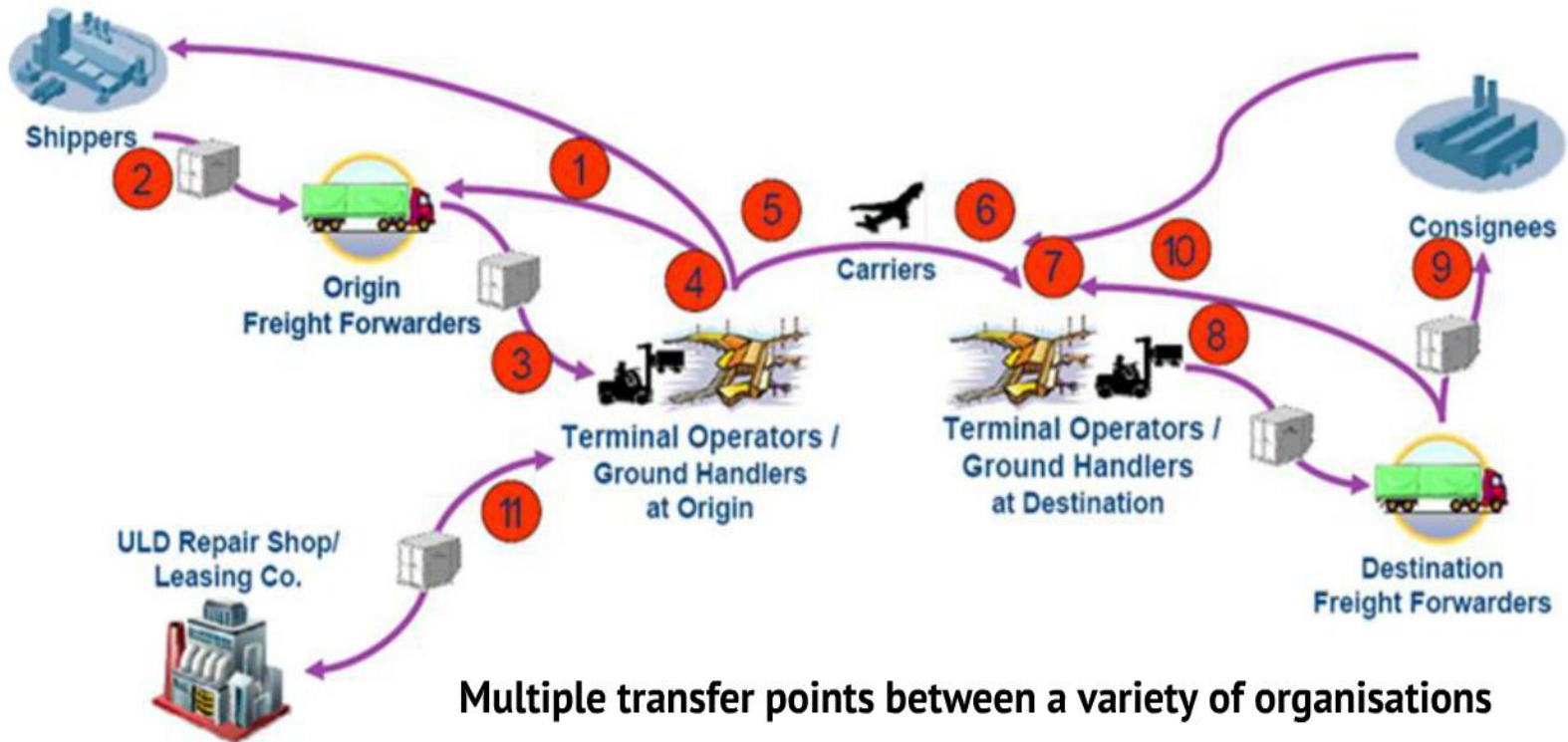
# Electronic UCR Project



# What's the problem?

- **Control and visibility of ULD movements off airports is an industry wide issue.**
- **The current UCR form standard does not adequately meet the needs of the industry**
- **The UCR form is not user friendly.**
- **Process for ULD transfer and LUC message does not have a proper 'home' in IATA manuals**

# AVIATION SUPPLY CHAIN - ULD TRANSFERS



# Navigating through the complexity

AHM 422



+

ULD CONTROL  
MANUAL



+

ULD REGS



+

CSC RESOLUTIONS  
MANUAL



=



# Confusion

# AHM 422 ULD Control Receipt - The Standard

INSERT DAY THEN MONTH THEN YEAR  
e.g. 12 JAN 79

TRANSFER  
(24 HOUR CLOCK)

MAKE SURE THAT THE LAST TWO POSITIONS ARE THE 2 CHARACTER CODE OF THE OWNER CARRIER

INSERT AIRLINE DESIGNATOR, IF TRANSFERRING PARTY NOT AN AIR CARRIER, INSERT YY FOLLOWED BY NAME OF TRANSFERRING PARTY

8 1/4" 210 mm

**ULD CONTROL RECEIPT**

ADDRESS \_\_\_\_\_ COPY TO \_\_\_\_\_

ORIGINATOR \_\_\_\_\_ (or AIRLINE NAME AND LOGO)

L U C (or)

TYPE CODE	DATA ID CODE	SERIAL NO.	OWNER	DATE OF TRANSFER	TIME LOCAL	RECEIVED BY
0				DAY MONTH YEAR	24 HOUR CLOCK	
1						
2						

CONDITION CODE KEY      Serviceable      Incomplete/Damaged      SER DAM

TRANSFERRED BY	TRANSFER POINT	CONTROL RECEIPT NUMBER	FINAL DESTINATION	CONDITION CODE
		- 0		
		- 1		
		- 2		

REMARKS \_\_\_\_\_

ULD RELEASED	AIR WAYBILL NUMBER
Empty <input type="checkbox"/>	
Loaded <input type="checkbox"/>	
ULD SUPPORT EQUIPMENT (Write in amount)	
NETS	DOORS
STRAPS	FITTINGS
ULD RETURNED	AIR WAYBILL NUMBER
Empty <input type="checkbox"/>	
Loaded <input type="checkbox"/>	
ULD SUPPORT EQUIPMENT (Write in amount)	
NETS	DOORS
STRAPS	FITTINGS
CUSTOMER	ACCOUNT NUMBER
ADDRESS	
CUSTOMER - PLEASE NOTE	
DEMURRAGE BEGINS	Date Time 0000

CUSTOMER/INTERLINE TRANSACTIONS/ULD RELEASED			
Receiving Carrier or Customer Signatures	Date	Time	
Transferring Carrier or Customer Signatures	Date	Time	

CUSTOMER/INTERLINE TRANSACTIONS/ULD RELEASED			
Receiving Carrier Signatures	Date	Time	
Transferring Carrier Signatures*	Date	Time	

\*CUSTOMER AGREES TO LIABILITY AS SPECIFIED ON REVERSE CARRIER USE ONLY

Excess Time	No. of Days	Per Day \$
Other Charges	Loss	Damage \$
TOTAL CHARGES \$		

5 1/4" 148 mm

INSERT AIRLINE DESIGNATOR IF RECEIVING PARTY NOT AN AIR CARRIER, INSERT YY FOLLOWED BY NAME OF RECEIVING PARTY

INSERT THE APPLICABLE CODE NOTE: THE USE OF SER IS OPTIONAL

INSERT 3-LETTER CODE OF FINAL DESTINATION

IF ULD IS EMPTY, INSERT

PART 1 TRANSFERRING CARRIER CONTROL CENTRE (WHITE)

PART 2 FOR RECEIVING CARRIER OR CUSTOMER (GREEN)

PART 3 TRANSFERRING CARRIER FIELD OFFICE (FILE COPY) (PINK)

“A control receipt shall be completed at the time of transfer of a loaded or empty unit. The transferring party shall complete the data applicable to each unit, as required on the form, and shall obtain the signature from the receiving carrier or consignee for receipt of the unit”

# The Reality

**ULD control receipt** virgin atlantic cargo

Originator: L G W H M M V S L H R F F V S

ULD ID Code: Type Code Serial No. Owner

Date of Transfer: Day Month Year Year Issue (MM/YY) Released by

Condition Code Key: Serviceable SER Incomplete/Damaged DAM

Transferred to: Transfer point: Control receipt number: Final destination: Condition code

Remarks:

ULD Released: AIR WAYBILL NUMBER

Empty  Loaded  M.D. Support equipment (extra in amount): Nets Straps Fittings

ULD Returned: AIR WAYBILL NUMBER

Empty  Loaded  M.D. Support equipment (extra in amount): Nets Straps Fittings

Customer: Account number

Address:

Customer job title Data: Damage type Date Time

Copy 1 White (S-Copy) 2 Pink (Handling Agent) 3 Green (Control copy) 4 Yellow (Customer copy)

**ULD CONTROL RECEIPT (UCR)**

Address: Copy to

Originator: LUC

Date of Transfer: 04/APR/2012 Time Local: 23:27:15 Received By: KNAG

Condition Code Key: Serviceable SER Incomplete/Damaged DAM

Type Code	ATA ID Code	Owner	Control Receipt Number	Final Destination	Condition Code
PMC	84583 R7	R7	0 02486797		
PMC	35815 R7	R7	1 12486798		
PMC	14781 CV	CV	2 22486799		
PMC	15878 CV	CV	3 32486800		
PMC	12521 CV	CV	4 42486801		
PMC	13801 CV	CV	5 52486802		

Remarks: Transferred By: Transfer Point: FRA

ULD Released: AIR WAYBILL NUMBER

Empty Loaded: M.D. Support equipment (extra in amount): Nets Straps Fittings

ULD Returned: AIR WAYBILL NUMBER

Empty Loaded: M.D. Support equipment (extra in amount): Nets Straps Fittings

Customer: Account Number

Customer - Place Note: Date Time (GMT)

COMPARISON BEING: Date Time (GMT)

Liability For Loss or Damage: The use of a carrier-owned unit load device is subject to conditions in applicable tariffs in effect as of the date hereof including provisions which are filed in accordance with the law. In particular, the shipper or the consignee shall be liable for damage if the unit load device is held in excess of the time specified in the applicable tariff, the shipper or the consignee shall be liable for damage sustained by a unit load device while in the care and possession of the shipper or consignee; the shipper or the consignee shall be liable for a non-recovery penalty as specified in the applicable tariff.

**ULD CONTROL RECEIPT** KN Air Inflight GmbH

Receiving Carrier or Customer: 010214

Received amount: 5

Date: 04/04/2012 Signature of customer: J.A. B.

Approved amount: 5

Date: 04/04/2012 Signature of CA/RA: J.A. B.

Remarks: Please use this form back to Air Chinas cargo office when complete.

TRD TYPER	FRACT	DAG	PBA	PGA	ARR	PLA	Other Type of ULD
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							

Date: / / Signature of PCS ULD:

ULD should be picked up in the same day after approval, and should be returned latest 48 hours after booking. The transferee should be fully responsible for the ULD security and good condition. Air China will reserve the right to charge user for any loss or damage (5 Euro the each ULD per day).

**ULD Control Receipt** onata

CONTROL RECEIPT No. 016406

IATA ID CODE: TYPE CODE SERIAL NO. OWNER

DATE OF TRANSFER: DAY MONTH YEAR RECEIVED BY

THAT (LOCAL) TRANSFER POINT

Condition Code Key: Serviceable SER Incomplete/Damaged DAM

ULD RELEASED: AIR WAYBILL NUMBER

Empty Loaded: M.D. Support equipment (extra in amount): Nets Straps Fittings

ULD RETURNED: AIR WAYBILL NUMBER

Empty Loaded: M.D. Support equipment (extra in amount): Nets Straps Fittings

Customer: Account number

Address:

Customer job title Data: Damage type Date Time

Copy 1 onata Copy 2 Receiving Carrier Copy 3 Transferring Carrier

**“LUC-OUT”** ULD Control Receipt Station FRA

Date and Time: 04 April 2012 Carrier: BA

(Receiving Agent or Airline): KUN Instructions (Anzahl und Art): 10 x PMC8

Sl. No.	Type	ULD/SLP	Damage	Sl. No.	Type	ULD/SLP	Damage
1	PMC	20919	BA	11			
2	PMC	28203	BA	12			
3	PMC	27096	BA	13			
4	PMC	28642	BA	14			
5	PMC	28667	BA	15			
6	PMC	29261	BA	16			
7	PMC	29044	BA	17			
8	PMC	28744	BA	18			
9	PMC	29377	BA	19			
10	PMC	29227	BA	20			

Freigabe Office: Daniel Eckstein

Abgabe von SCS im Auftrag (SCS as behalf of transferring carrier): Erhalten (Receiving Forwarder/Carrier):

Name: Hubert Kour Name: Alicja

Unterschrift: Unterschrift:

ID No.: ID No.: 00000000000000000000

Signature: Signature: 00000000000000000000

**TELEFAX** WFS KN AIRLIFT

To: WY

WFS Worldwide Flight Services

UNIT LOAD DEVICE CONTROL RECEIPT / DELIVER

WFS X AUSGABE KUNDE (nicht Spedition)

ANNAHME KN

ULD-NO: WFS 0105WT

GELADEN LEER OK DEFECT FRA

GELADEN LEER OK DEFECT FRA

GELADEN LEER OK DEFECT FRA

GELADEN LEER OK DEFECT FRA

GELADEN LEER OK DEFECT FRA

DATUM/PERZEIT: 4.4.2012

KFZ KENNZEICHEN: GGH-547

NAME FÄHRER: ULRAL

ZULISTEMPELLAB-NUMMER: AWB: 00000000000000000000

Bestätigung Airline: Die Bunge stehen ab ..... zur Abholung bereit.

Name: Stempel:

# The end product - LUC (ULD Exchange Control) message

Example of an LUC message for a transfer between participants.

QIFFMGF

.HKGFFGF

LUC

AKE2800GF/15FEB2000/1000/BA/GF/HKG/072-00012345/LHR/SER

AW23590GF/15FEB2000/1000/BA/GF/HKG/072-10012345/JFK/SER

PAG5499GF/15FEB2000/1000/BA/GF/HKG/072-20012345/LHR/SER

**Important for some but not used by whole supply chain.**

**New form must still be able to generate compliant LUC message**

## **Working Group Objectives**

- **Propose improved processes and tools to enable visibility of ULD movements / transfers between supply chain participants**
- **Recommended practice for ULD Transfer included in appropriate IATA manual.**
- **Specification for electronic UCR form passed on to IATA XML group**



# Working Group Roadmap

## Pre-work

- Identification of key stakeholders & participants
- Define working group charter and scope
- Project planning

## Workshops & Phone conferences

- Define data requirements
- Map the processes
- Gather industry experience and insights
- Develop and evaluate options

## Phases

- PHASE 1: Develop improved UCR form and recommended practice for IATA Manual
- PHASE 2: Develop user requirements for electronic UCR form

## Outputs

- Summary of current constraints in protocols for monitoring off station ULD movements
- Review of current industry practices
- Development and evaluation of options
- Recommendation to ULD CARE Board and IATA ULDP

# What's been done?

- **Process review and issues capture**
- **Submission to ULD Panel**
- **Design of new form**
- **Development of recommended practices**
- **User requirements for electronic UCR**

# INDUSTRY FEEDBACK - Airline, Freight Forwarder, GHA, IATA and Pooling Company

Item #	Parameter	Issue	Comment	Impact	Root Cause (Why do we have this issue?)	Solution ideas
1	Specification	There is a disconnect between IATA documents - AHM422 - Recommended practice 1654 3 <sup>rd</sup> Edition 2010 - Attachment A - ULD Exchange control (LUC) message text description	1) Syntax rules for LUC are not defined in AHM422 2) AHM422 should use & update details from Participants' ULD Control Procedures	1) Supply chain participants do not have a clear single point of reference on message syntax and procedure 2) No standard available for IT system development around LUC process	1) Define which IATA manual contains requirements for LUC (AHM Cargo IMP/ where else?) Should be same as other message standards such as UCM, SCM 2) Define ownership of the data for maintenance purpose 3) Update & Publish the manual to all relevant parties	
2	Compliance	LUCs not consistently completed for off station movements	1) Regulations are not in place to enforce compliance 2) Lack of training in place for people handling off station movements	1) Missing and incomplete information about off station movements. 2) Leading to loss of visibility of units. 3) Inability to collect demurrage	1) Lack of enforcement of LUC process 2) Lack of training requirement	
3	Specification	It might be possible that UCR form (paper-based form) is not practice to use, for example, transferring large amount of ULDs. (Standard form only allows 5 ULDs)		Handling companies / agents developed their own forms, which might be non-compliant or non-standard	1) No manual / guideline (Table of Format) how to produce UCR / LUC form AHM422 provides inadequate information. This could be a limitation for IT solutions. 2) Presumably Table of format is not up to date e.g. supplement information remains three character (OSI)	1) Develop requirements to E-LUC, and improve UCR (paper-based form) 2) Enforce the use of new form (electric / paper) throughout IATA member
4	Specification	Sending transferred ULD in UCM format instead of LUC	Misuse of UCM for RFS (Road Feeder Service or Truck Movements)	1) UCM message does not have transfer and receiving parties identified. 2) Information on condition of units is not identified correctly. 3) Systems may not be able to process message correctly.	1) Lack of enforcement of LUC process 2) Lack of understanding of which form to use	Enforce the use of UCR/LUC through IATA member with standardise process & actively updated manual
5	Specification	Sending summary of transferred ULD in SCM format	Even a bigger issue than using UCM as SCM is a stock confirmation of units at a location.	1) SCM message does not have transfer and receiving parties identified. 2) Information on condition of units is not identified correctly. 3) Systems may not be able to process message correctly.		Enforce the use of UCR/LUC through IATA member with standardise process & actively updated manual
6	Specification	Sending Party Address in UCR / LUC form is missing or incomplete	1) Address (seven-character SITA code) is optional field in UCR form 2) LUC is sent via email. (Either send as attachment or send LUC in mail content)	Unable to chase/en query clarification on transaction details if required Unable to update email as sender address, which require to develop workaround solution e.g. XXXAPYY (XXX is loading location, and YY is transferred carrier)	1) Address field is not mandatory field in UCR 2) UCR/ LUC form doesn't support sending message through other channels e.g. email, fax	1) Use fixed address header for each IATA carrier member or 2) Change from optional to be mandatory field
7	Specification	Not all UCR/LUCs are sent to all relevant recipients (limitation of SITA)	1) There is only one field (seven-character SITA code) available in UCR/ LUC form 2) Copy To is optional field	Unable to track ULD movement due to missing UCR/ LUC 2) UCR/ LUC form doesn't support sending message through other channels e.g. email, fax	1) Copy To field is not mandatory field in UCR 2) Change from optional to be mandatory field	1) Extend number of fields for 'COPY TO' 2) Change from optional to be mandatory field
8	Compliance	UCR / LUC are submitted with incorrect/ back dated information (not reflecting true time of transfer / receipt)	Quote from AHM422 *Transfer can be by air, sea or a road vehicle, and the date of transfer is the date of receipt of the unit by the recipient.	Constraints for monitoring ULD movements and retrieving ULDs *Transfer can be by air, sea or a road vehicle, and the date of transfer is the date of receipt of the unit by the recipient.	Date format can be either 01NOV2000 or 01NOV00	

**IATA Recommended Practice 1654**  
Attachment 'A'

**UNIT LOAD RECEIPT**

**RECOMMENDED PRACTICE 1654**  
Attachment 'A'

**1** Participants' ULD Control Procedures

**2** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**3** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**4** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**5** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**6** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**7** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**8** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**9** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**10** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**11** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**12** ULD EXCHANGE CONTROL (LUC) MESSAGE TEXT DESCRIPTION

**RECOMMENDED PRACTICE 1654**  
Attachment 'A'

**1** ADDRESS

**2** COPY TO

**3** ORIGINATOR

**4** IATA ID CODE

**5** DATE OF TRANSFER

**6** TIME LOCAL

**7** RECEIVED BY

**8** TYPE CODE

**9** SERIAL NO.

**10** OWNER

**11** DAY

**12** MONTH

**13** YEAR

**14** 24 HR CLOCK

**15** CONSIGN CODE KEY

**16** TRANSFER

**17** TRANSFER POINT

**18** CONTROL RECEIPT NUMBER

**19** ORIGIN

**20** DESTINATION

**21** CONSIGN CODE

30 Issues related to compliance and specification identified



### **ULDP Agenda Format**

**Subject: Consolidation of ULD movement messaging into appropriate IATA Manuals**

**Submitted by: ULDCARE Working Group – Electronic UCR**

#### **Background**

Requirements for ULD movement messaging are currently included in various IATA manuals (AHM and ULD Control Manual) and are also referred to in the recently launched ULD Regulations.

The ULD Control Manual has not been updated since 2000 and does not appear to be available for purchase from the IATA website. This means that it is difficult to refer to requirements in contracts with companies in the Aviation supply chain and therefore difficult to achieve the required level of compliance.

Some of the requirements in the manuals are not adequately described or contain information which may cause confusion on requirements.

#### **Proposed Action**

Determine the status of the ULD Control Manual and whether it is still relevant and required. If it is defunct and no longer required then remove references to the ULD Control Manual.

Where revisions are made to ULD movement messaging requirements, that these are incorporated in the ULD Regulations.

A current review of the ULD Exchange Control (LUC) Message by the ULD Care Working Group be included in the next edition of the ULD Regulations. The recommended practice and specifications will be completed by 6 May 2013.

## **ULDP Conference in AMS**

- **ULD Control Manual will be dissected for its relevant parts and incorporated into Section 8 of ULDRs**

ULD CONTROL RECEIPT



Carrier (Operator)'s logo

(TRANSFERRED PARTY'S NAME)  
 (TRANSFERRED PARTY'S CONTACT ADDRESS)  
 (TRANSFERRED PARTY'S SITA/ EMAIL ADDRESS)

CONTROL RECEIPT NUMBER									

(RECEIVED PARTY'S NAME)  
 (RECEIVED PARTY'S CONTACT ADDRESS)  
 (RECEIVED PARTY'S SITA/ EMAIL ADDRESS)

TRANSFERRED BY				RECEIVED BY				DATE OF TRANSFER (LT)			TIME (LT)		TRANSFER POINT	
								DAY	MONTH	YEAR				

#	TYPE CODE	IATA ID CODE		OWNER	ULD SUPPORT EQUIPMENT				FINAL DESTINATION		DEMURRAGE CODE		DAM	ODLN CODE	DAMAGE DESCRIPTION
		SERIAL NO.			Net	Doors	Straps	Fitting							
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															

Remarks/ Supplement Information (SI)

Demurrage Code Key  
 Beyond Carrier's Control.....BCC  
 Unit loaned.....HHH  
 Courtesy Move....ZZZ

TRANSACTION ULD RELEASED							
TRANSFERRED PARTY SIGNATURE		DATE	TIME	RECEIVED PARTY SIGNATURE		DATE	TIME
(TRANSFERRED PARTY NAME)				(RECEIVED PARTY NAME)			

TRANSACTION ULD RETURN							
TRANSFERRED PARTY SIGNATURE		DATE	TIME	RECEIVED PARTY SIGNATURE		DATE	TIME
(TRANSFERRED PARTY NAME)				(RECEIVED PARTY NAME)			

# Simplified UCR Form

- Unused, redundant fields removed
- Additional field for capturing transferring and receiving party information
- Inclusion of ODLN fields for damage information

Summary of Issues & Pain Points of UCR  
form and ULD Transfer process

Proposal for ULD Control Receipt (UCR)  
Form

CONTROL OF TRANSFERRED UNIT  
LOAD DEVICES –  
RECOMMENDATION FOR INCLUSION  
IN ULD REGULATIONS

## Development of draft ULDR content

- Section 8.2.3 Control of transferred ULDs
- Recommended practice
- Specification for electronic UCR

## **Next Steps**

- **Publish working group documents on ULDCare website for broader comment**
- **Finalise electronic UCR requirements**
- **Submission of documentation for inclusion in publication of next ULDR**

# e-UCR Concept

Transferred By: *(Login Name)*

UTC Date/ Time:

Control Receipt Number:

Sending Station: *(Station Code)*

Status: DRAFT

#	IATA ULD ID CODE		Transfer (Local)		TRANSFERRED BY	RECEIVED BY	TRANSFER STATION	FINAL STATION	DEMURRAGE CODE	DAM	ODLN CODE	DAMAGE CONDITION
	ULD Type	ULD Number	Owner Code	Date								
1				24Apr13	0912							X
2				24Apr13	0912							X
3				24Apr13	0912							X
4				24Apr13	0912							X
5				24Apr13	0912							X
6				24Apr13	0912							X
7				24Apr13	0912							X
8				24Apr13	0912							X
9				24Apr13	0912							X
10				24Apr13	0912							X

n..

**Error Messages**

Remarks/ Supplement Information

LUC Message (IATA Syntax)



# Ability to create both e-UCR and LUC message

Transferred By: LUG AIR      UTC Date/ Time: 04Apr13 0612      Control Receipt Number: 2905030  
 Sending Station: FRA      Status: SAVED

#	IATA ULD ID CODE			Transfer (Local)		TRANSFERRED BY	RECEIVED BY	TRANSFER STATION	FINAL STATION	DEMURRAGE CODE	DAM	ODLN CODE	DAMAGE CONDITION	
	ULD Type	ULD Number	Owner Code	Date	Time									
1	PMC	37285	R7	04Apr13	0353	LUG AIR	R7	FRA	FRA		<input type="checkbox"/>			X
2	PMC	33177	R7	04Apr13	0353	LUG AIR	R7	FRA	FRA		<input checked="" type="checkbox"/>	SB	Scms cut on the base	X
3	PMC	39470	R7	04Apr13	0353	LUG AIR	R7	FRA	FRA		<input type="checkbox"/>			X
4														X
5														X
6														X
7														X
8														X
9														X
10														X

n..

Error Messages

Remarks/ Supplement Information

TTL 40 STRAPS

LUC Message (ATA Syntax)

LUC

```

.PMC37285R7/04APR13/0353/R7/YLUGAIR/FRA/000-02905030/FRA,SER
.PMC33177R7/04APR13/0353/R7/YLUGAIR/FRA/000-12905030/FRA,DAM
.PMC39470R7/04APR13/0353/R7/YLUGAIR/FRA/000-22905030/FRA,SER
SI TTL 3 NETS, - DOORS, - STRAPS, - FITTING
ODLN CODE: SB
DAM DESCP SCMS CUT ON THE BASE
TTL 40 STRAPS
  
```

# WORKING GROUP MEMBERS



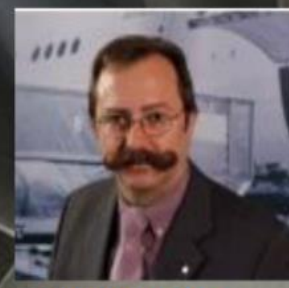
**Charles Drummond**  
CHEP



**Joseph Chan**  
Jardine Air Services



**Urs Weisendanger**  
ULD CARE



**Markus Vetsch**  
CHEP



**Nisara Towon**  
CHEP



**Simon Porter**  
Virgin Atlantic



**Bob Rogers**  
Nordisk



**Gianni Mauri**  
CHEP



**Kathanyu Jearachaikul**  
CHEP



**Hans Fischer**  
Kuehne Nagel



**Zhi Yong Liao**  
IATA



**Gerry Simpson**  
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