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User Group for Shipping Lines and Container Terminals

SMDG is recognized by the UN as representatives of the Maritime Industry

WHY BAPLIE VERSION 3.0?

BAPLIE is one of the major container messages used in the transport industry among various trades and companies. It describes the situation of cargo and containers on board a container ship.

It is between carriers and terminals in the ship planning process, for accounting purpose between the lines, and for reporting to Authorities.

Since BAPLIEv2 was implemented in 2007, enhancements were required in the following fields:

- Dangerous goods description need more details
- Non-standard equipment
- Empty flat racks, bundles
- Breakbulk
- Accounting details: slot sharing between partner lines, lost slots
- Data for safety validation (weight limits, mass distribution, DG stowage and segregation)

BAPLIE's message usage

- Final status after departure of vessel, but also
- Draft status as it describes current planning
- Full information describing all occupied or blocked stowage locations
- Partial information, describing only stowage locations
 - related to a single shipping line
 - whose content changed in the port (transit cargo omitted)

Benefits of using BAPLIE 3.0

- Less interruption of terminal operations due to structured information
- Less inquiries due to missing DG details (e.g. Limited Quantities)
- Common set of stowage instruction due to standardized handling codes
- Less mails, less phone calls needed
- Basis for improved interfaces to other terminal or shipping line systems



BAPLIE 3.0 message structure (D.13B directory) is based on

- Keeping **stowage location** as anchor for information
- Specifying more equipment details in EQD group (formerly part of position)
- Extending the range of Dangerous Goods data
- Structuring the handling instructions through codes
- All data in structured elements, free text workarounds removed

A practical ‘hands-on’ approach

On top of these enhancements, **recommendations** are provided under a comprehensive manual for practical implementation (MIG), especially when odd cases might raise questions.

Furthermore a number of badly needed **code lists** are now maintained by the SMDG itself so as to improve reactivity.

More details are given below. Find all documentation on our website:

www.smdg.org/documents/ship-planning/.

FEATURES OF BAPLIE 3.0

BGM segment determines type of BAPLIE

- Types
 - *Final* – status after departure
 - *Draft* – status describes current planning
 - *Full* – all occupied or blocked stowage locations transmitted
 - *Partial* – content describes only stowage locations
 - *Related to a single shipping line*
 - *Whose content changed in last port (transit cargo omitted)*

Number of stowage locations increased

The maximum number of stowage locations transmitted is increased to 99999 (formerly 9999 only).

New DGS group

- Objectives
 - Fully identify DG items according to IMDG Code
 - Special cases like LQ (Limited Quantities) and CFR49 cargo now covered
 - Deal with release frequency of new IMDG amendments
problem: time-consuming directory updates
 - Harmonized solution (PROTECT, IFTDGN, etc.)
- Approach
 - Use ATT segment for missing attributes
(do not use FTX for key data)
 - Use SMDG maintained codes list for new attribute types
 - Provide MEA segment for quantitative attributes
 - Add contact information



BREAKBULK

- Exact description of breakbulk on board
 - Positions occupied by supporting equipment
 - Breakbulk's dimensions and mass
 - Oversizes, blocking of other stowage locations
 - Distribution of mass, stack-weight contribution
 - Center of gravity, stability and stress calculations
- Data important for calculation of figures important for vessel's safety
- Clear designation of Lost Slots

BLOCKED Positions

- Explicitly mark stowage locations which can (must) not be used
- Oversize of equipment in other position (Lost Slots):
 - Reference to blocking equipment given (slot accounting)
- Access to equipment in other position
- Damage, Contamination
- Reservation for loading special cargo in subsequent port
- Position blocked by Landside Power Supply unit

Equipment dimensions

- DIM segment - Distinguish specification of
 - equipment's dimensions and
 - out-of-gauge (OOG) caused by oversize of goods transported on/in equipment.
- ISO size type code does not always specify the actual dimensions of equipment during transport
 - in this case additional DIM segment used
 - Equipment width, distinguish
 - width of body
 - width at corner posts (!! cell guides)
 - Equipment length
 - unusual length, e.g. 23'
- Equipment height
 - Flat racks with collapsible end-walls (actual height if folded)
 - Flat racks with extendable end-walls
 - Non-standard height (e.g. 6'9)
- Important for
 - Determine of tier's base in stack
 - Determine whether supported breakbulk causes overheight (floor height needed)
- Flat rack floor height
- Important for
 - Determine whether breakbulk on top causes overheight
 - Calculation of breakbulk's vertical center of gravity



Multiple units of equipment in one position / bundles

- The sequence of multiple units of equipment in one cell position is specified by an RFF segment.
 - Empty folded flats / platforms
 - bundles
 - half-height containers
- Importance: sort by operator for discharge in different ports
- Height of each collapsed flat / platform specified by DIM
- Height of each bundle specified by DIM

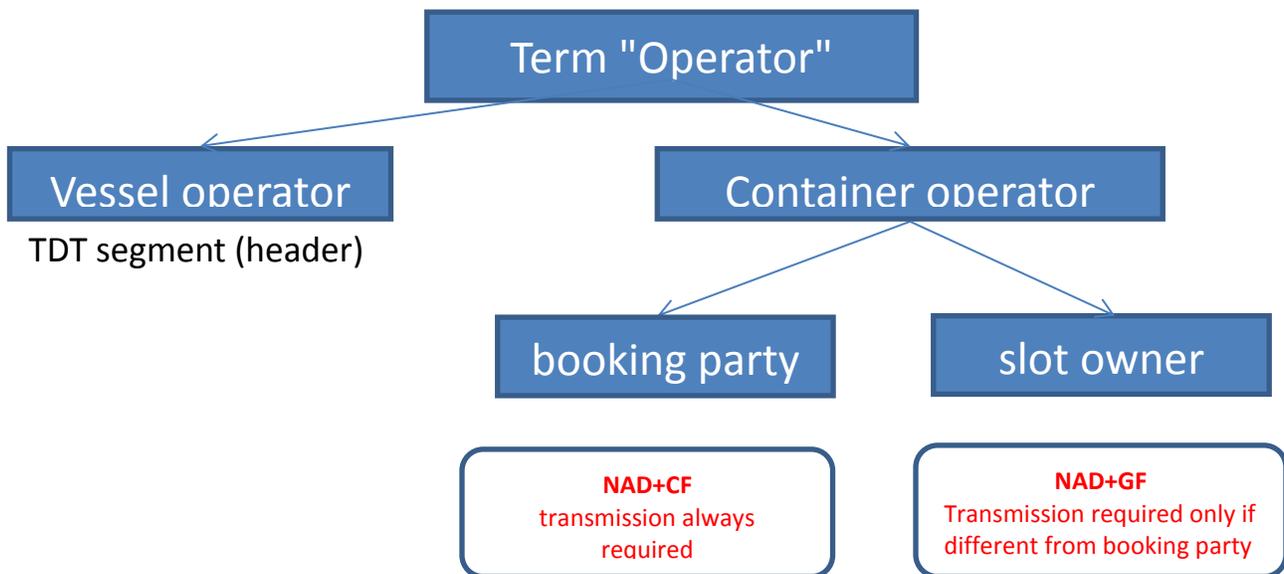
HANDLING Instructions

- All special requirements covered, for example block stow, discharge priority, flexibags
- Use HAN segment (not FTX as in BAPLIEv2)
- Use SMDG maintained code list
- Code list HANDLING compiled by working group based on
 - ITIGG list
 - Review of Container Messages
 - Members' experience
 - currently 35 different codes
- Download latest version from <http://www.smdg.org/smdg-code-lists/>



Meaning and Use of the term <Operator>

- The answer to the question „Which party is currently in charge for container’s operation?“ .Within a vessel sharing agreements two parties might be involved
 - Container booking party: knowledge of customer, container routing, cargo in container
 - Slot owner in VSA: may sub-lease slots to other booking parties
- Party to be charged for operations depends on terminal’s agreement with shipping line.
- The objectives for BAPLIE3 are :
 - To transmit all the information required
 - To keep use of Edifact qualifiers, remaining compliant with other messages



SMDG recommendation for 10+ Tiers on Deck

The ISO 9711 standard for bay/row/tier allows only for nine tiers on deck, which is not sufficient anymore.

BAPLIE 3.0 refers to the SMDG recommendation for 10+ tiers on deck. In order to avoid three digit tier numbers, IT systems supporting container vessels which allow for 10 or more tiers on deck shall start on-deck tier numbering with tier '72'.

The SMDG recommendations are available for download on:
<http://www.smdg.org/documents/smdg-recommendations/>