

Minutes SMDG held at the premises of STPG GENOA on 25th September 1992

1. OPENING

The chairman opens the meeting at 10.20 hrs.

Mr. A. Magrassi welcomes all participants on behalf of STPG Genoa in the "Sala dei Capitani" in the Palazzo san Giorgio of the Port Authorities (PA) of Genoa. The President of the PA welcomes the participants on behalf of the Port Authorities of Genoa. He stressed the growing importance of intermodal transport and the role of EDI in this. He explains that Genoa has access to all modes of transport. Mr. E.B. Cereghino, Director of STPG, also welcomes the participants, explaining the expertise of STPG in the field of software for ports, shipping agents and terminals. Mr. Magrassi gives presentation of the kind of systems STPG developed and invites the participants for demonstrations after the meeting.

The agenda was adopted.

2. ROLL-CALL

All 25 participants are invited to introduce themselves to the group.

3. ANNOUNCEMENTS

The chairman has following announcements:

- Special welcome to the new members of Japan, Singapore, Saudi Arabia en Le Havre.
- Anzecs has formally withdrawn from SMDG. Reasons unknown.
- Hanjin Korea will participate next meeting.
- Sea-Land will participate next meeting.
- WP4 of the Edifact Board will have a meeting this week, where BAPLIE will be approved for status 2 in March 1993.
- Movins was discussed during the meeting of the Joint Rapporteurs Team (Worldwide Edifact Rapporteurs) at Oslo in September. The US-people proposed to combine BAPLIE and MOVINS.

Mr. Spoomaker convinced them that the functionality of MOVINS is different from BAPLIE, so that a different message will be necessary. It was agreed, however, that MOVINS will be a joint development within the Edifact Board.

4. Minutes of last meeting (23rd June 1992 at Hamburg)

Page 2, item 6b: replace "Stowage material" by "Lashing material".

5. Pan European User Group (PEG)

The chairman announces the following:

Our application for the status of PEG has been delayed. Obviously the Edifact Board is very careful with such a status. The chairman of a PEG is entitled to a vote in WP4 at Geneva. There are no reasons to deny our application and we may expect the status to be approved in October 1992.

6. TEDIS

The chairman reports the following:

We have not received a reply on our second application for funding from the EEC. Members will be notified of a decision.

7. BAPLIE User Manual version 1.4 (0692)

Open items of last meeting (Hamburg 230692).

(Reference to the minutes of last meeting)

Item 6a: Old and new location of restows and shifters: This has been declined.

Item 6d: User Manual will be amended to include data element 0032 "Communications Agreement Identification" in the UNB-segment (for routing purposes). The secretariat still waits for the address-info in the UNB-segment from all members.

Other items discussed:

Off-standard measurements, like Overwidth left, overwidth right, etc.:

This information is always relative to the unit and not to the ship. If a unit is overwidth of the right side, this means on the right side looking at the frontdoors of the unit. Normally, if the unit will be loaded with the doors to the after of the ship, the unit will therefore be overwidth on the right (starboard) side of the ship as well. However, if by exception a unit must be loaded with the doors to the front of the ship, the overwidth side of the unit will obviously be to the left (port) side of the ship.

TMP-setting:

Question is what to do if the setting is unknown: It was decided to enter the average between the minimum and the maximum temperature of the range in the setting. Example: Temperature range is: minimum -22, maximum -18. The setting (if unknown) can then be entered as -20.

For other items regarding the BAPLIE User Manual please see item 11 (PSA Remarks).

8. BAPLIE test results

- a. Unitcentre: Some problems with GEIS-software, which appears to need UNA, UNG and UNE segments. GEIS must change software, since these segments are not mandatory and not part of the message.
- b. HHLA: Problems mainly with the quality of the information (incorrect container numbers, etc.). Also bayplans arrive too late.
- c. TSA: Some systems force a Carriage Return/Linefeed (CR/LF) after each 80 characters. This presents a problem for them. CR/LF are not valid EDIFACT characters and should not be included in the message anywhere. The terminals in Japan are not familiar with the message yet. (Mr. Okamoto of Mitsui OSK Lines explains that a new group will be formed in Japan in December to promote the use of EDIFACT in shipping). TSA also likes to know the situation in Le Havre. (Mr. Chenebaux of CNMP explains that they expect to start with Hapag Lloyd in October/November).
- d. Hessenatie: Sometimes they receive a bayplan message with unexpected cellpositions, viz. these positions are unavailable on the layout in their ships library. Hessenatie also have a problem with compressed messages (zipped), as this is a typical PC-application, whilst they run their software on mainframes.

9. **MOVINS User Manual version 1.2 (0892)**

J. Hoogvliet (Unitcentre) presents the latest User Manual. Various items were discussed.

Members are invited to study the manual, discuss it with operational and computer technicians and to send their remarks to J. Hoogvliet or to the secretariat.

During next meeting this manual will be discussed again in depth.

P&OCL, Nedlloyd and SAECS intend to use this message in the near future.

10. **TANSTA User Manual version 0.0 (0892)**

G. Ross presents this manual and invites participants to give their comments. One participant suggests to include empty tanks as well. It was decided to install a special sub-committee for further development of this message. This sub-committee consists of G. Ross (MCTS), S. Barraclough (P&OCL), B. Alblas (Nedlloyd) and O. Holmberg (TKAB).

The results of the sub-committee will be presented during the next meeting.

11. **PSA remarks on BAPLIE and MOVINS**

Mr. Ang Chong Hoat (PSA) gives a presentation of the situation at PSA Singapore and how they envision the future of shipplanning. After receipt of a BAPLIE message and a MOVINS message the shipplanning system will automatically plan the ship and direct the operation. Thereafter the BAPLIE message will be transmitted to the Shipping Line. This could be a more or less automated system. PSA now handles about 1000 ships per month and they expect this number to raise to 2000 per month in the near future. Such large quantities can only be handled in an efficient way with automated systems. PSA expects EDI to play a very important role, whereby the EDIFACT messages of the United Nations are recognized as the worldwide standard. Consequently they propose to take on the role as a regional leader in the field of EDI and standards.

With respect to the messages PSA has a number of questions and recommendations which were discussed in length (see also PSA letter of 21st September 1992 as distributed during this meeting:

BAPLIE

- a. Container special details
PSA was invited to explain reasons for this request, PSA will revert later.
- b. Container stow sequence
All members are invited to discuss this item with their operational managers. Is it necessary to include a data element indicating the stowage sequence if multiple object (units, flats, etc.) are loaded in one cell-location ? If so, are the terminals able to give the sequence, now or in the future ?
- c. Unique identification for breakbulk
After some discussion PSA agreed to drop this request, since they will be able to allocate such identification in their own computersystem.
- d. BAPLIE implementation strategy
This item concerns the question of how to deal with amendments to earlier messages. At this moment BAPLIE messages are transmitted only once. Should information in this message be incorrect a complete new message must be transmitted. The message, however, can also be used to transmit corrections only, using the facilities of the BGM-segment, as explained on page 3 of the User Manual. It is up to the individual partners to use this facility or not.
- e. ISO size-type
At this moment only known ISO-codes may be used in a 4-digit data element. Since this 4-digit code does not cater for the new types of containers (e.g. 48-foot containers) other arrangements must be made. The new ISO proposal (ISO 6346) for size-type codes, however, does include all types and sizes but needs 8 characters. The chairman explains that a Change Request (CR) has already been submitted to the Edifact Board to change the format of data element 8155 (Equipment size and type identification) from AN..4 to AN..10. In due course the manual will be amended accordingly.
- f. Port of final destination
PSA recommends not to transmit the port of discharge as the port of final destination, since this would result in wrong planning. The Shipping Lines and their agents are requested to ensure correct information in these elements.

- g. Repetition of cell location
A cell location with a normal height container may only be transmitted once in a message. All agreed that modern shipplanning systems should now allow duplicate cell-locations for normal height containers.
- h. Confirmation of requirements
This topic was discussed by the various participants. No final conclusion was reached.
- i. Reason for feeder format
PSA does not use a special format for feeder ships. The European terminals, however, explained that feeder ships in this area do use a different numbering system for cell-locations.

Finally PSA intends to enforce BAPLIE with all Shipping Lines by July 1993.

MOVINS

- a. Segment LOC in group 1
Increase occurrence to 99 to cater for port rotation. This was accepted. New qualifiers will be worked out for such rotation and presented to the members on or before the next meeting.
- b. Segment group 1
This group should only be transmitted once. Message structure will be amended accordingly.
- c. Estimated draft, GM value, Long/Vert Moments
this will be worked out by the MOVINS-sub-committee (Unitcentre).
- d. Special handling details
Such codes will be worked out by the MOVINS-sub-committee as well. The codes must be transmitted in FTX-segment as coded free text.
- e. Identification of kill slot, void cell and high laden reefer
The participants agreed that such information is not necessary.
- f. Implementation strategy
This complicated subject will be discussed again during the next meeting.

- g. PSA prefers pre-stow instruction by cell and not by ranges
PSA argues that automated shipplanning systems will easily handle pre-stow instructions cell by cell, instead of having to compose and de-compose ranges of cells. Most participants thought this might be correct and they will discuss this at home with operational and computer technicians. This will be discussed again during next meeting.

We thank PSA for their constructive remarks, which will lead to a better message.

12. List of users of BAPLIE

All participants (all members) are requested to inform the secretariat if they can accept and transmit BAPLIE and with whom they are actually exchanging BAPLIE at this moment.

13. Intracon Messages

The chairman explains that the Intracon Messages are a generic set of transport messages to be developed by a Joint Committee under the auspices of the Edifact Board (worldwide). The Intracon Messages are messages concerning the loading and discharging of ocean vessels and pre- and oncarriage by feeder, barge, rail or truck. The messages are intended to be exchanged between all parties involved, like Container Terminals, Liner Agents/Shipping Lines, Forwarding Agents, Transport Companies, Customs, Importers/Exporters.

The existing ANSI/X.12 messages will be incorporated in view of the merger of X.12 and Edifact in 1995. The working party will have a global scope and will be headed by S. Spoomaker. First presentation is expected in December 1992.

14. Other messages

G. Endenburg proposes to develop messages like TDR (Terminals Departure Report) and TPR (Terminal Performance Report). Most participants think that a TDR will no longer be required if BAPLIE is being transmitted. A TPR, however, is a very complicated report and standardization of this report in an EDI-message will be of great help. It was decided to form a sub-committee. G. de Ceuster (Hessenatie and G. Endenburg (ECT) will work out a first proposal for next meeting.

15. Other Business

- G. de Ceuster; What impact will Intracon have on existing messages of SEAGHA and INTIS (Local community systems in Antwerp and Rotterdam).
- S. Spoomaker; Intracon is worldwide/international. If SEAGHA and INTIS want to comply with standardization they should use Intracon messages as soon as these messages are accepted and stable.
- D. Cook; GEISCO wishes to give a presentation to SMDG-members.
- H. Okamoto; PSA still use their own internal codes for the classification of dangerous goods. The participants agreed that only UNDG-codes should be used in the message.
- A. Alblas; Is a Japanese version of the BAPLIE User Manual available ?
- H. Okamoto; Yes, it is available from the Japanese Chamber of Shipping.
- J. Hoogvliet; Should a standard Interchange Agreement be included in the User Manuals ? Hapag Lloyd has made such an agreement and we agreed to put this on the agenda of next meeting.
- J. Lincoln; We may have a perfect message, but if the datacommunication cannot be established nothing can be done. He suggests to form a pressure group in order to get inter-connection and a proper and acceptable tariff structure from international networks.
- Mrs. Wong Sow Kham; Can we include a list of codes for Shipping Lines and Operators in the User Manual ? PSA is invited to create such a list and present it on or before the next meeting.

16. Next meetings

The SMDG will now have 4 meetings per year; in January, April, June and September. We have invitations from Jeddah for September, Cardiff in April, Southampton in June.

SMDG

Shipplanning Message Development Group

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We still have no venue for the next meeting of 15th January 1993.

N.B. In the meantime we have been invited by O. Holmberg of TKAB Malmo Sweden for our January meeting, for which we thank him !

17. Closing

The meeting was closed at 17.40 hrs. and the chairman thanked all participants for their presence and support.

P.S.

In the meantime we were complimented by several members and other experts for our professionalism, efficiency and effectivity resulting in a good workable message, which is now being used throughout the world. We are an example for various other development groups.

**LIST OF PARTICIPANTS OF SMDG MEETING HELD AT THE
OFFICES OF STPG GENOA ON 25th SEPTEMBER 1992**

NAME	COMPANY	CITY	COUNTRY
Mr. A. Chenebaux	CNMP	Le Havre	France
Mr. D. Cook	Contship	Ipswich	United Kingdom
Mr. O. Reslow	EACBEN	Sevenoaks	United Kingdom
Mr. G.J. Endenburg (Secretary)	ECT	Rotterdam	Netherlands
Mr. S. Spoomaker (Chairman)	ECT	Rotterdam	Netherlands
Mr. B. Atkinson	FDRC	Felixstowe	United Kingdom
Mr. W.D. Retzko	Hapag Lloyd	Hamburg	Germany
Mr. G. de Ceuster	Hessenatie	Antwerp	Belgium
Mr. H. Goller	HHLA	Hamburg	Germany
Mr. U. Spindel	HHLA	Hamburg	Germany
Mr. G.G. Ross	MCTS	Cardiff	United Kingdom
Mr. H. Okamoto	Mitsui	Tokyo	Japan
Mr. J.V.C. Lincoln	MTI	Jeddah	Saudi Arabia
Mr. A. Alias	Nedlloyd	Rotterdam	Netherlands
Mr. S. Barraclough	P & OCL	London	United Kingdom
Mr. Ang Chong Hoat	PSA	Singapore	Singapore
Mrs. Wong Sow Kham	PSA	Singapore	Singapore
Mr. N. Ianson	SAECS	London	United Kingdom
Mr. D. Smith	SCT	Southampton	United Kingdom
Mr. A. Magrassi (Host)	STPG	Genoa	Italy
Mr. T. Maynard	TCS	Tilbury	United Kingdom
Mr. J. Maguire	TCS	Tilbury	United Kingdom
Mr. O. Holmberg	TKAB	Malmo	Sweden
Mr. A. van Doren	Unitcentre	Rotterdam	Netherlands
Mr. J. Hoogvliet	Unitcentre	Rotterdam	Netherlands