IFTSAI (Transport Schedule)

- Two new segments

- Additional Requirements

SMDG Meeting in Bilbao
10th October 2012

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SMDG

USER GROUP FOR SHIPPING LINES AND CONTAINER TERMINALS

Purpose of the IFTSAI

The IFTSAI is typically sent from a Vessel Operator to a Terminal or to another Vessel Operator or to a schedule portal.
It contains information on the schedule of the vessel.

Typical Information in the IFTSAI

Header Part
Vessel information
Vessel identifier, name, operator and voyage number.

Body Part
Port information
For each port:
➢ *Location*
➢ *Terminal name*
➢ *Arrival date*
➢ *Departure Date*

port A	port B	port C	port D	port E
dep	arr dep	arr dep	arr dep	arr

Addition: The message is also prepared for reporting number of containers (EQD/EQN, currently not used) and information on the cargo (GID segment).

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IFTSAI - Business Request

*A terminal operator (ECT Rotterdam) was requesting to report the **expected volume** for*

a port in addition to the existing information in the message.

That means: The number of containers planned for load and discharge.

This is needed for planning the load and discharge operations (time window and cranes).

*In this case, the message would report only data for **one port**.*
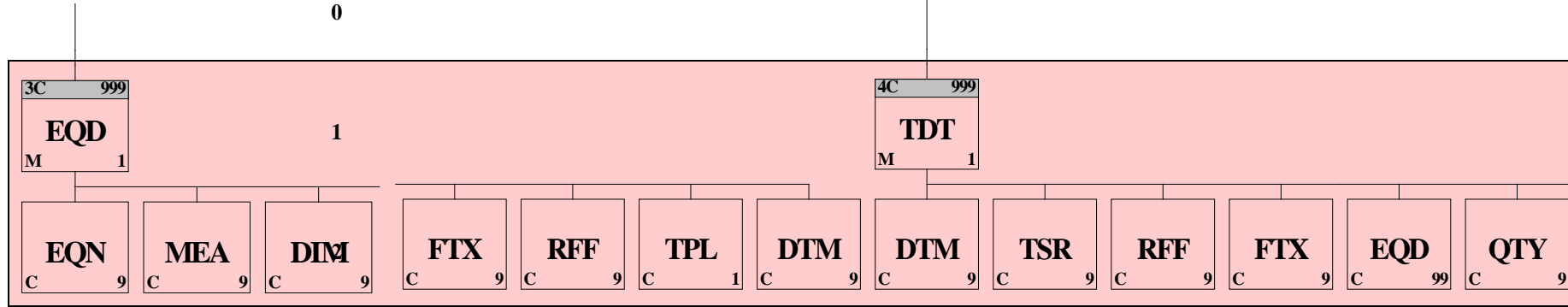
IFTSAI - Approved change

Leave SG2, SG3, SG4 unused
Insert new SG7 (EQD-EQN) on port level
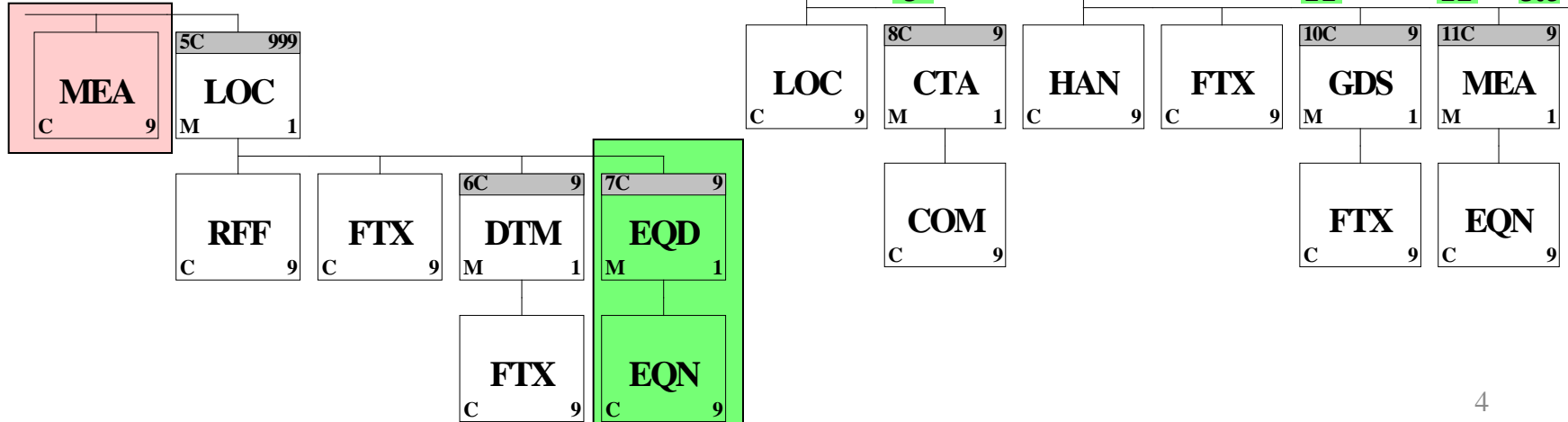**Increase the following SG numbers by 1**

IFTSAI

Status

- The new message structure was proposed and approved by UN/ECE already in 2011.

- The D.11B directory was only published in August 2012 by the UN/CEFACT.

- Our working group found a small discrepancy between the requested and the published version (new segment group description). The UNECE was asked to correct it.

Next Steps

- The draft MIG is almost ready and will be published on the SMDG website shortly. Message version will be IFTSAI 2.1

IFTSAI

Open Requests for next Version – To be discussed

1. **Add Partner Lines** (from PSA Antwerp)
   The Vessel Operator should mention the Co-Loaders (Partner Lines) that will book cargo on the vessel, and also the voyage number for each Partner Line.
   The TDT Segments should be added.

2. **Cargo Acceptance / Restrictions** (from René Bendt)
   While the schedule shows the physical route of the vessel, the shipping line will often not accept cargo on all possible port-port combinations.
   The request is to indicate those corridors where cargo is actually accepted.

3. **Include possible feeder connections** (from René Bendt)
   To show scheduled feeder connections that can be reached with a particular ocean vessel. Based on the business rules of the message sender.

➔ Items 2. and 3. target at enhancing the IFTSAI from a pure schedule information to showing the actual product that the shipping line offers. Currently some schedule portals could make the respective assumptions and draw incorrect conclusions.

IFTSAI

4. **Add Delay Reasons** (from Hapag-Lloyd)
If a schedule update shows a delay compared to the original schedule, the vessel operator might give a reason for the delay. The current IFTSAI manual contains only few delay reasons, which are even mixed with other events such as Drydock or Phase in/out. Proposal for new codes on next page.

Proposal for Delay Reason Codes

DELAY REASONS											
Ship related		**Cargo related**		**Shore related**		**Force Majeure**	
Code	**Text**	**Code**	**Text**	**Code**	**Text**	**Code**	**Text**
ENG	Engine repairs	REF	Reefer malfunction	BTH	Berth congestion	WEA	Bad weather
VGR	Vessel Gear Breakdown	WGT	Misdeclared Cargo weight	YRD	Yard congestion	RSC	Save and Rescue
PAU	Vessel detained by port authorities	STF	Misstuffed Container	TEC	Crane breakdown	VIN	Vessel inspections by Coast Guard
EDD	Emergency Dry Docking	LEK	Leaking Container	LAB	Labor Shortage	HOL	Bank Holidays
ACC	Accident involving personnel	CIN	Cargo inspection by Authorities	LAS	Lashing delays	STR	Strike
DEV	Deviation to avoid bad weather	SPH	Special cagro handling	BUN	Bunkering delays	TID	Tidal restrictions
STW	Stowage adjustment	**OTC**	**OTHERS - cargo related**	PIT	Pilot / Tug not available	PTF	Port traffic restrictions
OTV	**OTHERS - vessel related**			CRN	Crane shortage	**OTC**	**OTHERS - force majeure related**
				PRD	Low Productivity		
				ANA	Authorities not available		
				QUA	Quarantine Inspection		
				MIL	Military excercise		
				OTS	**OTHERS - shore related**		