



# Interlining under IATA e-freight

## Functional Specifications

<IATA Cargo>

<IDFS>

<27/07/2009>

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### Version History

Version	Amendment Description	Date	By
0.1	Original Draft	16/02/2009	Z. Liao, B. Acheson, F. Leger
0.2	Updates: definitions, message descriptions, process charts	09/04/2009	Z. Liao, F. Leger
0.3	Updates following first task force conference call	16/04/2009	Z. Liao, F. Leger
0.4	Updates: MAWB definition; multiple transfer points; transmission of FSU to Issuing airline	28/04/2009	Z. Liao
0.5	Updates: As Is Paper Interlining Business Process	07/05/2009	Z. Liao
0.6	Updates: To Be Business Process	05/06/2009	Z. Liao
0.7	Updates: following fifth task force conference call	15/06/2009	Z. Liao
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0.9	Updates: following CBPP/33 suggestion on RP 1605 Attachment 'B'	02/07/2009	F. Leger, Z. Liao
1.0	Updates: following CBPP Chairman's suggestion	13/07/2009	Z. Liao
1.1	Updates: following CBPP/34 suggestion	27/07/2009	Z. Liao

# 1 Introduction

## 1.1 Objective

The objective of this document is to give an overview of the business process, business rules and electronic messages that could be implemented to support interlining in an IATA e-freight environment while complying with the appropriate Cargo Services Conference resolutions and/or recommended practices as they pertain to interlining<sup>1</sup>.

Interline carriage (also called as “Transshipment Type 2”) refers to the carriage over the routes of two or more airlines. Under interline carriage, freight is unloaded from one flight and loaded to another flight of a different airline for onward carriage.

The legal environment needs to be favourable. Implementation of the interlining under IATA e-freight should only be considered in countries that have Montreal Protocol 4 (“MP4”) and/or Montreal Convention 1999 (“MC99”) in force.

Note that the countries of origin, destination and any transfer points need to have ratified the MP4 or need to have ratified the MC99 (i.e. situation where one country signed MP4 and the other one signed MC99 is not in the scope).

Of particular interest will be the removal of the paper air waybill and transfer manifest during the cargo transfer between different airlines.

The goal is to have one common set of business process, business rules and electronic messages to support the interlining movement under IATA e-freight without the need to produce the paper documents in scope. The liability of each party (i.e. Carrier and Shipper) as per Montreal Convention 1999 and/or Montreal Protocol 4 must be ensured.

## 1.2 Definitions (as per Resolution 660 and/or Recommended Practice 1608)

AIRLINE, DELIVERING: The carrier who delivers the consignment to the consignee or his agent. (RP1608)

AIRLINE, FIRST: The participating airline over whose routes the first section of carriage is undertaken or performed.

AIRLINE, ISSUING: The airline whose air waybill is issued or who creates a shipment record.

AIRLINE, LAST: The participating airline over whose routes the last section of carriage under the air waybill or shipment record is undertaken or performed; or for the purposes of determining the responsibility for collecting charges collect and disbursement amounts, the airline which delivers the consignment to the consignee whether or not that airline has participated in the carriage.

AIRLINE, PARTICIPATING: An airline over whose routes one or more sections of carriage is undertaken or performed.

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<sup>1</sup> IATA Cargo Services Conference Resolutions Manual Resolution 660 Attachment ‘A’ Interline Traffic Agreement - Cargo



**AIRLINE, RECEIVING:** A participating airline that receives the consignment from a transferring airline.

**AIRLINE, TRANSFERRING:** A participating airline that transfers the consignment to a receiving airline.

**AIR WAYBILL:** A document made out by or on behalf of the shipper, which evidences the contract between the shipper and airline(s) for the carriage of cargo over the routes of the airline(s).

**AIR WAYBILL, MASTER:** An Air Waybill covering a consolidated consignment, showing the consolidator as shipper.

**CARGO CHARGES CORRECTION ADVICE (CCA):** The document used for the notification of changes to transportation charges, and/or other charges and/or method of payment.

**CARGO, TRANSFER:** Cargo arriving at a point by one carrier and continuing its journey therefrom by another carrier. (RP1608)

**CARRIAGE, INTERLINE:** The carriage over the routes of two or more air carriers. (RP1608)

**Note:** Under IATA e-freight 'Carriage, Interline' is also called Transshipment Type 2.

**CONSIGNEE:** The person whose name appears on the air waybill or in the shipment record as the party to whom the cargo is to be delivered by the airline or its agent.

**CONSIGNMENT:** Is equivalent to the term "shipment", means one or more pieces of goods accepted by the airline from one shipper at one time and at one address, receipted for in one lot, and moving on one air waybill or one shipment record to one consignee at one destination address.

**CONSIGNOR:** see "Shipper".

**DESTINATION:** The ultimate stopping place according to the contract of carriage. (RP1608)

**CARGO RECEIPT (also known as "Receipt for the Cargo"):** A document which is provided to the shipper, upon shipper's request, by the carrier creating a shipment record as a substitution for the issuance of an air waybill and which permits identification of the shipment.

**REROUTING:** The route to be followed as altered from that originally specified in the air waybill or in the shipment record.

**ROUTING:** The route to be followed as originally specified in the air waybill or in the shipment record.

**SHIPMENT RECORD:** Any record of the contract of carriage preserved by carrier, evidenced by means other than an air waybill.

**SHIPPER:** Equivalent to the term "consignor" means the person whose name appears on the air waybill or in the Shipment Record as the party contracting with the airline(s) for carriage of goods.

TRANSFER: Movement of cargo from one carrier to another against a transfer manifest. (RP1608)

TRANSFER MANIFEST: The document (paper or electronic version as agreed between the transferring airline and the receiving airline) executed by the transferring airline upon transfer of interline cargo and endorsed by the receiving airline as a receipt for the consignment transferred.

TRANSHIPMENT: The unloading of cargo from one flight and loading to another for onward carriage. (RP1608)

SYNTAX ERROR: Error with the format of the message, which does not comply with IATA Cargo-IMP message standard format.

### **1.3 Background**

As part of the IATA e-freight project, stakeholders can now remove the paper except when the cargo is interlined.

It has been agreed to expand the scope of IATA e-freight to cover interline transfer of IATA e-freight shipments which will increase the penetration.

### **1.4 Scope**

The purpose is to facilitate the interline transfer, between two airlines, using as many as possible existing procedures.

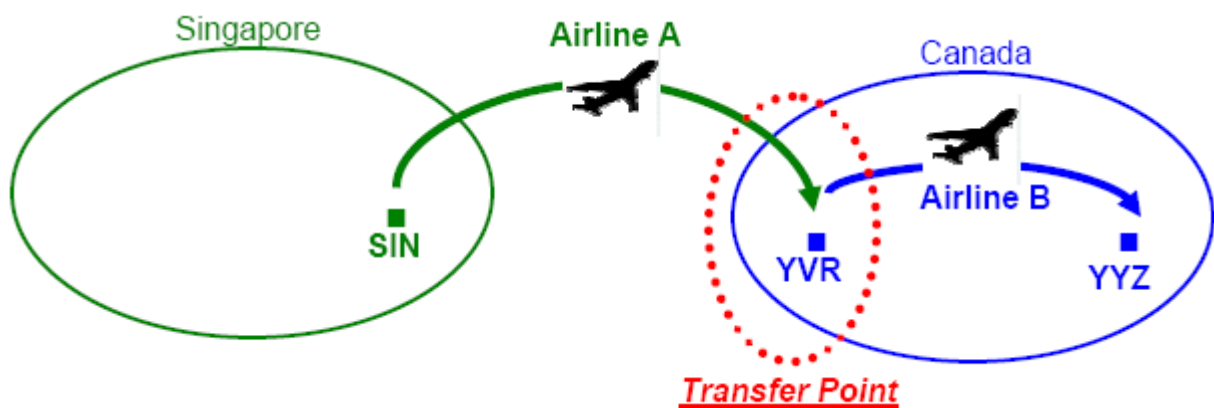
Focus will be on transferring and receiving airlines and procedures at transfer point (vs. for example, the first airline at origin airport).

Focus will be on the movement of cargo and not on the billing and settlement aspects which shall remain as-is.

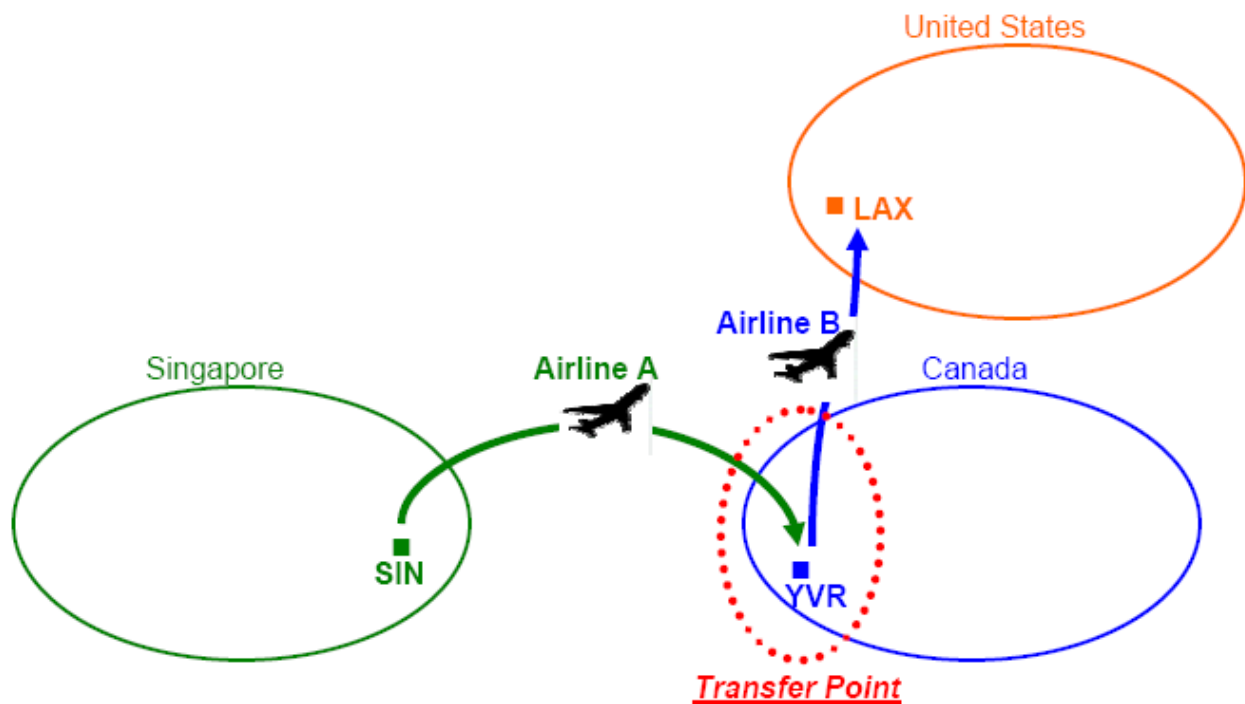
Customs aspects in origin country for export and customs aspects in destination country for import will not be considered.

Two typical interline scenarios are illustrated as follows: (The airlines and countries were selected randomly for illustration purpose only):

#### 1.4.1 Scenario One: Interline movement within the same country



#### 1.4.2 Scenario Two: Interline movement from one country to another



Stakeholders in scope:

1. Transferring airline
2. Receiving airline
3. Customs at transfer point

**Note:** The communication with Ground-handling agent (GHA) will be considered at a later stage.

Documents/information in scope:

1. Transfer Manifest
2. Air Waybill
3. House Manifest
4. House Waybill
5. Customs declaration/response at transfer point
6. Shipper's Declaration for Dangerous Goods

### **1.5 Standard Electronic Messages**

The purpose is to facilitate the interline transfer using as many as possible existing messages keeping those exchanges to a minimum.

Messages in scope:

➤ Airline Flight Manifest (FFM) Message

Message Function:

- To notify details of consignments loaded onto a specified flight.
- (optional) To notify details of the onward movements of consignment loaded onto a specified flight to enable transfers to be pre-planned.

➤ Air Waybill Data (FWB) Message

Message Function:

- To transmit a complete set of Air Waybill data in accordance with the Cargo Services Conference Resolutions Manual.

➤ Consolidation List (FHL) Message

Message Function:

- To provide a "Check-list" of House Waybills associated with a Master Air Waybill.
- (optional ) To provide details of House Waybill consignments.

## 7 Status Update (FSU) Message

Message Function:

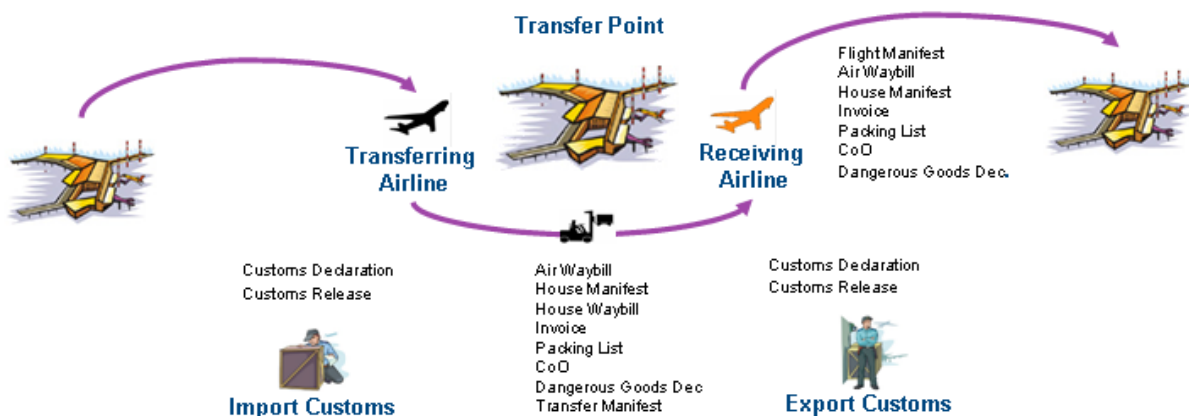
- To notify/update interested parties with a (change of) status of a specified consignment as recorded in the system of a handling party.
- FSU(TFD) indicates that 'the consignment has been physically transferred to this carrier on this date at this location'.
- FSU(RCT) indicates that 'the consignment has been physically received from this carrier on this date at this location'.

## 7 electronic Shipper's Declaration for Dangerous Goods

The electronic Shipper's Declaration for Dangerous Goods could be either the Cargo-IMP FDD message (Declaration for Dangerous Goods Data) or the XML equivalent as per the IATA Shipper's Declaration for Dangerous Goods Specifications.

## 2 'As Is' Paper Interlining Business Process

The following high level 'As Is' interlining business process in the paper environment is currently in place in most of the locations.



1. Transferring airline notifies receiving airline of the consignments to be transferred.  
**Note:** Notification may be done through booking with the receiving airline, and/or sending FSU message, or sending FWB message, etc., to the receiving airline.
2. If (advance cargo information is) required, transferring airline informs in advance the customs at transfer point of incoming consignments.
3. If required, upon arrival of the consignments, the transferring airline may have to lodge customs declaration for transshipment with the customs at transfer point and get the customs release prior to transferring the consignments to the receiving airline.

4. Transferring airline tenders the consignments to the receiving airline along with the following:
  - a. transfer manifest (as per CSC Recommended Practice 1605);
  - b. appropriate number of air waybills; and
  - c. any accompanying pouches containing house manifest, house waybills (if consolidation), and potential additional documents (invoice, packing list, certificate of origin, shipper's declaration for dangerous goods, CITES permit/certificate, etc.)
5. Before accepting the consignments from the transferring airline, the receiving airline:
  - a. checks the consignments and the accompanying documents against the transfer manifest;
  - b. checks the correctness of the freight information;
  - c. checks whether the consignments are in apparent good order and condition for carriage.

In case of discrepancies or cargo damaged, comments are included in the transfer manifest.
6. Receiving airline accepts the consignments with accompanying paper documents from transferring airline and both parties sign the transfer manifest.
7. Transferring airline and the receiving airlines retain their appropriate copies of the transfer manifest and the paper air waybills.
8. Receiving airline prepares its own flight manifest which includes the transferred consignments.
9. If required, prior to loading the consignments on the aircraft, the receiving airline may have to lodge customs declaration with the customs at transfer point and get the customs release.
10. Receiving airline loads the consignments for uplift with the appropriate documentation including air waybills along with any accompanying pouches containing house manifest and house waybills (if consolidation) and potential additional documents (invoice, packing list, certificate of origin, shipper's declaration for dangerous goods, CITES permit/certificate, etc.).
11. If (advance cargo information is) required, receiving airline informs in advance the customs at destination of incoming consignments.
12. Receiving airline flies the consignments to the onward destination which may or may not be the final destination;
13. Receiving airline may have to confirm the flight departure and provide other information to the customs at transfer point as required.
14. Receiving airline may inform the interested parties (e.g., participating airlines, forwarders) of the status of the consignments as agreed (using FSU message and appropriate status code).

**Note 1:** Local customs requirements may vary country by country, and also depending on the onward destination being international or domestic, and/or being a transfer point or final destination, therefore, the detailed customs procedures will not be described herein.

**Note 2:** A full AWB should be transferred from the transferring airline to ONE receiving airline; situation where one AWB is transferred to multiple receiving airlines is exceptional and not found to be an industry practice.

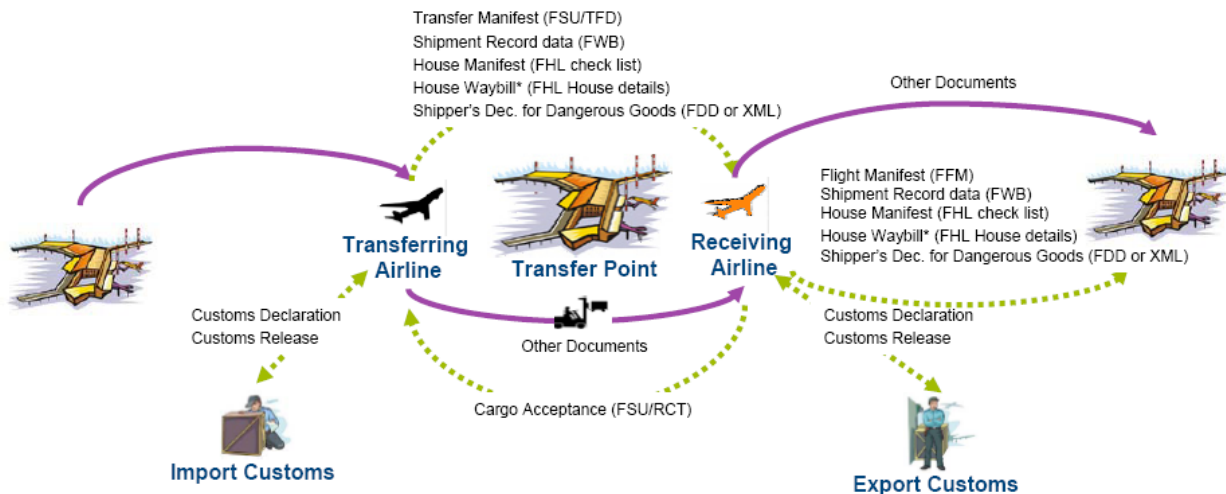
**Note 3:** In the situation where there are multiple transfer points, the same 'As Is' business process would apply at each transfer point (customs declaration would be performed according to local customs requirements).

**Note 4:** Split shipment is considered exception and would be handled at each airline's discretion.

### 3 To-Be Business Process

#### 3.1 To-Be business process overview

The following high-level "To Be" business process could facilitate interline transfer in an IATA e-freight environment:



\* Required only if Customs ask for advance cargo information

1. Transferring airline notifies receiving airline of the consignments to be transferred through booking with the receiving airline.

**Note 1:** It is recommended that FFR/FFA be used for booking with the receiving airline. Airlines might use other messages or methods as agreed to perform the booking.

**Note 2:** The FFR will hold special handling code EAW or EAP to identify e-freight shipments.

2. If (advance cargo information is) required, transferring airline informs the customs at transfer point in advance of incoming consignments by submitting the required data to the customs at transfer point.

**Note:** It is recommended that WCOCAR (cargo report) and/or WCOREP (conveyance report) messages be used to inform customs at transfer point; however, the messages

used to inform customs at transfer point and the freight details required by the customs at transfer point will be based on local customs requirements and national legislation.

3. If required, upon arrival of the consignments, the transferring airline may have to lodge customs declaration for transshipment with the customs at transfer point by submitting the required data to the customs at transfer point and get the customs release prior to transferring the consignments to the receiving airline.

**Note 1:** It is recommended that WCOCAR (cargo report) and/or WCOREP (conveyance report) messages be used to report to customs at transfer point; however, the messages used to lodge customs declaration at transfer point and the freight details required by the customs at transfer point will be based on local customs requirements and national legislation.

**Note 2:** The customs at transfer point may use WCORES/CUSRES – Import Customs Response message to permit the release.

4. The transferring airline may inform the issuing airline, the receiving airline, other participating airline(s), and/or freight forwarder(s) of the arrival of the consignments at transfer point by using FSU(ARR) message.

5. Transferring airline transmits the following EDI messages to receiving airline:

- FSU(TFD) informing the receiving airline of consignments transferred

- FWB populated with the current shipment record data from the transferring airline's system (versus the original FWB sent by the Shipper and the corresponding FSU(RCS) sent by the issuing airline)

- FHL (only if consolidation; Check List and/or Details of each House Waybill depending on local customs requirements)

- electronic Shipper's Declaration for Dangerous Goods (either the FDD message or the XML equivalent)

**Note 1:** If the transferring airline is not able to transmit the e-SDDG, then a paper SDDG will be transferred with the DG consignment;

**Note 2:** If the receiving airline is not yet able to accept the e-SDDG, then transferring airline will produce a paper SDDG generated from the e-SDDG.

6. Transferring airline tenders the consignments to the receiving airline along with any additional supporting documents currently not in scope of IATA e-freight (e.g., CITES permit/certificate)

7. Before accepting the consignments from the transferring airline, the receiving airline:

- Checks the consignments (and accompanying documents, if any) against the received EDI messages such as FSU(TFD), FWB, FHL, e-SDDG, etc.

- Checks the correctness of the freight information;

7 Checks whether the consignments are in apparent good order and condition for carriage.

8. Receiving airline accepts the consignments along with any additional supporting paper documents (not in scope of IATA e-freight) from the transferring airline, and transmits FSU(RCT) to the transferring airline confirming the acceptance of the consignments transferred.

**Note 1:** In case of damaged consignments, remarks should be entered into OSI line of the FSU(RCT).

**Note 2:** In case of discrepancies, the discrepancies could also be inserted in the OSI line of the FSU(RCT) message; in addition, airlines may agree to use FSU(DIS) or FAD/FDA messages to provide further information on the discrepancies, or otherwise use the current paper discrepancy report process.

9. Transferring airline and receiving airline archive the EDI messages exchanged, such as the FWB, FSU(TFD), and FSU(RCT).

**Note:** The archiving requirements will be based on applicable national law.

10. Receiving airline prepares and transmits the flight manifest (FFM) which includes the transferred consignments as well as other messages such as FWB, FHL, etc.

**Note:** The special handling code EAW or EAP should be inserted in the FFM message and other messages as required to inform the recipient of the incoming e-freight shipments.

11. If required, prior to loading the consignments on the aircraft, the receiving airline may have to lodge customs declaration with the customs at transfer point and get the customs release.

**Note 1:** It is recommended that WCOCAR – Export Cargo Declaration message be used to report to customs at transfer point; however, the message used to lodge customs declaration at transfer point and the freight details required by the customs at transfer point will be based on local customs requirements and national legislation.

**Note 2:** The customs at transfer point may use Wcores/CUSRES – Export Customs Response message to permit the release.

12. Receiving airline loads the consignments for uplift along with any additional supporting documents (not in scope of IATA e-freight).

13. If (advance cargo information is) required, receiving airline informs the customs at destination in advance of incoming consignments by submitting the required data to the customs at destination.

**Note:** It is recommended that WCOCAR (cargo report) and/or Wcorep (conveyance report) messages be used to inform customs at destination; however, the messages

used to inform customs at destination and the freight details required by the customs at destination will be based on local customs requirements and national legislation.

14. Receiving airline flies the consignments to the onward destination which may or may not be the final destination.
15. If required, receiving airline may have to confirm the flight departure and provide other information to the customs at transfer point.

**Note:** If required it is recommended that WCOREP (conveyance report) message for flight related information and/or WCOCAR (cargo report) message if consignment information be used to inform customs at transfer point; however, the messages used to inform customs at transfer point will be based on local customs requirements and national legislation.

16. Receiving airline may inform the issuing airline, other participating airlines and forwarders of the status of the consignments as agreed (using FSU message and appropriate status code, e.g., FSU(DEP)).

### **3.2 Fallback Procedure**

In case the access to the EDI system is temporarily unavailable due to any reasons, a fallback (or recovery) procedure should be agreed and in place between the Transferring Airline and the Receiving Airline such as but not limited to:

1. Transferring Airline issues a paper Transfer Manifest as per CSC Recommended Practice 1605;
2. Transferring Airline prints a paper air waybill generated from the Shipment Record data in its system and provides to the Receiving Airline;
3. Receiving Airline notifies (e.g., telephone, facsimile, e-mail) the Transferring Airline when realising missing Shipment Record data;
4. Transferring Airline provides the paper Shipper's Declaration for Dangerous Goods to the Receiving Airline.

In case the Receiving Airline is not able to retrieve the EDI messages exchanged, it is recommended that the Receiving Airline sends an electronic air waybill data request (FWR) message as per Cargo Interchange Message Procedures (Cargo-IMP) to the Transferring Airline and in response, the Transferring Airline re-sends the Shipment Record data (FWB) message to the Receiving Airline.

### **3.3 Amendments to CSC Resolutions**

Attachment 'A' to the CSC Resolution 660 'Interline Traffic Agreement – Cargo' and Recommended Practice 1605 'Transfer Manifest' will be updated to enable multilateral interlining in an IATA e-freight environment.

### 3.4 Archiving of the electronic Transfer Manifest and Shipment Record

Transferring and receiving airlines (or their respective representatives, e.g. GHA, CCS, CDMP) should have archiving capabilities and if required, provide online access to archived electronic information (such as FSU(TFD) and FSU(RCT) messages and the, Shipment Record data) throughout the storage period.

The archiving technology should:

1. Guarantee integrity of the content through out the storage period;
2. Allow long-term availability of records;
3. Enable the organisation to retrieve data quickly enough to respond to a legal request within the stipulated deadline;
4. Be able to grow with the business;
5. Include a recovery plan.

### 3.5 Charges Correction Advice (CCA) process

In the case of discrepancies between the cargo transferred by the transferring airline and the cargo accepted by the receiving airline then a CCA shall be issued.

The CCA process will remain as is for the time being and no modification has been identified.

## 4 Standard electronic Transfer Manifest

The electronic Transfer Manifest shall be:

- initiated by the IATA Cargo Interchange Message Procedures (Cargo-IMP) Status Update message (FSU) with the status code TFD; and
- confirmed by the IATA Cargo Interchange Message Procedures (Cargo-IMP) Status Update message (FSU) with the status code RCT.

### 4.1 FSU(TFD)

The FSU(TFD) message shall be used by the Transferring Airline to notify the Receiving Airline of the consignment transferred.

- The definition of TFD is “the consignment has been physically transferred to this carrier on this date at this location”.

STATUS DETAILS											
	Carrier Code	Day	Month	Time	Airport Code	T / P	Number of Pieces	K / L	Weight	Transfer Manifest Number	
TFD	/	/			/					/	

### 4.2 FSU(RCT)

The FSU(RCT) message shall be used by the Receiving Airline to confirm receipt of the consignment to the Transferring Airline.

- The definition of RCT is “The consignment has been physically received from this carrier on this date at this location”.

STATUS DETAILS										
RCT	Carrier Code	Day	Month	Time	Airport Code	T/P	Number of Pieces	K/L	Weight	

**Note:** An optional signature field (name of the individual) will be added to both FSU(TFD) and FSU(RCT).

### 4.3 Transfer Manifest layout

If the electronic Transfer Manifest needs to be printed on paper then the layout should be in accordance with Attachment 'A' to Recommended Practice 1605 and the technical specification should be according to Annex 1.

## 5 Benefits of the proposed solution

Implementing the proposed solution based on the legal, business and technical requirements a list of non-exhaustive benefits has been identified.

1. Compliance with existing Protocols, Conventions and Resolutions
2. As a rule, reproduce the existing process to limit process reengineering
3. Facilitate the flow of goods by limiting the situation where the freight cannot be carried by the Carrier (information in contract always in sync. with physical freight)
4. Paper processing costs reduction by the removal of the paper Transfer Manifest (no need to print and handle the paper)
5. Use existing technical capabilities and existing standard electronic messages with limited number of enhancements





## 1. Name of the Airline <sup>1</sup>

The name of the airline shall be entered and will be determined by the following CARGO-IMP data:

FSU(RCT) Ref. 4.3.1 Carrier Code (Transferring Carrier) Data Element No. 312

## 2. No. (Serial Number) <sup>2</sup>

The serial number may be entered and will be determined by the following CARGO-IMP data:

FSU(TFD) 11.5.2 Transfer Manifest Number Data Element No. 118

## 3. Airport <sup>3</sup>

The airport shall be entered and will be determined by the following CARGO-IMP data:

FSU(TFD) 11.3.7 Airport Code (of Transfer) Data Element No. 313

## 4. Date <sup>4</sup>

The date shall be entered and will be determined by the following CARGO-IMP data:

FSU(TFD) 11.3.3 Day (of Transfer) Data Element No. 202, FSU(TFD) 11.3.4 Month (of Transfer) Data Element No. 201 and 11.3.5 Actual Time (of Given Status Event) Data Element No. 203 – time being optional.

## 5. Transferred To (Name of the Receiving Carrier) <sup>5</sup>

The name of the receiving carrier shall be entered and will be determined by the following CARGO-IMP data:

FSU(TFD) 11.3.1 Carrier Code (Receiving Carrier) Data Element No. 312

## 6. Air Waybill Number <sup>6</sup>

The air waybill number shall be entered and will be determined by the following CARGO-IMP data:

FSU(TFD) 2.1 AWB Identification Data Element No. 112 and Data Element No. 113

## 7. AWB Destination Airport <sup>7</sup>

The air waybill destination airport shall be entered and will be determined by the following CARGO-IMP data:

FSU(TFD) 2.2.2 Airport/City Code (of Destination) Data Element No. 313

## 8. Number of Packages <sup>8</sup>

The number of packages shall be entered and will be determined by the following CARGO-IMP data:

FSU(TFD) 11.4.3 Number of Pieces Data Element No. 701

## 9. Weight (specify kg or lb) <sup>9</sup>

The weight may be entered and will be determined by the following CARGO-IMP data:

FSU(TFD) 11.4.4 Weight Code Data Element No. 601 and 2.3.5 Weight Data Element No. 600

## 10. Remarks <sup>10</sup>

The remarks may be entered and will be determined by the following CARGO-IMP data:

FSU(RCT) 24.2 OSI Details (1st Line) Data Element No. 405 and 24.3 OSI Details (2nd Line) Data Element No. 405

## 11. Transferred By (Name of Transferring Carrier) <sup>11</sup>

The name of the transferring carrier shall be entered and will be determined by the following CARGO-IMP data:

FSU(RCT) 4.3.1 Carrier Code (Transferring Carrier) Data Element No. 312

## 12. By (Signature) <sup>12</sup>

The signature of the individual from the transferring carrier may be entered and will be determined by the following CARGO-IMP data:

Insertion of new FSU(TFD) Delivery to Detail Data Element No. 300

### 13. Received By (Name of Receiving Carrier) <sup>13</sup>

The name of the receiving carrier shall be entered and will be determined by the following CARGO-IMP data:

FSU(TFD) 11.3.1 Carrier Code (Receiving Carrier) Data Element No. 312

### 14. By (Signature) <sup>14</sup>

The signature of the individual from the receiving carrier may be entered and will be determined by the following CARGO-IMP data:

Insertion of new FSU(RCT) Received from Detail Data Element No. 300

### 15. Time <sup>15</sup>

The time when the cargo was transferred may be entered and will be determined by the following CARGO-IMP data:

FSU(RCT) 4.3.5 Actual Time (of Given Status Event) Data Element No. 203

### 15. Date <sup>16</sup>

The date when the cargo was transferred shall be entered and will be determined by the following CARGO-IMP data:

FSU(RCT) 4.3.3 Day (of Transfer) Data Element No. 202 and 4.3.4 Month (of Transfer) Data Element No. 201