CAPE Vision User Manual – Version 11.7.4 (20101220)

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*This part of CAPE Vision and of the User Manual is under construction*
1 Introduction

This user manual accompanies the Computer Aided Post through EDI, abbreviated CAPE Vision reporting tool version 11.7, developed by the International Post Corporation. The European Community approved the funding for the CAPE project in 1991 and CAPE went live in 1993. The Universal Postal Union (UPU) electronic transmission standards group began work on EDI standard messages for mails exchanged between Posts. The CAPE project proposed draft standard EDIFACT messages to convert international despatch and receipt documents into electronic (EDI) messages. In 1994 the system was extended to 10 Posts. It is now a web based application accessible to more than 140 Postal Operators worldwide.

Data on the movement of mail receptacles from one country to another is exchanged between postal operators, with carriers, and with IPC. The CAPE Vision software running on IPC's servers provides a standard tool accessed over the Internet for postal operators to optimise the international mail flows and ensure that service targets in international mail transport are met.

The automation of despatch monitoring allows for a more proactive role by the management group of a Postal Operator or an Office of Exchange. It enables closer monitoring, identifying problems and finding solutions to irregularities in international mail transport.

The data in the CAPE Vision system are provided by the Postal Operators themselves who send to IPC copies of the EDI messages they exchange between them. Beware that the data reflect exactly the contents of those messages. IPC is not responsible if those data are not correct or incomplete.
2 EDI messages

The major EDI messages used in CAPE Vision are:

**PREDES:** (ref: UPU EDI Message Development Guide – PREDES V2.0)

As the name implies, it is a pre-advice. It contains information about a despatch of mail which has been prepared by an exchange office for delivery to an exchange office in another country. Its purpose is to provide planning information to the postal operator which will receive the despatch at one of its exchange offices and the means to automate the checking-in of mail as it is received by that postal operator at the exchange office. The message describes the individual receptacles of the despatch, the individual (bar-coded) items in each receptacle, the planned transport and the planned arrival date and time.

**CARDIT:** (ref: UPU EDI Message Development Guide – CARDIT V1.1)

The CARDIT message contains information about a consignment of mail which is handed over to a carrier. It is sent by the dispatching postal operator to the carrier and/or the handling agent on behalf of the carrier that will transport the receptacles from a particular place of departure to a particular place of arrival.

**RESDIT:** (ref: UPU EDI Message Development Guide – RESDIT V1.0)

The RESDIT message contains information about a consignment of mail as it is processed by the carrier. The sending of the CARDIT message is mandatory to receive a RESDIT message. RESDIT messages can be sent once or multiple times per consignment. The events which can be informed on are defined in standard M84 of the UPU.

**PRECON:** (ref: UPU EDI Message Development Guide – PRECON V1.1)

The PRECON message contains information about a consignment of mail which has been prepared for hand over to a carrier. Its purpose is to provide planning information to the postal operator which will next handle the consignment and to provide the means to automate the checking-in of mail as it is received by that postal operator. Ideally the PRECON should be sent after the “carrier confirmation of receipt” (RESDIT) message has been received or allowed time for carrier response has expired.

**RESCON:** (ref: UPU EDI Message Development Guide – RESCON V1.1)

The RESCON message contains information about a consignment of mail which has been received from a carrier. Its purpose is to provide information which can be used to assist with the measurement of the quality of service delivered by the transport providers. This can be achieved by monitoring the arrival of containers and receptacles against the pre-advised transport information.
RESDES: (ref: UPU EDI Message Development Guide – RESDES V1.1)

The RESDES message contains information about receptacles of a despatch of mail that has been processed at a destination office of exchange. Its purpose is to provide details to the exchange office of origin concerning the status of the receptacles processed so that quality of service can be assessed, as well as to support accounting functions.

2.1 Schematic representation and order of EDI messages
3 Access/logon

3.1 Minimum requirements for CAPE *Vision

Standard PC architecture, 80386 processor or greater as required for the operating system.
Available memory as recommended for the operating system by Microsoft.
Microsoft mouse or 100% compatible mouse.
VGA or SVGA video adapter with color monitor.
For network connections to the server farm, a network interface card (NIC) and the appropriate network transport software are required.

3.2 Requirements to connect to Cape *Vision via the Citrix Secure Gateway

ICA32 client version 6.3.1 or above
Internet explorer version 5.5 or above
Procedure to set up the connection
Download the file ICA32.exe from the following site
or
Install the ICA32.exe on your computer
double-click the file you have downloaded
accept all default settings (click next)

open your internet browser and type in the address bar the following

https://sgwy.ipc.be

Login window will appear

Type your username/password and click LOGIN or hit the enter key

The icons of the application you are entitled to use will appear.

click on the icon.

Depending of your corporate network settings, you could receive an error message : “cannot connect to the citrix ssl relay”.

then open the following file

c:\documents and settings\%username%\application data\ica client\wfclient.ini

And add the three following lines in the wfclient paragraph.

ProxyType=Secure
ProxyHost=proxy.server.address:port
ProxyTimeout=0

Change proxy.server.address:port with your corporate proxy name or address.

Save the file and try again.

If you are still encountering problem, please contact :

CAPE HELPDESK
e-mail : Cape.helpdesk@ipc.be
Tel : +32 2 724 72 63
4  Icons

4.1  **Criteria Selection screen icons**

- Logon
- Logoff
- Exit the application

4.2  **Report screen icons**

- Print
- Refresh
- Criteria Selection
- Return

4.3  **Refresh data:**

Each time you switch between the criteria and a report, it is necessary to refresh the data. The CAPE Vision data are continuously updated since EDI messages arrive at every moment of the day, therefore it is useful to regularly refresh a report.
5 Default screen: Criteria Selection

When accessing CAPE Vision, the criteria selection screen appears. This is the default screen on which you can select origin or destination postal operators and their offices of exchange, starting and ending dates, mail categories and subclasses. The selected criteria are valid for all further reports.

Note: In the past, the geographical structure of the postal world was straightforward: each country had one Postal Operator that took care of all the available postal services in that country. A particular Postal Operator was the only operator, and therefore referred to by the name of the country. Similarly, CAPE Vision used to show ISO country codes to identify a particular Postal Operator and showed the pre-advice and receipt confirmation reports for country to country links.

In the changed postal environment, this assumption is incorrect. Now, it can no longer be assumed that one organization is responsible for all postal services in a particular country. A growing number of countries have more than one operator active.

To accommodate this changing postal world, the UPU Standards Board, at the end of 2001, adopted a Postal Organisation Operator code which is now included in the UPU International Mail Processing Centres (IMPC) list. This list is updated on a regular basis and can be consulted on the UPU site: http://www.upu.int/standards/en/lists/impc.shtml.

CAPE Vision has been adapted to reflect these changes:

Office of Exchange codes (OE codes) are linked to the UPU IMPC list for identification of the operator/owner of the OE;

As a result, in the criteria one can select operators instead of countries. The CAPE report will then show only the results for those OEs operated by the operators selected.

The operator connected via CITRIX can only select its own OE codes as origin for outbound mail or as destination for inbound mail.

Under each operator, there is a list of the OEs that are operated/owned by this operator. These OEs may be in various countries.

Codes that are not in the UPU IMPC list cannot be linked to a postal operator and will therefore not be shown in the reports or in the underlying data if saved in Excel or other file format.
Note: IMPC = International Mail Processing Centre. The official list of IMPC codes can be viewed on the website of the UPU.

HTTP://WWW.UPU.INTERNATIONAL/STANDARDS/EN/LISTS/UPU_CODELISTS.SHTML

If you want to view reports on despatches, which are sent from an IMPC (OE) to an IMPC (OE), then select IMPC, if you want to view reports on consignments, which go from one location (airport) to another, select UN/LOCODE.

Select the origin/destination POs/OEs, the period, the product/subcategories you want the report to reflect.

First: Select the direction of the mail: outbound or inbound. Note: You can only view the data pertaining to the PO you work for.

Select “IMPC” or “UN/LOCODE”: depending on whether you want to view reports on despatches (IMPC) or on consignments (UN/LOCODE) (see explanations below).
### 5.1 How to select criteria?

#### Select Postal Operators (POs) and OEs

<table>
<thead>
<tr>
<th>Question</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Select one single postal operator (PO) with all its offices of exchange (OE)?</td>
<td>Right-click on the name of the PO (a “✔” appears in front of the PO).</td>
</tr>
<tr>
<td>Expand a PO to view all its OEs?</td>
<td>Double-click on the desired PO.</td>
</tr>
<tr>
<td>Collapse a PO to hide the OEs?</td>
<td>Double-click on the expanded PO.</td>
</tr>
<tr>
<td>Select one single OE of a PO?</td>
<td>Right-click on the name of the OE (a “✔” appears in front of the OE).</td>
</tr>
<tr>
<td>Select one or more individual OEs of a PO?</td>
<td>Make sure the PO is expanded (by double-clicking on it), then select OEs by right-clicking on the OE(s).</td>
</tr>
<tr>
<td>Multiselect consecutive POs and/or OEs?</td>
<td>Click on the first PO or OE, then Shift + Click on the last of the consecutive POs and/or OEs</td>
</tr>
<tr>
<td>Multiselect non consecutive POs and/or OEs?</td>
<td>Use Ctrl + Click on each PO and/or OE</td>
</tr>
</tbody>
</table>

#### Select Mail Categories and subclasses

<table>
<thead>
<tr>
<th>Question</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Select one single category and all its subclasses?</td>
<td>Right-click on the desired category</td>
</tr>
<tr>
<td>Select one single subclass or a mail category?</td>
<td>Make sure the category is expanded by double-clicking on it. Then select the subclass by right-clicking on it.</td>
</tr>
<tr>
<td>Multiselect consecutive categories and subclasses</td>
<td>Click on the first category or subclass, then Shift + Click on the last of the consecutive category or subclass</td>
</tr>
<tr>
<td>Multiselect non consecutive categories and/or subclasses</td>
<td>Use Ctrl + Click on each category or subclass</td>
</tr>
</tbody>
</table>
### Select Period

<table>
<thead>
<tr>
<th>Select the start date</th>
<th>Click on the starting date. A calendar appears, you can now select the starting date. You can also select by week or by month.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Select the end date</td>
<td>Click on the ending date. A calendar appears, you can now select the ending date. You can also select by week or by month.</td>
</tr>
</tbody>
</table>

#### 5.2 User defined groups

<table>
<thead>
<tr>
<th>Select pre-defined PO groups? (some groups have already been defined by IPC and can be selected by the user.)</th>
<th>Select a group of POs or OEs by way of the menu “Selection” in the Menu Bar.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create a new group of POs/OEs?</td>
<td>To create a user-defined group you can first select all the POs and OEs you want to include in the group and then call up the PO selection menu, then select ‘Modify Group Location List’. The ‘Location Group Management’ screen pops up. By clicking on the ‘Add’ button a ‘New Group’ appears in the &quot;Name&quot; field of the screen. You can then change this to another name. If you have selected a group of POs and OEs in the Departure Operator List, you can then click on the button ‘Grab from Departure Operator List’. The selected POs and OEs will be added in the Value screen and the new group will be added in the Location Groups screen. Then click on ‘Save and Close’. The new group can then be also be applied to the Arrival Operator List by clicking on ‘Apply to Arrival Operator List’. (see screen further down)</td>
</tr>
<tr>
<td>Select categories or subclasses by way of the menu &quot;Selection&quot; in the Menu Bar</td>
<td>The bottom part of the Category/Subclass Selection Menu shows pre-defined groups of categories.</td>
</tr>
<tr>
<td>Create a group of Mail Categories and/or subclasses</td>
<td>To create a user-defined group you can first select all the Mail Categories and subclasses you want to include in the group and</td>
</tr>
</tbody>
</table>
then call up the Products selection menu (small arrow next to “Products”), then select ‘Modify Group Location List’. The ‘Selection Criteria Group Management’ screen pops up. By clicking on the ‘Add’ button a ‘New Group’ appears in the “Name” field of the screen. You can change this to another name. If you have selected a group of Categories and SubClasses in the Products List, you can then click on the button ‘Grab from Current Selection’. The selected Categories and SubClasses will be added in the Value screen and the new group will be added in the Category Groups screen. Then click on ‘Save and Close’.

(see screen further down)

Create a set of POs, OEs and Products

Some sets of criteria have already been defined. For example, the set “IPC OEs Priority Letters” allow the user to select in one click all the IPC OEs (without the ETOEs) and the Priority Letter Product (A and D). They can be selected in the Selection menu under “Set”.

However, the user can also create criteria sets for proper use. To create a user-defined set of criteria, it is necessary to first define groups of POs/OEs and groups of Categories/SubClasses (see above). In this screen, these can be combined to form a set of criteria. Call up the Set menu in the Selection menu, then select ‘Modify Set List’. The ‘Selection Criteria Group Management’ screen pops up. By clicking on the ‘Add’ button a ‘New Group’ appears in the “Name” field of the screen. The user can change this to another name. The user can then select a group of origins in the Origin field, a group of destinations in the Destination field and a group of Categories/SubClasses. Then click on ‘Save and Close’.

(*) Explanations on Mail Categories and subclasses can be found in the standards on the UPU website:

POs and OEs can also be selected via the menu “Selection”. 

THE NATURAL PARTNER FOR THE POSTAL INDUSTRY 17
IPC has created pre-defined groups. Each user can create his/her own groups (see above). These user created groups will be visible in regular characters (not bold) and will not be visible or accessible for other users.

The bottom part of the ‘Selection’ menu also shows the last reports you have viewed. Click on the desired report if it is in that list.
6 Report Additional functions

6.1 Double-click

By double-clicking on a despatch in a report you can view all the receptacles of that despatch.

By double-clicking on a receptacle in a report, you can view the full tracking and tracing details of that receptacle or the items included in the receptacle.

By double-clicking on an item in a receptacle in a despatch, you can view the full tracking and tracing of that item.

6.2 Right-click

When right-clicking on a despatch in a report, a pop-up menu appears showing: Receptacles, Transport, Items, allowing you to view all the receptacles of the despatch, the full transport details, the (barcoded) items such as registered items, insured items etc. in a report.

Transport details: provides all the information concerning the dispatch as found in all related EDI messages: PREDES, RESDES, CARDIT, RESDIT, PRECON, RESCON. If, for example, no PRECON was sent, there will be no PRECON information in the transport screen.
By right-clicking on a receptacle, you can either view the full tracking and tracing of that receptacle or select to view the items contained in the receptacle.

By right-clicking on an item, you can view the full tracking and tracing of an item.

6.3 Sorting

Each report can be sorted by multiple columns.

Click on the header of the column you want to sort. The number 1 appears and the report is sorted in alphabetical order for that particular column.

Right-click on the header and the sort is reversed.

Shift-click on the second header you want to sort. The number 2 appears.

Shift-click on a column you have selected to undo the sorting.

Right-clicking on a despatch yields the pop-up menu to select Receptacles, Transport or Items.
6.4 Report Menus

6.4.1 File menu
The file menu contains the following functions: Print set-up, Print, Report List, Save As, Toolbars and Close

Printer set-up
Choice between Portrait and Landscape
Print
Report List
Save as:
Each report can be saved in many other formats such as Excel, Access, etc. **Click on File -> Save as** -> define the format and name the file.

Toolbars
In this function you can decide where you want the toolbars on your screen.
Close

6.4.2 Edit Menu

Copy Selection
You can select a part of the report either by dragging the mouse over the selection or by **clicking on the first cell** and **shift-click on the last cell of your selection**.

Copy Report
You can also copy the entire report and paste it in for example Excel.

Activate Field Tip
To view the tips when hovering with the mouse over an icon
6.4.3 View Menu

Refresh (F9)
Data can be refreshed by clicking on the Refresh icon or by entering F9.

Criteria
Return to the Criteria screen

Grid
To view the report in Grid form (this is already shown by default)

Graph
To view the report in Graph form: select View -> Graph -> Quantity if you want to see the number of receptacles, Weight if you wish to see the number of kilos.

Filter
One can always put a filter on a report to view: All Rows, Planned Arrivals after or before a certain time, scanning before or after a certain time, planned arrival or scanning per day of the week etc.

Windows
Here you can decide how you wish to view the different windows: tiled, in cascade, in layers etc., but you can also return to the criteria selection screen via the Windows menu or you can select another open window.
7 IMPC Reports on Despatches

See explanation on IMPCs in the Note under heading: “Default Screen”.

7.1 Despatches Volume preadvised

Select the origin/destination POs/OEs, the period, the product/subcategories you want the report to reflect in the Criteria Selection Screen. Then select the report you would like to run in the menu IMPC Reports.
7.1.1 Tab: Transport

Top part of the report:

This report is created from the PREDES sent by the origin PO. It shows the despatches which were closed in the period you selected.

Sort information:

- Click on the header of a column.
- Two or more columns: click on the header of the first one, then shift-click on the second. Repeat this on possible other columns.
- Undo a sort: Ctrl click on the column you wish to unsort.

This report has several tabs according to what you want to see: - the transport and its planned arrival, the receptacle types, the format of contents of the receptacles, the contents or the full name report.
The bottom part of the report shows the totals: n° of receptacles, net weight, gross weight, not specified weight.
7.1.2 Transport: graph view

The 'per default' view is in 'grid' form. By clicking on the 'View' menu, you can change it to graph form. Select **Quantity**, if you want to see the graph in numbers of receptacles, or select **Weight** in case you want to see it in kilograms.
By right-clicking on the bar, you can see the numeric value of the bar.
Because the report shows all the despatches closed in the selected period, the planned arrival may be outside the selected period.

By double-clicking on a bar, you can select the next view: the despatch volumes planned arrivals on an hourly basis.
The graph shows the planned arrival of receptacles for the date selected. This planned arrival can be updated in the PRECON if the carrier responded in the RESDIT that the mail would be transported with another flight.

7.1.3 Receptacle Type

Select the tab ‘Receptacle Type’ in the report screen. The report shows the number of pre-advised IPC trays, other trays, bags, containers and other (parcel out of bag for instance).

With this report, the Manager at the receiving, opening and processing sections is in an excellent position to determine the number of persons needed to receive and open the receptacles and to process the mail from the receptacles.

Here again, the View Menu and filter modalities can be applied as well as the Report Additional Functions. See: Report Additional Functions - Report Menus -> View Menu. Also the double-click can be used to view the receptacles of the dispatch, as well as the right-click to view other details such as transport or tracking and tracing.

7.1.4 Format of Contents

Select the tab ‘Format of Contents’ in the report screen. The report shows the number of pre-advised receptacles and the format of their contents.

This report provides a view of the type of mail to be processed along with the number of receptacles and the weight of the shipment. By knowing the format of contents of an incoming despatch, the Managers at the receiving section will know to which section the receptacles should be directed and how many staff should be assigned to each section. The Managers of the various processing sections will know what and how much to expect and will therefore be in a better position to manage their processing resources.

Here again, the view and filter modalities can be applied as well as the Report Additional Functions. See: Report Additional Functions - Report Menus -> View Menu. Also the double-click can be used to view the receptacles of the dispatch, as well as the right-click to view other details such as transport or tracking and tracing.

7.1.5 Contents

Select the tab ‘Contents’ in the report screen. The report shows:

- The despatch ID, the transport and the planned arrival.

The next 8 columns show the number of receptacles containing dangerous goods, despatch documents, exempt items, registered items, insured items, exprès items and which receptacles are non-returnable or are being returned. Only the last column gives the total number of barcoded items in the despatch.

By means of this report the user is advised of some of the contents of the despatch for which particular attention must be paid. With this knowledge before the despatch arrives the Manager can alert his personnel and have all the necessary resources available.
Here again, the View Menu and filter modalities can be applied as well as the Report Additional Functions. See: Report Additional Functions -> Report Menus -> View Menu. Also the double-click can be used to view the receptacles of the dispatch, as well as the right-click to view other details such as transport or tracking and tracing.

7.1.6 Full Name Report

This report sums up the despatches per origin PO. It is basically for printing purposes and does not provide further information.

7.2 Despatch Scanning Performance
### 7.2.1 Daily Despatch Scanning Performance

The report shows the origin and destination of the despatch, the despatch number, the mail category and class, the planned transport and arrival, when the despatch was closed at origin, when the first and the last receptacle were scanned and how much time elapsed between the first and the last scan, how many receptacles were preadvised and how many were scanned, the percentage scanned and the preadvised items in that despatch.

#### Despatch Scanning Performance

<table>
<thead>
<tr>
<th>Origin</th>
<th>Despatch ID</th>
<th>Destination</th>
<th>Product</th>
<th>Cat Class</th>
<th>Transport Carrier</th>
<th>Planned Arrival</th>
<th>Despatch Close</th>
<th>Scan First</th>
<th>Scan Last</th>
<th>First - Last</th>
<th>Receptacles Preadvised %</th>
<th>Items Preadv.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUSVDA</td>
<td>90156</td>
<td>BEBRUA</td>
<td>A</td>
<td>UN</td>
<td>LH45501</td>
<td>Tue 25/08/09 17:15</td>
<td>24/08/09 15:03</td>
<td>25/08/10 14:44</td>
<td>21:57</td>
<td>3</td>
<td>3 100 9</td>
<td></td>
</tr>
<tr>
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<td>A</td>
<td>UN</td>
<td>LX7806</td>
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<td>23/08/09 14:56</td>
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<td>2 100 10</td>
<td></td>
</tr>
<tr>
<td>CH77HE</td>
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<td>BEBRUA</td>
<td>D</td>
<td>CN98015</td>
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<td>23/08/09 14:32</td>
<td>24/08/10 10:19</td>
<td>10:00</td>
<td>4</td>
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<td></td>
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<td>90554</td>
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<td>A</td>
<td>UN</td>
<td>SB10869</td>
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<td>25/08/10 14:44</td>
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<td>2</td>
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</tr>
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<td>SESTOA</td>
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<td>A</td>
<td>UA</td>
<td>SH508</td>
<td>Mon 24/08/09 09:25</td>
<td>24/08/09 03:45</td>
<td>24/08/10 10:30</td>
<td>0:00</td>
<td>1</td>
<td>1 100 0</td>
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</tr>
<tr>
<td>DOPRAH</td>
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<td>UN</td>
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<td>Mon 24/08/09 09:50</td>
<td>24/08/09 03:45</td>
<td>24/08/10 14:23</td>
<td>0:04</td>
<td>6</td>
<td>6 100 5</td>
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<td>A</td>
<td>UN</td>
<td>SK0093</td>
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<td>24/08/10 14:26</td>
<td>0:04</td>
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</tr>
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<td>UN</td>
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<td>24/08/10 14:26</td>
<td>0:04</td>
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<td>6 100 5</td>
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<td>A</td>
<td>UN</td>
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<td>24/08/10 14:26</td>
<td>0:04</td>
<td>4</td>
<td>4 100 0</td>
<td></td>
</tr>
<tr>
<td>CH77HE</td>
<td>90157</td>
<td>BEBRUA</td>
<td>A</td>
<td>UN</td>
<td>SK0093</td>
<td>Mon 24/08/09 09:50</td>
<td>24/08/09 03:45</td>
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<td>0:04</td>
<td>4</td>
<td>4 100 0</td>
<td></td>
</tr>
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<td>A</td>
<td>UN</td>
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<td>24/08/10 14:26</td>
<td>0:04</td>
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<td>4 100 0</td>
<td></td>
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<td>A</td>
<td>LL</td>
<td>SK0093</td>
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<td>0:04</td>
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<td></td>
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<td>UN</td>
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<td>0:04</td>
<td>4</td>
<td>4 100 0</td>
<td></td>
</tr>
<tr>
<td>HUEHVE</td>
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<td>A</td>
<td>UN</td>
<td>SH508</td>
<td>Mon 24/08/09 09:25</td>
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<td>0:04</td>
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<td>4 100 0</td>
<td></td>
</tr>
<tr>
<td>ALIMEL</td>
<td>90158</td>
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<td>A</td>
<td>UN</td>
<td>SH508</td>
<td>Mon 24/08/09 09:25</td>
<td>24/08/09 03:45</td>
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<td>0:04</td>
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<td>4 100 0</td>
<td></td>
</tr>
<tr>
<td>GORHVE</td>
<td>90056</td>
<td>BEBRUA</td>
<td>D</td>
<td>UN</td>
<td>SH508</td>
<td>Mon 24/08/09 09:25</td>
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<td>0:04</td>
<td>4</td>
<td>4 100 0</td>
<td></td>
</tr>
<tr>
<td>ENETEI</td>
<td>90259</td>
<td>BEBRUA</td>
<td>A</td>
<td>UN</td>
<td>LH45501</td>
<td>Tue 25/08/09 17:15</td>
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<td>3 100 9</td>
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<td>A</td>
<td>UN</td>
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<td>Mon 24/08/09 09:50</td>
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<td>0:02</td>
<td>4</td>
<td>4 100 0</td>
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</tr>
</tbody>
</table>
Here again, the View Menu and filter modalities can be applied as well as the Report Additional Functions. See: Report Additional Functions -> Report Menus -> View Menu. Also the double-click can be used to view the receptacles of the dispatch, as well as the right-click to view other details such as transport or tracking and tracing.

Scanning of despatches at the receiving end of the chain is a means of acknowledging its reception. A receptacle that is not scanned in can mean several things:

- the tag was missing or damaged and the employee could not scan it and did not key in the information
- the receptacle was not received
- the receptacle was received in error and could not be matched with the pre-advice because no pre-advice was received
### 7.2.2 Weekly Despatch Scanning Performance

The report shows the weekly scanning rates per Postal Operator link. You only need to select the start date and the system then shows the data for the six following weeks.

<table>
<thead>
<tr>
<th>Origin Operator</th>
<th>Responding Operator</th>
<th>Receptacle Scanning Rates</th>
<th>From: Monday, 03 Aug 2009</th>
<th>To: Monday, 07 Sep 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Österreichische Post AG</td>
<td>ATA</td>
<td><strong>Week 32 - 03/08 to 09/08</strong></td>
<td><strong>Pre % advised resp</strong></td>
<td><strong>Pre % advised resp</strong></td>
</tr>
<tr>
<td>LA POSTE - DE POST BELGIUM</td>
<td>BEA</td>
<td>136</td>
<td>99</td>
<td>126</td>
</tr>
<tr>
<td><strong>Total ATA</strong></td>
<td></td>
<td>136</td>
<td>99</td>
<td>126</td>
</tr>
<tr>
<td>Canada Post Corporation</td>
<td>CAA</td>
<td><strong>Week 33 - 10/08 to 16/08</strong></td>
<td><strong>Pre % advised resp</strong></td>
<td><strong>Pre % advised resp</strong></td>
</tr>
<tr>
<td>LA POSTE - DE POST BELGIUM</td>
<td>BEA</td>
<td>73</td>
<td>100</td>
<td>92</td>
</tr>
<tr>
<td><strong>Total CAA</strong></td>
<td></td>
<td>73</td>
<td>100</td>
<td>92</td>
</tr>
<tr>
<td>Deutsche Post AG</td>
<td>DFE</td>
<td><strong>Week 34 - 17/08 to 23/08</strong></td>
<td><strong>Pre % advised resp</strong></td>
<td><strong>Pre % advised resp</strong></td>
</tr>
<tr>
<td>LA POSTE - DE POST BELGIUM</td>
<td>BEA</td>
<td>143</td>
<td>100</td>
<td>143</td>
</tr>
<tr>
<td><strong>Total DFE</strong></td>
<td></td>
<td>143</td>
<td>100</td>
<td>143</td>
</tr>
<tr>
<td>Post Danmark A/S</td>
<td>DKA</td>
<td><strong>Week 35 - 24/08 to 30/08</strong></td>
<td><strong>Pre % advised resp</strong></td>
<td><strong>Pre % advised resp</strong></td>
</tr>
<tr>
<td>LA POSTE - DE POST BELGIUM</td>
<td>BEA</td>
<td>80</td>
<td>100</td>
<td>70</td>
</tr>
<tr>
<td><strong>Total DKA</strong></td>
<td></td>
<td>80</td>
<td>100</td>
<td>70</td>
</tr>
</tbody>
</table>
7.2.3 Weekly OE Level Despatch Scanning Performance

This report shows the weekly scanning rates per link (OE to OE). You only need to select the start date and the system then shows the data for the six following weeks.

When clicking on "Swap Origin and Destination", you can view the total scanning rate of the Destination OE for the origins selected (see next table)

<table>
<thead>
<tr>
<th>Receptacle Scanning Rates</th>
<th>From: Monday, 03 Aug 2008</th>
<th>To: Monday, 07 Sep 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>OE Level</td>
<td>62</td>
<td>100</td>
</tr>
<tr>
<td>ATIALA - ATA</td>
<td>62</td>
<td>100</td>
</tr>
<tr>
<td>ATVIEC - ATA</td>
<td>74</td>
<td>99</td>
</tr>
<tr>
<td>CAYMQA - CAA</td>
<td>44</td>
<td>100</td>
</tr>
<tr>
<td>CAYTOA - CAA</td>
<td>13</td>
<td>100</td>
</tr>
</tbody>
</table>
To view the full scanning rate from a destination point of view, you can swap Origin and Destination.

When clicking on “Swap Origin and Destination”, you can view the total scanning rate of the Destination OE for the origins selected.

### Receptacle Scanning Rates

<table>
<thead>
<tr>
<th>Swap Origin and Destination</th>
<th>Week 32 03/08 to 05/08</th>
<th>Week 33 10/08 to 16/08</th>
<th>Week 34 17/08 to 23/08</th>
<th>Week 35 24/08 to 30/08</th>
<th>Week 36 31/08 to 06/09</th>
<th>Week 37 07/09 to 13/09</th>
<th>32 - 37 03/08 to 13/09</th>
</tr>
</thead>
<tbody>
<tr>
<td>responding Exchange Office</td>
<td>Pre % advised resp</td>
<td>Pre % advised resp</td>
<td>Pre % advised resp</td>
<td>Pre % advised resp</td>
<td>Pre % advised resp</td>
<td>Pre % advised resp</td>
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<tr>
<td>Origin Exchange Office</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BEBRUA - BEA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ATA - ATJIEC</td>
<td>62 100</td>
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<td>87 100</td>
<td>44 100</td>
<td>42 100</td>
<td>43 100</td>
<td>333 100</td>
</tr>
<tr>
<td>CAA - CAYMGA</td>
<td>44 100</td>
<td>53 100</td>
<td>48 100</td>
<td>50 100</td>
<td>54 100</td>
<td>49 100</td>
<td>305 100</td>
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<td>CAA - CATYCA</td>
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<td>15 100</td>
<td>13 100</td>
<td>12 100</td>
<td>13 100</td>
<td>11 100</td>
<td>76 100</td>
</tr>
<tr>
<td>CAA - CAYTOB</td>
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<td>20 95</td>
<td>17 94</td>
<td>23 100</td>
<td>19 100</td>
<td>119 98</td>
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<tr>
<td>DRA - DRECRA</td>
<td>80 100</td>
<td>70 100</td>
<td>61 100</td>
<td>71 100</td>
<td>81 98</td>
<td>82 99</td>
<td>449 99</td>
</tr>
<tr>
<td>DEA - DELOI</td>
<td>86 100</td>
<td>93 100</td>
<td>78 100</td>
<td>79 99</td>
<td>91 98</td>
<td>87 100</td>
<td>473 100</td>
</tr>
<tr>
<td>DEA - USBIRD</td>
<td>21 100</td>
<td>12 100</td>
<td>9 100</td>
<td>15 100</td>
<td>16 100</td>
<td>6 100</td>
<td>74 100</td>
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<tr>
<td>DRA - USAIAU</td>
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<td>12 100</td>
<td>24 100</td>
<td>12 100</td>
<td>13 100</td>
<td>16 94</td>
<td>98 98</td>
</tr>
<tr>
<td>DRA - USORDL</td>
<td>30 100</td>
<td>26 96</td>
<td>28 100</td>
<td>36 97</td>
<td>36 84</td>
<td>33 76</td>
<td>189 94</td>
</tr>
<tr>
<td>Total BEBRUA</td>
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<td>431 99</td>
<td>463 100</td>
<td>414 97</td>
<td>424 99</td>
<td>429 98</td>
<td>2,599 99</td>
</tr>
</tbody>
</table>
7.3 **Transport Failure Indicator Report**

As the title mentions, this report is an indicator for transport failures i.e. it shows the possible failures in transport.

The top part shows the Summary of all the despatches sent during the selected period. By clicking on a row in the Summary, the details for that origin can be viewed in the "Details" screen.

The summary shows:
- the origin of the despatches (PO and OE)
- the total number of despatches sent to the selected destinations and during the selected period
- the number of despatches
  - with a first scan less than three hours after the planned arrival
  - with a first scan more than three hours after the planned arrival
  - with a first scan more than 24 hours after the planned arrival
  - with a first scan more than 48 hours after the planned arrival
  - with no planned arrival
  - not scanned at all
  - for which the planned arrival is before the despatch was closed
  - for which the first scan was before the planned arrival (in cases of truck transport or in cases where some receptacles left on a previous flight, this would be correct)
- the maximum time between the first and the last scan of the despatch

The details show:
- the origin and the destination of the despatches (PO and OE)
- the despatch identification
- the number of days, hours and minutes between the close date and the planned arrival
- the closing date and time
- the planned arrival date and time
- the date and time of the first scan
- the number of days, hours and minutes between the planned arrival and the first scan
- the date and time of the last scan
- the number of days, hours and minutes between the first and the last scan (the tail)
- the total number of receptacles pre-advised in that despatch
- the total number of receptacles responded

This report shows which despatches may have failed in transport and/or handling. When the time between planned arrival of a despatch and first scan is more than 3 hours, the days, hours and minutes are shown in red. One can view all the possible failures together by sorting the "First Scan - Pl. Arr" column (click on the column title) and then scrolling down or by right-clicking on the column title to sort them in reverse order.

A first scan time of 4 to 5 hours after the planned arrival may be correct at destinations where the mail is collected at the airport, transported to the city office of exchange and scanned there. By experience, the user will know which destinations require more than three hours between arrival and first scan. If the first scan is more than 6 or 7 hours after the planned arrival, there may be a more serious transport and/or handling problem. Equally, when there is a long time between the first and the last scan (tail), the despatch was probably split up in transport.

More and more POs are putting the actual transport arrival date and time in the RESDES or RESCON messages. The user can view all the events of a despatch by right clicking on a despatch and then selecting "transport".

The double-click can be used to view the receptacles of the despatch, as well as the right-click to view other details such as transport or tracking and tracing.

7.4 Scanning around LAT

Here again, the View Menu and filter modalities can be applied as well as the Report Additional Functions. See: Report Additional Functions -> Report Menus -> View Menu. Also the double-click can be used to view the receptacles of the dispatch, as well as the right-click to view other details such as transport, tracking and tracing or (bar-coded) items.

In discussie met Herbert betreffende dit rapport.
7.5 Scanning around CST

This report shows how the despatches were scanned in comparison with the Critical Scan Time (CST). This report could also indicate serious transport or handling problems. It shows the origin and destination IMPCs, the mail category and class, the despatch ID, the despatch closing date and time, the planned arrival date and time, the referenced CST, the transport ID, the first and last scan, the number of receptacles pre-advised and scanned, the number and the percentage of receptacles scanned within the CST, the weight pre-advised and responded.

Here again, the View Menu and filter modalities can be applied as well as the Report Additional Functions. See: Report Additional Functions -> Report Menus -> View Menu. Also the double-click can be used to view the receptacles of the dispatch, as well as the right-click to view other details such as transport or tracking and tracing.
7.6 **Scanning Response Summary**

The report shows an overview of the scanning of despatches: how many receptacles were pre-advised and how many were responded, how much time elapsed between the planned arrival and the first scan (the same day meaning planned arrival plus 24 hrs, 1 to 2 days and more than 2 days) and the same information in percentages. This report can only be viewed as is, not in graph form and no filters can be applied.

Here again, the filter modalities can be applied as well as the Report Additional Functions. See: Report Additional Functions -> Report Menus -> View Menu. Also the double-click can be used to view the receptacles of the dispatch, as well as the right-click to view other details such as transport or tracking and tracing.
8 IMPC Reports on Receptacles.

8.1 Track and Trace

This report allows you to track and trace receptacles of which you have the full ID. Another way for tracking a receptacle is by double-clicking on a particular receptacle in a despatch. The tracking and tracing information will provide all information found in the EDI messages concerning that particular receptacle.
Tracking Receptacle...

Receptacle ID To Track

ATVIECBEBRUAUL90253010000054

Note: This particular receptacle was for example misrouted to Stockholm and was included in a consignment from Stockholm to Brussels to correctly re-forward the receptacle. It also happens that the receptacle ID in the PREDES and on the CN35 label are different because the weight was changed. In that case, you can tick the box at the bottom “Use Core Receptacle ID” to consider only the first 23 characters of the ID.

<table>
<thead>
<tr>
<th>Receptacle ID</th>
<th>ATVIECBEBRUAUL9025301000054</th>
</tr>
</thead>
<tbody>
<tr>
<td>Receptacle ID</td>
<td>ATVIECBEBRUAUL3925301000054</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Event Date</th>
<th>Event</th>
<th>Location</th>
<th>From</th>
<th>To Transport</th>
<th>Transport Date</th>
<th>Reference</th>
<th>Operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thu 02/09/09 06:59</td>
<td>Despatch Close</td>
<td>ATVIEC</td>
<td>ATVIEC</td>
<td>BEBRUA</td>
<td>Thu 02/09/09 07:05</td>
<td>ATVIECBEBRUAUL9025301000054</td>
<td>JCICATA / JICICCA</td>
</tr>
<tr>
<td>Thu 02/09/09 05:00</td>
<td>Consignment Close</td>
<td>AT</td>
<td>ATVIE</td>
<td>BEBRUA</td>
<td>Thu 02/09/09 07:05</td>
<td>(ATVIECBEBRUAUL9025301000054)</td>
<td>JCICATA / JICICCA</td>
</tr>
<tr>
<td>Fri 04/09/09 05:32</td>
<td>Consignment Close</td>
<td>SE</td>
<td>SEARN</td>
<td>BEBRUA</td>
<td>Fri 04/09/09 09:05</td>
<td>(SEARNBEBRUAUL9025301000054)</td>
<td>JICICCA / JICICCA</td>
</tr>
<tr>
<td>Fri 04/09/09 05:32</td>
<td>Transport - Consignment Close</td>
<td>SE</td>
<td>SEARN</td>
<td>BEBRUA</td>
<td>Fri 04/09/09 09:05</td>
<td>ATVIECBEBRUAUL9025301000054</td>
<td>JICICCA / JICICCA</td>
</tr>
<tr>
<td>Fri 04/09/09 14:56</td>
<td>Exchange Office Import</td>
<td>BEBRUA</td>
<td>SK500</td>
<td></td>
<td>Fri 04/09/09 12:00</td>
<td></td>
<td>JICICCA / JICICCA</td>
</tr>
<tr>
<td>Tue 08/09/09 01:15</td>
<td>Transport - Exported (Pitback) [24]</td>
<td>ARM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>JICICCA / JICICCA</td>
</tr>
<tr>
<td>Tue 08/09/09 01:36</td>
<td>Transport - Delivered [21]</td>
<td>BRU</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>JICICCA / JICICCA</td>
</tr>
</tbody>
</table>

Thursday, 17 Sep 2009 (10:17)
8.2 **Unscanned Despatches Receptacles**

The report shows, in one glance, all unscanned receptacles for each despatch and facilitates research into “missing” receptacles.

Here the filter modalities: Days of the Week can be applied. See: Report Additional Functions -> Report Menus -> View Menu. Also the double-click can be used to view the receptacles of the dispatch, as well as the right-click to view other details such as transport or tracking and tracing.
8.3 **Unscanned Despatches Registered Receptacles**

The report shows, in one glance, all unscanned registered receptacles for each despatch and facilitates research into “missing” receptacles containing registered receptacles.

8.4 **Unscanned Despatches Insured Receptacles**

The report shows, in one glance, all unscanned insured receptacles for each despatch and facilitates research into “missing” receptacles containing insured items.
8.5 **Receptacle Type Differences IL (IPC Trays)**

The report compares the number of IPC trays pre-advised in PREDES on a given link versus the number of IPC trays responded in RESDES.

Highlighted row: BEBRUA pre-advised 136 receptacles to ITLINA in the selected period of which 39 were identified as “IL” or IPC Trays, ITLINA responds that only 4 receptacles were IPC Trays, but that 35 receptacles were normal bags, not IPC Trays. Another 37 receptacles were pre-advised as normal bags (BG) or IPC Bags (IS), yet the actual receptacles as responded in the RESDES were IPC Trays (“IL”).
8.6 Receptacle Type Differences IS (IPC Bags)

The report compares the number of IPC bags pre-advised in PREDES on a given link versus the number of IPC bags responded in RESDES.

Highlighted row: BEBRUA pre-advised 136 receptacles to ITLINA in the selected period of which 83 were identified as “IS” or IPC Bags. ITLINA responds that 31 receptacles were IPC Bags, but that 52 receptacles were normal bags or IPC Trays, not IPC Bags.
9 Reports on EDI Messages.

Note: The following EDI messages/reports are ultimately more useful to the IT personnel than to Operations personnel. The messages contain information as to the transmission success and can be helpful in the events follow-up is needed to ascertain if messages were indeed sent and received and when the transactions took place.
### 9.1 Predes vs Resdes Report

The report gives a list of despatches closed in the date period. The information lists the despatch IDs, the despatch closed date and time, the name of the PREDES flat-file in which the despatch was pre-advised. Also listed against each PREDES will be all the RESDES messages (as flat-file names) received for the despatch. **Clicking** on a flat-file name will bring up a window showing the EDI message that were sent/received.

<table>
<thead>
<tr>
<th>Despatch ID</th>
<th>Despatch Close</th>
<th>Flat Files</th>
<th>Predes Files</th>
<th>Resdes Files</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAVYQADEBRUAUN0679</td>
<td>Tue, 06/04 13:28</td>
<td>2010040620333029570_000000001029625.dat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAVTOABEERUAUN0076</td>
<td>Tue, 06/04 12:55</td>
<td>2010040620033029570_000000001022743.dat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAVTOABEERUAUN0076</td>
<td>Tue, 06/04 13:28</td>
<td>201004062033302156_000000001013170.dat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHZRHEERUAUN00104</td>
<td>Tue, 06/04 04:30</td>
<td>20100406056517239570_00000000033989.dat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHZRHEERUAUN00105</td>
<td>Tue, 06/04 14:24</td>
<td>201004061700072156_0000000007600.dat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHZRHEERUAUN00106</td>
<td>Tue, 06/04 14:47</td>
<td>2010040617000829570_000000009758.dat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHZRHEERUAUN00073</td>
<td>Tue, 06/04 02:16</td>
<td>2010040605532029571_000000000831275.dat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHZRHEERUAUN00079</td>
<td>Tue, 06/04 05:22</td>
<td>2010040605792029571_0000000050647.dat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DECONCELOAUAUN0049</td>
<td>Tue, 06/04 07:26</td>
<td>2010040605652342156_000000006731.dat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEDEHTEERUAUN0149</td>
<td>Tue, 06/04 10:09</td>
<td>2010040611553229571_0000000090114.dat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEDEHTEERUAUN0150</td>
<td>Tue, 06/04 22:22</td>
<td>201004060521529571_0000000107442.dat</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
9.2 Trace Message File

This report is a complete trace of interchanges received during the time period. It lists the sending and the receiving operator, the interchange (intref), the number of minutes end-to-end, the number of messages, the message preparation date, the date and time the message was received at GEIS, the time and date it was loaded in IPC, when it entered into and left the translator, to start and complete the database load process. Preparation date is in local time at origin, GXS in GMT, all other times are in local Belgian time. Between the columns, the number of minutes between the events is provided.

9.3 Verify Message File – Summary

! This report is in the process of being reviewed and updated !

This report is a verification of interchanges received during the time period. It lists the GXS Receive date and time, the number of messages sent from sending and the receiving operator, the interchange and then the end to end timing in minutes from the message arriving at GEIS to load in the IPC database. It is based on GEIS logs as well s IPC Gateway logging. The trace gives the time the message arrived at GEIS, the time the message was put in the IPC mailbox, the time the message entered the IPC X.400 queue, the time if left the X.400 queue and so on to the translator, to start and complete the database load process. Times are local Belgian time.

9.4 Verify Message File – All

This report provides the EDI Receipt check. It checks each message based on the Gateway logs. It shows the following information:

- Sender and receiver mailbox
- The interchange reference
- The flat-file name
- Ef or the number of EDI files containing the given sender-recipient
- The EDI file name
- The message status (C = OK, E = Ejected (data not loaded in CAPE Vision), P = Partial, M = Missing, R = Rejected (by the translator), X = file received but put on hold before the translator, T = translated)
- The GEIS receive date and time of the message
- Date and time the message was received in the IPC mailbox
- Date and time the message was picked up by IPC
- Double clicking on the flat file name will open the flat file and display it.
- Double clicking on the EDI file name will bring up a summary window for the EDI file
- Double-clicking on the EDI file in that window will display the EDI message.
- Filters allow the user to view only messages that are in a certain status (pending/loaded etc.)

9.5 **Despatch Arrival versus Message Received**

This report compares the planned arrival time of the mail with the time that the message arrived at GEIS and was available for pick-up. The report is destined to monitor that the PREDES is available before the mail arrives. It is structured as follows:

- Sending PO
- Receiving PO
- Despatch ID
- Despatch planned arrival date and time
- Message arrival date and time at GEIS
- Date and time IPC loaded the message to the database
- Difference between the planned arrival time and the time the message arrived at GEIS. It should be negative by several hours.
- The difference between the time the data was loaded by IPC and when it arrived at GEIS. It should be positive and around 5 to 15 minutes.

All times except despatch planned arrival date and time are relative to Belgium (CET).
9.6 **Intref Sequence Verification**

This report checks the sequencing of interchanges from mailboxes between the selected origin and destination operators and date period. The sequencing standard is +1 for each subsequent interchange between two mailboxes. The report highlights interchange “holes” i.e. gaps in the sequence of interchanges based on GEIS receipt logs for the links concerned. Provided that the standard (increment +1 for each interchange between 2 mailboxes) is maintained, the report is a tool for ensuring end-to-end integrity between the EDI system of the senders and GEIS.

<table>
<thead>
<tr>
<th>Sender</th>
<th>Recipient</th>
<th>Intref</th>
<th>GXS Receive Date</th>
<th>GXS Receive Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1101</td>
<td>B1101</td>
<td>INTREF00179264</td>
<td>Mon, 05 Apr 2010</td>
<td>15:19:07</td>
</tr>
<tr>
<td>F1101</td>
<td>B1101</td>
<td>TOO MANY INTREF</td>
<td>Mon, 05 Apr 2010</td>
<td>19:29:08</td>
</tr>
<tr>
<td>F1101</td>
<td>B1101</td>
<td>INTREF0081486</td>
<td>Mon, 05 Apr 2010</td>
<td>19:44:19</td>
</tr>
<tr>
<td>F1101</td>
<td>B1101</td>
<td>INTREF0081506</td>
<td>Mon, 05 Apr 2010</td>
<td>19:45:59</td>
</tr>
<tr>
<td>F1101</td>
<td>B1101</td>
<td>INTREF0081511</td>
<td>Mon, 05 Apr 2010</td>
<td>19:55:09</td>
</tr>
<tr>
<td>F1101</td>
<td>B1101</td>
<td>INTREF0081561</td>
<td>Mon, 05 Apr 2010</td>
<td>19:55:09</td>
</tr>
<tr>
<td>F1101</td>
<td>B1101</td>
<td>INTREF0081564</td>
<td>Mon, 05 Apr 2010</td>
<td>19:55:09</td>
</tr>
<tr>
<td>F1101</td>
<td>B1101</td>
<td>INTREF0081555</td>
<td>Mon, 05 Apr 2010</td>
<td>19:55:09</td>
</tr>
<tr>
<td>F1101</td>
<td>B1101</td>
<td>INTREF0081566</td>
<td>Mon, 05 Apr 2010</td>
<td>19:55:09</td>
</tr>
<tr>
<td>F1101</td>
<td>B1101</td>
<td>INTREF0081579</td>
<td>Mon, 05 Apr 2010</td>
<td>19:55:09</td>
</tr>
</tbody>
</table>

The red lines indicate the missing Intrefs, i.e. too many are missing to list them.
9.7 Message Capability Overview

This report shows with the sign “+”, what kind of EDI messages the receiving PO receives from the selected departure POs (PREDES 2, PREDES 2.1., PREDES 3.1, RESDES1, PRECON 1, RESCON 1, CARDIT/RESDIT (these fields are still empty because the report does not yet show messages from and to the carriers), EMS 2.1., EMS 3, EVTRPT). The report is always from the point of view of the receiving PO and the PO can view the information from and to all POs. To view the information click on “Show all messages regardless of origin or destination” on the top of the report.

<table>
<thead>
<tr>
<th>Operator</th>
<th>PreDes1</th>
<th>PreDes2</th>
<th>PreDes3</th>
<th>ResDes</th>
<th>PreCon1</th>
<th>ResCon1</th>
<th>CardIT</th>
<th>RoadIT</th>
<th>EmsAct</th>
<th>Evtrpt</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAA (Canada Post Corporation)</td>
<td>+</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHA (Swiss Post)</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEA (Deutsche Post AG)</td>
<td>+</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Start Date: Tuesday, 06 Apr 2010
End Date: Tuesday, 06 Apr 2010
9.8 **Message Profile**

This report shows in number of messages what kind EDI messages the receiving PO receives from the selected departure POs. (PREDES 2, PREDES 2.1., PREDES 3.1, RESDES1, PRECON 1, RESCON 1, CARDIT/RESDIT (these fields are still empty because the report does not yet show messages from and to the carriers), EMS 2.1., EMS 3, EVTRPT). The report is always from the point of view of the receiving PO and the PO can only view the information concerning messages destined to its own mailboxes.

<table>
<thead>
<tr>
<th>Receiving Operator</th>
<th>Prefix</th>
<th>Resdes</th>
<th>Precon</th>
<th>Rescon</th>
<th>Cardit</th>
<th>Resid</th>
<th>Emrved</th>
<th>Final</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAN</td>
<td>Canada Post Corporation</td>
<td>PRED2</td>
<td>PRED21</td>
<td>PRED31</td>
<td>RESD1</td>
<td>PREC1</td>
<td>RESC1</td>
<td>CD11</td>
</tr>
<tr>
<td>CHA</td>
<td>Swiss Post</td>
<td>4</td>
<td>10</td>
<td>4</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEA</td>
<td>Deutsche Post AO</td>
<td>10</td>
<td>44</td>
<td>10</td>
<td>36</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
10 IMPC Reports on Exceptions
10.1 Receptacle Event Exceptions

The report indicates if the receptacles were received in good order or if irregularities were observed. It shows the origin and the destination OEs, the mail category and class, the handling class, the type of receptacle, whether it contained Exprès items, the number of items, the despatch closing date and time, the pre-advised and the responded weight, the event and the event date and time. The event numbers and their explanation can be found in the UPU standards code list 119 on the UPU website.

When clicking on a certain receptacle, the event is also explained on the bottom of the screen:

<table>
<thead>
<tr>
<th>Receptacle Id</th>
</tr>
</thead>
<tbody>
<tr>
<td>Origin</td>
</tr>
<tr>
<td>---------</td>
</tr>
<tr>
<td>BEERUA</td>
</tr>
<tr>
<td>BEERUA</td>
</tr>
<tr>
<td>BEERUA</td>
</tr>
</tbody>
</table>

Event: Carrier misdelivered here

Total receptacles: 31

Ready
10.2 **Transport Planned Arrival Anomalies**

This report shows possible planned arrival anomalies i.e. if the pre-advice sent by the origin PO contains the correct planned arrival date and time.

The top part shows the Summary of all the despatches sent during the selected period. By clicking on a row in the Summary, the details for that origin can be viewed in the “Details” screen.

The **summary** shows:
- the origin of the despatches (PO and OE)
- the destination of the despatches (PO and OE)
- the total number of despatches sent to the selected destinations and during the selected period
- the number of despatches
- where the planned arrival is on the same day as the despatch closure
  - the day after the despatch closure
  - two days after the despatch closure
  - three days after the despatch closure
  - more than three days after the despatch closure
- where the planned arrival date and time is missing
- where the planned arrival is before the despatch closure

The **details** show:
- the origin and the destination of the despatches (PO and OE)
- the despatch closure date and time
- the planned arrival date and time
- the time between the closing date and time and the planned arrival date and time
- the despatch ID
the date and time the first receptacle was scanned

<table>
<thead>
<tr>
<th>Operator</th>
<th>Location</th>
<th>Origin</th>
<th>Destination</th>
<th>Close Date vs Planned</th>
<th>Arrived Date</th>
<th>Pl. Arr.</th>
<th>Close Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEA</td>
<td>SEDRJA</td>
<td>HUA</td>
<td>HUEUDA</td>
<td>6</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>BEA</td>
<td>SEDRJA</td>
<td>NZA</td>
<td>NIZAKLA</td>
<td>5</td>
<td>0</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>BEA</td>
<td>SEDRJA</td>
<td>CAM</td>
<td>CAVIFTA</td>
<td>8</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>BEA</td>
<td>SEDRJA</td>
<td>CHA</td>
<td>CHERH</td>
<td>5</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>BEA</td>
<td>SEDRJA</td>
<td>SPA</td>
<td>ISPIKA</td>
<td>10</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>BEA</td>
<td>SEDRJA</td>
<td>ATA</td>
<td>ATAMEC</td>
<td>6</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

The top part shows the summary of all despatches on the selected links, by highlighting a line in the summary screen, the details for that line are shown in the details screen.
The report shows the addressing exceptions found in the messages of the postal operator. As explained earlier, CAPE Vision is now linked to the UPU IMPC (International Mail Processing Centres) list. On the screen below, you can see that the TNTUNA IMPC cannot be found in the IMPC list or it is no longer valid. Consequently, the code can not be linked to a postal operator. The data on the despatches to that particular IMPC will not be visible in the CAPE Vision reports. Regular verification must be done by each operator to avoid using wrong or no longer valid IMPC codes.
10.4 **Predes vs Resdes Receptacles**

The top part of the report shows the receptacles exchanged on a certain link. By clicking on a despatch, you can view the details of that particular despatch in the middle and bottom part of the report. The middle part shows the data from the PREDES, it shows each individual receptacle from that despatch and the bottom part shows the information from the RESDES on that particular receptacle. Here you can see if the data that are being sent to partner POs are correct or if there is an operational issue such as a badly calibrated weighing scale, or if an operator is entering the wrong information.

The top part shows the summary of all despatches on the selected links, by highlighting a line in the summary screen, the details for that line are shown in the two bottom screens: the first one shows the information from the PREDES, the bottom one the details of the RESDES. The figures in red indicate that the RESDES shows different information than the information in the PREDES.
10.5 Predes vs Resdes Summary

The report shows the summary information per despatch as found in the PREDES and shows in red where the destination PO informs in the RESDES that what was pre-advised differed from what was actually received. The top part is the summary per despatch, the middle page shows the individual receptacles and the bottom part shows what the destination PO responds in the RESDES; In the case below, despatch 210 shows that 6 types of pre-advised receptacles were not received as such. Where an ‘IL’ (IPC tray) was pre-advised, the destination responds that the receptacle was actually a ‘BG’ (bag). It may be that the destination PO enters the wrong type of receptacle, but then this needs to be verified with the destination PO.
11 IMPC Reports on Transports
11.1 Despatch Transport Performance Report

The report shows how the international transport performed by comparing the PREDES with the RESDES. The PREDES LAT is defined in relation to the date and time the despatch was closed and the date of planned arrival. A new LAT is defined in the RESDES part of the screen. It is adapted to the modified arrival date and time. If the first scanning (Proc Date First) is after the RESDES LAT the date is shown in red. Anything shown in red is not according to plan or the design is wrong. If the planned arrival in the PREDES is after the LAT, then the planned arrival is shown in red. In that case, the LAT in the RESDES part of the screen is changed to the next day and the scanning is compared with the modified LAT.
11.2 **Despatch Transport Performance Report (prototype)**

This report includes the information from the “IPC Mail Registration Device” which allows the handler/carrier to enter the date and time mail from a particular flight was handed over. It also includes the RESCON information in case the RESDES does not show the actual transport information.

**Note:** Since it is not a realistic expectation that all handlers/agents/carriers invest at all outstations in custom-built interfaces and equipment for recording of hand over, the IPC Mail Registration Device (MRD) was created to capture electronically the Proof of Delivery (POD) to the destination POS of the mail. The airline/handler is the party that creates the date-time stamp of the actual hand over of “units” with mail receptacles to the PO and registers flight details.

The report is too wide to print it here.

It shows the following information:

- The despatch ID
- The receptacle IDs
- The despatch closing date and time

From the PREDES:

- The transport details (conveyance reference)
- The (planned) arrival location
- The (planned) arrival date and time
- The LAT in relation to the despatch closing date and time
- The number of receptacles pre-advised

From the MRD: (if the destination AMU already has an operational MRD)

- The registration date and time
- The actual transport (conveyance ref.)
- The actual transport arrival date and time
From the RESCON:
- The actual transport information (conveyance reference)
- The actual transport arrival date and time
- The first scan

From the RESDES:
- The number of receptacles
- The actual transport (conveyance reference)
- The actual arrival location
- The actual transport arrival date and time
- The updated LAT (if the actual arrival is after the normal LAT the next day’s LAT is to be found here)
- The first scan
- The last scan
- The Critical Scan Time (the time by which all the receptacles should be scanned for the mail to be delivered according to targets).
11.3 **Despatch Cardit – Resdit Performance (POA – POD)**

The report shows the despatch information as found in the Cardit and Resdit information.

![Image of despatch report]

Slightly indented lines signal they belong to the same despatch as the line above.

<table>
<thead>
<tr>
<th>Prede</th>
<th>From</th>
<th>CIC</th>
<th>CI</th>
<th>Y</th>
<th>Sno</th>
<th>Class Date</th>
<th>Rept</th>
<th>Code ID</th>
<th>Fin Log Act</th>
<th>Recipient</th>
<th>Final Dest</th>
<th>Fin Log Act</th>
<th>Sender</th>
<th>Pet Date</th>
<th>Loc</th>
<th>Sender</th>
<th>Pet Date</th>
<th>Loc</th>
<th>Rept</th>
<th>Not (min)</th>
<th>Target</th>
<th>Post</th>
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<td></td>
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<td></td>
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<td></td>
</tr>
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<td>YYZ</td>
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<td>FRA</td>
<td>LH</td>
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<td>13 30</td>
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<td>LH</td>
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<td>05/01 11 45</td>
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<td>05/01 11 56</td>
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</tr>
<tr>
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<td>13 30</td>
<td>61</td>
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<td>YYZ</td>
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<td>FRA</td>
<td>LH</td>
<td>05/01 11 56</td>
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<td>100</td>
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</tr>
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<td>13 30</td>
<td>71</td>
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<td>LH</td>
<td>YYZ</td>
<td>05/01 11 45</td>
<td>FRA</td>
<td>LH</td>
<td>05/01 11 56</td>
<td>YYZ</td>
<td>100</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
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<td>CAYTOA</td>
<td>A</td>
<td>UN</td>
<td>0</td>
<td>0441</td>
<td>Tue 09/01</td>
<td>13 30</td>
<td>81</td>
<td>DE A01643127</td>
<td>LH</td>
<td>YYZ</td>
<td>05/01 11 45</td>
<td>FRA</td>
<td>LH</td>
<td>05/01 11 56</td>
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<td>100</td>
<td>100</td>
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<td>UN</td>
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<td>Tue 09/01</td>
<td>13 30</td>
<td>91</td>
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<td>05/01 11 56</td>
<td>YYZ</td>
<td>100</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **N° of receptacles in the PREDES:**
- **Date and time of last transport leg planned:**
- **N° of receptacles sharing the same line info.:**
11.4 **Hand over Registrations Overview (MRD)**

The report shows the (mail registration) device (MRD) ID, the date, the reporting handler, the label produced by the MRD, the registration date and time i.e. the effective acceptance of delivery of the mail, the flight the mail arrived on, the destination, the planned arrival and the receptacle ID that was scanned for registration into the MRD.

Note: The IPC Mail Registration Device provides an effective and standardized means of data capture at the actual place and moment of handover between Posts and Carriers. In combination with information retrieved from the electronic messaging the central application can convert this information into a reliable Proof of Acceptance and Proof of Delivery. The device is available for use by all operators concerned: ramp handlers, ground handlers, Carriers, and Posts. The device is separate from the local postal network/applications and is not part of a particular ground handler/carrier network application, but effectively feeds information from the central application to all the local networks/applications concerned. The device consists of a "front end" function for effective data capture, a "PC" for data gathering and processing, 'connectivity' for data transmission, and a central application for data processing, translation and transmission to the end users. The central application includes central reporting functionality in CAPE*Vision. For more information contact IPC.
11.5 Cart content

The report is a more detailed one as the Hand Over Registrations Report. It shows the MRD device ID, the MRD label printed per belly-cart handed over and the receptacles contained in that belly-cart. It shows only the information for the local MRD of the PO that hosts the MRD.
11.6 **Actual Arrival Date**

This report is not available to the POs, it is for IPC use only.

11.7 **MRD Maintenance**

This report is still under construction at IPC.
12 IMPC Reports on Items

12.1 Track and Trace

The report shows a full history of the individual bar-coded item requested in the pop-up screen. (EPG, EMS, Exprès, Registered) from the time of posting to final delivery. An alternative way to track an item is to go to the report Despatches -> Volume pre-advised, to go to the tab “Contents”, to select a despatch containing items, to right-click on the despatch and select “Items” in the pop-up menu, to select an item, right-click on the item to view the tracking and tracing information.

The report contains four tabs:

- **Item trace** showing the information in relation to the bar-coded item,
- **Full trace** showing all the information available concerning the item itself, the receptacle containing the item and on the despatch containing this receptacle
- **Receptacle**: information on all the receptacles this item was found in (in case of misrouting, the item may have been re-forwarded to another destination.
- **Despatch**: the information on the despatch in which the item was forwarded.
<table>
<thead>
<tr>
<th>Event Date</th>
<th>Event</th>
<th>Location</th>
<th>From</th>
<th>To</th>
<th>Transport</th>
<th>Transport Date</th>
<th>Reference</th>
<th>Operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mon 05/04/10 19:10</td>
<td>Posting/Collection (a)</td>
<td>4180789</td>
<td></td>
<td></td>
<td>JPIOOH</td>
<td></td>
<td>J1CJA J1CJEA</td>
<td></td>
</tr>
<tr>
<td>Tue 05/04/10 03:10</td>
<td>Departure from Outward Office (c)</td>
<td>JPIOOH</td>
<td>JLC07</td>
<td></td>
<td></td>
<td>06/04/10 00:00</td>
<td>J1CJA J1CJEA</td>
<td></td>
</tr>
<tr>
<td>Tue 05/04/10 08:35</td>
<td>Consignment Close (JPIOOH01036663)</td>
<td>JPIOOH</td>
<td></td>
<td></td>
<td>EEFRUA</td>
<td></td>
<td>JPIOOH011400110011017</td>
<td></td>
</tr>
<tr>
<td>Tue 05/04/10 08:35</td>
<td>Despatch Close</td>
<td>JPIOOH</td>
<td>JPIOOH</td>
<td>EEFRUA</td>
<td></td>
<td></td>
<td>JPIOOH011400110011001179</td>
<td></td>
</tr>
<tr>
<td>Tue 05/04/10 08:35</td>
<td>Transport - Consignment Close</td>
<td>JP</td>
<td>NNO</td>
<td>NRT</td>
<td>JLS405</td>
<td></td>
<td>J1CJEA J1CJEA</td>
<td></td>
</tr>
<tr>
<td>Tue 05/04/10 08:35</td>
<td>Transport - Consignment Close</td>
<td>JP</td>
<td>NNO</td>
<td>NRT</td>
<td>JLS405</td>
<td></td>
<td>J1CJEA J1CJEA</td>
<td></td>
</tr>
<tr>
<td>Tue 05/04/10 17:52</td>
<td>Transport - Handover received</td>
<td>ITA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>J1CJEA J1Ccer</td>
<td></td>
</tr>
<tr>
<td>Tue 05/04/10 21:00</td>
<td>Transport - Despatch (Return)</td>
<td>FRA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>J1CJEA J1CJEA</td>
<td></td>
</tr>
<tr>
<td>Wed 07/04/10 08:40</td>
<td>Exchange Office Import</td>
<td>EEFRUA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>J1CJEA J1CJEA</td>
<td></td>
</tr>
<tr>
<td>Wed 07/04/10 13:43</td>
<td>Arrival at Inward Office (d)</td>
<td>EEFRUA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(53) Awaiting presentation to customs commissioner</td>
<td></td>
</tr>
</tbody>
</table>

**Thursday, 09 Apr 2010 (10:01)**

- **Display Operators**

**Item ID: Print: Copy Report: Copy Selection: Close**
UN/Locode Reports

This part of CAPE Vision and of the User Manual is under construction

Note: Most of the reports are in line with the new M39 Standard for CARDIT/RESDIT EDI message exchange.

To view information on consignments select the UN/Locode option on the top of the Criteria Selection Screen (see Chapter 5 for additional information on how to select criteria). UN/Locode reports provide information on consignments which go from one location (airport) to another.

![Criteria Selection Screen](image_url)
13.1 **Consignments Volumes Preadvised**

This report shows the pre-advised consignments. It shows the origin and destination location (airports), the mail category and class, the consignment ID, the consignment completion date and time, the planned departure time of the first leg of the transport, the planned arrival date and time of the last transport leg, the transport ID to the first airport, the number of receptacles pre-advised and the weight pre-advised.

<table>
<thead>
<tr>
<th>Origin</th>
<th>Dest</th>
<th>Cat</th>
<th>Class</th>
<th>Consign ID</th>
<th>Complet. Date</th>
<th>Planned Dep.</th>
<th>Planned Arrival</th>
<th>Transp. ID</th>
<th>Rept</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>VIE</td>
<td>BRU</td>
<td>A</td>
<td>UN</td>
<td>AT AVA04CLM1M</td>
<td>Tue 13/4/10 02:42</td>
<td>13/4/10 07:05</td>
<td>13/4/10 08:50</td>
<td>OS 351</td>
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<td>1.9</td>
</tr>
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<td>BRU</td>
<td>A</td>
<td>UN</td>
<td>AT AVA04DLF2G</td>
<td>Tue 13/4/10 04:18</td>
<td>13/4/10 07:05</td>
<td>13/4/10 08:50</td>
<td>OS 351</td>
<td>2</td>
<td>5.9</td>
</tr>
<tr>
<td>ADL</td>
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<td>A</td>
<td>UN</td>
<td>ADL039603</td>
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<td>7/4/10 07:00</td>
<td>13/4/10 16:55</td>
<td>QF 0732</td>
<td>1</td>
<td>1.9</td>
</tr>
<tr>
<td>MEL</td>
<td>BRU</td>
<td>A</td>
<td>UN</td>
<td>MEL279162</td>
<td>Tue 13/4/10 05:41</td>
<td>13/4/10 11:00</td>
<td>19/4/10 16:55</td>
<td>QF 0426</td>
<td>3</td>
<td>12.7</td>
</tr>
<tr>
<td>PER</td>
<td>BRU</td>
<td>A</td>
<td>UN</td>
<td>PER213149</td>
<td>Mon 12/4/10 10:19</td>
<td>12/4/10 15:30</td>
<td>13/4/10 16:55</td>
<td>QF 0071</td>
<td>1</td>
<td>5.0</td>
</tr>
<tr>
<td>SYD</td>
<td>BRU</td>
<td>A</td>
<td>UN</td>
<td>SYD264115</td>
<td>Wed 7/4/10 05:13</td>
<td>7/4/10 15:50</td>
<td>13/4/10 16:55</td>
<td>QF 0005</td>
<td>1</td>
<td>10.2</td>
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<td>SYD</td>
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<td>UN</td>
<td>SYD264608</td>
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<td>13/4/10 15:50</td>
<td>19/4/10 16:55</td>
<td>QF 0005</td>
<td>1</td>
<td>7.8</td>
</tr>
<tr>
<td>YUL</td>
<td>BRU</td>
<td>EN,UN</td>
<td>CA</td>
<td>06110021680</td>
<td>Mon 12/4/10 13:57</td>
<td>12/4/10 17:01</td>
<td>13/4/10 10:30</td>
<td>LX 087</td>
<td>14</td>
<td>77.6</td>
</tr>
<tr>
<td>YYZ</td>
<td>BRU</td>
<td>EN,UN</td>
<td>CA</td>
<td>1420031176</td>
<td>Mon 12/4/10 13:22</td>
<td>12/4/10 18:20</td>
<td>13/4/10 14:05</td>
<td>LH 471</td>
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<td>5.2</td>
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<tr>
<td>YYZ</td>
<td>BRU</td>
<td>UN</td>
<td>CA</td>
<td>1450019632</td>
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<td>13/4/10 14:05</td>
<td>LH 471</td>
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<td>35.3</td>
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On the bottom of the report, the total number of receptacles and the total weight are shown.

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<th>BRU</th>
<th>A</th>
<th>UN</th>
<th>SE 1004087007</th>
<th>13/4/10 07:00</th>
<th>13/4/10 09:15</th>
<th>SK 589</th>
<th>1</th>
<th>0.2</th>
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<td>ARN</td>
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<td>A</td>
<td>UA, UN</td>
<td>SE STOA01279B</td>
<td>13/4/10 07:00</td>
<td>13/4/10 08:15</td>
<td>SK 589</td>
<td>20</td>
<td>179.1</td>
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<td>CPH</td>
<td>BRU</td>
<td>A</td>
<td>UN</td>
<td>SE STOS029668</td>
<td>13/4/10 07:00</td>
<td>13/4/10 09:50</td>
<td>SK 593</td>
<td>4</td>
<td>8.6</td>
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<td>DAM</td>
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<td>A</td>
<td>UN</td>
<td>SY DAMA103392</td>
<td>13/4/10 10:25</td>
<td>13/4/10 19:50</td>
<td>RB 0407</td>
<td>2</td>
<td>4.3</td>
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<td>A</td>
<td>UN</td>
<td>US 1004123073</td>
<td>13/4/10 12:00</td>
<td>13/4/10 08:50</td>
<td>TRUCK 03</td>
<td>8</td>
<td>31.8</td>
</tr>
<tr>
<td>MVD</td>
<td>BRU</td>
<td>A</td>
<td>UN</td>
<td>UY MVDD013738</td>
<td>10/4/10 01:27</td>
<td>10/4/10 19:30</td>
<td>PU 0401</td>
<td>1</td>
<td>1.9</td>
</tr>
</tbody>
</table>

Total consignments: 42

Here again, the **filter** modalities can be applied as well as the **Report Additional Functions**. See: Report Additional Functions -> Report Menus -> View Menu. The double-click can be used to view all the transport legs, as well as the right-click to view other details such as despatches and receptacles.
### 13.2 Consignments Scanning Performance

The report shows the consignment ID, the origin and destination of the consignment, the mail category and class, the completion date and time, the planned departure date and time, the planned transport, when the first and the last receptacle were scanned and how much time elapsed between the first and the last scan, how many receptacles were preadvised and how many were scanned, the percentage scanned and the preadvised items in that consignment.

---

**Cape Vision 11.7.1**

**[Consignment Scanning Performance for 12/04/2010 - 14/04/2010 BEDE FR Inbound]**

**Start Date:** 12/04/2010 00:00:00

**End Date:** 14/04/2010 23:59:59

---

**Consignments Scanning Performance**

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<th>Dest.</th>
<th>Cat.</th>
<th>Class</th>
<th>Completion Date</th>
<th>Planned Dep.</th>
<th>Transport</th>
<th>Scan (Day-Hour Min)</th>
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<th>Last</th>
<th>Last - First</th>
<th>Proc.</th>
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<td>13/04/10 17:25</td>
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**THE NATURAL PARTNER FOR THE POSTAL INDUSTRY**
### Consignment Unscanned Receptacles

The report shows all the receptacles of a consignment which were not scanned at destination.

<table>
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<tr>
<th>Consignments Status</th>
<th>Start Date: Mon, 05 Jul 2010</th>
<th>End Date: Thu, 08 Jul 2010</th>
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<td>BE BRU</td>
<td>FRC GDG</td>
<td>Surface Prior</td>
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<tr>
<td>BE BRU</td>
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<td>Surface Prior</td>
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13.4 **CARDIT/RESDIT Analysis**

The report shows a detailed analysis of the CARDIT and RESDIT messages exchanged on consignments.
13.4.1 The top part

This is the slightly magnified top part of the screen:

<table>
<thead>
<tr>
<th>Tra Rec N°</th>
<th>Con Final Leg</th>
<th>Con Cntry</th>
<th>Con Doc N°</th>
<th>Recipient ID</th>
<th>Rd 74</th>
<th>Rd 82</th>
<th>Rd 57</th>
<th>L1 5</th>
<th>L1 24</th>
<th>L2 42</th>
<th>L2 43</th>
<th>L2 44</th>
<th>Air Loc Final</th>
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</table>

The report shows the main information in each CARDIT and RESDIT message.

- **Tra Rec N°**: This is purely for technical reasons and can be ignored.
- **Con Final Leg**: The number of the final leg i.e. in the highlighted case the final leg is the second one of two.
- **Con Cntry**: The country of origin of the consignment
- **Con Doc N°**: The consignment document number
- **Recipient ID**: The receiver of the consignment message.
- **Rcpt Preadv**: The receptacles pre-advised
- **Rd 74**: Resdit event n° 74: Received (by the carrier) in n° of receptacles
- **Rd 82**: Returned (consignment returned to the postal operator by the carrier) in n° of receptacles
- **Rd 57**: Not loaded onto the planned transport in n° of receptacles
- **L1 57**: Leg one of the transport: mail not loaded on the planned transport
- **Dloc L1**: Destination location of leg 1 of the transport
- **L1 6**: Leg one, booked by the carrier.
- **L1 24**  
  Leg one, departed

- **Dloc2 L2**  
  Destination location of leg 2

- **L2 42**  
  Hand over delivered

- **L2 43**  
  Hand over received

- **L2 14**  
  Trip completed

- **L2 24**  
  Departed

- **Arr Loc Final**  
  Final leg arrival location

- **Lf 21**  
  Final leg, Delivered at destination

- **Lf 14**  
  Trip completed

- **Tot 21**  
  Total number of receptacles of this consignment for which a RESDIT 21 (delivered) was received.

- **Rd Other**  
  If other RESDIT events have been found, these would be displayed in this column.
13.4.2 The left middle part

This left part of the middle section of the report shows the CARDIT and RESDIT information of the highlighted consignment from the top part of the screen. When CARDIT is highlighted in this left part of the middle section, the bottom screen shows the details of the CARDIT, when RESDIT is highlighted in this left part of the middle section, the right part of the middle section of the report shows the details of the RESDIT and the bottom section shows further details on transport, totals, receptacles, containers and hand over.

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<th>Type</th>
<th>Sender Id</th>
<th>Recipient Id</th>
<th>Prep. Date</th>
<th>Ctry Cd</th>
<th>Doc No</th>
<th>Cat</th>
<th>Compl. Date</th>
<th>Status</th>
<th>Resp</th>
<th>Vrs</th>
<th>Rel</th>
<th>Final</th>
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</tbody>
</table>

- Type: type of message: CARDIT or RESDIT
- Sender ID: postal operator or carrier sending the message
- Recipient ID: postal operator or carrier receiving the message
- Prep. Date: the message preparation date
- Ctry Cd: origin country of the consignment
- Doc N°: consignment document number
- Cat: mail category
- **Compl. Date**: consignment completion date and time
- **Status**: consignment status
- **Resp**: consignment response: part of the consignment to which the response message applies. 1 = ALL, 3 = PART
- **Vrs**: message version number
- **Rel**: message release number

Scroll right in this part to see more details:

<table>
<thead>
<tr>
<th>Final Leg</th>
<th>Msg Function</th>
<th>Contract</th>
<th>Pawb</th>
<th>Origin</th>
<th>Int Unique Identifier</th>
<th>Mesref</th>
<th>Con Rec No</th>
<th>Load Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>9</td>
<td>7GBTNS09B</td>
<td>ORD</td>
<td></td>
<td>125691050</td>
<td>644311</td>
<td>2</td>
<td>2010 04 11</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>125683502</td>
<td>MESREF00000001</td>
<td></td>
<td>2010 04 11</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>125706352</td>
<td>644534</td>
<td>6</td>
<td>2010 04 11</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>125755271</td>
<td>644809</td>
<td>2</td>
<td>2010 04 12</td>
</tr>
</tbody>
</table>

- **Final Leg**: the number of the final leg i.e. in the highlighted case the final leg is the first and only leg.
- **Msg Function**: message function: 1 = cancellation; 4 = change: replacement of previous CARDIT, 6: confirmation of information from RESDIT; 9 = original: first transmission; 47 = definitive last transmission.
- **Contract**  
  transport contract reference number; bilateral between consignor and carrier

- **Pawb**  
  postal air way bill number

- **Origin**  
  consignment origin location

- **Int Unique Identifier**  
  internal interchange for IPC

- **Mesref**  
  interchange message reference number from UNH header

- **Con Rec N°**  
  sequence number within the interchange (an interchange can contain multiple consignments)

- **Load Date**  
  date and time the consignment was loaded in the IPC database

### 13.4.3 The right middle part

The right middle part shows information from the RESDIT selected in the left middle part of the report.

<table>
<thead>
<tr>
<th>Type</th>
<th>Sender Id</th>
<th>Recipient Id</th>
<th>Prep. Date</th>
<th>Ctry Cd</th>
<th>Doc No</th>
<th>Cat</th>
<th>Corrld Date</th>
<th>Status</th>
<th>Resp</th>
<th>Vsc</th>
<th>Ref</th>
<th>Final Leq</th>
</tr>
</thead>
<tbody>
<tr>
<td>Card</td>
<td>LSI 01</td>
<td>AAX</td>
<td>Sun 11/04/01 08:31</td>
<td>US</td>
<td>40/03/0649</td>
<td>A</td>
<td>11/04/01 11:26</td>
<td>C</td>
<td>12</td>
<td>912</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Resl</td>
<td>AAX</td>
<td>LSI 01</td>
<td>Sun 11/04/01 08:31</td>
<td>US</td>
<td>40/03/0649</td>
<td></td>
<td>11/04/01 11:26</td>
<td></td>
<td>2</td>
<td>0</td>
<td>91A</td>
<td>1</td>
</tr>
<tr>
<td>Resl</td>
<td>AAX</td>
<td>LSI 01</td>
<td>Sun 11/04/01 18:32</td>
<td>US</td>
<td>40/03/0649</td>
<td></td>
<td>11/04/01 11:26</td>
<td></td>
<td>2</td>
<td>0</td>
<td>91A</td>
<td>1</td>
</tr>
</tbody>
</table>

- **Event**  
  the event associated with the receptacles and/or containers

- **Event Date**  
  the date and time when the status was attributed

- **Reason**  
  consignment event reason: for example, returned because damaged, delayed because of weather conditions...

- **Int Unique Identifier**  
  internal interchange for IPC

- **Mesref**  
  interchange message reference number from UNH header

- **Con Rec N°**  
  sequence number within the interchange (an interchange can contain multiple consignments)
13.4.4 The bottom part

The bottom part of this report has 5 tabs: transport, totals, receptacle, container and hand over.

### Transport

<table>
<thead>
<tr>
<th>Rec</th>
<th>Stage</th>
<th>Carr</th>
<th>List</th>
<th>Conv Ref</th>
<th>Mode</th>
<th>Dep Ctry</th>
<th>Loc</th>
<th>Qual</th>
<th>List</th>
<th>Dep IATA</th>
<th>Name</th>
<th>Arr Ctry</th>
<th>Loc</th>
<th>Qual</th>
<th>List</th>
<th>Arr IATA</th>
<th>Name</th>
<th>Arr Date</th>
<th>Load Date</th>
<th>Conv</th>
<th>Rec No</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>20</td>
<td>AAA2</td>
<td>4 US</td>
<td>ORD</td>
<td>ORD</td>
<td>3 ORD</td>
<td>10</td>
<td>17</td>
<td>18</td>
<td>FR</td>
<td>CDO</td>
<td>7</td>
<td>CDO</td>
<td>3 CDO</td>
<td>139</td>
<td>UPU</td>
<td></td>
<td></td>
<td>200011</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Rec** | Leg number
- **Stage** | Transport information: 10 = pre-carriage transport; 20 = main transport; 30: on-carriage transport
- **Carr** | Carrier
- **List** | Codes to be agreed; 3 = IATA code list, 6 = UN/Locode list; 11 = Lloyd's; 14 = International Chamber of Shipping; 139 = UPU.
- **Name** | Carrier name
- **Conv Ref** | Transport number
- **Mode** | Mode of transport: 1 = sea; 2 = rail; 3 = road; 4 = air
- **Dep Ctry** | Departure country
- **Loc** | Departure location
- **Qual** | Location function code (UPU list 155)
- **List** | Code list responsible agency code: 3 = IATA, 6 = UN/Locode
- **Dep IATA Name** | Departure location according to IATA list?
- **Dep Date** | Departure date and time
- Arr Ctry: arrival country
- Loc: arrival location
- Qual: location function code (UPU list 155)
- List: code list responsible agency code: 3 = IATA, 6 = UN/Locode
- Arr IATA: arrival location according to IATA list
- Arr Date: arrival date and time
- Load Date: date and time the consignment was loaded in the IPC database
- Con Rec N°: sequence number within the interchange (an interchange can contain multiple consignments)

**Totals**

<table>
<thead>
<tr>
<th>Unique Identifier</th>
<th>Mesref</th>
<th>Record No</th>
<th>Mail Class</th>
<th>#Receptacles</th>
<th>Weight</th>
<th>Load Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>125683502</td>
<td>MESREF000000(</td>
<td>1</td>
<td>C</td>
<td>1</td>
<td>711</td>
<td>20100411</td>
</tr>
</tbody>
</table>

- Unique Identifier: internal interchange for IPC
- Mesref: interchange message reference number from UNH header
- Record N°: Totals record sequence number
- Mail Class: mail class
- #Receptacles: number of receptacles
- Weight: weight
- **Load Date**: date and time the consignment was loaded in the IPC database.

### Receptacle

<table>
<thead>
<tr>
<th>Column</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Load Date</td>
<td>Date and time the consignment was loaded in the IPC database.</td>
</tr>
</tbody>
</table>

**Receptacle**

- **Evt Rec**: Only for RESDIT: the number of the event in the consignment.
- **Rcpt Rec**: Only for RESDIT: the number of the receptacle for which the event is valid.
- **Receptacle Id**: receptacle ID
- **Type**: type of receptacle
- **Dngr**: indicator for dangerous goods
- **Handling**: Handling-class code. Codes from UPU code list 107 which are relevant to transport: R = Registered items included; V = Insured items included. The code indicates that the segment is used for the specification of the receptacle handling class. The segment is present only for receptacles which contain items requiring special handling and/or attention during transport.
- **Weight**: weight
- **W. Type**: weight type
- **Rec Container**: The number of the container nest.
- **RC Scanned**: scanned for RESDIT date and time
- **Cnt Rec N°**: the number of the container in the container list in which this receptacle is found
- **Interchange Identifier**: Interchange Identifier number or Intref
- **Mesref**: interchange message reference number from UNH header
### Container

<table>
<thead>
<tr>
<th>Rec</th>
<th>Evt Rec</th>
<th>Cons Rec</th>
<th>Eqp Qual</th>
<th>Cnt No</th>
<th>Cd List</th>
<th>Cnt Type</th>
<th>Type List</th>
<th>Net Weight</th>
<th>Gross Weight</th>
<th>Seal</th>
<th>Journey Id</th>
<th>Load Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>UL</td>
<td>DGF8117AA</td>
<td>CN</td>
<td>20</td>
<td>5</td>
<td>749</td>
<td>0707125</td>
<td>J43USACAAACDG0001001D</td>
<td>20100431</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Rec**
  - the number of the container in the consignment container list

- **Evt Rec**
  - Only for RESDIT: the number of the event in the consignment.

- **Cons Rec**
  - Only for RESDIT: the sequence number of the consignment in the RESDIT

- **Eqp Qual**
  - equipment qualifyer: CN = container; UL = Unit Load Device

- **Cnt No**
  - container ID

- **Cd List**
  - responsible agency code for the container number (3 = IATA; 13 = ICAO; 20 = BIC)

- **Cnt Type**
  - container type

- **Type List**
  - responsible agency code for the container type (3 = IATA; 13 = ICAO; 20 = BIC; 5 = ISO)

- **Net Weight**
  - net weight

- **Gross Weight**
  - gross weight

- **Seal**
  - container seal number

- **Journey Id**
  - container-journey-id

- **Load Date**
  - date and time the consignment was loaded in the IPC database
## HandOver

<table>
<thead>
<tr>
<th>Ctry</th>
<th>Loc</th>
<th>Loc IATA</th>
<th>List</th>
<th>Loc Name</th>
<th>Party Id</th>
<th>Party Code</th>
<th>Party Qual</th>
<th>Party Name</th>
<th>Load Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>US</td>
<td>ORD</td>
<td>ORD</td>
<td>3</td>
<td>AA</td>
<td>3</td>
<td>Connect Carrier (CH)</td>
<td></td>
<td></td>
<td>20100408</td>
</tr>
</tbody>
</table>

- **Ctry**: origin country
- **Loc**: origin location
- **Loc IATA**: origin location according to IATA codes
- **List**: responsible agency code (3 = IATA; 13 = ICAO; 20 = BIC)
- **Loc Name**: origin location name
- **Party Id**: transporter ID
- **Party Code**: responsible agency code (3 = IATA; 13 = ICAO; 20 = BIC)
- **Party Qual**: Party Qualifier: AG (handling) agent, CH connecting carrier, CN Consignee, CZ Consignor
- **Party Name**: Name of the party
- **Load Date**: date and time the consignment was loaded in the IPC database
13.5 **Cardit Link Trace**

The report shows the various consignment events as reported in the RESDIT in response to a CARDIT.

It shows the Consignment ID, the transport, the transport origin and destination, the CARDIT information i.e. when the consignment was completed, and in the second part: the source of the RESDIT information (in the above case Air France) and the different events and their date and time.
13.6 **Forecast and Booking**

*Under construction*
13.7 **Paper Free Support**

When an invoice is being discussed, the report is meant to show to both Origin PO and Carrier the information of a certain consignment.

Left part:
The report shows:

- Despatch Closure: the despatch closure date
- Receptacle ID: information about the receptacle
  - IMPC from: the country and the office of exchange code of origin
  - IMPC to, the country and the office of exchange code of destination
  - Mail Cat: the mail category (see UPU code list 115)
  - Mail Class: the mail class (see UPU code list 116)
  - Mail SubClass: the mail subclass (see UPU code list 117)
o despatch year and serial number,
o the number of the receptacle,
o the last six digits of the receptacle (digit 24: Registered/Insured Indicator (0 = No, 1 = Yes, 9 = No information available in the bar-code) digit 25: the highest numbered receptacle indicator (0 = No, 1 = Yes, 9 = No information available in the bar-code) digits 26 to 29: the weight of the receptacle.

- CJI: Container Journey ID
- Container information:
o Container ID
o Container Weight
  • Net or Gross
- Route Map Booking
  o Flight Date at Origin
  o Airline
  o Flight Number
  o Airport of Origin
  o Airport of Destination
- CARDIT information:
o Consignment ID
- PAWB: Postal Air Way Bill Number
- Dummy CNI: Dummy consignment number in case there is a RESDIT without a CARDIT
- RESDIT information (Received and delivered by Airline) (see UPU code list 100)
- Confirmed Received by Post
  - RESCON: message containing information about a consignment of mail which has been received from a carrier.
  - RESDES: message containing information about a despatch which has been received by an OE from an OE
- Sender: identification code of the sending Post (see UPU list 108)
13.8 **Hand over analysis**

The report shows the information from the IPC Mail Registration Device (MRD). The report shows the (mail registration) device (MRD) label, the reporting handler, the carrier, the destination, the planned arrival date and time, the time elapsed between the actual arrival and hand over in days, hours and minutes, the actual arrival date and time if available, the hand over date and time, the scanning at the AMU, the time elapsed between hand over and scanning at the AMU and the scanned receptacle/ULD/cart/parcel ID linked to that particular MRD label.

Only the postal operator concerned can view information on its own MRDs in this report.

Consult the index to see additional information on the IPC MRD.
13.9 Hand over analysis carrier attribution - prototype

The report shows the MRD label ID, the registration time (hand over time), the reporting handler, the carrier, the destination, the planned transport arrival, the actual transport arrival, the time elapsed between actual arrival and registration, the time elapsed between registration and the sending of the RESCON, the scanned receptacle/ULD/cart/parcel ID linked to that particular MRD label and the carrier to whom the information on the registration is sent. It may be that the handler did not provide information on which flight the mail came from, or the mail may be from a codeshare flight, yet the carrier has to send a RESDIT 21 based on the information received from the MRD. To know to which carrier the information should be sent, the system looks up what CARDIT/RESDIT information was exchanged between the carrier and the PO to define to which carrier the registration information should be sent.

The report shows the information at destination MRDs from the point of view of the origin postal operator.
13.10 Exceptions – Precon versus Rescon Receptacles

The top part of the report shows the receptacles exchanged on a certain link. By clicking on a consignment, you can view the details of that particular consignment in the middle and bottom part of the report. The middle part shows the data from the PRECON, it shows each individual receptacle from that consignment and the bottom part shows the information from the RESCON on that particular receptacle. Here you can see if the data that are being sent to partner POs are correct or if there is an operational issue such as a badly calibrated weighing scale, or if an operator is entering the wrong information.

The top part shows the summary of all consignments on the selected links, by highlighting a line in the summary screen, the details for that line are shown in the two bottom screens: the first one shows the information from the PRECON, the bottom one the details of the RESCON. The figures in red indicate that the RESCON shows different information than the information in the PRECON. In this case, the pre-advised format of contents was "P" but the destination PO responds that the actual format was "G".
13.11 Precon versus Rescon Summary

The report shows the summary information per consignment as found in the PRECON and shows in red where the destination PO informs in the RESCON that what was pre-advised differed from what was actually received. The top part is the summary per consignment, the middle page shows the individual receptacles and the bottom part shows what the destination PO responds in the RESCON; In the case below, consignment DEDIET069739 shows that the format of contents of a pre-advised receptacle was not the actual format of contents. Where a “G” format was pre-advised, the destination responds that the receptacle was actually containing “E” format. It may be that the origin PO enters the wrong format of contents of the receptacle, but then this needs to be verified between origin and destination PO.

The top part shows the summary of all consignments on the selected links, by highlighting a line in the summary screen, the details for that line are shown in the two bottom screens: the first one shows the information from the PRECON, the bottom one the details of the RESCON. The figures in red indicate that the RESCON shows different information than the information in the PRECON. In this case, the pre-advised format of contents was “P” but the destination PO responds that the actual format was “G”.
13.12 **EDI Messages – Cardit vs Resdit**

This report shows the Cardit and the Resdit Messages. When double-clicking on a cardit or a resdit, you can view the whole message. This report is mostly for IT people.

### Cardit Vs Resdit

<table>
<thead>
<tr>
<th>Consignment Id</th>
<th>Compt Date</th>
<th>Cardit</th>
<th>Resdit</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATAVA074LF3Y</td>
<td>05/07/2010</td>
<td>20100705070524 155</td>
<td>20100705072412 9570_0000000008856355346</td>
</tr>
<tr>
<td>ATAVA075LF0D5</td>
<td>05/07/2010</td>
<td>20100705070524 155</td>
<td>20100705072412 9570_0000000008355336.dat</td>
</tr>
<tr>
<td>ATAVA075LF21J</td>
<td>05/07/2010</td>
<td>201007060711172 9571_0000000006624075.dat</td>
<td>201007060730502 9571_0000000008626756.dat</td>
</tr>
<tr>
<td>ATAVA076LF06</td>
<td>05/07/2010</td>
<td>201007061353022 9571_0000000006705595.dat</td>
<td>2010070613229570_0000000008715128.dat</td>
</tr>
<tr>
<td>ATAVA076LF3L</td>
<td>07/07/2010</td>
<td>201007070717172 9571_0000000006322693.dat</td>
<td>201007070725362 9570_0000000009939956.dat</td>
</tr>
<tr>
<td>ATAVA077LF41M</td>
<td>07/07/2010</td>
<td>20100707134812 9570_0000000001985353.dat</td>
<td>20100707130543195_0000000008104513.dat</td>
</tr>
<tr>
<td>ATAVA077LF44M</td>
<td>03/07/2010</td>
<td>201007070632272 9570_0000000004308358.dat</td>
<td>201007070725362 9570_0000000009234943.dat</td>
</tr>
<tr>
<td>ATAVA077LMV4</td>
<td>07/07/2010</td>
<td>2010070717132 9571_00000000089323771.dat</td>
<td>201007070725362 9570_0000000008939956.dat</td>
</tr>
<tr>
<td>ATAVA078LF12</td>
<td>03/07/2010</td>
<td>201007070701351132 9570_0000000008933617.dat</td>
<td>201007070701351132 9570_0000000008933617.dat</td>
</tr>
</tbody>
</table>
Double-click yields this window showing the whole CARDIT message:
14 **Utilities**

14.1 **User Monitoring**

Each PO can monitor if its users are effectively using CAPE Vision on a regular basis.

Select a period and run the User Monitoring report. Right-click in front of the PO name and click on the “Refresh” button.

The report shows the User name, the user ID, the Application (report) he/she was consulting, the date and time of log in, the date and time of log out, the duration of the connection, the session ID and the country.

14.2 **Query monitoring**

Each PO can monitor which reports are monitored by its users.
Select a period and run the Query Monitoring report. Right-click in front of the PO name and click on the “Refresh” button. The report shows the User ID, the User Name, the Operator, the consulted Module, when it was consulted, the duration of the consultation, how many Origin and Destination IMPCs were selected, the number of subclasses were selected and what period in number of days was selected.

14.3 **OE Management**

The screen shows the tabs for information on Critical Times at the OE: LAT, CET, CTT and CST.

The possibility exists for IPC to enter or correct information in this module. The PO concerned can not (yet) enter this information.
15  Export Date Format

Here the user can define the date format (dd/mm/yyyy, yyyy/mm/dd, ...) he/she would like to see when exporting data to another software programme (Excel, Access, etc...)

From the moment the format has been entered, any report saved in another application will show the requested date format.
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