



63rd SMDG Meeting in Dubai

TPFREP Message status / new requirements

TPFREP - Terminal Performance Reporting EDIFACT Message

■ TPFREP 3.0 based on D.00B directory

was developed by SMDG several years ago.

Usage has gone up from 2008 to 2014, currently some 75 terminals world wide are sending the message version 3.0

■ TPFREP 4.0 based on D.11B directory

was published by SMDG in October 2012.

Summary of Changes :

- Improved message structure.
- All temporary qualifiers and codes replaced by codes officially approved by UN/CEFACT.
- Out of Gauge and Temperature Controlled cargo can be reported separately.
- Breakbulk cargo per Operator can be reported.

As per April 2014, some ten terminals worldwide are preparing TPFREP 4.0 implementation, but no productive usage yet.

TPFREP Implementation at Hapag-Lloyd

- TPFREP 3.0 first production rollout was August 2008
- **Two reporting channels** are offered to the terminals:
 - Preferred option: Send **EDIFACT** message TPFREP (75 active terminals)
 - Alternative: Send standardized **Excel** template, developed by Hapag-Lloyd, with the same data content as the TPFREP (170 active terminals)
- Hapag-Lloyd will implement TPFREP 4.0 within 2014.
The data scope of TPFREP 4.0 is sufficient for HL's purpose.

TPFREP Implementation at CMA CGM and Hamburg-Sud

- Both carriers started to implement TPFREP 3.0 resp. TPFREP 4.0 in 2013
- Both carriers have new requirements on data scope and on level of detail to be reported.
Requirements are outlined on next page.
- Good cooperation in the SMDG working group. Trust that Hamburg Sud will re-join for the next meetings.

The purpose of the message has changed. Originally it was intended for monitoring **Terminal productivity**, mainly calculating boxes per hour.

There was a focus on container volume and time sheets.

Now the focus is on **checking the invoice** from the terminal.

Therefore the message should provide the same
level of detail as the terminal contracts
in order to allow comparison.

CMA CGM requirements

comments during meeting in blue

- **Cargo details do not have a section for Temp Control or NON ISO.**

Meaning: only info whether DG yes/no and Operative Reefer yes/no. No temperature settings, no DG details.

- **Containers types are totally ignored, and only 2 sizes can be reported : no space for 45ft or 53ft, and nothing at all for specials, such as reefers or Hazardous**

Size: The MIG does allow to report the container size as nnFT where nn is the length of the container.

Types: Understand the requirement to report all **combinations of DG, OOG, Reefer** and standard containers (same as HSD requirement)

- **Reason for Restow/Shift should be reported**

→ possible new SMDG code list for "Restow Reasons"

- **More reasons for Delays/Detention needed e.g. "Unused Gang Time"**

Related to idle time before vessel arrival + after vessel sailing. E.g. ILA Guarantee in USA. To be clarified whether related to individual gangs/cranes or to the whole vessel.

→ Possible new SMDG code list for "Delay Reasons"

- **There is not a section for Yard Equipment.**

"Yard Equipment" to be explained. Moves for Twistlock Boxes / Gear Bins ? To be checked.

- **There is not a section for Bundles.**

Bundles Flatracks to be reported. (same as HSD requirement) . Should be same solution as in BAPLIE 3.

- **There is not a section for USCBP Inspections.**

Another delay reason

Hamburg Sud requirements 1/2

- **Delays in Vessel dispatch:** differentiated reporting of

- > Delays occurred before cargo operations
- > Delays occurred during cargo operations
- > Delays occurred after cargo operations

These delays refer to the total vessel, not only to a single crane.

New qualifier 'VSL' in SG2/EQD/de8053 pos.0110 for "General Vessel Delay" required.

- **Vessel Timesheet**

New date/time qualifiers requested for SG1/DTM/C507.2005 pos. 0080

- a. Readiness for cargo operations as reported by the vessel to the terminal (146 proposed)

- b. Outbound clearance, vessel reports to be ready to sail (148 proposed)

a+b in order to differentiate the responsible party for delays, terminal or vessel operator.

- c. Start of load operations (462 proposed)

To determine end of local export storage, if defined in contract until 'start of loading operations'

- d. End of discharge operations (463 proposed)

To determine begin of local import storage, if defined in contract from 'end of discharge operations'

- Report all **combinations of DG, OOG, Reefer** and standard containers.

Example: Reefer DG container, OOG DG container.

- Report different **container types**, not only 20'/40'/45'

Differentiate Standard / Reefer operational / Open Top / Flat / Tankcontainer (to be confirmed)

- Report **bundled flat racks**

Number of flats in a bundle

Hamburg Sud requirements 2/2

- **Type of Move**

New qualifiers requested for SG6/FTX/C107.4441 pos. 0230

- a. Number of containers discharged from Coastal transport for transshipment ('CTD' proposed)
- b. Number of containers loaded from transshipment for Coastal transport ('CTL' proposed)
Special reporting for Coastal (=cabotage) understand is important in Brazil.

- **Vessel arrival / departure condition= TEU on board on arrival / on departure**

This requirement deemed questionable within TPFREP purpose (requested for FTX po.0040)

- **Report Moves of twistlock boxes / gear bins**

- Report the **weight of the containers.**

The container gross weight should be reported, equivalent to the number of TEU.

- **Landside power supply.** To be reported:

a) Start Date+Time, b) End Date+Time and c) Amount of Voltage provided by the terminal.

- **Overtime**

Report crane hours in overtime, amount of boxes in overtime, type + reason for overtime, responsible partner for overtime

- Separate Reporting of **Twin Lifts** (to be confirmed)

- **New message structure: Move SG4-SG5-SG6 under SG3**

This would mean a complete re-structuring and a version of TPFREP 5.0

Next steps

→ Awaiting the first implementations of TPFREP 4.0 probably in 2014.
Gain experience, see whether new requirements arise from productive usage.

→ Enhance the Excel reporting format with the additional data elements from version 4.0 (Reefer, Breakbulk/OOG, ...) *Remark: The Excel format is not provided by the SMDG.*

→ Discuss the new requirements in the working group, check whether the terminals can provide the requested level of detail.

Find solutions, and eventually develop a message version 4.1

→ The new requirements are coming from CMA CGM and Hamburg Sud. The best result for developing the new message version will be achieved if these members actively participate in the TPFREP working group.

