



Terminal Operator and Port Authority
Subcommittee ... for EDI development

TO: TOPAS Members

SUBJECT: Meeting Minutes - October 28 and 29, 1993
New York

MEETING ONE; OCTOBER 28, JOINT MEETING OF TOPAS AND THE SMDG
(See page 3 for TOPAS Meeting)

Chairman Larry Sposi called the meeting to order and welcomed SMDG members to the United States. Larry introduced SMDG Chairman Simon Spoomaker and SMDG Secretary Gerry Endenburg. For those not familiar with the SMDG, it is an organization similar to TOPAS for Europeans.

SMDG HISTORY

Simon Spoomaker said the SMDG is six years old. Its original push was to develop a standard bayplan. The SMDG has four meetings a year and divides its work between members. The SMDG uses the prototype style of development.

Several problems with the bayplan message were identified. First, there are multiple implementation guides. Second, steamship identification codes are supposed to be three digits. Some U.S. based lines were given four digit codes. Third, the Lloyds number does not always uniquely identify a vessel. EDIFACT designers have chosen the radio call sign to identify vessels. A goal was established to have a single bayplan implementation guide. As a first step, the ISA will review the SMDG-developed guide called BAPLIE, and comment to SMDG on findings. Point people are Connie Meade (APL) and Gerry Endenburg. (ISA stands for Information Systems Agreement, a group of steamship lines established to coordinate automation efforts.)

Hans Weitig stated he believes rail and truck will be very slow to adopt EDIFACT.

John O'Brien with Maersk data pointed to data element commonality being a more urgent issue than selection of a format standard.

Henry Lee of Sea-Land mentioned difficulty with universal location codes. A change to the UN ECE coding scheme is being looked at. A temporary code issuance procedure may be adopted by the UN to speed use of new codes.

MOVINS

This EDIFACT message is;

- similar to BAPLIE, except that it is used to issue handling instructions.
- to be tested in Europe. Trial participants include Maersk, Hong Kong, and Maher Terminals. The test will use version 92.1.

TANK STATUS

This EDIFACT message is to be used to send messages 'From Vessel' to 'Storage Coordinator' or terminal operator. It can also be used to request tank station information. TANK STATUS has not yet been tested.

TERMINAL PROGRESS REPORTS

Gerry Endenburg said the SMDG is working on a standard for reporting terminal performance measurements. Bill Smith of Long Beach volunteered to assist in developing the message. One goal is to agree on just what activities will be included in the report and specifically how the performance of each activity is calculated. Gerry Endenburg said approximate time to complete message development is about one year.

NETWORK INTERCONNECTS

John Lincoln of MTI Jeddah reported on problems with network interconnects in Europe and the Middle East. This is not generally a problem in North America. Larry Sposi mentioned an AAPA initiative to meet with network vendors and discuss such issues.

ELECTRONIC INTERCHANGE AGREEMENTS

Joop Hoogvliet of Unicenter Rotterdam discussed development of a standard electronic interchange agreement. A draft copy is attached. Connie Mead of APL said the ISA is also looking at electronic interchange agreements. Mark Federspiel mentioned the Port of Portland has used agreements, i.e., to define what a release specifically implies.

TOPAS

Sharing the EDI experience gained so far in North America, Orin Rehorst of the Port of Houston spoke on the 322 container movement message. Mark Federspiel of the Port of Portland spoke on bookings and related topics, Dave Peterson spoke on a rail EDI implementation, and Henry Lee of Sea-Land spoke on use of the 324 bayplan. Discussions ensued on combining the Customs release and freight release into one message for the steamship line (315).

ISO Codes for Container Types

Orin Rehorst described the latest ISO proposal to accommodate codes for new container types. See attachment for details.

- A need for an additional data element to simplify container type identification was mentioned.
- Jim Eldridge of the Port of Houston mentioned the potential usefulness of an interactive inquiry for container specifications data. The idea is to query the steamship lines container file directly on an as needed basis.

MEETING TWO; TOPAS MEETING 10-29-93

Chairman Larry Sposi opened the meeting and asked for EDI activity updates from the attendees.

- | | | |
|----------------------------------------------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Jerrold Larrieu
Port of New Orleans | - | Now using 323 vessel scheduling. |
| | - | Now have fax capability for booking and import release notification. |
| Roger Verhoef
Port of Los Angeles | - | They plan to receive 310's within 3 -4 months. |
| John Steward
Ryan Walsh | - | They have received inquiries regarding use of EDIFACT bayplan with proposed implementation first half of 1994. |
| Hank Granse
Port of Tacoma | - | They are implementing 324 bayplan which is scheduled to go into production soon. |
| Chris Mowrey
N. Carolina State
Ports Authority | - | They received an inquiry on EDIFACT bayplan. |
| John Christensen
S. Carolina State
Ports Authority | - | They are receiving EDI messages from agents and brokers for TIRs and work orders using the 322 Transaction set. Also receiving load lists for auto carriers, using the 996 Transaction set. |
| Mark Federspiel
Port of Portland | - | They are using the 324 stow plan for imports only. |
| | - | They are providing stowplan automation for stevedores. |
| | - | They now have a direct tie into |

a railroad system.

- They plan to receive AMS manifests.
- Mark noted that duplicate data is sent with 322's and 324's for inbound containers.

Jim Eldridge asked about how best to update a stevedore with pad location data for load list preparation. Tim Huckbody recommended using 322's. John Steward said that he would like to receive 322's for that purpose.

- Alan Schmit,
J.G. Kim
Cho Yang Line - Currently transmitting bay plan data in U.S. using proprietary format. Looking to use BAYPLIE standard.
- George Palimino
Inchcape Shipping
Services - Using 301, 310, and 322: Working on rolls, splits, and transfers logic.
- Bill Smith
Long Beach Container - They are going from network to direct line transmission for transfer of manifests.
- 322's are sent immediately vs. periodic batch.

Bill said he maintains direct lines to trading partners, saves money, and direct lines are not difficult to manage. Public network downtime and billing accuracy problems were discussed.

John Christensen suggested we present network issues at an AAPA sponsored meeting with network providers.

Tim Huckbody mentioned that dial up network connections have limitations compared to a direct lease line connect. Tim also mentioned that digital lines are superior and sometimes are little more costly than analog lines.

- Lawrence Low
Port of Singapore Auth. - All carriers are to provide the PSA with EDI bayplans by 4/94.
- The use of MOVINS for stowage instructions is being planned.
- Wolf Retzko
Hapag-Lloyd, Hamburg - They are looking to use the EDIFACT bayplan message (BAYPLIE).
- John Lincoln
MTI, Jeddah - The BAPLIE and MOVINS EDIFACT messages are scheduled to be used.
- Derek Smith - They are using BAPLIE with 2 carriers

Southampton Container
Terminals

planning to add their other 3 major
carriers soon.

- Planning an import release system
where ocean carrier enters pin
number, trucker later enters it to
permit container pick-up.

Louis Yelow
OOCL USA

- Plan to implement EDI with numerous
ports. Mentioned need for data
exchange between terminals in some
cases involving barges/feeders.
- Mentioned problem with master files
of container data.
- Mentioned need for pool chassis
tracking in situation where OOCL
chassis is under another line's box.
- Mentioned CIF system as possible
source of unique trucker codes. CIF
is being built using D+B data and is
scheduled to come up in 1994.
- Mentioned problem with U.S. Customs
and a hold message quickly following
a release message. Sometimes the
container has already departed the
terminal. Tim Huckbody mentioned
the Master of the Vessel is who
Customs holds responsible in such
cases.
- Would like to see terminal operator
receive Customs releases directly.
- Mentioned a new organization called
Third Party Logistics whose purpose
is to measure transportation
functions performance.

Larry Sposi
Port of NY/NJ

- Discussed Trucker ID program being
implemented in the NY/NJ area. The
program intends to require
participating truckers have SCAC
codes. The system will accommodate
drivers who work for multiple
companies. EDI will be used to
update each Terminal Operators file.

Orin Rehorst
Port of Houston

- They plan to use 301 for bookings
perhaps this year and 315 for
releases. They met with several ISA
carriers to discuss 322 changes and
ramp up to use 322 as a group versus
one at a time. They plan to set up

so that EDI translator software, conversion programs and related functions are platform independent. They will likely use client/server architecture and move to event-driven EDI.

Booking Splits/Rolls/Transfers

The need for logic to handle booking splits/rolls/transfers was discussed. Jorge Palomino and Mark Federspiel volunteered to write a draft proposal for this logic. They drafted a proposed standard (see attached).

ANSI X12 NEWS

Tim Huckbody announced that Bob Crowley is now a board member of the ANSI X12.

A new message (715) has been developed for train loader to send pre-consist loading instructions to the physical loader. Contact John Lutz at 202/639-5544 for a draft copy of the implementation guide.

The 622 will be discontinued by 1995 to be replaced by 322.

A 'Multimodal Group' has been established under ANSI X12.

Hans Weitig has been nominated to chair the ANSI X12 Transportation Committee.

Tim mentioned the need for a port representative in the EDIFACT development process.

A request to add a business scenario to the ISA Industry Guide to EDI was made. The business scenario requested was for the 315 (steamship line release to terminal operator).

SMDG Meeting - Oct 27

These items were discussed which may be of interest to TOPAS members.

1. Members using X.400 with X.25 report that it works well. This set up requires an initial investment.
2. Some members are using PKZIP to compress files before transmission. Compressing a manifest file reduced its size by a reported factor of 10. (My own test reduced an ANSI X12 file by a factor of 6.6). Public networks do not currently support file compression. You can use X.400 which places an

envelope around the compressed data. You can also use compression with direct trading partner connections.

3. The SMDG will investigate the use of Compuserve for document distribution.
4. A major issue for SMDG is use of the EDIFACT bayplan message called BAYPLIE. An issue is the eight or more cell numbering schemes being used worldwide. For example, the ISO standard identifies cells by bay, row, then tier. Another standard uses bay, tier, row.

NEXT MEETING

The next TOPAS meeting may possibly be held in conjunction with the Ports Canada Computer Conference early June in Toronto. More details to follow as soon as they are available.

TOPAS Contacts

Chairman: Larry Sposi, Port of NY/NJ
Phone: (212) 435-6733
FAX: (212) 435-6040

Secretary: Orin Rehorst, Port of Houston Authority
Phone: (713) 670-2443
FAX: (713) 670-2475

Regards,



Orin Rehorst
Secretary

Attachments

1. Attendee List (Joint Meeting)
2. Interchange Agreement Draft
3. ISO Container Type Code Scheme
4. List of EDIFACT Container Messages
5. Processing 301 Draft Standard

TCPAS / SMDG meeting
10-28-93

2/2/93

NAME	COMPANY	TEL.	FAX
LARRY SPAS	Port Authority of N.Y. & N.J.	212-435- 6490 ⁶⁷³³	435-6040
ORIN REHERST	Port of Houston Authority	713-670-2443	-2475
SIMON SPOCKMAKER	ECT ROTTERDAM	31.10.4916075	4916265
GERRY ENDENBURG	ECT ROTTERDAM	31.10.4916308	4916482
Henry Lee	Sea-Land NJ	908-820-7542	908-820- 9335 ⁷²³⁵
DAVE WELSH	Sea-Land Rotterdam	31.10.2834794	31.10.2834775
Tim Huettbody	MAERSK NJ	201-514-5183	201-514-5048
HANS WIETING	ISA	201-445-8214	-
Connu Mead	APL Oakland	510-272-7540	510-272-8934
KEN KLINE	P+C CONTAINERS	201-896-6328	201-896-6342
Paul Bessinger	Blue Star Line	212-775-1500	212-938-0516
JOGE PALOMINO	INCHCAPE SHIPPING SVCS.	205 405 6725	205 405 6594
John. C. Cheel	Marine Transport Int Jeddah.	966-2-6470706	⁶⁴⁷⁸¹⁴ 647
John C. W. LINCOLN	MTI, Jeddah	966-2-6483211	966-2-6475983
ANTON VAN DOREN	LIMITCENTRE ROTTERDAM	31.10.4237343	31.10.4950806
JOOP HOOGVLIET	LIMITCENTRE ROTTERDAM	31.10.4237	31.10.4950806
TONY DANESH	GULFTAINER CO-SHALJAH U.A.E	9716-354201	9716-357711
DON QUARTIERE	MICROSCOPE CORPORATION	201-703-1400	201-703-0022
JOHN STEWART	RYAN-WALSH	205-441-0240	205-432-3180
Lt Col Vaughn WASEM	USAF	703-697-7332	703-697-4316
Jost Müller	Müller+Blanch Software	49-40-5281099	49-40-5239749
WOLF RETAKO	HAPAG-LLOYD HAMBURG	-1- 30012279	30012565.
GORGIANO	HAPAG-LLOYD NEW YORK		
Lawrence Dow	Port of Singapore Authority	65-3212110	65-3211934
SONIA RODRIGUEZ	AMERICAN PRESIDENT LINES	510-272-8441	510-272-3654
PAUL DOWELL	ANDREW WEIR SHIPPING	71-265-0808	71-481-4781

<u>NAME</u>	<u>COMPANY</u>	<u>TEL.</u>	<u>FAX</u>
KIM ECKERSLEY	ANDREW WEIR STOPS	71-265-0808	71-281-4884
RICARDO WAGNER	LTSCONT S.A.	351-1-3979001	351-1-3979185
HEINRICH BOLLER	HHLA, HAMBURG	49-40-388284	49-40-7401281
ULRICH SPINDEL	HHLA, HAMBURG	+49-40-30883406	+49-40-30883366
CORRADO CAU	LA SPEZIA CONTAINER TERMINAL	+39-187-555453	+39-187-555469
MARC SORENSEN	AUTOLINEAS, INC. NY	516-935-1600	516-935-2604 44-375
RON ROBINSON	BER OF TILBURY LONDON Wd.	44-375-852386	-852395
NIGEL LAWSON	S.A.E.C.S LONDON	011-418-1061	011-418-1020
JEFF MAGUIRE	TCS. TILBURY LONDON	+44-375-851141	+44-375-855945
GREGOR ROSS	MCTS (CMA)	+44-222-371477	+44-222-371477
DEREK SMITH	Southampton Container Terminal	44-703-70170	+44 703 702555
MAURICE WINN	COMMUNITY NETWORK SERVICES	44-489-554126	44-489-5541 ¹⁰⁰
Franc Sol	Const. H. Italian / Ipswich RTM	39187555488	39187555449
BART VAN MARISSING	TONNAGE SHARING AGREEMENT	31104910840	31104910833
HEINIK MONBERG CARLSEN	MARINE ALIGNMENT A/S, DKCPH	4542951321	4542951723
HEINZ MARTIN	SENIOR LINE BREMEN	49-421-5950340	49-421-500511
PATRICK ROHAN	CDR	201-547-4111	201-547-4112
Brenda Cataneo	CDR	201-432-6161	201-333-3327
JIM LEWIS	CDR / MITSUBI	201-547-4137	201-547-4112
ROBERT WOOD	ITO	201-915-3189	201-915-3109
MIKE BOYNE	ATLANTIC CONTAINER LINE	908-668-5576	908-669-4184
Al Weis	GE In Forward Tower Services	201-299-2023	201-299-2054
Tony Liu	Energycon	201-915-3227	201-915-3898
Patrick Chen	"	201-915-3385	201-915-3898
Robert V. Messina	N.J. DEONTE Co. CUSTOM BOXES	(212) 349-1744	(212) 964-8713
JACK GOLDBERG	GEIS	212-836-3166	212-836-3166
BLASE FAGONE	NY SHIPPING Assoc. Inc	212-323-6658	212-323-6653

<u>NAME</u>	<u>COMPANY</u>	<u>TEL.</u>	<u>FAX.</u>
JOHN O'BRIEN	MERSK DATA USA INC	201-514-5448	(5117)
ROGER VERHOEF	PORT OF L.A.	310-732-3814	310-831-0439
Jim Eldridge	Port of Houston	713 670-2671	713 670 2475
MARK FEDERSPIEL	PORT OF PORTLAND	(503) 731-7727	(503) 240-3009
JOHN CHRISTENSEN	SC STATE PORTS AUTHORITY	(803)-577-8133	(803) 577 8127
DAVID PETERSON	GEORGIA PORTS AUTHORITY	(912)-964-3976	(912) 964-3815
Cris Mowrey	NC STATE PORTS	919-343-6363	919-343-6217
HANK GRANSE	PORT OF TACOMA	206-383-9412	206-593-4588
JERROL LARRIEU	PORT OF NEW ORLEANS	504 528 3550	(504) 524 4156
ED CAPP	VA. INTL. TERMINALS	804-440-7021	804 440 7040
TRACY NEWMAN	VA. Intl. Terminals	804-440- 7026 ⁷⁰²⁶	804-440-7040 4768
Luis F. Vew	OOCL	212-432-4765	212-432- 4768
George Brown	Cooper/T. Smith	804-640 2580	804 625 0441
S. H. BAE	HANJIN SHIPPING NY	908-354-5590	908 254-5596
William Smith	LONG BEACH CONTAINER TERMINAL	310-435-8585	310 ⁴³⁷ 1206
J. G. Kim	Cho Yang Line	201-531-5186	201-896-4842
ALAN SCHMID	CHO YANG LINE	201-531- 5178 ⁵¹¹⁷	201-896-4842
GOIKU LNATH VENKATA RAMAN	NEDLLOYD LINES	404-951-3692	404-982-602

BILL PIONTEK	FREIGHT BROKERS INT	718 471 1299	718 471 1406
Nedio CIRNE	FAPS IAC	201 589 5656	201 589 5147
OTLÉ STATA	A. N. D. RINGIATA, S. R. L.	802-524-8261	802-524-5870
Fábio Daniel	NedLloyd	404-951-3600	404-9604012
HÉRNE DE TARADE	CGH.	(908) 582 9951	(908) 582 9013
STEVE KAWAKAMI	SIA-LAND	(908) 6032706	(908) 6032889
Luis BRIGNOLO	BIDM	212-620-5847	

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For telephone reply, please call
(212) 435-2569

October 28, 1993

Mr. Simon Spoormaker RI
Europe Combined Terminals
P.O. Box 7400/3000 HK Rotterdam-
Port Number 2801

Re: Use of the World Trade Institute
at the World Trade Center

Dear Mr. Spoormaker:

At your request, the Port Authority hereby agrees, subject to all the terms and conditions of this letter agreement, to allow you to use Conference Room No. 15 (hereinafter called the Space) at The World Trade Institute on the 55th floor of One World Trade Center at the following times on the following date(s):

Rental of Conference Room No. 15 for (1) one full day on October 27, 1993 at the rental rate of \$590.00 per day..

You shall use the space to conduct a meeting and for no other purpose whatsoever.

You shall pay to The Port Authority a basic fee of **Five Hundred and Ninety Dollars (\$590.00)** for the use of the Space, which fee shall be due and payable to The Port Authority upon demand.

The Port Authority will not furnish any item or services except those, if any, as set forth in the Schedule A attached hereto and hereby made a part hereof and you hereby agree to pay the Port Authority for same in the amounts and in the manner set forth in said Schedule A. You understand that under no circumstances will the Port Authority furnish liquor or alcoholic beverages of any kind. If you obtain the prior written consent of the Port Authority and furnish liquor or alcoholic beverages of any kind you understand and agree that you may not impose a charge or fee of any kind to any person for the dispensing of such liquor or alcoholic beverages.



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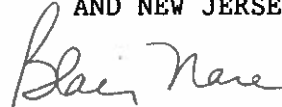
You hereby assume all risks involved in the use of the Space and you shall indemnify and hold harmless the Port Authority, its Commissioners, officers and employees from all claims and demands including but not limited to those for personal injuries (including death) and for property damages arising out of or resulting from your use of the Space or from any acts on your part, or on the part of your employees, contractors, guests or invitees. You understand that it shall be your responsibility to provide whatever security may be necessary to safeguard your property and that of all third parties and you understand further that the Port Authority shall not be liable for any loss, theft or damage of or to any such property.

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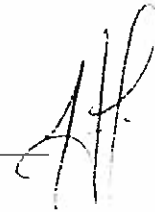
Neither the Commissioners of the Port Authority nor any of them, nor any officer, agent or employee thereof shall be charged personally with any liability, or held liable to you or to any other person, firm or corporation under any term or provision of this letter agreement or because of its execution or attempted execution, or because of any breach, or any attempted or alleged breach thereof.

This letter agreement is forwarded to you in triplicate. If the terms of the agreement herein contained are satisfactory to you, please cause the original and duplicate copies of this letter to be dated and signed by an authorized officer of your organization and return the same promptly to this office.

THE PORT AUTHORITY OF NEW YORK
AND NEW JERSEY

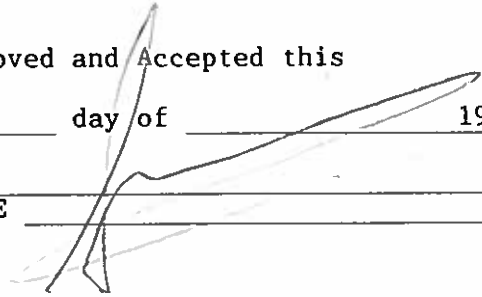


Blair Nare
Manager
World Trade Institute



Approved and Accepted this
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BY _____
TITLE _____



28/10/93