IFTMBF
DG Bookings between Carriers

71st SMDG Meeting in Paris

11 April 2018

IFTMBF for DG Bookings - Purpose

❑ **Message Usage**

Commonly the IFTMBF Edifact message is used for a booking from a customer to a shipping line.

However in the SMDG context, it is used for a different purpose namely the exchange of
DG bookings between Shipping Lines
where one Shipping Lines uses the space on a vessel operated by another Line.

It is sent from the Container Operator (the Carrier that booked the container) to the Vessel Operator. The Vessel Operator will usually reply with a confirmation or a reject message.

❑ **Responsibility for the message**

Before the reorganization of the UN/CEFACT committees, TBG3 was the responsible body for this message.

Since October 2011 the *SMDG has taken responsibility for this message*.

IFTMBF for DG Bookings - Status

❑ **Latest Version 1.3.1**

The MIG Version 1.3.1 based on D.00B was published on the SMDG Website in December 2012.

Major changes in this version:

- The MIG is now referred to as SMDG because it is no longer limited to be used within the GA.
- The FTX at DGS level for specification of the UNNO Suffix Code was changed. It now refers to the structured 4-character Coded Variant as provided by Exis Technologies.

❑ **Usage**

This MIG is currently used by HL, ONE, OOCL, Hamburg-Süd, Hyundai, CMACGM and in a similar version by MSC. Every EDI Partner Line is welcome!

❑ **Next Steps**
MSC has started an initiative to enhance the message with missing elements, and to increase the acceptance of the standard MIG. The imitative is ongoing, but the SMDG should already form a work group of carriers to develop the new MIG version.

IFTMBF and IFTMBC for DG Bookings - Process
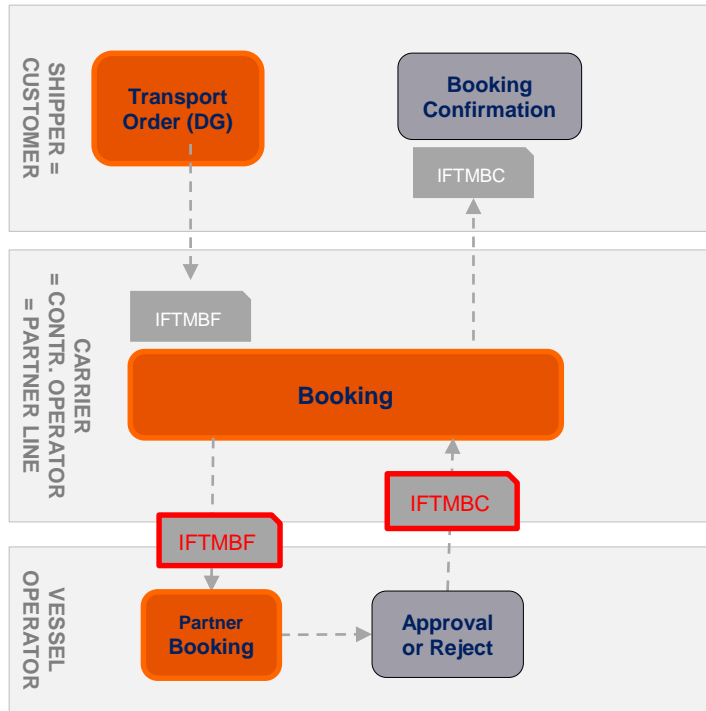
DG Booking from Container Operator to Vessel Operator
➔ *MIG by SMDG is published*

DG Booking Confirmation from Vessel Operator to Container Operator
➔ *MIG from SMDG is not (yet) available*

IFTMBF for DG Bookings – Topics to address

❑ **Items resulting from a carrier workshop in April 2018, detailed requirements will follow later**

- Transhipment scenario – besides POL and POD, include original POL, final POD and T/S ports with their sequence number

- BGM function codes – only 1 / 5 / 9 to be used

- Slot charter scenario: distinguish whether the message comes from a VSA partner or from a slot charterer

- Reefer settings: To be reported on GID level or on EQD level

- Fumigated Container: Date/Time of fumigation on EQD level and the rest (name and amount of substance) on GID level

- PSN vs. TN

- CAA competent authority approval

- IMO Sort Codes: TLQ, TEQ, Residue, Normal, ...

- CFR49 discussion: SMDG should provide a solution, which has been presented already on an earlier SMDG meeting

Hapag-Lloyd

IFTMBC – Booking Confirmation for DG bookings

❑ **So far no MIG available for IFTMBC for DG bookings**

❑ **SMDG should provide a MIG for this IFTMBC as an international standard**

❑ **Items discussed:**

- IFTMBC for each single container, or for the whole booking?
  The MIG should allow both options.

- References needed in the IFTMBC:

  – Reference to the booking message BGM reference

  – Reference to the booking number

  – Reference to the container number resp. to the placeholder as long as no container number is known

Hapag-Lloyd

IFTMBF Message – SMDG working Group candidates

A new working group should be formed

1. MSC: Stefano Ottonello

2. Hapag-Lloyd: Michael Schröder

3. ZIM: Vlad Komarov

4. Hamburg Süd: Pujan Ghanbari

5. CMACGM: Julien Vangeon (to be confirmed)

6. Maersk Line: ???

7. ONE: ???

8. Other carriers ??