



# 62nd SMDG Meeting in Rotterdam

## IFTMBF New Requests

Refresher

## Purpose

### ■ Message Usage

Commonly the IFTMBF Edifact message is used for a booking from a customer to a shipping line.

However in the SMDG context, it is used for a different purpose namely the exchange of ***DG bookings between Shipping Lines***

where one Shipping Lines uses the space on a vessel operated by another Line.

It is sent from the Container Operator (the Carrier that booked the container) to the Vessel Operator. The Vessel Operator will usually reply with a confirmation or a reject message.

### ■ Responsibility for the message

Before the reorganization of the UN/CEFACT committees, TBG3 was the responsible body for this message.

Since October 2011 the ***SMDG has taken responsibility for this message.***

## Status

### ■ Latest Version 1.3.1

The MIG Version 1.3.1 based on D.00B was published on the SMDG Website in December 2012. It covers all change requests until that date.

Major changes in this version:

- The MIG is now referred to as SMDG because it is no longer limited to be used within the GA.
- The FTX at DGS level for specification of the UNNO Suffix Code was changed. It now refers to the structured 4-character Coded Variant as provided by Exis Technologies.

### ■ Usage

This MIG is currently used by HL, NYK, OOCL, Hamburg-Süd and Hyundai. Tests are ongoing with CMACGM.

Next candidates from HL perspective are MOL, CSAV and APL.

Every EDI Partner Line is welcome!

## Change #1 Fumigation Details

### ■ Business Requirement

Following data items have to be transmitted. Currently they are missing in the MIG :

- **Fumigation Details:**
  - Date + Time of Fumigation
  - Type of the Fumigation substance
  - Amount of the Fumigation substance

This information has to be given on *container level*, not for a single cargo item.

## Change #1 Fumigation Details

### Solution – Proposal based on D.00B

➔ Use new segments MEA, HAN in SG32 and DTM in SG33 (segments are currently not used in this MIG)

| Segment                      | Description                    | Code | Length | Usage |
|------------------------------|--------------------------------|------|--------|-------|
| ----- Segment group 32 ----- |                                |      |        |       |
| 1270                         | EQD Equipment details          | M    | 1      |       |
| 1280                         | EQN Number of units            | C    | 1      |       |
| 1290                         | TMD Transport movement details | C    | 1      |       |
| 1300                         | MEA Measurements               | C    | 9      |       |
| 1310                         | DIM Dimensions                 | C    | 9      |       |
| 1320                         | TPL Transport placement        | C    | 9      |       |
| 1330                         | HAN Handling instructions      | C    | 1      |       |
| 1340                         | TMP Temperature                | C    | 1      |       |
| 1350                         | FTX Free text                  | C    | 9      |       |
| 1360                         | RFF Reference                  | C    | 9      |       |
| ----- Segment group 33 ----- |                                |      |        |       |
| 1370                         | NAD Name and address           | M    | 1      |       |
| 1390                         | DTM Date/time/period           | C    | 1      |       |

EQD already used for container data

MEA new- use for amount of substance

HAN new- use for type of substance

DTM new- use for Date + Time of Fumigation

## Change #1 Fumigation Details

### Solution – Proposal based on D.00B

#### Example

EQD+CN+TCLU2834090+22GP:102:5'

EQD already used for container data

MEA+CH+WT+GRM:100'

Weight of the substance = 100 grams  
CH = Chemistry

HAN+FUM:HANDLING:306+:::PHOSPHIN'

Name of the fumigation substance  
in C218.7418 Hazardous material category name

NAD+SU'

NAD is not needed, but this trigger segment is mandatory.  
Use SU Supplier (meaning the fumigating party)

DTM+530:201310160830:203'

DTM new- use for Date + Time of Fumigation  
Qualifier 530 Fumigation date/time already exists

Remark: All above mentioned segments have a different meaning in the directory definition of the IFTMBF. But these segments exist on Equipment level and they can serve the desired purpose, without a message structure change. The MIG will remain on D.00B directory. Segment usage will be explained in the MIG.

## Change #2 Include ETD at POL

### Business Requirement

The estimated departure date at the POL is required to determine the correct voyage. Reason is that in many cases the voyage number can not be transmitted by the sender, or the sender and receiver use different voyage numbers.

### Solution – Proposal based on D.00B

Use new segment DTM in SG8 (already in the directory)

| ----- Segment group 7 ----- |                                    |   |   |        |
|-----------------------------|------------------------------------|---|---|--------|
| 0370                        | TDT Details of transport           | M | 1 |        |
| 0380                        | DTM Date/time/period               | C | 9 |        |
| 0390                        | TSR Transport service requirements | C | 9 |        |
|                             |                                    |   |   |        |
| ----- Segment group 8 ----- |                                    |   |   |        |
| 0400                        | LOC Place/location identification  | M | 1 |        |
| 0420                        | DTM Date/time/period               | C | 9 | -----+ |

DTM new- use for ETD at POL  
Example: DTM+132:201310162100:203'

Remark: This solution is already in use between HL and HSD on bilateral agreement. The requirement exists also with other EDI partners.

## Change #3 Transmit CFR49 Cargo

### Business Requirement

CFR49 cargo is considered as DG only in the USA, under the Code of Federal Regulations ([www.ecfr.gov](http://www.ecfr.gov)). This cargo is not considered DG as per IMDG definition, but it has to be declared as DG on a vessel that calls a US port. The cargo is mainly Combustible Liquids with a flashpoint between 61 and 93 degr C.

The current description in the MIG is incomplete.

### Solution:

In the DGS Segment, use for CFR49 cargo:

- de8273 Dangerous Goods Regulations Code → 'CFR' (existing qualifier)
- C205.8351 Hazard identification code → 'COMB' (fixed value)
- C205.8078 Additional hazard classification identifier → 'NA' (leading 2 letters of 6-digit "Identification number)
- C205.8092 Hazard code version identifier → not used
- C234.7124 UN Dangerous Goods (UNDG) identifier → The NA-Number e.g. '1993'
- Package Group and EMS-Number are optional for CFR49 cargo.

### Examples:

**CFR cargo:** DGS+CFR+COMB:NA+1993+70:CEL+3+F-E,S-E'

**IMDG cargo:** DGS+IMD+2.1::35-10+1954+55:CEL+1+F-E,S-E' *(for comparison)*

Remark: Same solution as in BAPLIE 3.0. The description in the IFTMBF - MIG will be enhanced.



## Change #4 Combining / Related Cargo Items

### Business Requirement

One over-pack (typical: fibreboard box) may contain several different items inside (typical: glass bottles and plastic bottles). It is required to transmit for each individual over-pack the gross weight and for each item inside the net weight, the reference and the particular DG details.

### Example Booking:

Fibreboard Box #1 - gross 11,44 KGM 0,053 MTQ



| Qu | Description     | Net   | Unit | Reference  | DG     |
|----|-----------------|-------|------|------------|--------|
| 1  | GLASS BOTTLES   | 2,200 | KGM  | HAM053/LP5 | DGS... |
| 1  | PLASTIC BOTTLES | 2,200 | KGM  | HAM054/LP5 | DGS... |
| 1  | GLASS BOTTLES   | 2,400 | KGM  | HAM055/LP5 | DGS... |

Fibreboard Box #2 - gross 3,48 KGM 0,019 MTQ



| Qu | Description     | Net   | Unit | Reference  | DG     |
|----|-----------------|-------|------|------------|--------|
| 4  | PLASTIC BOTTLES | 1,600 | KGM  | HAM057/LP5 | DGS... |
| 2  | PLASTIC BOTTLES | 0,800 | KGM  | HAM058/LP5 | DGS... |

## Change #4 Combining / Related Cargo Items

### Solution

GID+1 refers to the first fibreboard box. GID+1 is repeated 3 times for the 3 cargo items inside.

GID+2 refers to the second fibreboard box. GID+2 is repeated 2 times for the 2 cargo items inside.

Each GID shows the gross weight of the fibreboard box and the net weight of the respective cargo item.

The receiving system must ensure that the gross weight is not counted multiple times.

|  |   |
|--|---|
| GID+1+1:4G:::FIBREBOARD BOXES+1::::GLASS BOTTLES'<br>MEA+WT+G+KGM:11.44'<br>MEA+WT+AAL+KGM:2.2'<br>RFF, SGP, DGS etc   | <b>GID+1</b> first<br>Gross weight of the 1st Fibreboard box<br>Net weight of the <b>first item inside</b><br>Reference, DG details of this first item          |
| GID+1+1:4G:::FIBREBOARD BOXES+1::::PLASTIC BOTTLES'<br>MEA+WT+G+KGM:11.44'<br>MEA+WT+AAL+KGM:2.2'<br>RFF, SGP, DGS etc | <b>GID+1</b> second<br>Gross weight of the 1st Fibreboard box again<br>Net weight of the <b>second item inside</b><br>Reference, DG details of this second item |
| GID+1+1:4G:::FIBREBOARD BOXES+1::::GLASS BOTTLES'<br>MEA+WT+G+KGM:11.44'<br>MEA+WT+AAL+KGM:2.2'<br>RFF, SGP, DGS etc   | <b>GID+1</b> third<br>Gross weight of the 1st Fibreboard box again<br>Net weight of the <b>third item inside</b><br>Reference, DG details of this third item    |
| GID+2+1:4G:::FIBREBOARD BOXES+1::::GLASS BOTTLES'<br>MEA+WT+G+KGM:3.48'<br>MEA+WT+AAL+KGM:0.8'                         | <b>GID+2</b> first<br>Gross weight of the 2nd Fibreboard box<br>Net weight of the <b>first item inside</b><br>Reference, DG details of this first item          |
| GID+2+1:4G:::FIBREBOARD BOXES+1::::PLASTIC BOTTLES'<br>MEA+WT+G+KGM:3.48'<br>MEA+WT+AAL+KGM:0.8'                       | <b>GID+2</b> second<br>Gross weight of the 2nd Fibreboard box again<br>Net weight of the <b>second item inside</b><br>Reference, DG details of this second item |

**Change #4**  
Still under discussion –  
should be aligned with IFTDGN –  
Submission postponed

Outer 1 / Inner 1

Outer 1 / Inner 2

Outer 1 / Inner 3

Outer 2 / Inner 1

Outer 2 / Inner 2

The description in the IFTMBF - MIG will be enhanced.

## Change #5 Excepted Quantities

### Business Requirement

Very small quantities of certain Dangerous Goods may be transported as "Dangerous Goods in Excepted Quantities."

New qualifier needed. Equivalent to existing solution for "Limited Quantities"

### Solution:

Use a new qualifier TEQ (*Transport of dangerous goods in excepted quantities*) in the FTX after the DGS segment. Same syntax as for Limited Quantities.

The remarks in the MIG will be enhanced accordingly.

### Example:

FTX+AAC++TEQ+ETHANOL'

## ■ Next Steps

- Obtain approval from SMDG meeting in Rotterdam in October 2013
- Develop the enhanced MIG
- Publish as version 1.4 (based on directory D.00B) on the SMDG website