

16 MEI 1988

EDI ASSOCIATION

STOWAGE CO-ORDINATION/SHIPPLANNING GROUP

MINUTES

MEETING AT FELIXSTOWE (FD & RC)

27TH APRIL 1988

EDI Shipplanning Group

Meeting Felixstowe

Wednesday 27th April 1988

Attendees

B. Hoy	SAECS London
N. Ianson	SAECS London
O. Holmberg	Transtema
F. Schwartz	BLG Bremerhaven
B. Lentes	BLG Bremerhaven
M. Patscheck	BLG Bremerhaven
C. Wise	ANZECS London
G. Mundy	ANZECS London
M. Buhk	HHLA Hamburg
D. Smith	Felixstowe Dock & Railway
C. Lewis	Felixstowe Dock & Railway
C. Hooper	Felixstowe Dock & Railway
B. Dawes	SCS Southampton
M. Cherryman	SCS Southampton
S. Spoomaker	ECT Rotterdam
G. Lang	ACTS Southampton
J. Maguire	TCS Tilbury
R. Stephens	TCS Tilbury
G. F. Walker	Trio Tonnage London
D. Gray	Nedlloyd (UK)
B. Spijkers	Unitcentre Rotterdam
J. Hoogvliet	Unitcentre Rotterdam
A. Apps	P&O Containers
D. Docquet	HOT Le Havre

1. The meeting opened at 10.00 hrs. on the 27th April 1988, the Chairman thanked the Felixstowe Dock and Railway Company for organising the facilities. The Chairman then laid out the timing for the meeting and introduced David Gray of Nedlloyd, a member of the Deep Sea Group.

2. Minutes of the last Meeting.

The minutes of the last meeting were read and agreed by all present.

3. Matters arising from the Minutes.

All members had received a copy of the final Bayplan format version 0 with some amendments being sent to members by telex prior to the meeting. The Chairman said that there had been some communications difficulties with getting the message to the message sub-group of the Deep Sea Group but it had eventually arrived and should be discussed at their next meeting.

The use of some of the qualifiers in the Bayplan was questioned as these differed from the standard ISO layout. It was thought that the qualifiers should be standardised to ISO.

On the EDI Association and use of facilities it was noted that the next meeting of the Deep Sea Group would be held on the 25th May 1988. It was suggested that any change to the Bayplan layout be withheld until a reply had been received from them. The Chairman suggested that it would be an advantage for representation to be made from this group to attend this meeting. George Lang added that as far as the Deep Sea Group were concerned everyone was welcome to attend though a different situation existed with the message sub-group. The chairman suggested that David Grey act as liaison between the two groups with specialist representation being made to the message group by 3 of this group's members. This was agreed and the following members were elected:-

N. Ianson (SAECS)
P. Mijnsbergen (Ruys)
M. Patscheck (BLG)

This composition was decided on to give a fair balance of Co-ordinating Centre, Data Processing, Message Design and Terminal Operators.

Angela Apps said that as the Deep Sea Group were quite a way down the line as far as message design was concerned it was essential that this representation be made to set up a system of cross referencing and avoid any message design conflict, especially as the Shipplanning Group were looking towards global use and the Deep Sea Group having a more insular approach.

Derek Smith asked if the group could have a clarification of the relative position of each group under the EDI Association. This was discussed and a plan of same drawn up (App 1).

The question of representation on the Short Sea Group was discussed with the agreement that FDRG would nominate Brian Atkinson to attend and report back to the Shipping group. An open discussion was held on the Bayplan Message Design presented to the ISO by SKV, it was suggested that some form of communication be had with them even though the actual age of the message could be a product of Hapag V Loyd going it alone.

4. Final Amendment to Bayplan Version 0

Various amendments to the Bayplan were suggested and a number of errors picked up all of which could easily be rectified. The use of some of the qualifiers was again raised. It was decided to raise these points (App 2) with P. Mijnsbergen when the message had been received back from the message subgroup and attend to any amendments at that stage.

5 & 6. It was decided to withdraw items 5 & 6 from the present meeting and put them forward to the message design group.

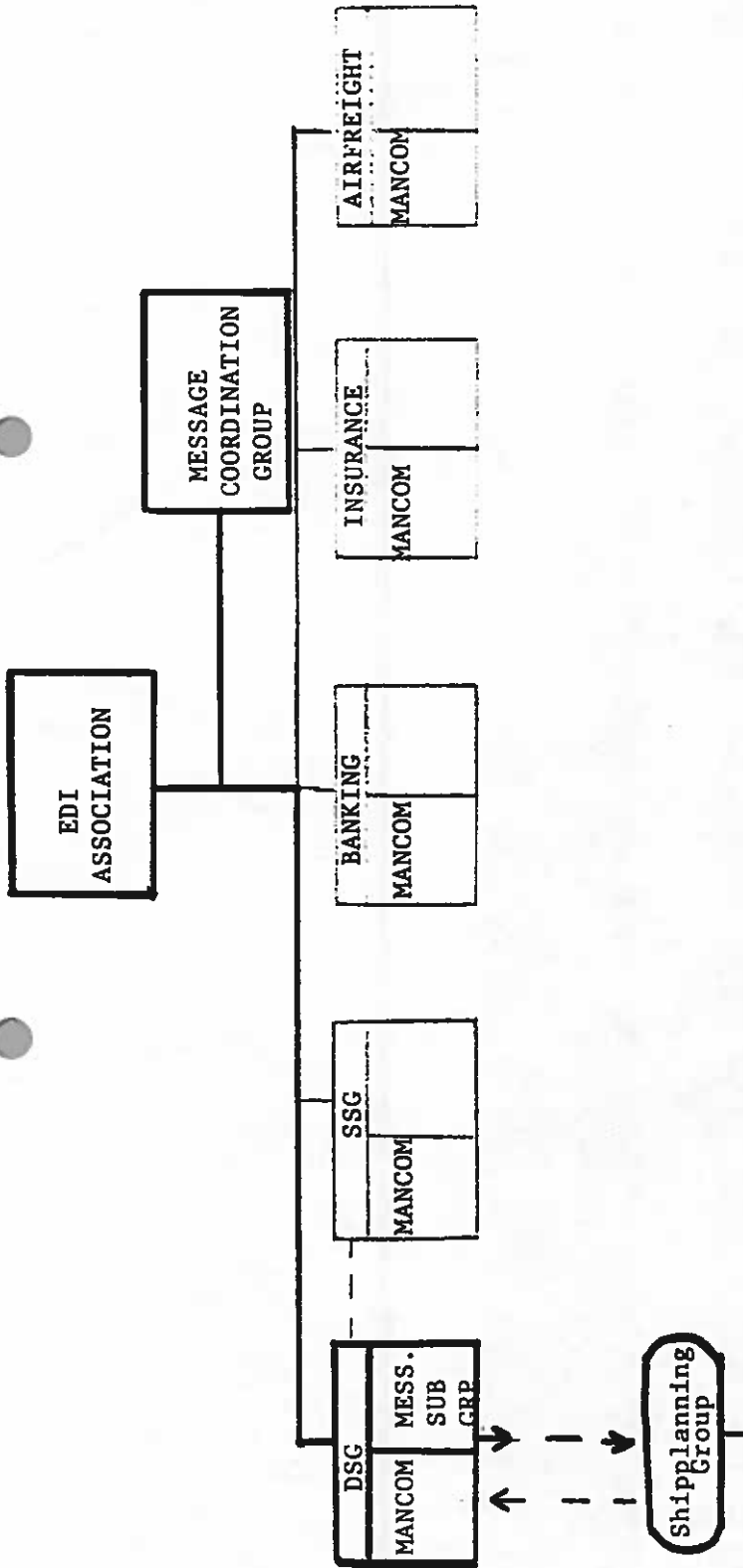
7. Any other business

Simon Spoormaker of ECT said that he was prepared to instigate an initial Bayplan transmission using the Bayplan layout. It was agreed that he would have a message constructed and sent to Felixstowe and to SAECS (care of Vanilla Flavor Company) for a report to be made back to the next meeting.

It was also suggested that an in depth discussion be held at the next meeting on communications and software.

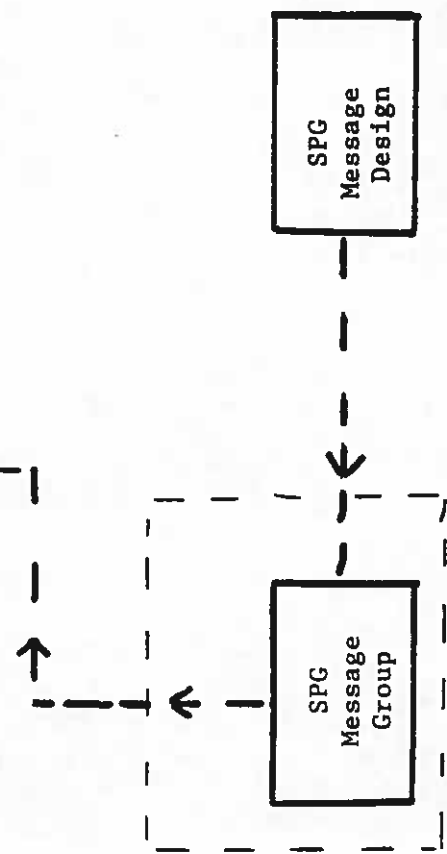
The next meeting to be held at Bremen on June 28th 1988, time to be advised.

Appendix 1.



Message Design

Nigel Ianson (Shipplanning)
 Pierre Mijnsbergen (EDI/EDP)
 Manfred Patscheck (Operational)



Appendix 1.

1. Some qualifiers differed from latest ITMS.
2. The segment 8507 was now superceeded by 8514.
3. Groups LOC, STO, MSE, to be mandatory and not conditional.
4. Group CTT to be checked as this does not agree with CTT in ITMS.
5. Equipment qualifiers in CTT (8501) to be AN 35 and not AN17.
6. Segment MSE to contain at least gross weight.
7. Groups ITT and GIB not up to date with ITMS.
8. Reference documents of segment to be ratified.