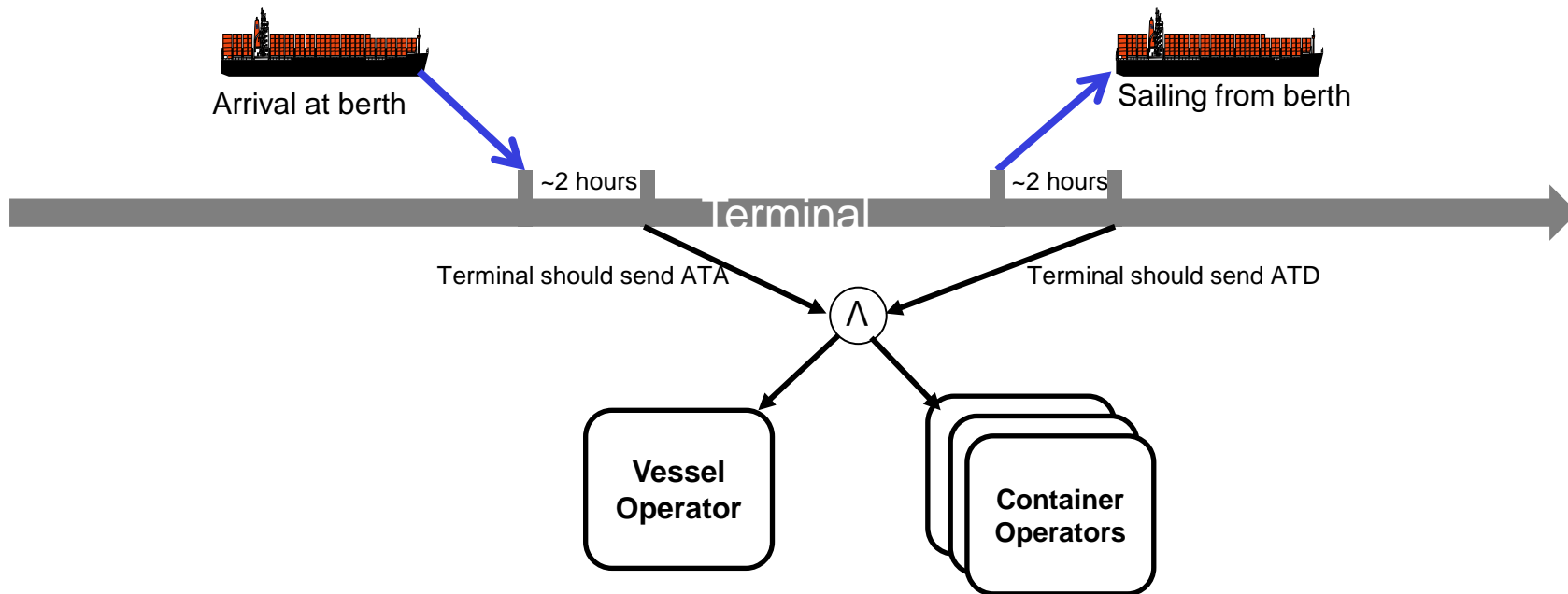




63rd SMDG Meeting in Dubai

SMDG Schedule Automation Initiative

Carriers need to receive the *Actual vessel Arrival + Departure times via EDI*



Sender could be a terminal or a port community system

Why Container Operators require ATA and ATD

- Authorities have to be informed, especially CBP for vessel destined to the US.
- Documents for customers can only be released after ATD is reported.
- Sending of Tracing message to customers is triggered by ATA / ATD update.
Increasing pressure from customers on timely Track & Trace information.

ATA and ATD are required shortly after the fact. At night and at weekends this is difficult. Manual schedule update can be delayed.

For which vessels is ATA and ATD required?

- Shipping Lines need ATA and ATD for each vessel where one of their containers is on board. This can be own vessels, partner vessels or feeder vessels.

EDI solutions already in place

Below a selection of terminals or Port Community Systems that already offer to send ATA and ATD. There may be more. *As per recent advice from OOCL following terminals are also sending IFTSAI: China, Korea, Taiwan, Port Kelang, Japan, Shanghai, Tianjin .*

Port Locode	Sender Terminal or Port Community System	EDI Message format
DEHAM	Provider : Dakosy PRISE system	IFTSTA sample available
BEANR	PSA	
NLRTM	ECT	IFTSAI for ATA VESDEP for ATD
SGSIN	PSA	IFTSAI sample available
HKHKG	Modern Terminals Ltd	IFTSAI sample available
NZAKL	Terminal	VESDEP sample available
USLAX	Trapac terminal	ANSI 323 sample available
USNYC	Maher terminal	ANSI 323
USTIW Tacoma	Washington United Terminal	ANSI 323

Sample IFTSAI message from MTL Hongkong

It's really simple

```
UNB+UNOA:1+MTL+HLC+140303:1627+1++IFTSAI '  
UNH+1+IFTSAI:D:00B:UN:SMDG20 '  
BGM+404++9 '  
DTM+137:201403031627:203 '  
TDT+20+1234567+++ :172:20+++DGZS2:103:ZZZ:FRANKFURT EXPRESS '  
RFF+VON:1234567 '  
LOC+153+HKHKG:139:6+HKG01:72:ZZZ '  
DTM+178:201403031300:203 '  
DTM+186:201403032330:203 '  
NAD+CA+HLC '  
UNT+10+1 '  
UNZ+1+1 '
```

Aim of this initiative

It is proposed that the SMDG publishes **one international recommendation** for ATA and ATD reporting.

A suitable Edifact message type should be determined and a simple Implementation Guide developed. It should be a solution with a good chance for world wide acceptance

Edifact message candidates for reporting ATA + ATD

- VESDEP



- IFTSAI



- IFTSTA



- TPFREP



To be discussed

■ Edifact message candidates

- **VESDEP** is suitable.
It was made for this purpose, and it is a simple message structure.
- **IFTSAI** is suitable.
Most terminals and carriers should be familiar with the IFTSAI.
We should differentiate in the BGM segment whether a message is for a complete voyage with many ports (typical schedule) or whether it is only for a single port for ATA/ ATD.
- **IFTSTA** perhaps suitable.
The structure is more complex, but it could be reduced for this purpose. It does not seem typical to use it for vessel arrival + departure.
- **TPFREP** Not a good idea.
It contains ATA + ATD but it was made to support a different process.
It is often sent too late, some two days after departure.
The world wide coverage is still too low. It can hardly be established as a standard procedure.

SMDG Members – Please decide

1. Do you agree that the SMDG should publish a recommendation and a MIG for reporting of ATA and ATD ?
2. Which message type shall we chose for the recommendation?

Next Steps

- Find volunteers for the working group
- Develop the MIG

Thank you