

SMDG Plenary, Process Meeting No. 68 | MINUTES

Wednesday 5th October 2016/ Plenary/ Xvela | Hamburg
Thursday 6th October 2016/ Process/ Arthur Touzot | Hamburg

Meeting called by SMDG Committee
Type of meeting Plenary Meeting
Chairman Bruis van Driel (new)
Simon Spoormaker
General Secretary Arthur Touzot (new)
Gerry Endenburg
Host XVELA



XVELA

AGENDA TOPICS

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Executive Summary:

The 68th SMDG meetings convened in Hamburg from the 04th till the 06th of October gathering up to 34 industry experts hosted by XVELA (4,5) and Arthur Touzot (6): Sub group, Plenary, Process

A new management has been elected assuring a new era to build on the strong foundation of the 3 decades of the work from previous leadership. New SMDG Chairman is Bruis van Driel, and new SMDG General secretary is Arthur Touzot

The core of the debate was on the EDI and process implementation of the VGM. The latest UN/EDIFACT format VERMAS has achieved its purpose of enabling VGM to be measured and reported accordingly along the supply chain utilizing updated legacy format (BAPLIE 2.2 and above, COPRAR...).

Nevertheless, the respect of the standard as defined in Official UN documentation is yet to be improved by the different stakeholders linked to the maritime logistic chain.

Further actions are to be defined for implementation by the renewed subcommittees with the addition of a specific subcommittee on Communication and business processes for all of whom we invite industry stake holder to participate actively.

Recommendations were also drawn for the industry to update their systems, trainings, processes with the correct and approved format especially for BAPLIE 2.2 and VERMAS 1,0

The next meeting is schedule to be convened in beginning of march 2017, in Genoa, hosted by MSC upon confirmation.

Have a good reading
Bruis van Driel Chairman of SMDG
Arthur Touzot Secretary General SMDG

ADMINISTRATION

Presentation | Bruis van Driel/ Simon Spoomaker; Arthur Touzot/ Gerry Endenburg

1. **New Chairman and General Secretary have been elected:**

Ship-planning Message Design Group (SMDG), a non-profit organization run by and on behalf of organizations in the maritime industry, has, in its 68th plenary meeting, elected **Bruis van Driel (APM Terminals) as Chairman** and **Arthur Touzot (ATSEA consulting) as Secretary General**.

2. **Updated Mission proposal to include Common Intercompany Communication and business Process.**

In italic are addition or correction

SMDG develops and promotes UN/EDIFACT EDI-messages for the Maritime Industry and is an official **Global** User Group, recognised by the UN/EDIFACT Board.

SMDG is also a collaboration and services platform for the entire Maritime industry. We bring together supply chain professionals and technology experts to create standards, develop best practice and common intercompany communication and business process to bring the industry to a higher level of efficiency across the maritime logistic chain.

3. **Updated Format of the SMDG meetings from 2 day to 3 days to include the CICP:** The SMDG meetings format has been enhanced by the addition of a permanent **3rd day dedicated to Common Intercompany Communication and business Process**. The format will now be: **1st day Subgroup meeting** to wrap up actions and materials produced between both bi annual sessions: the **2nd day will be the plenary sessions** will be used to communicate on the achievement and start the next action plan with the input of the full SMDG attendance. The **3rd day will be dedicated to the CICBP**. It will address the issues of the business implementations and process to enable **efficient and accurate usage of the EDI format and industry feedback on regulation implementations or business needs** (VGM, COPRAR exchange within alliances, TPFREP...). It will also address **recommendations for IT providers** for their own development road map to insure **proper and efficient systems integrations through EDI et al**. This will enable the SMDG to move forward on the implementation actions plan, define the business requirements of the industry for the next SMDG bi annual general meetings, implement further subgroups work.

4. **Updated Subgroups to include Common Intercompany Communication and business Process:**

Subgroups chairman are details below in the management board. Sub group members are detailed in each member are detailed in each subgroup meeting minutes: Chairmen of subgroups are,

Objectives – General Management Board

The general management objectives are **to extend the accurate use of EDI format and improve SMDG documentation, compliance tools (ex GEFEG), and recommendation release to enable industry efficiency. Supply chain industry efficiency is to be matched with Message chain efficiency.** For this purpose, we are dedicated to also reach out to our partners not yet attending and/ or represented (Asia, main IT providers or platform such as INTTRA, SAP, GT Nexus, Solverminds....) and also to other shipping or supply chain stakeholder (Breakbulk, roro, rails, depos), extend the application to breakbulk for VGM declaration. This should enable enhancement of the digitalization to gain access to big calculations

General Management Board

SMDG Chairman is Bruis van Driel, SMDG General secretary is Arthur Touzot

Subgroup Chairmen are:

Michael Schröder (HLL) for VERMAS, and TPFREP subgroups, Jost Müller (Interschalt) for BAPLIE and MOVINS subgroups, Paul Wauters (PSA/COSMOS) for Container Messages and INVOIC subgroups, Patrick Straka (Maersk) for Codes management subgroups, and Ann-Christin Fröhmecke (CMA CGM) for Common Intercompany Com and Bus Process (CICBP).

Action

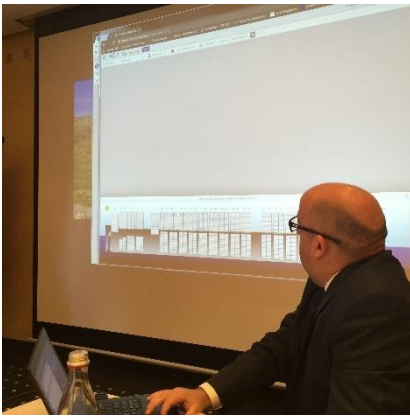
Chairman: make press release for change of management, scope and organization update

General secretary: prepare minutes meeting for SMDG board approval, set up the work environment and administration including, collaborative platform, web sites, by 15/11/2016 for general communications and subgroup meeting work. Trials on egypte and Gotomeetings

Chairman General secretary: Prepare for next SMDG meeting. Proposal of agenda with Subgroup chairmen

Subgroups chairman: confirm sub groups members, confirm minutes' meetings and prepare/ do work for next SMDG

Chairman and General secretary: co-organize with host next SMDG meeting



Presentation of Manuel Perez on XVELA. XVELA is a cloud base platform part of Cargotec group (NAVIS, XVELA, INTERSCHALT, M +B) aiming to streamline communications between carriers and Terminals.

Mr Perez presented some functionalities of terminal/ carrier comparison baplies, transcoding tables for loc/ carrier, codes, logs of communications

One of the aim of XVELA is to bring also terminal operation follow up visibility to carriers by COARRIES. Crane Intencities/ crane split

XVELA is also looking at Port authorities' communities that seek a better view over containership operations within their areas and tracking of such between areas.

Objectives/Comments

Further needs on user interface exchange between terminals and carriers in real time were highlighted by members to further include crane split/ crane intensity display and bay views.

SMDG community is always interested to have update roadmap and demonstration of IT, Service provider tools

Presentation | Jost Müller & Michael Schroeder

1. **New processes might be needed:** There are new process steps that are not covered by existing message types. For example, reporting from a weighing station to the shipper, or the weight from the terminal to the carrier or from the carrier to the shipper.
2. Different timing for weight transmission in current messages. In many cases, the existing messages are sent at a different time than the VGM is known or is required. **The existing messages are sometimes sent too early or too late for transmission of the VGM.**
3. One new message is easier than changing many existing messages Shippers, carriers and terminals need to change a large number of message versions, on a fixed deadline. Many of them find it easier to implement one new message for the special purpose of VGM reporting than upgrading many existing message versions and test simultaneously with many EDI partners.
4. Message identification determines the purpose. The receiver can detect the purpose (VGM update) from the message identification VERMAS. He does not have to go into the message to detect the function.

Objectives/Lessons Learnt – Working Group

Speedy progress **SMDG has reacted quickly on the new requirements**, long before most stakeholders even realized the regulations.

- **Good cooperation:** SMDG and UN/CEFACT have jointly developed and published a completely new Edifact message structure and the implementation guide in a very short timeframe.
- **Successful development of a new EDI format:** Since the start of VGM requirement on 1st July 2016 the VERMAS has been implemented and used by innumerable parties from all sectors of the maritime industry. **The VERMAS satisfies the needs of all stakeholders and it has become the world standard for VGM reporting.** Only odd critical voices were heard.
- **Public awareness of SMDG:** The SMDG expertise for VGM was taken for granted and not doubted. SMDG became a focal point for information around VGM transmission requirements. **The public awareness of SMDG as standardization organization grew considerably.**
- **Edifact still going strong EDI in the maritime industry** is still centered on Edifact messages. There was no doubt that the VERMAS should be developed in the Edifact framework and not in other formats such as for example XML, JSON or Webservice. **All stakeholders are operating Edifact environment and could therefore implement the VERMAS easily.**
- Many stakeholders are using a provisional version of the specification 0.4 and should move to the actual approved UN/EDIFACT one the 1.0. the differences are well documented and explained
- VERMAS message not to be used as handling instruction to order weighting
- COPARN to be used as preferred means for weighting order within the process with the concerned stakeholder.
- COREOR require new business process and is not yet enough implemented

Actions	Working Group	Deadline
Only use 1.0 to go forward <ul style="list-style-type: none"> ○ 1.0/23.6.2016 Final MIG Version ○ Parameters/Shipping Line ○ #1 Qualifier 	Michael Schröder (Chair) Jost Müller Paul Wauters Stefano Ottonello Yoshi Kito	April 2017

Recommendation:

- 1.0/Version only on the site
- COPARN to be used for weighting orders

1-VERMAS SMDG Meeting HAM 2016-10-05.pdf

Presentation | Jost Müller

The past year of the subgroup BAPLIE/MOVINS has been busy to provide VGM-enhanced BAPLIE versions 2.2 and 3.1. Many IT solution providers focused implementation of BAPLIE 2.2, but there is an increasing interest in BAPLIE 3.1.



Terminals, lines and on-board instruments process information for indicating whether a container's gross mass has been verified or not. (Some updated implementations even use VGM qualifiers in messages incorrectly claiming to be version 2.0 or 2.1.) Capabilities for transmitting additional VGM documentation in versions 2.2. and 3.1 are rarely used.

The latest MIG revisions 2.2.1 and 3.1.1 can be downloaded from SMDG website.

Now after interruption by the VGM implementation, the regular work on development for a major upgrade of message MOVINS should continue.

Objectives / Lessons Learnt – Working Group

BAPLIE:

Some BAPLIE messages have been observed which confusingly transmit both qualifiers *verified gross mass* and a *gross mass without verification*. The MIG should have explained more clearly how to use these qualifiers.

There has been a question on how to transmit information on subsidiary risks in the DGS segment. The MIG for versions 2.x is not very clear on that. We should improve/harmonize explanation as it is done in version 3.x.

These has been the question on how to transmit the position of gear boxes. SMDG members supported this requirement because of the moves on arrival and Suez canal declaration. However there is no proposal yet. It is unclear how to express an equipment size/type for "gear boxes".

MOVINS version 3 objectives:

- Include features introduced with BAPLIEv3 -- Support new business demands
- Reduce need for additional communication about stowage instructions
- Structure MIG according to principles of BAPLIEv3 – allow for message validation in SMDG portal
- Some catch words: stack weight, stack height, container's max. stacking weight

Actions

Working Group

Deadline

Finalize MOVINS Design Requirements
 Transform requirements into design draft of Edifact message
 Study the validation portal

Jost Müller (Chair)
 Peter Horstkorte
 Michael Schröder
 Henrik Monberg Carlsen
 Heidi Stemler
 Jeroen Muis
 Manuel Perez
 Jasmin Dröner
 Paul Wauters

April 2017

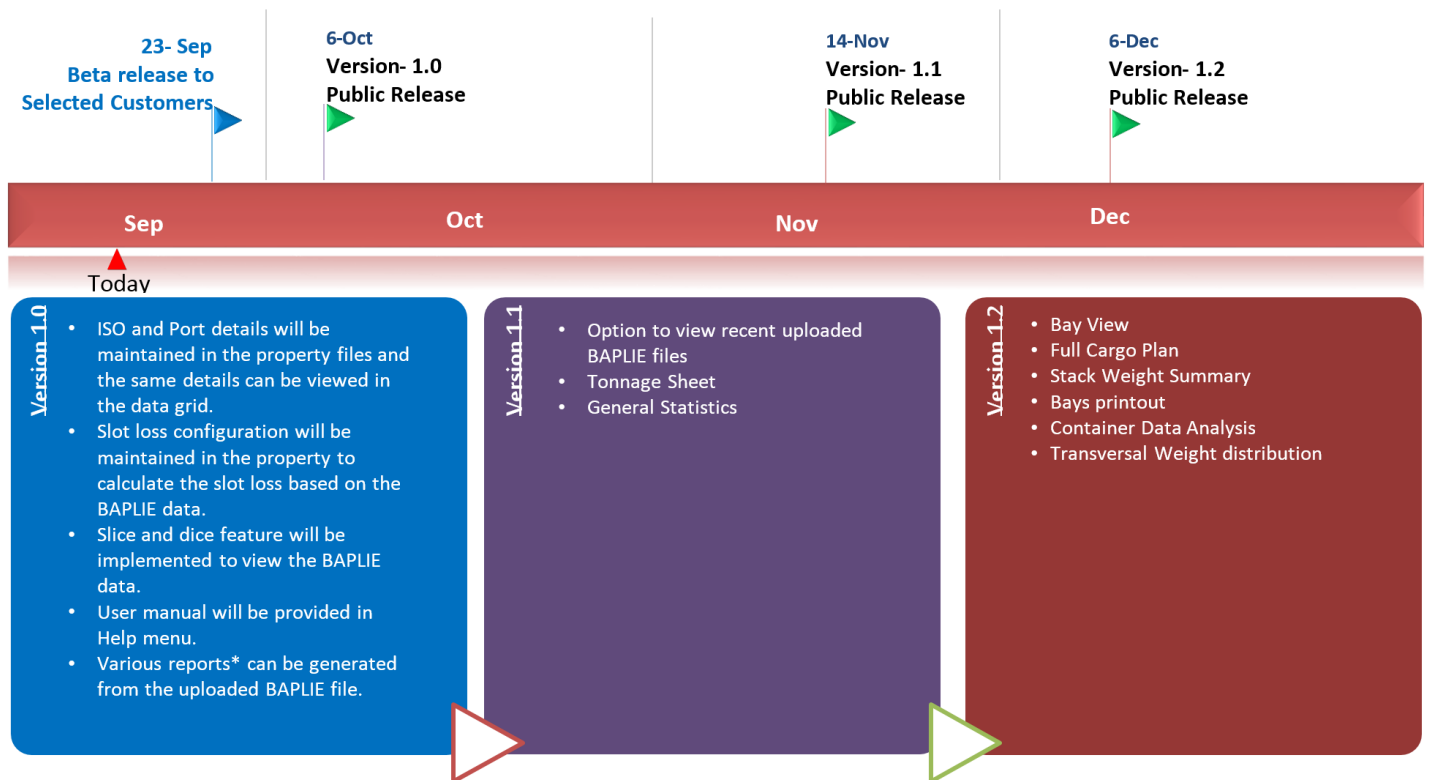
Recommendation:

It has been notified by SMDG Ocean carrier and terminal members that some vessels were still not updated with the proper version to read at least BAPLIE 2.2 containing VGM. All vessel owners are requested to upgrade their loading computers.
 SMDG Ocean carrier require Terminals not yet capable to generate BAPLIE 2.2 to update their systems

[2 -BAPLIE-MOVINS-minutes.pdf](#)

BAPLIE VIEWER TOOL

Presentation | Marc Jordans
RoadMap For 2016



*Various Reports: Container List, IMDG List, Reefer List, Cargo Summary, Container Data, Break Bulk, OOG Cargo Summary, Container Remarks, Remap Fields (Mapping for Ports, ISO and Carrier), IMDG Summary, Container Type Summary, Load Port Summary by Operator

Objectives

Context is that the industry is looking for new tools with which to read VGM enabled files (BAPLIES mainly). Baplie Viewer Tool from Solverminds is one such standalone tools with a very reactive development. Other tools are also existing such as Baplie Viewer (web base) or part of the package of other IT solutions (Stowman, CASP..). This important as per implementation of VGM to enable check and comparison from the different stakeholder. Agents, terminals, on board, partners...port authority

Actions	Working Group	Deadline
For Information Only	Not Applicable	N/A

[3- SVM BAPLIE Viewer Roadmap.pdf](#)

DMR'S FOR CUT OFF DATES (IFTSAI)

Presentation | Michael Schroeder

Cut-off dates (closing dates) are typically agreed between a shipping line and a terminal. They denote the latest arrival time at the gate for accepting cargo to reach a certain vessel. There can be different cut-off times for general cargo, hazardous cargo, out of gauge etc.

- Cut-off times are transmitted in IFTSAI as part of the vessel schedule, and in IFTMBC with the booking confirmation from the carrier to the shipper.
- During the VGM implementation it became clear that a **new cut-off time for the VGM was needed**. In that course it became obvious that the **existing qualifiers for other cut-offs are insufficient and incomplete**.
- Therefore, **we are proposing in total five DMRs for new qualifiers**.
- This work could also be transferred to COPINO

Objectives/Actions

Use Case	Description	Currently used	SMDG IFTSAI recommended	Proposed Action
VGM cut-off	Latest date/time on which the VGM details must be delivered to the ocean carrier or to the terminal.	222	N / A	New DMR
Document Closing	Latest date on which the Shipping Instructions must be delivered by the Customer to the Carrier	407	N / A	Add 407 to the IFTSAI MIG (?)
FCL cut-off	Date on which the acceptance of new FCL containers will be stopped at this location.	180	180	New DMR
LCL cut-off	Date on which the acceptance of new LCL containers will be stopped at this location.	411	262	Replace 262 with 411 in the IFTSAI MIG
DG cut-off	Date on which the acceptance of new DG-cargo will be stopped at this location	- / -	50 and 262	New DMR
OOG/BB cut-off	Date on which the acceptance of new OOG- and Break Bulk cargo will be stopped at this location	- / -	262	New DMR
Reefer cut-off	Date on which the acceptance of new operational reefer containers will be stopped at this location.	- / -	N / A	New DMR

Actions

New DMR

Recommendation:

4- DMR cut-off dates SMDG Meeting 2016-10.pdf

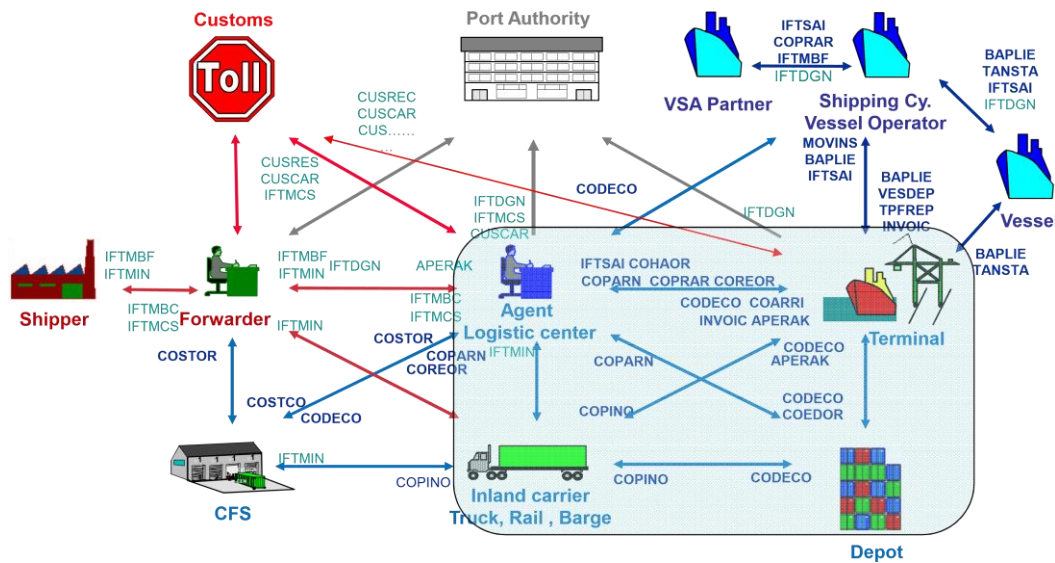
Working Group

Michael Schröder (Chair) April 2017
 Marc Jordens
 Bruis van Driel
 Patrick Straka
 Hans Vlasblom
 Boudewijn de Kievit

Deadline

CONTAINER MESSAGES

Presentation | Paul Wauters



Principle:
 Generate one base structure
 Individual EDI messages pick the necessary segments and keep the base order

Benefits:
 Better quality messages
 Easier maintenance – manual
 Reusable

Objectives/Lessons Learnt – Working Group

Issues Identified

- Indication of Damage Condition (DAR)
- Current Equipment Condition (ABS) - report on the current condition and/or status of a container, including confirmation of HAN
- Handling Instructions (HAN) - instructions on action to be taken
- A new message might be necessary for reefer monitoring following the process taken by the VERMAS

Insert of VGM and alignment of standards between

- COHAR MIG to include weighting order
- Standardization for D95B and D00Bfor COPRAR and COPRAN
- DGS – dangerous goods in D 95B are not enough and limited to 9. Authority requires full disclosure of DGs so that container >9 Dg ref inside can be handled.
- Improvement is needed on a general basics on qualifiers
- Generic message structure should be kept along the different messages.
- Some clarifications in documentations is also needed as for example the LOC codes that could be confusing and misinterpreted especially for Transshipment on different terminals with inland transfer
- Clarification (by samples – cfr. BAPLIE)

Actions

Working Group

Deadline

Proposal for the next SMDG meeting on Reefer message
 Proposal on standardization of D95B and D00Bfor COPRAR and COPRAN

Paul Wauters(chair)
 Harald Lange
 Patrick Straka
 Jeroen Muis
 Bruis van Driel
 Stefano Ottonello
 Yoshi Kito

April 2017

Recommendation:

[5- SMDGContainerMessagesHamburg2016.pdf](#)

CODE LISTS

Presentation | Michael Schroeder / Jasmin Droenner

- Handling Codes (introduced with BAPLIE 3.0)
- Blocking Codes (introduced with BAPLIE 3.0)
- ATT Codes (introduced with BAPLIE 3.0)
- Delay Codes (IFTSAI and TPFREP)
- Master Liner Codes
- **Terminal Facility Codes**
- SMDG Codes VGM Information (new)

Main purpose:

Main purpose of this sub group is to streamline the edition and use of Un codes from ISI boxes to handling codes to locations codes including terminal codes. Different stakeholders are using different codes from their internal systems to their communication systems creating a lot of work of Transco. Part of it is due to the either the lack of UN clarity or UN codes with the different locations, part of it is due to legacy practices that needs industry recommendation to evolve and become efficient.

Indicate the discharge location of a container if a vessel calls at multiple terminals within a port

For example, Hamburg port DEHAM with HHLA terminals CTA and CTB...

Identification of terminals:

Unique by a combination of UN/LOCODE and Terminal Code to streamline the industry on this use.

Ocean carriers are sometimes producing their own norms, internal coding systems adding 3 or more letters to the 5 Un loc code. Those are not aligned between alliance partners

Container ISO codes

Needs better requirements and documentations for proper follow up and application.

See also the BIC Page 11

Objectives/Lessons Learnt – Working Group

New column: “alternative UN/LOCODE’s” (only on request). Why? Different parties may use different valid UN/LOCODES. Big terminals are notifying to the ocean carriers their codes. However, they do not always correspond to the geographical location. Ex NLRTM, for Rotterdam maasvlakte 2 i/o NLMSV. MTMLA for Malta free port. China terminals are also using Metropolitan codes.

Terminal Facilities List

Example:

Virginia International Gateway USORF = Norfolk USPTM = Portsmouth

Actions

Working Group

Deadline

New Layout: (as per decision on SMDG meeting in April 2016 in Copenhagen)

Patrick Straka (chair)
Arthur Touzot

April 2017

New column: “alternative UN/LOCODE’s” (only on request)

Default proposal prior to recommendation

Terminals to contact with Chairman of the subgroup or SMDG management and indicate how they wish to proceed. What code to refer them.

Recommendation:

6-SMDG_Code_Lists_Hamburg 2016-10-05.pdf

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 86 terminals worldwide 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 now be reported.

As per October 2016, some 20 terminals worldwide are preparing TPFREP 4.0 implementation. Productive usage is slowly increasing. ECT Rotterdam and Cartagena ready to go live.

TPFREP as describe above and within a certain carrier / terminal process is not only be used for Terminal performance reporting, but also for stream lining Carrier and terminal financial relationship. Few carriers have been using it such as HLL, CMA CGM, HSD, UASC...but further work by the subcommittee should be done to with the TPFREP Subcommittee to:

- Define business requirements for the evolution required
- Define motivation to have main terminal groups applying it
- Define proper inventory of actual business process to emit the format and target business process for the IT/ solution provider to develop the necessary common tools in their roadmaps.

Objectives/Lessons Learnt

- Awaiting the first implementations of TPFREP 4.0 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.

Actions	Working Group	Deadline
Find solutions, agree in the working group and submit the respective DMRs. Eventually develop a message implementation guide version 4.1 (currently, October 2016, development is postponed because many resources were allocated to VGM projects). <u>Recommendation:</u>	Michael Schröder (Chair) Jeroen Muis Arthur Touzot Manuel Perez Heidi Stemler	Unknown

7-TPFREP SMDG Meeting Hamburg 2016-10-05.pdf

Presentation | Jorn Heerulff BoxTech

Jorn Heerulff presented The Bureau International des Containers BIC and Boxtech

They are older of the ISO rules under UN/IMO for:

- Technical data on container iso 1496
- container identification number and marking of container iso 6346
- container status (damage..) 9897
-

ISO 6346/amendment 3 contains enhancement for reduce stacking and racking capabilities.

New boxes are produced with new codes while old one stay with their present codes

BIC would like to call upon SMDG members to review documentation for group 2 work on Equipment identification to adapt codes to new type size and industry requirements, such as door openings.... **See Codelist Chairman/ subgroup to participate**

Boxtech can be a reference for the tare weight VGM. The weight of a container (transport equipment) can change in its life time depending of the maintenance

8-Boxtech TCD_SMDG_Oct 2016.pdf

EXIS

Presentation | James Douglas EXIS

James presented Exis as per slide on the right Exis mention their IMDG database including also port restrictions and the library of tools available to the industry.

They also produce a VGM e-learning courses. Those have been promoted by TT Club to shippers

Preparation is ongoing for the next IMDG Code to be published 1st of November 2016 that will include new Un Dg numbers

Voluntary implementation by the 1st of January 2017 and mandatory by the 1st of January 2018

9-Exis Hazcheck Presentation SMDG OCT 2016.pdf

Win-Win-Win-Win

- Container Lessors**
 - Avoid sending constant file updates to hundreds of lessees.
 - Avoid phone/e-mail customer support to answer basic equipment questions
- Ocean Carriers**
 - Avoid chasing leasing companies for file updates
 - Avoid the maintenance of online tare weight query tool
 - Avoid phone/e-mail customer support to answer basic equipment ?'s
 - Customer and vendor satisfaction: Make customers and other trading partners more efficient
- Shippers / Forwarders**
 - Avoid accessing dozens of different websites to obtain tare weight and other characteristics
 - Avoid manual re-keying of characteristics
 - Avoid any manual intervention whatsoever, once automated API in place
- Terminals**
 - More efficient planning through better visibility of container size/types and other characteristics
 - Exception management: Non-standard equipment, spot errors, missing data

Technical Characteristics Database | www.bic-boxtech.org | 12

Exis Technologies

- Leading supplier of computerised systems for the management of dangerous goods
- Over 25 years experience of supporting major shipping lines, logistics companies, shippers, ports and terminals, government and regulatory organisations worldwide. Customers include 17 of the top 20 container lines and 20 of the top ferry/RORO companies,
- Supplies an integrated range of systems and tools under the Hazcheck brand providing automated packing and segregation checks
- IMDG Code e-learning courses to meet the mandatory IMDG Code training requirements
- Suppliers and developers of the CINSnet database and portal
- Suppliers of the CVL for SMDG

EXIS TECHNOLOGIES | ISO 9001 REGISTERED | ISO 14001 REGISTERED

COMMON INTERCOMPANY COMMUNICATION AND BUSINESS PROCESS

Facilitator | Bruis van Driel, Chairman SMDG/ Arthur Touzot, General Secretary of SMDG (VGM)
| Ann-Christin Fröhmkcke Chairman of the subgroup (Coprar)
| Arthur Touzot, General Secretary of SMDG (TPFREP)

Introduces in SMDG upon MAERSK and CMA CGM request in Copenhagen

VGM

Terminals:

- VGM has been implemented in all terminal system of our SMDG members
- VGM data management is not an issue
- VGM compliance and declaration is not a pain point
- Terminals are also performing weighting for VGM depending of the location environment and shippers request. When no weighting facility exist locally or when local main export industry stake holders required it, process and facilities were efficiently put together to provide this added service to the industry. No real inventory for all countries were made yet and published.
- Liability and cost are still of a concern for few stake holders.
- COPARN is recommended to be used for weighting order
- Terminals takes transshipment cargo weight as VGM.
- Terminals are randomly weighting inbound cargo and found sometimes heavy discrepancies on that.
- MO VGM no loading and most terminals revert to shippers or carriers is this case. Some terminals are not gating in the containers without the certificate
- Terminals are still receiving VERMAS 0.4 and request to move to 1.0 which is the actual approved standard
- Terminals noticed some vessels without VGM capabilities yet in their loading software.

Carriers

Global lines

- Global carriers are getting VGM. Pain point is on the timely receipt of the VGM from the shipper.
- Global carrier also monitor VGM accuracy. They noticed heavy discrepancies between VGM declared weight (8T) and actual measured weight upon arrival (25T). Africa and Asia are under scrutiny.
- Challenges within alliances to follow up on the VGM declaration. This has an impact on vessel optimisation with the no VGM no loading rules. Use of Coprar between partners could be the solution VS forecast Xls
- Challenges are for carriers on the follow up when shippers are changing as new shippers do not hold VGM certificate especially with regards to transshipment
- 2 approach on stowage process:
 - 1/ Only planning VGM containers,
 - 2/Combination of the two,VGM comes from the weight declaration made by the terminal to the carrier in the Pre BAPLIE (refer to ops process) and/or final BAPLIE.
- Carriers noticed some vessels without VGM capabilities yet in their loading software

Feeders

- 99% of VGM compliance in most of the cases.
- Challenges of feeders is that shippers are not their client, only the carriers. They have little control, visibility or follow up on this.
- Same general issues as carriers for the rest

IT/ Solution providers

- Interschalt (MACS3), Kokumsonic (easecon, loadstar, loadmaster) are all up to date with at least Baplie 2.2
- All customer under evolutive and corrective maintenance were updated
- All other customers without such frame were sent a commercial proposal
- Nevertheless, it is vessel owner responsibility to insure proper contractual agreement and on board installation

A general warning was highlighted on the definition of Empty DG tanks and of Tare weight VGM that could evolve along the life due to maintenance and repair for Method 2

CARRIER Subgroup

COPRAR

Within the current wave of:

- industry consolidation whether merging and acquisition (CMA-CGM- APL, HLL-UASC, COSC-CSCL, Kline-MOL- NYK)
- the building of giant alliances,
 - 2M (MSK-MSC- Hyundai TBC),
 - OCEAN ALLIANCE (CMA-CGM group, COSCON, EVERGREEN, OOCL),
 - THE ALLIANCE (Hapag Lloyd group, The Japanese conglomerate, Yang Ming)
- The need of independent Ocean carriers to find strong partners (Hamburg Sud, PIL, ZIM, Wan hai, Xpress feeders, KMTTC, IRISL, ICL, EMIRATES, TS Liness, ARKAS, UNIFEEDER,)

The implementation of the VGM,

The industry has the opportunity and strong need to find efficiency and standardization within its communication exchange business process.

For this purpose, Accurate coprar files for load list exchanged are to become the way forward.

The first gains are:

- Decrease of dual Manual Work to the sender and the receiver VS excel format exchange like booking forecast (load recap)
- Increase of system automation enabling the follow up of VGM and handling/ stowage requirements
- Optimized loading process and capacity management.....

A New subgroup has thus been created under the chairmanship of Ann-Christin Fröhmkcke to lead the work that would establish:

- Vessel sharing agreement VSA/ Contract SMDG recommendation for COPRAR format accuracy
- Inventory of the present usage within the frame above
- Inventory of operational gains moving from XLS load recap to Coprar load list
- Define recommended common process of application within the carrier's environment and with the terminals
- Study the use by the carriers of the GEFEG portal for EDI validation as a mean of arbitration for EDI format accuracy

This is the second of several common intercompany communication and business process that will be tackled by this subgroup after VGM and before TPFREP.

TPFREP

- TPFREP as a great potential. Terminal SMDG members ECT, PSA are producing TPFREP 2.0
- The building of the format is not straight forward for any terminals as no off the self-applications TOS are producing it. It requires internal development that consolidate data from different departments and applications: planning and quay side. Multiple data source. Further work should be lead on customer requirement, It solution availability and process.

Actions

Working Group

Deadline

Carrier subgroup to design recommendation of VSA contract template for the application of COPRAR	Ann-Christin Fröhmkcke (Chair)	April 2017 (COPRAR)
TPFREP to follow SMDG 69	Sven Tivotuo	
	Marc Jordens	
	Stefano Ottonello	
	Martin Gaansted Bertelsen	
	Arthur Touzot	
	Manuel Perez	

Recommendation:

VGM: on board loading software to be updated to Baplie 2.2 and above is mandatory
COPRAR recommendation to follow on SMDG 69
TPFREP to follow on SMDG 69

10- AT SMDGWayForward day 3.pdf

