

**SHIPPLANNING MESSAGE DEVELOPMENT GROUP**  
**HELD AT HAPAG LLOYD HAMBURG 19th SEPTEMBER 1991**

The meeting was opened by Simon Spoormaker who welcomed all present, and extended apologies for members who were unable to attend.

Mr. H. Meyer welcomed the members on behalf of Hapag Lloyd and explained the schedule for the meeting.

Introductions were made all round as new attendees to the committee were present.

The agenda as advised by fax to all members, was accepted with addition of a discussion on the adoption of common networks to be introduced between items 7 and 8 as requested by mr. U. Spindel of HHLA.

**2. Announcements**

A letter had been received from TEDIS calling for tenders on open procedures and projects related to the development of EDI to be presented by 10th October 1991. The chair wished to make a proposal in this respect and requested comments from members by the 5th October 1991. The letter was copied and circulated round the meeting by mr. H. Meyer.

**3. Minutes of last meeting**

The minutes of the last meeting were agreed.

**4. Bayplan version 91.1**

At a recent meeting in Singapore members of the group had been presented with a localised version of the bayplan which Singapore proposed to present to the UN for adoption as a UNSM and use for communication with lines calling at that port. This "bayplan" was in fact a copy of an out of date copy of BAPLIE with a new name.

It was stated that all messages created under under the SMDG were freely available world-wide but should not be used or copied for presentation as a new message. It was suggested that the group write to the Edifact Board on this point and also to the port of Singapore.

The chairman announced that the BAPLIE message would attain status 1 on 19/20th september, and was the subject of one change request under the TDT segment, with the LOC segment being changed from M1 to M2 and another for the change of size and type code to type code only, as proposed by the ISO and to be officially adopted as from 1st January 1991.

This would not replace the present size and type code but would be an alternative and run in parallel to it.

The chair offered to circulate a copy of the proposal.

## 5. Bayplan User Manual

A number of questions were raised on the issue of this document version 3.1. dated 12th august 1991.

In the dimension on page 10 there was no code for indication overheight. It was stated that the intention was to use code "9" for overheight as being off standard dimension.

The positioning of RNG under TMP had been done deliberately to avoid any confusion so that RNG could only be used with TMP.

It was pointed out that the description of the message header and trailer were missing whilst the actual segments were included. It was agreed to include these in the future.

Pages 20-24 were apparently missing but it appeared that this was due to re-assignment of other pages and the manual would be renumbered in the future.

It was suggested that if an operator was not in the Bic Code that a code should be agreed with that operator.

On the question of whether it was possible to send a slot without a container number as for breakbulk cargo, it was answered that this was possible by omitting the EQD segment, though it could be seen that problems would occur with onward transmission which could cause loss of data. In effect there were plenty of options to cope with this problem but as yet no overall solution.

Gerry Endenburg thanked all present for their input to the User Manual, especially Hapag Lloyd. A new version was more or less complete and would be produced within the next 2 to 3 months.

## 6. Move Instructions

A new document had been produced and presented to the Edifact Board for adoption as a UNSM. It was in the same stage as presented to the meeting in Rotterdam and would require similar amendments as BAPLIE as mentioned earlier.

## **7. Move Instructions User Manual**

No new manual had been produced as yet due to pressure of work of P. Mijnsbergen in Nedlloyd, G. Endenburg had now agreed to take the progress of the publication further, with the time scale for presentation extended to the end of November.

It was decided to convene a sub-committee, to assist G. Endenburg in the production of this manual, similar to that convened to produce the Bayplan User Manual. Members of Hapag Lloyd, BLG and Unitcentre agreed to assist on this committee.

The sub-committee was invited to meet at Hapag Lloyd on 8th October 91 starting at 10.00 hrs.

## **8. Networks**

Dirk Steenken put forward HHLA's view in regard to the procedure to use for the transmission of the Bayplan with all parties using a common interface giving the terminals the advantage of using the same automated procedures for all shipping lines. Other terminals had a similar problem but members of the lines put forward the argument that as the customer they should have the flexibility to be able to choose the means of communication most costeffective to them.

A number of different scenarios were discussed and whilst it was thought that this was a very important subject in regards to the adoption of common standards it was far to large to continue at this meeting.

It was agreed that mr. Steenken would put forward a proposal for discussion at the next meeting.

## **9. Any other business**

At the previous meeting P. Mijnsbergen circulated a copy of a tank status message which was to be progressed at this meeting, but as no further work had been done on it was in abeyance. It was stressed by members from the lines that this information was crucial to the overall operational safety of the vessel and as such could not be ignored.

It was agreed that mr. G. Ross of MCTS would have a look at this message and produce a scenario for the next meeting.

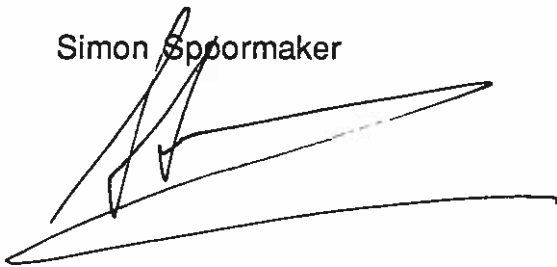
## **10. Date of next meeting**

The next meeting was arranged to be held at Hessenatie Antwerp on 3rd December 1991 in place of the originally arranged meeting at Felixstowe who would now host a meeting in March/April next year.

**11. Close**

The meeting closed at 15.00 hrs. with thanks being passed to Hapag Lloyd for their hospitality.

Simon Spormaker

A handwritten signature in black ink, appearing to be 'Simon Spormaker', written over the printed name. The signature is stylized and somewhat abstract, with several overlapping loops and a long horizontal stroke at the bottom.

**Encl.: 2** Letter to the Port of Singapore Authority  
Proposal to Brussels (TEDIS) \*

NI/SSP/TS - 18-11-1991

\* 1 copy per company

**LIST OF PARTICIPANTS OF SMDG MEETING AT  
HAPAG LLOYD HAMBURG ON 19th SEPTEMBER 1991**

<b>NAME</b>	<b>COMPANY</b>	<b>PHONE</b>	<b>FAX</b>
Frank Lehmann	Hapag-Lloyd, Hamburg	49-40-3001-2364	49-40-336432
Nigel Ianson	SAECS, London	44-71-630-1345	44-71-821-1314
Gregor G. Ross	MCTS (CMA), Cardiff	44-222-371-477	44-222-373-436
Dirk Steenken	HHLA, Hamburg	49-40-3088-3340	49-40-3088-3366
Bernd Roth	HHLA, Hamburg	49-40-3088-2481/2569	
Joop Hoogvliet	Unitcentre, Rotterdam	31-10-4237302	31-10-4950806
Roland Hohrath	G. Buss, Hamburg	49-40-3198-2170	
Derek Smith	FDR, Felixstowe	44-394-604880	44-394-604949
Tony Maynard	TCS, Tilbury	44-375-851141	44-375-855945
Jeff Maquire	TCS, Tilbury	44-375-851141	44-375-855945
Heinz Martin	Senator Linie, Bremen	49-421-3040322	49-421-302685
Karin Franke	Senator Linie, Bremen	49-421-3083351	49-421-170206
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Thomas Bartsch	BLG, Bremen	49-421-398980	49-421-398902
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