



Meeting # 59
Hamburg, April 18, 2012.



1. Opening

Simon Spoomaker opens the meeting, thanking Wolfgang Neumann, as representative of the Hamburg Süd Group, for their hospitality and well preparation of the meeting facilities.

2. Welcome

Wolfgang welcomes all participants, explaining the general proceedings of the day.

3. Presentation

Wolfgang explains that the presentation about electronic invoicing that was planned by him is not ready and will be skipped.

4. Roll Call

All participants introduce themselves.

5. Agenda

The agenda was approved.

6. Minutes of last meeting

The minutes of meeting # 58 (London) of October 19, 2011 were approved.

7. Announcements

Simon made the following announcements:

1. Marcelo and Cecilio of MSC Brazil could not attend due to urgent business matters.
2. Frans Jol excused himself for not being able to participate this time.
3. Simon announces the 25th birthday of SMDG this Autumn.

8. TPFREP

Michael presents the latest status of this message. It now includes Vessel-Cranes timesheets, Delays- # of Boxes and Hatches. V3.0 was not approved by UN/Cefact. V4.0 was approved by UN/Cefact in September 2011 and by SMDG in October 2011. Michael is now waiting for the release of the D11B directory by UN/Cefact after which SMDG can publish this version. For those who wish to have a look at the pre-release of the message Michael offers to send it to them by e-mail.

Download Michael's presentation here:

[Hapag TPFREP SMDG Meeting Hamburg 18-04-2012.pdf](#)

Emmanuel Odarty informs us that he is planning an implementation of TPFREP in Ghana. This would make Ghana the first country in Africa to have implemented this message!

9. Vessel Identification in TDT segment

Michael informs participants that the codes of the TDT-segment element 1131 were removed from the directory. Instead it now refers to the code lists maintained by the various responsible agencies. This, of course, has an impact on all the new messages.

Michael has prepared a proposal how to handle these codes in future messages. Download his proposal below. This proposal was adopted by the participants.

[Vessel identification in the TDT segment.pdf](#)

10. Container messages

Participants reported the following requirements:

CMA – Needs guidelines for handling blocked containers in COPRAR.

ECT – Requires customs document details in COPINO.

MSC Brazil – Needs recommendation for the use of the new SEL-segment

PSA Antwerp – Recommends using the same directory for each and every container message. This was generally agreed.



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ECT – Needs directions for the use of Terminal Facility codes in COARRI/CODECO.

Some ideas were exchanged for each of the items brought forward. The items will be included in the new MIG's of the Container Messages to be released in 2013.

11. Code Lists

Master Liner Codes List: No items were discussed.

Terminal Facilities codes list: We again clarified the function of the EDI-address, which appeared to be unclear. It is the Terminal code to be used in the LOC-segment, Related place/location one, data element c519.e3223. The header of this column in the code list will be 'Terminal Code (LOC segment)', so there is no room for doubt about its function. The code list to be used is the SMDG code list 'Terminal Facilities' which can be identified with the code '306' as 'Code List Responsible Agency' in element 3055 in composite c519 the 'Related Place/Location One Identification' of the LOC-segment.

12. Inland Terminal Codes

This code list, released and maintained by the BTB organization, is not compatible with the terminal facilities code list of SMDG. The possibility of harmonizing the SMDG code list with the BTB code list was discussed, but we decided that this is not workable.

It was therefore decided to ignore the BTB code list and continue with the maintenance of the SMDG code list.

13. IFTSAI

Michael presents the current status of the MIG for this vessel. He is ready to publish the latest MIG on the SMDG website, however, we are still waiting for the release of the UN/Cefact directory D11B. This release is now expected for this week.

The MIG now caters for codes for 'Accepting cargo for which ports'. It was remarked that co-loaders should not mention their own Shipping Line code in the TDT segment but the Shipping Line code of the vessel operator. Otherwise it can be confusing the the terminal with different vessel operators for the same vessel.

Download Michael's presentation here:

[Hapag IFTSAI SMDG Meeting Hamburg 18-04-2012.pdf](#)

14. IFTMBF

Michael presents the new MIG version 1.3 for this message.



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Michael reports that he is ready to publish this MIG on the SMDG website, but that he is still waiting for the release of the D11B directory by UN/Cefact. Members, who wish to receive the pre-release of this MIG can apply to Michael, who will be glad to send it to them by e-mail.

Download Michael's presentation here:

[Hapag IFTMBF SMDG Meeting Hamburg 18-04-2012.pdf](#)

15. INVOIC

Robert explains that there are no further developments to report. The message is in use and satisfactory to parties.

Wolfgang reports that there is an international initiative by an organization EIPP to define standards for shipping using IFTFCC. A project called INTRA triggers eInvoicing for Shipping Lines.

Simon explains that there can only be one invoice message and SMDG recommends the INVOIC, of course.

It seems, however, that Hapag Lloyd and Hamburg Sued have delegates who participate in this so far unknown initiative.

We will follow the progress of this initiative.

16. TANSTA

Jost presents the functions of this message.

It appears that the MIG that Jost developed is stable and he wants to create an XML-schema for this message. This schema will then be published on SMDG website, possibly with the SEF-file for those interested to try this message.

There seems to be a demand for such a message by operators of tankers. SMDG will not get involved by such initiatives.

17. BAPLIE for RAIL

ECT is currently investigating the use of BAPLIE and MOVINS for Rail with one of their rail partners (RSC). They request the publication of the draft MOVINS for Rail. ECT also believes there are plans for the use of BAPLIE for container barges.



18. MOVINS

Gerry asked about the use of BAPLIE for stowage instructions, instead of MOVINS. ECT reports that only MOVINS will be used for stowage instructions. CMA-CGM notes that sometimes terminals cannot use the MOVINS message and request a BAPLIE for this purpose. CMA-CGM can send BAPLIE files instead of MOVINS. SMDG recommends the use of MOVINS for stowage instructions.

19. P.R.

Frans is not here, therefore there is nothing to report about P.R.

20. Next meeting

Our next meeting # 60 will be held on 9 (sub-groups) and 10 (plenary) October in Bilbao, where our host will be the Port Authority of Bilbao.

21. Future meetings

April 2013: Marseille, host: CMA CGM

We have an invitation from Ghana for October 2013. This invitation will be discussed in Bilbao.

22. Any Other Business

Wolfgang refers to the PPT presentation, made by Simon several years ago. He is using this presentation often to explain the relationship of the various container messages. He asked Simon to create an updated version of this presentation.

Arthur reports that it is not always easy to convince terminals to implement the COPRAR message. He recommends the ocean carriers to insert a clause in the contract stating that the COPRAR must be implemented by the terminal.

Message about Maersk 11 tiers on deck issue from Rene Bendt, who visited MSK after the meeting:

Quote

Maersk will start in tier 78 for EEE vessels; i have seen copies of a long loop of internal talks this January/February. they will inform relevant terminals directly - i suggest we add a comment on SMDG website and bring this up at next meeting, so other lines will do same; most importantly we will stay with 2-digit tiers. i have already suggested Maersk to join SMDG meetings again -no reply yet.

unquote

23. BAPLIE 3.0

Jost explains the proceedings of the sub-group BAPLIE 3.0. A sub-group meeting has been held yesterday afternoon, but not all topics could be discussed then.

There are a number of issues to be discussed and agreed, like:

You cannot always be sure that a container can support the usual maximum weight of 192 tons. The ISO size/type code does not include any information in this respect.

How to transmit variable temperature settings?

How to transmit information about lashing gaps between containers?

Codes in FTX free text data elements are not desirable

The use of code lists is preferred, instead of listing codes in the MIG.

Jost explains the new message structure, details of which can be found on his website www.mplusb.de. Ask Jost for login-codes if you wish to look at the documentation.

Jost proposed a new sub-group meeting for May 3rd, 2012 at 10:00 hrs. Wolfgang offers to host this sub-group meeting, for which we thank him.

24. Closing

Simon closed the meeting, giving special thanks to our hosts.

==== end of meeting ====