

User Group for Shipping Lines and Container Terminals

31-08-94

SMDG-CONFERENCE - HELSINKI - SEPT.94

AGENDA

21-SEP-1994 and 22-SEP-1994

- | | | |
|--|-------------------|-----------------------------------|
| 0. ✓ Opening | 21-SEP-1994 09:30 | Chairman |
| 1. ✓ Welcome introduction | | Finnsteve |
| 2. ✓ Conference Administration | | Finnsteve |
| 3. ✓ Roll-Call Introduction | | All |
| 4. ✓ Adoption of the agenda | | All |
| 5. ✓ Notes from the chairman/secretary | | |
| 6. ✓ Minutes of meeting 9-10/3/94 Southampton | | Secretary |
| 7. ✓ BAPLIE User Manual version 2.0.3 | | Gerry Endenburg |
| 8. ✓ BAPLIE experiences | | All |
| 9. MOVINS User Manual | | Joop Hoogvliet |
| 10. ✓ TPFREP User Manual | — Thursday 09.00 | Peter D'Arcy |
| 11. ✓ TANSTA progress | | Greg Ross |
| 12. ✓ Status Container Messages + USER MANUALS | | Simon Spoormaker |
| 13. Data Communication and networks | 10.00 | John Lincoln |
| 14. Interchange Agreements | 10.30 | Fr.Fr. Schwarz |
| 15. ✓ SMDG 1995, GOALS, MILESTONES, ETC | | Chairman |
| 16. Mediterranean developments | | Frans Jol |
| 17. Next venue Salerno/Italy 15-16/3/95 | | Frans Jol
Nicola Cannavaciuolo |
| 18. Volunteers for meetings SEP-95, MAR-96 | | Chairman |
| 19. Final Closing 22-SEP-1994 12:00 HRS | | Chairman |

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**SMDG MEETING 21. - 22.09.1994 IN HELSINKI
FINNSTEVE OY AB
SEASIDE HOTEL**

PRE-ANNOUNCEMENT MADE SO FAR BY

BLG BREMEN	F.F. SCHARZ	20. - 22.9.1994
BLG BREMEN	THOMAS BARTSCH	20. - 22.9.1994
COSCO HAMBURG	XUN CAO	20. - 22.9.1994
COSCO HAMBURG	Q.Y. YANG	20. - 22.9.1994
DUBAI PORTS AUTHORITY	DAVID HAWKER	20. - 23.9.1994
EUROKAI HAMBURG	DR. JEHL	20. - 22.9.1994
EUROKAI HAMBURG	K. BIEHL	20. - 22.9.1994
FDRC FELIXSTOWE	BRIAN ATKINSON	20. - 22.9.1994
HANJIN HAMBURG	JAN HAUL	20. - 22.9.1994
HANJIN HAMBURG	MR. POTTER	20. - 22.9.1994
HESSENATIE ANTWERP	GUIDO DE CEUSTER	20. - 22.9.1994
IHLA HAMBURG	ULRICH SPINDEL	20. - 24.9.1994
IHLA HAMBURG	HEINRICH GOLLER	20. - 24.9.1994
JOCO HAMBURG	LAWRENCE CABELL	20. - 22.9.1994
LA SPEZIA CONT.TERM.	FRANS JOL	20. - 25.9.1994
LA SPEZIA CONT.TERM.	CORRADO CAU	20. - 22.9.1994
LISCONT LISBON	J.R. WAGNER	17. - 23.9.1994
MITSUMI OSK TOKYO	HIDENORI OKAMOTO	20. - 22.9.1994
MITSUMI OSK TOKYO	JOSEPH HORI	20. - 22.9.1994
JAPANESE SHIPOWNERS...	YUICHI SONODA	19. - 22.9.1994
MTI JEDDAH	JOHN LINCOLN	20. - 22.9.1994
PORT OF TILBURY	RON ROBINSON	20. - 22.9.1994
SAECS LONDON	NIGEL IANSON	20. - 22.9.1994
SAECS LONDON	MR. KENNEDY	20. - 22.9.1994
SALERNO CONT.TERM.	NICOLA CANNAVACIUOLO	20. - 23.9.1994
SALERNO CONT.TERM.	FRANCESCO PIVETTA	20. - 22.9.1994
SCT SOUTHAMPTON	DEREK SMITH	20. - 22.9.1994
SCT SOUTHAMPTON	DEREK DUBBER	20. - 22.9.1994
TCS TILBURY	JEFF MAGUIRE	20. - 22.9.1994
NORASIA SERVICE SA	UWE FRANZEN	20. - 22.9.1994
TRADEGATE AUSTRALIA	BARRY KEOGH	20. - 24.9.1994
SOMOTRANS MARSEILLE	CHRISTIAN FABRY	20. - 22.9.1994
SOMOTRANS MARSEILLE	JOSEPH SILVAN	20. - 22.9.1994
AUSTRALIAN CHAMBER	KARL ZLOTKOWSKI	20. - 22.9.1994
HAPAG-LLOYD AG	WOLF RETZKO	20. - 25.9.1994
MCTS CARDIFF	GREGOR G. ROSS	20. - 22.9.1994
MCTS CARDIFF	YVETTE CARNEGIE	20. - 22.9.1994
TSA ROTTERDAM	R.J. MOTZ	20. - 22.9.1994
TSA ROTTERDAM	E.M. VAN MARISSING	20. - 22.9.1994
UNICENTRE CONT.DIV.	JOOP A. HOOGLIET	20. - 22.9.1994
PORT OF TRIESTE	ETTORE CALANDRA	20. - 22.9.1994
PORT OF TRIESTE	SERGIO SKERK	20. - 22.9.1994
ECT	SIMON SPOORMAKER	20. - 22.9.1994
ECT	GERRY ENDENBURG	20. - 22.9.1994

SMDG

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User Group for Shipping Lines and Container Terminals

MINUTES OF THE MEETING 21 AND 22 SEPTEMBER 1994 AT HELSINKI

HOSTS : FINNSTEVE HELSINKI
VENUE : SEASIDE HOTEL HELSINKI

1. Opening

The meeting was opened by the chairman.

Pekka Routiainen, director of Finnsteve, welcomed all attendees (55). Mr. Petteri Sammalisto, Marketing Director of Finnsteve, presented the activities of Finnsteve. A short video presentation completes the opening presentation by Finnsteve.

Simon Spoormaker, chairman of SMDG, gives short presentation about the history of SMDG.

2. Roll Call

All attendees are invited to present themselves and their company.

3. Agenda

The proposed agenda was adopted.

4. Notes from the chairman

MOVINS will obtain status 2 by april 1995.

5. Minutes of previous meeting.

The minutes of the meeting 9-10 march 1994 at Southampton were adopted.

6. BAPLIE 2.0

Gerry Endenburg, BAPLIE coordinator, presents the draft BAPLIE User Manual 2.0.3 (0994). This draft version was distributed via mail on 18 august 1994.

In the meantime a few comments and remarks were received and these were discussed as follows:

FDRC and DSR/Senator:

There is a problem with the Dangerous Goods Accept Number. As per User manual this accept number must be transmitted in the third textfield of the FTX-segment in the DGS-group (grp4). The problem occurs when the first and the second textfields are not used. The first textfield is mandatory. It was agreed during the meeting to transmit the text "NIL" in the first textfield. All other options, including the introduction of a special RFF-segment for this purpose, were abandoned.

Blue Star Line, Wellington NZ

1. Date format to include century: The meeting decided not to adopt this suggestion. Date formats in BAPLIE remain as they are i.e. YYMMDD.

2. NAD-segment (page 6). Segment not to be used. Blue star recommends to allow for sender details in this segment. The meeting decides not to accept this suggestion since sender details are already given in the UNB-segment. Further details seem redundant.

3. Multiple voyage numbers, in case of consortia. Several members confirmed this is a problem. We agreed to change the wording "...as assigned by the Carrier..." to "...as assigned by the operating Carrier...". In TDT-segment and RFF-segment!
4. FTX-segment (page 11). To be used with qualifier "HAN" and to be valid for vessel. No participants could give an example. We must invite Blue Star Line to give example of use of this segment.
5. GID-segment (page 13). Type of package id as per UN recommendation 21. Also this request must be clarified by Blue Star.
6. GDS-segment (page 14). Nature of cargo codes require 6 chars. The meeting agreed that more detailed information about nature of cargo cannot be given in the GDS-segment. Obviously individual requirements can be solved in the following FTX-segment, by mutual agreement.
7. All measurements in metric. Most participants felt that the metric system is preferred. The other systems, qualified with 'LBS', 'INH', 'FAH' will be allowed for compatibility purposes only. The User Manual will mention the 'recommended' qualifiers as such.

Hessenatie Antwerp

1. UNB-segment e0032: Change the wording "...of the vessel (BIC)..." to "...of the vessel (BIC, SCAC or mutually agreed)...". This is accepted.
2. UNH-segment: s009.e0057: Refers to special arrangements with GEIS Edi*Express transmissions. Participants were of the opinion that the relationship with GEIS must be changed, not the user manual. Not accepted.
3. TDT-segment (grp1) c222.e8213: Add: "3. Mutually agreed vessel code.". Accepted.
4. EQD-segment (grp3) c237.e8260: "(D an..17)" to be changed to "(R an..17)". Accepted.
5. EQD-segment (grp3) c224.e8155: For unknown ISO size/type codes the following codes were proposed and accepted:
"9999" = No information at all.
"4999" = length = 40ft, rest unknown.
"2999" = length = 20ft, rest unknown.
"4299" = 40ft 8'6", rest unknown.
"2099" = 20ft 8"0", rest unknown.

MCTS Cardiff

1. Chapter 1 (General). Change: "...transmit information about ALL occupied..." to "...transmit information about occupied ...". To allow transmission of partial bayplans, i.e. export only.
2. Chapter 1 (General). Add paragraph about recipient being responsible to keep "transit data" intact, as agreed in Cardiff may 93. Accepted.
3. UNB-segment, e0032: BIC code not always available/applicable. Identical to the remark of Hessenatie.
4. DTM-segments: Is it allowed to add the timezone to the date/time format, e.g. "9409231610GMT". The following format qualifier will be allowed for this purpose: "301" = "YYMMDDHHMMZZZ".
5. Remarks about the "...proliferation of 'ZZZ' and the different ways it is employed within BAPLIE, ie "mutually defined", "to be used in all other cases", "non-ISO format", "Ro/Ro or otherwise". Officially the qualifier "ZZZ" is described in the codelists as "Mutually defined". This qualifier can be used in all cases where no specific qualifier is applicable.
6. DTM-segment (grp1). The use of this segment is still confusing. No clearer description can be given at this moment.

7. LOC-segment (grp2). Previous stowage location for restows: This proposal was declined in the past.
8. GID-segment. Need further clarification.
9. FTX-segment. Need further clarification.
10. DIM-segment. Need qualifier for "centres of gravity", especially for breakbulk items.
11. TMP-segment. Need to clarify the use of the temperature element e6246. This is a fixed length numeric data element with a length of 3, excluding decimal point and excluding the minus "-" sign. Additional example: minus 2.5 degrees is transmitted as "-02.5".
12. LOC-segment (ports). See attached copy (Appendix A) of MCTS explanation of the proposal. It was agreed to add the qualifier "80" = "Original port of loading" and to create a new qualifier for "Subsequent Port of Discharge" (temporary code "SPD"). No further agreements were made about the use of this element. So far the use of portcodes was limited to "Port of Loading" (mandatory), "Port of Discharge" (mandatory) and "Final destination" (Optionally). See also enclosed copy of Brian Atkinson's (FDRC) proposal. Appendix C.
13. Optional ports of discharge. Feels there is a need to cater for "N-European port" or "E-Mediterranean port", etc. Alternatively introduce new qualifiers for "First optional port" and "Last optional port", meaning to include all ports in between the two ports. No decision was taken on this subject.
14. EQD-segment e8249 Equipment status. The codes mentioned in the user manual are actually cargo status codes and not equipment status codes. Perhaps a more structured solution must be found. No decision taken in this matter.
15. EQD-segment e8169. Flats on which breakbulk is loaded must be defined "empty". MCTS feel this may cause confusion. No decision taken in this matter.

Japanese Shipowners Association, on behalf of AS TWG

1. LOC-segment (grp2). Cell position format for Ro/Ro vessel. Proposed format "DBBBRRT" (D=deck, B=Block, R=Row, T=Tier). Accepted format now: "DDBBBRRTT", which will be added to the User Manual.
2. DGS-segment. Proposal to add suggested use for "Dangerous goods label marking (1), (2) and (3)". See attached code list (appendix B). The list will be added to the user manual as a "possible use" of the data elements e8246. Appendix B.

Tradegate Maritime Strategy Group (TMSG)

Barry Keogh of TMSG, who attended this meeting together with Karl Zlotkowski of the Australian Chamber of Shipping, agrees to be the focal point for Australia. TMSG will be mentioned in the new version of the draft User Manual.

There is still a question about multiple units in one cell location. Barry Keogh gives copy of a letter from National terminals (Australia) Limited, dated 12-7-93, with explanation of their problem, to the secretary. The secretariat will try to explain how to use BAPLIE in such cases.

FDRC Felixstowe

Dafydd Hughes of FDRC made a comparison between the BAPLIE User Manual 2.0.3. and the ISA 92.1 document. See enclosed sheet with differences (Appendix D).

Once again all agreed that in order to obtain a stable worldwide standard User Manual, there must be only one User Manual supported by all groups: SMDG (Europe, Middle East, Africa), AS TWG (Far East), ISA (USA, M. and S-America) and now also TMSG (Australia). For New Zealand we have no focal point yet.

Karl Zlotkowski states that, although they issue their own version of the User Manual in Australia, the contents are identical to the SMDG User Manual.

Unfortunately there is one major difference between the ISA and SMDG format of the containernumber. SMDG introduced a fixed format for the containernumber in the EQD-segment, i.e. "PPPPNNNNNNNNNN" (P=Prefix, N=Number). ISA recommends only

one string for the number, irrespective of how the number looks like. The chairman will discuss this subject during the JRT meeting in Vienna. For the time being SMDG maintains the format as mentioned in the User Manual 2.0.3.

Breakbulk

Ulrich Spindel, chairman of the subgroup "Breakbulk" presents their last document, dated 28-08-94. This document will now be incorporated in the draft User Manual version 2.0.4.

AS TWG have compiled a document "Description of breakbulk in the BAPLIE message - AS TWG Proposal". This document has been attached to the minutes. Appendix E.

7. BAPLIE experiences

We are pleased to note that BAPLIE is being used intensively and successfully. There are only a few minor remarks:

- There are a few Edifact translators around, which are capable of creating incorrect BAPLIE messages. A good translator should make 100% correct (syntax) Edifact messages.
- There are a few problems with datacom, especially with "direct dialup" connections. Several members recommended the use of X.400 over X.25 connections, being a professional, reliable and cheap connection. Otherwise network vendors are the next best.
- General remark: Improve quality by informing the sender of detected problems, errors, etc.
- There are still problems with the incorrect use of DGS and TMP segments.

8. MOVINS

Joop Hoogvliet presents the new remarks to the User Manual.

It was decided to give COD (Change of Destination) also in MOVINS (not in BAPLIE). Several member-terminals have a problem with changing data for containers that are not physically moved in their port. They prefer not to touch data for containers that are not handled in their port.

A new user manual will be prepared and distributed shortly.

In the meantime ECT and TSA have done some technical testing with MOVINS. The results were certainly very encouraging and both parties are committed to fully implement the message by early 1995, whereafter practical testing can take place.

9. TANSTA

Greg Ross hands out new version of the User Manual (version 0.3 dated 0994) and explains the use of this message for new members.

He announces that P&OCL will start testing the message per early 1995. The chairman will present the message next week in the JRT meeting Vienna.

Comments to the User Manual can be given to Greg latest per december 1994. Version 1.0 of the manual can be expected before the next meeting (march 1995).

10. TPFREP

Peter D'Arcy present the latest version of the document describing the use of TPFREP. The subcommittee has concluded (a.o.) the following:

quote

In principle the TPFREP message should be confined to the reporting of Terminal Performance as detailed later. Other issues such as berthing delays, detailed reporting of units discharged and loaded together with associated operations such as stuffing, stripping, cleaning, broken down by operator/responsible party, could be more appropriately be incorporated into separate messages:

- A. Vessel sailing report
- B. Terminal Departure Statement
- C. Terminal Performance Report (TPFREP)
- D. Terminal Accounts Summary

unquote

It was decided that the subcommittee will, for the time being, only concentrate on the TPFREP.

Next step will be the development of a first version of a complete draft User Manual.

11. DATACOM and NETWORKS

John Lincoln presents the results of his efforts to negotiate a "Bulletin Board" with Compuserve. Unfortunately Compuserve is unwilling to accomodate SMDG and we must therefore find another provider. In this connection INTERNET was mentioned by several members. Use Franzen (Norasia) shared his Internet experience with us. It seems we need "mail", "news" and "file transfer".

Nigel Ianson suggests BIMCOM, who are willing to set up a bulletin board for SMDG. Barry Keogh suggests to look at AT&T-mail.

All members are invited to check the possibilities in their own area. It is obviously very important to have worldwide coverage, i.e. all members should be able to connect to this network. Internet seems to be most widespread.

12. Interchange agreement

The subcommittee, headed by Fr.Fr. Schwarz, presented their latest version of the "SMDG-Interchange EDI-Understanding". We all agreed that this is a good piece of work, for which we all thank the subcommittee. It was agreed that this document will be included in the new versions of the SMDG User Manuals, as an addendum.

Brian Atkinson draws attention to the para 12.1, where the responsibility of one Party can be taken over by an intermediary.

Bart van Marissing asks why the TEDIS Interchange Agreement (EEC) cannot be used. Fr.Fr.Schwarz answers that TEDIS made a "European" agreement, whilst we intend this understanding to be used worldwide. Furthermore our "understanding" is not an "agreement" and has therefore no real legal binding.

Karl Zlotkowski reports that they are developing their own version in Australia.

13. Mediterranean Developments

Corrado Cau (La Spezia Container Terminal) presents the developments in the Med. First only La Spezia and Genoa had any representation in SMDG, now there are representatives from Fos, Trieste and Valencia. He is trying to get more commitment from other ports in the Med-area and intends to organize a separate meeting for Med-ports only. Perhaps a special SMDG-subgroup should be established.

14. SMDG 1995 onwards.

The chairman invited the participants to give him their views on:

- goals/milestones
- number of meetings per year (2)
- duration of meetings (1,5 days)
- more subgroups to prepare for plenary meetings
- documents must be distributed in time
- charge membership fee
- travel outside europe

Barry Keogh suggests to have SMDG meetings one week before JRT meetings. This will enable him and his colleagues to participate SMDG meetings.

BAPLIE maintains status 2
MOVINS will get status 2 march 95
TANSTA also status 1 by march 95
TPFREP will try to obtain status 0 in 95.

Container messages:

A subgroup will be formed, headed by the sub-group Hamburg/Bremen to develop the "seaside messages" CALINF, COPRAR, COARRI and VESDEP. Yuichi Sonoda, Karl Zlotkowski and Gerry Endenburg will also be members of this subgroup. There is a meeting planned for 7-oct-94 at 0830 at EVG offices in Hamburg. The attendees to this meeting are invited to distribute the minutes and other documents to the other members.

The "landside messages" COREOR, COPARN, etc. will be done later.

Barry Keogh explains how JRT coordinates the development of User Manuals.

BAPLIE version control.

It is the intention of SMDG to have the latest BAPLIE version 2.0 User Manual accepted by all SMDG members and participating organizations (ISA, AS TWG, TMSG) on the next SMDG meeting in march 1995. We shall decide then to "freeze" this manual for implementation by all thereafter. In principle no changes to this manual will then be accepted for a period of at least 5 years!

If so required, we can start work on version 3.0 of the User Manual, for final approval and release by the year 2000.

15. Next meeting.

Next meeting will take place on March 15 and 16, 1995 in Salerno/Italy.

Nicola Cannavacchiuolo of Salerno Container Terminal invites all members and distributes a brochure with all details.

16. Volunteers next meetings.

Peter D'Arcy invites SMDG on behalf of P&OCL London for september 1995.
David Hawker invites SMDG on behalf of Dubai Ports Authority for march 1996.

17. Closing

The chairman thanks the hosts, Finnsteve, for their hospitality and closed the meeting at 12:00 hrs.