TIS : EDI FOR CONSIGNMENT AND MOVEMENT CONTROL

Abstract

This document is part of the Technical Interface Specification (TIS) for Direct Trader Input (DTI) to CHIEF and for Inventory systems. It defines the EDIFACT messages for consolidating consignments and controlling movements.

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Issue: 1.4
Date: 28/11/2013

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1. INTRODUCTION

1.1. Scope

This document is part of the Technical Interface Specification (TIS) for Direct Trader Input (DTI) to CHIEF and for Inventory systems. It defines the EDIFACT messages for consolidating consignments and controlling movements.

The movement control interface was initially provided for Imports. CHIEF only controls Import entries at the Office of Import. The design depends on the entry only having to be controlled at a single location. An Import entry can be linked to the consignment details held in an Inventory system. This requires an Inventory Consignment Reference to be declared and the Inventory system identified for an entry. CHIEF then initiates the linking of the entry to the consignment by sending the Entry Reference to the Inventory system.

For Exports, CHIEF controls the goods not only at the Office of Export but also at subsequent potential Offices of Exit. This meant that the Import approach could not be used for Exports. However, it should be noted that Imports could be changed to use the same approach as Exports.

Both interfaces are defined in this document to highlight the similarities and differences.

The structure of the document is:

Section 2: Gives an overview of consignments and how they may be identified;

Section 3: Gives an overview of Inventory linking Import entries;

Section 4: Contains the Inventory linked Import entry transaction flows;

Section 5: Specifies the Import inventory messages;

Section 6: Gives an overview of consignment control for Exports;

Section 7: Contains the Export consignment control flows;

Section 8: Specifies the Export consignment control messages.

The specification depends on information given in other TIS documents as identified in Section 1.2.

1.2. Relationship with other TIS Documents

The EDI Specification (see Reference [1]) describes the approach to EDI adopted by CHIEF, in particular the interactive use of EDIFACT within a session. The document includes the definition of EDIFACT segments, data elements and code lists. It also defines the messages used to reports errors and to acknowledge receipt of a message (i.e. CUSRES, CONTRL and UKCTRL).

The other TIS documents are:

- Imports (see Reference [2]) which gives an overview of Imports and defines the various declaration messages and the response messages;
- Exports (see Reference [3]) which gives an overview of Exports and defines the various declaration messages and the response messages;
- Requests and Reports (see Reference [4] which defines reports and common facilities that apply to both import and export entries;
- Data Definitions (see Reference [5]) which defines all the data elements that are used in the messages.

1.3. Conventions used in the Message Definitions

1.3.1. Data Element Tables

The data requirement is shown for each transaction. The data element definitions are given in Reference [5].

The tables identify groups of elements and a group can contain another group, for example, a tax line within an item.

The data requirement for each of the messages is indicated by means of the following abbreviations which apply at group and element level. For elements within a group the requirement is for the element within an occurrence of the group (e.g. an item, a consignor):

M	Mandatory.
Blank	Data is not required.
O	Data is optional; it may be omitted at declarant's discretion.
Cn	Data is conditional (e.g. required when other fields are supplied or as required by the CPC or commodity). The 'n' identifies a rule following the table where the nature of the condition is specified.
C	For the output messages a rule is not specified. Generally the presence of the element depends on whether the data or related data was declared or not. Notes are given where clarification is thought to be necessary.
a	Identifies a note following the table.
(n)	The "M", "C" or "O" is followed by the maximum occurrences in brackets when more than 1.

1.3.2. Message Branching Diagrams

The message diagrams follow the standard EDIFACT format and include the UNH/UNT service segments that bound each message. The UNB/UNZ service segments are not used for the interactive messages exchanged within a user session as specified in this document.

Segments can be mandatory or conditional, signified by M or C beneath the segment name; the number following gives the maximum occurrences possible for that segment. For mandatory segments the minimum number is one; for conditional it is zero.

1.3.3. Message Specification Tables

The message specifications detail how the CHIEF data elements are mapped to the elements of an EDIFACT message. A given message specification can cover many variants with the data elements that can occur for a particular variant detailed in an associated data element table.

The data elements are mapped onto standard EDIFACT segments identifying the specific data element, optionally within a composite and specifying any associated qualifier codes.

The tables are defined in the order in which the segments occur within the message definition and the elements occur within the segments.

The columns of the tables are used as follows:

1. The first column identifies the section of the message (i.e. H - header, D - detail, S - summary) and the segment group in which the segment occurs.

2. The ‘Data Element’ columns identify the EDIFACT Segment; the Composite/Simple Elements; and the Components of a compound element.
3. The ‘Value’ column gives the required literal value (in quotes) of an element (qualifier, code list, responsible agency) or the CHIEF data element name (see Reference [5]). Elements that are not used are identified by the null literal “”.
4. The ‘Notes’ column, as well as giving general information, is used to detail the presence (“M” if mandatory or “C” if conditional or optional) of standard elements that occur for all variants and are not detailed for each variant in the relevant data element table.

It should be noted that:

a. Elements and segments are omitted from a message when they do not contain data and are not required to support a subordinate segment.

b. Occurrences of a segment may be transmitted in any order.

c. Where data is mapped into a composite that can repeat within a segment (CST only), the composites have positional significance.

END OF SECTION 1

2. CONSIGNMENT REFERENCES AND CONTROL

2.1. Introduction

The section gives an overview of the relationship between declarations and the way in which goods move and are identified.

Import entries are currently either inventory linked or non-inventory linked. This terminology comes from the way an import entry may identify a consignment known to a particular inventory system (i.e. linked). For Exports, an entry is not so linked; rather movements are controlled by an Inventory system. For imports, the CHIEF interface with an Inventory system was designed to support the inventory matching transaction which requires the Inventory system to compare data in its database and respond. There is no such check for an export movement and the messages from CHIEF simply have to be acknowledged.

Exports is implemented so it can use the Inventory system links that exist for imports but the movement control messages from CHIEF (ERS/EMR) can also be sent to trade roles in the same way as the report messages (i.e. within UNB/UNZ segments identifying the destination role/location, see Reference [4]).

2.2. References

A declaration accepted by CHIEF has a number of references by which it may subsequently be identified:

- A Declaration UCR (DUCR) and part number can be supplied by a trader to provide an internationally unique reference to the entry. If the trader does not supply a DUCR/part, one is generated by CHIEF based on the Entry Reference. For some types of declaration a DUCR/part must be supplied; it is highly recommended that it should be supplied in all cases. It should be noted that a trader supplied DUCR satisfies the Safety and Security requirement for a transport document to be declared for each item.
- An Entry Reference is generated by CHIEF.
- A MRN is allocated by CHIEF based on the Entry Reference and the version of the declaration. The MRN can be supplied as an alternative reference to the entry in the DECLN-UCR and UCR elements (see Reference [5]).
- A declarant's reference which is output on various reports but cannot be used to access the entry.

The goods covered by a declaration can also have a consignment reference which may cover a consolidation of the goods with those included in other declarations. A Master UCR is the internationally unique reference to a consolidation supported by CHIEF. For Imports the Master UCR includes the Identity of the Inventory system and the Inventory Consignment reference.

The structure of UCRs supported by CHIEF is intended to be consistent with the recommendations of the WCO (see Annex B).

An Inventory system can also give a movement its own local Movement Reference. A consignment can be split with parts of the consignment moving independently. Splits are not individually identified on CHIEF but can be given a Movement Reference by the trade systems handling split movements.

These references are described further in the following subsections.

2.2.1. Entry Reference

In the manner of Imports, CHIEF allocates a 3-part reference to each declaration:

- **EPU (EPU-NO)**. As associated with the CHIEF Role in which the declaration is made.
- **Entry Number (ENT-NO)**. A 7-character value allocated from a sequence associated with the submitting trader's EPU and reset at the start of each month. The last character is a 'check' character covering the EPU and date as well as the entry number. An Exports reference starts with a character, whilst an Imports reference is all numeric (e.g. Exports "A12345X", Imports "612345B").
- **Date (DT-OF-ENT)**. Identifies the date on which the declaration was made.

2.2.2. Declarant's Reference

The Declarant may optionally advise his own commercial reference for the declaration (as Box 7: TDR-OWN-REF-ENT) but CHIEF assigns it no special significance. In particular, there is no requirement that it is unique and it is not supported as a key to the declaration for subsequent operations.

The value is essentially superseded by the Declaration UCR. It is output on various reports (e.g. FAS Statement) so it may still be of use to the trader. It is passed to MSS where it may be used as the basis of a search.

2.2.3. Declaration UCR

It is a Customs requirement that Export declarations made under the simplified procedures should include a Declaration UCR by means of which Customs may audit the corresponding entry in the trader's records.

Though Customs only required Declaration UCRs to be supplied for Supplementary Declarations, there are system benefits (e.g. duplicate entry detection) where one is supplied. UCRs are expected to be required in the future for all procedures, and software suppliers and CSPs are therefore invited to encourage their use.

CHIEF derives a Declaration UCR based upon the Entry Reference when none is supplied so that the Inventory system interface for Exports can be based entirely on UCRs.

The UCR structures that may currently be used for a Declaration UCR (DECLN-UCR) are defined in Reference [5]. Tariff Volume 3 (see Reference [6]) should be referenced for the definitive values. For auditability, the WCO structure ensures that a UCR is unique within the set of all UCRs for 10 years; this more than meets the Customs requirement for declarations.

CHIEF ensures that the Declaration UCR is unique amongst all known UCRs (both Declaration and Master) and establishes it together with any part number as a key to the Entry. An initial declaration with a Declaration UCR/part already known to CHIEF is treated as a duplicate, providing essential data elements correspond. In this case, a CUSRES is returned on the assumption that the declaration has been retransmitted because the previous reply was lost.

Where a number of declarations are made having the same Declaration UCR, then the movement of each must subsequently be controlled by specifying the unique combination of DECLN-UCR and DECLN-PART-NO.

It is expected that UCRs will eventually be allocated automatically by trader systems and transmitted electronically to other interested parties – for example, to a consolidator, carrier or Inventory system. In such circumstances there should be little opportunity for corruption. However, it is recognised that for many years UCRs will often be manually transcribed (e.g. a UCR can be keyed for arrival at a non-inventory linked location and for Customs control actions) so the possibility of keying errors is significant. The WCO has not addressed this issue (see Annex B) but CHIEF supports a check letter covering both the Declaration UCR and any associated part number.

The check letter is included in DECLN-PART-NO, immediately following the optional number (see Reference [5]). CHIEF does not insist that a check letter is supplied, but if one is input then it is checked. Whenever CHIEF outputs DECLN-PART-NO (e.g. in responses and reports), the check letter is included. The check letter can be generated and tested by a trade system according to the algorithm defined in Reference [5].

2.2.4. Master UCR

The Master UCR is an internationally unique reference for a consolidation of consignments. A consolidation can consist of a mixture of consignments at the declaration level as identified by DUCR/part and other consolidations as identified by MUCR. A consolidation need only contain the goods covered by a single declaration allowing the MASTER-UCR to be the reference to the consignment as known to an Inventory system.

For Master UCRs Customs only require uniqueness while the reference is still known to CHIEF/IES (unlikely to be more than 6 months). The UCR structures that may currently be used for a Master UCR (MASTER-UCR) are defined in Reference [5].

For Imports the only Master UCR format that is currently supported is the Inventory Consignment Reference format (i.e. GB/i..i-s..s). It should be noted that for Imports CHIEF allows just the Inventory Consignment Reference to be supplied in this element when the associated Inventory system is defined for the submitting trader role.

On Export reports that relate to a particular movement it is the Master UCR by which the movement was arrived. If the movement was not arrived by a Master UCR, it is the Master UCR for the consolidation containing the goods covered by the declaration if the entry is in a consolidation.

2.2.5. Import Inventory Consignment Reference

Though each Inventory system typically associates an Inventory Consignment Reference (ICR) with each Import consignment under its control, the nature of the reference varies from system to system, as does its relationship to any associated Customs declaration. In particular, whilst in some systems the ICR is associated uniquely with a CHIEF Entry, in other cases it may be associated with a consolidation of a number of Entries. Further, the value is private to each Inventory system and thus requires this latter context for more public use.

This initially constrained traders to operate in different roles according to the Inventory system that they wished to use. With both the ICR and the Inventory system identified in the Master UCR this constraint no longer need apply but it is still the case for the trader roles defined on CHIEF.

2.2.6. Export Movement Reference

For Exports, a Movement Reference can be used to identify uniquely each split (see Section 2.4) that needs to be separately controlled at a location/shed at the same time. In principle, the same movement reference should not be used for another split until the current one has departed, but this is not enforced by CHIEF. CHIEF also allows splits to be further distinguished by the date/time of their arrival at the location/shed. An Inventory system should agree with local Customs how these mechanisms are to be used to control split movements at each location so that particular splits can be selected for examination when required.

2.3. Export Consolidation Control

Where the goods covered by a number of separate export declarations are to be moved as a consolidation, a consolidation may be created. A consolidation is identified with a Master UCR. An operation on the consolidation is automatically applied to each underlying declaration.

The association of a Declaration UCR/part with a Master UCR may be achieved in any of the following ways:

- The submitting trader may declare the Master UCR with which the Declaration UCR/part is to be associated. It should be noted that the association cannot be changed by giving a different Master UCR on amendment.
- An Inventory system or consolidator may explicitly associate a Declaration UCR/part with a Master UCR.

The declaration can be removed from one consolidation and added to another, subject to the restriction that it may at any time only belong to one (or no) consolidation. It is also permitted to further consolidate a number of consolidations and declarations under a single Master UCR to a maximum depth of 8.

A consolidation is created when a Master UCR is first identified to CHIEF on a declaration, an (anticipated) arrival or an associate. A consolidation is created in an 'open' state allowing the consolidation to be arrived and declarations still to be made into or associated with the Master UCR. While 'open' the status (MASTER-SOE) of an arrived master movement is "0" and the route will be the most severe of the known consignments in the consolidation. Once all components of the consolidation have been declared and associated as necessary the state can be set to 'shut' using the associate (see 7.1.1) or shut (see 7.1.2) interface. A 'shut' consolidation can be further consolidated by association with another Master UCR.

Declarations cannot be made into a 'shut' consolidation but changes to the consolidation can be made by association; this is restricted further following arrival to the agent/inventory system that notified the arrival. This means that the consolidator is responsible for the contents and should ensure all consignments are declared before the consolidation is 'shut'. Once the consolidation has arrived the agent/inventory system needs to be involved in any changes to retain control over loading the consolidation since changes could result in permission to progress being revoked.

The check that is made to decide whether a shut consolidation can be changed applies to both association and disassociation. Thus when associating with a new Master UCR the user must be both able to disassociate from any current Master UCR and associate with the new Master UCR.

The check for each shut consolidation that is impacted depends on whether there are any anticipated or arrived movements for the Master UCR that do not have permission to progress. If there are then the current user must have an interest in at least one such movement. The test for such interest depends on the Inventory system controlling the movement and is one of the following:

- the user's role must be associated with the same Inventory system – the check is on the first 3 characters of the Inventory system identifier.
- the user's role must be either the owner of the movement or the nominated agent.

The consolidation mechanisms can be used for a single consignment. This means an Inventory system can be designed around handling consignments at a particular level regardless of whether they are actually consolidations or not (e.g. booking reference, Master or House Airwaybill number). However, it should be noted that the response to an (anticipated) arrival notification only returns entry details when a Declaration UCR is given. If a Master UCR is given, processing is asynchronous – including the case that the consolidation only consists of a single consignment.

The inventory system interface allows movements to be controlled at the consolidation or consignment levels (see Section 2.5).

It should be noted that inventory control can be provided by a consolidator's system subject to Customs authorising the use of the inventory interface messages and CSP support for a distributed inventory.

2.3.1. Automatic disassociation from Consolidation

An Export consignment will be automatically disassociated from the consolidation in which it resides when any of the following events occur on CHIEF:

- Automatic deletion of pre-lodged Export entries (ICS X9);
- Customs cancellation (ICS 92);
- Trader cancellation (ICS 92);
- Entry termination – goods seized, destroyed or released to Queen's warehouse (ICS 05, 07, 09);
- Responsibility for Entry transferred to MSS (ICS 06);
- Deletion (purge) of Export Entry after 4 months;
- Termination of a Consolidation (ICS 05, 06, 07, 09).

2.4. Export Split Loads

An export consignment may need to be split for transporting the goods, in which case the separate movements can be identified by a movement reference so that each split can be separately identified for control purposes at a location. The movement reference is provided on arrival at a location and can be different for each location at which the split arrives. A possible scenario for an export under the Local Clearance Procedure is:

- The trader submits a PSA for the goods and CHIEF gives permission to progress.
- The goods are loaded into a number of lorries/containers that travel independently to the port (or ports).
- As each arrives, the Inventory system notifies CHIEF of the split arrival, generally resulting in permission to progress. CHIEF accepts many such split arrivals for the same Declaration UCR, each with its own (or shared or null) movement reference.

- The goods are loaded on the next available vessel/flight.
- The Inventory system notifies CHIEF of each departure containing some of the consignment – departure may be notified for each split, though the movement reference is not passed and CHIEF does not attempt to reconcile the arrival and departure of each split.
- The trader subsequently makes one or more supplementary declarations as required to cover the actual departures (e.g. too many items, incompatible CPCs, different departure dates), each uniquely identified by Declaration UCR and part number.

Although the movement reference would typically identify a vehicle or container that could not be at more than one location at a time, CHIEF does not impose such a rule. The use of movement references enables an Inventory system to control the movement of many splits through the same location where some might be held on Route 1 or 2 while others are permitted to progress. Such control can also be based on the different arrival times for each split.

A movement reference can also be supplied on arrival of a split consolidation and is thereby automatically associated with the movement of each of the constituent declaration level consignments.

An explicit split of a consignment (i.e. one identified by a movement reference) cannot be associated with a Master UCR and so the individual splits cannot be part of different consolidations.

If a consignment is transferred from one consolidation to another, then the association between Master and Declaration UCRs should be correspondingly amended. However, it is recognised that the goods covered by a Declaration or a Master UCR may become split after leaving the declarant's or consolidator's premises. The forwarder may not know which of the individual consignments is at a particular location or departs on a particular flight/vessel. Therefore CHIEF allows the goods associated with a declaration to be arrived at more than one location and to be reported as departed more than once.

2.5. Inventory Systems

The CSPs operate Inventory systems at most of the major UK (air)ports and (increasingly) inland locations (ICD/DEP). The movement of goods through such locations is generally directed by the Inventory system, and in such circumstances the CHIEF entry and inventory consignment are 'linked' to enhance control and facilitate movement. The necessary inventory control at an ICD/DEP may be provided by a consolidator's system and Customs may authorise such a system to use any necessary inventory interface messages.

For Exports, the Inventory systems co-operate with CHIEF:

a. To advise events such as:

- the **anticipated arrival** of an individual consignment or consolidation. The message may additionally advise consolidation, associating the UCR with a (further) Master. Provided the corresponding declaration has been received (see below), the CHIEF reply advises the probable route (see Reference [3], Section 2.6), having profiled the declaration according to the specified location.

  Where arrival is anticipated for a consolidation, then the immediate CHIEF reply is a simple acknowledgement, to be followed later by a more detailed response (including routes) once all of the implied consignments have been re-processed.

The anticipated arrival message identifies the goods location and (optional) shed, and hence the Customs EPU/EPS. It may also identify the agent (by role and location) who is handling the consignment there. It may be repeated if it is required to amend these details or to regain the route – for example, having modified a consolidation.

The declaration and anticipated arrival messages may occur in either order. Where the declaration is received first, then the Inventory system is advised of the expected route and status in response. Should the declaration be awaited, then CHIEF acknowledges the message and will advise the Inventory system of the intended route and status when the declaration is received – including the case that the arrival of a consolidation is anticipated and a further declaration is subsequently made for the Master UCR, providing the consolidation is still 'open' (see Section 2.3).

- the **arrival of goods**, with the same features as 'anticipated arrival', but for which the route and status advised by CHIEF are firm – noting that if the arrival is for a consolidation that is still 'open' (see Section 2.3) the route can become more severe and permission to progress will not be granted until the consolidation has been 'shut'.

  Once permission to progress has been granted for a movement at a location it will not be revoked by Customs – though this does not mean that the goods may not be stopped for reasons of anti-smuggling. If the inventory associates further consignments with a consolidation that is permitted to progress then the route and status for the consolidation is reassessed and it may no longer be permitted to progress.

- the **departure of goods,** either of an individual consignment or of a consolidation. In general departure should be notified for movements that have been advised as arrived at a location/shed and which are permitted to progress, but CHIEF allows departure to be notified from a different place of loading.

  Departure is required only when the goods actually leave the UK, but it is acceptable for departure from the UK to be notified from previous locations (e.g. to allow simplified CSP processing where goods are generally directly exported but occasionally go via another UK location).

  Where a consignment is split, an Inventory system should notify departure once for each vessel/flight (i.e. different transport details). CHIEF assumes that an Inventory system will ship only those movements that are permitted to progress, and thus correspondingly leaves undeparted any not having this status. If no movement is permitted to progress, then CHIEF returns an error if departure is being explicitly notified for a declaration UCR/part but takes no action if departure is being notified for a consolidation (on the assumption that departure of a consolidation may well be notified before a held consignment is removed from the master).

  Movements that are not explicitly departed are timed-out by CHIEF.

- the **consolidation of consignments**, explicitly manipulating the association of Declaration and Master UCRs in response to the addition or removal of a consignment to or from a consolidation.

b. To respond to controls such as:

- **permission to progress**, granted by CHIEF on arrival of the goods at the location. Where a consignment that is part of a consolidation is given permission to progress following an earlier Customs check, then CHIEF advises both the Declaration UCR/part and the Master UCR by which it was arrived. It is expected that the Inventory system will have retained knowledge of the 'hold' notified on arrival and will now clear the consignment and thus the consolidation if this is the only outstanding action.
- **route for a new declaration** into a consolidation whose arrival has been anticipated.
- **route or status changes** following Customs action – such as re-route, query, detain.

END OF SECTION 2

3. INVENTORY LINKED IMPORT ENTRIES

3.1. Inventory Linking

An inventory linked declaration can be submitted as an EDIFACT message which is checked by the Inventory system for consistency with the consignment and only passed on to CHIEF if it matches. For inventory linked entries, CHIEF sends a message to the Inventory system so it can link the entry to the consignment and record the entry status and route. For entries that were not matched on input, CHIEF requires a response to identify whether the entry matches the consignment or not.

3.2. Unavailability of an Inventory System

When an Inventory system is down or unable to communicate with CHIEF, it is possible that consignment changes cannot be reported to CHIEF. CHIEF can assume that a match status remains until the inventory fields on the entry are amended. Customs must be able to manually clear an entry when the inventory status is unknown or does not match. When the Inventory system is unavailable, Customs must be able to set an unknown inventory status to a match or mis-match so the entry can progress to clearance as required.

3.3. Inventory Consignment Linking and Matching

The CHIEF entry and consignment details held on an Inventory system are linked by independent entry and consignment references. CHIEF establishes the link and can request that an entry is moved from one consignment to another. Once linked, the references are exchanged in subsequent messages between the systems.

The Inventory Consignment Reference (ICR) is declared as the Master UCR but is still used on the Inventory system interface. However, to avoid any trade software changes, the Master UCR can be used to declare just the ICR with the associated Inventory system identified from the submitting trader's role definition.

The Inventory system can be declared along with the ICR in the Master UCR field. This feature is subject to agreement both with Customs and the trader's CSP and depends on changing the trader's role definition to remove the association with a particular Inventory system.

As well as exchanging inventory fields (including goods arrival) that must match between the entry and the consignment, CHIEF keeps the Inventory system informed of changes to the route and status (ICS) of the entry and the Inventory system informs CHIEF of the result (see 3.3.2) of matching the entry and consignment and when goods arrive.

3.3.1. Import Entry Route and Status (ICS)

An Inventory system is informed of significant changes in the route and status (ICS) of an entry in its progress towards clearance and its final disposition. An agent is expected to refer to the Inventory system for information on the progress of a consignment and not to CHIEF.

3.3.2. Inventory Return Code (IRC)

The Inventory system returns an Inventory Return Code (IRC) based on matching the inventory fields from the entry with those defined for the consignment to which it is linked by the declared consignment reference - this is not necessarily a one-to-one relationship.

The inventory fields that are compared for equality are:

- Total Packages;
- Agent's security role.

The goods arrival declaration is also compared as follows:

a. A mis-match results when the entry is marked as 'arrived' and the consignment as 'not arrived'.

b. A match can result when the entry is marked as 'not arrived' and the consignment as 'arrived'. This is because the Inventory system is allowed to inform CHIEF of goods arrival at any time but only takes effect if the entry is pre-lodged and proves to be valid on reprocessing. [An Inventory system can allow the trader to report goods arrival by returning a match IRC to CHIEF without reporting that the goods have arrived.]

A mis-match IRC is also generated by an Inventory system when an attempt is made to link an entry to a consignment that does not exist or is in a state that precludes linking to a new entry.

Mis-match IRCs can also be generated by an Inventory system for other reasons that potentially require trader action before the entry can be cleared by CHIEF. It should be noted that there is no Customs' requirement to batch entries for clearance (a mis-match IRC must not be used to achieve batching).

A match is identified by IRC = "000"; all other values are treated as a mis-match. The IRC is held on the entry so that it can be interrogated on CHIEF, but there is no processing in CHIEF that is dependent on specific mis-match codes. When the IRC is unknown, automatic entry processing is suspended by CHIEF pending the result of an inventory match. Each CSP implements the matching process and hence the meaning of the mis-match IRC codes may be different for each CSP.

The initial setting for the IRC when an inventory linked entry is initially created depends on the source and method of input:

- HCI/EDI unchecked : unknown match;
- EDI matched : match (i.e. IRC = "000").

The Inventory system is responsible for generating the Inventory Failure Report to the agent for DTI entries - CHIEF is responsible for the equivalent report to Customs for CIE entries.

When the inventory fields are amended on an entry that currently matches the consignment, an unknown match status is set by CHIEF and an inventory message sent to prompt the Inventory system for the new IRC.

It should also be noted that the Nationality of Transport is supplied by an Inventory system in a goods arrival message and overwrites that in the pre-lodged declaration.

3.4. CHIEF/Inventory System Interface

This section identifies some aspects of the lower layers (session and below) of the interface to traders and CSPs, as defined in other TIS documents, that may impact the design of the interface.

a. Inter-system Session Control. An inter-system client session supports a sequence of single phase transactions (see Reference [1]). This means that a request is expected to obtain a response from the server application. The dialogue design assumes the application will have interrogated and updated the system's database as required before replying.

If a request cannot be processed immediately (e.g. a lock is held by a transaction awaiting user input), the server may:

- Delay the response for a short time (seconds) within the response timeout period (this will hold up other transactions queued for the session that may not be blocked by a lock).
- Queue the request for later processing, giving a permitted neutral response (e.g. status unknown) to the request and generating a defined transaction when the request is handled.

The server may not reject the request and expect the client to retry periodically.

b. Response Processing. When the server agrees with all the information in the input message the response consists of a simple acknowledgement. When the server disagrees, current details are returned. Thus, by CHIEF assuming a match (as described in f.), the normal case results in an acknowledgement which does not have to be processed against the entry. When exception details are returned, the entry can be updated and any exception reports generated as required.

c. Entry and Consignment Versions. Both CHIEF and the Inventory systems can associate an increasing version number with their own reference. This allows the version of an entry or consignment to be identified so that, should messages get out of sequence, those that relate to an out-of-date version can be discarded. An Inventory system must return the entry version number in a response message to CHIEF but need not include it in an unsolicited inventory message (e.g. a goods arrival notification). Since the consignment version is optional, the CHIEF Import application does not use it.

d. Matched Declarations. CHIEF will be configured to identify paths down which Inventory systems only forward declarations, submitted as CUSDEC messages, when they match the consignment information held by the Inventory system - thus avoiding an explicit inventory check.

An Inventory system can be allocated separate paths into CHIEF for EDI matched entries and EDI unchecked entries. The Inventory system is then free to choose which path to use for the declarations from a particular trader.

e. Database Consistency. A server only updates its database and generates output in the final phase of the transaction. The client performs any necessary database updates and generates output on receiving the final response. Thus, if the client has committed the completion of the transaction then so also will have the server, but if the client has not completed then the server may or may not have committed and the client must investigate or repeat. [Note, the simplest design for the interface between the systems allows any transaction to repeat on recovery (e.g. an IRC can be set to the same value again, a report can be delivered more than once).]

f. Consignment Detail Matching. Once an entry matches the consignment, CHIEF can presume that the consignment details still match until the inventory fields are amended on the entry or an unsolicited message is received from the Inventory system. The Inventory system is responsible for determining that there is a match and generating mis-match codes (IRC). CHIEF never determines a particular reason for a mis-match.

For a consignment which is linked to an entry(s), the Inventory system can remember the current values of the inventory fields declared on the entry(s) linked to the consignment so that the correct IRC can be sent to CHIEF when the consignment is updated (including goods arrival notification).

When the inventory fields are amended on an entry that currently matches the consignment, the match status is set to ‘unknown’ on CHIEF and an inventory message is sent to prompt the Inventory system for the new IRC.

g. Post Clearance Error Detection. If the Inventory system detects a mis-match on processing the notification of clearance or as a result of a subsequent consignment amendment, CHIEF need not be informed. Any HMRC requirement on an Inventory system to notify the agent or Customs for both DTI and CIE entries is outside the scope of the TIS.

END OF SECTION 3

4. INVENTORY LINKED IMPORT ENTRY TRANSACTION FLOWS

The transaction flows for inventory linked import entries relate the various transactions that are permitted on an inventory linked entry. The conventions used in the transaction flow diagrams are defined in Reference [1].

The flows are common to each of the types of import declaration supported by CHIEF. The overall flow depicted in Figure 4.1 identifies a number of sub-flows defined in the following sections.

An entry can be initially created by an agent either following a successful match by the Inventory system or unchecked against the consignment. The initial sub-flow differs for each of these cases for both pre-lodged and post arrival declarations.

Some of the flows in the overall diagram are conditional (e.g. if there is a mis-match, an amendment of the entry or the consignment is required before normal clearance). Such detail is shown in the sub-flows or identified in associated notes.

The storing of an errored entry by user request at the HCI is not currently depicted. The existence of an errored entry may impact the processing in CHIEF in a way that needs to be shown on the flows.

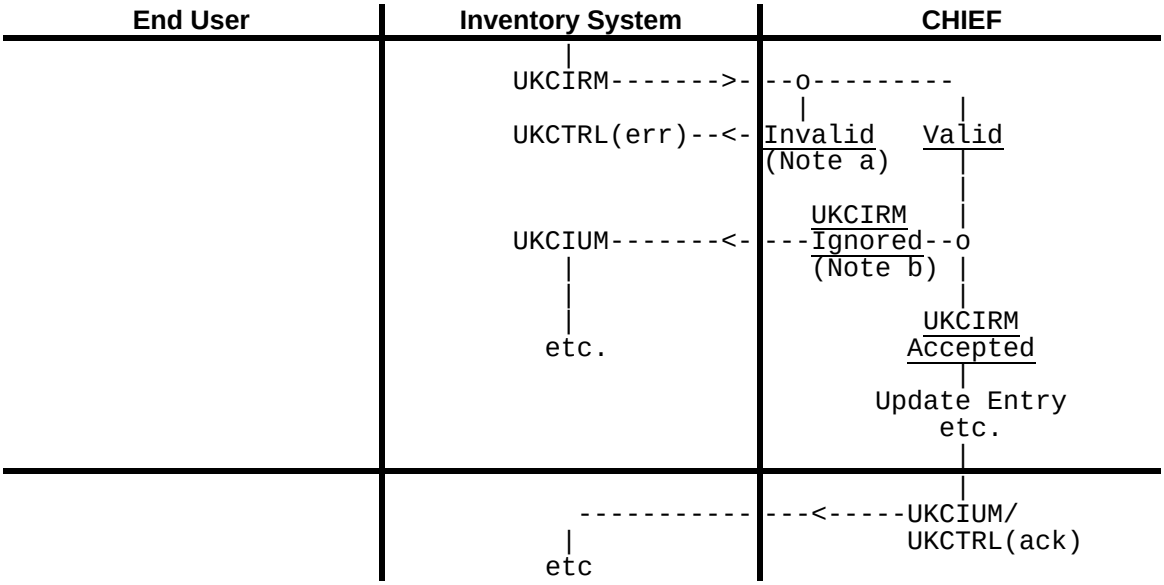
The flows do not depict the output of reports by CHIEF.

It should be noted that the transactions within a sub-flow normally follow within seconds of each other - being subject only to a queuing delay awaiting the availability of the server. However, it cannot be assumed that a subsequent transaction will occur in seconds since it may be delayed for a long time in failure conditions.

The sub-flows can be separated by any time period (hours or days). It may be possible for some of the sub-flows to overlap (e.g. an amendment occurring between an inventory check in one transaction and a subsequent transaction). The resulting conditions are allowed for in the sub-flows (e.g. an unexpected mis-match) but not explicitly depicted in the flow diagrams.

While the flows attempt to define the actions taken by CHIEF which are of significance to an Inventory system, they are less specific about the actions taken by an Inventory system to allow as much scope as possible for different implementations.

Flows are indicative and relate to the resulting state of the Entry on CHIEF, for example, Pre-lodged, Accepted, Cleared, but for every unsolicited (i.e. Request) UKCIRM message received by CHIEF the following generic flow is applicable:



Notes:

a. The UKCIRM message is invalid and a UKCTRL(err) is sent if there is an error in the syntax of the message or the data content, as follows:

- message unrecognised or system error;
- invalid entry version number (e.g. alpha or a future version);
- entry not linked to the inventory system or specified consignment;
- entry does not exist;
- Nationality of transport unknown;
- invalid goods arrival declaration flag.

b. The UKCIRM message is ignored and a UKCIUM message with appropriate CRC values is sent in the following circumstances:

- Reprocessing Error/Failure (CRC = 001);
- Goods Arrival and CIE declaration method (CRC = 002);
- Goods Arrival and entry status is errored (Route = E, CRC = 003);
- entry being amended or goods arrival being notified (CRC = 004);
- entry is cancelled, seized, destroyed, released to the Queen's warehouse or cleared (CRC = 005);
- already arrived (CRC = 006);
- Historic version quoted (CRC = 007). The version is not always checked by CHIEF (e.g. on notifying arrival).

For flows involving the input or amendment of a declaration with a CUSDEC, the term 'invalid' on the diagrams includes FEC challenges where the user has elected not to commit the input/update to route F.

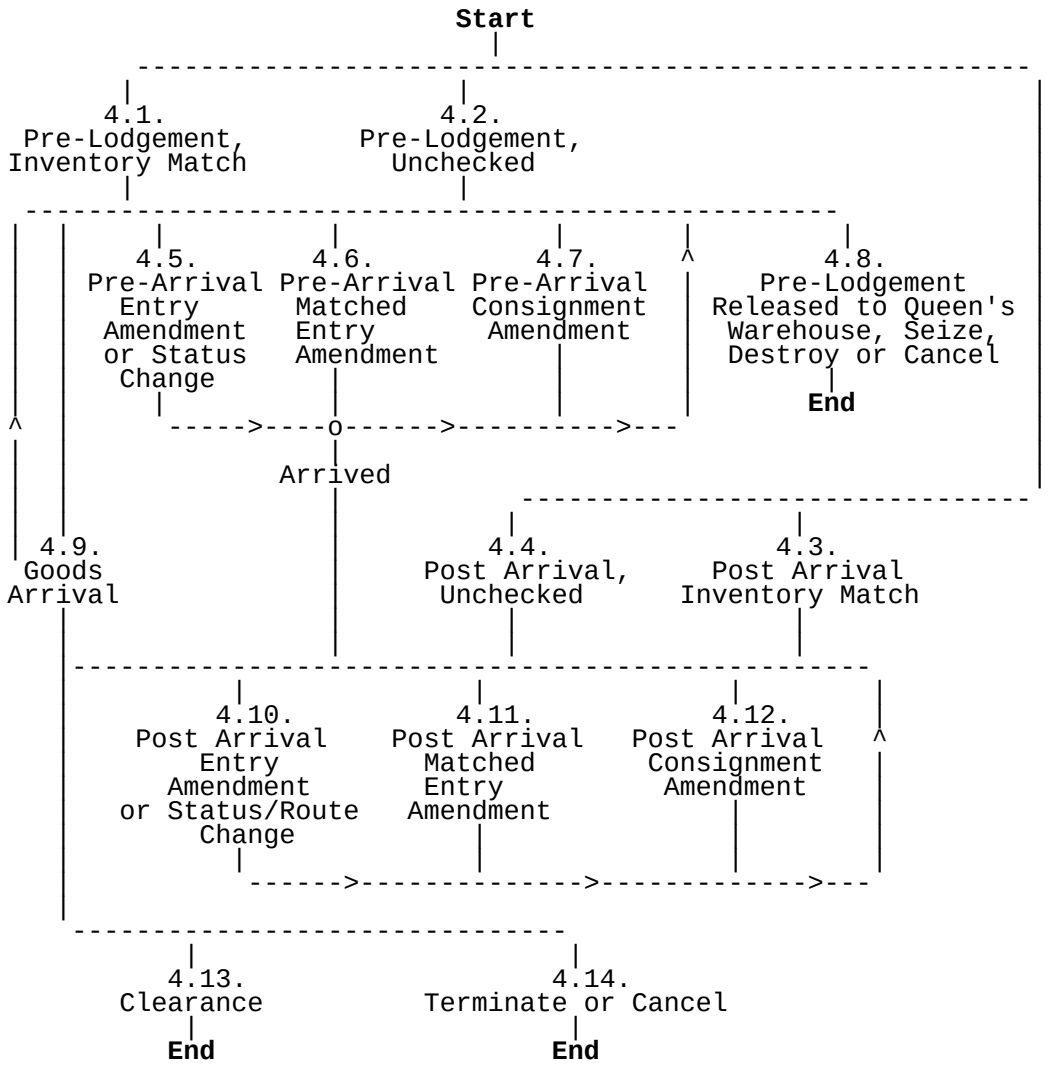
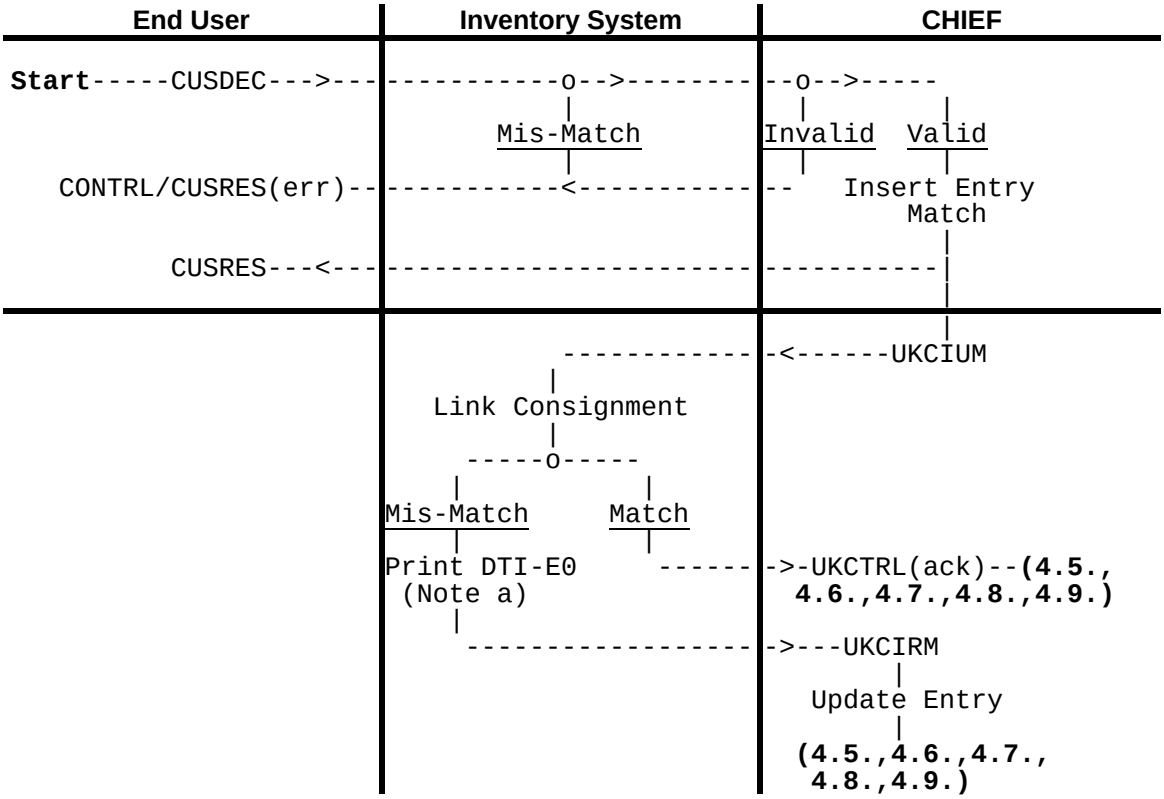


Figure 4.1. Inventory Linked Import Entry Transaction Flow

4.1. Pre-Lodgement, Inventory Match

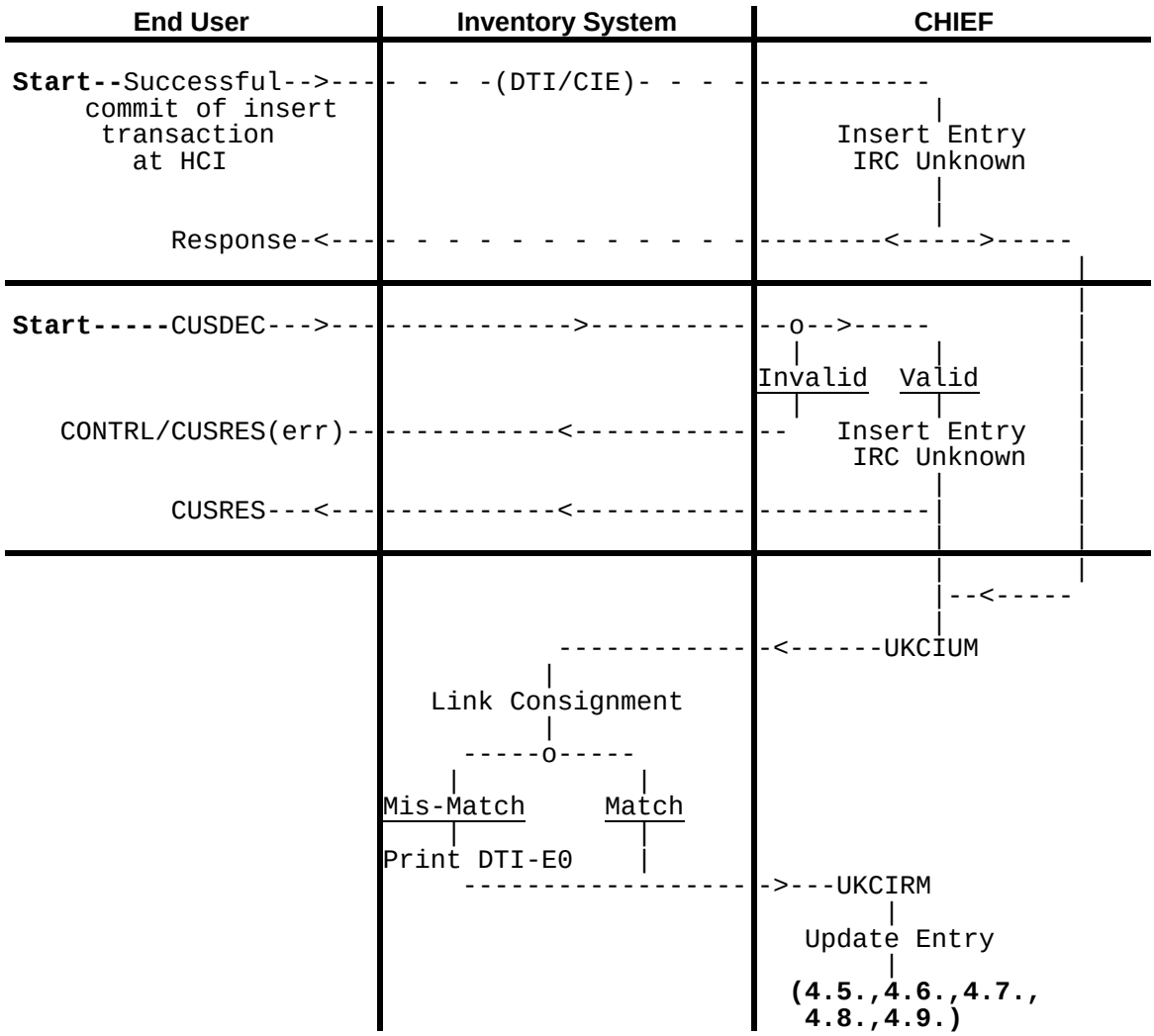


Notes:

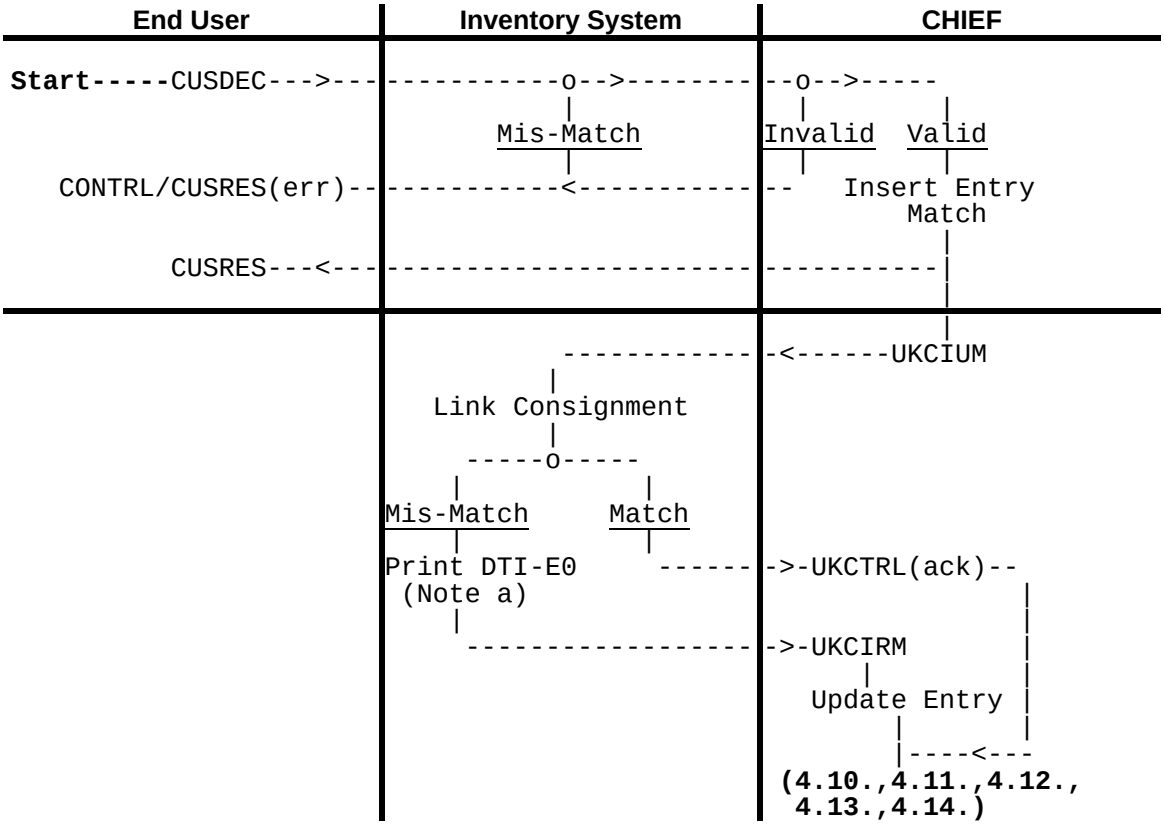
a. A mis-match between the entry and consignment is unlikely to occur since the CUSDEC was checked on input only seconds earlier. An Inventory system may choose to inhibit amendment of the inventory fields in the consignment between checking against the CUSDEC and linking it to the entry and therefore not have to recheck.

If an Inventory system allows for amendment then it must recheck and return the new details. This is necessary because when the consignment was updated it was not linked to an entry and therefore the changes cannot have been reported to CHIEF as a consignment amendment.

4.2. Pre-Lodgement, Unchecked



4.3. Post-Arrival, Inventory Match

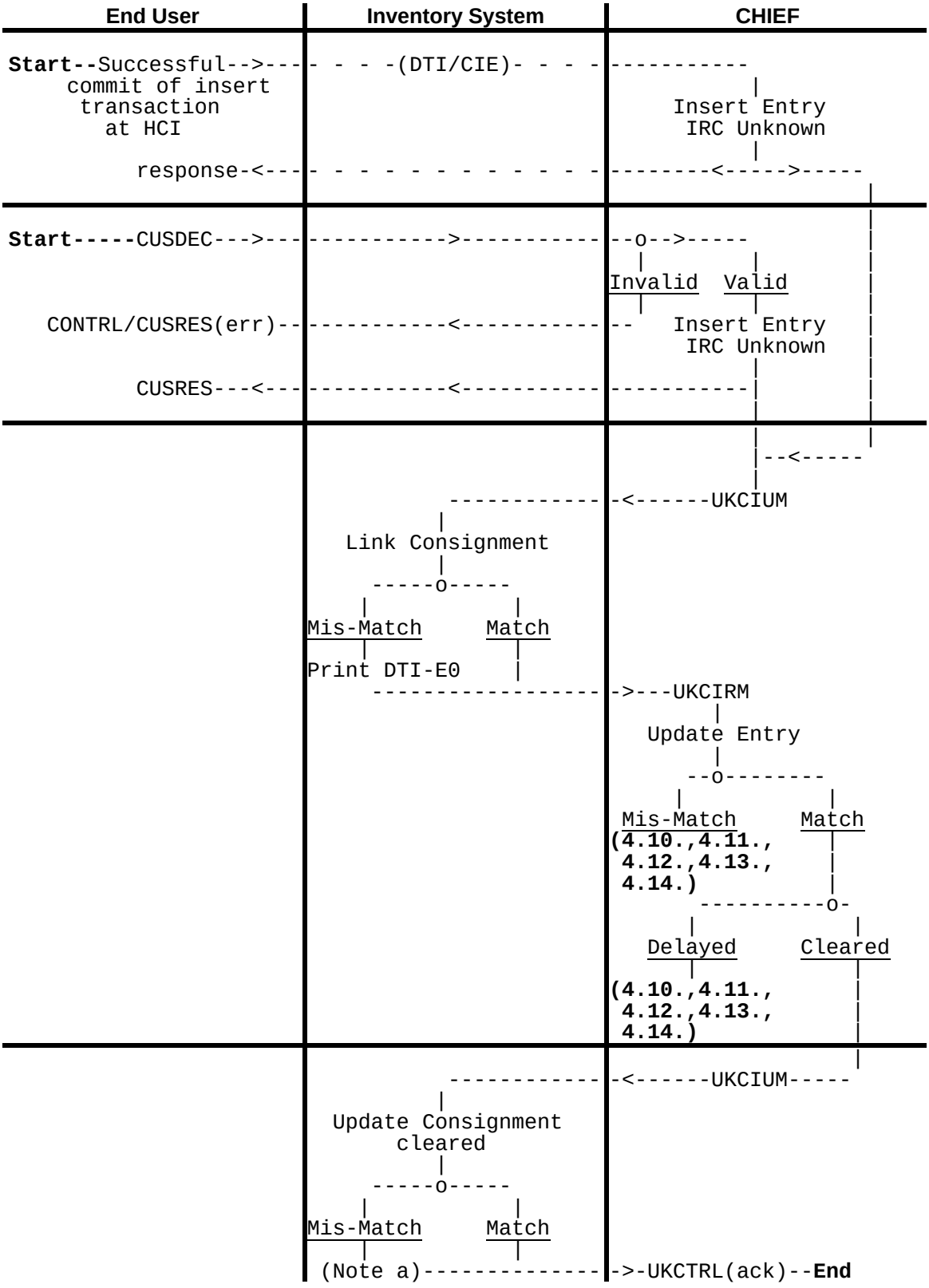


Notes:

a. A mis-match between the entry and consignment is unlikely to occur since the CUSDEC was checked on input only seconds earlier. An Inventory system may choose to inhibit amendment of the inventory fields in the consignment between checking against the CUSDEC and linking it to the entry and therefore not have to recheck.

If an Inventory system allows for amendment then it must recheck and return the new details. This is necessary because when the consignment was updated it was not linked to an entry and therefore the changes cannot have been reported to CHIEF as a consignment amendment.

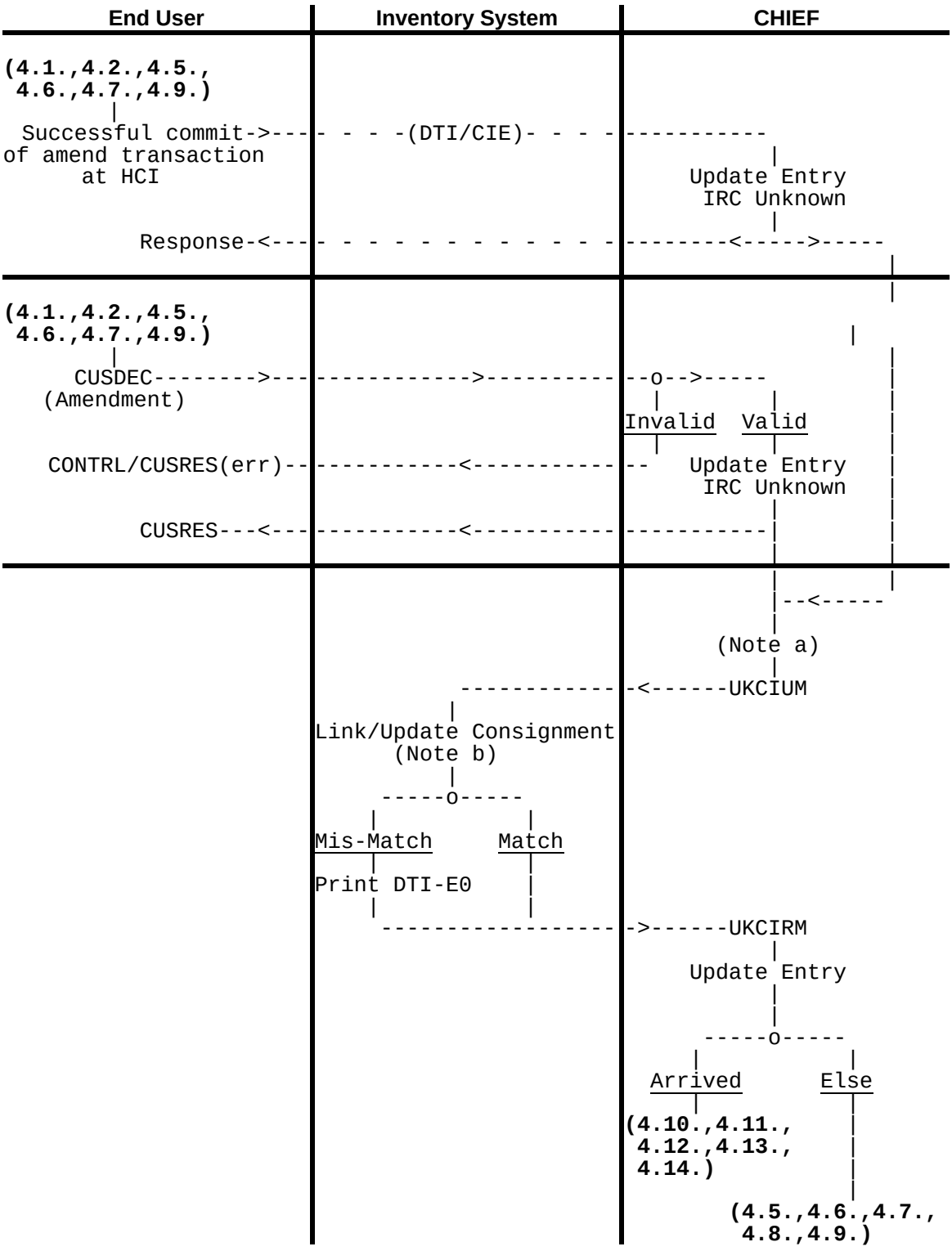
4.4. Post-Arrival, Unchecked



Notes:

a. A mis-match is unlikely to occur since they matched seconds earlier. Since it is theoretically possible, the Inventory system should check so the Customs procedure for handling errors discovered post clearance can be invoked.

4.5. Pre-Arrival Entry Amendment or Status Change

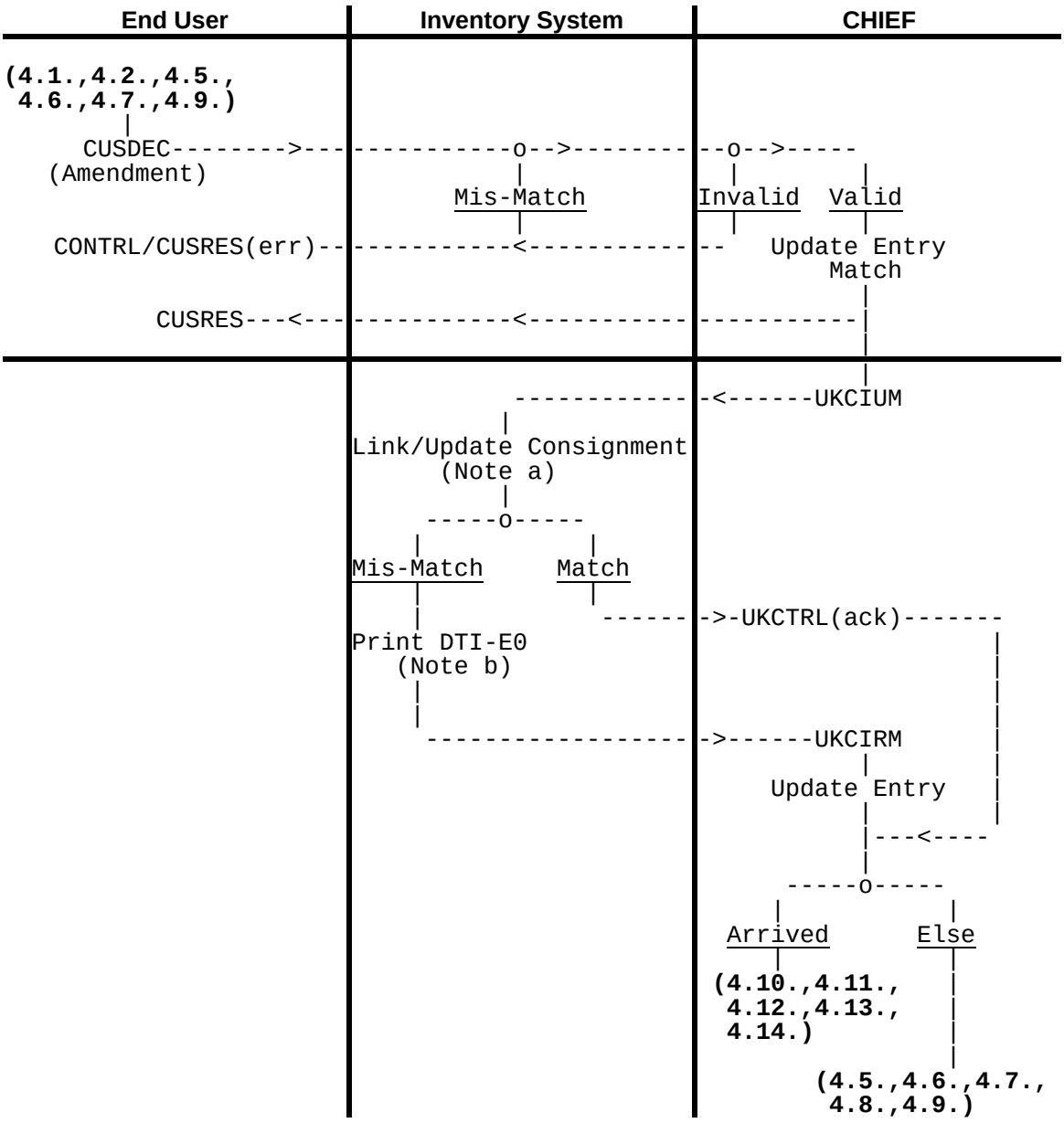


Notes:

a. The Inventory system message is always sent so that a null amendment of the entry forces a re-match.

b. Consignment update may involve linking to the entry - the consignment reference may have changed or may be valid for the first time.

4.6. Pre-Arrival Matched Entry Amendment

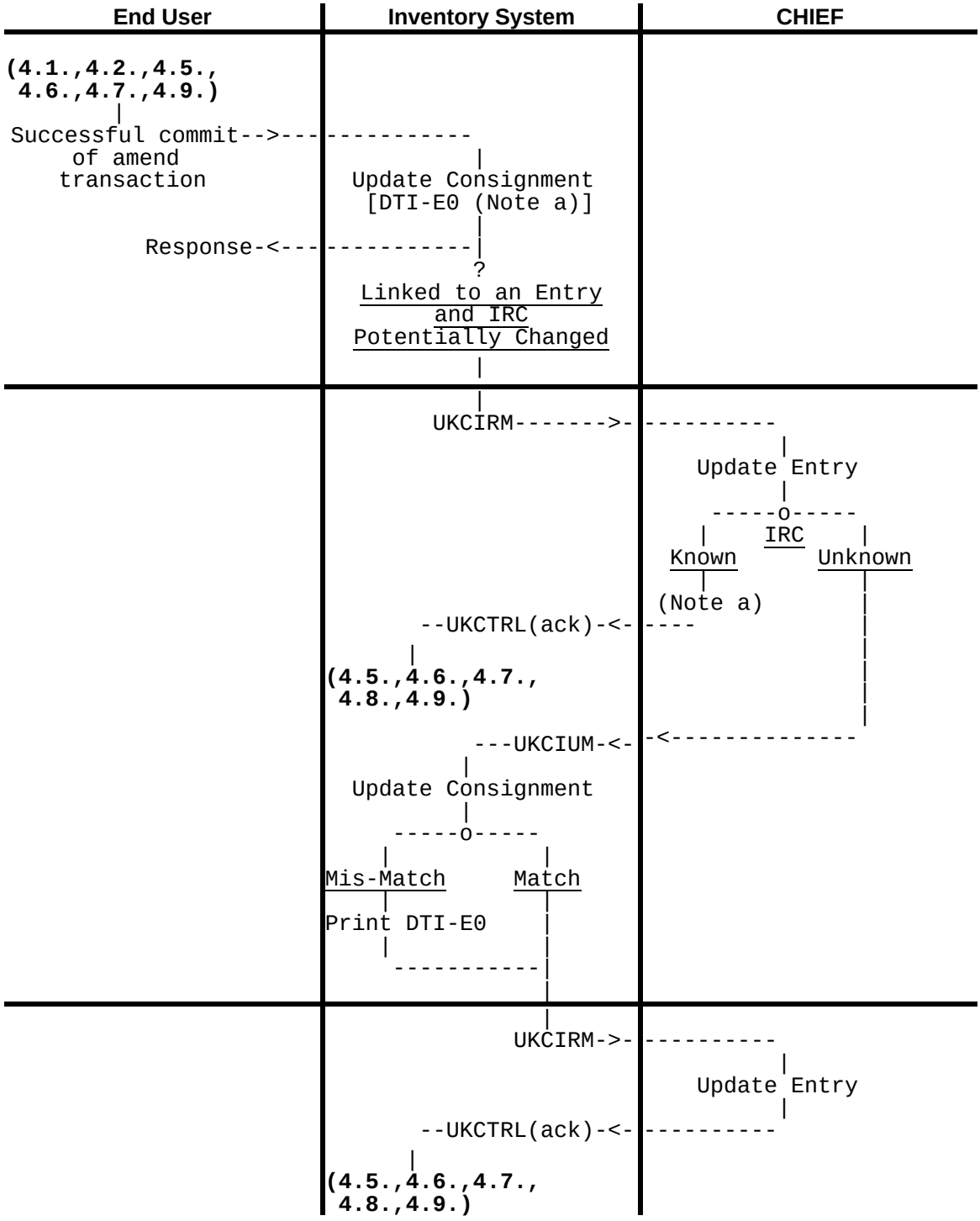


Notes:

a. Consignment update may involve linking to the entry - the consignment reference may have changed or may be valid for the first time.

b. A mis-match between the entry and consignment is unlikely to occur since the CUSDEC was checked on input only seconds earlier. An Inventory system may choose to inhibit amendment of the inventory fields in the consignment between checking against the CUSDEC and linking it to the entry and therefore not have to recheck.

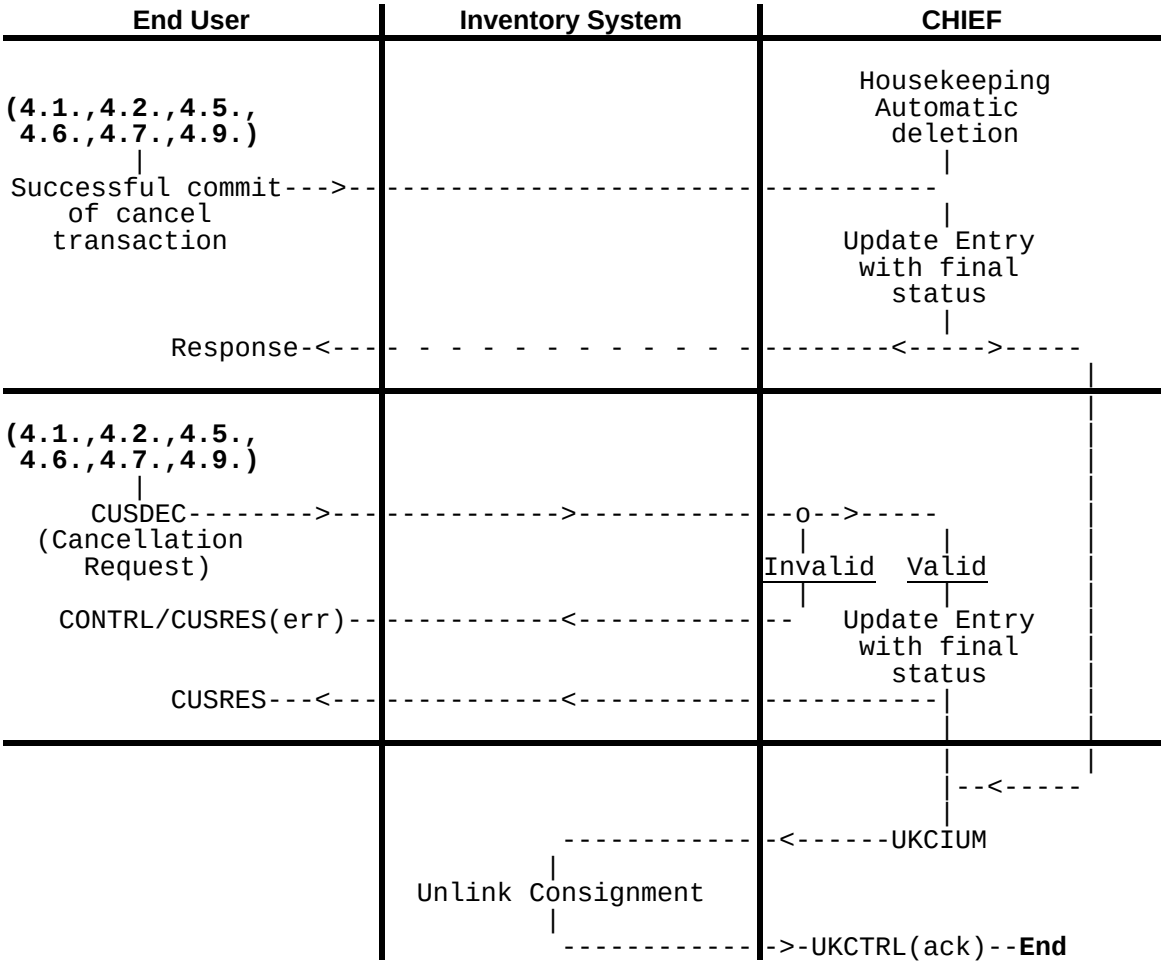
4.7. Pre-Arrival Consignment Amendment



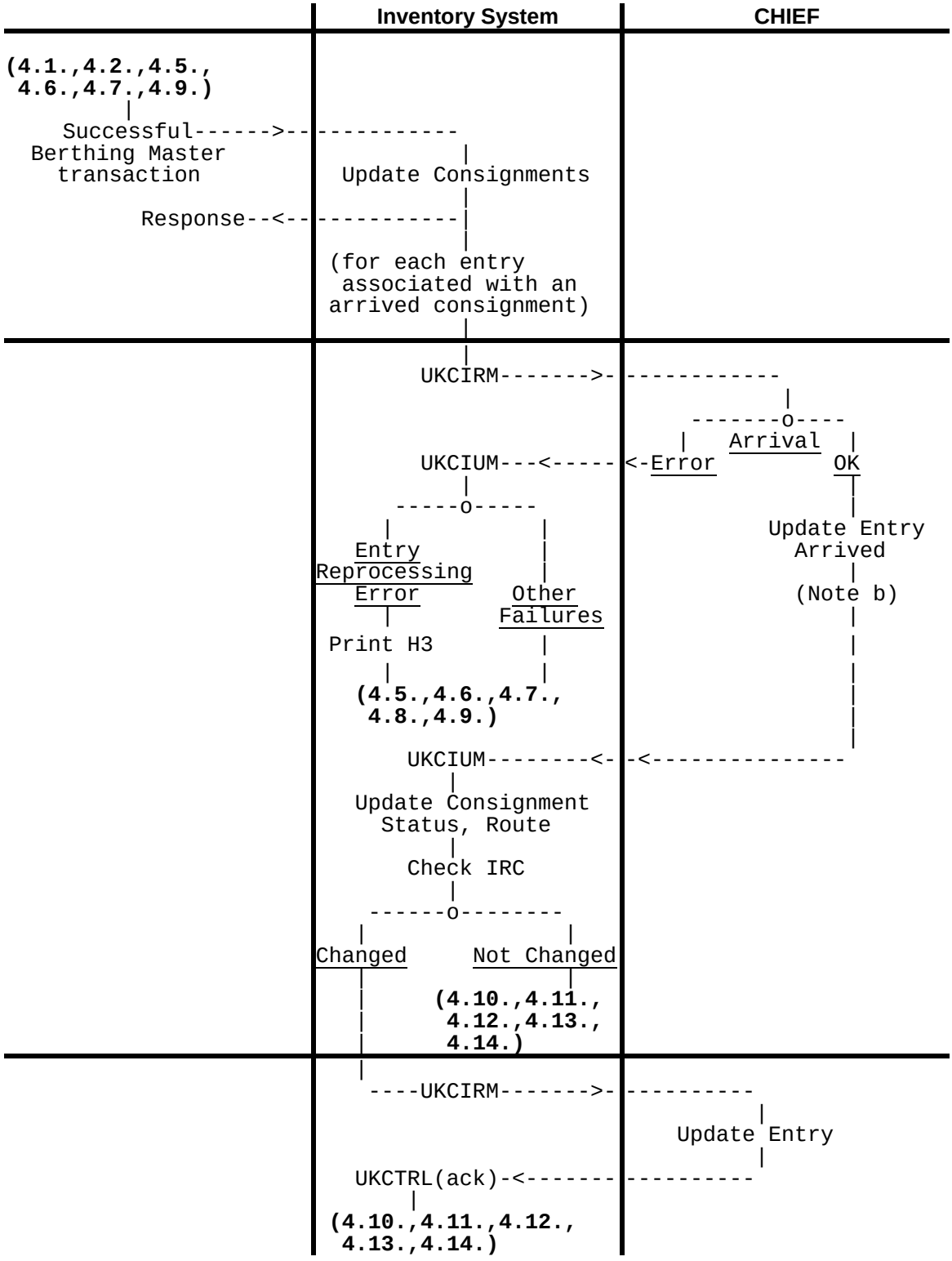
Notes:

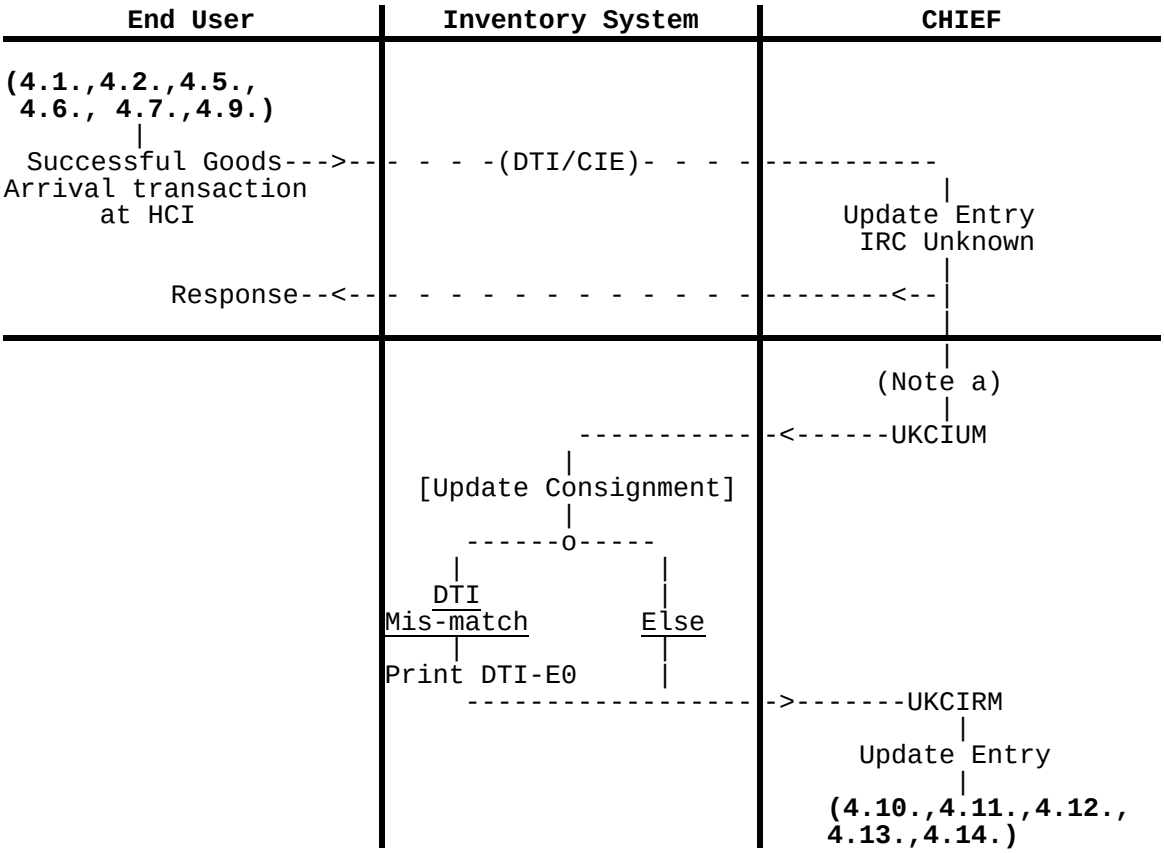
a. This flow occurs when an Inventory system remembers the values of the inventory fields held in the entry so it can generate the new IRC and report any mis-match to the user amending the consignment.

4.8. Pre-Lodgement Release to Queen's Warehouse, Seize, Destroy or Cancel



4.9. Goods Arrival



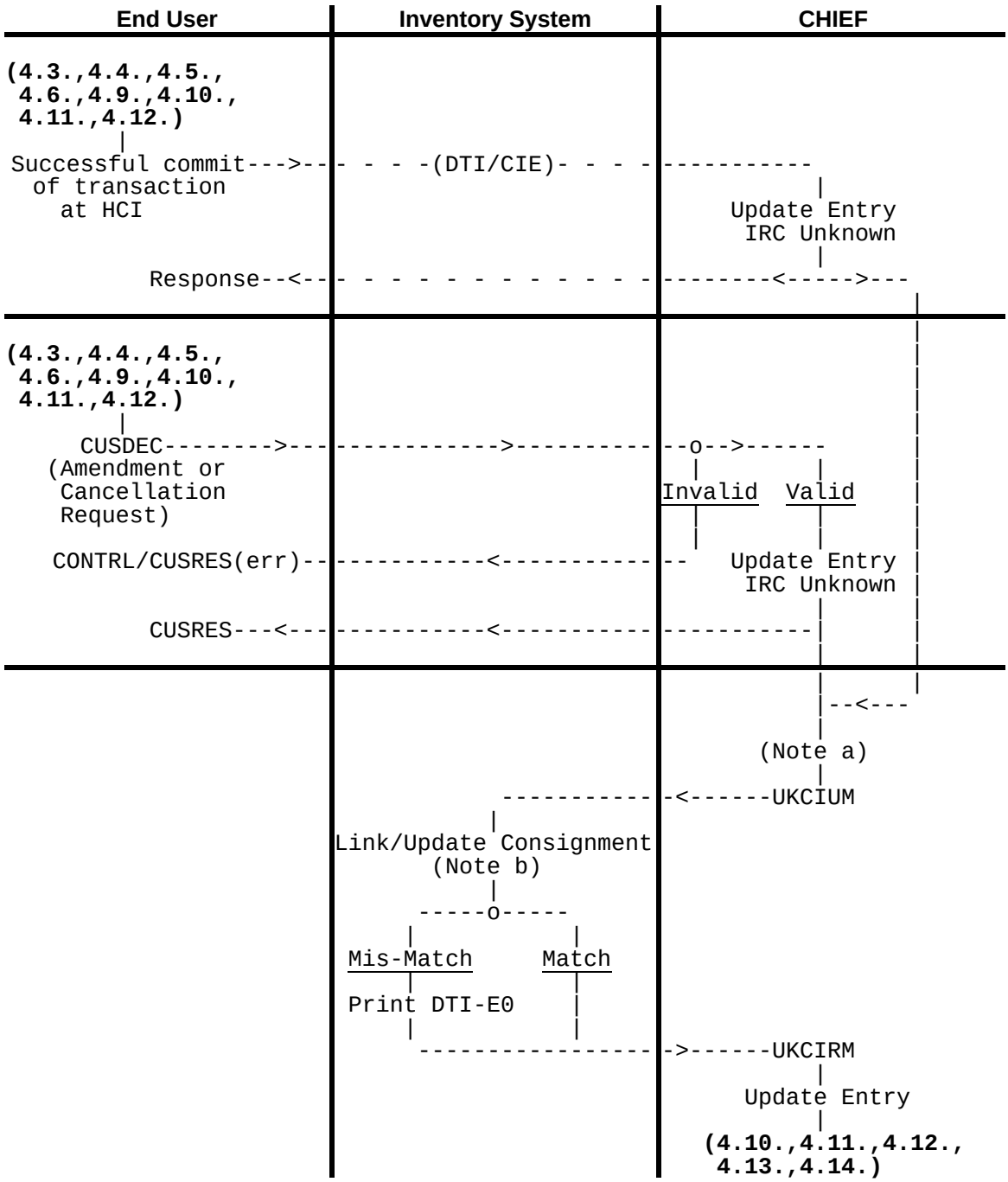


Notes:

a. CHIEF cannot assume that a matched pre-lodged entry still matches since the consignment may not be marked as arrived.

b. Goods Arrival can occur while there is a mis-match although this will have to be resolved for automatic clearance (if applicable) to take effect. Goods Arrival is also accepted for a pre-lodged entry that is currently queried and/or detained, which may also have an outstanding cancellation request.

4.10. Post-Arrival Entry Amendment or Status/Route Change

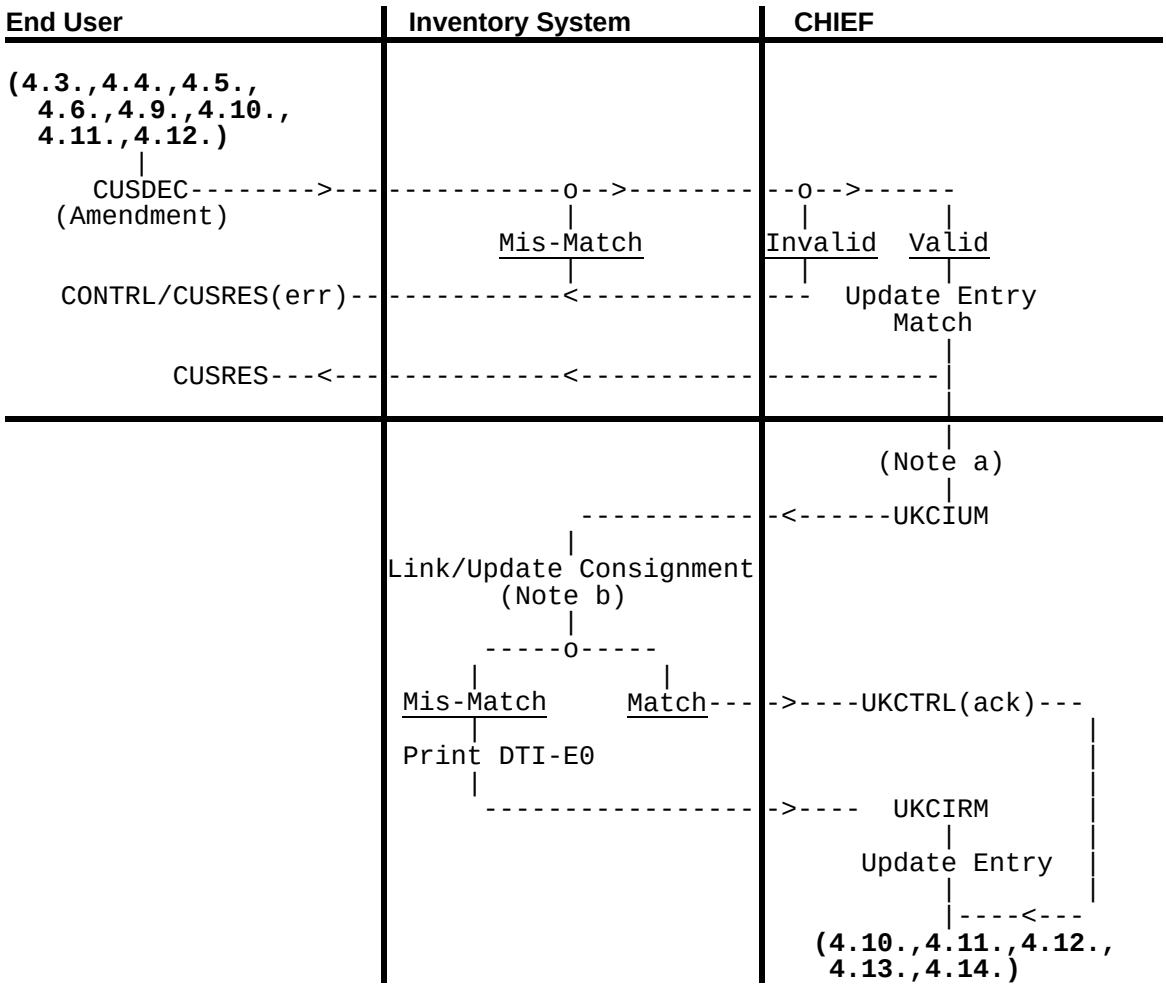


Notes:

a. The Inventory system message is always sent so that a null amendment of the entry forces a re-match.

b. Consignment update may involve linking to the entry - the consignment reference may have changed or may be valid for the first time.

4.11. Post-Arrival Matched Entry Amendment

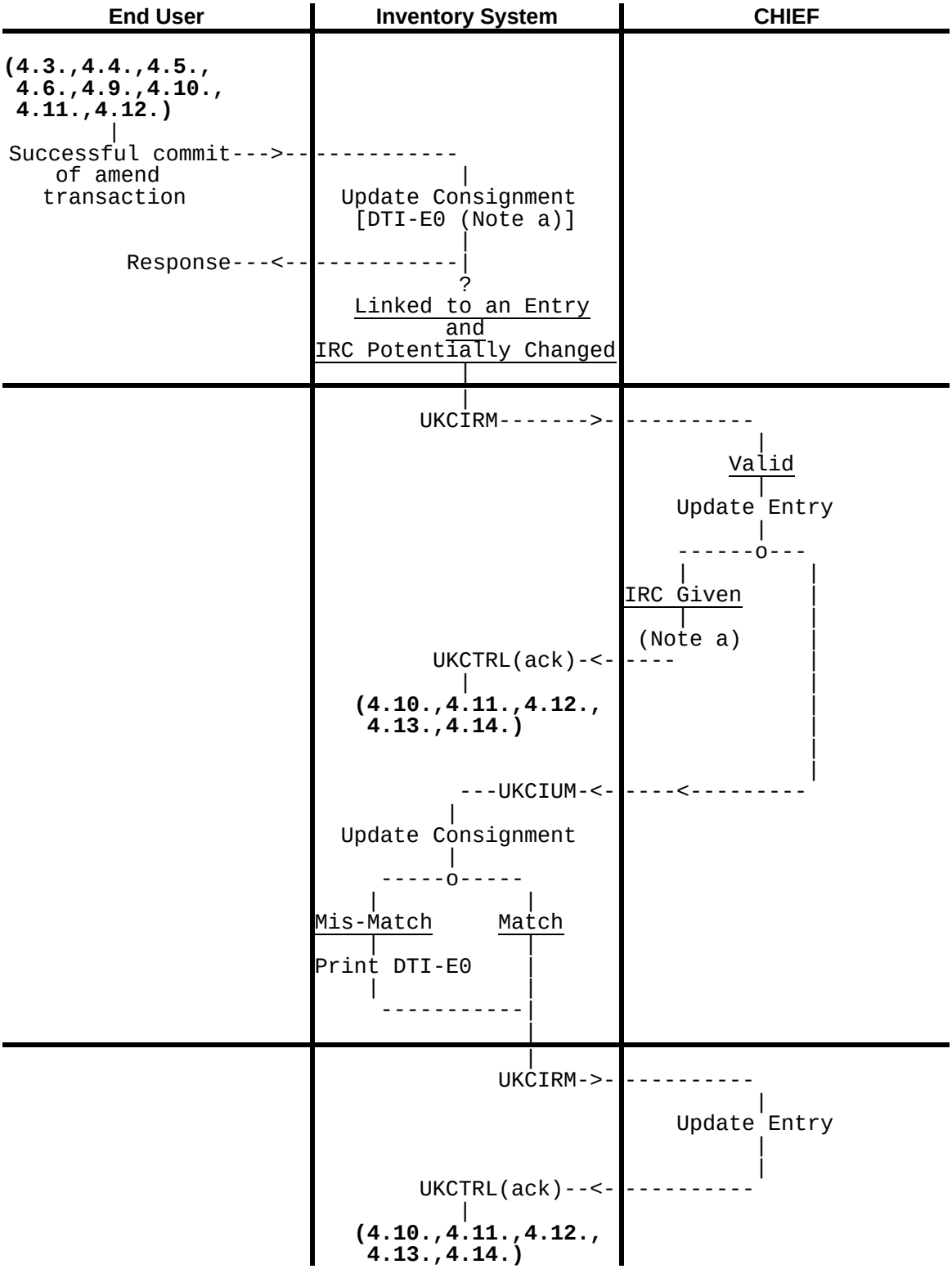


Notes:

a. The Inventory system message is always sent so that a null amendment of the entry forces a re-match.

b. Consignment update may involve linking to the entry - the consignment reference may have changed or may be valid for the first time.

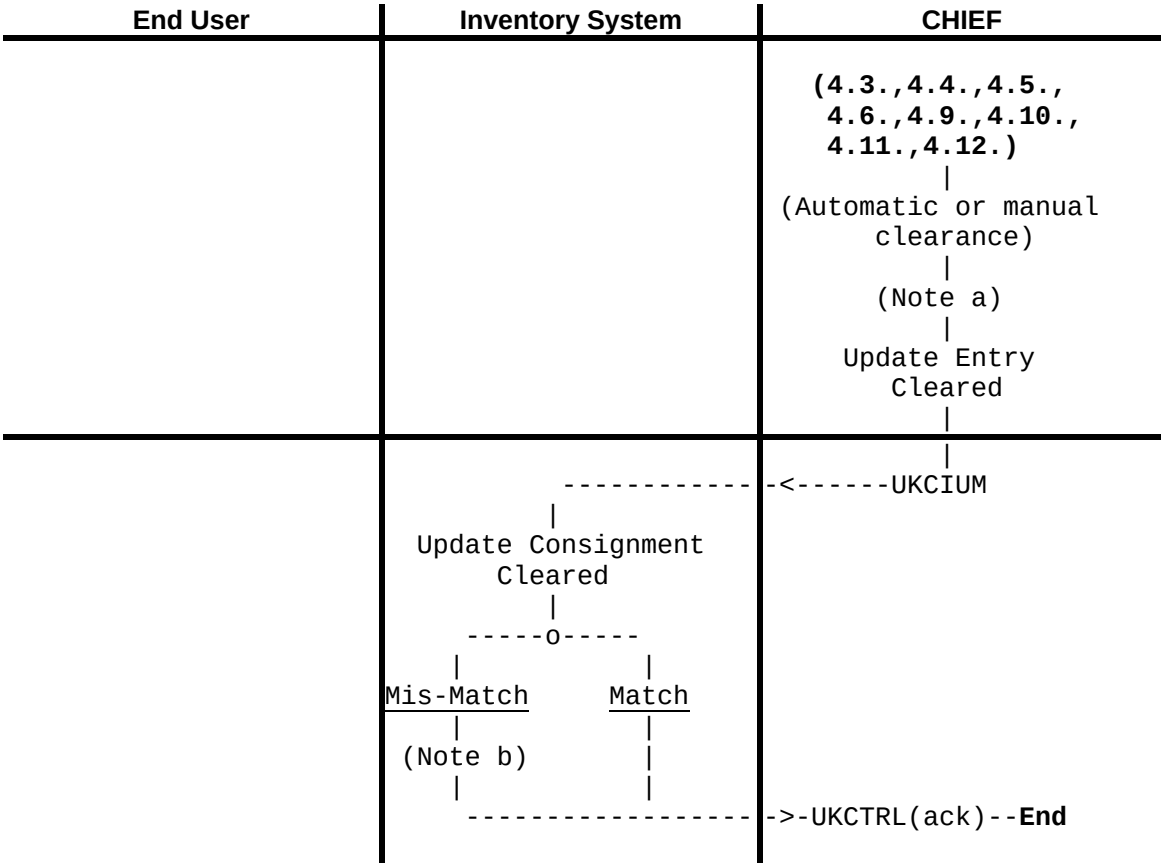
4.12. Post-Arrival Consignment Amendment



Notes:

a. This flow occurs when an Inventory system remembers the values of the inventory fields held in the entry so it can generate the new IRC and report any mis-match to the user amending the consignment.

4.13. Clearance

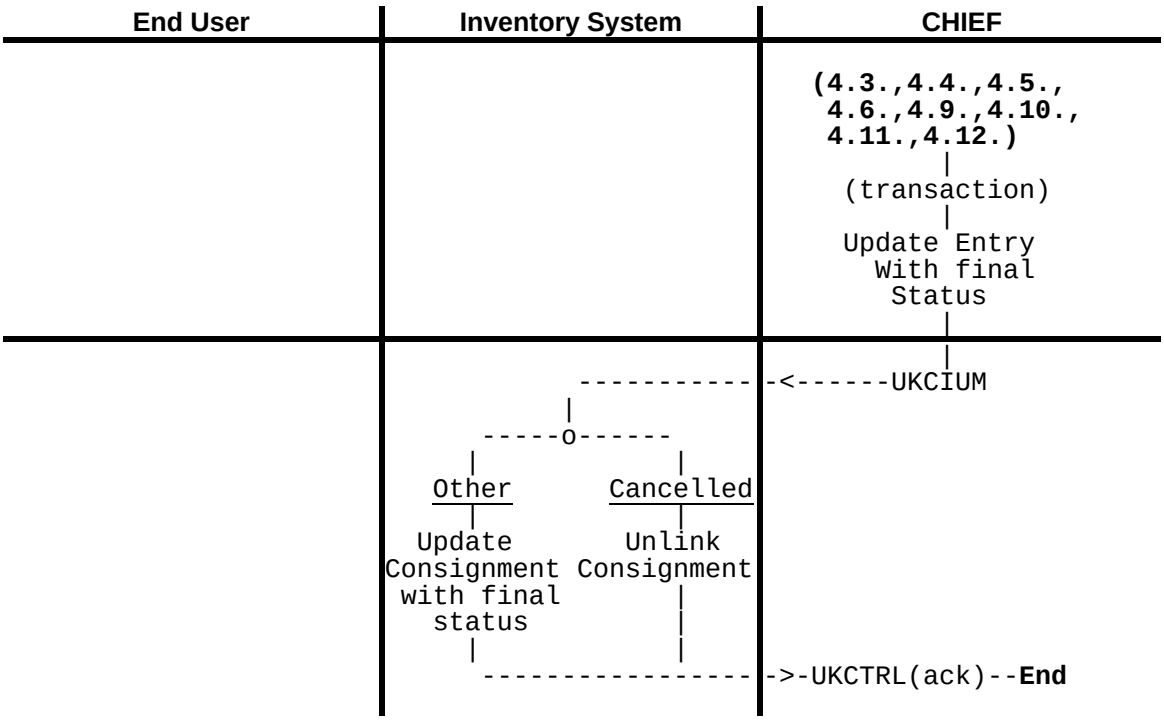


Notes:

a. Clearance can be forced by Customs while there is a mis-match or unknown IRC so the consignment may not be linked to the entry. When the Inventory system is unavailable the Inventory update transaction will take place on recovery.

b. A mis-match is unlikely to occur since amendments to the consignment are reported immediately to CHIEF - except when Customs have forced clearance (see Note a). The Inventory system must check so the Customs procedure for handling errors discovered post clearance can be invoked.

4.14. Terminate or Cancel



END OF SECTION 4

5. IMPORT INVENTORY MESSAGES

Two bespoke EDIFACT messages are defined for exchanging information between CHIEF and Inventory systems.

- **UKCIRM** is the message sent from an Inventory system to CHIEF either as a request message or a response.
- **UKCIUM** is the message sent from CHIEF to an Inventory system either as a request message or a response.

5.1. Inventory Message Data Elements

The table below identifies the data items used in the UKCIRM and UKCIUM inventory linking messages. The data requirement for each of the variants is indicated by means of the abbreviations defined in Section 1.3.1.

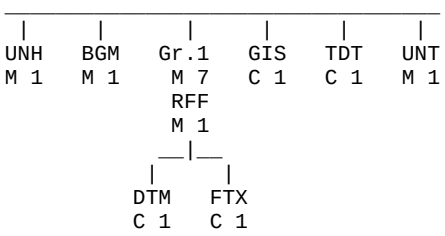
Data Element Name	IRM Request	IRM Response	IUM	Note
MESSAGE				
HMRC-ASG-CODE	“001”	“001”	“001”	
MESSAGE-CODE	“IRM”	“IRM”	“IUM”	
HEADER				
AGENT-LOCN			M	
AGENT-ROLE			M	
CRC			O	
DECLN-MTHD			M	
DT-OF-ENT	M	M	M	
ENT-NO	M	M	M	
ENT-VER-NO	C1	M	M	
EPU-NO	M	M	M	
GDS-ARR-DECLN	C2		M	
ICS			M	
INVY-CNSGT-REF	M	M	M	
INVY-CNSGT-VER	O	O		Must be valid but ignored by CHIEF.
IRC	C1	M	O	
IRC-DESC	O	O		
ROE			M	
TDR-OWN-REF-ENT			O	
TOT-PKGS			M	
TRPT-CNTRY	C2			

Rules:

1. If the Inventory system does not hold the currently declared values of the fields to be matched, it will not be able to send CHIEF the new IRC following a consignment amendment or ENT-VER-NO.
2. TRPT-CNTRY should only be supplied when goods arrival is being notified. It need only be supplied for a SAD entry when it is required by the Customs Procedure (CPC). In other cases (including C21), if supplied it is validated and ignored.

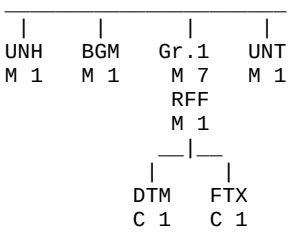
5.2. UKCIRM Request Branching Diagram

The UKCIRM request branching diagram is:



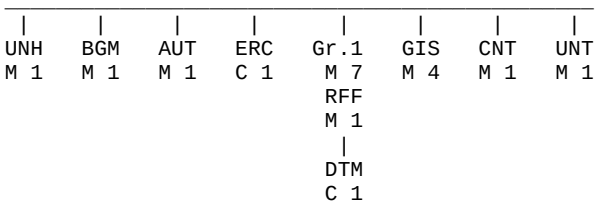
5.3. UKCIRM Response Branching Diagram

The UKCIRM response branching diagram is:



5.4. UKCIUM Request and Response Branching Diagram

The UKCIUM request and response branching diagram is:



5.5. Message Specification

Section Group	Data Element			Value	Notes
	UNH	0062 S009 0068	 0065 0052 0054 0051 0057 	SYS-MRN "UKCIRM" or “UKCIUM” “1” “912” “UK” "109" + HMRC-ASG-CODE SYS-CAR	M M M M M M O – value from request message if supplied
H0	BGM	C002	1001 1131 3055	MESSAGE-CODE “105” “109”	
H0	AUT	9280 9282		AGENT-ROLE AGENT-LOCN	
H0	ERC	C901	9321	CRC	
H1	RFF	C506	1153 1154	"ACF" EPU-NO	
H1	DTM	C507	2005 2380 2379	"7" DT-OF-ENT "102"	
H1	RFF	C506	1153 1154	"ABT" ENT-NO	
H1	RFF	C506	1153 1154	"CKN" ENT-VER-NO	
H1	RFF	C506	1153 1154	"UCN" INVY-CNSGT-REF	
H1	RFF	C506	1153 1154	"UAR" INVY-CNSGT-VER	
H1	RFF	C506	1153 1154	"ABE" TDR-OWN-REF-ENT	
H1	RFF	C506	1153 1154	"AU" IRC	
H1	FTX	4451 4453 C107 C109	 4440	"AAP" “” “” IRC-DESC	
H0	GIS	C529	7365 1131 3055	GDS-ARR-DECLN “105” “109”	
H0	GIS	C529	7365 1131 3055	ICS “120” “109”	
H0	GIS	C529	7365 1131 3055	DECLN-MTHD “128” “109”	
H0	GIS	C529	7365 1131 3055	ROE “141” “109”	
H0	TDT	8051 8028 C220 C222	 8067 8213 1131 3055 8212 8212 8453	“13” “” “” “” “” “” “” “” TRPT-CNTRY	
H0	CNT	C270	6069 6066	“11” TOT-PKGS	
	UNT	0074 0062		Number of segments SYS-MRN	M M

END OF SECTION 5

6. EXPORT CONSIGNMENT CONTROL INTERFACE

6.1. Overview

This section describes the interactions between CHIEF and trade systems for the consolidation of consignments and the control of movements through Customs locations. The interactions are set within an overall business context and identify the information exchanged in each case; the same principles apply equally at inland and frontier locations.

The transaction flows are given in Section 7 and the messages specified in Section 8.

It should be noted that the trade systems which are referred to as Inventory systems in this TIS are no longer just the systems controlling goods at the frontier ports but also include DEPs and other inland freight forwarding systems. Trade systems that are not set up as Inventory systems (i.e. their role/path is not defined with an INVY-SYS-ID session variable) can also use the EDI messages to arrive consignments rather than the HCI transactions. In this case the movements are not Inventory linked so ERS/EMR messages are not generated rather X6 reports are output when Route 1/2 movements are granted permission to progress.

This section includes messages for maintaining consolidations. These transactions are available to authorised Exporters/Agents as well as Inventory systems.

Inventory control can be distributed by a CSP to independent Inventory systems for each location/shed, with CHIEF sending the EMR/ERS messages to the CSP as a directly connected Inventory system for onward routing on the basis of the goods location/shed identified in the message. In this case the interface defined here is the interface between CHIEF and the CSP – it is not necessarily the interface seen by the target Inventory system.

The interactions are based upon the Declaration UCR (see 2.2.3) and Master UCR (see 2.2.4) to identify either a consignment covered by a single declaration (including the case that no Declaration UCR was declared and thus CHIEF has derived one from the Entry number) or the consolidation of several consignments. The consolidation mechanisms can be used for a single consignment.

The Inventory system specifies a UCR with CHIEF determining whether it identifies a Declaration or a Master and processing accordingly. The Inventory system needs to allow for handling consignments declared as a part delivery (DECLN-PART-NO) of the consignment identified by DECLN-UCR.

An Inventory system may associate its own reference with each movement (MOVT-REF) and CHIEF returns this on any subsequent related message.

Traders are not required to know the Inventory systems that may be associated with the movement of the consignment and may make their declarations using the same role however the goods are to be moved. Moreover, different local agents may handle the consignment at each location as advised by the Inventory systems.

6.1.1. Anticipated and Actual Arrival

The location of goods for Customs control purposes is identified by an optional shed operator identifier within a location. CHIEF allows more than one Inventory system to operate at a location but can restrict a shed to a particular Inventory system. If an arrival is not at a particular shed, or an Inventory system is not defined for the shed, then the Inventory system must be permitted for the location.

An Inventory system may anticipate arrival of a consignment at Master or Declaration level, and CHIEF allows this notification whilst permission to progress from a previous location is still outstanding, returning (for each entry) the probable route that will be granted on arrival at the location.

Similarly an Inventory system may notify arrival of a consignment at Master or Declaration level, with CHIEF returning (for each entry) the actual route. Though a consignment should not actually arrive at a location whilst permission to progress remains outstanding at another, CHIEF accepts such notification – both to support shipments that become split and so that an inland Customs officer can give permission to progress while not having ready access to CHIEF to confirm their decision. Where such physical inconsistencies should not happen the movement may attract a Customs check.

CHIEF also allows arrival after a consignment has been reported as departed from the UK – a possibility in the case of split or short shipments (see 6.1.6 for the implication where CHIEF has de-activated the entry).

The interface is designed so the Inventory system need not be aware whether the UCR for a consignment identifies a declaration or a master with the following observations:

- MASTER-OPT can be supplied and will be ignored if the UCR turns out to identify a declaration.
- If a consignment is declared with a part number then the part number must be supplied if the arrival notification is at the declaration level. In this case the Inventory system will be aware that a declaration is being identified since there is no concept of a part consolidation. The check letter in the part number element is optionally declared and optionally supplied by the Inventory.

As well as holding information about expected arrivals before the consignment reaches the location, CHIEF allows an Inventory system to advise a movement before a declaration is made so CHIEF does not know whether the (anticipated) arrival is being notified at the declaration or master level. The notification is acknowledged with CRC "101" (for EAA) and "102" (for EAL) indicating that CHIEF has noted the potential movement.

- For an anticipated arrival, following an CRC "101" response, ERS and/or EMR messages (subject to MASTER-OPT) are sent, depending on whether the consignment proves to be at the declaration or master level.
- For an arrival, following a CRC "102" response, an ERS is sent when the declaration is accepted. A declaration that specifies the UCR as a master creates the master in an 'open' state (see Section 2.3) and ERS and/or EMR messages (subject to MASTER-OPT) are sent.

As well as arriving a UCR that is not known to CHIEF, an 'open' consolidation (see Section 2.3) can be arrived before all the declarations for the consolidation have been accepted. Alternatively the inventory could anticipate the arrival and only notify the actual arrival once it has reason to believe that all declarations have been made (and associated with the master).

Should a declaration remain outstanding for an (anticipated) arrival remembered by CHIEF, the potential movement will eventually be timed out and the Inventory system is then informed by ERS (SOE "9").

An initial declaration can identify a consolidation by MASTER-UCR. If the master does not exist it is created. The declaration is added to the master unless the consolidation is 'shut' (see Section 2.3), in which case the declaration will be rejected.

Except for particular CPCs (currently only SDP MOU) pre-shipment declarations must be pre-lodged. This means that actual arrival of the consignment should always be controlled by the Inventory system. Arrival may be notified before or after the declaration has been accepted by CHIEF.

Before the restriction on declaring goods as arrived was introduced, an arrived declaration could be submitted before the Inventory had notified CHIEF of arrival. This could lead to the submitting trader being informed (by CUSRES, X2 or X6) that his consignment was permitted to progress before the Inventory system knew about the movement or that it could progress. In this case actual movement of the goods would still have been subject to local controls and should still depend on the Inventory system being informed by CHIEF that the movement was permitted to progress.

6.1.2. Consolidations

Where the Inventory system is handling a consolidation rather than an individual consignment, then the interaction with CHIEF may be at the level of Master UCR, and CHIEF automatically acts upon each of the Declaration UCRs currently associated with the Master.

A consignment (at declaration or master level) can only be in one consolidation at a time. The submitting trader can remove a consignment from a consolidation or change the consolidation by amending the declaration providing the consolidation(s) involved are 'open' (see Section 2.3).

Once a consolidation is 'shut' an Inventory system or suitably authorized trader can change the consolidation. Once a 'shut' consolidation has arrived only the arriving agent/Inventory system can make changes. The check is detailed in Section 2.3. This means the agent/Inventory system can choose whether to process late declarations as separately arrived and departed consignments or to associate them with the arrived master.

As defined in Section 6.1.1 the anticipated arrival of a consolidation can be notified before the consignments have all been declared and associated with the master. The Inventory system is informed of changes to the consolidation by ERS or EMR (subject to MASTER-OPT).

A movement of a consolidation can be given permission to progress while still containing one or more consignments with terminated declarations (implying the goods never existed or have been removed from the consolidation). Customs officers could require the consignment to be disassociated from the master before approving a cancellation request or recording on CHIEF that the goods have been seized, destroyed or released to Queen's Warehouse. If goods are detained and the rest of the consolidation is to progress then the consignment must be disassociated from the consolidation.

The associate transaction (EAC, see Section 7.1.1) allows a hierarchy of consolidations to be maintained (to a maximum depth of 8), so that a Master UCR may include other Masters as well as Declaration UCRs. The transaction allows consignments to be associated and disassociated with a master and the state of the master to be changed from 'open' to 'shut' (see Section 2.3). Only 'shut' consolidations can be further consolidated.

Arrival and departure can be notified at any level, but it should be noted that when CHIEF reports a route or status change at the level of an individual declaration (by ERS) and only its current immediate Master is identified.

The arrival transactions (EAA, EAL) also allow a consolidation to be defined or changed; they further allow the Inventory system to specify the level of response required (MASTER-OPT) for the consolidation as follows:

"A" each entry known to CHIEF for the consolidation is identified (by DECLN-UCR) together with its (probable) route and status;

"F" as above, plus certain declared data;

"X" the (probable) route and status is only returned for those entries that are not (expected to be) permitted to progress;

"R" no consignment details are returned, just the most severe route for any consignment in the consolidation is identified (this is likely to be sufficient for an anticipated arrival). For an arrival, the most significant status is also returned (and so route 3/6 does not necessarily mean 'permitted to progress'). This option also means that subsequent route and status changes for individual consignments are suppressed and only changes to MASTER-ROE or MASTER-SOE notified (by EMR).

For options "A", "F" and "X", subsequent changes to declaration level consignments that were not permitted to progress are notified by ERS. For an arrived consolidation an EMR is also sent if the most severe route or status for the master changes.

Consolidations should not be moved or loaded until each of the contained consignments is permitted to progress. Particular care must be taken if the consignments may not have all been declared to CHIEF when arrival is notified. If a consignment is physically removed from a consolidation the Inventory system is expected to use the associate transaction (EAC) to notify CHIEF. If departure of a master is reported when some consignments are not permitted to progress from the location, it is considered to be an Inventory system interface error, but the transaction will not fail – entries that are permitted to progress will be marked as departed, others may be reported for investigation.

An explicit split of a consignment (MOVT-REF) cannot be consolidated. In general, departure should not be reported for each split (though this is acceptable), but only for each separate transport involved.

6.1.3. Declaration Amendment and Customs Query

Whilst a declaration is pre-lodged (i.e. has yet to come under Customs control at the Office of Export), the submitting trader may freely make amendments. Once the declaration has been accepted at the Office of Export, amendments may be subject to Customs approval. Customs may query the declaration (SOE "3") and the trader response may be subject to Customs approval (SOE "4"). Customs approval is given as a side-effect of granting permission to progress from the Office of Export.

Following an amendment, the consignment is re-arrived at each location where it is not yet permitted to progress, potentially resulting in a change of route.

Where (anticipated) arrival has been notified:

- If permission to progress has not yet been granted, including anticipated arrival and a reprocessing error on arrival (SOE "R"), the Inventory system is informed of amended values, route and status changes, in particular, following a reprocessing error when the amendment results in the declaration being accepted.
- If permission to progress has been granted, the Inventory system is not informed of changes.

While queried or subject to Customs approval, the response to an (anticipated) arrival gives the current SOE. The Inventory will subsequently be informed of changes.

The way the Inventory system is informed depends on whether the (anticipated) arrival is notified for a Declaration or a Master UCR and on MASTER-OPT in the latter case. An ERS may be sent following an amendment when no details have actually changed.

6.1.4. Declaration Cancellation

Whilst the declaration is pre-lodged (i.e. has yet to come under Customs control at the Office of Export), the submitting trader may cancel it (SOE "9"). Once the declaration has arrived at the Office of Export (or if a pre-lodgement has been subject to some Customs actions), cancellation is subject to Customs approval (SOE "5" on requesting cancellation and SOE "9" when approved). A pre-lodgement may be auto-deleted by the system.

The declaration can be cancelled after one or more (anticipated) arrivals have been notified:

- If permission to progress has not yet been granted for a movement, including anticipated arrival and a reprocessing error on arrival (SOE "R"), the Inventory system is informed of the cancellation (SOE "5", SOE "9", other SOE values if the cancellation is refused). The way the Inventory system is informed depends on whether the (anticipated) arrival is notified for a Declaration or a Master UCR and on MASTER-OPT in the latter case.
- If permission to progress has been granted for a movement, the Inventory system is always informed of the cancellation by ERS (SOE "9").

Following cancellation or while a cancellation request is outstanding, the response to an (anticipated) arrival gives the current SOE ("9" or "5"). The Inventory will subsequently be informed of a change from SOE "5".

Note that cancellation of a declaration does not make the Declaration UCR/part available for reuse.

When a declaration is deleted (including auto-deletion of a pre-lodgement) or cancelled it is disassociated from its current Master (if any) and any Declaration movements are unlinked from a Master movement (if any).

6.1.5. Declaration Termination

Though the distinction between a declaration and a movement is often academic, at other times it is real – for example, the goods are split and travelling in separate transports. In this latter case, Customs exercise their physical control over the individual movements. Individual movements can be detained and discharged from detention. If all the goods associated with a declaration are in Customs control the declaration may be terminated identifying whether the goods have been seized, destroyed, released to the Queen's Warehouse or responsibility transferred to MSS as appropriate. A corresponding ERS message (SOE "9", ICS 05, 06, 07 or 09) is sent for all arrived movements whether or not permission to progress has been granted.

An entry that is not finalised 6 months after legal acceptance is automatically terminated on CHIEF IES with responsibility transferred to MSS.

6.1.6. Purging Declarations from CHIEF IES

Entries can be purged from CHIEF IES once the entry is finalised (see Reference [3]) and 4 months have passed after the last activity. While the entry remains on CHIEF IES, the Declaration UCR/part is known and further arrivals and departures are recorded. Once the entry is purged the Declaration UCR/part could be used again although it should be unique for 10 years. Thus, for example, a further arrival for the Declaration UCR/part after the entry has been purged would await a new declaration.

Further arrivals are rejected while the entry exists if it has been legally accepted for more than 5 months and departures are rejected after 6 months.

END OF SECTION 6

7. EXPORT CONSIGNMENT CONTROL TRANSACTION FLOWS

7.1. Trade System Initiated Flows

7.1.1. Associate Consignment with Master (EAC)

The association of Declaration and Master UCRs can be maintained as a result of the submitting trader's declarations or an Inventory system's arrival messages (EAA and EAL). An additional message is however provided giving explicit control of the association where a consignment is added to or removed from a consolidation. (This transaction can be used by traders to consolidate consignments before coming under customs control. Thus it is not only available to agents or inventory systems at a location).

The EAC message also gives control over how additions can be made to a consolidation by enabling it to be set to a 'shut' state stopping further declarations into the consolidation (see Section 2.3). For an arrived and 'shut' master the transaction is restricted to the agent/Inventory system that notified arrival (see Section 2.3).

The associate transaction (EAC) allows a consolidation to be defined that includes other consolidations as well as consignments at the declaration level. A consignment is identified by UCR (and optional DECLN-PART-NO for the declaration level) and the consolidation by MASTER-UCR.

The transaction allows consignments to be added and removed from the consolidation and enables the consolidation to be 'shut' restricting how further changes are made (see Section 2.3).

a. Associate. The consignment is associated with the given MASTER-UCR, disassociating (see b) any current association with another Master. The UCR/part must pre-exist and, if a Master, the consolidation must be 'shut'. The Master is created (in an 'open' state) if it is not already known to CHIEF.

For each anticipated or arrived movement for the Master a movement is established for each of the declarations identified by the given UCR and ERS messages are sent to the Inventory system as required by MASTER-OPT and an EMR is sent if the route/status of the Master changes.

b. Disassociate. If a MASTER-UCR is not given, any current association with a MASTER-UCR is removed.

For each anticipated or arrived movement of the Master from which the UCR is being disassociated, the declaration movements for all the declarations identified by the UCR are removed from the Master movement and anticipated declaration movements are cancelled (SOE "X"). ERS and/or EMR messages are sent to the Inventory system(s) as required by MASTER-OPT.

c. Shut Consolidation. If a UCR is not given, the consolidation identified by MASTER-UCR is 'shut'. This may result in movements for the Master being granted permission to progress. For each anticipated or arrived movement for the Master, the Inventory system is informed of the resulting change in status by EMR.

An explicitly identified (e.g. by MOVT-REF) split of a consignment cannot be separately consolidated.

There are no circumstances under which CHIEF prevents consolidations from being changed via EAC subject to authority to use the transaction and additional checks if the consolidation is shut (see Section 2.3).

CHIEF IES	Msg Ref	Trade System
Depending on the existence of the UCR/part – Declaration or master – one of the following occurs:	← EAC	Advises CHIEF of removal from a consolidation or adding to a consolidation, or requests CHIEF to shut a consolidation.
1. Invalid data (e.g. unknown UCR).	→ UKCTRL(nak)	investigate
2. UCR associated with a new MASTER-UCR or none, or the consolidation is 'shut'.	→ UKCTRL(ack)	
3. Declaration movements unlinked from or linked with Master movements and EMR/ERS generated as required.	→ EMR/ERS	

7.1.2. Change Consignment Status – Shut (CST)

The CST message gives control over how additions can be made to a consolidation by enabling it to be set to a 'shut' state stopping further declarations into the consolidation (see Section 2.3).

This message is provided so Exporters/Agents can shut their consolidations without also being given the more powerful features of Associate (see 7.1.1).

There are no circumstances under which CHIEF prevents consolidations from being shut subject to authority to use the transaction.

As a result of shutting a Master, movements for the Master may be granted permission to progress. For each arrived movement for the Master the Inventory system is informed of any resulting change in status by EMR.

CHIEF IES	Msg Ref	Trade System
Depending on the existence of the Master UCR one of the following occurs:	← CST	Requests CHIEF to shut a consolidation.
1. Invalid data (e.g. unknown Master UCR, already 'shut').	→ UKCTRL(nak)	investigate
2. The consolidation is 'shut'.	→ UKCTRL(ack)	
3. Master movements potentially granted permission to progress and EMRs generated as required.	→ EMR	

7.1.3. Anticipated Arrival (EAA)

Upon receipt of its own Advance Consignment Advice (or equivalent), the Inventory system can notify CHIEF of the anticipated arrival of a consignment or consolidation in order to identify the probable route, upon which basis the Inventory system may choose to handle the goods on arrival at the location.

The interface allows the anticipated arrival of a consignment to be notified at master or declaration level without the Inventory system needing to know to which the given UCR refers.

The interface may be used to anticipate arrival of an explicit split movement of a consignment (MOVT-REF).

CHIEF processing depends on whether the UCR identifying the consignment is known or not:

- When the UCR identifies a Declaration, CHIEF responds with the probable route unless there is a reprocessing error (SOE "R").

- When the UCR identifies a Master, CHIEF responds immediately to acknowledge the request. The probable route is determined for each of the declarations for consignments in the consolidation and, depending on the request (see MASTER-OPT), CHIEF returns in one or more EMR the most severe probable route for any consignment in the consolidation and optionally lists the associated Declaration UCRs and their probable routes for all consignments or just those that are not expected to be given immediate permission to progress on arrival. CHIEF remembers the Inventory system's interest in the Master UCR should further declarations subsequently be associated with it. When such a consignment is declared, the Inventory system is automatically advised of the probable route.
- If the UCR is unknown, CHIEF remembers the anticipated movement (CRC "101" in response) and advises the Inventory as declaration(s) are received, unless actual arrival has since been notified. The Inventory is informed by ERS or EMR depending on whether the UCR proves to identify a Declaration or a Master and on MASTER-OPT in the latter case. The inventory is not informed when the movement is purged because a declaration has not been made within a time out period.

The message can be repeated for a location/shed and movement reference (MOVT-REF). The anticipated arrival of the movement may be re-profiled and the resulting probable route is returned.

CHIEF IES	Msg Ref	Inventory System		Inventory Agent
One of the following occurs:	← EAA	Advises CHIEF of anticipated arrival of consignment.	←	Advance Consignment Advice
1. Invalid data.	→ UKCTRL(nak)	investigate		
2. UCR identifies a Declaration. CHIEF returns the probable route for the given location /shed.	→ EAA			
3. UCR identifies a Declaration with error(s) on reprocessing. CHIEF returns SOE "R".	→ EAA			
4. UCR identifies a Master. Acknowledge request. Followed later by one or more EMR from CHIEF giving probable route information as requested (see MASTER-OPT).	→ UKCTRL(ack) → EMR	Wait for subsequent EMR(s)		
5. Unknown UCR. Followed later by ERS/EMR from CHIEF giving probable route and status.	→ EAA (CRC "101") → ERS/EMR	Wait for subsequent ERS or EMR depending on whether the UCR proves to identify a Declaration or a Master and, for a Master, on MASTER-OPT.		

7.1.4. Arrival at Location (EAL)

The Inventory system notifies CHIEF of the arrival of the goods at the location/shed and CHIEF advises the route and status. The response often grants permission to progress (i.e. the consignment is clear of CHIEF controlled checks but still subject to local Customs arrangements and any commercial considerations).

The interface allows arrival of a consignment to be notified at master or declaration level without the Inventory system needing to know to which the given UCR refers.

The movement of the consignment can be given a movement reference (MOVT-REF) which identifies the consignment or a split of the consignment to the Inventory system. The same movement reference can be used for different splits of the consignment that may be concurrently at the same location. A particular split can be further distinguished by the arrival date and time at the location, defaulting to the time at which the arrived movement is created on CHIEF.

CHIEF processing depends on whether the UCR identifying the consignment is known or not:

- When the UCR identifies a Declaration, CHIEF responds with the route unless there is a reprocessing error (SOE "R"). The inventory is informed of subsequent changes until the consignment is permitted to progress (SOE "7").
- When the UCR identifies a Master, CHIEF responds immediately to acknowledge the request. Each of the declarations for consignments in the consolidation is arrived and, depending on the request (see MASTER-OPT), CHIEF returns in one or more EMR the most severe route for any consignment in the consolidation and optionally lists the associated Declaration UCRs and their routes for all consignments or just those that have not been granted permission to progress. The inventory is informed of subsequent changes until the consolidation is departed.
- If the UCR is unknown, CHIEF remembers the movement (CRC "102" in response). The Inventory is informed by ERS and/or EMR depending on whether the UCR proves to identify a Declaration or a Master and on MASTER-OPT in the latter case. The inventory is informed of subsequent changes as described for Declaration and Master UCRs in the bullet points above. It should be noted that a consolidation will need to be 'shut' (see Section 2.3) before permission to progress will be granted. MASTER-SOE is returned in the EMR as "0" while the consolidation is 'open' and as "1" or "7" when 'shut'. The inventory is not informed when the movement is purged because a declaration has not been made within a time out period.

CHIEF assumes that an arrival notification for a consignment (or all consignments currently in a consolidation) reflects an actual arrival of goods even if departure has already been notified or the goods are not recorded as permitted to progress (for example, the goods may have been short shipped or Customs have been unable to update the status of the entry on CHIEF). Arrival is thus not denied even if the status on CHIEF identifies that the goods are departed or terminated – though a Customs check or subsequent audit action may be taken when the sequence is inconsistent.

The message can be repeated for a location/shed, movement reference (MOVT-REF) and arrival date and time. The route and status is returned without creating a new movement.

CHIEF IES	Msg Ref	Inventory System		Inventory Agent
One of the following occurs:	← EAL	Notifies CHIEF of arrival of consignment.	←	Goods arrival at location
1. Invalid data.	→ UKCTRL(nak)	investigate		
2. UCR identifies a Declaration given Route 3/6. CHIEF returns Route 3/6, Status "permission to progress" (SOE "7").	→ EAL	Inform agent that the goods can be moved or loaded.	→	Goods can be moved to another location or be loaded for export at a frontier location.
3. UCR identifies a Declaration given Route 0/1/2. CHIEF returns Route 0/1/2.	→ EAL	Wait for subsequent ERS		
Followed later by ERS from CHIEF giving route and status changes	→ ERS	When 'permitted to progress', inform agent that the goods can be moved or loaded.	→	
4. UCR identifies a Declaration with error(s) on reprocessing. CHIEF returns SOE "R".	→ EAL	Wait for subsequent ERS		
Followed later by ERS from CHIEF giving route and status.	→ ERS	When 'permitted to progress', inform agent that the goods can be moved or loaded.	→	
5. UCR identifies an 'open' Master. Acknowledge request.	→ UKCTRL(ack)	Wait for subsequent EMR(s)		
Followed later by one or more EMR from CHIEF giving route and status information as requested (see MASTER-OPT).	→ EMR	SOE "0" until the Master has been 'shut'.	→	
If the consolidation is not permitted to progress then further EMR or ERS messages (depending on MASTER-OPT).	→ EMR/ERS	Wait for EMR or ERS messages until Master has been 'shut' and all consignments in the consolidation are permitted to progress.	→	
6. UCR identifies a 'shut' Master. Acknowledge request.	→ UKCTRL(ack)	Wait for subsequent EMR(s)		
Followed later by one or more EMR from CHIEF giving route and status information as requested (see MASTER-OPT).	→ EMR	If consolidation is 'permitted to progress', inform agent that the goods can be moved or loaded.	→	
If the consolidation is not permitted to progress then further EMR and ERS messages (depending on MASTER-OPT).	→ EMR/ERS	Else wait for EMR or ERS messages until all consignments in the consolidation are permitted to progress.	→	
7. Unknown UCR.	→ EAL (CRC "102")	Wait for subsequent ERS or EMR depending on whether the UCR proves to identify a Declaration or a Master and, for a Master, on MASTER-OPT.	→	
Followed later by ERS/EMR from CHIEF giving route and status.	→ EMR/ERS	When 'permitted to progress', inform agent that the goods can be moved or loaded.		

Note: this flow does not show the messages that are also sent to the submitting trader for an arrival at the Office of Export.

7.1.5. Departure from a Location (EDL)

The Inventory system advises CHIEF of the departure of a consignment (at master or declaration level). The interface can be used to notify CHIEF that the goods are no longer under Inventory control at a location (by not including transport details) as well as to notify CHIEF of transport details for a departure from the UK.

The interface allows departure to be notified from a location at which arrival has never been advised providing the UCR/part is known.

If there are movements at the given location/shed then:

- at the declaration level, there must be at least one movement that is permitted to progress. It may have already been notified as departed from the UK.
- at the master level, CHIEF marks as departed only those declaration movements that are currently permitted to progress. It is not considered an error if there are none for some of the consignments in the consolidation. There does not have to be a master movement with permission to progress to allow departure to be reported at a different level in the consolidation to that at which arrival is notified.

The movement reference (MOVT-REF) is not included on the departure interface; rather the departure is applied to all movements at the given location/shed that are currently permitted to progress and were arrived by the same Inventory system as is notifying departure. If a shed is not given then all eligible movements at the goods location, regardless of shed, are departed. An EDL is expected for each departure carrying some of the consignment. It is preferred that a split consignment is departed once for each transport, but departure may be notified for each split. CHIEF records each departure from the UK and this information can be used for audit purposes.

For a Declaration UCR:

CHIEF IES	Msg Ref	Inventory System		Inventory Agent
Action depends on the state of the movement(s) for the declaration identified by UCR/part at the given location/shed:	← EDL	Notify CHIEF of goods departure	←	Record goods departure.
1. Invalid data or there are movements at location but none is permitted to progress. (Note if there are no movements at the location departure is recorded).	→ UKCTRL(nak)	Investigate. Generate error report if for a UCR that should be known to CHIEF.	→	Investigate.
2. Record departure: a. for each movement permitted to progress or b. for the given location/shed if there are no movements there.	→ UKCTRL(ack)			

For a Master UCR:

CHIEF IES	Msg Ref	Inventory System		Inventory Agent
Action depends on the state of the movements at the given location/shed for each of the declarations in the consolidation:	← EDL	Notify CHIEF of goods departure	←	Record goods departure.
1. Invalid data.	→ UKCTRL(nak)	Investigate. Generate error report if for a UCR that should be known to CHIEF.	→	Investigate.
2. Acknowledge request and then process each declaration, recording departure: a. for each movement permitted to progress or b. for the given location/shed if there are no movements there. Note: if there are only movements at the location/shed that are not permitted to progress, it is assumed that the goods have not actually departed (i.e. that departure has been notified for the Master before CHIEF could be informed that the consignment had been removed from the consolidation).	→ UKCTRL(ack)			

7.2. CHIEF Initiated Flows

7.2.1. Route or Status Change (ERS)

This message is used by CHIEF to notify the Inventory system of the route and status (and the values of some declared data elements) for a consignment(part). It is sent as a result of:

- initial declaration, when an Inventory system has previously anticipated or advised arrival of the consignment (by Declaration UCR/part or the declared Master UCR);
- amendment of an entry currently anticipated or arrived at an inventory linked location and not yet permitted to progress;
- cancellation of an entry currently anticipated or arrived at an inventory linked location, including after permission to progress has been granted;
- Customs control action on the entry – the message is sent to the Inventory system associated with an active movement at the Office of Export;
- Customs control action on a movement;

While permission to progress is never revoked, the reality of subsequent physical handling of the goods by Customs (e.g. as a result of anti-smuggling checks) is notified to the Inventory system for the location. Thus an Inventory system is informed of seizure, destruction and release to Queen's Warehouse. Also the Inventory may associate another consignment with a Master that is permitted to progress and this may result in further Customs checks.

CHIEF IES	Msg Ref	Inventory System
Probable route or actual route and status for one of more UCRs.	→ ERS	Take action depending on route and status, for example, release goods for movement or loading for export.
	← UKCTRL(ack)	1. Valid.
	← UKCTRL(nak)	2. Data item(s) invalid.

7.2.2. Notification of Master Route and Status (EMR)

This message is used by CHIEF to notify the Inventory system of the route and status of a master movement and, for a master (anticipated) arrival, optionally to supply the route, status and other details for the contained declaration movements. An EMR is sent as a result of:

- processing an arrival (EAL) or anticipated arrival (EAA) by MASTER-UCR when only the most severe route (MASTER-OPT "R") or exception details (MASTER-OPT "X") are requested. If there are too many exceptions for one EMR message, the most severe route is returned for the Master and the Inventory system should try again later for details of the individual consignments – though for an EAL the entries will have been arrived subject to successful reprocessing.
- processing an arrival (EAL) or anticipated arrival (EAA) by MASTER-UCR when full details are requested (see MASTER-OPT "F" or "A"). A number of EMR messages may be sent to cover the consolidation, each with up to 100 entries. The same summary details are given in the header of each EMR, with DECLN-COUNT available to determine when all details have been received.
- the route or status of a declaration movement changing (e.g. on being granted permission to progress) and the change increases the most severe route, removes the master movement from the temporary route 0 or impacts the status of an arrived Master. Entry details are never sent in this case (DECLN-COUNT is zero).

- on declaring into an 'open' Master when the route or status of any resulting declaration movement increases the most severe route, removes the master movement from the temporary route 0 or impacts the status of a master movement. Entry details are never sent in this case (DECLN-COUNT is zero).
- on association/disassociation when linking/unlinking declaration movements increases the most severe route, removes the master movement from the temporary route 0 or impacts the status of a master movement. Entry details are never sent in this case (DECLN-COUNT is zero).

The EMR for a particular (anticipated) arrival may not be sent if a further (anticipated) arrival for the same movement occurs before the first has been fully processed.

Note that an EMR is not sent for an (anticipated) arrival of an unknown Master UCR, which consequently doesn't yet contain any declarations. One is sent however when the first declaration is declared into or associated with the Master UCR.

Note that the HCI Transaction AEAC for association into, disassociation from and shutting of consolidations can combine more than one action in a single call of the transaction. For example, a consignment could be added and the consolidation shut, or two consignments could be added to the consolidation. These multiple actions could, potentially, result in more than one EMR being issued. This has caused problems in the past for the Inventory Systems receiving these multiple EMRs. Consequently, the transaction has been re-designed to issue at most a single EMR that will reflect the sum total of all actions performed by the single call of the transaction. Currently only a single action can be performed as a result of the EAC Message, but should this be changed in the future to allow multiple actions, then this process would also have to be changed to issue only a single EMR.

CHIEF IES	Msg Ref	Inventory System
Probable route or actual route and status for one or more UCR/parts in the consolidation.	→ EMR	Take action depending on route and status, for example, release goods for movement or loading for export.
	← UKCTRL(ack)	1. Valid.
	← UKCTRL(nak)	2. Data item(s) invalid.

END OF SECTION 7

8. EXPORT CONSIGNMENT CONTROL MESSAGES

8.1. Data elements

The data requirement for each of the message variants defined in the following sections is indicated by means of the abbreviations defined in Section 1.3.1.

8.1.1. Trade System Transactions

The Trade system initiates a transaction with CHIEF for any of the following reasons as identified by the Message Code:

- EAC – Associate Consignment with Master (see 7.1.1)
- CST – Consignment Status – Shut Master (see 7.1.2)
- EAA – Anticipated Arrival (see 7.1.3)
- EAL – Arrival at the Location (see 7.1.4)
- EDL – Departure from a Location (see 7.1.5)

Trade Request / Notification Message:

Data Element Name	Optionality					Notes
MESSAGE-CODE	"EAC"	"CST"	"EAA"	"EAL"	"EDL"	
AGENT-ROLE AGENT-LOCN			Ob C1	Ob C1		Identifies a local agent responsible for the movement by role and location as required for report routeing.
GDS-ARR-DTM				O		To allow for a difference between the CHIEF and trade system clocks, the arrival date-time can be a few minutes ahead of CHIEF time (currently 10 minutes). The arrival date-time along with MOVT-REF can be used to identify a particular movement.
GDS-DEP-DT					C2	
GDS-LOCN SHED-OP-ID			Mc O	Mc O	Md C3	For departure from the UK this is the Place of Loading.
MASTER-UCR	C	M				If not supplied for EAC the current association is cleared. See also UCR.
MASTER-OPT			O	O		Controls what information is returned when UCR identifies a consolidation.
MOVT-REF			O	O		Inventory system's reference to the movement.
REPORTS-RQD				Ob		As required by the given AGENT-ROLE.
TRPT-ID TRPT-CNTRY TRPT-MODE-CODE			O O O	Oa Oa Oa	C2 C2 C2	
UCR UCR-PART-NO	C O		M O	M O	M O	Identifies declaration (with optional UCR-PART-NO) or master. For EAC, a UCR is not supplied when the message is used to 'shut' a consolidation (see Section 2.3) – MASTER-UCR must be given. Required if part declaration.

Notes:

a. An Inventory system is encouraged to supply transport details on arrival at the frontier since their presence may influence Customs in giving permission to progress.

b. The nominated agent can display movement details and key elements of the declaration while the consignment is at the location as well as being sent reports relating to the movement (X1, X5) and declaration progress reports as requested by REPORTS-RQD (see Reference [5]). Declaration progress reports can be requested on a notification of arrival of a consignment (i.e. arrival is for a Declaration UCR) or on arrival of a consolidation (i.e. arrival is for a Master UCR). In the latter case, the progress reports will be produced for all consignments in the consolidation.

c. Together with the Shed, the Location of Goods identifies the EPU (and EPS). The location can be inland or frontier. The consignment can move between locations but the location can only be changed on arrival.

d. For departure from the UK, the Location of Goods (GDS-LOCN) is deemed to be the Place of Loading (PLA-LDG).

e. Where the optionality is blank, the data element may be supplied – it will be ignored by CHIEF. Other optional items must be valid and overwrite the current value.

Rules:

1. AGENT-LOCN must be supplied with AGENT-ROLE.
2. EDL can be used to report departure from a location to another location as well as departure from the UK. For departure from the UK, the departure date and all the transport details must be supplied – otherwise they must not be supplied.
3. If supplied only those permitted to progress movements that were arrived at the shed are departed. If not supplied all permitted to progress movements at the location, regardless of shed, are departed.

CHIEF Response Message:

CHIEF responds with UKCTRL(nak) when data item(s) are invalid and consequently no action has been taken by CHIEF (e.g. Inventory system not authorized for goods location, UCR to be associated with a Master does not exist, an 'open' Master cannot be added to a consolidation).

For a valid EAC, CST or EDL, CHIEF responds with a UKCTRL(ack).

For a valid EAA or EAL where the UCR identifies a Declaration known to CHIEF, the response is as defined in the table below.

For a valid EAA or EAL where the UCR identifies a Master known to CHIEF, the response is a UKCTRL(ack). Subsequent EMR messages from CHIEF will identify the route and status of each Declaration currently in the consolidation (subject to MASTER-OPT).

For a valid EAA or EAL specifying a UCR that is not known to CHIEF the response is CRC "101" for an EAA and "102" for an EAL with data as defined in the table below. The Inventory system will be informed of subsequent declarations by ERS or EMR depending on whether it turns out that the UCR identifies a declaration or a consolidation.

Data Element Name	Optionality				Notes
	No Declaration(s)		Declaration Exists		
MESSAGE-CODE	"EAA"	"EAL"	"EAA"	"EAL"	
CRC	"101"	"102"	"000"	"000"	
EPU-NO EPS-ID			M O	M O	For given location/shed.
GDS-ARR-DTM		M		M	As given or generated by CHIEF.
GDS-LOCN SHED-OP-ID	M O	M O	M O	M O	
MOVT-REF	O	O	O	O	
Entry details	M(1)	M(1)	M(1)	M(1)	
CMDTY-CODE			O	O	For the first item that is not deleted.
DECLN-UCR DECLN-PART-NO	M M	M M	M M	M M	For 'No Declaration' might be a Master UCR. Check character is always generated.
ICS			M	M	
ROE			M	M	Probable route has "H" prefix (returned for EAA and EAL when SOE "R").
SOE	O	O	M	M	
SUBMIT-ROLE			M	M	
TOT-NET-MASS			O	O	
TOT-PKGS			O	O	

8.1.2. CHIEF Transactions

CHIEF initiates a transaction with the Inventory system for any of the following reasons as identified by the Message Code:

- ERS – Route or Status Change (see 7.2.1);
- EMR – Asynchronous Master Arrival Response (see 7.2.2);
- EMR – to notify when a consolidation's most severe route or significant status changes (entry details are not sent regardless of MASTER-OPT "R").

CHIEF Notification Message:

Data Element Name	Optionality		Notes
MESSAGE-CODE	"ERS"	"EMR"	
CRC		M	For a consolidation, summarises the result of processing. Some values identify exception conditions that are identified by the background processing of the master (anticipated) arrival and therefore cannot be reported by rejecting the notification. For CRC 202 and 203 the recovery action is for the Inventory to repeat the transaction. CRC 204 identifies a trade software problem causing an exceptionally large number of arrivals (a system parameter expected to be set to 500, see Reference [3], Section 2.13) for one or more declaration in the consolidation. The declarations that exceed the limit are identified in the EMR (SOE "E") regardless of MASTER-OPT. The problem may not be with the system that receives the EMR. Should it ever occur the circumstances will need to be investigated and corrective action determined.
DECLN-COUNT		M	In the response to an (anticipated) arrival it is the number of consignments currently associated with the master on CHIEF. Note: can be zero if all the consignments have been removed. For unsolicited messages notifying ROE/SOE changes it is zero.
EPU-NO EPS-ID	M O	M O	For location.
GDS-ARR-DTM	C	C	As given or generated by CHIEF on arrival. Not returned for EAA.
GDS-LOCN SHED-OP-ID	M O	M O	Needed to identify which split if some of the goods are at different locations controlled by the same Inventory system.
MASTER-ROE		M	Most severe route. Route 0 is returned if there are too many exceptions for a single EMR message.
MASTER-SOE		M	Identifies whether consolidation is permitted to progress or not.
MASTER-UCR	C	M	For EMR this is the MASTER-UCR from the request. For ERS it is the Master UCR by which the consignment was arrived or null if arrived by the Declaration UCR.
MOVT-REF	O	O	Inventory system's reference to the movement.
Entry details	**M(1)**	**C(100)**	For unsolicited EMR notifying ROE/SOE changes entry details are not sent.
CMDTY-CODE	O	C	For the first item that is not deleted. For EMR, if MASTER-OPT is "F" and declared.
DECLN-UCR DECLN-PART-NO	M M	M M	Identifies part declaration or just contains the check letter.
ICS	C	C	For ERS, not given for movement timeout (SOE "9"). For EMR, if MASTER-OPT is "F".
ROE	C	M	'H' prefix when a probable route for an anticipated arrival. For ERS, not given for movement timeout (SOE "9").
SOE	M	M	
SUBMIT-ROLE	C	C	For ERS, not given for movement timeout (SOE "9"). For EMR, if MASTER-OPT is "F".
TOT-NET-MASS	O	C	For EMR, if MASTER-OPT is "F" and declared.
TOT-PKGS	O	C	For EMR, if MASTER-OPT is "F" and declared.

Inventory Response Message:

The Inventory system reply to a Route or Status change is a UKCTRL(ack) (see Reference [1]).

8.2. EDI Message Mapping

The Export inventory interface uses a bespoke message (UKCINV) based on the 00A Directory.

The BGM Message Code [1001] is used to identify the transaction with the same value used in the request and the response:

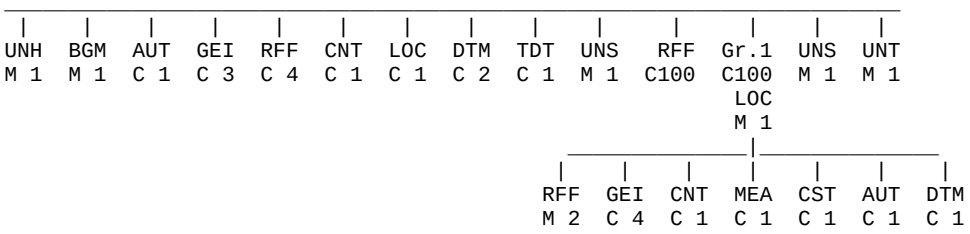
EAC	Export associate consignment
CST	Consignment Status – Shut Master
EAA	Export advance (consignment) advice
EAL	Export arrival at a location
EDL	Export departure from a location
ERS	Export route or status change notification
EMR	Asynchronous Master arrival response

The UKCINV message is used as the response to some display requests as well as for inventory linking. The full message is defined in Section 8.2.1 with the subset for an Inventory system request to CHIEF in Section 8.2.2, for a CHIEF response to an Inventory system in Section 8.2.3, for a CHIEF request to an Inventory system in Section 8.2.4 and for use as the response to some display requests as specified in Reference [4].

EMR and ERS messages can be sent as report messages as well as in an interactive session with an Inventory system. When delivered as a report message the UKCINV message is sent in a UNB/UNZ envelope with the destination role and location identified in the UNB segment in the same way as specified for the report messages in Reference [4].

8.2.1. UKCINV 00A Message

The UKCINV message definition is based on the 00A Directory. The UKCINV branching diagram is:

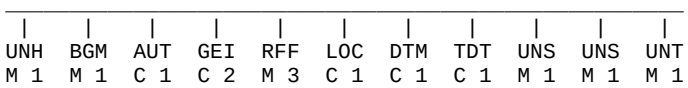


Section Group	Data Element			Value	Notes
	UNH	0062		SYS-MRN	M
		S009	0065	“UKCINV”	M
			0052	“D”	M
			0054	“00A”	M
			0051	“UN”	M
			0057	“109001”	M
		0068		SYS-CAR	O
H0	BGM	C002	1001	MESSAGE-CODE	M
			1131	“105”	M
			3055	“109”	M
H0	AUT	9280		AGENT-ROLE	
		9282		AGENT-LOCN	
H0	GEI	9649		“CRC”	
		C012	7365	CRC	
H0	GEI	9649		“OPT”	
		C012	7365	MASTER-OPT	
H0	GEI	9649		“ROE”	
		C012	7365	MASTER-ROE	
H0	GEI	9649		“SOE”	
		C012	7365	MASTER-SOE	
H0	GEI	9649		“TRK”	
		C012	7365	REPORTS-RQD	
H0	GEI	9649		“OPN”	
		C012	7365	MASTER-OPEN-IND	
H0	RFF	C506	1153	“ABO”	
			1154	UCR	
			1156	UCR-PART-NO	
H0	RFF	C506	1153	“ACD”	
			1154	NEXT-UCR	
			1156	NEXT-PART-NO	
H0	RFF	C506	1153	“UCN”	
			1154	MASTER-UCR	
H0	RFF	C506	1153	“FF”	
			1154	CUR-MASTER-UCR	
H0	RFF	C506	1153	“AES”	
			1154	MOVT-REF	
H0	CNT	C270	6069	“10”	
			6066	DECLN-COUNT	
H0	LOC	3227		“14”	
		C517	3225	GDS-LOCN	
			1131	“156”	
			3055	“109”	
			3224	SHED-OP-ID	
		C519	3223	EPU-NO	
			1131	“”	
			3055	“109”	
			3222	EPS-ID	
H0	DTM	C507	2005	“189”	
			2380	GDS-DEP-DT	
			2379	“102”	
H0	DTM	C507	2005	“178”	
			2380	GDS-ARR-DTM	
			2379	“203”	
H0	TDT	8051		“13”	
		8028		“”	
		C220	8067	TRPT-MODE-CODE	
		C228		“”	
		C040		“”	
		8101		“”	
		C401		“”	
		C222	8213	“”	
			1131	“”	
			3055	“”	
			8212	TRPT-ID	
			8453	TRPT-CNTRY	

Section Group	Data Element			Value	Notes
	UNS	0081		"D"	M
D0	RFF	C506	1153	"UCN"	
			1154	MASTER-UCR	
D1	LOC	3227		"14"	
		C517	3225	GDS-LOCN	
			1131	"156"	
			3055	"109"	
			3224	SHED-OP-ID	
		C519	3223	EPU-NO	
			1131	""	
			3055	"109"	
			3222	EPS-ID	
D1	RFF	C506	1153	"ABO"	
			1154	DECLN-UCR	
			1156	DECLN-PART-NO	
D1	RFF	C506	1153	"AES"	
			1154	MOVT-REF	
			1156	""	
			4000	MOVT-NO	
D1	RFF	C506	1153	"UCN"	
			1154	ARR-MASTER-UCR	
D1	RFF	C506	1153	"FF"	
			1154	CUR-MASTER-UCR	
D1	GEI	9649		"ICS"	
		C012	7365	ICS	
D1	GEI	9649		"ROE"	
		C012	7365	ROE	
D1	GEI	9649		"SOE"	
		C012	7365	SOE	
D1	GEI	9649		"TYP"	
		C012	7365	ENTRY-TYPE	
D1	CNT	C270	6069	"11"	
			6066	TOT-PKGS	
D1	MEA	6311		"AAR"	
		C502		""	
		C174	6411	"KGM"	
			6314	TOT-NET-MASS	
D1	CST	1496		""	
		C246	7631	CMDTY-CODE	
			1131	"122"	
D1	AUT	9280		SUBMIT-ROLE	
D1	AUT	9280		AGENT-ROLE	
		9282		AGENT-LOCN	
D1	DTM	C507	2005	"178"	
			2380	GDS-ARR-DTM	
			2379	"203"	
	UNS	0081		"S"	M
	UNT	0074		Number of segments	M
		0062		SYS-MRN	M

8.2.2. UKCINV – Trade System Request / Notification to CHIEF

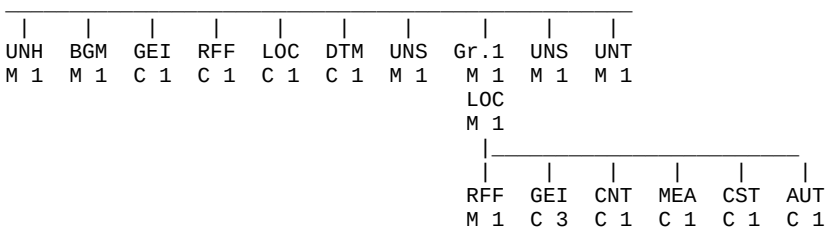
The Trade system to CHIEF request is a subset of the UKCINV message as defined in Section 8.2.1. The UKCINV branching diagram is:



Section Group	Data Element			Value	Notes
	UNH	0062		SYS-MRN	M
		S009	0065	"UKCINV"	M
			0052	"D"	M
			0054	"00A"	M
			0051	"UN"	M
			0057	"109001"	M
		0068		SYS-CAR	O
H0	BGM	C002	1001	MESSAGE-CODE	M
			1131	"105"	M
			3055	"109"	M
H0	AUT	9280		AGENT-ROLE	
		9282		AGENT-LOCN	
H0	GEI	9649		"OPT"	
		C012	7365	MASTER-OPT	
H0	GEI	9649		"TRK"	
		C012	7365	REPORTS-RQD	
H0	RFF	C506	1153	"ABO"	
			1154	UCR	
			1156	UCR-PART-NO	
H0	RFF	C506	1153	"UCN"	
			1154	MASTER-UCR	
H0	RFF	C506	1153	"AES"	
			1154	MOVT-REF	
H0	LOC	3227		"14"	
		C517	3225	GDS-LOCN	
			1131	"156"	
			3055	"109"	
			3224	SHED-OP-ID	
H0	DTM	C507	2005	"189"	
			2380	GDS-DEP-DT	
			2379	"102"	
H0	DTM	C507	2005	"178"	
			2380	GDS-ARR-DTM	
			2379	"203"	
H0	TDT	8051		"13"	
		8028		""	
		C220	8067	TRPT-MODE-CODE	
		C228		""	
		C040		""	
		8101		""	
		C401		""	
		C222	8213	""	
			1131	""	
			3055	""	
			8212	TRPT-ID	
			8453	TRPT-CNTRY	
	UNS	0081		"D"	M
	UNS	0081		"S"	M
	UNT	0074		Number of segments	M
		0062		SYS-MRN	M

8.2.3. UKCINV – CHIEF Response to Inventory System

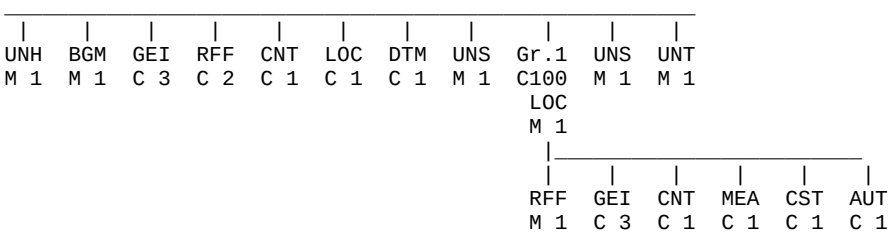
The CHIEF to Inventory system response is a subset of the UKCINV message as defined in Section 8.2.1. The UKCINV branching diagram is:



Section Group	Data Element			Value	Notes
	UNH	0062		SYS-MRN	M
		S009	0065	"UKCINV"	M
			0052	"D"	M
			0054	"00A"	M
			0051	"UN"	M
			0057	"109001"	M
		0068		SYS-CAR	O
H0	BGM	C002	1001	MESSAGE-CODE	M
			1131	"105"	M
			3055	"109"	M
H0	GEI	9649		"CRC"	
		C012	7365	CRC	
H0	RFF	C506	1153	"AES"	
			1154	MOVT-REF	
H0	LOC	3227		"14"	
		C517	3225	GDS-LOCN	
			1131	"156"	
			3055	"109"	
			3224	SHED-OP-ID	
		C519	3223	EPU-NO	
			1131	""	
			3055	"109"	
			3222	EPS-ID	
H0	DTM	C507	2005	"178"	
			2380	GDS-ARR-DTM	
			2379	"203"	
	UNS	0081		"D"	M
D1	LOC	3227		"14"	
D1	RFF	C506	1153	"ABO"	
			1154	DECLN-UCR	
			1156	DECLN-PART-NO	
D1	GEI	9649		"ICS"	
		C012	7365	ICS	
D1	GEI	9649		"ROE"	
		C012	7365	ROE	
D1	GEI	9649		"SOE"	
		C012	7365	SOE	
D1	CNT	C270	6069	"11"	
			6066	TOT-PKGS	
D1	MEA	6311		"AAR"	
		C502		""	
		C174	6411	"KGM"	
			6314	TOT-NET-MASS	
D1	CST	1496		""	
		C246	7631	CMDTY-CODE	
			1131	"122"	
D1	AUT	9280		SUBMIT-ROLE	
	UNS	0081		"S"	M
	UNT	0074		Number of segments	M
		0062		SYS-MRN	M

8.2.4. UKCINV – CHIEF Notification to Inventory System

The CHIEF to Inventory system request is a subset of the UKCINV message as defined in Section 8.2.1. The UKCINV branching diagram is:



Section Group	Data Element			Value	Notes
	UNH	0062		SYS-MRN	M
		S009	0065	“UKCINV”	M
			0052	“D”	M
			0054	“00A”	M
			0051	“UN”	M
			0057	“109001”	M
		0068		SYS-CAR	O
H0	BGM	C002	1001	MESSAGE-CODE	M
			1131	“105”	M
			3055	“109”	M
H0	GEI	9649		“CRC”	
		C012	7365	CRC	
H0	GEI	9649		“ROE”	
		C012	7365	MASTER-ROE	
H0	GEI	9649		“SOE”	
		C012	7365	MASTER-SOE	
H0	RFF	C506	1153	“UCN”	
			1154	MASTER-UCR	
H0	RFF	C506	1153	“AES”	
			1154	MOVT-REF	
H0	CNT	C270	6069	“10”	
			6066	DECLN-COUNT	
H0	LOC	3227		“14”	
		C517	3225	GDS-LOCN	
			1131	“156”	
			3055	“109”	
			3224	SHED-OP-ID	
		C519	3223	EPU-NO	
			1131	“”	
			3055	“109”	
			3222	EPS-ID	
H0	DTM	C507	2005	“178”	
			2380	GDS-ARR-DTM	
			2379	“203”	
	UNS	0081		“D”	M
D1	LOC	3227		“14”	
D1	RFF	C506	1153	“ABO”	
			1154	DECLN-UCR	
			1156	DECLN-PART-NO	
D1	GEI	9649		“ICS”	
		C012	7365	ICS	
D1	GEI	9649		“ROE”	
		C012	7365	ROE	
D1	GEI	9649		“SOE”	
		C012	7365	SOE	
D1	CNT	C270	6069	“11”	
			6066	TOT-PKGS	
D1	MEA	6311		“AAR”	
		C502		“”	
		C174	6411	“KGM”	
			6314	TOT-NET-MASS	
D1	CST	1496		“”	
		C246	7631	CMDTY-CODE	
			1131	“122”	
D1	AUT	9280		SUBMIT-ROLE	
	UNS	0081		“S”	M
	UNT	0074		Number of segments	M
		0062		SYS-MRN	M

END OF SECTION 8

9. GLOSSARY AND REFERENCES

9.1. Glossary

See USM 102 – CHIEF GLOSSARY AND ABBREVIATIONS

9.2. References

Ref No.	Title	Document reference
1.	TIS : ELECTRONIC DATA INTERCHANGE (EDI) SPECIFICATION	DES 150
2.	TIS : EDI FOR IMPORTS	DES 205
3.	TIS : EDI FOR EXPORTS	DES 208
4.	TIS : EDI FOR REQUESTS AND REPORTS	DES 222
5.	TIS : DATA ELEMENT DEFINITIONS	DES 209
6.	INTEGRATED TARIFF OF THE UNITED KINGDOM	HMRC

END OF SECTION 9

10. DOCUMENT CONTROL

10.1. Document History

Issue No.	Date of Change	Change Reference	Details of changes
1.0	26/03/2009		First draft with information from DES 205 Issue 8.5 and DES 208 Issue 2.1. Significant changes to the text that was in DES 205 and DES 208 are detailed below. Section 5.2 and 5.3. Group 1 count corrected. Section 5.4. CNT segment corrected. It is "M" according to the table in Section 5.1.
1.1	14/12/2009	A1618823	Correction to Section 4.9 note b. – reference to acceptance reports production removed.
1.2	04/01/2010		Removed BT logo and BT specific details
1.3	18/05/2011	EARS 13026706 / EARS 15221431	Section 7.2.2. Add note to state that multiple actions performed in response to a single invocation of transaction AEAC would result in (at most) one EMR message.
1.4	28/11/2013		**Changes for Release 31P (July 2011)**
		EARS 15218518	Section 7.2.2. Add further info on when an EMR is sent.
			Changes for Release 37 (October 2013)
		EARS 21446136	New sub-section 2.3.1 added to section 2.3 (Export Consolidation Control) to document the CHIEF processing where automatic (or implicit) disassociation from consolidations is performed.
		EARS 20195753	Enhancement to 8.1.1 (Trade System Transactions) to note progress reports can be specified on arrival of a Consolidation or on arrival of a Consignment.
			Update to section 3.3.2 "Inventory Return Code (IRC)" to remove reference to the facility to display the IRC descriptions and explain their meaning is dependent on CSP. (Resolves query raised by Daniel Clarke of CargoWise – email 27/09/2013).

10.2. Revision Record

Revision Number	Date	Name	Signature

The above table is to be used for recording the incorporation of minor revisions into the document; that is, revisions issued as changed pages only. This page must be retained in the document until such time as the complete document is re-issued.

10.3. Configuration Management

10.3.1. Document Configuration

a) Title:	TIS : EDI FOR CONSIGNMENT AND MOVEMENT CONTROL
b) Reference:	DES 242
c) Privacy marking:	NONE
d) Status:	Agreed for use
e) Owner:	Glen Robe
f) Change Authority:	CHIEF Document Controller
g) Location of master copy:	
Paper:	CHIEF Library
Electronic:	System: DES 242 Directory: CHIEF_Development\Shared_Documents\CHIEF_Library\DES\DES200\DES242 Filename: DES242_1.4 Format: Word 2003
h) Suggested Distribution:	Project Library HMRC

10.3.2. Document Signatories

Approver		**Author**	
Signature:		**Signature:**	
Name:	Len Parkin	**Name:**	John Walker
Date:		**Date :**	

END OF SECTION 10

Annex A. EXAMPLE MESSAGES

The examples in this annex are included for illustrative purposes; they do not purport to be realistic from the business point of view – hence element names (in lower case) are used in place of real values. For legibility the examples are presented with EDIFACT level A separators and one segment per line, rather than as the stream of level B characters required by CHIEF.

A.1. UKCIRM Request

Message sent from an Inventory system to CHIEF to notify goods arrival or an IRC change.

```
UNH+sys-mrn+UKCIRM:1:912:UK:109001'
BGM+IRM:105:109'
RFF+ACF:epu-no'
DTM+7:dt-of-ent:102'
RFF+ABT:ent-no'
RFF+CKN:ent-ver-no'
RFF+UCN:invy-cnsgt-ref'
RFF+AU:irc'
GIS+gds-arr-decln:105:109'
TDT+13+++:::::trpt-cntry'
UNT+11+sys-mrn'
```

A.2. UKCIRM Response

Message sent from an Inventory system to CHIEF as the response to an UKCIUM.

```
UNH+sys-mrn+UKCIRM:1:912:UK:109001'
BGM+IRM:105:109'
RFF+ACF:epu-no'
DTM+7:dt-of-ent:102'
RFF+ABT:ent-no'
RFF+CKN:ent-ver-no'
RFF+UCN:invy-cnsgt-ref'
RFF+UAR:invy-cnsgt-ver'
RFF+AU:irc'
UNT+10+sys-mrn'
```

A.3. UKCIUM Request and Response

Message sent from CHIEF to Inventory system as a match request or as a response to an UKCIRM.

```
UNH+sys-mrn+UKCIUM:1:912:UK:109001'
BGM+IUM:105:109'
AUT+agent-role+agent-locn'
ERC+crc'
RFF+ACF:epu-no'
DTM+7:dt-of-ent:102'
RFF+ABT:ent-no'
RFF+CKN:ent-ver-no'
RFF+UCN:invy-cnsgt-ref'
RFF+ABE:tdr-own-ref-ent'
RFF+AU:irc'
GIS+gds-arr-decln:105:109'
GIS:ics:120:109'
GIS:decln-mthd:128:109'
GIS:roe:141:109'
CNT+11:tot-pkgs'
UNT+17+sys-mrn'
```

A.4. UKCINV(EAC) – Associate Consignment

```
UNH+sys-mrn+UKCINV:D:00A:UN:109001'
BGM+EAC:105:109'
RFF+ABO:ucr:ucr-part-no'
RFF+UCN:master-ucr'
UNS+D'
UNS+S'
UNT+7+sys-mrn'
```

A.5. UKCINV(CST) – Shut Consolidation

```
UNH+sys-mrn+UKCINV:D:00A:UN:109001'
BGM+CST:105:109'
RFF+UCN:master-ucr'
UNS+D'
UNS+S'
UNT+6+sys-mrn'
```

A.6. UKCINV(EAA) – Anticipated Arrival

```
UNH+sys-mrn+UKCINV:D:00A:UN:109001'
BGM+EAA:105:109'
AUT+agent-role+agent-locn'
GEI+OPT+master-opt'
RFF+ABO:ucr:ucr-part-no'
RFF+AES:movt-ref'
LOC+14+gds-locn:156:109:shed-op-id'
DTM+178:gds-arr-dtm:203'
TDT+13++trpt-mode-code+++++:::trpt-id:trpt-cntry'
UNS+D'
UNS+S'
UNT+12+sys-mrn'
```

A.7. UKCINV(EAL) – Arrival at Location

```
UNH+sys-mrn+UKCINV:D:00A:UN:109001'
BGM+EAL:105:109'
AUT+agent-role+agent-locn'
GEI+OPT+master-opt'
GEI+TRK+reports-rqd’
RFF+ABO:ucr:ucr-part-no'
RFF+AES:movt-ref'
LOC+14+gds-locn:156:109:shed-op-id'
DTM+178:gds-arr-dtm:203'
TDT+13++trpt-mode-code+++++:::trpt-id:trpt-cntry'
UNS+D'
UNS+S'
UNT+13+sys-mrn'
```

A.8. UKCINV(EDL) – Departure from Location

```
UNH+sys-mrn+UKCINV:D:00A:UN:109001'
BGM+EDL:105:109'
RFF+ABO:ucr:ucr-part-no'
LOC+14+gds-locn:156:109:shed-op-id'
DTM+189:gds-dep-dt:102'
TDT+13++trpt-mode-code+++++:::trpt-id:trpt-cntry'
UNS+D'
UNS+S'
UNT+9+sys-mrn'
```

A.9. UKCINV(EAA) – Declaration UCR Anticipated Arrival Response

```
UNH+sys-mrn+UKCINV:D:00A:UN:109001'
BGM+EAA:105:109'
GEI+CRC+000'
RFF+AES:movt-ref'
LOC+14+gds-locn:156:109:shed-op-id+epu-no::109:eps-id'
UNS+D'
LOC+14'
RFF+ABO:decln-ucr:decln-part-no'
GEI+ICS+ics'
GEI+SOE+soe'
GEI+ROE+roe'
CNT+11:tot-pkgs'
MEA+AAR++KGM:tot-net-mass'
CST++cmdty-code:122'
AUT+submit-role'
UNS+S'
UNT+17+sys-mrn'
```

A.10. UKCINV(EAL) – Declaration UCR Arrival Response

```
UNH+sys-mrn+UKCINV:D:00A:UN:109001'
BGM+EAL:105:109'
GEI+CRC+000'
RFF+AES:movt-ref'
LOC+14+gds-locn:156:109:shed-op-id+epu-no::109:eps-id'
DTM+178:gds-arr-dtm:203'
UNS+D'
LOC+14'
RFF+ABO:decln-ucr:decln-part-no'
GEI+ICS+ics'
GEI+SOE+soe'
GEI+ROE+roe'
CNT+11:tot-pkgs'
MEA+AAR++KGM:tot-net-mass'
CST++cmdty-code:122'
AUT+submit-role'
UNS+S'
UNT+18+sys-mrn'
```

A.11. UKCINV(EMR) – Asynchronous Master Arrival Response for MASTER-OPT “F”

```
UNH+sys-mrn+UKCINV:D:00A:UN:109001'
BGM+EMR:105:109'
GEI+CRC+000'
GEI+ROE+master-roe'
GEI+SOE+master-soe'
RFF+UCN:master-ucr'
RFF+AES:movt-ref'
CNT+10:2'
LOC+14+gds-locn:156:109:shed-op-id+epu-no::109:eps-id'
DTM+178:gds-arr-dtm:203'
UNS+D'
LOC+14'
RFF+ABO:decln-ucr:decln-part-no'
GEI+ICS+ics'
GEI+SOE+soe'
GEI+ROE+roe'
CNT+11:tot-pkgs'
MEA+AAR++KGM:tot-net-mass'
CST++cmdty-code:122'
AUT+submit-role'
LOC+14'
RFF+ABO:decln-ucr:decln-part-no'
GEI+ICS+ics'
GEI+SOE+soe'
GEI+ROE+roe'
CNT+11:tot-pkgs'
MEA+AAR++KGM:tot-net-mass'
CST++cmdty-code:122'
AUT+submit-role'
UNS+S'
UNT+31+sys-mrn'
```

A.12. UKCINV(ERS) – Route or Status Change Notification

```
UNH+sys-mrn+UKCINV:D:00A:UN:109001'
BGM+ERS:105:109'
RFF+UCN:master-ucr'
RFF+AES:movt-ref'
LOC+14+gds-locn:156:109:shed-op-id+epu-no::109:eps-id'
DTM+178:gds-arr-dtm:203'
UNS+D'
LOC+14'
RFF+ABO:decln-ucr:decln-part-no'
GEI+ICS+ics'
GEI+SOE+soe'
GEI+ROE+roe'
CNT+11:tot-pkgs'
MEA+AAR++KGM:tot-net-mass'
CST++cmdty-code:122'
AUT+submit-role'
UNS+S'
UNT+18+sys-mrn'
```

END OF SECTION 11

Annex B. UCR BACKGROUND

CHIEF requires each UCR to be unique while the associated declaration or consolidation is still on the live service (CHIEF IES). This means that there must be a method of allocation that ensures that different traders do not use the same value. Moreover, taking account of the international dimension of trade and of the various harmonisation initiatives by the EU and WCO it further follows that such uniqueness should in fact be universal.

With this in mind, the WCO has recommended a structure for the UCR:

<final digit of year>
<country code>
<trader identity within country>
<trader's own reference>

The trader who allocates the UCR should be the seller or exporter of the goods. The character set is currently understood to be digits (0-9) and uppercase alpha (A-Z). CHIEF includes some special characters in the UCR formats that are allowed.

The WCO structure does not include a check digit or define an extension to allow part deliveries to be uniquely identified. To avoid conflict with any future extension of the WCO structure, the CHIEF supports a separate Declaration part number (see 2.2.3).

The CHIEF Declaration and Master UCR formats extend this structure in a way that Customs hopes will be adopted by WCO and which does not conflict with the current WCO recommendation.

Declaration UCRs conform to the WCO recommendation by starting with '9AA' where '9' is a digit (0-9) and 'A' is an uppercase character (A-Z).

The uniqueness of Master UCRs does not require them to the start with the year. They are defined to start with an alphabetic character so they do not conflict with declaration UCRs.

There are also a number of international identification codes that could be used without a country prefix – for example, Exports supports Master UCRs based on Airwaybill numbers, with a prefix of 'A:'. A number of international prefixes could thus be defined as an alternative to the country code in the structure – for example:

'C:' for Dunn and Bradstreet company registration number based UCR;

'V:' for vehicle VIN based UCR.

This structure or an alternative needs to be approved by WCO. By including a special character as a separator, the identifiers for international encodings could be extended to several characters, particularly if a special character is reserved for WCO use.

Whatever structures are used, there is no intention that systems should regard the UCR as anything but a unique reference. In particular, its structure should not be used to yield the component values; rather, if required, these should be declared as distinct items.

END OF DOCUMENT