

MINUTES OF THE SMDG MEETING AT THE UNIVERSITY OF WALES CARDIFF MAY 6-7, 1993

FIRST SESSION

1. Opening

The meeting was opened by the chairman at 11:00 hrs, May 6th, 1993.

Greg Ross, as co-host, welcomes all members at the University of Wales at Cardiff.

Representing our host, Dr. Brian J. Thomas of the Department of Maritime Studies, University of Wales College of Cardiff, also welcomes the members. In his speech, Dr. Thomas speaks about the speed of the developments in the Shipping Industry, of which the work of SMDG is an example. Furthermore Dr. Thomas expresses his special interest in our efforts to standardize the Terminal Performance Report. Especially standardization of terminology and definitions in this respect must be considered to be of crucial importance and, should we (SMDG) succeed in this respect, we shall have done a "great service" to the industry, so he believes. Finally Dr. Thomas wishes us a pleasant and fruitful meeting, whilst he welcomes further contacts with our group.

2. Agenda

The subject "Breakbulk" must be added to item 8 of the agenda (BAPLIE User Manual).

No further amendments to the agenda.

3. Introduction of participants

All participants gave a short introduction of themselves and the company or organization they represent.

4. Announcements by the chairman

1. BAPLIE/BAPLTE were upgraded to status 2 by the Joint Edifact Board in march 1993. BAPLIE is now probably the most used message in the world.
2. MOVINS: We expected status 1 in march 93. The Pan American Edifact Board stopped this, since they proposed to integrate MOVINS with BAPLIE. In San Fransisco it was now definitely agreed to make two separate messages, BAPLIE and MOVINS. MOVINS will get status 1 in september 1993 and status 2 in september 1994. The San Fransisco resolutions were distributed during the meeting.
3. FEPORT: A letter from FEPORT to SMDG was distributed during the meeting. Members are requested to read the proposal by FEPORT.
4. The chairman has attended a Joint Edifact Board meeting in San Fransisco. He met there with the chairman of TOPAS (Terminal Operators, Port Authorities Sub-committee), who represent more than 40 ports in the US. They are still using ANSI X.12 messages, of course, but we may expect them to use EDIFACT in the near future. The TOPAS chairman invites SMDG members for a meeting in New York in october.
5. The "Container Messages" (previously known as Intracon messages) have now been integrated and there is worldwide consensus about them.
6. There is a separate version of the BAPLIE User Manual: "Japan Version". This manual is based on the SMDG User Manual. All participants agreed that a recommendation should go out to our colleagues in Japan to use only the SMDG User Manual. The same is applicable to the developments in Australia/New Zealand, where also a separate user manual is being distributed.

5. Minutes of the meeting at Malmoe 14-15 jan 1993.

The minutes were approved.

6. TEDIS Proposal

The chairman informs that a third attempt is being made to obtain some compensation for SMDG work from the EEC Brussels, the so-called "TEDIS proposal". As soon as we have more news we shall inform the members.

7. BAPLIE (Bayplan message)

BAPLIE has now been upgraded to status 2. Consequently this is a stable message. It is based on the 91.1 directory and it is up to us to decide if we want to upgrade it to 92.1, with differences particularly in the TDT, GDS and LOC segments.

Most members agreed that there are no functional advantages to upgrade to 92.1 and considering the work to be done by all in upgrading the message it was decided not to upgrade the message and leave it in 91.1.

8. BAPLIE User Manual version 1.5 (0593)

The following items are still unclear in the manual:

- a. LOC-segment (grp2):
Element c517.e3055 (Code list responsible agency).
Code "5" indicates ISO-format, whereas "ZZZ" represents all other formats.
It was decided to amend the description of "ZZZ":
Now reads: "ZZZ" (Feeder or Ro/Ro-format)
Should read: "ZZZ" (Non-ISO format)

- b. DGS-segment (grp4):
Element c234.e7124 (UNDG Number).
Some members wish to emphasize the fact that the UN-number can not always be transmitted. This element should therefore not be mandatory.

- c. MEA-segment (grp2):
Element e6311 (Measurement application qualifier).
Additional qualifier allowed: "TAR" (tareweight).

Element c174.e6314 (Measurement value).
Amended description (in full):
With qualifier "WT": the actual grossweight of the equipment plus its contents in kilograms.
With qualifier "TAR": the actual grossweight of the equipment only.

- d. Breakbulk shipments:
All participants agreed that representation of breakbulk in the message is still unclear. After some discussion it was decided to give more examples in the manual. A sub-committee was formed by the following members: Jan H. Haul, Olle Holmberg, Wolf Retzko. They will work out further examples and descriptions, including an example of more parcels on one unit. The secretariat will distribute these to the members and include the examples in the next version of the manual.

- e. FTX-segments:
Contents of FTX segments present a special problem: In mapping to inhouse files room must be reserved for free text. The question is: How much?
In theory every grp2 could contain 9 FTX-segments with each 5 lines of 70 characters of text. Furthermore each grp4 could contain 1 FTX segment of 5 lines of 70 characters. Grp2 could contain 999 times grp4. The maximum number of characters per grp2 should then be 352800 bytes (352 KB). If the message contains data for 2000 containers a maximum of 704 Megabytes should be reserved for free text of one message only. Obviously some agreement must be made to limit the number of characters that can be expected. After some discussion it was agreed, as a general rule, to limit the number of characters per FTX-segment (thus per cell-location or per container) to 20 characters. The remarks in the User Manual (page 16) will be amended as follows:
Remarks: The use of this segment must be agreed between partners.
In principle the number of characters for this segment is limited to a maximum of 20, unless otherwise agreed between partners.

Nigel Ianson (SAECS) emphasized that SAECS will definitely need more than 20 characters. SAECS will negotiate with their partners about this.

- f. TMP-segment:
Element c239.e6712 (Temperature setting).
Description in the User Manual will be amended as follows:
Actual temperature setting at which the cargo has to be store or is to be transported.
- g. A document was distributed by Jan Haul (Hanjin) containing requests for the following amendments in the BAPLIE User Manual. These requests were discussed during the meeting.

A. Shifting Container Information

Previous cell position also to be included in the message:

This item was discussed before and turned down at the time for the following reasons:

1. Your own planning system must know the previous location
2. The bayplan message is a status message, giving only data about the status (not the history).

B. Delivery type

This appears to be a special requirement for the US-trade, whilst no other member seems to have such a requirement. The nature of the data suggests it belongs in the manifest. Anyhow, it was suggested to use the FTX-segment for this data, if the bayplan must be used. Consequently it must be agreed between partners.

- h. There was a discussion about the scope of the User Manual: What data elements are mandatory and why describe data elements nobody is using. It was concluded that the manual does not make perfectly clear how to look at this manual. Greg Ross offered to write a small section explaining this and to distribute this on the second day of the meeting.

9. BAPLIE experiences

The following problems with the message were encountered:

a. Reefer containers:

The message structure suggests that for reefer containers always a TMP-segment must be transmitted, plus eventually an RNG-segment. The TMP-segment contains the temperature setting and the RNG-segment contains the minimum and maximum temperatures. Some members had a problem with a message containing only the RNG-segment, without the TMP-segment. This is allowed, but caused some confusion. A recommendation is made to always transmit the TMP-segment.

b. Remains on board

In some occasions data for ROB-cargo (remains on board cargo) was not kept by the terminal for retransmission to the next port. This was usually caused by incomplete mapping of the data to the inhouse file (data you do not need in your internal system you do not have to map!).

It was decided that data for "remains on board" cargo should always be re-transmitted to the next destination, without alterations, additions or deletions. Consequently the terminals should make provisions for all data elements described in the User Manual, whereby the FTX-segment may only contain upto 20 characters (unless agreed otherwise).

10. MOVINS (Stowage Instructions message)

J. Hoogvliet explains the situation with this message. The integration of MOVINS with BAPLIE appears to be impossible without changing the structure of BAPLIE. The chairman therefore successfully convinced participants of the Joint Edifact Board meeting in San Fransisco to allow separate developments.

Reasoning as follows:

- a. BAPLIE and MOVINS have two distinct functions: BAPLIE is status information, MOVINS gives movement instructions.
- b. BAPLIE has now been implemented throughout the world and is finally stable. It is our wish to keep this message stable for some time in order not to disturb the implementation process.
- c. There is no business need to integrate/combine the messages.

11. MOVINS User Manual Version 1.4 (0593)

J. Hoogvliet distributed the new user manual to all members earlier. He now explains contents of the manual.

The first session of the meeting was closed at 17:30 hrs, May 6th, 1993.

SECOND SESSION

The second session of the meeting was opened at 09:00 hrs, May 7th, 1993.

12. TPFREP (Terminal Performance Report)

G. Endenburg explains the setup of this message. The following material was used for the design of the message and user manual:

<u>Source</u>	<u>Description</u>
ECT	Various TDR/TPR/TOR examples
SAECS	TPR examples
Hessenatie	Description of requirements
Senator	TOR: Description of requirements, example forms
MTL HKG	Example Terminal Sailing Report
HHLA	Example Departure report, TPR
Unitcentre	Example TPR
LaSpezia	Example TPR
BLG	Example TDR/TPR

Going through the segments there were many questions about the definitions of the codes used. It was decided to compile a proposal with codes, defintions and descriptions. A sub-committee was formed by the following members:

Peter D'Arcy

Nigel Ianson

Mike Cashman

They will send a proposal to the secretariat for distribution.

A new version of this message will be presented before next meeting.

The chairman was requested to ask UNSM for this message (TPFREP).

13. TANSTA (Tank Status Message)

G. Ross distributes the latest version of the User Manual. There are no further questions.

Also for this message UNSM must be asked from MD2, WEEB.

14. Datacommunication and networks

After some discussions about requirements and costs it was decided that a sub-committee must be formed with the following tasks:

- determine requirements (terminals/lines)
- what are the reliability expectations
- what are the possibilities resp. problems (by country)
- compare costs
- how much are we prepared to pay

The sub-committee will be formed by the following members:

John Lincoln
Anton van Doren
Corrado Cau
Ulrich Spindel
Brian Atkinson
Maureen Edwards
Gerry Endenburg

15. INTRACON

S. Spoormaker gives presentation of the Intracon messages, history, future, etc.

Some documentation has been distributed to the members.

Full message specifications can be expected by september 1993.

Question for SMDG-members:

Do we adopt these messages?

If so, will we distribute the user manuals 'as is' (made by Intis Rotterdam) and accept the fact that we cannot change these manuals ourselves, or, shall we make our own user manuals (SMDG style), with the option to change them whenever we want?

Note: The number of messages under control of SMDG is growing and so are the costs for the secretariat. Hopefully the EEC will support our work with some funding. If, however, our proposal will not be accepted, then we have to look at the costs of the documentation and distribution of same.

16. Interchange Agreements

Some examples of Interchange Agreements are now available.

The question is: Do we need a separate Interchange Agreement?
Alternatively certain relevant conditions could be added to the general conditions of the stevedoring companies, in the form of an addendum.

No decision could be made. Also here a sub-committee will be formed to work out a proposal in this respect before the next meeting.

This sub-committee will be formed by:

Friedrich-Franz Schwarz
Joop Hoogvliet
John Swindells
Wolf Retzko
Brian Atkinson
Frans Jol

17. Other Business**A. FEPURT**

The FEPURT organization has contacted SMDG with a request make a special effort for shortsea shipping lines. Obviously further explanations are needed and it was decided to continue discussions with FEPURT. SMDG will nominate Jeff Maguire, Ron Robinson and Simon Spoormaker to negotiate with FEPURT. (See letter from FEPURT).

B. MOVINS

Joop Hoogvliet will work out a new version of the MOVINS User Manual, incorporating the new requirements as discussed during this meeting.

C. BAPLIE

Greg Ross distributes the text of a additional section to be added on page iii in chapter 1 (GENERAL). This clarifies the basic principles of the use of the User Manual. Any comments should be communicated to the secretariat or to G. Ross.

18. Next meeting

Considering the invitation by TOPAS for New York and the importance of getting the people from USA, Canada and other Pan-american countries involved, it was decided to have our next meeting in New York, possibly together with TOPAS.

19. Closing

The chairman closed the meeting at 12:20 hrs, May 7th, 1993.

User Group for Shipping Lines and Container Terminals
SMDG meeting 6-7 may 1993 at the University of Wales at Cardiff/Wales
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Total 44 persons

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