

# Appendices

---

<b>Appendix 1 - Industry Documentation .....</b>	<b>02</b>
<b>Appendix 2 - Examples of various ULD Control Receipt formats used by different organizations .....</b>	<b>06</b>
<b>Appendix 3 - Why are airlines reluctant to charge demurrage for their ULD? .....</b>	<b>08</b>
<b>Appendix 4 - Delivering a best-in-class demurrage system for the global air cargo industry .....</b>	<b>11</b>
<b>Appendix 5 - Excerpts from various industry materials on the subject of demurrage .....</b>	<b>13</b>
<b>Appendix 6 - Screen Shots of App based paperless UCR .....</b>	<b>16</b>
<b>Appendix 7- Sample Screen Shots of the IULDUG system.....</b>	<b>19</b>
<b>Appendix 8- Screenshots of Blockchain POC carried out by ULD CARE and SITA in 2020/21.....</b>	<b>20</b>

# Appendix 1 - Industry Documentation

## Extracts from IATA TACT Manual:

### 1. Cover page

The screenshot shows the IATA TACT website cover page. At the top, there is a blue header with the IATA TACT logo and a user profile icon. Below the header is a navigation menu with links for Home, Rates, Rules, Schedules, Denied Parties-Sanctions, and News & Information. The main content area features a search bar with the text "Search for industry tariffs, country and airline rules for your shipment." and five input fields for Origin, Destination, Airline, From Date, and To Date. There are "Reset" and "Search" buttons at the bottom of the search bar. Below the search bar is a dark grey banner with the IATA logo and the text "Our mission is to represent, lead and serve the airline industry". At the bottom left, there is a list of links: TACT Products & Services, IATA Privacy Policy, TACT Order Form, COVID-19 Updates, and Terms of Use. At the bottom center, there is a copyright notice: "© International Air Transport Association (IATA) 2022. All rights reserved."

### 2. General Rules

The screenshot shows the IATA TACT website with the "Rules" section selected. The navigation menu includes Home, Rates, Rules (highlighted), Schedules, Denied Parties-Sanctions, and News & Information. Below the navigation menu, there are tabs for RULES, GENERAL RULES (highlighted), COUNTRY RULES, and CARRIER RULES. The main content area displays the breadcrumb "Rules > General Rules > 4. Services and Related Charges" and the title "Section 4 Services and Related Charges". Below the title, there is a bolded text: "FOR DEVIATING RULES/REGULATIONS, IF ANY, OF THE CARRIER CONCERNED, ALWAYS CONSULT THE SPECIAL REGULATIONS IN SECTION 8." On the left side, there is a list of sub-sections: 4.1. General, 4.2. Disbursements and Disbursements Fees, 4.3. Insurance, 4.4. Documentation Charges, 4.5. Charges for Shipments of Dangerous Goods, 4.6. Fee for Charges Collect, 4.7. Airline Assistance and Handling Charge, and 4.8. Unit Load Devices (ULD) Charges.

### 3. Section 4.8 Unit Load Devices (ULD) Charges

**IATA TACT**

Home | Rates | Rules | Schedules | Denied Parties-Sanctions | News & Information

**RULES** | GENERAL RULES | COUNTRY RULES | CARRIER RULES | Search

Rules > General Rules > 4. Services and Related Charges > 4.8. Unit Load Devices (ULD) Charges

#### 4.8. Unit Load Devices (ULD) Charges

*(For carrier deviating/additional rules see section 8.3.)*

ULDs represent considerable capital and operating costs to airlines, although they also bring improved handling efficiencies. In the normal course of events ULDs move relatively seamlessly through the air-cargo supply chain, but there are scenarios where charges could be levied for the use or misuse of ULDs. These would typically vary from one airline to another and the following are examples of some of the possible ULD related charges that might be levied.

**Demurrage**

Demurrage charges may be levied, subject to provisions in applicable tariffs of the airline/ ULD owner, against a party that retains a ULD for an excessive period of time. The charge is designed to encourage prompt return of ULDs rather than generate revenue.

**Replacement or Repair**

Each ULD represents a significant capital investment as well as considerable repair costs. A lost or damaged ULD also represents loss of revenue earning potential. If a ULD is lost or damaged beyond economical repair, a ULD owner might claim a replacement cost. The cost of repair to return a ULD to serviceable condition also might be claimed. The costs are equally applicable to aircraft pallet nets and other ULD accessories.

**Tracking and Retrieval**

Unauthorised use of one airline's ULDs on another airline can result in considerable effort on the part of the ULD owner to retrieve the ULD for use within the owner's ULD network. Charges related to tracking the ULD and bringing it back to the owner's network could be levied against the party who last signed receipt of the ULD.

**ULD receipt and checking**

Most ULD operators and owners have systems in place to control the release and return of ULDs. If followed, these procedures allow for controlled access to the ULDs by the correct parties for the smooth operation of the air cargo supply chain, and the ULDs should not go missing. ULDs are also supposed to be checked for damage at each handover point - if this is done, the point at which the damage occurred can be correctly identified and unnecessary claims avoided.

It is recommended that the ULD Control Receipt (see CSC Recommended Practice 1654/ ULD Regulations Section 8. 8.2.2) be used during the transfer of ULD from one party to another.

**Animal Stall Surcharge**

Shipment of live animals can involve the use of special ULDs which require special preparation and cleaning. Charges for preparation, materials and cleaning as well as the use of the special ULDs might be levied.

**One-way Surcharges**

Use of special ULDs is typically a one-way traffic, and the special ULDs can either not be used for any return traffic, or offer a significantly less than ideal return payload. Often these special ULDs weigh considerably more than an equivalent general purpose ULD. An airline might levy charges for the less than optimal return leg.

**IATA** Our mission is to represent, lead and serve the airline industry

## 4. List of TACT Participating Airlines

<a href="#">Home</a>   <a href="#">Rates</a>   <a href="#">Rules</a>   <a href="#">Schedules</a>   <a href="#">Denied Parties-Sanctions</a>   <a href="#">News &amp; Information</a>				
NEWS & INFORMATION	CARGO BORDER MANAGEMENT	SOURCES	LIST OF PARTICIPATING AIRLINES	EDITORIAL UPDATES
<a href="#">News &amp; Information &gt; List of Participating Airlines</a>				
<b>List of Participating Airlines</b>				
AER LINGUS CARGO		ICELANDAIR		
AEROFLOT RUSSIAN AIRLINES		IRAN AIR		
AEROLINEAS ARGENTINAS		JAPAN AIRLINES CO., LTD.		
AIR ALGERIE		KALITTA AIR, LLC		
AIR BOTSWANA		KELOWNA FLIGHTCRAFT AIR CHARTER LTD. C/O/B AS KF CARGO		
AIR CALEDONIE INTERNATIONAL		KENYA AIRWAYS LTD.		
AIR CANADA		KLM ROYAL DUTCH AIRLINES		
AIR CHINA LTD.		KOREAN AIR LINES CO. LTD.		
AIR FRANCE		KUWAIT AIRWAYS		
AIR GREENLAND		LATAM AIRLINES GROUP S.A. d/b/a LAN AIRLINES		
AIR INDIA		LOT-POLISH AIRLINES		
AIR KORYO		LUFTHANSA CARGO A.G.		
AIR MALTA		LUXAIR		
AIR MAURITIUS		MALAYSIA AIRLINES		
AIR NAMIBIA		MEA-MIDDLE EAST AIRLINES AIRLIBAN		
AIR NEW ZEALAND LTD.		MIAT - MONGOLIAN AIRLINES		
AIR NIUGINI		NEPAL AIRLINES CORP.		
AIR SAINT PIERRE		NIPPON CARGO AIRLINES CO., LTD.		
AIR SERBIA		PAKISTAN INTERNATIONAL AIRLINES		
AIR VANUATU (OPERATIONS) LTD.		PHILIPPINE AIRLINES		
AIRBRIDGECARGO AIRLINES		POLAR AIR CARGO WORLDWIDE		
ALITALIA - SOCIETÀ AEREA ITALIANA		QANTAS AIRWAYS LTD.		
ALL NIPPON AIRWAYS CO., LTD.		QATAR AIRWAYS		
AMERICAN AIRLINES		ROYAL AIR MAROC		
ASIANA AIRLINES, INC.		ROYAL BRUNEI AIRLINES SDN BHD		
ASTRAL AVIATION LTD.		ROYAL JORDANIAN		
ATLAS AIR, INC.		SAS-SCANDINAVIAN AIRLINES SYSTEM		
AVIANCA COSTA RICA S.A.		SAUDIA-SAUDI ARABIAN AIRLINES		
BRITISH AIRWAYS		SOUTH AFRICAN AIRWAYS		
CARGOLUX AIRLINES INTERNATIONAL S.A.		SINGAPORE AIRLINES LIMITED		
CATHAY PACIFIC AIRWAYS LTD.				
CHINA AIRLINES, LTD.		SRI LANKAN AIRLINES LTD.		
CHINA EASTERN AIRLINES		SWISS INTERNATIONAL AIR LINES LTD.		
CHINA SOUTHERN AIRLINES CO., LTD.		SYRIAN ARAB AIRLINES		
CROATIA AIRLINES		TAAG-ANGOLA AIRLINES		
CZECH AIRLINES		TACA INTERNATIONAL AIRLINES		
DELTA AIR LINES, INC.		TACV CABO VERDE AIRLINES		
EGYPTAIR		TAP PORTUGAL		
EL AL ISRAEL AIRLINES		TAROM		
EMIRATES		THAI AIRWAYS INTERNATIONAL		
ETHIOPIAN AIRLINES		TRANS AMERICAN AIRLINES S.A. TACA PERU		
ETIHAD AIRWAYS		TRANSPORTES AEREOS MERCANTILES PANAMERICANOS S.A. "TAMPA AIRLINES"		
EVA AIRWAYS CORPORATION		TUNISAIR		
FEDERAL EXPRESS CORPORATION		TURKISH AIRLINES INC.		
FINNAIR OY.J.		UNITED AIRLINES		
GARUDA INDONESIA		VIETNAM AIRLINES		
GULF AIR		VIRGIN ATLANTIC AIRWAYS LTD.		
IBERIA				

# Examples of ULD Control Receipts:

## IATA Format UCR ( RP 1654)


**ULD CONTROL RECEIPT**

**ORIGINATOR** (2)  
*(Originator's Name)*

*(Transferring Party's Name)*

*(Transferring Party's Address)*

*(Transferring Party's SITA/ Email Address)* (4)



(1)

**CONTROL RECEIPT NUMBER** (3)

*(Receiving Party's Name)*

*(Receiving Party's Address)*

*(Receiving Party's SITA/ Email Address)* (5)

<b>TRANSFERRED BY</b> (6)		<b>RECEIVED BY</b> (7)		<b>DATE OF TRANSFER</b> (8) DAY MONTH YEAR			<b>TIME LOCAL</b> (9)	<b>TRANSFER POINT</b> (10)				
#	TYPE CODE	IATA ULD ID CODE SERIAL NO.	OWNER	ULD SUPPORT EQUIPMENT			FINAL DESTINATION	DEMURRAGE CODE	DAM	ODLN CODE	DAMAGE DESCRIPTION	
1				Net	Doors	Straps	Fittings					
2		(11)			(12)			(13)	(14)	(15)	(16)	(17)
3					(12A)							
4					(12B)							
5					(12C)							
6					(12D)							
7												
8												
9												
10												

Remarks (18)

**SIGNATURE**

<i>TRANSFERRING PARTY SIGNATURE</i>	<i>DATE</i>	<i>TIME</i>	<i>RECEIVING PARTY SIGNATURE</i>	<i>DATE</i>	<i>TIME</i>
<i>(TRANSFERRING PARTY NAME)</i> (19)			<i>(RECEIVING PARTY NAME)</i> (20)		

Demurrage Code Key

Beyond Carrier's Control..... **BCC**  
Unit loaned..... **HHH**  
ULD transferred empty, .. **XXX**  
Courtesy Move ..... **ZZZ**

**LIABILITY FOR LOSS OR DAMAGE.**

Parties shall ensure that the unit load device (ULD) be handled in accordance with IATA ULD Regulations (ULDR)/ carrier's instructions/ owner's instructions. The use of a ULD is subject to provisions in applicable tariffs in effect as of the date hereof including provisions which are filed in accordance with the law. In particular, the Receiving Party shall be liable for demurrage if the ULD is held in excess of the time specified in the applicable tariff, the Receiving Party shall be liable for damage sustained by a ULD while in the use and possession of the Receiving Party; the Receiving Party shall be liable for a non-return penalty as specified in the applicable tariff. (21)

**THE PARTY IN POSSESSION OF THE ULD SHALL ASSUME FULL RESPONSIBILITY TO THE ULD OWNER FOR THE AIRWORTHINESS OF THE ULD.**







# Appendix 3 - Why are airlines reluctant to charge demurrage for their ULD?

ULD CARE conducted research in Q4 2021 with air cargo industry stakeholders. When asked why only a small number make any attempt to charge demurrage, airline representatives noted a number of reasons that were factually inaccurate. We have rephrased these issues as questions below.

**Is some form of digital documentation/process a pre requisite for recording the transfer of freight assets and charging the resulting demurrage?**

At present, both maritime and air cargo industries use remarkably similar paper-based documentation to record the transfer of the freight asset between two parties. In maritime, this activity is known as an Equipment Interchange Receipt (EIR)

In the air cargo industry, the IATA standard ULD Control Receipt ( RP 1654) performs the same function.

At the present time, neither industry appears to have established digitization of this process, relying instead on paper forms. Yet this does not appear to be an impediment to the maritime industry when it comes to charging demurrage for the late return of their equipment.

While the use of digital devices to record the transfer of ULDs between parties is desirable, the lack of such systems is not an impediment to the application of demurrage and detention in the ocean freight industry and is possible for ULDs.



### Is some type of electronic identification of each item of freight equipment necessary for the charging of demurrage?

When it comes to electronic equipment tracking, the air cargo industry is ahead of the maritime sector. During the past five years, a number of airlines have embarked on equipping the ULDs with digital identification devices that communicate their location through various means. On the other hand, the Maritime industry has made no such steps, with the exception of some special-purpose equipment. This may be due to the fact that there are approximately 25 million sea freight containers in use, compared to about 1 million ULD.

While some kind of electronic “tagging” can certainly enhance the recording of transferred ULDs, the lack of any such tagging in the ocean freight industry demonstrates that such tagging is not a pre requisite for charging demurrage and detention.

### Is some form of legal agreement document required for the owner of the freight asset to be able to charge for demurrage?

The IATA ULD Control Receipt, RP 1654, contains the wording, “In particular the Receiving Party shall be liable for demurrage if the ULD is held in excess of the time specified in the applicable tariff.” Furthermore the IATA TACT manual contains the wording “Demurrage charges may be levied subject to applicable tariffs of the airline/ULD owner, against a party that retains a ULD for an excessive period of time.” The ocean freight industry has similar ‘small print’ in their equipment release documentation.

There is no appreciable difference between Ocean and Air Cargo equipment in regard to a documentary basis for charging demurrage and detention and the content of IATA TACT 4.8 is a basis for charging in the airline industry.

### Are there physical characteristics between air and maritime equipment that requires a different approach to demurrage?

Ocean freight containers are, in general, much larger than a typical air cargo pallet or container. However, it is not clear how this might make prompt return of the equipment harder or easier between the two industries. It is clear that empty air cargo pallets can easily be stacked enabling the carriage of probably 50 units on a medium sized truck, meaning that there is no physical impediment to returning the equipment.

While ocean and air freight equipment have significantly different physical characteristics, these do not justify the different approach to the charging of demurrage and detention.

### How does the use of leased freight equipment impact the charging of demurrage?

There seems to be no direct equivalent in the maritime industry to the “asset management” operations in the air cargo industry, e.g. ACL, Jettainer and Unilode. However, at the end of the day, someone has to pay for inefficiency. Even if the airline has outsourced its ULD operations to a third party, that doesn’t mean that shippers can delay return of the ULD. Ultimately, this will add to the cost of operation for the airline in loss of utilization, and the cost of additional ULDs.

Regardless of any “behind the scenes” ownership/management arrangements, leased equipment is not a reason for ignoring the necessity of demurrage and detention for ULD.

---

### **What might be the administration or management constraints to charging demurrage?**

For any demurrage collection system to operate effectively, it will need to be highly automated, providing visibility and certainty to all parties, as well as having automated invoicing and payment systems. It would appear that the Maritime industry has never implemented a centralized platform and relies on individual invoicing by each shipping company, which is a source of concern to the forwarders who often receive invoices sometime after the event. It is noteworthy that the US FMC has just launched hearings into the practices of invoicing demurrage and detention in the maritime industry.

ULD CARE's 50 years' experience in running the IULDUG system gives it a unique competence in providing such a platform.

### **Would airlines put at risk their business relationship with their forwarders by charging demurrage.**

There is no evidence that the Maritime industry is any less competitive than the air cargo industry. There have been no shortages of bankruptcies and consolidations in the Maritime industry over the past few years. The current surge in demand has propelled shipping line profits to an all-time high, but that has not been the story for many years. As far as demurrage is concerned, this is a fully accepted practice in the Maritime industry. No one likes having to pay demurrage, but doing so does not put individual shipping lines at a competitive disadvantage as this is a universal, if at times unpopular, practice.

While it is possible, but challenging for individual airlines to attempt to impose these charges, a far better approach will be an industry-wide implementation supported by the relevant trade associations.

### **If airlines were to start charging for demurrage on ULD, would there be claims from the forwarders that this was simply a revenue raising exercise?**

There is no doubt that such claims would be made and indeed they have already been made in regards to the Maritime industry. The goal is not to charge anyone fees. The goal is to return the equipment at or before the agreed-upon free-day time period. If the equipment is not returned as agreed, then a levy for the failure of the equipment's return will allow the asset owner to recoup some of the lost utilization. It would be essential that any kind of charging system be transparent and efficient, enabling those in possession of an airline's equipment to actually return it on time – that is fair and a win for all parties.

---

## Appendix 4 - Delivering a best-in-class demurrage system for the global air cargo industry

In this appendix we will explore what it will take to deliver a demurrage platform that delivers fair and open treatment to all participants in the global air cargo activity.

As has been pointed out earlier in this paper, ULD CARE has in the order of 50 years' experience of successfully delivering a demurrage platform to the airline community.

### What factors contribute to the success of the ULD CARE IULDUG system?

The current IULDUG system is the result of a number of years of collaborative work between the airline community to develop a system that meets the needs of all the parties. It was not perfect when first launched in the 1970s and it took some years to fine tune and enhance the system. That was the case again when it moved to the new platform in the late 2000's to take advantage of the new technologies of that era. Key strengths of the current IULDUG system are that:

1. Data transparency is key. When all parties to a particular transaction can see exactly what has transpired this greatly removes the possibility of later dispute. The IULDUG provides exactly this level of transparency, every transaction is available in real time on screen.
2. Built in dispute resolution is also very important, of course disputes can be dealt with off-line through emails but this does not maintain a record, the IULDUG system has a built in "Change Request" through which either party to the transaction can request a change to a posted transaction and if agreed by the other party the change is automatically carried out.
3. "No surprises" when it comes to billing, the IULDUG system publishes a monthly "Pending Demurrage Payable" report which gives the participant 30 days to enter into a discussion with the other party regarding the pending charges.
4. Trust in the system is essential. The IULDUG is based on the procedures and practices laid down in the ULD control manual, and will only accept transaction submissions entered in the correct format.

### Shortcomings of the current IULDUG system

1. The current system has rather limited interconnectivity. Most reports can be exported in .pdf or .xls format, but the system lacks the ability to interact directly with other systems through API's. With modern IT, any new system would be built to facilitate direct interconnectivity with other systems.
2. Data capture at the point of transfer is also important. The present reliance on paper based ULD Control Receipts and manual entry into the IULDUG system is open to delays and errors. Recognising this, ULD CARE has, in parallel with plans for the development of a new system, supported the development of an app based UCR, which replicates the current paper based standard. Screen shots of this app can be found in Appendix 6.

---

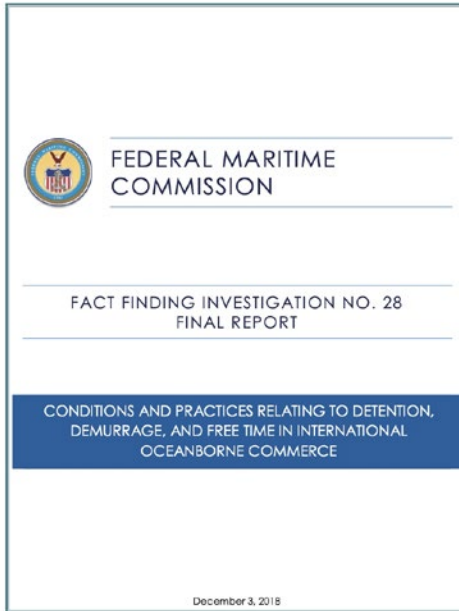
## How would an expanded demurrage platform look?

1. Such a system must incorporate all the existing features of the existing IULDUG platform.
2. A full set of rules, based on the proven framework of the ULD Control Manual, would be made public for the entire industry to follow.
3. A reasonable “free period” would be established. The current IULDUG standard is 5 days, which would seem reasonable given the urgent nature of air cargo. There may be some circumstances in which an extended period could be necessary. It would not be difficult to build the capability into a future system to enable the ULD owner to grant such requests. The existing IULDUG system does cater to such circumstances through its special code provision.
4. Any new system should contain the capability to provide credits for early return of equipment, in addition to debits for late return. This would enable shippers to achieve cash-neutral positions and emphasising that the key purpose is the return of the equipment not the generation of revenue.
5. Given the global nature of air cargo, such a system would need to be fully functional across geographical locations and time zones. As the current system already operates in this environment, this would not present any difficulty.
6. As pointed out above, the current system does not integrate with other IT systems, i.e. a payment platform. Years ago, the IULDUG community made the decision not to integrate with the IATA clearinghouse which means that the invoicing and collection process is not necessarily very efficient. It would clearly be important to integrate the future demurrage platform with any and all industry payment platforms, including the IATA Clearinghouse.

Building on its extensive experience, ULD CARE can make the best use of current and evolving technology. It can create a world class demurrage platform and its associated supporting functions.

## Appendix 5 - Excerpts from various industry materials on the subject of demurrage:

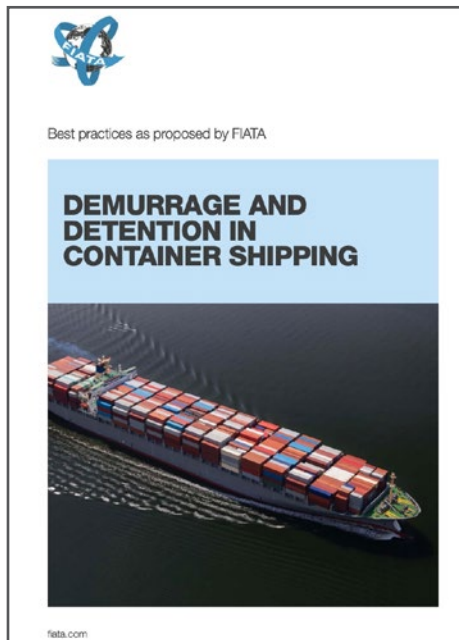
### 1. Federal Maritime Commission



- Demurrage and detention are valuable charges when applied in ways that incentivize cargo interests to move cargo promptly from ports and marine terminals;
- All international supply chain actors could benefit from transparent, consistent, and reasonable demurrage and detention practices, which would improve throughput velocity at U.S. ports, allow for more efficient use of business assets, and result in administrative savings; and

[https://www2.fmc.gov/readingroom/docs/FF%20No.%2028/FF-28\\_FR.pdf/](https://www2.fmc.gov/readingroom/docs/FF%20No.%2028/FF-28_FR.pdf/)

### 2. FIATA publication on Demurrage and Detention



#### **EXECUTIVE SUMMARY**

Demurrage and detention charges are an important tool for shipping lines to ensure the efficient use of their container stock which represents a substantial investment. For shipping lines, it is essential to turn around their containers as fast as possible, consequently merchants who use containers for longer periods should be discouraged from this practice.

[https://fiata.org/fileadmin/user\\_upload/documents/recent\\_views/MTI/FIATA\\_World\\_Congress\\_2018\\_-\\_Presentation\\_New\\_Working\\_Group\\_Sea\\_-\\_Best\\_Practice\\_Guide\\_on\\_demurrage\\_and\\_detention-.pdf](https://fiata.org/fileadmin/user_upload/documents/recent_views/MTI/FIATA_World_Congress_2018_-_Presentation_New_Working_Group_Sea_-_Best_Practice_Guide_on_demurrage_and_detention-.pdf)

### 3. Surface Transportation Board



## SURFACE TRANSPORTATION BOARD

PROCEEDINGS & ACTIONS    REPORTS & DATA    RESOURCES    NEWS & COMMUNICATIONS    ABOUT STB


Surface Transportation Board > Reports & Data > Demurrage & Accessorial Charges

### Demurrage & Accessorial Charges

Demurrage is a charge that both compensates rail carriers for the expense incurred when rail cars are detained beyond a specified period of time (i.e., “free time”) for

<https://www.stb.gov/reports-data/demurrage-accessorial-charges>

### 4. CXS Corporation communication to US Surface Transportation Board regarding demurrage.



James M. Foote  
President & Chief  
Executive Officer

500 Water St., C900  
Jacksonville, FL 32202

January 16, 2019

The Honorable Ann D. Begeman, Chairman  
United States Surface Transportation Board  
395 E Street, S.W.  
Washington D.C. 20423

The charges have a long history within the rail industry, and you'll see them in other transportation sectors as well, including trucking companies, port terminals and steamship lines. In all cases, their purpose is to further the efficient management of assets and promote a fluid transportation pipeline. While CSX has always had these tariff items, prior to implementing scheduled railroading, the company didn't consistently update and enforce them. In my view, that's not an acceptable way to run a railroad. Through 2017, and part of 2018, we transitioned our customers to a more customary and regular expectation that the tariff items were applicable. We also communicated that the tariff items promoted a faster, more efficient service product to the ultimate benefit of all customers on the network.

[https://www.stb.gov/wp-content/uploads/CSX\\_Response\\_to\\_Chairman\\_Begeman\\_relating\\_to\\_Demurrage\\_and\\_Accessorial\\_Charges\\_January\\_16\\_2019.pdf](https://www.stb.gov/wp-content/uploads/CSX_Response_to_Chairman_Begeman_relating_to_Demurrage_and_Accessorial_Charges_January_16_2019.pdf)



## 5. Federal Maritime Commission

### **FEDERAL MARITIME COMMISSION**

#### **46 CFR Subchapter B**

**[Docket No. 22-04]**

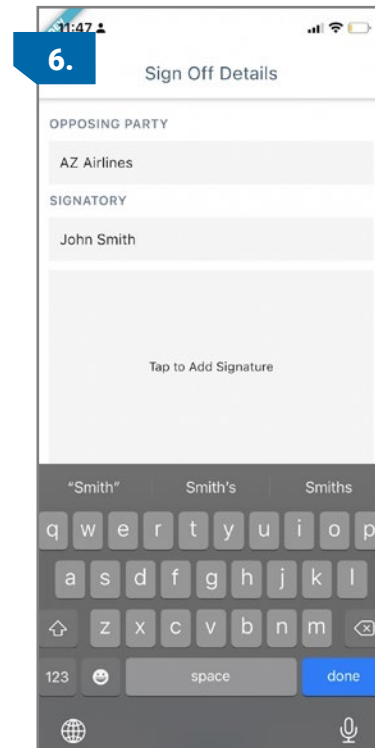
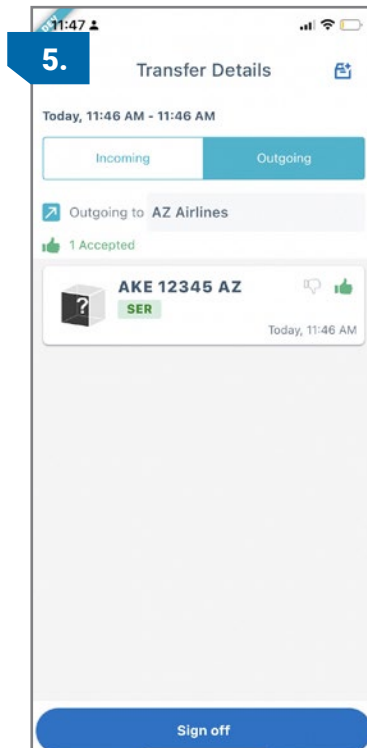
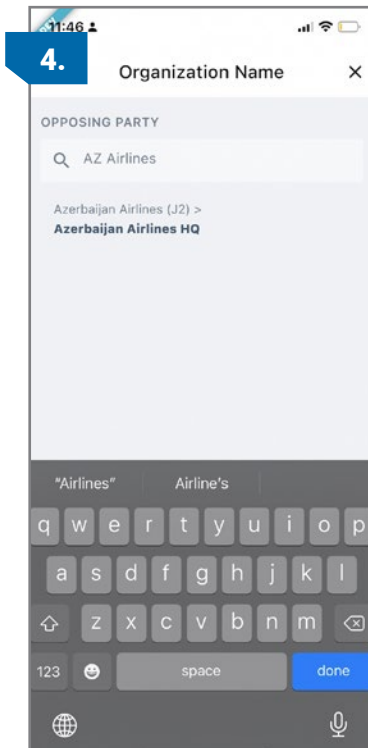
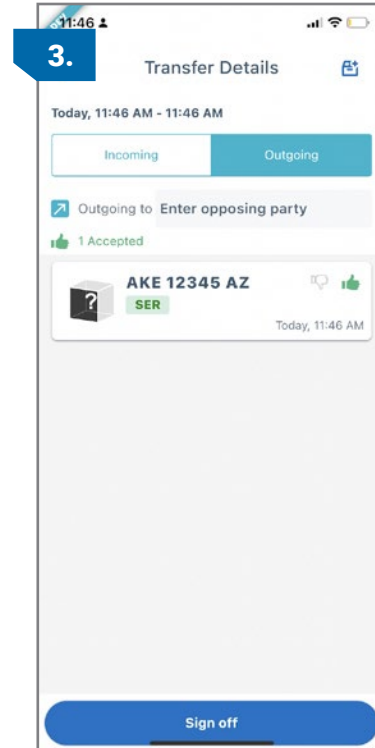
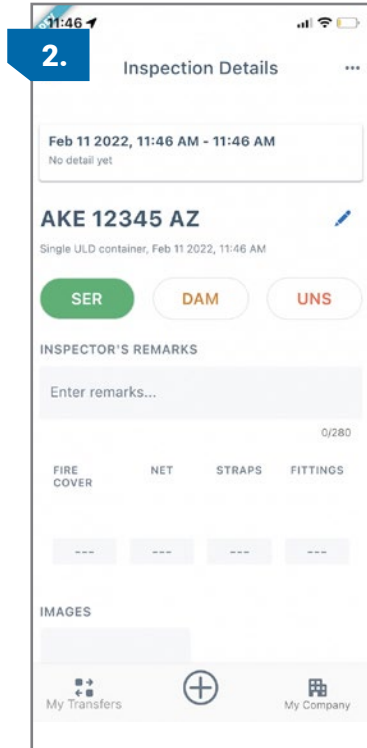
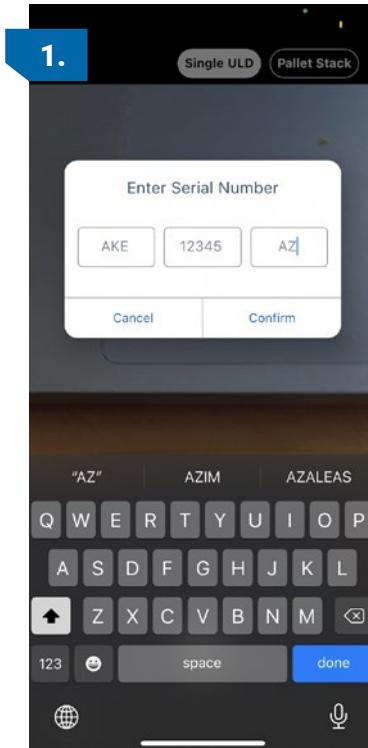
**RIN: 3072-AC90**

#### **Demurrage and Detention Billing Requirements**

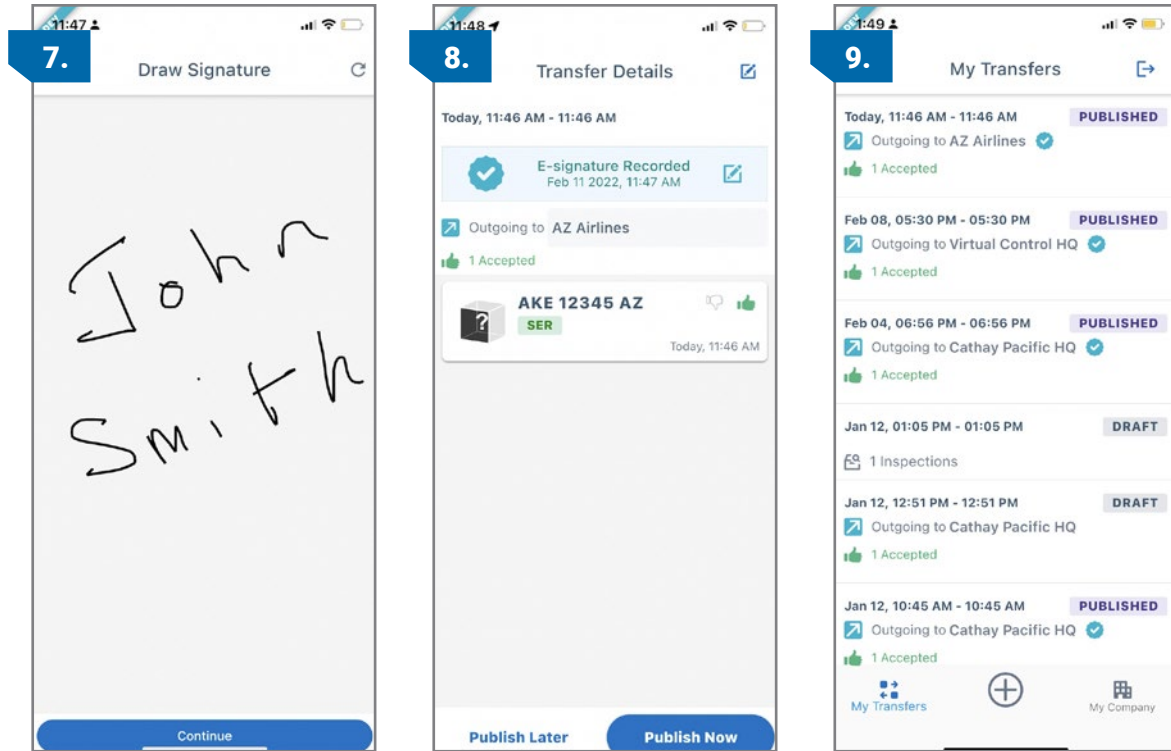
**SUMMARY:** The Federal Maritime Commission (Commission) is issuing this Advance Notice of Proposed Rulemaking (ANPRM) to seek comment on whether the Commission should require common carriers and marine terminal operators to include certain minimum information on or with demurrage and detention billings. Also, the Commission is interested in receiving comments on whether it should require common carriers and marine terminal operators to adhere to certain practices regarding the timing of demurrage and detention billings. These changes were recommended by the Fact Finding Officer in Commission Fact Finding 29: International Ocean Transportation Supply Chain Engagement.

[https://www2.fmc.gov/ReadingRoom/docs/22-04/22-04\\_anprm\\_dd\\_billing.pdf/](https://www2.fmc.gov/ReadingRoom/docs/22-04/22-04_anprm_dd_billing.pdf/)

# Appendix 6 - Screen Shots of App based paperless UCR (Beta version)



## Screen Shots of App based paperless UCR (Beta version) - Continued



### Screen Index:

1. Enter ULD ID Code via camera capture or manual entry.
2. Enter ULD Condition ( SER, DAM, UNS) and number of accessories eg nets, straps etc.
3. Enter transfer mode, receiving in or transferring out.
4. Select or enter name of other party to the transaction
5. Confirmation screen
6. Enter name of party who will sign
7. Signature on screen
8. Summary prior to publishing
9. Listing of "My Transfers"

# Example of UCR created on app

ORIGINATOR Virtual Control HQ		CONTROL RECEIPT NUMBER X X X - 9 6 5 2 0 5 3 1									
Virtual Control HQ		Cathay Pacific HQ									
TRANSFERRED BY XXXXXX	RECEIVED BY XXXXXX	DATE OF TRANSFER (L/T) DAY MONTH YEAR 1 5 F E B 2 0 2 2	TIME (L/T) 0 4 3 7								
TRANSFER POINT H K G											
#	TYPE CODE	ATA ID CODE	SERIAL NO.	OWNER	ULD SUPPORT EQUIPMENT	FINAL DESTINATION	DEBURRAGE CODE	DAM	ODLN CODE	DAMAGE DESCRIPTION	
1	A K E	1 2 3 4	5 Y Y		Net Doors Steps Piling						
Remarks/ Supplement Information (S)					Damage Code Key						
					Beyond Carriers Control.....BCC Unit loaned.....HHH Courtesy Move.....ZZZ						
					 Feb-15-2022 0437 Bob Rogers						

**LIABILITY FOR LOSS OR DAMAGE**

Parties shall ensure that the unit load device (ULD) be handled in accordance with the IATA ULD Regulations (ULDRY) carrier's instructions. The use of a ULD is subject to provisions in applicable tariffs in effect as of the date hereof including provisions which are filed in accordance with the law. In particular the Receiving Party shall be liable for damage if the ULD is held in excess of the time specified in the applicable tariff. The Receiving Party shall be liable for damage sustained by the ULD while in the use and possession of the Receiving Party; the Receiving party shall be liable for a maximum penalty as specified in the applicable tariff.

THE PARTY IN POSSESSION OF THE ULD SHALL ASSUME FULL RESPONSIBILITY TO THE ULD OWNER FOR THE AIRWORTHINESS OF THE ULD.

# Appendix 7- Sample Screen Shots of the IULDUG system

## Main Screen



List of airlines own ULD that are in the custody of other airlines:

List 0 - Owner ULD Transactions

Participant: [Dropdown] Sort by: [Dropdown] PDF [Print to PDF] Excel [Export to Excel] Display [Letter]

Wednesday, 23 February 2022

NEW/MOD	ULD	TRANSFER DATE & TIME	RC	TC	TP	CONT	KECP	FD	CC	SC	NPC	SEQ	ADDITION DATE LIST	DEMURRAGE
PAG	15719	JL 12FEB2022 0800	AA	JL	HNL	131-11443150	DFW	SER				SBQ458	21FEB2022	35.00
PAG	17518	JL 12FEB2022 0800	AA	JL	HNL	131-01443150	DFW	SER				SBQ458	21FEB2022	35.00
PAG	18675	JL 23DEC2021 0800	AA	JL	HNL	131-01443263	DFW	SER				SBQ421	11JAN2022	0.00
		24DEC2021 0000	JL	AA	DFW	001-03307590	DFW	SER	DEF			SBQ070	21JAN2022	
AKR	20167	JL 21JUL2021 1415	DL	JL	SYD	131-00302104	MND	SER				SBQ317	17AUG2021	2,016.00
		17JAN2022 0000	**	DL										
AKR	20211	JL 16AUG2021 1726	QF	JL	NRT	131-01432233	BNE	SER				SBQ334	14SEP2021	2,016.00
		12FEB2022 0000	**	QF										
PMC	24576	JL 03JAN2022 0925	AA	JL	HNL	131-11406318	DFW	SER				SBQ434	17JAN2022	0.00
		04JAN2022 0000	JL	AA	DFW	001-03320875	DFW	SER	DEF			SBQ070	21JAN2022	
PMC	24598	JL 11AUG2021 2033	NZ	JL	NRT	131-11404027	XXX	SER				SBQ328	01SEP2021	1,512.00
		07FEB2022 0000	**	NZ										

List 0 - Owner ULD Transactions

List of other airlines ULD that are in an airline's own custody

List 1 - Foreign ULD Transactions

Participant: [Dropdown] Sort by: [Dropdown] PDF [Print to PDF] Excel [Export to Excel] Display [Letter]

CARRIER: [Dropdown] Wednesday, 23 February 2022

NEW/MOD	ULD	TRANSFER DATE & TIME	RC	TC	TP	CONT	RECP	FD	CC	SC	NPC	SEQ	ADDITION DATE LIST	DEMURRAGE
PAG	15719	JL 12FEB2022 0800	AA	JL	HNL	131-11443150	DFW	SER				SBQ458	21FEB2022	35.00
PAG	17518	JL 12FEB2022 0800	AA	JL	HNL	131-01443150	DFW	SER				SBQ458	21FEB2022	35.00
PMC	30647	JL 10FEB2022 0900	AA	JL	HNL	131-21443148	DFW	SER				SBQ458	21FEB2022	58.80
PMC	31048	JL 12FEB2022 0800	AA	JL	HNL	131-21406334	DFW	SER				SBQ458	21FEB2022	42.00
PMC	31241	JL 10FEB2022 0900	AA	JL	HNL	131-01443148	DFW	SER				SBQ458	21FEB2022	58.80
PMC	80497	JL 10FEB2022 0900	AA	JL	HNL	131-31443148	DFW	SER				SBQ458	21FEB2022	58.80
PMC	81951	JL 10FEB2022 0900	AA	JL	HNL	131-11443148	DFW	SER				SBQ458	21FEB2022	58.80
PMC	13283	QF 25JAN2022 1730	AA	QF	SYD	081-01673206	SYD	SER				SBQ585	16FEB2022	193.20

LINE COUNT 8 GRAND TOTAL 540.40

List 1 - Foreign ULD Transactions

# Appendix 8- Screenshots of Blockchain POC carried out by ULD CARE and SITA in 2020/21

## Unit listing report (Demurrage receivable summary)

ULD	Transfer Date	Receiving Party	Transferring Party	Transfer Point	Control Receipt	Final Destination	Condition Code	Special Code	Posting Date	Demurrage
» From Carrier: DHL										
AKE90130LH	31Dec0001 1631	DHL	LH	AKL	086 03001805	1234567890128	SER	DEF	30Jul2020	347.20
										<b>DHL Total: 347.20</b>
» From Carrier: NZ										
PMC36105LH	04Aug2018 0758	NZ	LH	YVR	020-06801347	XXX	SER		10Aug2018	1512.00
AWA11690LH	16Aug2018 0902	NZ	LH	LAX	020-16829311	XXX	SER		22Aug2018	2016.00
PMC45020LH	08Sep2018 0843	NZ	LH	YVR	020-06882081	XXX	SER	ZZZ	03Oct2018	0.00
PMC48394LH	05May2018 0729	NZ	LH	YVR	020-06590216	XXX	SER		11May2018	1512.00
PMC49497LH	28Jul2018 0210	NZ	LH	YVR	020-06784430	XXX	SER		03Aug2018	1512.00
PMC49756LH	21Jul2018 0816	NZ	LH	YVR	020-06768890	XXX	SER		27Jul2018	1512.00
PMC50559LH	14Jul2018 0827	NZ	LH	YVR	020-06752411	XXX	SER		20Jul2018	1512.00
PMC50726LH	16Jun2018 0912	NZ	LH	YVR	020-06687494	XXX	SER		22Jun2018	1512.00
PMC53651LH	12May2018 0750	NZ	LH	YVR	020-06605478	XXX	SER		18May2018	1512.00
AKE82721LH	21Sep2018 0941	NZ	LH	LAX	020-16913782	XXX	SER		27Sep2018	2016.00
AKE83917LH	18Sep2018 0944	NZ	LH	LAX	020-06905485	XXX	SER		24Sep2018	2016.00
AKE64659LH	27Sep2018 0909	NZ	LH	LAX	020-06927113	XXX	SER		03Oct2018	2016.00
AKE66568LH	03Aug2018 0900	NZ	LH	LAX	020-06799639	XXX	SER		06Sep2018	2016.00

## Transaction entry screen

**XUCR v2**  
XUCRv2

Submit a new set of transactions.

XUCRv2 ID  
7eb03cfa-7553-40be-9524-325d80a94ac

**Transaction 1**

ID  
df92cd27-12e7-4683-ac95-698a9e26368d

Posting Date\*  
2020-09-03 11:12 PM

**Unit**

Type (Type)\*  
Extended

Type (Value)\*  
AKE

Serial Number\*  
12345

Designator Code\*  
LH

Condition Code\*  
SER

Special Code\*  
DEF

**Transfer**

Transfer Date\*  
2020-09-03 11:12 PM

Transferring Entity\*  
Lufthansa (LH)

Receiving Entity\*  
3PL CASS (GB-12345/678 9)

Transfer Point Type\*  
IATA Location Identifier

Transfer Point\*  
NRT

Control Receipt\*  
020

Final Destination Type\*  
IATA Location Identifier

Final Destination\*  
NRT