MOVINSv3 – Demands Summary

working document, revision 3, 2014-10-04

1   Introduction

Summary of previous discussions and issues still to be discussed.

2   Review MOVINSv2

MOVINSv2 allows for sections

- Loading instructions HAN+LOA
  The most important part.

- Discharge instructions HAN+DIS
  Many terminals do not use this part – instead, they plan discharge operations from *arrival-BAPLIE* and *COPRAR Discharge order*.

- Restow instructions HAN+RES / HAN+SHI
  Indicates containers to be moved into a different position. Traditionally the target position is exactly specified. Dependent on the number of moves MOVINSv2 distinguishes sections for double-move restows and single move shifts. Most terminals perform restows by double-moves only.

- Change of destination HAN+COD
  Intended to change the POD for transit cargo in departure-BAPLIE. This section is rarely used.

- Mark stowage positions to be avoided HAN+VOI
  This section is rarely used.

- Stowage positions not to be used if cargo does not arrive in time HAN+EXC
  This section is rarely used.

- Stowage positions to be used for (not yet planned) last minute arrival HAN+BAL
  This section is rarely used.

All sections are composed by a list of stowage positions with an EQD group describing cargo in this position.

Interpretation of loading instructions depends very much on bilateral agreements between shipping lines (sender) and terminal (recipient). Usually the instructions received by MOVINS need to be accompanied by additional "verbal" instructions (phone, mail, etc.). It is a major objective to reduce necessity of addition communication around stowage instructions sent by a MOVINS message.

3 Requirements for Loading Instructions

The vessel operator's planning office creates a plan on how vessel's stowage locations are to be used at terminal departure. This plan can be expressed by transmitting a BAPLIE-like stowage plan in the MOVINS message. Theoretically, such a plan exactly specifies the cargo for each stowage position. However, strictly following this plan might cause extreme inefficiencies for terminal's operations. In conclusion a compromise needs to be found.

In practice there are some relations were the transmitted relation stowage location <-> cargo needs to be followed strictly (e.g. DG cargo, breakbulk, OOG cargo), but for most of the cargo some degree of mutual exchangeability shall be possible.

3.1 Exchangeability

Except it is exact matching is explicitly required is it possible to deviate for

- Cargo whose attributes are identical except equipment's ID
- Weight within a given tolerance or weight range
- Empties of same type and size
- Equipment's height (case-dependent!)
- OOG cargo (case-dependent!)

3.2 Equipment attributes usually observed

- Equipment length / stowage location ID
- POD Port of discharge
- Stowage blocks
- Full/empty
- Equipment's handling instructions
- Reefer property (power plug required)
- Blocking / lost slot

3.3 Global provisions to be observed

- Limits for stack-weight and stack-height
- provision for tier-weights
- Weight-distribution policy with regard to stability
- Other general rules, e.g. flexi-tanks near center-line

The margins for exchangeability (interpretation of loading instructions) are to large extent subject of common agreements between shipping line and terminal. In special cases global provisions for interpretation of stowage instructions might be transmitted as part of a MOVINS messages.

For selected ranges of stowage locations transmission of additional requirements might be desirable for transmission:

- Adjust multiple stacks to same height (prepare for platform in subsequent port)

- Number of 8'6 / 9'6 boxes in stack; minimize lost space under deck

4   Restows

In current practice restow instructions are mostly be transferred with specification of an exact target position. This target position is not mentioned in the loading part.

However, once discharged and temporarily placed on terminals yard, the restow-container might theoretically be stowed in any position matching its attributes.

To be discussed: Containers to be restowed are mentioned in a RESTOW section (specifying location to be discharged) and again in the LOAD section, considering ng their re-load part of planning for load operations.

To be discussed: There is no longer an extra section SHIFT. Shifters are treated as restows. The question whether a single or a double move will be invoiced is not subject of MOVINS.

5   Message Structure Design Issues

General objectives:

1. Adapt to new features of BAPLIEv3

2. Reduce necessity for additional communication about requirements not transmittable in MOVINS.

3. Include information about load distribution for economic sailing of the vessel.

Draft proposal:

MOVINS should provide an extra section **GENERAL** describing provisions to be applied when planning load operations. This section is optional and may be used for specification of details which are not explicit subject of agreements other documents or common understanding. Details which are differing among vessels, services, etc.. Such specifications may include items

- Minimize/maximize stability in general

- Target weight for bays (above, below) – objective economic transport

- Stack-weight limits

- Stack height limits (above deck) or -definitions (below deck)

- Stacks where 20' have to be topped by 1 or 2 x 40'

- Weight ranges for tiers

- Weight tolerance, might be different dependent on bays, above/below

- Stow flexi-tanks near center line

- No tanks over walkway / define stacks over walkway

- Positions accessible to power plugs

- …

All these definitions should be transmitted in machine-readable (coded) form.

Above listed information is currently communicated from vessel operator to terminal somehow in non-EDI form. Different variants apply depending on vessel and service to be handled with a terminal call. Parts of it might become implemented in terminal ship-planner's system; other parts in planner's brain. There might be paper documents or verbal communication specifying this information. A section GENERAL might clarify provisions for planning load operations by terminal's ship planner.

MOVINS' core **LOAD section** lists all stowage locations to be used for loading (including lost slots or otherwise blocked slots). Each location specifies one or more EQD group(s) defining cargo potentially to be loaded into this location. The stowage location may be marked that the specified cargo is to mandatory in this position. Furthermore, the LOAD section may include markings concerning a range of stowage locations. (Example1: "observe total height of units specified in stack" – purpose: maximize stack capacity below deck; prepare stowage in subsequent port; visibility line. Example2: "observe total weight of units specified in stack" – purpose: reserve stack-weight usage for subsequent ports; mass distribution for economic sailing.)

If there is no such mark, the cargo specified in a position may be exchanged with cargo specified in some other position. Rules for exchangeability are subject of agreement between line and terminal. Markings specified in MOVINS are to be considered as specification of details for other global agreements. Markings in section LOAD might take precedence over specifications from section GENERAL.

Message definition issue:

As long as markings do not have parameters they might be transmitted by means of a HAN segment. However, since the nature of marking is very much related to the context of MOVINS, marking codes might be confused with HANDLING codes in other messages and thus might be defined in a separate code list LOADING.