57th SMDG Meeting in Hamburg

TERMINAL PERFORMANCE REPORTING

TPFREP Message new structure

Michael Schröder   04 May 2011

Hapag-Lloyd

TPFREP 3.0 EDIFACT SMDG Message

► **The TPFREP Terminal Performance Reporting message 3.0 was developed by SMDG several years ago based on D.00B directory.**

► **It is sent from the Terminal to each Container Operator after vessel departure.**

► **Purpose is to transmit terminal productivity data and equipment movement summary, related to the complete vessel.**

► **The message contains following information items:**

- **Vessel timesheet**
- **Crane timesheets**
- **Delays and delay reasons**
- **Number of boxes load / discharge / restow broken down by Container operator, full/MT, 20'/40'**
- **Number of hatch cover moves**

► **Based on this information the gross / net productivity by vessel and by crane can be calculated.**

Benefits for the Terminal

► Provide only one standard message to all container operators, versus many individual formats as before.

► To create and send the message electronically saves time and money compared to creating individual reports manually and sending by email.

►For contract negotiations, both partners have same data source available.

Benefits for the Shipping Line

►All TDR in a central database allows structured analyses, eg. time series, graphics

►Consistency, easy to compare different terminals.

►Easy retrieval for all parties

►Timeliness

►Accuracy

TPFREP Implementation at Hapag-Lloyd

➢ Need for standardized TPFREP increased after the Grand Alliance ceased to provide standardised reporting.

➢ TPFREP production rollout was August 2008

➢ Two reporting channels are offered to the terminals:
  ➢ Preferred option: Send EDIFACT message TPFREP.
  ➢ Alternative: Send standardized Excel template, developed by Hapag-Lloyd, with the same data content as the TPFREP.

➢ As per April 2011, there are
    56 terminals reporting the TPFREP 3.0 message, *plus*
  130 terminals reporting the Excel template - we keep pushing these towards EDI.

Issues encountered

► Hapag is the first shipping line that implements this message world wide
(before only used by Contship and P&O)

- programming effort for each terminal.
- some implementation details needed clarification (eg. restows).
- SMDG Master Liner Codes were not widely used before, needed convincing and adjustment .

► The Excel template causes more handling errors than the EDI message.

► The SMDG version 3.0 includes segment group /segments with new code/qualifiers in addition to the official UN/EDIFACT directory.

Some users are hesitating to implement version 3.0, which is not officially authorised by UN/CEFACT.

New TPFREP 4.0 version

► The SMDG meeting in Oct.2010 nominated a <u>TPFREP sub-group</u> with the task to develop a new TPFREP 4.0 message structure and obtain official UN/EDIFACT approval.
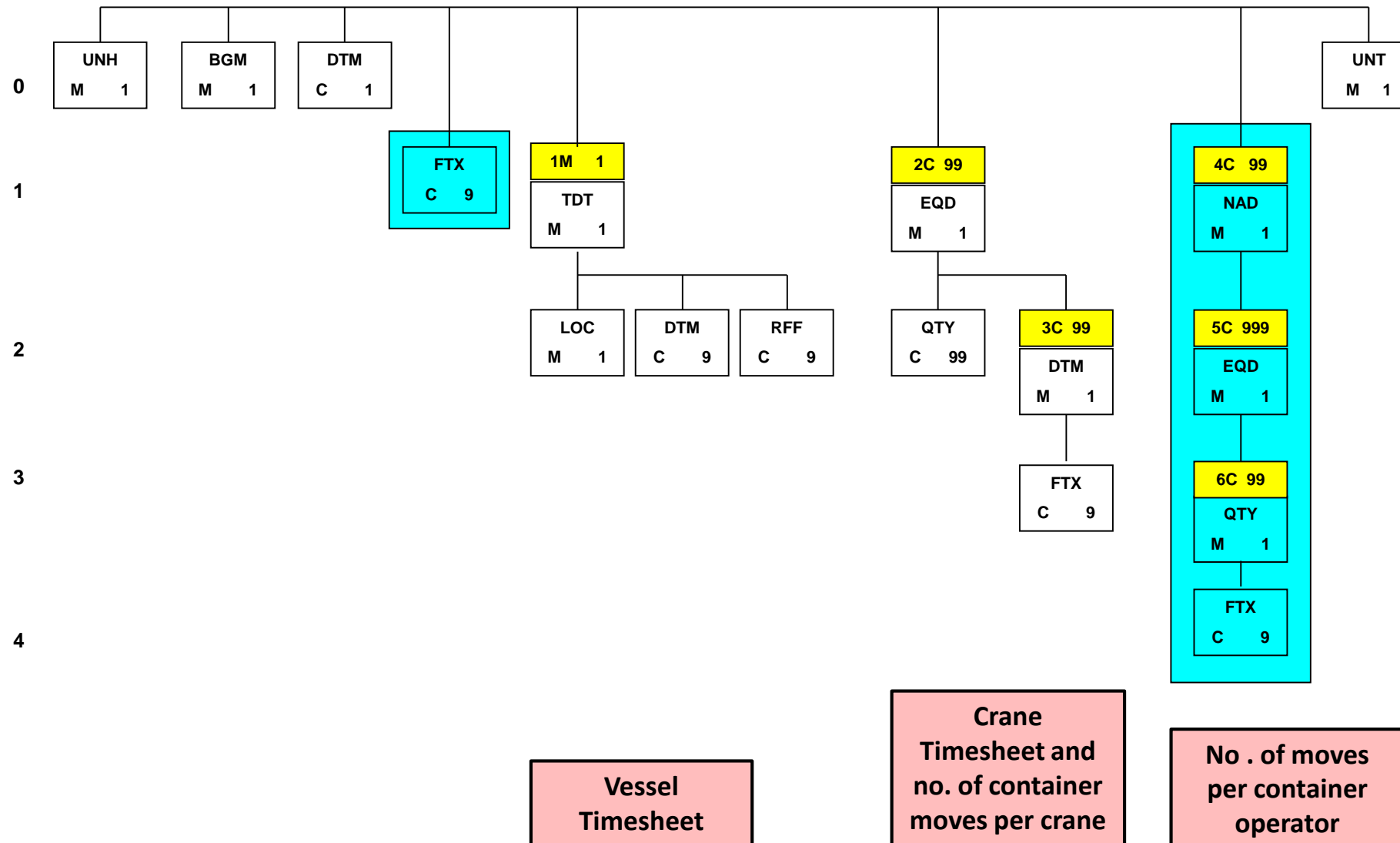Members are Hapag-Lloyd, ECT, HHLA and MSC Brazil..

► The TPFREP sub-group has submitted a proposal for the new message structure.
- The TBG3 interim meeting in Paris on 23 Feb approved the proposal
- The European TAG (Technical Assessment Group) approved the proposal in March
- The UN/CEFACT Global Experts Meeting in Washington approved the proposal in April

► Next Steps
- Await publishing of the official UN/CEFACT codes and qualifiers with the new directory D.11A middle of this year.
- SMDG then has to create the new MIG (Message Implementation Guideline) showing the new structure and codes, and publish on the SMDG website.
- Then the EDI partners can start to implement the TPFREP 4.0 message.

New TPFREP version 4.0 message structure based on D.11A

UNH M 1	BGM M 1	DTM C 1	UNT M 1

0

1

FTX C 9

1M 1
TDT M 1

2C 99
EQD M 1

4C 99
NAD M 1

2

LOC M 1 | DTM C 9 | RFF C 9

QTY C 99

3C 99
DTM M 1

5C 999
EQD M 1

3

FTX C 9

6C 99
QTY M 1

4

FTX C 9

Vessel Timesheet	Crane Timesheet and no. of container moves per crane	No . of moves per container operator

Usage of SG2 (crane ID and volume per crane)

EQD

The EQD segment denotes a single crane. De8053 describes the type of crane.

de8053 *following new codes are being requested:*

FC   Floating Crane
GC   Standard Container Gantry Crane
MC   Mobile Crane
SC   Ship's Equipment

QTY

The QTY segment describes the type of move performed by that crane.

de6063 *following new codes are being requested:*

491	Number of container moves, load & discharge
492	Number of containers to be shifted
493	Number of Ro/Ro container moves, load & discharge
494	Number of Ro/Ro units, load & discharge
495	Number of breakbulk cargo items, load & discharge
496	Number of stacking frames, load & discharge
497	Number of containers discharged for restow
498	Number of containers loaded for restow
499	Number of hatch cover moves
500	Total number of equipment moves, load & discharge

Usage of SG3 (crane timesheet)

DTM

The DTM segment describes the working time and delay times for the single crane.
C507.2005 Following new codes are being requested:

791	First Crane Lift (date + time when the crane starts working)
792	Last Crane Lift (date + time when the crane ends working)

FTX

The FTX segment describes delay reasons if de2005 in the preceding DTM is '468 non working'.

In de4451 only 'ACD' = 'Reason' allowed.

Example reason codes in C107.4441:

WEA	Weather
FTE	Failure of Terminal Equipment (Crane breakdown)
CAE	Waiting for Cargo

Example   (30 minutes stoppage due to weather)
DTM+468:0030:401'
FTX+ACD++WEA::306+STOPPAGE OF WORK DUE TO BAD WEATHER'

Usage of SG6 (volume per container operator)

QTY

The QTY segment describes the number of container moves per container operator.
C186.6063 - only code '371' (actual units) allowed

FTX

The FTX segment describes the type of move.

In de4451 only 'AID' = 'Event' allowed.

C107.4441 – code IDI (DIS, TDI etc. - total 22 Codes for different types of load, discharge, restow to be assigned by the SMDG)

Example   (12 containers discharged)
QTY+371:12'
FTX+AID++IDI::306+NUMBER OF CONTAINERS DISCHARGED FOR IMPORT'

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**Dear SMDG members,
please support the
implementation of TPFREP
to our all benefit !**

**Thank you very much
for your
kind cooperation.**