| Field Name | | Field Type | Field Size | Remarks |
|---|---|---|---|---|
| Rotation number | M | NUMBER | 6 | |
| Container line code | M | CHAR | 6 | |
| Container no. | M | CHAR | 10 | |
| Check digit | M | NUMBER | 1 | |
| ISO code | M | NUMBER | 4 | |
| Designation | M | CHAR | 3 | FCL, LCL, T/S, MT |
| Stowage | M | NUMBER | 6 | |
| Seal no. | O | CHAR | 10 | |
| Content code | M | CHAR | 3 | 1st 3 digits of harmonised code |
| Origin port (1) | O | CHAR | 5 | UN Location Code |
| Load port (1) | M | CHAR | 5 | UN Location Code |
| Discharge port (1) | M | CHAR | 5 | UN Location Code |
| Next Discharge Port (1) | (2) | CHAR | 5 | UN Location Code (9) |
| Consignee name | O | CHAR | 30 | |
| Weight (in 100's of Kilos) | (3) | NUMBER | 4 | |
| IMCO code | (4) | CHAR | 3 | |
| UN No. of IMCO | (5) | NUMBER | 5 | |
| IMCO CODE 2 | (4) | CHAR | 3 | |
| UN NO OF IMCO2 | (5) | NUMBER | 5 | |
| IMCO CODE 3 | (4) | CHAR | 3 | |
| UN NO. OF IMCO 3 | (5) | NUMBER | 5 | |
| Reefer Set Temperature ( ± 999.9) | (6) | CHAR | 6 | |
| Unit of temperature C or F | (7) | CHAR | 1 | |
| Out of gauge indicator Y or N | M | CHAR | 1 | |
| Out of gauge in cms -Top | (8) | NUMBER | 4 | |
| Out of gauge in Cms - Right | (8) | NUMBER | 4 | |
| Out of gauge in cms - Left | (8) | NUMBER | 4 | |
| Out of gauge in cms - Front | (8) | NUMBER | 4 | |
| Out of gauge in cms - Front | (8) | NUMBER | 4 | |
| Source code | O | CHAR | 1 | 'B' for BAPLIE and NULL for others |
| Vessel Code | O | CHAR | 5 | Tentative Load Plan Vessel Code For Transhipment Container |
| Voyage Number | O | CHAR | 6 | Tentative Load Plan Voyage Number For Transhipment Container |
| Outbound_Rotation | O | Number | 6 | Customer can provide Either vessel code plus voyage number combination or outbound rotation for transhipment outbound carrier information |

| | | | | |
|---|---|---|---|---|
| IPT_Indicator | O | CHAR | 1 | Y = IPT<br>Null or N = Non-IPT<br>If the discharge transhipment container is an IPT, customer should provide the above outbound information of other port, which will enable the DP World to derive the transhipment outbound carrier from other port. |

M = Mandatory, O = Optional

**Table V.5.2.2.a Electronic Discharge List File Format (see footnotes on following page)**

Foot notes accompanying table V.5.2.2.a:

(1) The United Nations Location Code consists of a 2 character country code followed by a 3 character city code. how this field is filled depends on whether or not the agency has the full UN location code present in their system and which file structure is being used:-

**FIXED FORMAT**:

If only the 3 character city code is available the field should be padded with 2 extra spaces **after** the city code, i.e. '`BND  `' ***and not*** '`  BND`'. Otherwise the field should consist of the 2 character country code followed by the 3 character city code.

**VARIABLE RECORD FORMAT:**

If only the 3 character city code is available this should be sent delimited by quotes, otherwise the 2 character country code plus the 3 character city code should be supplied delimited by quotes.

(2) Mandatory for T/S units.

(3) Mandatory for FULL units.

(4) Mandatory if the container has hazardous cargo (including MT tanks).

(5) Mandatory if the I.M.O Class is present.

(6) Must be present if the reefer is to be plugged in and monitored.

(7) Mandatory if the Reefer Set Temperature is present.

(8) Mandatory if the Out Of Gauge indicator is set to "Y"

(9) This field was used for Destination port in the previous versions. Now on this field will capture the "Next port of discharge".