

1-Stop Connections Pty Ltd.

Newsletter

www.1-stop.biz



Tel: 1300-881-055

PRA UPDATE...

The electronic PRA process for containerised cargo successfully took effect 1st September 2004 at all major Patrick & PO Ports terminals around Australia.

A reminder for exporters not yet prepared for the change over, Terminal operators will only accept paper ERAs until 1st November, 2004. A fee applies in these instances and delays may be experienced if using this manual process.

After November 1 paper ERA's will no longer be accepted at the following Terminals:-

Syd – Port Botany
Bris – Fishermans Island
Melb – East & West Swanson; &
Frem – North Key terminals.

Empties will still be received by paper ERAs until further notice.

PRA CONTINGENCY PROCEDURES...

1-Stop's circular dated 9th September, 2004 announced contingency plans for instances when system problems prevent the lodgement of electronic pre-receival advices (PRAs).

If an outage is declared, either due to problems with the terminal Electronic Data Interchange (EDI) or the 1-STOP EDI processing system, the terminal will prepare to accept paper PRAs. **The terminal will accept paper PRAs for any**

container with a valid vehicle booking system time slot during the outage period.

An outage will only be declared if it is expected that the affected system will be disabled for more than two hours. If the outage time is anticipated to be less than two hours, 1-STOP will advise its customers of the problem and warn them to expect delays.

If the system delay occurs when the terminal gates are closed and a manual workaround is not possible, 1-STOP will advise users that PRAs can still be lodged but they will not be processed immediately. System users will be told to expect delays in the response time of PRAs. In all cases, an outage must be declared before paper PRAs will be accepted.

Please be aware **Customers must have their own contingency plans to cover outages in your own internal systems**, including Internet Service Provider (ISP) down time.

PRAs CODES...

There is a lot of confusion from a user's perspective regarding correct codes to be used when lodging a PRA eg. Commodity codes and container ISO codes etc. 1-Stop has taken steps with the Terminals Australia wide and with Shipping Australia for consistency across the board with these codes. The outcome will be advised to all 1-Stop system customers and PRA

Developers to make all codes uniform in their systems which will alleviate a number of the issues currently being experienced.

In the interim the following is a general guideline which will assist system users:-

ISO Codes – This is the 4 digit numeric code displayed on the container identifying its size and type.

When lodging a PRA you must declare the valid ISO code on your container, this can be obtained from your transport company when they advise you the container number.

If you lodge the correct ISO code and receive a rejection, contact the 1-Stop helpdesk and we will make arrangements for the relevant terminal to add the ISO code. **NB. 8ft containers are no longer in existence therefore codes starting with '20' such as 2000, 2010, 2040, 2070, 20G0, 20G1, 20HO, 20TO etc will not be added.**

Commodity Codes – Currently the terminals combined have approximately 120 commodity codes relevant to their yard handling requirements. A number of these codes are linked to business rules eg. A Hard Frozen Meat code will be linked to a hard frozen temperature setting range for reefer containers.

If your commodity code is not found in the 1-Stop system or you receive a REJECTION message relating to '**commodity code not defined**' you may use the following generic codes:-

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For General Purpose units -
GENL – General Cargo

For Reefer units -
REEF – Other Reefer Cargoes

If you are exporting dangerous / hazardous goods you must use the following commodity code: -

HAZ - Dangerous Goods

If you are exporting in an open top container which is over height or a flat rack unit or similar with over height, over length and/or over width dimensions you must use the following commodity code: -

OOG – Out of Gauge

If you still receive rejections it is important that you contact the 1-Stop helpdesk on 1300-881-055 for assistance.

PRA's FOR LATE RECEIVALS...

If exporters have arranged for a late receipt ie. arranged for delivery of containerised cargo after vessel cut off time, exporters must ensure that the PRA is lodged and accepted prior to cut off.

The terminal systems will REJECT a PRA if the vessel has cut off for receipts.

For any scenarios or circumstances outside the above procedure, exporters will need the shipping company to make special arrangements with the terminals as electronically PRA's cannot be processed after vessel cut off.

PRA TIPS...

A few more tips for users of the 1-Stop PRA facility this month...

⇒ Rejections relating to 'invalid / not recognised Lloyds number' - first check your Lloyds number is correct, if it is correct and you are using a system other than the 1-Stop website, it is most likely that you have the wrong terminal code eg. You may have lodged the PRA at Patrick Fisherman Island (ASFI3) but should have lodged it for PO Ports Fisherman Island (CONFI). **NB.** Customers using the 1-Stop website do not have this issue as the PRA section automatically provides the correct Lloyds and terminal from the schedule information.

Users of other software with a 1-Stop subscription can check the Lloyds and terminal information in our schedule area.

⇒ Rejections relating to 'Line Operator not defined' - this rejection advises that the Shipping Line Operator code that you have entered is not valid for the vessel / terminal. You can contact the 1-Stop helpdesk to confirm the code which should be used however below are some of the most common codes for which we receive enquiries: -

HSC – Hanjin Shipping Line (Flinders)
CSC – China Shipping Cntr Line
CCS – Chief Container (Swire)
COS – China Ocean (Cosco / Five Star)
GSL – Zim Shipping Line

NB. Customers using the 1-Stop website do not have this issue as

the PRA section automatically provides the relevant lines for each vessel selected.

Users of other software with a 1-Stop subscription can check the Line Operator information in our schedule area.

⇒ Rejections relating to 'Discharge UNLOC code not defined' - this rejection advises that the discharge Port code that you have entered is incorrect for the vessel selected. Contact the 1-Stop helpdesk to check your code.

NB. Customers using the 1-Stop website do not have this issue as the PRA section automatically provides the relevant discharge ports as default for each vessel selected.

Users of other software with a 1-Stop subscription can check the Discharge port information in our schedule area.

HELPDESK @ 1-STOP...

To ensure that all queries are answered promptly and through the correct channels, it is important that all 1-Stop Customers contact the helpdesk.

For all administration enquiries, system issues or account queries, the contact details are as follows:

1300-881-055
helpdesk@1-stop.biz

We appreciate your co-operation.