Postal Air Waybill Number (PAWB#)

Historically, postal operators and carriers use different electronic data interchange standards. While postal operators use UPU standards such as CARDIT, carriers use IATA Cargo-XML standards. These two standards well serve the purpose of their respective organization; however, they are not compatible to each other.

IATA, IPC and UPU have each endorsed the concept of the PAWB# to close the gap between the two messaging systems and strongly collaborated to develop guidance material for carriers and postal operators, describing the benefits of synchronizing postal and cargo systems. The purpose of these specifications is to provide guidelines for the implementation and use of an IATA Postal Air Waybill number associated to a UPU CARDIT message.

Scope of activities

Stakeholders in scope

- Postal Operators that are recognised by the UPU Member States
- Carriers that are Members of IATA
- Ground Handling Agents working at airports on behalf of the IATA carriers.
- Air Mail Centres at airports
- 3rd parties (3PL, Consolidators, ETOEs, IT service providers…)
  (Acting on behalf of post or carrier, therefore will follow process of post or carrier)

Messages in scope

The required information to be exchanged between the Postal Operators and the Carriers is included in the following messages:

- CARDIT
- RESDIT

The postal operators could also exchange typical cargo messages with the carriers, but this would be at their option:

- (X)FFR/FFA (Space Allocation Request/Answer)
- (X)FWB (Air Waybill Data)
- (X)FHL (House Waybill Data)
- FSR/FSA & (X)FSU (Status Request/Answer & Status Update)

Documents out of scope

The CN38/41 are out of scope.

Scenarios in scope

Scenarios involving the movement of international mail from one country to another and the interaction between the Postal Operators, Carriers and the authorities are within the scope of this document.

Scenarios out of scope

Scenarios involving the movement of domestic mail only within one country, diplomatic and military mail, and the interaction between the postal operators themselves are out of scope for the purpose of this document.

1. The postal messages

CARDIT and RESDIT messages are used together. CARDIT represents the post's expectation of the transport service for the consignment of mail receptacles assigned to the air carrier. RESDIT is the positive acknowledgment to the CARDIT, sent by the air carrier to the consigning post, reporting the actual status of receptacles in transport.

CARDIT Specifications (CARDIT V2.1 and UPU Standard M48(-7))

CARDIT is the acronym for Carrier/Documents International Transport advice.

The CARDIT represents the Postal Operator's expectation of the transport service for the consignment of mail receptacles assigned to the carrier.

The origin Postal Operator sends a CARDIT message on consignment closure before physical handover of mail. The CARDIT message provides instructions for the conveyance of the mail as bilaterally agreed with air carriers including latest handover date time at destination and allocated space on the transport specified in it.

The CARDIT is the electronic equivalent of the copies (sent from the origin Postal Operator to the carrier) of the paper Delivery Bills CN 38 and CN 41.

CARDIT message functions:

Where the Postal Operator hands receptacles over to the carrier before the consignment is closed or where the Postal Operator wants to inform the carrier of the volumes it expects to assign, an Original CARDIT should be sent prior to the first handover, with Update CARDITs sent as receptacles are added to the consignment.
When the Postal Operator closes the consignment a Final CARDIT message is sent, listing all receptacles that make up the consignment.

Where it is established by data capturing that receptacles are not physically handed over to the carrier to which the consignment was assigned, the Postal Operator shall send a Correction CARDIT. In it, the Postal Operator will remove the concerned receptacles from the consignment to correct obvious mistakes.

When the Postal Operator decides to cancel a consignment, e.g., following flight cancellation by the carrier, the carrier will be informed by using a Cancellation CARDIT.

The list below contains the applicable message function codes in CARDIT:

- – 1 Cancellation
- – 4 Change
- – 5 Replace
- – 6 Confirmation
- – 9 Original
- – 47 Definitive

The CARDIT message is sent from a postal operator acting as sending origin postal operator or transit postal operator handling one or more receptacles in one or more despatches for a specific transport from its own territory. The message is sent to the carrier or the handling agent acting on behalf of the carrier which will transport the receptacles from a particular place of departure to a particular place of arrival.

The timing for transmission of the CARDIT message is subject to agreement between the two parties. The transmission should be late enough to ensure the messages cover the mail actually handed over, but

the transmission should be early enough for carriers to uplift. (Refer to SOMP FBP03-06-03)

The CARDIT message contains the field for including a PAWB# (see extract below).
This field is conditional.

5.2.2 Dataflow data elements

1	CONSIGNMENT INFORMATION (Mandatory information)				
Level	**M/C**	**Dataflow element name**	**Format**	**Example**	**Description**
2	M	consignment-document-number	an..12	GBLAM0238824	The identifier of a consignment, following UPU S32 standard.
2	M	consignment-category	a1	A	The category of the mail being documented. Refer to code list 115
2	M	consignment-completion-date-time	date/time	0610141430	The local date and time when the consignment was finalised. Format: YYMMDDHHMM
2	C	consignment-shipper	an3	GBA	The operator that created the consignment Refer to code list 206
2	C	consignment-addressee	an3	DKA	The operator of destination of the consignment Refer to code list 206
2	C	consignment-contract	an..35	BA-LHR-7-0045	The reference of the contract under which the consignment charges fall
2	C	billing-carrier	an..35	CX	The carrier code of the carrier that is expected to invoice for the sectors that make up the main transport. For air transport, the default code used is the IATA code. If the airline has no IATA code, then the ICAO code is used.
2	C	consignment-pawb-number	an..35	61836621760	The number of the air waybill associated to this consignment. See M39 clause 5.3 for details on the usage of the PAWB number.
2	C	consignment-origin	a6	DKCPHA	The UPU IMPC code of the facility where the consignment originates (see code list 108)
2	C	consignment-destination	a6	CAYVRA	The UPU IMPC code of the facility where the consignment terminates (see code list 108)
2	C	consignment-party-to-be-invoiced	an3	DKA	The party to be invoiced by the carrier for the transport of the consignment; normally the consignment-shipper, or the consignment-addressee in case of a consignment of empty receptacles. Refer to code list 206

Note: It is recommended to always use the latest version of the EDI messages.

RESDIT specifications (RESDIT 1.1 and UPU Standard M49)

RESDIT is the acronym for RESponse to Documents International Transport advice.

RESDIT is used to report on the different milestones of the mail transportation. To support paper-free transport and accounting based on post-Carrier EDI the mandatory events are those that help establish irrefutable Proof of transfer of Custody (POC) and Proof of Delivery (POD).

The RESDIT events used for POC are RECEIVED (74) and RETURNED (82) to confirm which receptacles were taken into receipt by the carrier and which receptacles were returned to the Postal Operator and are not in custody of the carrier. For a POD, the carrier reports the receptacles prepared for delivery to the destination Postal Operator using the event DELIVERED (21).

The RESDIT events used for transport status commonly required are UPLIFTED (24), confirmation that the transport has departed; TRANSPORT LEG COMPLETED (14), confirmation that the transport has arrived at destination; and MAIL ARRIVED (40), confirmation that the mail has arrived at the handling facility in a given airport.

The event HANDOVER DELIVERED (42) is used by a carrier to report transfer of possession of receptacles to the next carrier that will confirm possession by using HANDOVER RECEIVED (43). This applies to the case of a transfer from one contracted carrier to another contracted carrier.

The list below displays the most commonly used RESDIT events:
([Code List 100](https://www.upu.int/en/Postal-Solutions/Programmes-Services/Standards#mailing-list) - https://www.upu.int/en/Postal-Solutions/Programmes-Services/Standards#mailing-list)
It is recommended to use the following events codes:
- 5 Accepted
- 6 Assigned to load plan
- 7 Canceled from load plan
- 14 Transport leg completed
- 21 Delivered
- 23 Mail at destination
- 24 Uplift
- 40 Mail arrived
- 42 Handover delivered
- 43 Handover received
- 57 Not loaded
- 74 Received
- 82 Returned

The RESDIT message contains the field for including a PAWB# (see extract below).
This field is conditional.

M49–5

1 CONSIGNMENT EVENT INFORMATION (Mandatory information, repeating up to 99 times)

Level	M/C	Dataflow element name	Format	Example	Description
2	M	consignment-event	an..3	74	The event associated with the receptacles and/or containers (see code list 100)
2	M	consignment-event-date-time	date/time	9410051530	The date and time when the status was attributed Format: YYMMDDHHMM
2	C	consignment-event-reason	an2		Bilaterally agreed usage. NOTE This data element may be refined in a future update of the standard. Until then, it should not be used, unless bilaterally agreed.
2	C	consignment-pawb-number	an35		The number of the air waybill associated by the carrier with the consignment. See M39 clause 5.3 for details on the usage of the PAWB number.

Note: It is recommended to always use the latest version of the EDI messages.

2. The cargo messages.

XFWB Specifications

XFWB is the acronym for XML Freight Waybill.
It is the electronic equivalent of the paper Air Waybill (AWB), the document made out by or on behalf of the shipper which evidences the contract for transport with a carrier.
The XFWB contains more information than the paper AWB (e.g., other customs information - OCI lines).

The PAWB# is the common denominator for the XFWB# (e.g., hereunder 020-95947655)
The PAWB# consists of a carrier prefix, a hyphen followed by 7 number serial number and a check digit.
The XFWB is the contract used on a consignment level.

Note: The quality of the CARDIT must be as such to fulfil all mandatory fields

```
+ <ns0:MessageHeaderDocument>
- <ns0:BusinessHeaderDocument>
     <ram:ID>020-95947655</ram:ID>
   - <ram:IncludedHeaderNote>
```

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

MESSAGE USE
Intention is to eliminate the need for the paper copy of an air waybill to accompany the consignment in accordance with ICAO Annex 9, Section B, Chapter 4.

Various cases where a XFWB message is used:
-   when a cargo agent delivers a consignment to an carrier.
-   when an carrier transfers a consignment to another carrier.
-   when an carrier delivers a consignment to a handling party.
-   when a handling party delivers a consignment to an carrier.
-   when an carrier delivers a consignment to a cargo agent.
when a participant requests Air Waybill data by a XML Generic Request (XGRQ) message.

XFHL Specifications

XFHL is the acronym for XML House Level List.
It is the electronic equivalent of the list of HAWBs that are associated to a MAWB.

```
- <ram:TransportContractDocument>
     <ram:ID>618-12345675</ram:ID>
  </ram:TransportContractDocument>
- <ram:OriginLocation>
     <ram:ID>SIN</ram:ID>
  </ram:OriginLocation>
- <ram:FinalDestinationLocation>
     <ram:ID>JFK</ram:ID>
```

MESSAGE FUNCTION
To provide a "Checklist" of House Waybills associated with a Master Air Waybill.
To provide details of House Waybill consignments.

(Note: This message must be used as receptacles are 'consolidations' and therefore XFZB should not be used as it has mandatory details that are not available in the CARDIT.)

XFSU Specifications

MESSAGE DEFINITION
CIMP: To notify/update interested parties with a (change of) status of a specified consignment as recorded in the system of a handling party and to transmit a Status Message indicating latest status, or statuses, in the movement of the nominated consignment.
UN/CEFACT: Message identifying the status of cargo.

MESSAGE FUNCTION
To provide a status update on Master Air Waybill level or House Waybill level.
(FOH, RCS, FOW, DEP, ARR, FIW, RCF, AWR, AWD, NFD, DLV)

(Refer to Master Operating Plan: https://a71bcec4-d0e1-4b94-80d6-695ec0bd0435.filesusr.com/ugd/722a02_e289dc70805f4bd491a467906f728abc.pdf)

```xml
▼<ns2:MasterConsignment>
   <GrossWeightMeasure unitCode="KGM">1481.0</GrossWeightMeasure>
   <LoadTypeCode>BLK</LoadTypeCode>
   <PieceQuantity>10</PieceQuantity>
   <TotalPieceQuantity>10</TotalPieceQuantity>
   <TransportSplitDescription>P</TransportSplitDescription>
   ▼<TransportContractDocument>
      <ID>607-12345675</ID>
      <Name>Air Waybill</Name>
      <TypeCode>741</TypeCode>
   </TransportContractDocument>
   ▼<OriginLocation>
      <ID>IAD</ID>
   </OriginLocation>
   ▼<FinalDestinationLocation>
      <ID>AUH</ID>
   </FinalDestinationLocation>
   ▼<ReportedStatus>
      <ReasonCode>FIW</ReasonCode>
      ▼<AssociatedStatusConsignment>
         <GrossWeightMeasure unitCode="KGM">2815</GrossWeightMeasure>
         <PieceQuantity>8</PieceQuantity>
         <TransportSplitDescription>P</TransportSplitDescription>
         ▼<SpecifiedLogisticsTransportMovement>
            <ID>EY130</ID>
            ▼<DepartureEvent>
               <DepartureOccurrenceDateTime>2015-08-17T20:55:00</DepartureOccurrenceDateTime>
               <DepartureDateTimeTypeCode>A</DepartureDateTimeTypeCode>
            </DepartureEvent>
            ▼<ArrivalEvent>
               <ArrivalOccurrenceDateTime>2015-08-18T17:55:00</ArrivalOccurrenceDateTime>
               <ArrivalDateTimeTypeCode>A</ArrivalDateTimeTypeCode>
            </ArrivalEvent>
```

Note: It is recommended to always use the latest version of the EDI messages.

3. Scenarios

a. Starting points
- Only Carriers 'assign' PAWB numbers
- PAWB numbers can be 'associated' to mail consignments.
- Carriers that transport mail generally have two systems:
  - A cargo system
  - A mail system
- 3rd Party
  In the context of this document, a third party where mentioned would be an EDI service provider under contract to a Postal Operator or a carrier. The recommendations that apply to the contracting Postal Operator or carrier would apply to the third party as well.

b. PAWB# range management
   Postal Operator
- The carrier provides the Postal Operator with an allowable range of PAWB numbers.
- The Postal Operator can then associate one of these numbers to their mail consignments.

   Carrier
- The carrier sets aside a range of AWB numbers that are designated for use as PAWB numbers.

   Third party
- The carrier provides the third party with an allowable range of PAWB numbers.
- The third party can then associate one of these numbers to their client's mail consignments.

c. PAWB# inclusion in CARDIT messages
   Postal Operator
- The Postal Operator associates a PAWB number to its mail consignment and includes that PAWB their CARDIT message that is sent to the carrier upon consignment closure.

   Carrier
- Upon receipt of a CARDIT that does not contain a PAWB, the carrier can associate a PAWB to the consignment/CARDIT. This may be used only for internal carrier system purposes or be shared with the Postal Operator subsequently.

   Third party
- The third-party associates one of the allowable PAWB numbers to their client's mail consignment and includes that PAWB in their client's CARDIT message to the carrier.

d. PAWB# inclusion in RESDIT messages
    Postal Operator
- Not applicable

    Carrier
- In response to a CARDIT without a PAWB included, the carrier associates a PAWB number to that mail consignment and includes that PAWB in the RESDIT message that is sent to the Postal Operator.

    Third party
- The third-party associates one of the provided, allowable PAWB numbers to their client's mail consignment and includes that PAWB in their client's RESDIT message from the carrier.

e. Message conversion
    Postal Operator
- Where the Postal Operator is managing the PAWB and including it in its CARDIT, that Postal Operator may internally convert its CARDIT instruction message into a cargo message (e.g., XFWB) and then sends that cargo message to the carrier.

    Carrier
- Upon receipt of the CARDIT from the Postal Operator, the carrier converts the CARDIT to XFWB. The XFHL can be created when based on receptacles departed on a flight.
- The carrier converts their cargo status messages (e.g., XFSU) into RESDIT messages for transmission to the Postal Operator

f. Cargo system tracking
    Postal Operator
- The carrier maintains tracking and tracing of the PAWB mail consignment within their cargo system which can be accessed by a Postal Operator capable of exchanging cargo messages (e.g., XFSR/XFSA – Freight Status Request/Answer) and/or receiving unsolicited freight status updates (e.g., XFSU)

    Carrier
- The carrier maintains tracking and tracing of the PAWB mail consignment within their cargo system which can be accessed using cargo messages (e.g., XFSR/XFSA – Freight Status Request/Answer) and/or unsolicited freight status updates (e.g., XFSU)

g. Mail system tracking
   Postal Operator
   - The carrier has a mail system capable of exchanging CARDIT / RESDIT messages and the Postal Operator receives event RESDIT messages from the carrier as agreed for integration into the postal system.

   Carrier
   - The carrier has a mail system capable of exchanging CARDIT / RESDIT messages and the carrier sends milestone RESDIT messages to the Postal Operator as agreed for integration into the postal system.

h. Combined system tracking
   Postal Operator
   - The carrier maintains tracking and tracing of the PAWB mail consignment within their cargo system which can be either:
     o accessed by a Postal Operator capable of exchanging cargo messages (e.g., XFSR/XFSA – Freight Status Request/Answer) and/or receiving unsolicited freight status updates (e.g., XFSU)
     o accessed internally by the carrier's mail section/system to generate RESDIT messages for transmission to the Postal Operator as agreed.

   Carrier
   - The carrier can maintain tracking and tracing of the PAWB mail consignment within their cargo system and can provide:
     o tracking and tracing to the Postal Operator using cargo messages (e.g., XFSR/XFSA – Freight Status Request/Answer) and/or unsolicited freight status updates (e.g., XFSU), access to their internal mail system to generate RESDIT messages for transmission to the Postal Operator.

4. Mapping of postal and cargo messages

In summary, Postal uses Mail EDI capable messages (CARDIT/RESDIT) to communicate and Carriers use IATA cargo XML.

Various solutions exist for the postal and carrier entities to successfully communicate electronically:

In the case a carrier cannot receive CARDIT messages or send RESDIT messages, carrier can appoint a messaging provider to do so on their behalf. In this scenario, the messaging provider converts the CARDIT message into an XFWB and XFHLs. Vice versa, the messaging provider will then convert the XFSUs provided by the carrier into a RESDIT message and send to postal entity.

There is also the option for the postal company to be cargo XML enabled or to use the IPC provided solution of converting CARDIT into XFWB/XFHL to which only the PAWB# needs to be added. Similarly, there is also the option that the carrier is Mail EDI capable enabled and can send messages directly to his customer the postal entity.

For more details around the specificities of the respective Mail EDI capable and Cargo XML messages, please refer to previous chapter 1 and 2.

Mapping of events

RESDIT	XFSU
5 Accepted	XFSU RCS
14 Transport leg completed	XFSU ARR
21 Delivered	XFSU DLV
24 Uplift	XFSU DEP
40 Mail arrived	XFSU RCF
42 Handover delivered	XFSU TFD
43 Handover received	XFSU RCT
74 Received	XFSU FOH

Note: Other RESDIT and XFSU events do not have their equivalent currently
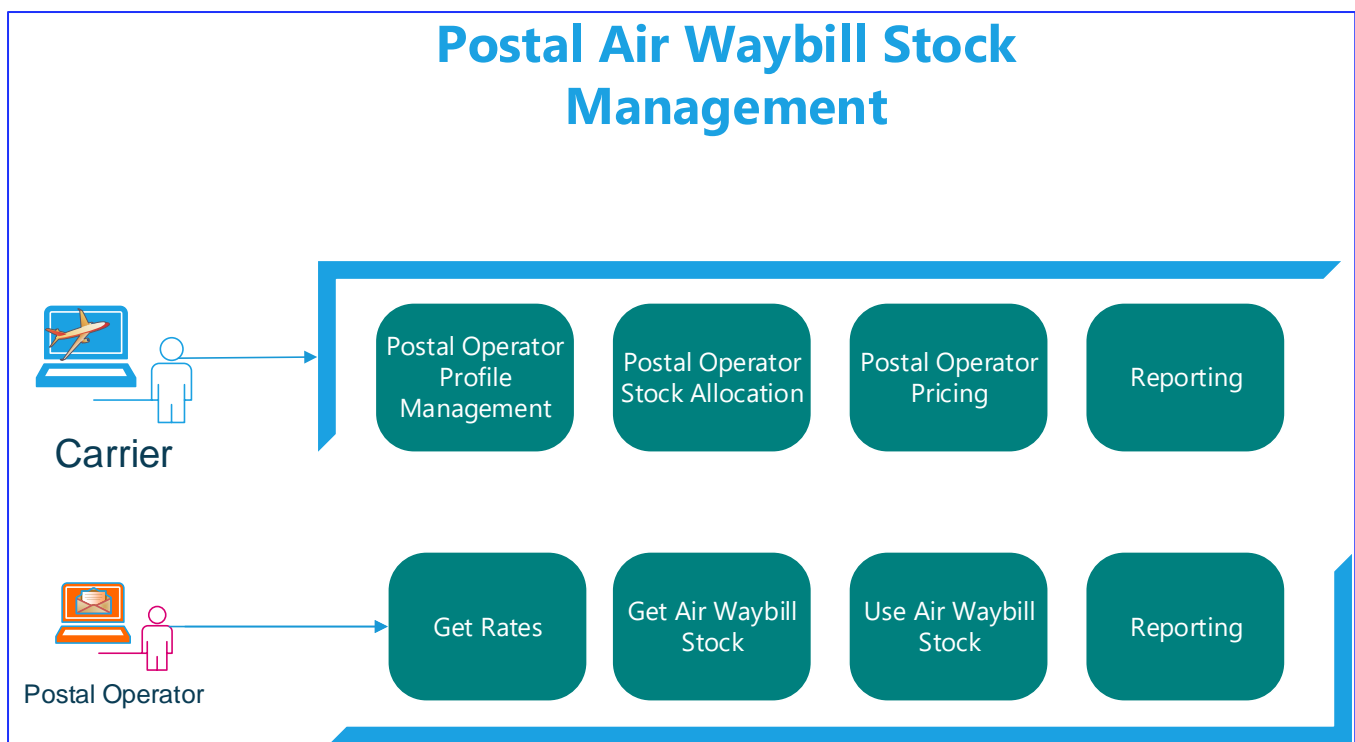
5. PAWB# stock management

Management

The postal operators can be provided with a range of PAWB numbers to manage and use for planning and operational purposes.

The postal operators can provide the CARDIT instruction message including the PAWB# to the air carrier prior to tender with all the receptacles present and secured for loading onto the aircraft. For all parties concerned there is a need to confirm what receptacles are accepted, loaded, and carried.
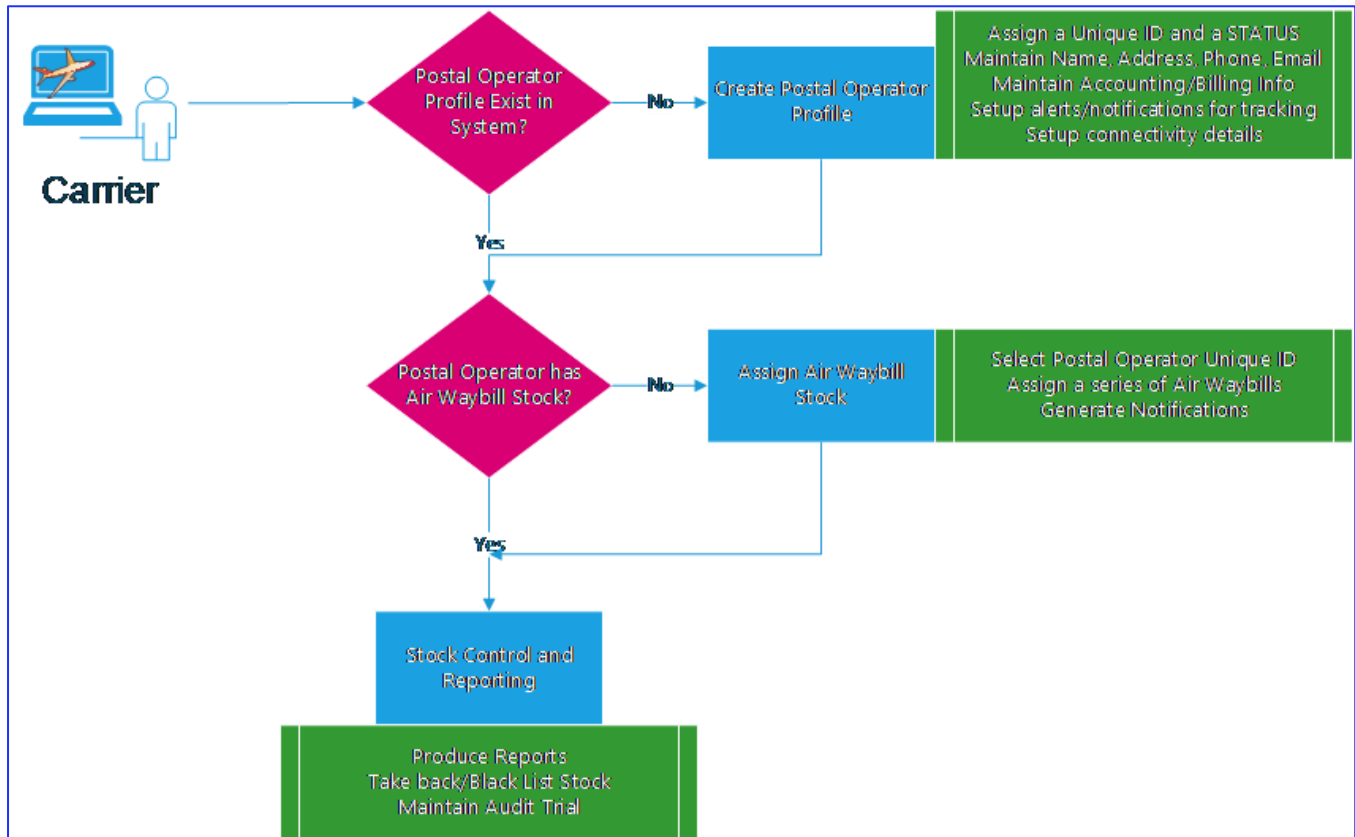
The PAWB# is the reference to the mail receptacles tendered by the Postal Operator, accepted by the Carrier and loaded onto specific flights.

Below image refers to the scenario where the postal entity assigns a PAWB# in the CARDIT.

Assignment

In the scenario where the postal entity sends a CARDIT which does not detail the PAWB#, then the carrier will assign a PAWB# to the set of receptacles on hand.

6. Conversion

It is important to note that the implementation of PAWB# can be performed by both parties, this will have to be decided bilaterally. The goal is to convert mail messages into cargo messages and optimize processes.

Basic Principles:

- Source Message Owner: Postal Operator

- Source Message: CARDIT v2.1 Or above

- Intended Recipient: Carrier

- CARDIT must be converted to:
    - XFWB v3.00 or above and
    - XFHL v2.00 or above

Note: Consignment Information from CARDIT will be converted to XFWB and Receptacle Information from the CARDIT will be converted to a XFHL.

- Postal Air Way Number (PAWB#) is required.

Note: By mutual agreement between Postal Operator and Carrier. Either Carrier allocates PAWB#s to a Postal Operator and the Postal Operator supply the PAWB# in the CARDIT message or Carrier assigns PAWB# to a CARDIT message received from Postal Operator. Carrier may include PAWB# in RESDIT message.

- "MAL" special handling code must be included (In addition to any other relevant ones, e.g., SPX…) in XFWB whenever XFWB is generated from CARDIT. This special handling code enables all parties in the aircargo environment including customs to identify that this is a shipment containing post.

- XFWB has two options for Nature of Goods:
  The nature of goods describes the content of the shipment.

    - Option 1: CARDIT mail class name will be preceded by the Keyword "*Postal Mail*" as "Nature of Goods" in XFWB (e.g., Postal Mail Parcels, Postal Mail Letters). Or

    - Option 2: Nature of Goods is aggregated as "*Postal Mail*"

- Flight Manifest will always contain Nature of Goods as "*Postal Mail*" (or Postal Mail Parcels, Postal Mail Letters). The XFFM must show the actual number of receptacles and the total of the consignment on a flight.

- Since CARDIT does not contain any charges information, for the purpose of conversion, all charges in the XFWB must be set to 0.

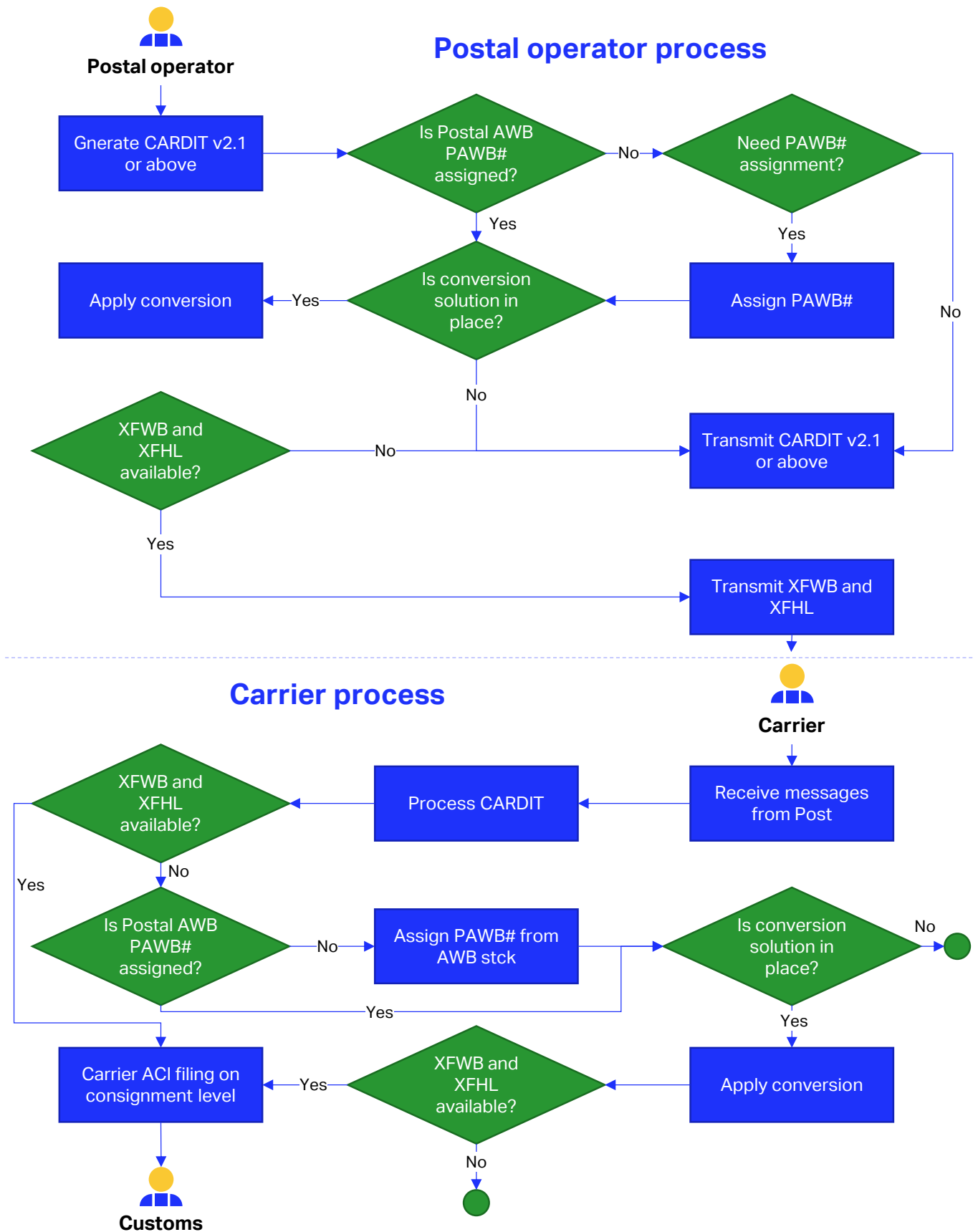**Pre-Requisites and Requirements:**

1. CARDIT IMPC Codes for origin and destination are currently conditional and need to be mandatory. If the origin or destination airport codes cannot be extracted from the IMPC codes, it is recommended to use the respective airport codes from Consignment Routing (first and last IATA 3 letter airport codes).

2. CARDIT IMPC Codes require translation into Postal Operator Name, Street Address, City, ISO Country Code, Postal Code (where the country uses postal codes), Phone Number.

3. The translation table will be used for completing Shipper, Consignee, Freight Forwarder Information in XFWB Messages.

4. Origin Postal Operator Office in CARDIT will always be considered as Shipper in XFWB.

5. Information requested in the translation table such as Telephone number is optional, as we are not sure at this stage that Customs would require it.

6. For CSD information, Security Status (SCO, SHR or SPX) in CARDIT will be converted into Special Handling Code in XFWB Message which supports multiple Special Handling Codes.
   Note: Agnieszka

7. Same Special Handling Codes will be then carrying forward in XFFM.

8. CARDIT must contain DGR indication on receptacles level (Yes/NO).

9. XFHL will be used for listing receptacles associated with a particular consignment.

10. CARDIT-Receptacle ID will be used to extract:
    a. House Waybill Number
    b. House Waybill Origin: extracted from first 6 characters.
    c. House Waybill Destination: extracted from second 6 characters.
    d. House Waybill Nature of Goods: extracted using 14th Letter of Receptacle ID

11. Nature of Goods will always be preceded by "Postal Mail" therefore it becomes "Postal Mail – Parcel," "Postal Mail –Letters".

12. Receptacle Piece will always be set to 1.

13. Master Consignment Information (Postal AWB#, Origin, Destination, Pieces, Weight) in the XFHL will be used from the XFWB message as agreed.

14. "MAL" SHC code must be included in the XFWB and XFHL whenever XFHL is generated from CARDIT.

Translation Table Requirement –Proposed Format
The IMPC codes will need to be translated into physical addresses: UPU Code List 108d.

IMPC	Location Name 35 ch	Organisation Name Max 70 char	Airport Code 3 char	Airport Name 70 char	City Code 3 char	City Name 70 char	Country ID 2 char	Country Name 70 char	Street Address 70 char	Post Code 35 Char	Phone Number 35 char

Process Flow:

Postal operator process

Postal operator

Gnerate CARDIT v2.1 or above

Is Postal AWB PAWB# assigned? — No → Need PAWB# assignment?

Is Postal AWB PAWB# assigned? — Yes ↓

Need PAWB# assignment? — Yes ↓ Assign PAWB#

Need PAWB# assignment? — No ↓

Is conversion solution in place? — Yes → Apply conversion

Assign PAWB# → Is conversion solution in place?

Is conversion solution in place? — No ↓

Transmit CARDIT v2.1 or above

XFWB and XFHL available? — No → Transmit CARDIT v2.1 or above

XFWB and XFHL available? — Yes ↓

Transmit XFWB and XFHL

Carrier process

Carrier

Receive messages from Post → Process CARDIT → XFWB and XFHL available?

XFWB and XFHL available? — Yes ↓

XFWB and XFHL available? — No ↓

Is Postal AWB PAWB# assigned? — No → Assign PAWB# from AWB stck → Is conversion solution in place? — No ● (end)

Is Postal AWB PAWB# assigned? — Yes ↓

Is conversion solution in place? — Yes ↓ Apply conversion

Apply conversion → XFWB and XFHL available? — Yes → Carrier ACI filing on consignment level

XFWB and XFHL available? — No ↓ ● (end)

Carrier ACI filing on consignment level ↓

Customs

CARDIT Conversion into XFWB and XFHL

CARDIT into XFWB

- E ApplicableOriginCurrencyExchange
  - s xsd:sequence   **Set Currency to SDR or any other default value**
    - E SourceCurrencyCode
- E ApplicableDestinationCurrencyExchange
- E ApplicableLogisticsServiceCharge
- E ApplicableLogisticsAllowanceCharge
- E ApplicableRating
  - s xsd:sequence
    - E TypeCode   **Default Value = F**
    - E TotalChargeAmount
    - E ConsignmentItemQuantity
    - E IncludedMasterConsignmentItem
      - s xsd:sequence
        - E SequenceNumeric   **Starts from 1**
        - E TypeCode
        - E GrossWeightMeasure   **CARDIT- Total Information Section - weight-of-receptacles**
        - E GrossVolumeMeasure
        - E PackageQuantity
        - E PieceQuantity   **CARDIT- Total Information Section- number-of-receptacles**
        - E VolumetricFactor
        - E Information
        - E NatureIdentificationTransportCargo   **CARDIT - Total Information Section - mail-class**
        - E OriginCountry
        - E AssociatedUnitLoadTransportEquipment
        - E TransportLogisticsPackage
        - E ApplicableFreightRateServiceCharge
        - E SpecifiedRateCombinationPointLocation
        - E AssociatedUnitLoadTransportEquipment
          - s xsd:sequence   **CARDIT- Container Information Section**
            - F ID
- E ApplicableTotalRating
  - s xsd:sequence
    - E TypeCode   **Default = F**
    - E ApplicableDestinationCurrencyServiceCharge
    - E ApplicablePrepaidCollectMonetarySummation
      - s xsd:sequence
        - E PrepaidIndicator   **Default i.e. True**
        - E WeightChargeTotalAmount
        - E ValuationChargeTotalAmount
        - E TaxTotalAmount
        - E AgentTotalDuePayableAmount
        - E CarrierTotalDuePayableAmount
        - E GrandTotalAmount   **Set to 0**

- ▲ ● E HandlingSPHInstructions
  - ▲ ● s xsd:sequence
    - ▷ ● E Description
    - ▷ ● E DescriptionCode **Must be set to MAL**

- ▲ ● E MessageHeaderDocument
  - ▲ ● s xsd:sequence
    - ▷ ● E ID **Interchange Control Reference number from CARDIT Header**
    - ▷ ● E Name **Master Air Waybill**
    - ▷ ● E TypeCode **741**
    - ● E IssueDateTime **Conversion Date and Time**
    - ▷ ● E PurposeCode **Creation**
    - ▷ ● E VersionID **3.00**
    - ▷ ● E ConversationID **NA**
    - ▷ ● E SenderParty **Sender Identification Segment from CARDIT Header**
    - ▷ ● E RecipientParty **Recipient Identification Segment from CARDIT Header**

Note: All customs information must be included in the OCI line (Other Customs Information)

CARDIT into XFHL (RECEPTACLES INTO XFHL)

- ▲ ● E IncludedHouseConsignment
  - ▲ ● s xsd:sequence
    - ● E SequenceNumeric **Uniquely identify each line item**
    - ▷ ● E GrossWeightMeasure **= CARDIT RECEPTACLE INFORMATION SECTION - receptacle-weight**
    - ▷ ● E PackageQuantity
    - ▷ ● E TotalPieceQuantity **Always set to 1**
    - ▷ ● E SummaryDescription **CARDIT RECEPTACLE INFORMATION SECTION - Position 14 of RECEPTACLE-ID e.g. C for Colis (Parcel), U for Letter etc.**
    - ▷ ● E TransportContractDocument **CARDIT RECEPTACLE INFORMATION SECTION - RECEPTACLE-ID**
    - ▷ ● E OriginLocation **Extracted from first 6 letter of Receptacle ID**
    - ▷ ● E FinalDestinationLocation **Extracted from next 6 letter of Receptacle ID**
    - ▷ ● E HandlingSPHInstructions
    - ▷ ● E HandlingSSRInstructions
    - ▷ ● E HandlingOSIInstructions
    - ▷ ● E IncludedCustomsNote
    - ▷ ● E AssociatedReferenceDocument