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Introduction

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For international standards, comments will be reviewed by the relevant UK national committee before sending the consensus UK vote and comments to the international committee, which will then decide appropriate action. If the international standard is approved, it is usual for the text to be published as a British Standard.

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Date: xx/xx/20xx	Document: ISO/DIS xxxx
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1	2	(3)	4	5	(6)	7
MB	Clause No./ Subclause No./Annex (e.g. 3.1)	Paragraph/Figure/ Table/Note	Type of comment	Commend (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted
	3.1	Definition 1	ed	Definition is ambiguous and needs clarifying.	Amend to read '...so that the mains connector to which no connection...'	
	6.4	Paragraph 2	te	The use of the UV photometer as an alternative cannot be supported as serious problems have been encountered in its use in the UK.	Delete reference to UV photometer.	

DRAFT INTERNATIONAL STANDARD

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Visibility data interchange between logistics information service providers

ICS: 03.100.10; 35.240.99

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

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The committee responsible for this document is ISO/TC 154.

Introduction

Visibility of logistics flow and finding the precise logistics information in a simple and trusted way is very important for the logistics in the international trade.

However, the logistics data to be obtained by the logistics operator is often provided by several Logistics Information Service Providers (hereinafter referred to as "LISP") and other logistics parties. Although international standards (such as UN/EDIFACT) have existed for decades and many national and regional systems have been implemented based on these international standards, LISPs are often developed in isolation and fragmentation based on its own business requirements, and this leads to different interpretations of standard messages. A logistics information service framework should be specified for the visibility of logistics flow.

This standard specifies a framework to clarify logistics visibility data and how it should be interchanged among different LISPs. This standard can be used by LISPs for establishing data connections with other logistics information service systems and for satisfying different data providers' and data users' requirements. Logistics authorities and data users can also use this standard to track the logistics flow and optimize their services.

Logistics Visibility Data Interchange Between Logistics Information Service Providers

1 Scope

This standard specifies logistics visibility data, data elements, interchange message, and framework of LISP interconnection. This standard is applicable to regional and inter-regional logistics data interchange services of transport means and goods management in maritime, road, air, and railway import/export transportation.

This standard does not include standardization of device-level data interchange and transmission methods (e.g. ISO 9897 and ISO 18625 in ISO TC104, ISO 24533 and ISO15638 in ISO TC204) and ships, navigation and marine technologies themselves (e.g. ISO 28005 in ISO TC8). Existing logistics data elements and data interchange related standards (e.g., related standards of UN/CEFACT, WCO, GS1, UBL and IATA) could be normative references or bibliography for this standard.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

- ISO 23354:2020 Business requirements for end-to-end visibility of logistics flow
- UN/CEFACT Multimodal Reference Data Model (MMT RDM)
- UNTDED-ISO 7372: 2005 Trade data elements directory
- Core Components Library (UN/CCL): 2021A
- WCO Data Model Version 3.0
- ISO 8601-1: 2019 Date and time — Representations for information interchange — Part 1: basic rules

3 Terms and definitions

3.1

Data providers

Provide the logistics data to a Logistics Information Service Provider (LISP).

3.2

Data users

Access logistics data from LISP framework.

3.3

Logistics Information Service Provider (LISP)

A party that provides the services of a platform for the electronic exchange of logistics information in the supply chain for increased efficiency and effectiveness.

3.5

Logistics Visibility Data

Logistics event status data constitute of logistics event occurring in supply chain.

3.6

Logistics Visibility Data Interchange

Data interchange for accurate and efficient logistics tracking and traceability.

3.7 Symbols and abbreviated terms

API	Application Programming Interface
ATA	Actual Time of Arrival
ATD	Actual Time of Departure
CCS	Cargo Community System
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
GS1	Global Standard 1
IMO	International Maritime Organization
LISP	Logistics Information Service Provider
MMT RDM	Multimodal Reference Data Model
PCS	Port Community System
UN/CCL	United Nations Core Components Library
UN/CEFACT	United Nations Centre for Trade Facilitation and E-business
UNTDDED	United Nations Trade Data Elements Directory
WCO	World Customs Organization

4 Framework of Logistics Information Service Providers Interconnection

4.1 Functions

4.1.1 Overview

As it shown in figure 1, The Framework of LISP interconnection consists of regional LISP interconnection and inter-regional LISP interconnection.

—— A single LISP provides regional LISP interconnection.

—— Multiple LISPs provide inter-regional LISP interconnection through open APIs.

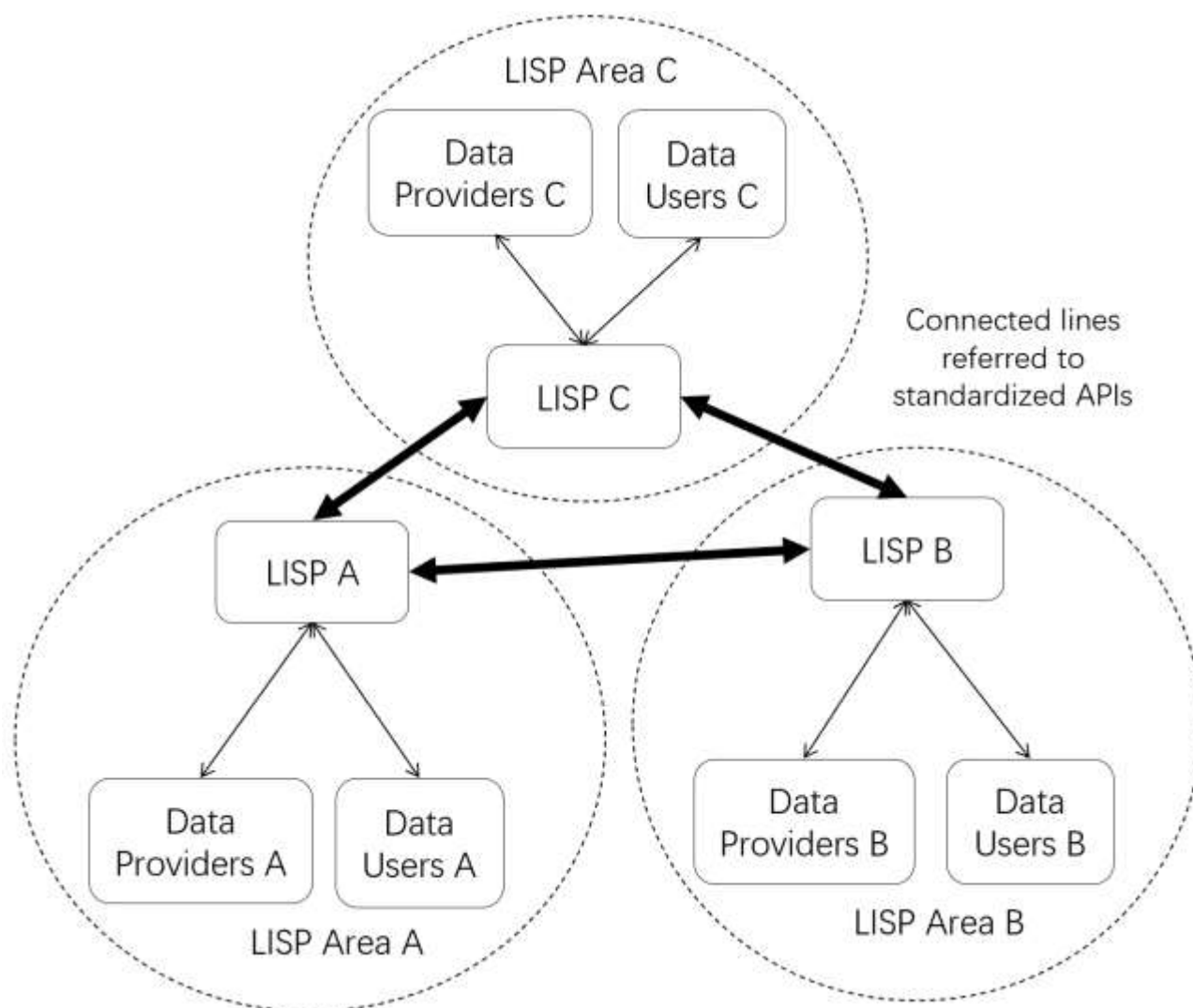


Figure 1 Framework of LISP interconnection

4.1.2 Regional LISP Interconnection

Regional LISP interconnection includes:

- Logistics information service provider (LISP)
- Data providers
- Data users

Data providers are connected to a LISP in the same region and provide the logistics data to the LISP. Data users are connected to a LISP in the same region and access logistics data from the LISP. For example, there are three regional LISP interconnections in Figure 1: LISP area A, LISP area B and LISP area C. In LISP area A, data providers A provide the logistics data to LISP A, and data users A access logistics data from LISP A.

4.1.3 Inter-regional LISP Interconnection

Inter-regional LISP interconnection includes:

—— Multiple LISPs

—— Data providers in different regions

—— Data users in different regions

Inter-regional LISP interconnection can be provided by multiple LISPs through open APIs. Data users connected to a LISP can access logistics data from other regions by inter-regional LISP interconnection. For example, as it shown in Figure 1, Data users A can access logistics data from LISP area B and LISP area C, which are provided by data providers B and data providers C.

4.1.4 Classification of Parties in LISP Framework

The parties in LISP framework are shown in table 1.

Table 1 Example of Parties in LISP Framework

Party	Example of parties
LISP	1. PCS & CCS 2. Logistics Data Exchange Platform
Data provider	1. Maritime Carrier 2. Freight forwarder 3. Port/Terminal Operator 4. Single Window 5. PCS & CCS 6. Logistics Data Exchange Platform
Data user	1. Maritime Carrier 2. Freight forwarder 3. Port/Terminal Operator 4. Single Window 5. PCS & CCS 6. Logistics Data Exchange Platform

4.2 Features

The Framework of LISP interconnection should be an open, convenient, time-sensitive and distributed inter-regional framework with standardized interfaces.

1) Open: Any of LISPs can participant in this network to provide and acquire logistics status information mutually. They are information contributor, at the same time, they are information consumer.

2) Standard Interface: Standardized APIs are used for authentication and providing/querying logistics status information mutually. This feature reduces cost of system implementation both in data provider side and data user side.

3) Inter-region: The logistics visualization data can be tracked across borders and regions to ensure successful sharing and access of logistics event status data in different countries and regions.

4) Distributed: Providing services with a distributed database, store and replicate data based on a distributed framework.

5) **Convenience:** The latest logistics data sharing and query service between LISP in different regions can be realized by using the unified standard API.

6) **Effectiveness:** With the latest logistics status information, this framework can achieve the visual tracking and traceability of logistics events, thereby ensuring accurate and efficient logistics information service data interchange.

4.3 Data Interchange between LISPs

For the import and export process of transport means and goods, the data interchange between LISPs should use six kinds of data interchange messages in Figure 4.

5 Visibility Data of Logistics Information Service

5.1 Logistics Import/Export Process

The import process of maritime, air, railway and road transport are shown in Figure 2, and the export process is shown in Figure 3.

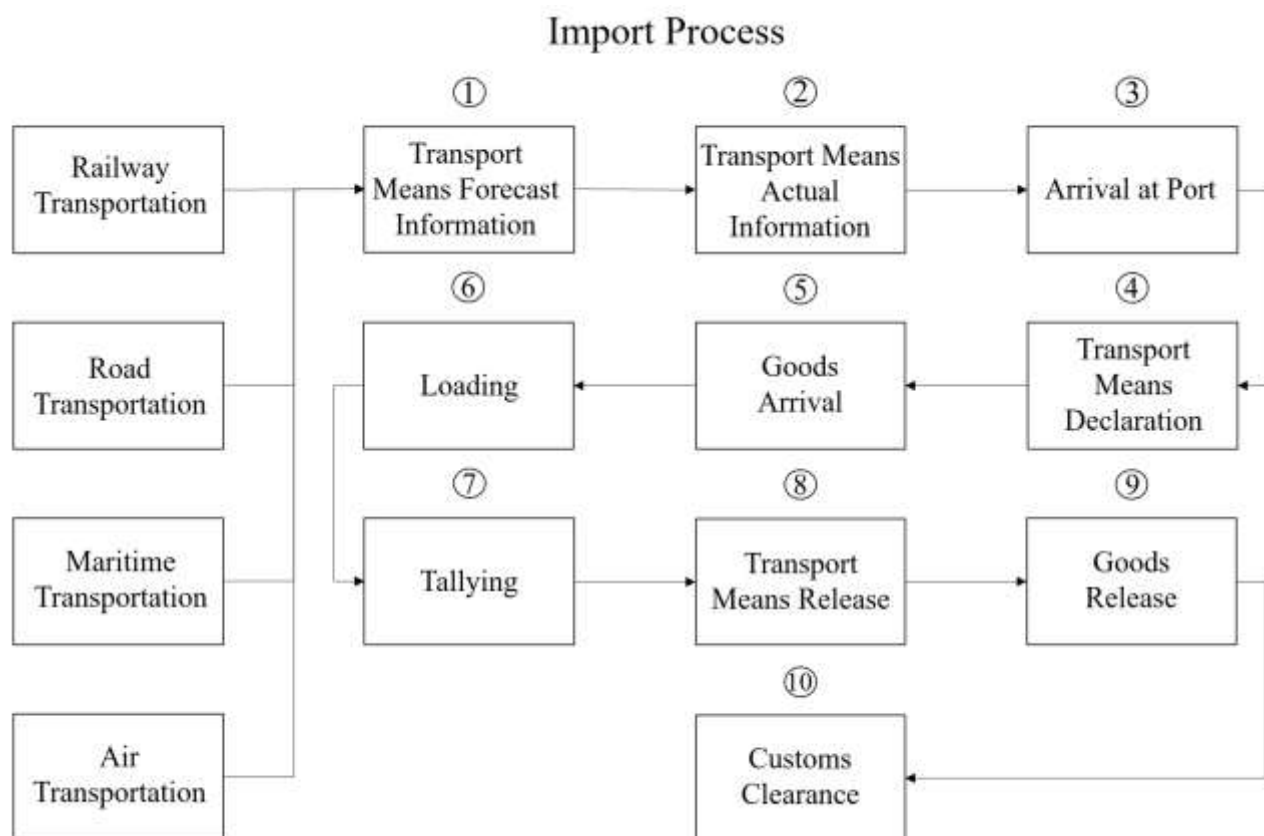


Figure 2 Import Process

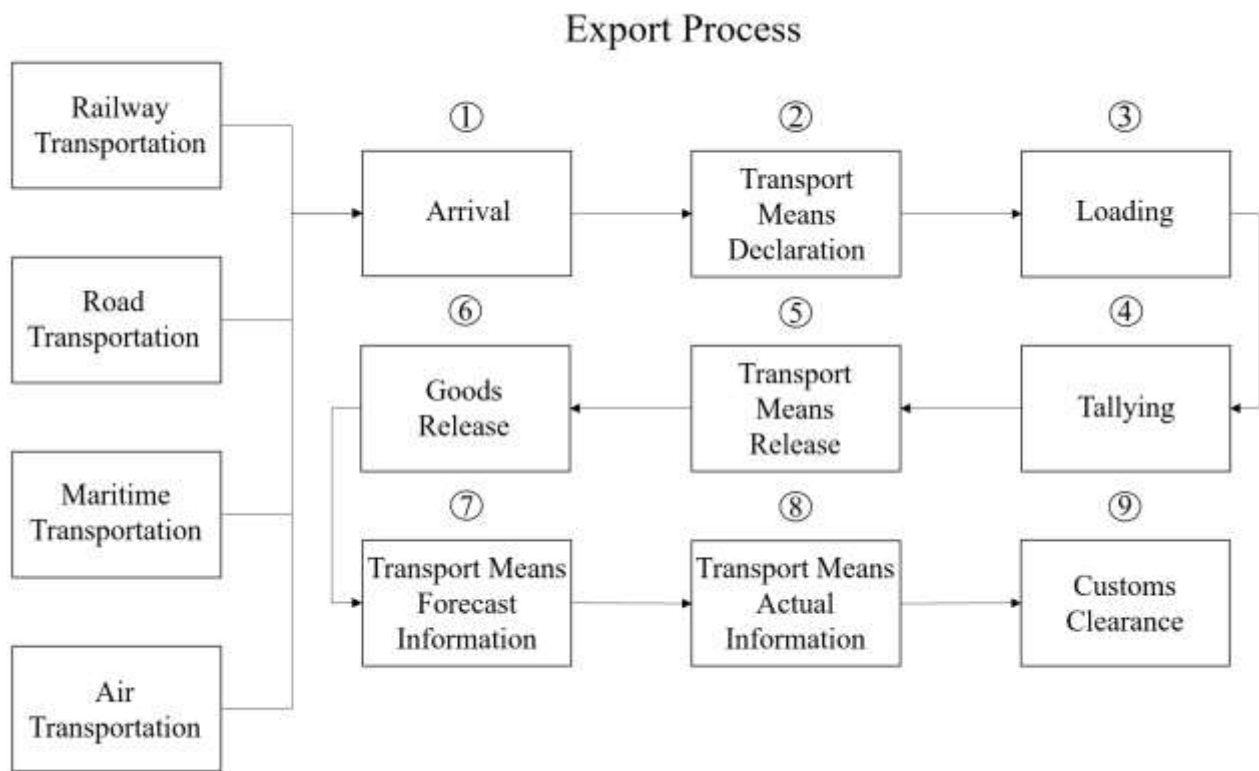


Figure 3 Export Process

5.2 Logistics Import/Export status

5.2.1 Import

(1) Forecast information: Before the transport Means enters the country (location), the transportation enterprise shall pre-declare relevant dynamic data.

(2) Actual information: When the transport Means enters the country (location), the transportation enterprise shall declare relevant dynamic data.

(3) Arrival at port (location): When the transport means enters the country (location), the transportation enterprise shall declare the actual dynamic data of a transport means arrival (location).

(4) Import declaration: When the transport means arrives at inbound location, the transportation enterprise shall declare the transport means, passengers, crews, items and other information carried by the transport means.

(5) Goods Arrival: When goods arrive the inbound location supervision site, the declaration of goods and the corresponding transport means are carried out by the local enterprise.

(6) Loading: When goods leave the inbound location supervision site, the declaration of goods and the corresponding transport means are carried out by the local enterprise.

(7) Tallying: When goods arrive at the designated supervision site, the site enterprise completes the inventory and declares goods.

(8) Transport means release: After customs formalities have been completed, the transport means carrying import and export goods shall be released with the permission of the customs.

(9) Goods release: After the customs accepts the declaration of import and export goods, examines electronic data declaration forms, paper declaration forms and accompanying documents, examines the goods, levies taxes or accepts guarantees, it shall make a decision to terminate the on-site supervision of import and export goods and allow goods to leave the on-site supervision of the customs.

(10) Customs clearance: Customs clearance is a procedure after customs release. After the goods actually enter the country, the customs check the accuracy and authenticity of the imported cleaning manifest data and confirms the verification manifest data.

5.2.2 Export

(1) Arrival: When export goods arrive the outbound location supervision site, the declaration of goods and the corresponding transport means are carried out by the local enterprise.

(2) Export declaration: When the transport means arrives at the outbound location, the transportation enterprise shall declare the passengers, crews, items and other information carried by the transport means.

(3) Loading: When goods leave the outbound location supervision site, the declaration of goods and the corresponding transport means are carried out by the local enterprise.

(4) Tallying: When goods arrive at the designated supervision site, the site enterprise completes the inventory and declares goods.

(5) Transport means release: After customs formalities have been completed, the transport means carrying export goods shall be released with the permission of the customs.

(6) Goods release: After the customs accepts the declaration of export goods, examines electronic data declaration forms, paper declaration forms and accompanying documents, examines the goods, levies taxes or accepts guarantees, it shall make a decision to terminate the on-site supervision of export goods and allow goods to leave the on-site supervision of the customs.

(7) Forecast information: Before the transport means enters the destination country (location), the transportation enterprise shall pre-declare relevant dynamic data.

(8) Actual information: When the transport means enters the destination country (location), the transportation enterprise shall declare relevant dynamic data.

(9) Customs clearance: Customs clearance is a procedure after the export declaration. After the goods actually leave the country, the customs check the accuracy and authenticity of the export cleaning manifest data and confirms the verification manifest data.

5.3 Import/Export Logistics Visualization Process Tracking Node

Table 2 shows several typical examples of import and export process nodes.

Table 2 Typical import/Export Logistics Visualization Process Tracking Node

Logistics status	Typical Visualization Process Tracking Node
Import	ATA, ATD, Unloading/Loading, Tally, Custom Release, ETA, ETD
Export	ATA, ATD, Unloading/Loading, Tally, Custom Release, ETA, ETD

5.4 Logistics Visibility Data Interchange Message

Six kinds of logistics visibility data interchange message should be used for logistics import/export information service data interchange, which is shown in Figure 4.

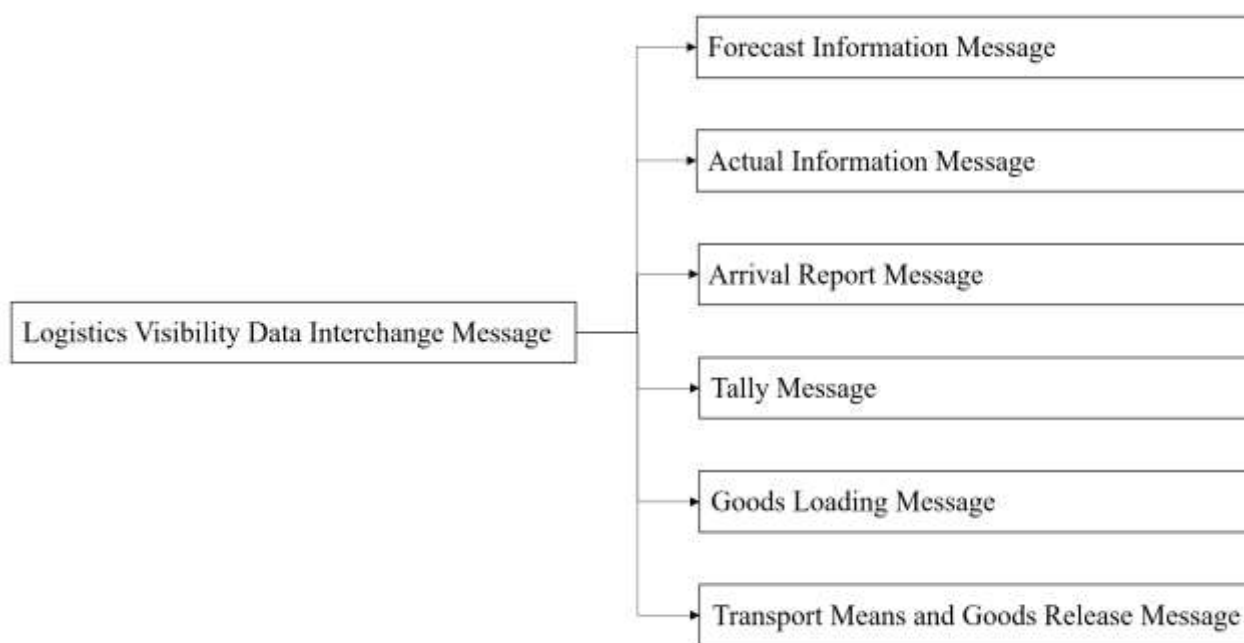


Figure 4 Logistics Visibility Data Interchange Message

6 Messages of Visibility data Interchange between LISPs

6.1 Message Content Attribute Description

6.1.1 Abbreviations of Character Representations

The following abbreviations are used to explain character representation, as shown in table 3.

n	numeric characters
an	alphabetic and numeric characters
..35	variable data unit size where "35" indicates the maximum number of

	available character positions
M	mandatory
O	optional
M/O	Two filling forms: 1) choose one of two options to fill in 2) fill in both options
O/M	

6.1.2 Occurrence Number of Data Elements

The way to indicate the number of repetitions of data elements in messages is as follows:

- a) 0..1 — The data element is optional and occurs once.
- b) 0..n — The data element is optional and occurs multiple times.
- c) 1..1 — The data element is mandatory and occurs once.
- d) 1..n — The data element is mandatory and occurs multiple times.
- e) 1/0..1 — Two input forms:
 - 0/1..1
 - These two data elements should be chosen one of them to fill in and occur once.
 - Both data elements can be filled in and occur once.

6.2 Messages

6.2.1 Transport Means Forecast Information Message

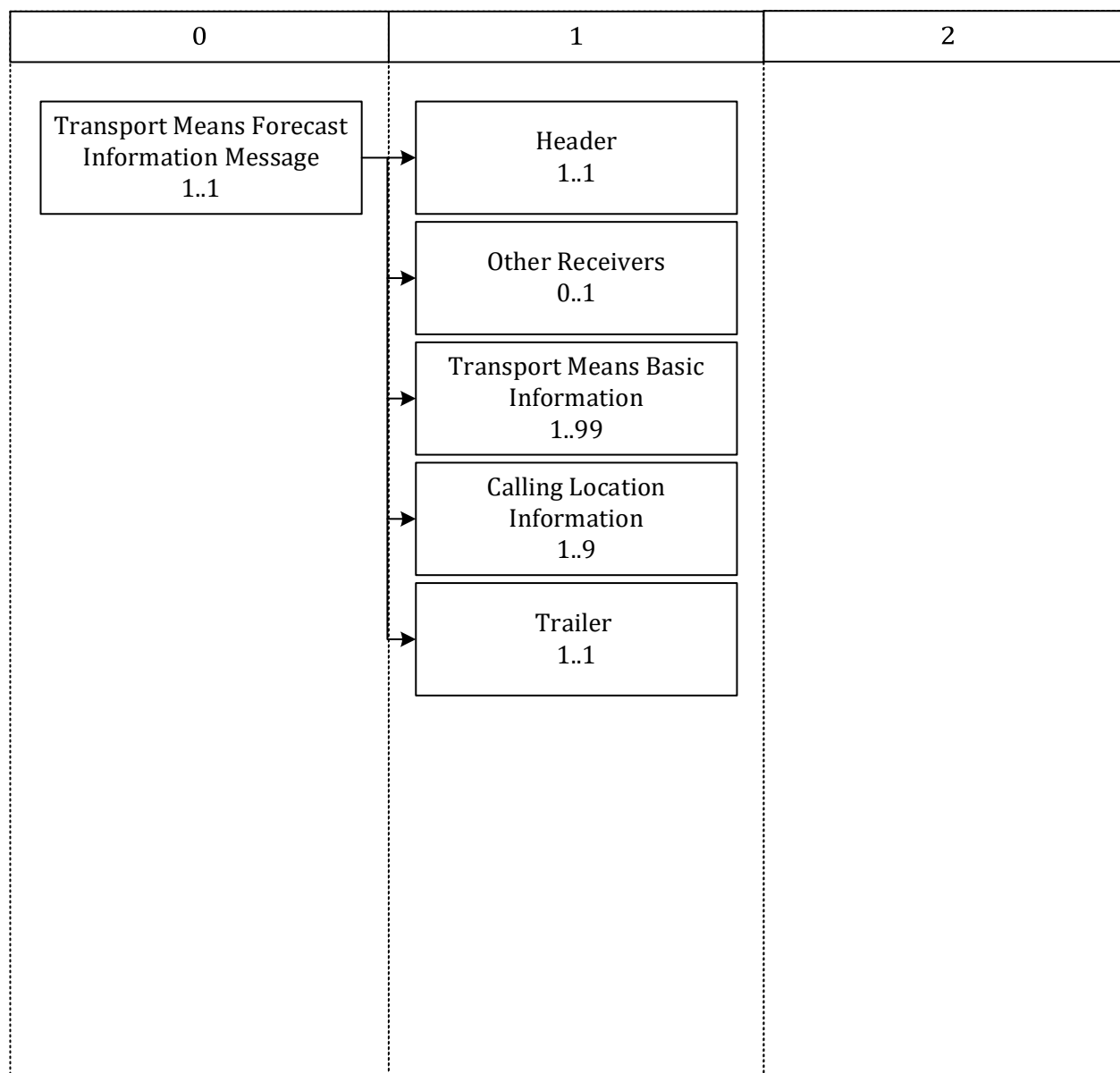
6.2.1.1 Basic Requirements

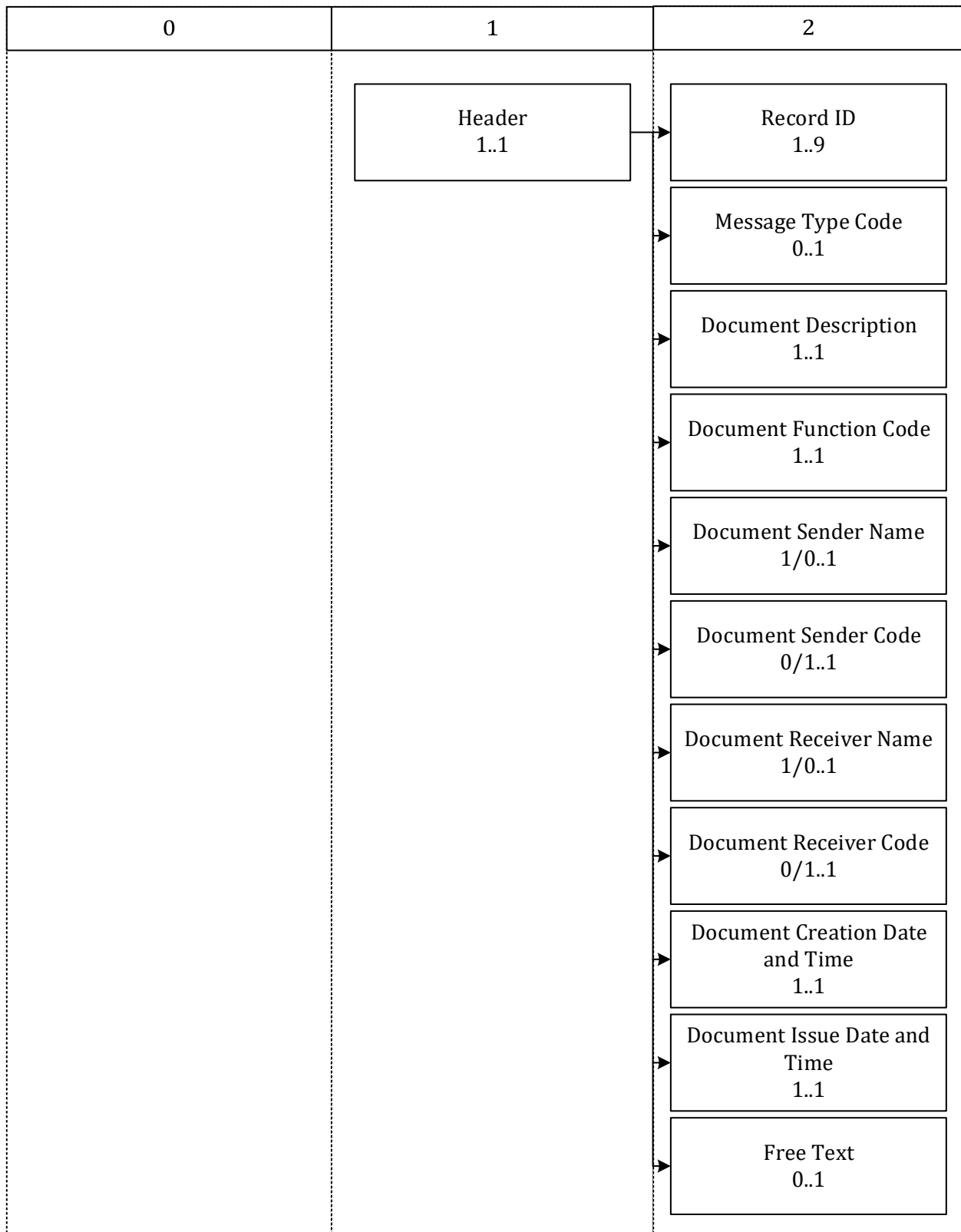
6.2.1.1.1 Message name: Forecast Information Message. Message ID: FORINF.

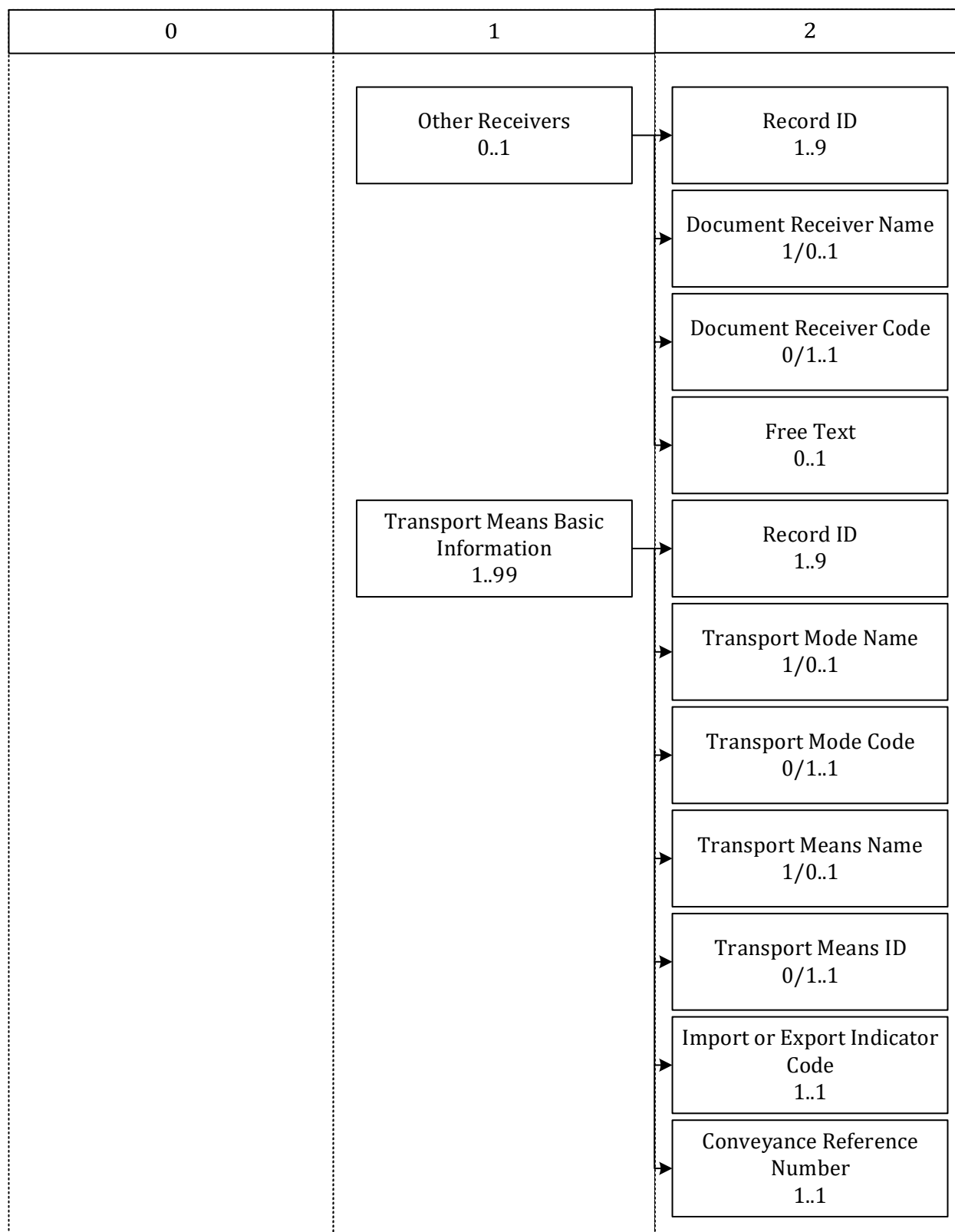
6.2.1.1.2 Message sender: transportation enterprises, such as shipping companies, consignors and freight forwarders, etc. Message receiver: destination units for transporting goods, such as ports, airports, railway stations, freight stations and regulatory authorities, etc.

6.2.1.1.3 The message should provide the forecast information about ships, trains, vehicles and aircrafts arrival at the destination.

6.2.1.2 Document Structure

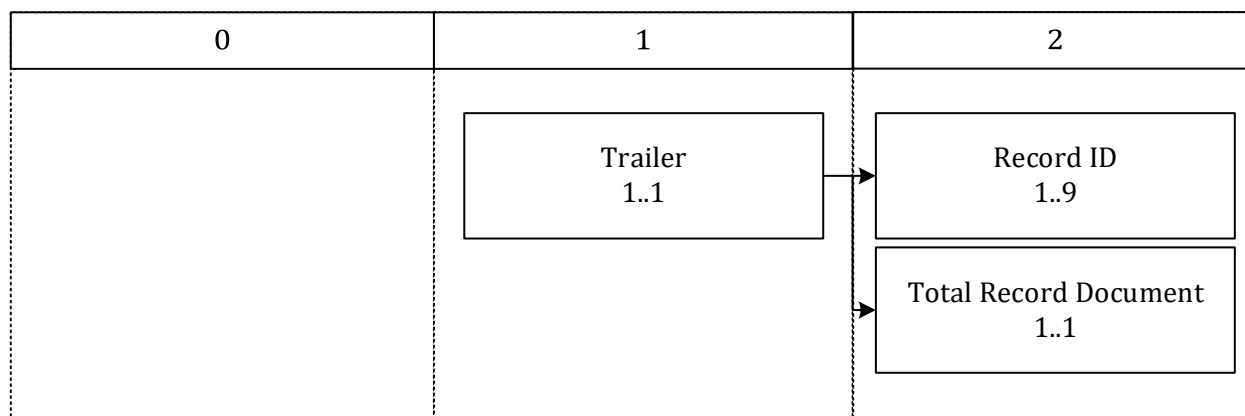






0	1	2
	Transport Means Basic Information (Continued) 1..99 Nationality Code 1..1 Transport Means Net Weight Measure 0..1 Transport Equipment Quantity 0..1 Carrier Name 1/0..1 Carrier Code 0/1..1 Carrier Address 0..1 Carrier Agent Name 1/0..1 Carrier Agent Code 0/1..1 Carrier Agent Address 0..1 Previous Call Location Name 1/0..1 Previous Calling Location Code 0/1..1	

0	1	2
	Transport Means Basic Information (Continued) 1..99 Calling Location Information 1..9	Next Calling Location Name 1/0..1 Next Calling Location Code 0/1..1 Estimated Arrival Date and Time 1..1 Estimated Departure Date and Time 0..1 Free Text 0..1 Record ID 1..9 Port Call Sequence Number 1..1 Calling Location Name 1/0..1 Calling Location Code 0/1..1 Calling Terminal Name 0..1 Estimated Arrival Date and Time 0..1



6.2.1.3 Message Description

6.2.1.3.1 Header

Record 00		Header			M
No.	Name	Format	Unit/Code of Measurement	Constraint	
1	Record ID	n..2	Record type is 00.	M	
2	Message Type Code	an..6	FORINF	M	
3	Document Description	an..35		O	
4	Document Function Code	an..1	9 - Original, 2 - Addition, 3 - Deletion, 4 - Change	M	
5	Document Sender Name	an..35		M/O	
6	Document Sender Code	an..17		O/M	
7	Document Receiver Name	an..512		M/O	
8	Document Receiver Code	an..17		O/M	
9	Document Creation Date and Time	an..19	CCYYMMDDHHMMZHHMM	M	
10	Document Issue Date and Time	an..19	CCYYMMDDHHMMZHHMM	M	
11	Free Text	an..512		O	

6.2.1.3.2 Other Receivers

Record 01		Other Receivers			O
No.	Name	Format	Unit/Code of Measurement	Constraint	
1	Record ID	n..2	Record type is 01.	M	
2	Document Receiver Name	an..512		M/O	
3	Document Receiver Code	an..17		O/M	
4	Free Text	an..512		O	

6.2.1.3.3 Transport Means Basic Information

Record 10		Transport Means Basic Information			M
No.	Name	Format	Unit/Code of Measurement	Constraint	
1	Record ID	n..2	Record type is 10.	M	
2	Transport Mode Name	an..17		M/O	
3	Transport Mode Code	an..1		O/M	
4	Transport Means Name	an..35		M/O	

5	Transport Means ID	an..35	Ship is IMO number, aircraft is aircraft registration number, railway is train number, and vehicle is engine number + vehicle shelf number.	O/M
6	Import or Export Indicator Code	an..1	I-Import, E-Export	M
7	Conveyance Reference Number	an..17		M
8	Nationality Code	an..3		M
9	Transport Means Net Weight Measure	n..14	Unit: Ton (t)	O
10	Transport Equipment Quantity	n..6	Unit: TEU	O
11	Carrier Name	an..512		M/O
12	Carrier Code	an..17		O/M
13	Carrier Address	an..512		O
14	Carrier Agent Name	an..512		M/O
15	Carrier Agent Code	an..17		O/M
16	Carrier Agent Address	an..512		O
17	Previous Call Location Name	an..256		M/O
18	Previous Calling Location Code	an..35		O/M
19	Next Calling Location Name	an..256		M/O
20	Next Calling Location Code	an..35		O/M
21	Estimated Arrival Date and Time	an..19	CCYYMMDDHHMMZHHMM	M
22	Estimated Departure Date and Time	an..19	CCYYMMDDHHMMZHHMM	O
23	Free Text	an..512		O

6.2.1.3.4 Calling Location Information

Record 20		Calling Location Information		M
No.	Name	Format	Unit/Code of Measurement	Constraint
1	Record ID	n..2	Record type is 20.	M
2	Port Call Sequence Number	an..10		M
3	Calling Location Name	an..256		M/O
4	Calling Location Code	an..35		O/M
5	Calling Terminal Name	an..256		O
6	Estimated Arrival Date and Time	an..19	CCYYMMDDHHMMZHHMM	O

6.2.1.3.5 Trailer

Record 99		Trailer		M
No.	Name	Format	Unit/Code of Measurement	Constraint
1	Record ID	n..2	Record type is 99.	M
2	Total Record Document	n..6	Including head record and trailer record	M

6.2.2 Transport Means Actual Information Message

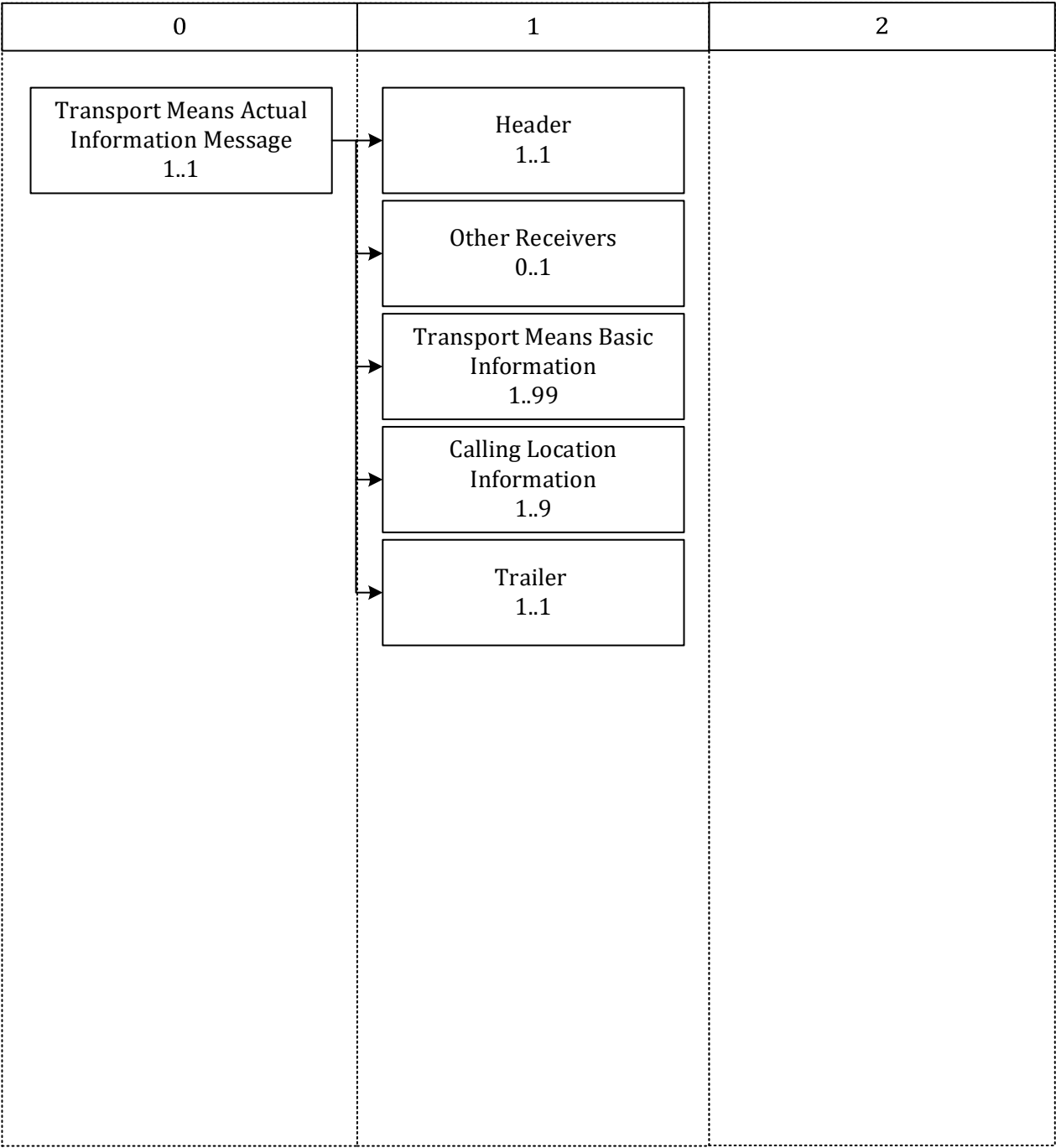
6.2.2.1 Basic Requirements

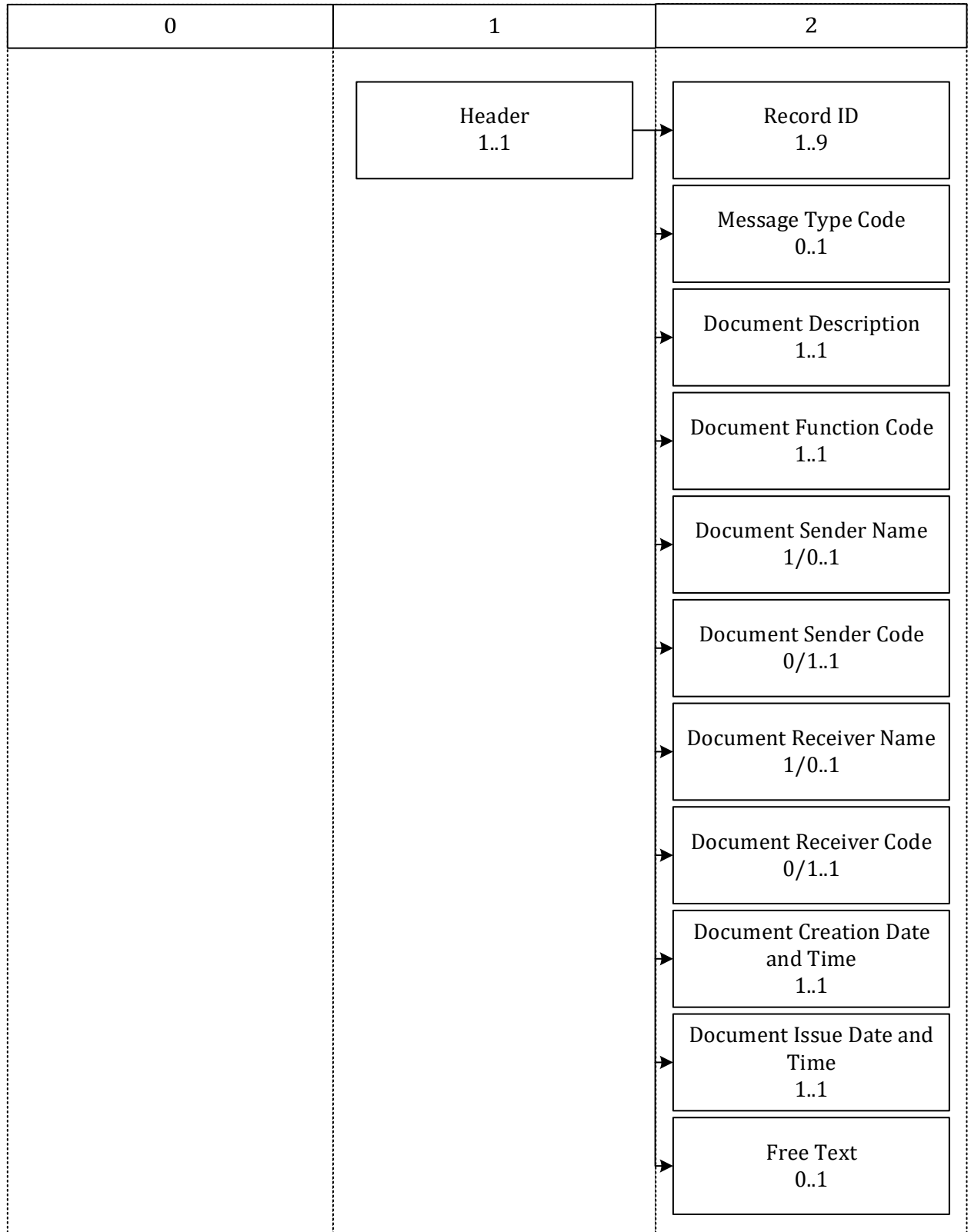
6.2.2.1.1 Message name: Actual Information Message. Message ID: ACTINF.

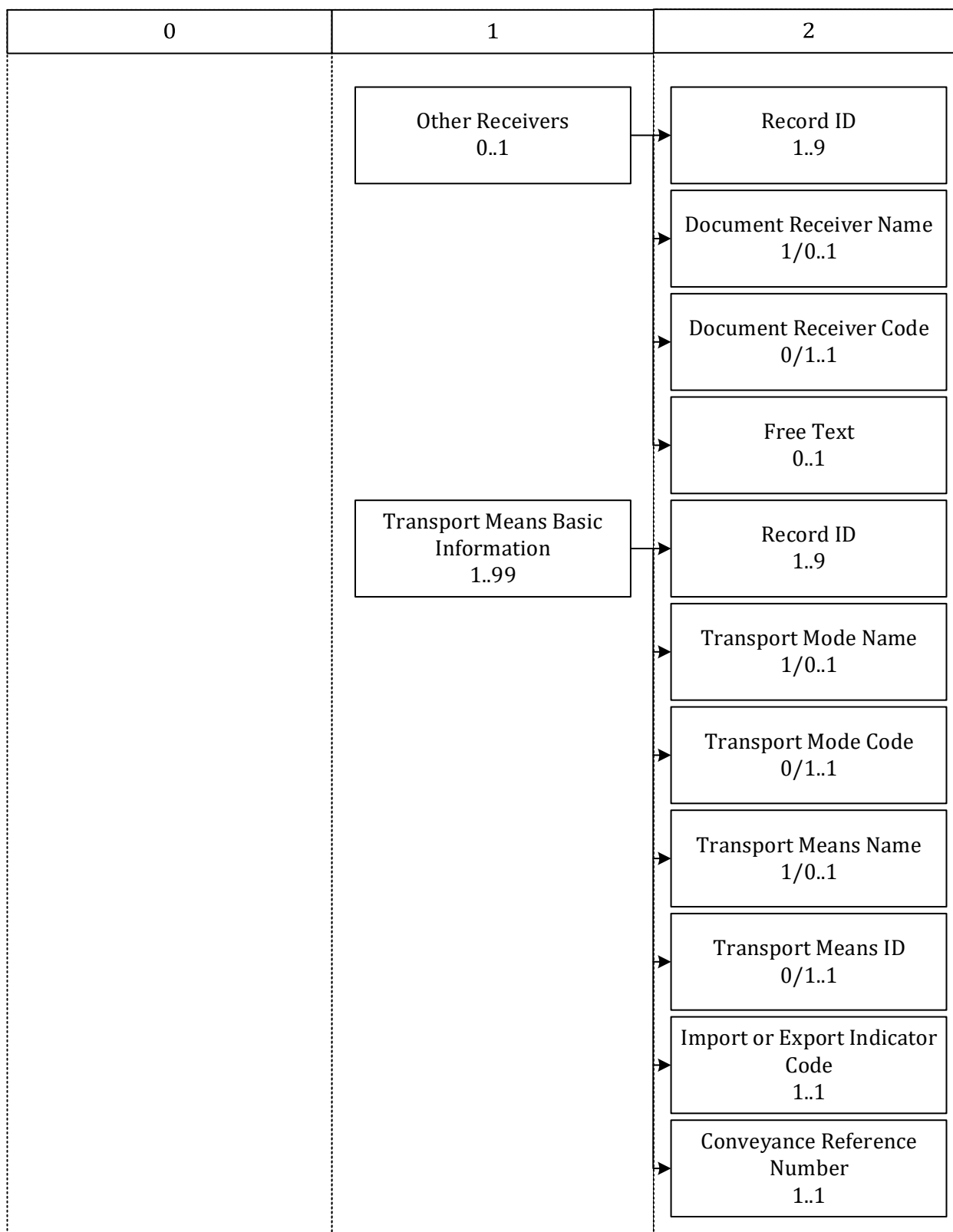
6.2.2.1.2 Message sender: transportation enterprises, such as shipping companies, consignors and freight forwarders, etc. Message receiver: destination units for transporting goods, such as ports, airports, railway stations, freight stations and regulatory authorities, etc.

6.2.2.1.3 The message should provide the actual information about ships, trains, vehicles and aircrafts arrival at the destination.

6.2.2.2 Document Structure



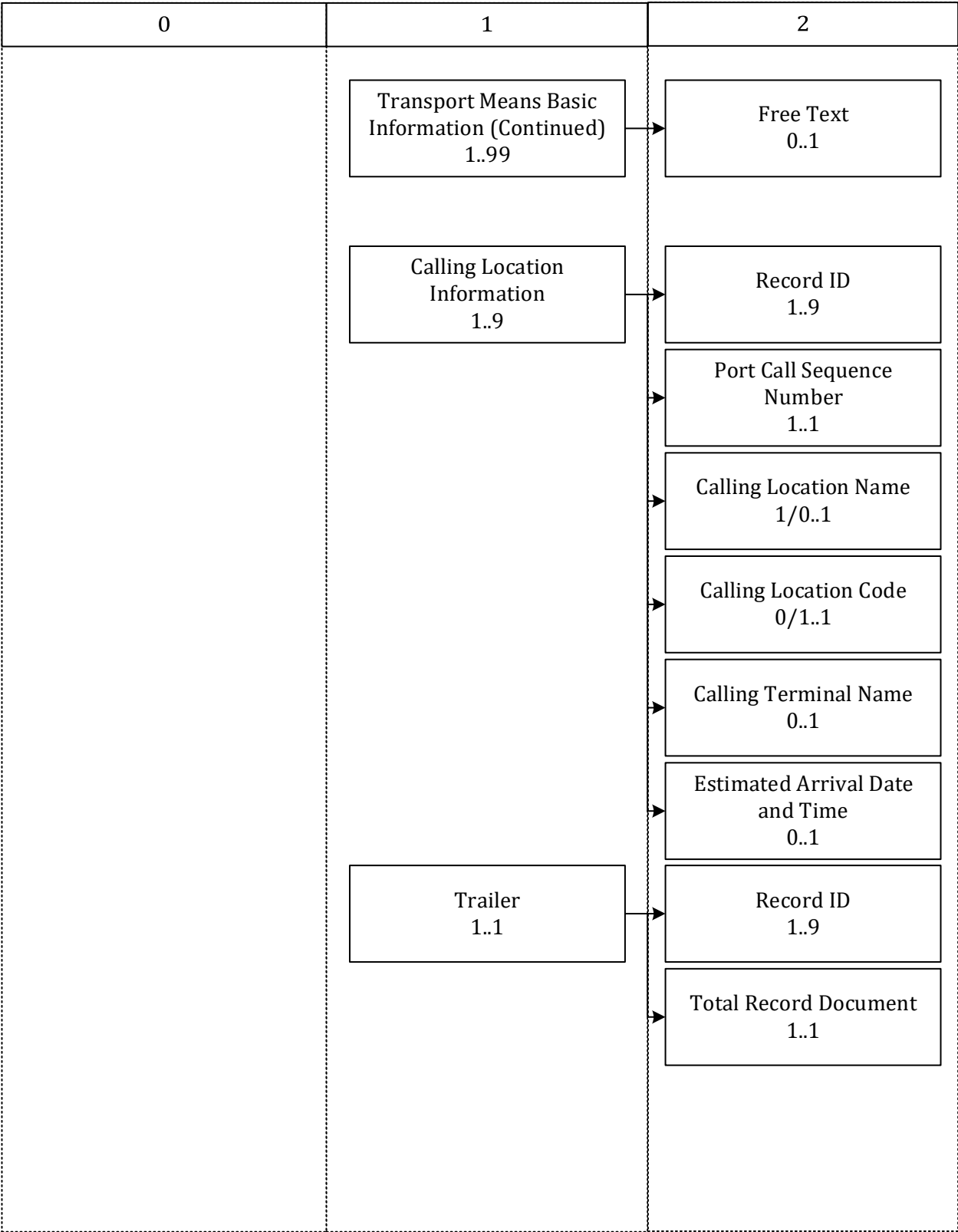




0	1	2
	Transport Means Basic Information (Continued) 1..99 →	Nationality Code 1..1 → Declaration Agent Representative Person Name (Customs) 0..1 → Customs Office of Declaration Code 1..1 → First Arrival Location Name 1/0..1 → First Arrival Location Code 0/1..1 → First Arrival Location in Customs Territory Date and Time 1..1 → Customs Office of Exit Code 1..1 → Customs Office of Transit Code 0..1 → Transport Means Net Weight Measure 0..1 → Transport Equipment Quantity 0..1

0	1	2
	Transport Means Basic Information (Continued) 1..99	Brief Goods Description 0..1 Carrier Name 1/0..1 Carrier Code 0/1..1 Carrier Address 0..1 Carrier Agent Name 1/0..1 Carrier Agent Code 0/1..1 Carrier Agent Address 0..1 Operator Name 1/0..1 Operator Code 0/1..1 Place of Departure Name 1/0..1 Place of Departure Code 0/1..1

0	1	2
	Transport Means Basic Information (Continued) 1..99 → Place of Arrival Name 1/0..1 → Place of Arrival Code 0/1..1 → Transport Means Stay Reference 0..1 → Routing Country Code 0..1 → Previous Call Location Name 1/0..1 → Previous Calling Location Code 0/1..1 → Next Calling Location Name 1/0..1 → Next Calling Location Code 0/1..1 → Estimated Arrival Date and Time 1..1 → Estimated Departure Date and Time 0..1 → Actual Arrival Date and Time 1..1	



6.2.2.3 Message Description

6.2.2.3.1 Header

Record 00	Header	M
-----------	--------	---

No.	Name	Format	Unit/Code of Measurement	Constraint
1	Record ID	n..2	Record type is 00.	M
2	Message Type Code	an..6	ACTINF	M
3	Document Description	an..35		O
4	Document Function Code	an..1	9 - Original, 2 - Addition, 3 - Deletion, 4 - Change	M
5	Document Sender Name	an..35		M/O
6	Document Sender Code	an..17		O/M
7	Document Receiver Name	an..512		M/O
8	Document Receiver Code	an..17		O/M
9	Document Creation Date and Time	an..19	CCYYMMDDHHMMZHHMM	M
10	Document Issue Date and Time	an..19	CCYYMMDDHHMMZHHMM	M
11	Free Text	an..512		O

6.2.2.3.2 Other Receivers

Record 01		Other Receivers			O
No.	Name	Format	Unit/Code of Measurement	Constraint	
1	Record ID	n..2	Record type is 01.	M	
2	Document Receiver Name	an..512		M/O	
3	Document Receiver Code	an..17		O/M	
4	Free Text	an..512		O	

6.2.2.3.3 Transport Means Basic Information

Record 10		Transport Means Basic Information			M
No.	Name	Format	Unit/Code of Measurement	Constraint	
1	Record ID	n..2	Record type is 10.	M	
2	Transport Mode Name	an..17		M/O	
3	Transport Mode Code	an..1		O/M	
4	Transport Means Name	an..35		M/O	
5	Transport Means ID	an..35	Ship is IMO number, aircraft is aircraft registration number, railway is train number, and vehicle is engine number + vehicle shelf number.	O/M	
6	Import or Export Indicator Code	an..1	I-Import, E-Export	M	
7	Conveyance Reference Number	an..17		M	
8	Nationality Code	an..3		M	
9	Declaration Agent Representative Person Name	an..35		O	
10	Customs Office of Declaration Code	an..35		M	
11	First Arrival Location Name	an..256		M/O	
12	First Arrival Location Code	an..35		O/M	

13	First Arrival Location in Customs Territory Date and Time	an..19		M
14	Customs Office of Exit Code	an..35		M
15	Customs Office of Transit Code	an..35		O
16	Transport Means Net Weight Measure	n..14	Unit: Ton (t)	O
17	Transport Equipment Quantity	n..6	Unit: TEU	O
18	Brief Goods Description	an..256		O
19	Carrier Name	an..512		M/O
20	Carrier Code	an..17		O/M
21	Carrier Address	an..512		O
22	Carrier Agent Name	an..512		M/O
23	Carrier Agent Code	an..17		O/M
24	Carrier Agent Address	an..512		O
25	Operator Name	an..35		M/O
26	Operator Code	an..17		O/M
27	Place of Departure Name	an..256		M/O
28	Place of Departure Code	an..35		O/M
29	Place of Arrival Name	an..256		M/O
30	Place of Arrival Code	an..35		O/M
31	Transport Means Stay Reference	an..35		O
32	Routing Country Code	an..2		O
33	Previous Calling Location Name	an..256		M/O
34	Previous Calling Location Code	an..35		O/M
35	Next Calling Location Name	an..256		M/O
36	Next Calling Location Code	an..35		O/M
37	Estimated Arrival Date and Time	an..19	CCYYMMDDHHMMZHHMM	M
38	Estimated Departure Date and Time	an..19	CCYYMMDDHHMMZHHMM	O
39	Actual Arrival Date and Time	an..19	CCYYMMDDHHMMZHHMM	M
40	Free Text	an..512		O

6.2.2.3.4 Calling Location Information

Record 20		Calling Location Information		M
No.	Name	Format	Unit/Code of Measurement	Constraint
1	Record ID	n..2	Record type is 20.	M
2	Port Call Sequence Number	an..10		M
3	Calling Location Name	an..256		M/O
4	Calling Location Code	an..35		O/M
5	Calling Terminal Name	an..256		O
6	Estimated Arrival Date and Time	an..19	CCYYMMDDHHMMZHHMM	O

6.2.2.3.5 Trailer

Record 99	Trailer	M
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No.	Name	Format	Unit/Code of Measurement	Constraint
1	Record ID	n..2	Record type is 99.	M
2	Total Record Document	n..6	Including head record and trailer record	M

6.2.3 Arrival Report Message

6.2.3.1 Basic Requirements

6.2.3.1.1 Message name: Arrival Report Message. Message ID: ARRREP.

6.2.3.1.2 Message sender: transportation enterprises, such as shipping companies, consignors and freight forwarders, etc. Message receiver: destination units for transporting goods, such as ports, airports, railway stations, freight stations and regulatory authorities, etc.

6.2.3.1.3 The message should provide the arrival information of transport means and goods.

6.2.3.2 Document Structure

