VDA Verband der Automobilindustrie

Transport Status Report with EDI

VDA 4945

Version 3.2, October 2026



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Process description

This recommendation describes a uniform, standardised procedure for recording and transmitting relevant status information about defined events in the transport chain from the goods dispatcher via (if necessary) several trans-shipment points to the final goods receiver.

The recommendation defines a uniform interface between clients in the automotive industry and contractors in the logistics industry. It is the result of project work within VDA and European collaboration in an Odette project.

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Change History

Version 3.1 September 2025	No changes in this document.

1 Introduction

To enhance supply chain transparency in the automotive industry is becoming increasingly important. Long supply chains, global economic relations and diverse environmental influences also make transport processes susceptible to failure. On the other hand, the dependency on timely and quality-compliant deliveries has increased among all partners, as the construction of large storage capacities as a buffer against disruptions is counterproductive and not feasible with JIT/JIS deliveries.

In the past, transport processes often lacked transparency. There were no ways (or completely inadequate ones) to communicate the progress of the transport process and any disruptions or deviations between the shipment - which generally included a dispatch notification to the goods receiver, at least for material deliveries - and the actual arrival of the goods at the destination point.

The purpose of this recommendation is to lay the foundation for the largely automated transmission of relevant transport status information between the partners involved.

It fits seamlessly into the recommendations for delivery schedules, shipping notifications and goods receipt notifications; it completes the interfaces for automated information transfer with UN/EDIFACT messages.

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2 Event-driven transport chain

The communication model is based on an event-driven transport chain. The following figure shows an exemplary representation of the standard events for all modes of transport:

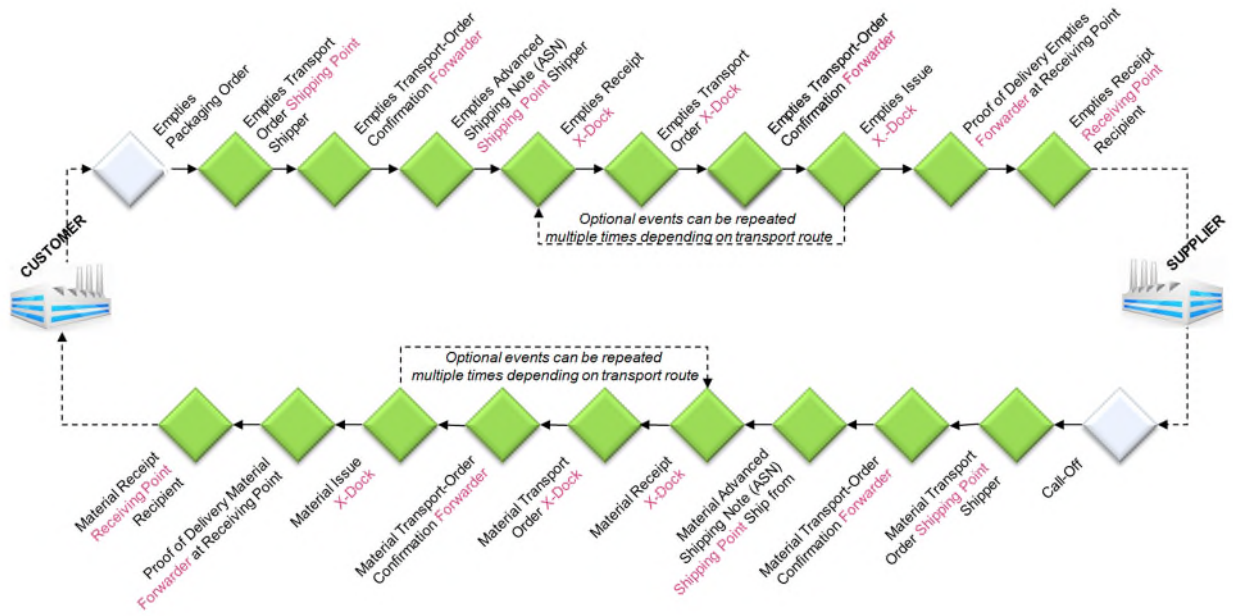


Figure 1: Event-driven transport chain: Standard events with the corresponding VDA recommendations

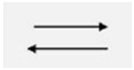
Symbol	Description
	Trigger of the transport order
	Standard-events, reflecting the result of a process step in the transport chain which influences the transport progress considerably.
	Progress in the transport chain from one event to the other. Status examples are: • Geo-fence passed • Cross-border / border passed • Customs clearing requested • Delayed • Not available (no communication)

Figure 2: Event-driven transport chain - legend

Status messages can be generated for all static events (pickup, delivery, handover/receipt etc.) and for dynamic events (GPS Items during transport).

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3 Status message levels

The status messages can be specified on three levels:

- Transport: The information refers to all shipments assigned to the transport and the transport packaging units (TPU) contained therein.
- Shipment: The information relates only to a particular shipment and its TPUs
- Packaging unit: The information relates only to one or more identified TPUs within a shipment.

An overview of the individual status information in coded form can be found in section 4.

However, a message can never include more than one transport. For several transports, a separate IFTSTA message must be generated for each transport.

3.1 Transport level

A transport consists of one to many shipments (each shipment reflected by a separate DEADV message).

Status information concerning the entire transport process relate to the means of transport, e.g. a truck, a container, a wagon or even a ship or aircraft. A typical use case for the transport status would be the communication of the geo-coordinates of a transport vehicle.

If the recipient of the status information has previously assigned all relevant shipments to the transport (i.e. can identify all shipments covered by this transport in the internal database), then the reference to the individual shipments can be omitted in the transport status message.

If that is not the case, then also the shipments must be identified in the transport status message.

Due to the message structure and the definition of mandatory information on the different levels, status information will then be transmitted redundantly on both levels.

3.2 Shipment level

There are two application scenarios for this level:

a) As part of a transport status message, the shipment level is used to transfer all shipments contained in the transport (that is, their shipment numbers and, if applicable, the IDs of the corresponding goods dispatcher). If no individual status information is required for individual shipments, the shipment status can be omitted (see above).

b) As part of the transmission of shipment status information, the level contains the corresponding status information relating to the respective shipment.

3.3 Transport loading unit level

This level is below the shipment level. The respective status information refers to the identified transport packaging units (e.g. missing, damaged, dirty).

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4 List of status information

Table 1 shows the list of standardised status information. These are transmitted in coded form in the message. Their applicability in the various levels is also shown in the table.

Table 1

Code	Description	Transport status	Shipment status	Status of transport packaging unit
1	Transport vehicle arrived	X	X	
12	Customs clearance - completed, goods released	X	X	
13	Accepted by the freight forwarder		X	X
16	Border crossed	X	X	
20	Delayed	X	X	
21	Delivered to goods receiver (proof of delivery)		X	
24	Transport vehicle departed	X		
29	Unloaded, delivered/transferred (ok) - to X-dock		X	X
31	En route / in transit	X	X	X
48	Loaded / transferred to transport service provider		X	X
74	Received - accepted by X-dock	X	X	X
106	Delivery, rejected - by the goods receiver from the ASN		X	X
111	Transport cancelled	X	X	
115	Received - accepted with deviation by X-dock		X	
117	Missing / reduced quantity		X	X
125	No status available	X		
126	Customs clearance - in progress	X	X	
128	Awaiting customs clearance for import	X	X	
218	Damaged		X	X
363	Provided for loading / pick-up	X	X	X
Y01	Quantity difference, overdelivered		X	X
Y02	Acceptance refused by freight forwarder		X	X
Y04	Dirty			X
Y05	GEO-fence crossed	X		
Y06	International waters reached	X		
Y07	Available for loading by X-dock with deviation	X	X	
Y08	Loaded, handed over to TSP with deviation (source X-dock)		X	
Y12	Delivered, handed over to X-dock with deviation (source TSP)		X	
Y21	Delivered to goods receiver with deviation (proof of delivery)		X	

Table 2 shows which status information can be used by which partner in which phase of the transport process. Although the rows displayed in ochre are relevant to the overall process, they are irrelevant to the transport status message.

Section 5 shows an example of the concrete application in an imaginary transport process.

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Table 2

Transport Source of information	packaging Status information	Code Transport	Shipment	unit		
Goods dispatcher						
	Transport order / ready-to-ship message / ASN					
Freight forwarder						
1. Transport	Accepted / taken over (by the freight forwarder)	13		x	x	
section	Accepted with deviation	115		x		
	Damaged	218			x	
	Dirty	Y04			x	
	Quantity difference, overdelivered	Y01			x	
	Quantity difference, underdelivered	117			x	
	Acceptance refused (by freight forwarder)	Y02		x	x	
	Missing - deficit quantity (shipment)	117		x		
	Transport vehicle departed	24	x			
	Transport vehicle in transit (see below)	31	x	x	x	
	Arrived	1	x	x		
	Unloaded, delivered / transferred (ok)	29		x	x	
	Delivered / transferred with deviation	Y12		x		
	Damaged	218			x	
	Dirty	Y04			x	
	Quantity difference, overdelivered	Y01			x	
	Quantity difference, underdelivered	117			x	
X-dock						
	Received - accepted (by X-dock)	74		x	x	
	Received - accepted with deviation	115		x		
	Damaged	218			x	
	Dirty	Y04			x	
	Quantity difference, overdelivered	Y01			x	
	Quantity difference, underdelivered (shipment)	117		x		
	Transport order / ready-to-ship message					
	Provided for loading / pick-up	363	x	x	x	
	Provided for loading with deviation	Y07	x	x		
	Loaded / transferred (to transport service provider)	48		x	x	
	Loaded / transferred with deviation (to TSP)	Y08		x		
	Damaged	218		x	x	
	Dirty	Y04			x	
	Quantity difference, overdelivered	Y01		x	x	
	Quantity difference, underdelivered	117		x	x	
	Transport vehicle departed	24	x	x	x	
Freight forwarder						
	Accepted / taken over by freight forwarder	13		x		
(2., 3. ...	Accepted with deviation	115		x		
Transport	*Damaged*	218			x	
section)	*Dirty*	Y04			x	
	Quantity difference, overdelivered	Y01			x	
	Quantity difference, underdelivered	117			x	
	Acceptance refused (by freight forwarder)	Y02		x	x	
	Missing - deficit quantity (shipment)	117		x		
	Transport vehicle departed	24	x			

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	Transport vehicle in transit (see below)	31	x	x	x
	Transport vehicle arrived	1	x	x	
	Delivered to goods receiver (proof of delivery)	21		x	x
	Delivered with deviation (proof of delivery)	Y21		x	
	Damaged	218			x
	Dirty	Y04			x
	Quantity difference, overdelivered	Y01			x
	Quantity difference, underdelivered	117			x
	Acceptance refused by goods receiver (according to delivery note) Alternative to proof of delivery	106		x	x
Goods recipient					
	Acknowledgement of receipt				
Other status	Delayed	20		x	
information	Customs clearance - in progress	126	x	x	
	Awaiting customs clearance for import	128	x	x	
For	Customs clearance - completed, goods released	12	x	x	
transports	Border crossed	16	x	x	
in	GEO-fence crossed	Y05	x		
transit	Transport completed	111	x	x	
	Entry into international waters	Y06	x		
	Status not available	125	x	x	x

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5 Examples of the application of the transport status message

The following examples describe the implementation of transport status messages for the transport of empties

by means of VDA 4945 transport status messages.

Scenario:

Various regional freight forwarded handle collection and shipping

of shipments from various dispatch centres:

- Berlin Germany
- Hamburg Germany
- Cologne Germany
- Barcelona Spain
- Porto Portugal

to different goods receivers in the countries:

- Romania
- Slovakia
- Hungary
- Bulgaria

via predefined transport chains, from the Iberian Peninsula with trans-shipment (X-dock) via:

- Cross-dock Heilbronn
- Cross-dock Vienna

or one single trans-shipment in the cross-dock Vienna.

General rules

The commissioning party / transport manager decides when and which status messages are issued. However, in order to maximize transparency, at least the transfer or delivery of a shipment should be reported by the respective partner, including any discrepancies found.

Deviations must always be reported if a target-actual variance from the original ASN is present.

If partial quantities of a delivery item are missing, dirty (e.g. for empties) or damaged, several items will be reported:

- receipt or transfer ok
- receipt or transfer missing / dirty / damaged (several items, if applicable)

If incorrect transport packaging units have been shipped / accepted / forwarded by a partner in the chain, these are also communicated as independent item(s) in the status messages.

How to deal with wrong, dirty or damaged transport packaging units (i.e. whether they should be cleaned, transported or sent back, if necessary) is governed by the individual contractual agreements of the partners involved.

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5.1 Step 1: Takeover of the shipment by the TSP of the first transport section

Figure 3 shows the loading of the shipments at the dispatch centres:

Ship-from Berlin				
SF: Berlin	Shipment 1	64 TPU	ST: Supplier 1	RO
SF: Berlin	Shipment 2	32 TPU	ST: Supplier 2	SK
SF: Berlin	Shipment 3	24 TPU	ST: Supplier 3	HU

Ship-from Hamburg				
SF: Hamburg	Shipment 4	12 TPU	ST: Supplier 4	SK
SF: Hamburg	Shipment 5	48 TPU	ST: Supplier 5	HU

Ship-from Cologne				
SF: Cologne	Shipment 6	16 TPU	ST: Supplier 6	RO
SF: Cologne	Shipment 7	32 TPU	ST: Supplier 7	HU

Ship-from Barcelona				
SF: Barcelona	Shipment 8	24 TPU	ST: Supplier 8	HU
SF: Barcelona	Shipment 9	48 TPU	ST: Supplier 9	HU
SF: Barcelona	Shipment 10	36 TPU	ST: Supplier 10	RO

Ship-from Porto				
SF: Porto	Shipment 11	8 TPU	ST: Supplier 11	SK
SF: Porto	Shipment 12	24 TPU	ST: Supplier 12	HU
SF: Porto	Shipment 13	48 TPU	ST: Supplier 13	SK
SF: Porto	Shipment 14	16 TPU	ST: Supplier 14	RO

Figure 3

Abbreviations in Figure 3:
SF: Goods dispatcher (Ship from)
ST Goods receiver (Ship to)
TPU: Transport packaging unit

At this point, the shipment documents (according to VDA 4939) are created by the shipping parties and the advanced shipment notifications (DESADV) for part deliveries according VDA 4987 or for empties according to VDA 4943 P2 are generated. By sending the ASN, the status of the shipments is set to departed by the ship-from.

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Table 3 shows the details of the three shipments from Barcelona as an example.

Table 3

Shipment	Item	QTY	Bundle-Type	From - to
Shipment 8				SF: Barcelona, ST: Supplier 8, Hungary
	1	24	114888	
Shipment 9				SF: Barcelona, ST: Supplier 9, Hungary
	1	12 Pc.	114888	
	2	12 Pc.	GT00070	
	3	24 Pc.	114777	
Shipment10				SF: Barcelona. ST: Supplier 10, Romania
	1	12 Pc.	GT00070	
	2	12 Pc.	GT00080	
	3	12 Pc.	114888	

The transport service provider TSP1 reports takeover and departure with the VDA 4945 transport status message - Departure dispatch centre OK, for Barcelona as follows:

Table 4

	Status	Description
Transport 4	24	Transport means departed
Shipment 8	13	Taken over by carrier
Shipment 9	13	Taken over by carrier
Shipment 10	13	Taken over by carrier

5.2 Step 2: Handover by the TSP to the trans-shipment service provider

Depending on the route, the transport service provider moves to the next transfer point. He transfers the shipments to the trans-shipment service provider. When transferring at the transfer point, the transport service provider sends a status message without any deviations.

The TDL1 sends transport status message confirming the delivery of the consignments to the trans-shipment service provider without any deviations

Table 5

	Status	Description
Transport 4	1	Transport means arrived
Shipment 8	29	Unloaded, delivered / transferred (ok) - to X-Dock
Shipment 9	29	Unloaded, delivered / transferred (ok) - to X-Dock
Shipment 10	29	Unloaded, delivered / transferred (ok) - to X-Dock

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5.3 Step 3: Receipt at the trans-shipment point (cross-dock)

The trans-shipment service provider unloads consignments 8 and 10 at the trans-shipment point without deviations. A deviation is detected in shipment 9. Expected were 12 x 114888, 12 x GT00070, and 24 x 114777.

Actually received were 12 x 114888, 12 x GT00070, 12 x 114777 and 12 x 114999 (see table 6).

The trans-shipment service provider sends the corresponding transport status message on receipt at the trans-shipment point (see table 7).

Table 6

	Item	Quantity nominal	Packaging type	Quantity actual	Packaging type
Shipment 9					
	1	12 Pc.	114888	12	114888
	2	12 Pc.	GT00070	12	GT00070
	3	12 Pc.	114777	12	114777
	4			12	114999

The content of the status report would look like this:

Table 7

	Item	Quantity	Package type	Status	Description
Shipment 8				74	Received - accepted (by X-dock)
Shipment 9				115	Received - accepted with deviation (by X-Dock)
	1	12 Pc.	114888	74	Received - accepted (by X-dock)
	2	12 Pc.	GT00070	74	Received - accepted (by X-dock)
	3	12 Pc.	114777	74	Received - accepted (by X-dock)
	4	12 Pc.	114777	117	Quantity difference, underdelivered
	5	12 Pc.	114999	Y01	Quantity difference, overdelivered
Shipment 10				74	Received - accepted (by X-dock)

Similarly, shipment 5 from Hamburg arrives in Vienna incorrectly. According to the consignment note, the shipment should contain 48 x 114888. Upon acceptance, it is found that only 36 x 114888 have arrived.

Table 8

	Item	Quantity nominal	Packaging type	Quantity actual	Packaging type
Shipment 5					
	1	48Pc.	114888	36	114888

The status report of the cross-dock operator after inspection of shipment 5 looks as follows:

Table 9

	Item	Quantity	Packaging type	Status	Description
Shipment 5				115	Received - accepted with deviation (by X-Dock)
	1	36 Pc.	114888	74	Received - accepted (by X-dock)
	2	12 Pc.	114888	117	Quantity difference, underdelivered

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5.4 Step 4: Issue at the trans-shipment point

Consignments for goods receivers in Hungary are grouped at the Vienna X-dock. This includes shipments 5 and 9 with deviations. In shipment 5 are 36 TPU 114888 missing, in shipment 9 are 12 TPU 114777 missing, however, 12 TPU 114999 are there instead. The resulting actual figures are shown in Figure 4.

Transport 10 Carrier X				
SF: Berlin	Shipment 3	24 TPU	ST: Supplier 3	HU
SF: Hamburg	Shipment 5	12 TPU	ST: Supplier 5	HU
SF: Köln	Shipment 7	32 TPU	ST: Supplier 7	HU
SF: Barcelona	Shipment 8	24 TPU	ST: Supplier 8	HU
SF: Barcelona	Shipment 9	48 TPU	ST: Supplier 9	HU
SF: Porto	Shipment 12	24 TPU	ST: Supplier 12	HU

Figure 4

After handing over the shipments to the forwarder of the next transport section, the status message of the X-dock would transfer the following data for the shipments:

Table 10

	Item	Quantity	Packaging type	Status	Description
Shipment 3				48	Loaded / transferred (to transport service provider)
Shipment 5				Y08	Loaded / transferred with deviation (to TSP)
	1	12 Pc.	114888	48	Loaded / transferred (to transport service provider)
	2	36 Pc.	114888	117	Quantity difference, underdelivered
Shipment 7				48	Loaded / transferred (to transport service provider)
Shipment 8				48	Loaded / transferred (to transport service provider)
Shipment 9				Y08	Loaded / transferred with deviation (to TSP)
	1	12 Pc.	114888	48	Loaded / transferred (to transport service provider)
	2	12 Pc.	GT00070	48	Loaded / transferred (to transport service provider)
	3	12 Pc.	114777	48	Loaded / transferred (to transport service provider)
	4	12 Pc.	114777	117	Quantity difference, underdelivered
	5	12 Pc.	114999	Y01	Quantity difference, overdelivered
Shipment 12				48	Loaded / transferred (to transport service provider)

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5.5 Step 5: Acceptance by the forwarder of next transport section

At or shortly after departure of the transport vehicle from the trans-shipment point, the forwarder of the next transport section sends his status message as follows:

Table 11

	Item	Quantity	Packaging type	Status	Description
Transport 10				24	Transport means departed
Shipment 3				13	Accepted / taken over (by TSP)
Shipment 5				Y08	Loaded / transferred with deviation (to TSP)
	1	12 Pc.	114888	13	Accepted / taken over (by TSP)
	2	36 Pc.	114888	117	Quantity difference, underdelivered
Shipment 7				13	Accepted / taken over (by TSP)
Shipment 8				13	Accepted / taken over (by TSP)
Shipment 9				Y08	Loaded / transferred with deviation (to TSP)
	1	12 Pc.	114888	13	Accepted / taken over (by TSP)
	2	12 Pc.	GT00070	13	Accepted / taken over (by TSP)
	3	12 Pc.	114777	13	Accepted / taken over (by TSP)
	4	12 Pc.	114777	117	Quantity difference, underdelivered
	5	12 Pc.	114999	Y01	Quantity difference, overdelivered
Shipment 12				13	Accepted / taken over (by TSP)

5.6 Step 6: Proof of delivery notification

Deliveries of shipments to suppliers in Hungary are based on the milk-run system.

When the shipments are delivered to supplier 3 in Hungary, the transport service provider transfers the data of the delivery notification as follows:

Table 12

	Item	Quantity	Packaging-type	Status	Description
Transport 10				1	Transport vehicle arrived
Shipment 3				21	Delivered to goods receiver (proof of delivery)

At supplier 5 the proof of delivery would look like this:

Table 13

	Item	Quantity	Packaging-type	Status	Description
Transport 10				1	Transport vehicle arrived
Shipment 5				Y21	Delivered with deviation (proof of delivery)
	1	12 St.	114888	21	Accepted / taken over
	2	36 St.	114888	117	Quantity difference, underdelivered

Proof of delivery for the other suppliers (receivers of empty packages) will be generated accordingly.

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6 Annexe

1. VDA 4945 Part 1 – IFTSTA implementation Guideline V3.0

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