

TPFREP

Terminal Performance Reporting

73rd SMDG Meeting in Rotterdam

12 February 2019



Hapag-Lloyd

Information in the TPFREP – Terminal Performance Report



Implemented by



TPFREP

In this presentation

- New version TPFREP 4.1
Summary of changes, Status:
MIG is overdue
- Additional RFF-DTM in Header?
- TPFREP via Excel – standardize it ?
proposal
- TPFREP Community – Best Practice
proposal SLACK tool - Hands on Registration
- Vessel Timesheet – Standard Definitions?



TPFREP Changes for next version 4.1

- New qualifiers needed, but no changes in message structure
- New qualifiers were published in D.18A repository by UN/CEFACT
- New TPFREP – MIG version 4.1 to be published by SMDG asap

**SMDG Meeting in
St.Petersburg
Sept. 2017**

Decision on Changes

The SMDG decided on the enhancements that will be in the next TPFREP version 4.1.
All changes are explained in detail on next slides.

Feb. 2018

The DMRs were submitted by the chairman to UN/CEFACT for approval

SMDG Meeting April 2018

Edifact solutions and the DMRs were explained and agreed

June 2018

All changes were approved by UN/CEFACT and published in D.18A directory

Next -

>> Develop the new MIG for TPFREP 4.1 <<

TPFREP Changes for next version 4.1



Requirement	Description
1. Identify TPFREP Light	Add new qualifier to BGM.de1001. new code 873
2. BGM function codes	Allow only: 1–Cancellation and 5–Replace and 9–Original
3. Vessel Timesheet	New codes for <i>Ordered gang start/end time</i> and for <i>Ready for cargo operation / Ready to sail</i> New codes, see below
4. Landside power supply	Add new qualifier for power generator New code, see below
5. Crane hours in overtime	Add new optional qualifier '504' to SG3/DTM/C507.2005 (crane section)
6. Reporting of Lashing Equipment	Add new qualifier for Lashing Equipment to SG3/QTY/C186.6063 New codes, see below
7. Separately report DG, OOG and Reefer containers	Add 3 new qualifiers DG, RFRDG and OOGDG (SMDG internal codes)
8. Generic container size type	Replace 20FT by 2%%% and 40FT by 4%%% etc in the MIG
9. Type of Move for Cabotage	Add 2 new qualifiers CTD and CTL (SMDG internal codes)
10. Restow Reasons	Already covered by existing codes TDL and TSH for Terminal Convenience restows. Better explanation in the MIG needed.

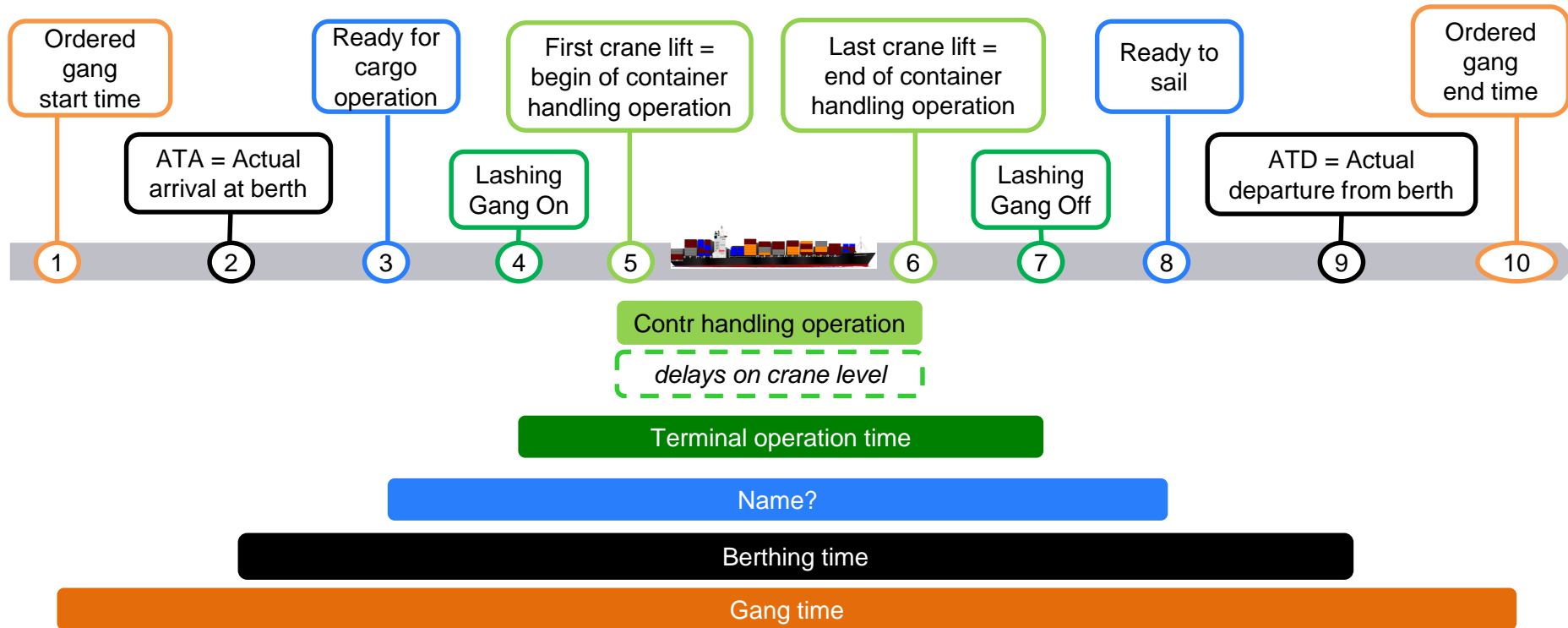
TPFREP Changes for next version 4.1

Detail

Requirement	Decision SMDG
1. Identify TPFREP Light (if the message contains only the volumes for one carrier and not the total moves)	<p><i>Decision:</i> Add new qualifier to BGM/de1001 for “<u>Partial</u> transport equipment movement report”</p> <p>Currently only code 265 used for “transport equipment movement report”</p> <p>New code 873</p>
2. BGM function codes	<p>Allow only following values:</p> <ul style="list-style-type: none">1 – Cancellation5 – Replace9 – Original

TPFREP Changes for next version 4.1

Vessel time sheet, new events



TPFREP Changes for next version 4.1

Detail

3. Vessel time sheet, event reporting - see illustration on next slide.

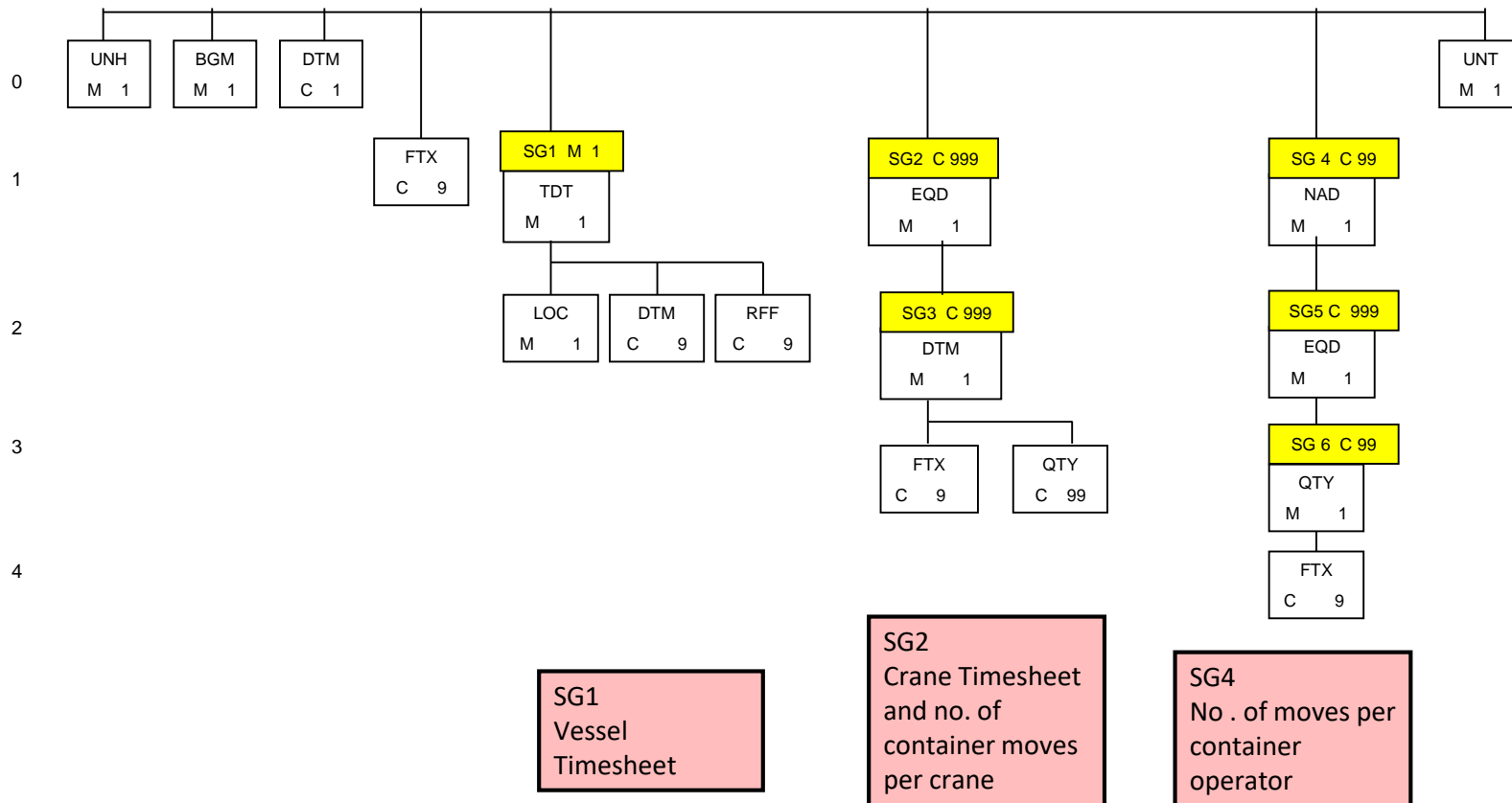
Use Case	Description	DTM Qualifier	New Codes
1. Ordered gang start time	Starting time when working gangs are ordered by the vessel operator	New	New code 816 in SG1 / DTM / C507.2005
10. Ordered gang end time	End time until when working gangs are ordered by the vessel operator	New	New code 817 in SG1 / DTM / C507.2005
2. Arrival berth	Actual vessel arrival = first line ashore	178	no action, already in MIG
9. Sailing time	Actual vessel departure = last line let go	186	
3. Ready for cargo operation	Readiness for cargo operations as reported by the vessel to the terminal	New	New code 818 in SG1 / DTM / C507.2005
8. Ready to sail	Outbound clearance, vessel reports to be ready to sail	New	New code 819 in SG1 / DTM / C507.2005
4. Lashing Gangs On	Begin of terminal operation	269	Codes remain in MIG with wording "Lashing Gangs On/Off"
7. Lashing Gangs Off	End of terminal operation	413	
5. First lift	First crane lift = first move	78	No need to change. First and last crane move are already in SG3/DTM on single crane level.
6. Last lift	Last crane lift = last move	same 78	

Requirement	Decision SMDG												
<p>4. Landside power supply To report start+end date+time and amount of power (kWh) provided by the terminal.</p>	<p>Add new qualifier for “Landside power generator” to SG2/EQD/de8053 (currently used for type of crane). New Code= EGI Example for reporting 20000 KWH: EQD+EGI+G1’ DTM+78:201808291930-201808300200:719’ QTY+220:20000:KWH’</p> <p>Usage of QTY.C186:</p> <table border="0"> <tr> <td>6083</td> <td>Quantity type code qualifier</td> <td>220</td> <td>- Meter reading. The numeric value...</td> </tr> <tr> <td>6060</td> <td>Quantity</td> <td></td> <td></td> </tr> <tr> <td>6411</td> <td>Measurement unit code</td> <td>KWH</td> <td>- kilowatt hour</td> </tr> </table> <p>→ Which terminal would be a pilot candidate?</p>	6083	Quantity type code qualifier	220	- Meter reading. The numeric value...	6060	Quantity			6411	Measurement unit code	KWH	- kilowatt hour
6083	Quantity type code qualifier	220	- Meter reading. The numeric value...										
6060	Quantity												
6411	Measurement unit code	KWH	- kilowatt hour										
<p>5. Crane Hours in Overtime Report crane hours in overtime, amount of boxes in overtime, type + reason for overtime, responsible partner for overtime</p>	<p>Add optional qualifier ‘504’ to SG3/DTM/C507.2005 (existing qualifier, no DMR) That new code denotes the crane working time and the number of moves are reported as Overtime. Type + reason + responsible party for overtime cannot be reported.</p>												

Requirement	Decision SMDG																		
<p>6. Reporting of Lashing Equipment To report additional crane moves for Lashing Material (synonyms: Twistlock Boxes / Gear Bins / lashing bars)</p>	<p>Add new qualifier for Lashing Equipment to SG3/QTY/C186.6063 (volume by crane, same level as hatch cover moves). New Code = 529</p>																		
<p>7. Separately report DG, OOG and Reefer containers.</p> <p>(no temperature settings and no DG details/IMDG class to be reported!)</p>	<p>Add new qualifiers for DG in SG5/EQD/de8154 (volume by operator)</p> <table border="0"> <tr> <td>STD</td> <td>- Standard</td> <td>existing</td> </tr> <tr> <td>RFR</td> <td>- Active Reefer</td> <td>existing</td> </tr> <tr> <td>OOG</td> <td>- OOG</td> <td>existing</td> </tr> <tr> <td>DG</td> <td>- DG</td> <td>new</td> </tr> <tr> <td>RFRDG</td> <td>- Reefer DG</td> <td>new</td> </tr> <tr> <td>OOGDG</td> <td>- OOG DG</td> <td>new</td> </tr> </table> <p>→ These are SMDG internal codes, no DMR needed.</p>	STD	- Standard	existing	RFR	- Active Reefer	existing	OOG	- OOG	existing	DG	- DG	new	RFRDG	- Reefer DG	new	OOGDG	- OOG DG	new
STD	- Standard	existing																	
RFR	- Active Reefer	existing																	
OOG	- OOG	existing																	
DG	- DG	new																	
RFRDG	- Reefer DG	new																	
OOGDG	- OOG DG	new																	

Requirement	Decision SMDG
8. Generic container Size Type	<p>Align container size-type reporting with SMDG standard: In SG5/EQD/C224.8155 <u>Currently</u> “20FT” = 20 Feet Container, “40FT” = 40 Feet Container etc. <u>Should be:</u> Report the leading 2 digits of the ISO size-type code followed by %%. Examples: 22%% = container with length 20 ft and height 8'6 L5%% = container with length 45 ft and height 9'6</p>
9. Type of Move for Cabotage Special reporting for Coastal (=cabotage) is important in Brazil and China	<p><i>Decision:</i> although it appears to be a special requirement, it can easily be covered by new codes in SG6/FTX/C107.4441 Therefore suggest to add two new codes: a. ‘CTD’ Number of containers discharged from Coastal transport for transshipment b. ‘CTL’ Number of containers loaded from transshipment for Coastal transport ➔ These are SMDG internal codes, no DMR needed.</p>
10. Restow Reasons	<p>Already covered by existing codes TDL and TSH for Terminal Convenience restows. Better explanation in the MIG needed.</p>

TPFREP 4.1 based on D.11B



TPFREP Message Structure – Additional RFF-DTM in Header

Discussion: Should there be an additional segment group of RFF and DTM added as SG1 in message header?

PRO:

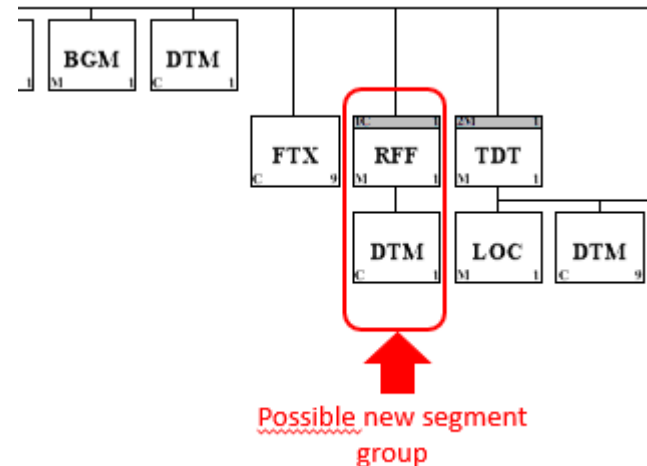
Standard procedure for all SMDG messages. Purpose is to make reference to previous message in case of function 1-Cancellation or 5-Replace.

CON:

Practically functions 1 and 5 are not used at all. Only originals are being sent. In case of an error, the terminal would re-send the whole message. A structure change would be a major effort and would require – again – a new TPFREP version.

DECISION:

- > Leave the three function codes in BGM: 1 (Cancellation), 5 (Replace) and 9 (Original) in the MIG.
- > Do not add RFF-DTM at this time.
- > Add a remark in the 4.1 MIG accordingly.
- > Remember this requirement for the next TPFREP structure change that may come out of business requirements.



TPFREP Message – SMDG working Group

Work Group Members

1. Michael Schröder (chair)
2. Ori Ben-Shimon (ZIM)
3. Heidi Stemler / Sönke Witt (HHLA)
4. Arthur Touzot, (SMDG/ATSea Consulting)
5. Marc Jordens, Mark Lim (Hamburg Süd)
6. Boudewijn de Kievit (ECT)
7. Patrick Straka (MSK)
8. Wendy Jamarillo (NAVIS)
9. Jeroen Muis (Copas)
10. Emmanuel Odartey (TEC, Ghana)

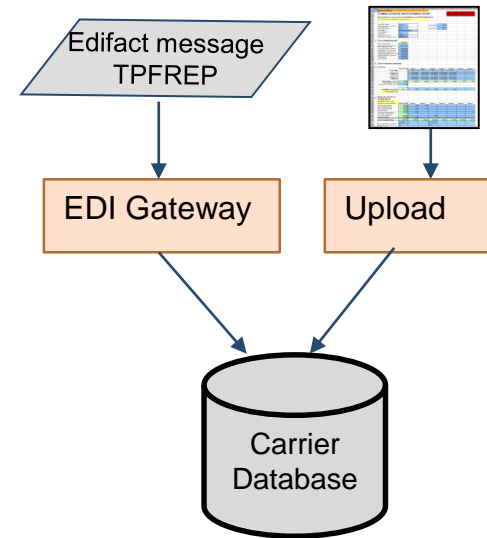


TPFREP via Excel – standardize it ?

- Worldwide roughly 100 terminals reporting via EDI and 300 via Excel or individual format
- Carriers are using standard Excel template – but each carrier has a slightly different format. Two examples below.
- Should the SMDG workgroup aim to harmonize the templates and publish a standard Excel Template? ➔ Open for discussion!

EDI

Excel



TERMINAL DEPARTURE AND PERFORMANCE REPORT

This spreadsheet is an Excel version of the EDI REPORT message TPFREP used by the carrier.

Terminal Code	Terminal Name	Terminal Type
10000000	Amsterdam	General
10000001	Amsterdam	General
10000002	Amsterdam	General
10000003	Amsterdam	General
10000004	Amsterdam	General
10000005	Amsterdam	General
10000006	Amsterdam	General
10000007	Amsterdam	General
10000008	Amsterdam	General
10000009	Amsterdam	General
10000010	Amsterdam	General

1. Port and Berthing Time

Port	Arrival	Departure
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00

2. Crane Timesheet and Delay

Crane ID	Crane Type	Crane Status	Crane Time	Crane Delay
10000000	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000001	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000002	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000003	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000004	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000005	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000006	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000007	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000008	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000009	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000010	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00



CMA CGM Group

TERMINAL DEPARTURE AND PERFORMANCE REPORT

This spreadsheet is an Excel version of the EDI REPORT message TPFREP used by the carrier.

Terminal Code	Terminal Name	Terminal Type
10000000	Amsterdam	General
10000001	Amsterdam	General
10000002	Amsterdam	General
10000003	Amsterdam	General
10000004	Amsterdam	General
10000005	Amsterdam	General
10000006	Amsterdam	General
10000007	Amsterdam	General
10000008	Amsterdam	General
10000009	Amsterdam	General
10000010	Amsterdam	General

1. Port and Berthing Time

Port	Arrival	Departure
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00
Amsterdam	2019-01-15 00:00:00	2019-01-15 00:00:00

2. Crane Timesheet and Delay

Crane ID	Crane Type	Crane Status	Crane Time	Crane Delay
10000000	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000001	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000002	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000003	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000004	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000005	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000006	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000007	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000008	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000009	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00
10000010	General	OK	2019-01-15 00:00:00	2019-01-15 00:00:00

TPFREP Community – Best Practice – use SLACK tool

- When implementing TPFREP, carriers and terminals often come across similar questions in different parts of the world.
Why not learn from each other and exchange solutions for typical questions.
This could even be input for new standards.

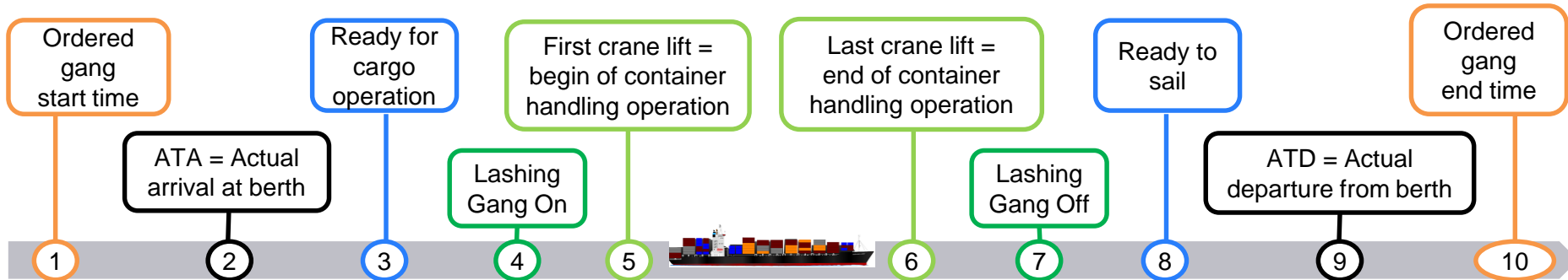
ZIM suggests to establish a "TPFREP User Community" of carriers and terminals in order to exchange best practices and experiences.

- To start via email distribution, later possibly Chat Room on the new SMDG website.
- → Open for discussion!
→ New collaboration tool **SLACK** to come soon !
Are carriers and terminals interested to join?
Who wants to become the "Administrator"?



Vessel Timesheet – Standard Definitions?

- When discussing the vessel timesheet in the workgroup it appears that there is no standard definition for the events below.
- Examples: When is ATA: first line ashore or last line fastened? When is Begin of Operation: Start of unlashng or First Move? What exactly is basis for calculation of terminal productivity times? What means “Lashing gang on?”
- Is there a common standard definition that could be used as reference?
If not, should this workgroup develop a recommendation for standard terms definition?
- → open for discussion !





Michael Schröder

Project Manager IT Consulting

Hapag-Lloyd AG

Hamburg, Germany

Tel: +49 40 3001-2906

michael.schroeder@hlag.com

www.hlag.com