

**SHIPPLANNING MESSAGE DEVELOPMENT GROUP
HELD AT THE HARLEQUIN HOTEL AT
STANSTED AIRPORT 9th MARCH 1992**

1. Opening

At 10.30 hrs. the chairman opened the meeting and thanked our hosts, J. Maguire of Tilbury Container Services and D. Smith of Felixstowe Dock and Railway Company for their hospitality.

J. Maguire and D. Smith both welcomed the members and are satisfied with the growth of the group. The meeting is now attended by 24 people. Due to fog our colleagues from Bremen were stuck at the airport of Bremen.

Regarding the agenda the following items were added:

- Tank status message. Will be discussed by G. Ross after item 9.
- BIMCOM-presentation. Will be given by P. van Bergen at 15.00 hrs.

2. Roll Call

All attendees were invited to introduce themselves.

3. Announcements

The chairman gives a short overview of the activities of the past months. He also welcomes the new members.

4. Minutes of the meeting 3-12-1991 at Hessenatie Antwerp

There are no comments. G. Ross asks if the code for "Optional port of discharge" has already been obtained (page 3 of the minutes). G. Endenburg replies that this has not been done yet, but it will be done shortly.

There is also a request for a new updated list of members, including addresses, etc. This list will be attached to the minutes.

5. Tedis proposal

The chairman explains that our proposal was unfortunately not accepted. In the meantime we have requested the status of a **PEUG** = Pan European User Group. This request will be on the agenda of the meeting end March of MD2 of the Edifact Board.

The chairman gives a short explanation what it means to be a PEUG. Amongst other things it may increase our chances of getting funds from TEDIS. We intend to make a new proposal to TEDIS end 1992, now as a PEUG. He invites any suggestions.

P. Goodfellow suggests to make use of the services of a special bureau to make the proposal. He has some experience with such a bureau and believes it would increase our chances, because the specialists of this bureau know exactly how to present the proposal.

6. BAPLIE User Manual

G. Endenburg asks for comments to the breakbulk examples faxed to the members. One reaction has been received from J. Hoogvliet, asking for a overheight indicator. P. D'Arcy inquires about the operator of the breakbulk, which is not always the same as the operator of the eventual equipment it is loaded on.

Consequently, there are still two unsolved problems:

- a. Who is the operator of the breakbulk ?
- b. How do you recognize overheight, etc. ?

After some discussion the following was agreed:

- a. The operator of the breakbulk piece will be transmitted in the NAD-segment of group grp3, where the (trigger) EQD-segment will be qualified with a new special code to indicate that it concerns a breakbulk piece and not a container. This code will be communicated to the members as soon as possible, together with the new examples.
- b. If a breakbulk piece is overheight will be indicated by the transmission of an extra DIM-segment properly qualified. Such a DIM-segment will also be transmitted with each occurrence of group grp2 with the unit-details, if the breakbulk piece was loaded on flats/flatracks, etc.

G. Endenburg will make new examples which will be faxed to the members.

J Hoogvliet inquires about the meaning of the Hazard Identification in the DGS-segment. What codes must be transmitted here ? P. Mijnsbergen explains that Nedlloyd needs these codes for their communication with the ship. They are intended for codes for Road-transport. The terminals, however, will not be able to give these codes.

G. Endenburg will make a new version of the user Manual (version 1.4). This new version will be distributed before the next meeting.

7. MOVINS User Manual

H. Meyer explains that his colleague F. Lehmann is no longer working in this department. Therefore the maintenance of the MOVINS User Manual might be a problem for them in the coming months and he asks for understanding.

G. Endenburg hands out a documentation set with a new structure for MOVINS. This new structure is necessary for two reasons:

1. The trigger segment of group grp3 (LOC) must be M1 (and not M4).
2. The nested RNG-segment under the TMP-segment is no longer acceptable.

Also included in this documentation set are a number of examples with cell-positions, ranges of cells, etc.

In the examples a range of cells is indicated by giving the upper left corner and the lower right corner. U. Spindel refers to the minutes of last meeting, page 4, where it is stated that such a range will be indicated by giving the bottom left cellposition and thereafter the upper right cellposition.

G. Endenburg agreed that the examples are incorrect in this respect and he asked the members to change the examples.

Further comments on the documentation set must be given to G. Endenburg before April 15 1992.

8. Test results BAPLIE (incl. datacom)

D. Steenken gives a presentation about the results of the questionnaire about the data-communication possibilities. He has received no replies from the Shipping Lines, only from the Terminals.

D. Steenken proposes to come to an agreement about the datacom between the terminals and between shipping lines and terminals. In his opinion the datacommunication must be entirely automated and error-free, without any human intervention.

This also means that it must be on the basis of electronic mailboxes, viz. you get a bayplan file from your own mailbox and you place a bayplan in the mailbox of the recipient. Such a mailbox system is very simple to use, whereby the planners of the terminal donot have to enter filenames, etc. in order to obtain the file. Such a proces can be automated entirely.

In a first reaction N. Ianson explains that a bayplan through the GEISCO system would cost about £. 25.--, whereas he now pays only about £. 2.-- for the same bayplan through a dial-up telephone line with modems.

Most attendees agree that it will be difficult for the lines to accept such a single network, especially when the lines have already chosen for another network or even operate their own network.

Nevertheless, it is recognized that the data-communication must be automatic and without problems for the planners, who are not trained to solve such problems.

The Shipping Lines will still fill in the questionnaire and send it to D. Steenken of HHLA.

The BAPLIE message is now in use since the beginning of January between EacBen and ECT and between TSA (Nedlloyd, CGM, MISC) and ECT. So far the functionality of the message appears to be adequate and hopefully more terminals will start using the message shortly.

U. Spindel has had some problems with the fact that an Edifact message may not contain Carriage Returns and Linefeeds (CR/LF). Such characters are not allowed. Some computersystems have problems, since a CR/LF indicates the end of a record. Therefore some (software) systems produce a CR/LF after each segment.

Most of the attendees, however, agreed that CR/LF characters must not be transmitted. Not only is it against the rules, but it also generates a lot of overhead, bearing in mind that a bayplan-message may have upto 10.000 segments, where the CR/LF characters alone would be 20 KB.

9. Singapore

G. Endenburg hands out copies of the correspondence with PSA. PSA has given us a list of questions, which must be dealt with soonest possible.

It was agreed that G. Endenburg, together with P. Mijnsbergen of Nedlloyd will draw up an answer to the questions. This answer will be faxed to the members for approval. All agreed that Singapore is a very important port for many shipping lines and it is therefore necessary for us to reply to all questions of PSA, so that they will be able to start using the message.

10. Tank Status Message

G. Ross asks the group if he can proceed with this message. It was again stated that such a message would be of importance for the communication between the ship, the line and/or tonnage center. The terminals are not involved.

It was agreed that such a message will be developed by a sub-committee lead by G. Ross, under the SMDG-umbrella.

Since the message contains more than just the contents of the tanks a better name should be selected.

11. SITA Network Presentation

Mr. John Johnson of Scitor gave a presentation about the organisation of SITA/Scitor and what they are doing at the moment. A documentation set was handed out to the attendees.

12. BIMCOM Network Presentation

Mr. Phil van Bergen of BIMCOM gave a presentation of the BIMCOM organisation and possibilities. A documentation set was handed out, including a list of costs.

13. Discussions/any other business

No other business was discussed.

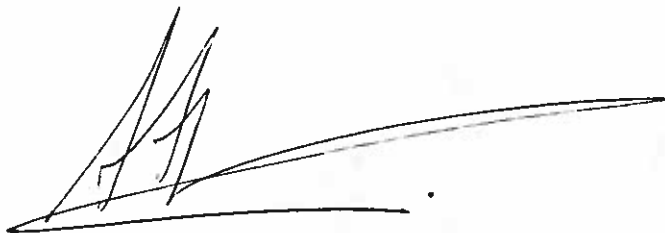
14. Proposal next meeting

Mr. D. Steenken of HHLA invited us to Hamburg for the meeting on June 11th.

Mr. A. Magrassi of Sistemi & Telematica Genoa invited us to Genoa on September 25th.

15. Closing

The chairman closed the meeting at 15.45 hrs. thanking all for their presence. He also thanked our hosts TCS and FDRC for their hospitality.

A handwritten signature in black ink, consisting of several overlapping, stylized lines that form a cursive or shorthand representation of a name. The signature is positioned above a horizontal line.

**LIST OF PARTICIPANTS OF SMDG MEETING IN
THE HARLEQUIN HOTEL AT STANSTED AIRPORT ON 9th MARCH 1992**

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