



## ANNEX BUSINESS CONTEXT AND ASSOCIATED MESSAGING

# CONTENTS

<b>1 // INTRODUCTION.....</b>	<b>2</b>
1.1 // TRACK CHANGES.....	2
1.2 // PURPOSE.....	2
1.3 // SCOPE.....	2
1.4 // REFERENCE DOCUMENTS.....	2
1.5 // REFERENCE DOCUMENTS.....	2
1.6 // ABBREVIATIONS AND ACRONYMS.....	2
<b>2 // BUSINESS CONTEXT AND ASSOCIATED MESSAGING.....</b>	<b>3</b>
2.1 // MESSAGE FLOW.....	3
2.1.1. Weighing outside the terminal.....	3
2.1.2. Weighing at the terminal.....	4
2.1.3. Communication from the Shipping Agent to the Terminal.....	4
2.2 // CANCELLATIONS AND REPLACEMENTS.....	5
2.3 // TRANSMISSION OF SIGNATURES IN VERMAS.....	5
2.4 // TRANSMISSION OF SIGNATURES WITHOUT DISCLOSING A PARTY'S IDENTITY.....	5
2.5 // STATUS DIAGRAM.....	6

# 1 // Introduction

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## 1.1 // Track Changes

The track changes table features the parts of this document which have changed compared to the previous version. These changes are shown in “■” colour in the text.

Version	Parts that change	Change description
07 Feb'17	--	Initial version

## 1.2 // Purpose

The object of this document is to describe the business context and associated messaging of **valenciaportpcs** Vermas Service.

## 1.3 // Scope

This document is intended for the people in charge of the implementation of the **valenciaportpcs** Vermas Service messages.

## 1.4 // Reference documents

Reference	Document name	Version	Source	Link

## 1.5 // Reference documents

Reference	Date	Document	Link

## 1.6 // Abbreviations and acronyms

Term	Meaning

## 2 // Business context and associated messaging

### 2.1 // Message flow

The VERMAS message, which contains information about the Verified Gross Mass (VGM) of containers, can be interchanged between any two parties in the maritime transport chain by mutual consent.

The sender of the message, normally a Shipper, can have obtained the VGM themselves, in facilities outside the port. In this case, the container is weighed outside the terminal.

In other cases, the Shipper can ask for the container to be weighed by the terminal at its facilities.

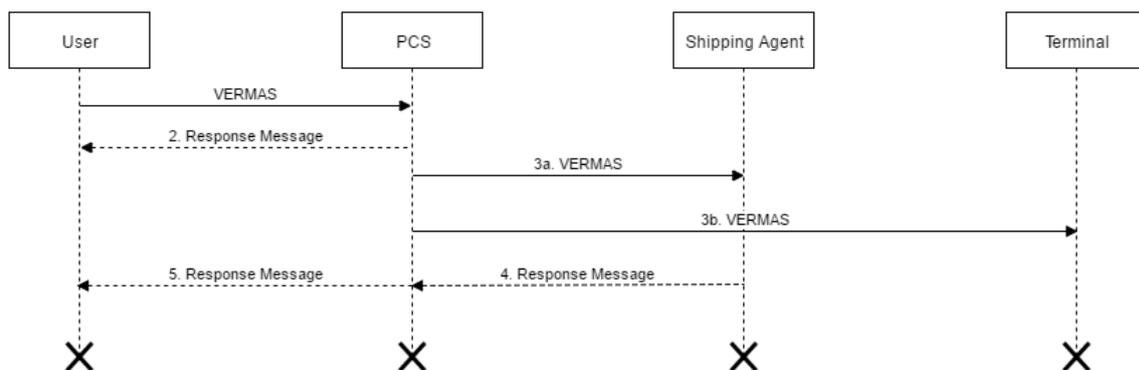
Another case could happen when a carrier, through its Shipping Agent, sends the VGM information directly to the terminal.

This means that the different parties in the transport chain can be senders or recipients of a VERMAS message.

The message interchange flows according to the different scenarios are shown in detail below.

#### 2.1.1. Weighing outside the terminal

If the container is weighed at a weighing station outside the terminal, the message flow will be as shown in the figure below.

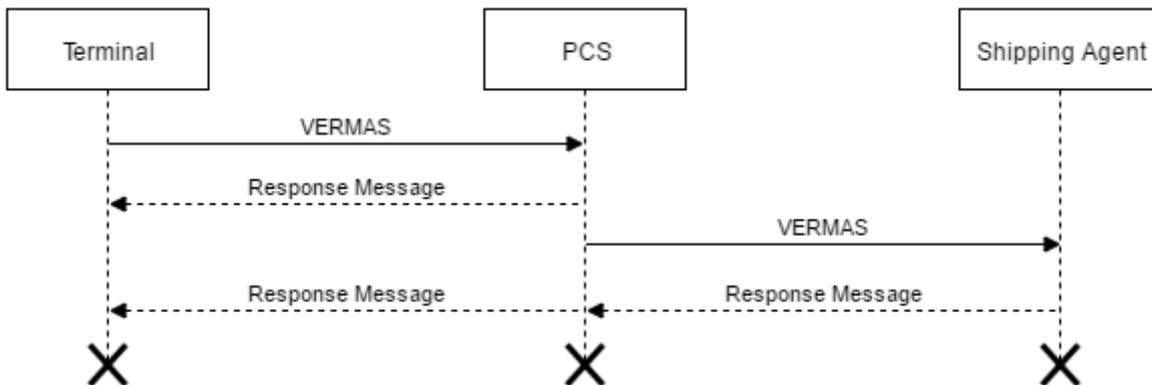


1. The user sends the VERMAS message (XML or EDI format) to **Valenciaportpcs**. It can be an original or replacement document.
2. **Valenciaportpcs** replies to the user with a response message which can be a CONTRL in XML or an APERAK in EDI.
3. If the message does not contain any errors, it is forwarded (**3a**) to the Shipping Agent/Carrier and the Vermas gets the Sent status. If it has been authorised by this agent, the message is also forwarded to the Terminal (**3b**).
4. The Shipping Agent can send its own APERAK (XML or EDI format) which it's different to the one from **Valenciaportpcs** because this will have a party with the information about the Carrier. Depending on its message function the Vermas will get the *Accepted*, *Accepted With Remarks* or *Rejected* status.
5. The user can also retrieve the Shipping Agent response.

It is allowed to send Vermas' replaces when state is Sent, Accepted or Accepted With Remarks. The Rejected state doesn't allow replaces.

### 2.1.2. Weighing at the terminal

If the container is to be weighed at the terminal, the message flow for the VERMAS message will be as shown in the figure below.

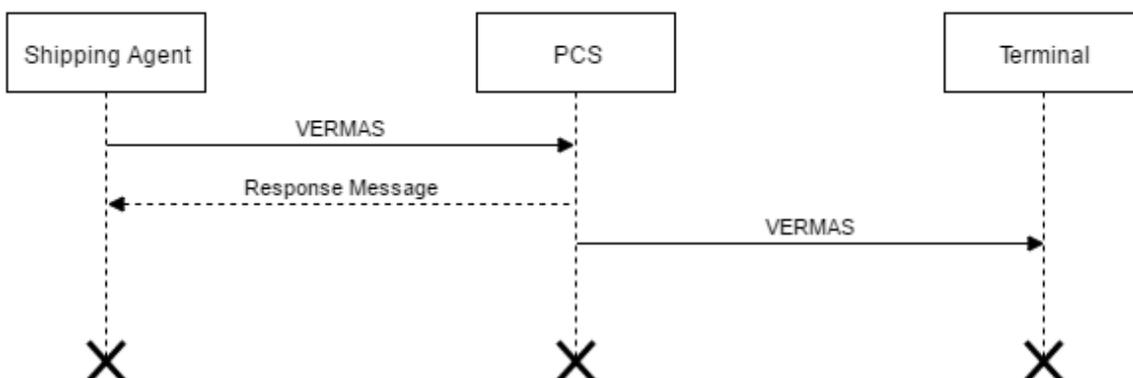


1. The terminal sends a VERMAS message (XML or EDI format) with the reported weight to **Valenciaportpcs**.
2. **Valenciaportpcs** replies to the terminal with a response message which can be a CONTRL in XML or an APERAK in EDI.
3. If the message does not contain any errors, it is forwarded to the Shipping Agent/Carrier and the Vermas gets the Sent status in **Valenciaportpcs**.
4. The Shipping Agent can send its own APERAK (XML or EDI format) which it's different to the one from **Valenciaportpcs** because this will have a party with the information about the Carrier. Depending on its message function the Vermas will get the *Accepted*, *Accepted With Remarks* or *Rejected* status.
5. The user can also retrieve the Shipping Agent response.

It is allowed to send Vermas' replaces when state is Sent, Accepted or Accepted With Remarks. The Rejected state doesn't allow replaces.

### 2.1.3. Communication from the Shipping Agent to the Terminal

If a Carrier, through its shipping agent, has the Shipper's VGM information and has the intention of sending this information directly to the Terminal, the VERMAS message flow is shown below.



1. The shipping agent sends a VERMAS (XML or EDI format) message with VGM information to **valenciaportpcs**.
2. **Valenciaportpcs** replies to the Shipping Agent with a response message which can be a CONTRL in XML or an APERAK in EDI.
3. If the message does not contain any errors, it is forwarded to the Terminal.

## 2.2 // Cancellations and replacements

A VERMAS message can be sent with the following functions:

- *Original*: A new VERMAS message is sent to **valenciaportpcs**.
- *Replacement*: A VERMAS message previously sent to **valenciaportpcs** is replaced. In this case, the following should be taken into account:
  - The VERMAS message reference number (value of the *Document identifier* element in the *BGM - Beginning Of Message* group of elements) must coincide with the one sent in the original VERMAS message (the sent message).
  - The message sender must be the same, i.e. the *Sender identification* element in the *UNB – Interchange Header* element group must coincide.
  - The message recipient must be the same, i.e. the *Recipient identification* element in the *UNB – Interchange Header* element group must coincide’.
  - It is not allowed to add or delete containers regard to the original message (elements group *EQD – Equipment Details*).
  - The plate number of any container cannot be modified (field *Equipment identifier* of the element SG4 *EQD – Equipment Details*).
- *Cancellation*: Cancellation of a VERMAS message previously sent to **valenciaportpcs**. **Valenciaportpcs CANNOT ACCEPT** VERMAS messages with this function.

## 2.3 // Transmission of signatures in VERMAS

EDIFACT messages do not include means to characterise data such as signatures, with the special impact these have in the world of business. The *SOLAS Convention* takes this into account and allows a signature to be transmitted “*using the name of the authorised person in capital letters*”.

In the VERMAS message, information about a person can be transmitted in the *NAD - Name and Address* segment, although no signed documentation exists at this point. Therefore, it has been established that a name in capital letters can only be used as a signature if it is transmitted in the *Contact Information* element in the *DOC - Document/Message Details* segment.

The qualifier ‘*RP*’ (authorised person) in the *Contact Information* element in the *DOC - Document/Message Details* segment must only be used for signatures. In any other scenario, the qualifier ‘*BN*’ (certification contact) must be used when this element is used for the contact address or the contact details of the parties or individuals.

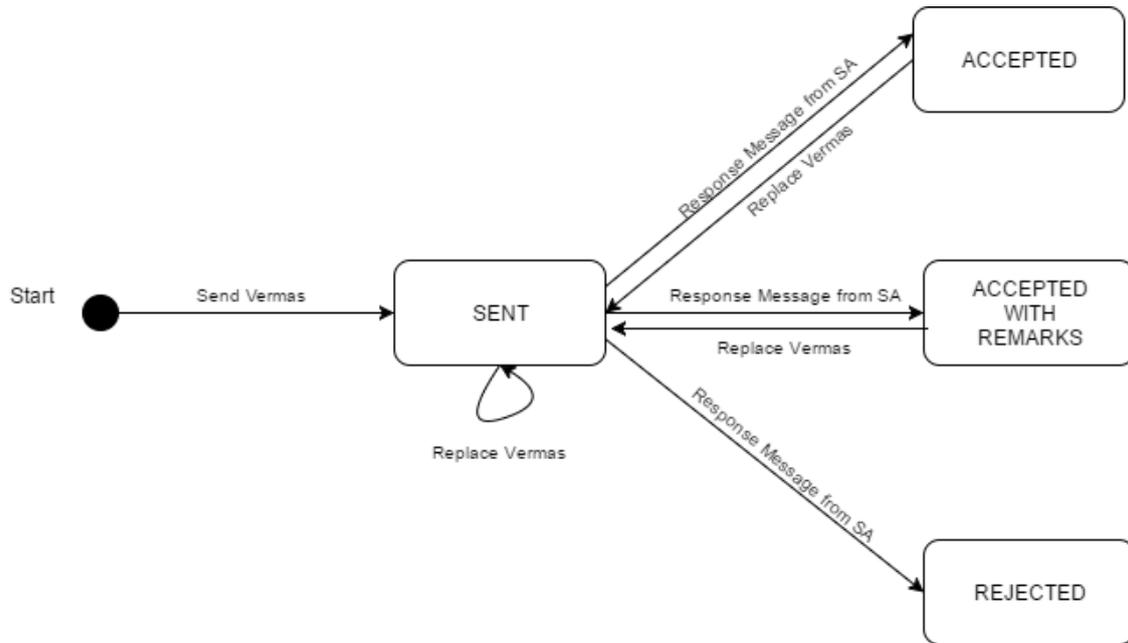
## 2.4 // Transmission of signatures without disclosing a party's identity

In general, transport operators do not wish to disclose the identity of the sender to other stakeholders involved in the transport process. This principle could even be required by the authorities. Additionally, some parties may only accept the VGM declaration if it is signed by an authorised person.

The VERMAS message can omit any name or address in the *NAD - Name and Address* segment. Therefore, the fact that a signature has been included can be transmitted by a group in the *DOC - Document/Message Details* segment.

In this case, the name of the authorised person is transmitted. However, the identity of the company and the address of the authorised person are not transmitted. Accordingly, the message recipient is informed that a duly signed VGM declaration is available. A *DOC - Document/Message Details* group with the qualifier ‘*DRF*’ can inform the recipient where the complete VGM declaration is available.

## 2.5 // Status diagram





**valenciaport**  **PCS**  
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