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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 36147.2-2018

**Security management systems for the supply chain --
Electronic port clearance (EPC) -- Part 2: Core data elements**

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Foreword

GB/T 36147 "Supply Chain Security Management System Electronic Port Clearance (EPC)" is divided into two parts.

--- Part 1. Message structure;

--- Part 2. Core data elements.

This part is the second part of GB/T 36147.

This part is drafted in accordance with the rules given in GB/T 1.1-2009.

This section uses the translation method equivalent to ISO 28005-2.2011 "Supply Chain Security Management System Electronic Port Clearance (EPC)

Part 2. Core Data Elements.

The documents of our country that have a consistent correspondence with the international documents referenced in this part are as follows.

---GB/T 1836-1997 Container code, identification and marking (idtISO 6346.1995);

---GB/T 2659-2000 World and region name codes (equivISO 3166-1.1997).

This part is proposed and managed by the National Marine Ship Standardization Technical Committee (SAC/TC12).

This section drafted by. China Shipbuilding Industry Comprehensive Technology and Economic Research Institute.

1.1 Overview

This part of GB/T 36147 specifies the general requirements for safety and security information requirements for electronic port clearance, and improved XSD data.

Type, general data type, core data type, electronic representation.

This section applies to the definition and use of core data elements between ships and ports for safety, security and offshore operations. It can also be used for ships.

Information exchange between ships and ship agents, port and ship operators or ship managers.

1.2 Application of core data elements

This section includes definitions of core data elements for Electronic Port Clearance (EPC). These data elements include ship-to-shore and shore pairs as defined below

All requirements of the ship.

- a) all FAL Standard Announcements (FAL1~FAL7) as defined in the Convention on International Facilitation of Sea Transport (FAL Convention);
- b) ISPS reporting requirements as defined in ISPS and MSC1305;
- c) regular ship reporting requirements as defined in IMO A.851 resolution;
- d) Ship-generated waste report as defined in MEPC644 (mandatory in the European Union,

see EU/2000/59);

e) the necessary report as defined in the IMO A.862 Resolution on the Solid Bulk Cargo Safety Operational Rules (BLU);

f) ETA report to the pilot station as defined in IMO A.960 Resolution.

Appendix L gives a horizontal comparison between the above requirements and the core data elements.

This section does not include matters such as customs clearance for import and export goods or transportation services provided by the owner.

1.3 Data element types defined in this section

The partial metatypes defined and referenced in this section are shown in Figure 1. The gray box is an object that is not defined in this section, but the base of this section is used.

This information and results.

The top gray box represents some of the data types in XML Schema Part 2 (XSD-2). The bottommost gray box represents the inclusion

Use the electronic XML message for the data element defined in this section.

Figure 1 Data elements in this section

All the elements in each group are not included in Fig. 1, except that part of the elements are selected in each group as an example. The definition of the meta from top to bottom is as follows.

---Improve the XSD type. These are the limitations imposed on this element by the basic elements.

---General data types. These data types represent common concepts, such as port representations or certificates, which need to be specified rather than based on

Defined below;

---Core data types. These data types are defined by context rather than common concepts, such as using Hong Kong instead of ordinary ports, or using newspapers

The location is replaced by the general location.

When the message is defined (as shown by the arrow in Figure 1), this section does not prohibit the use of data types other than the EPC core data element. However, this

These data elements should be given a specific meaning in the message format specification.

1.4 Data element representation structure

The structural outline of this section is shown in Figure 2. The upper two rectangular boxes represent the general data types specified in the previous clause, while the bottom rectangle

The columns in the box represent the EPC core data elements.

Figure 2 Schematic diagram of this part

The order of grouping is based on the order in which it appears in a typical FAL form.

- a) Ship ID. Ship identity information and contact details;
- b) goods. data relating to the type of goods and goods;
- c) Crew and passengers. data relating to crew and passengers;
- d) class and certificate. class and certificate related data;
- e) Security. mainly related to ISPS data;
- f) Service related. data relating to the services required by the ship, including message headers and customs clearance requirements and status;
- g) Ship elements. static data of the ship;
- h) ship operations. data relating to operations or navigation, including physical data of changes, such as draughts that vary with loading;
- i) Waste and the environment. Currently, this article includes waste information.

The core meta-grouping is for convenience only and does not affect the structure of the EPC message. In addition, the data elements defined in the XSD file will not

With any formal grouping, all data elements have the same namespace.

2 Normative references

The following documents are indispensable for the application of this document. For dated references, only dated versions apply to this article.

Pieces. For undated references, the latest edition (including all amendments) applies to this document.

ISO 3166-1 National and subordinate area name codes Part 1. Country codes
(Codesfortherepresentationof

namesofcountriesandtheirsdivisions-Part 1.Countrycodes)

ISO 6346 container code, identification and marking (Freightcontainers-Coding,