

Explanatory notes: CARDIT compliance

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Introduction

In the online compliance platform, the CARDIT compliance screen indicates, for CARDIT V2.1 messages sent, the level of compliance with UPU messaging standard M48.

All compliance checks are performed on a sample consisting of 7 consecutive days in the month. The sampling period is displayed in the top right corner of the first page of the report. (it is normally the last 7 days of the month)

Screen organization

The screen is organized in different blocks of information, with a vertical logic: from more general on top to more detailed in the bottom. The different information blocks are:

1. Overview of messages sent
2. Summary of compliance issues per sending EDI address
3. Error details (first 10 occurrences of each type of error)

Each part is detailed below:

Overview of messages sent

This section provides the total of CARDIT messages sent by the operator during the sampling period and used for the report, per sending EDI address.

Important note: The total number of messages displayed corresponds to the total for the days of sampling, not the month total.

Summary of compliance issues per sending EDI address

This section provides a summary of compliance issues found, per sending EDI address of the operator.

The list of compliance checks performed, with the resulting error description is provided in annex.

For each issue, this sub-section provides an issue number (created in order to have a reference), the corresponding description, indication (yes/no) if this error is counted in the dashboard, the number of messages with at least one occurrence of this issue, and the percentage of these messages (number in the previous column divided by the total number of messages shown in section 'Overview of messages sent').

Note: the percentage given provides an indication of the extent of the problem. Depending on the type of issue, an issue may occur multiple times within a single message and this is not reported in the percentage.

Error details (first 10 occurrences of each type)

For each line in the previous section, a sample of detailed errors is provided. A maximum of 10 occurrences per type is reported, in order to keep the report relatively short.

For each error type, the following information is displayed: the error number, description, error category and indication (yes/no) if this error is counted in the dashboard.

For each error, the exact reference message is provided: sending EDI address, destination EDI address, intref (interchange reference number), mesref (message reference number).

Additional information is also provided, depending on the issue:

- When relevant, the identifier of the consignment associated to the message;
- The specific EDIFACT line containing the error is also provided (if relevant), as well as the problematic value (if relevant), with possibly additional relevant information.

Annex: list of errors and explanations

Error code	Severity	Counted in dashboard?	Description	Explanations
140	Critical	Yes	Message structure error	<p>This error is raised when the structure of the message is not compliant with the standard. This usually happens when segments are in the wrong order or a segment/group of segments is missing.</p> <p>The message structure differs from the normal one in case of a cancellation CARDIT: in that case, only a few segments are expected. If too many segments are provided for a cancellation CARDIT, this is reported as a structure error.</p>
141	Critical	Yes	Mismatch consignment ID - orig EDI address	<p>When the consignment identifier provided in the BGM segment does not start with the same country code as the country code of the origin EDI address of the CARDIT message (the first two letters of the EDI address).</p> <p>In order to cover the special case of consignments from ETOEs having an ID starting with the sending IMPC code, the system does not raise an error for such consignments if CARDIT is sent from an EDI address belonging to the ETOE owner.</p>
142	Major	Yes	Main flight departure date-time before consignment completion date-time	Error raised when the departure date-time of the first main transport is before the announced consignment completion date-time.
143	Minor	Yes	Handover at origin before consignment completion date-time	Error raised when the handover date-time at origin is before the consignment completion date-time.
144	Minor	Yes	Invalid location code for handover at destination	Error raised when the handover location at destination is declared as an IATA airport code but is not a valid IATA airport code
145	Minor	Yes	Handover at destination before consignment arrival date-time	Error raised when the declare date-time of handover at destination is before the declared consignment arrival date-time
146	Minor	Yes	Invalid receptacle type	Error raised when the receptacle type is not in UPU code list 121
147	Minor	Yes	Invalid IATA airline code	Error raised when the airline code used is not a valid IATA airline code
148	Minor	Yes	Invalid IATA airport code	Error raised when the origin or destination airport code is not a valid IATA airport code

Error code	Severity	Counted in dashboard?	Description	Explanations
149	Minor	Yes	Duplicate receptacle ID in consignment	Error raised when at least one receptacle in the consignment is repeated more than once in the message.
150	Minor	Yes	Inconsistent location: UN/LOCODE announced, 3-char code provided	Error raised when, in a LOC segment, the announced location type is UN/LOCODE (type 6 in data element handover/origin/destination/ <i>location-code-source</i>), but the location provided has 3 characters. NOTE: a UN/LOCODE has 5 characters.
151	Minor	Yes	Transit time too short between two flights	Error raised when the transit time between two consecutive flights is less than 90 minutes. More technically, this is when the following conditions are met: <ul style="list-style-type: none"> - There are multiple transport segments listed in the message - For two consecutive segments: <ul style="list-style-type: none"> o Transport is by air for each segment o The departure time or arrival time is not '0000' for each segment o The time difference between the arrival of the first flight and departure of the second flight is less than 90 minutes
152	Minor	Yes	Invalid flight date	When the flight date is not valid or is not in the current or next month. For example, when the report is run for December 2022, a date in 2023 is considered invalid.
153	Minor	Yes	Invalid flight time	When the flight departure or arrival time is not between 00:00 and 23:59
154	Critical	Yes	Comma as decimal separator	Error raised when the decimal separator used for reporting weights is the comma instead of the point.
155	Minor	Yes	Handover information provided but not expected	When the message includes transport information with qualifier 10 (pre-carriage transport), handover <u>at origin</u> should not be provided. The error is raised if handover information at origin is provided in this case. When the message includes transport information with qualifier 30 (on-carriage transport), handover <u>at destination</u> should not be provided. The error is raised if it is provided in this case.

Error code	Severity	Counted in dash-board?	Description	Explanations
156	Major	Yes	Issues with totals	<p>CARDIT includes a totals section, with the total number of receptacles and total weight, per mail class.</p> <p>The issue is raised when there is one of the following issues with the totals section, for one of the mail classes:</p> <ul style="list-style-type: none"> - Incorrect mail class: a mail class other than 'E', 'C', 'U' or 'T'; - Wrong total number of receptacles: the total count in the totals section does not match the number of receptacles listed in the message, for this mail class; - Wrong total weight: the total weight in the totals section does not match the sum of individual receptacle weights listed in the message, for this mail class.
157	Major	Yes	Invalid EAD information	<p>When one of the EAD (Electronic Advance Data) data elements is not valid:</p> <ul style="list-style-type: none"> - <u>ar-border-agency-authority</u> does not contain one of the authorized codes (CUS, AVS, BOC, QRT); - <u>ar-flag</u> does not contain value 1.
158	Minor	Yes	Static transport (orig = dest)	When a transport segment has the same origin and destination location.
159	Minor	Yes	Origin and/or destination offices missing	When EAD information is provided, the consignment origin and destination offices must be provided. If they are not provided, this issue is raised.
160	Major	Yes	EAD information: invalid applicable security regulation	<p>When the data element <u>ar-reference-ID</u> is not valid:</p> <ul style="list-style-type: none"> - not prefixed with 'IMP-' - or the rest of the text is not one of the valid codes listed in the UPU customs compendium. <p>Fictitious example of valid <u>ar-reference-ID</u>: <i>IMP-BE-20210429-EU185/2010</i></p>
161	Minor	Yes	Origin and/or destination operator missing	When EAD information is provided, the consignment origin and destination operator codes must be provided. If they are not provided, this issue is raised.