



64th SMDG Meeting in Antwerp
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. Hapag-Lloyd started implementation in 2008.

Currently 78 terminals world wide are sending the EDI 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 October 2014, some ten terminals worldwide are preparing TPFREP 4.0 implementation, but no productive usage yet.

TPFREP 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 (78 active terminals)
 - Alternative: Send standardized **Excel** template, developed by Hapag-Lloyd, with the same data content as the TPFREP (~190 active terminals)
- Hapag-Lloyd will implement TPFREP 4.0 within 2015.

TPFREP at CMA CGM and Hamburg-Sud

- Both carriers started to work on TPFREP 3.0 resp. TPFREP 4.0 , going live in 2015.
- Both carriers have new requirements on data scope and on level of detail to be reported. Requirements are outlined on next pages.
- Good cooperation in the SMDG working group between the vessel operators.

TPFREP at NAVIS

- NAVIS plans to improve the support of the TPFREP message in one of the next releases of their terminal operating software. This will make the TPFREP implementation easier for many terminals.

The purpose of the message has changed during the past years

Originally it was intended for monitoring Terminal productivity, mainly calculating boxes per hour (for a crane / for a vessel)
There was a focus on container volume and time sheets.

Now another 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.

The TPFREP is a relevant data source for
Reducing fuel consumption for Speed-Ups.

The message helps to avoid speed-ups by answering the questions:

- Compare the number of actual moves to the proforma moves.
- Compare the actual number of cranes to the planned number.

Requirements from CMA CGM and Hamburg Sud

- **Separately report DG containers**

Report all combinations of DG, OOG, Reefer and standard containers. Example: Reefer DG container, OOG DG container (No temperature settings and no DG details required)

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

Only two Restow Reasons to be reported by the terminal: "Terminal convenience" and "Instructed by operator"

- **More reasons for Delays/Detention needed**

- "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"

- US CBP Inspections

- **Additional equipment type: Yard Equipment.**

To report additional crane moves for Lashing Material (Twistlock Boxes / Gear Bins / lashing bars)

→ new qualifier needed (same level as Hatchcover moves)

- **Bundled Flats to be reported.**

Including number of flats in the bundle.

Should be same solution as in BAPLIE 3.

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) is important in Brazil (Hamburg Sud)

- Report the **weight of the containers**

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

- **Landside power supply.** 3 elements 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

- **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'

Next steps

→ Awaiting the first implementations of TPFREP 4.0 probably in 2015.
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

