

IFTSAI Vessel Schedule Message

3rd SMDG Meeting in Rotterdam

12 February 2019



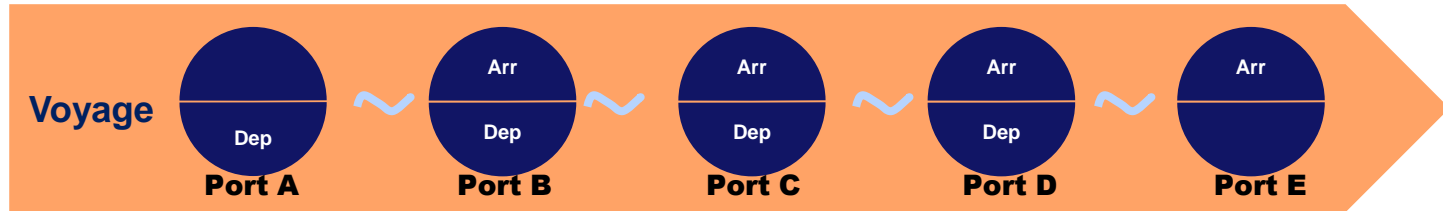
Hapag-Lloyd

IFTSAI Message content

A simple message, on first sight

The IFTSAI transmits a vessel schedule -

- **For the vessel:** Vessel name, ID, voyage number
- **For each port of call:** Port and terminal code, ETA, ETD, cut-off times



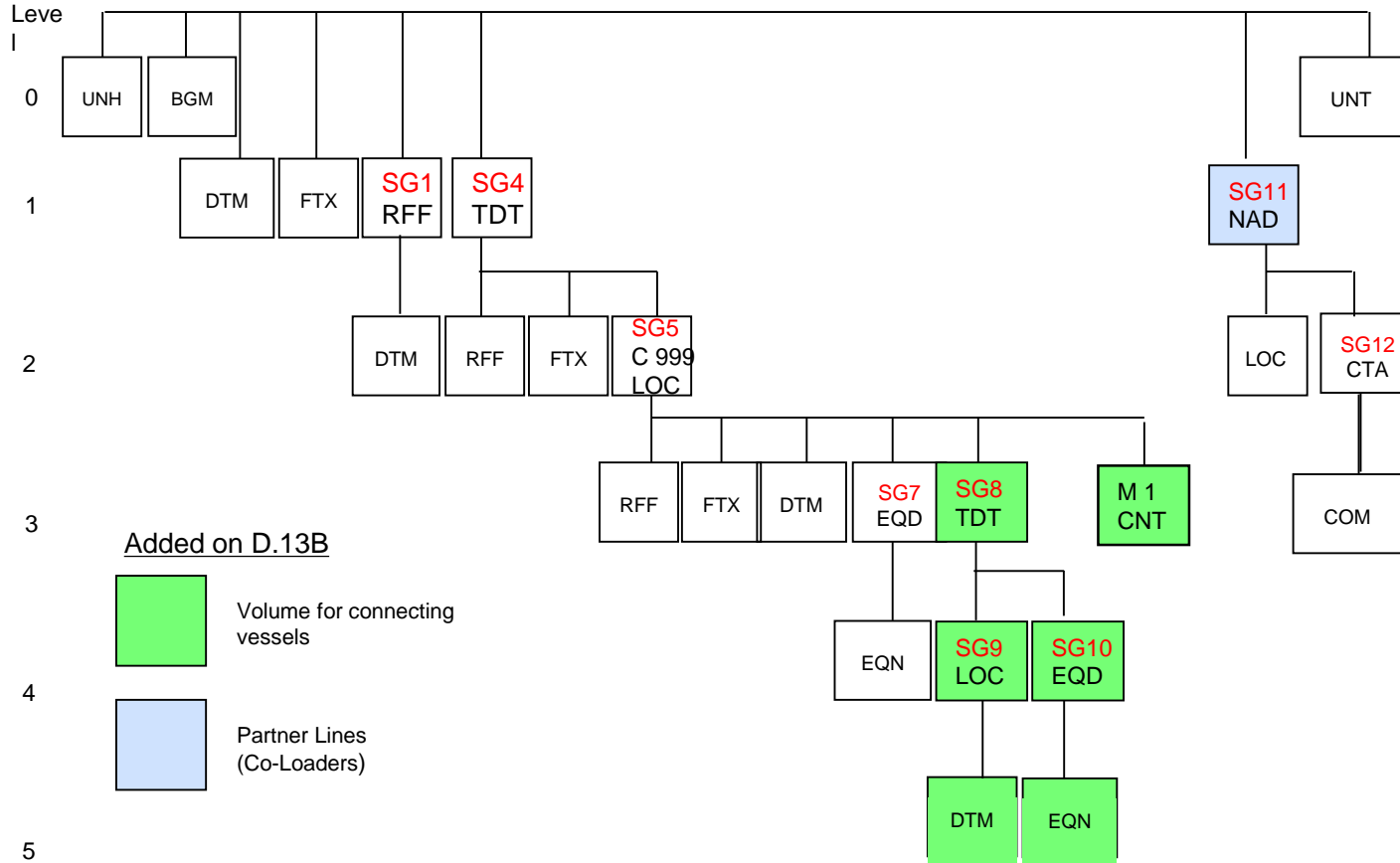
IFTSAI use cases

Different receivers have different requirements

The sender of an IFTSAI message is typically the vessel operator (VO), who defines the schedule for his vessel

Receiver	Required data	Additional Req.
Terminal	All voyages that are calling <u>this terminal</u> , with previous and next ports. <i>New requirement from ECT: Include connecting vessels with their terminal in ECT.</i>	Terminal likes to receive the co-loaders (partner lines)
Customer	Only selected point-to-point connections and transshipment port, if any. For example: All connections from JPTYO to NLRTM with ETD and ETA but <u>no intermediate ports</u> . Cut-off dates are important.	The VO will <u>never</u> send the co-loaders to the customer
Portal e.g. ScheduleSmart	All voyages with all ports in all services, with cut-off dates, with connecting vessels.	Partner Lines use different voyage numbers on same vessel
Another shipping line	For example from Feeder operator to mainline operator: All voyages in selected services, with all ports and cut-offs.	
XVELA collaboration portal	All voyages with all ports in selected services. Only ETA and ETD, no cut-off and no connecting vessel.	Both import- and export voyage

IFTSAI New version D.13B



IFTSAI: Six DMRs for cut-off date in DTM/de2005 approved

This request was submitted by the SMDG and published by UN/CEFACT in D.17A directory

Use Case	Description	Currently used	SMDG IFTSAI recommended	Qualifier in DTM/2005
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	810 (new)
Reefer cut-off	Date on which the acceptance of new operational reefer containers will be stopped at this location.	- / -	N / A	813 (new)
FCL cut-off	Date on which the acceptance of new FCL- containers will be stopped at this location.	180	180	814 (new)
DG cut-off	Date on which the acceptance of new DG-cargo will be stopped at this location	- / -	50 and 262	811 (new)
OOG/BB cut-off	Date on which the acceptance of new OOG- and Break Bulk cargo will be stopped at this location	- / -	262	812 (new)
Transshipment cut-off	Date after which no more bookings for transshipment cargo will be accepted for re-loading on a particular vessel.	- / -	N / A	815 (new)
LCL cut-off	Date on which the acceptance of new LCL- containers will be stopped at this location.	411	262	Use 411 in the IFTSAI MIG
Document Closing	Latest date on which the Shipping Instructions must be delivered by the Customer to the Carrier	407	N / A	Use 407 in the IFTSAI MIG

The new qualifiers were published in D.17A

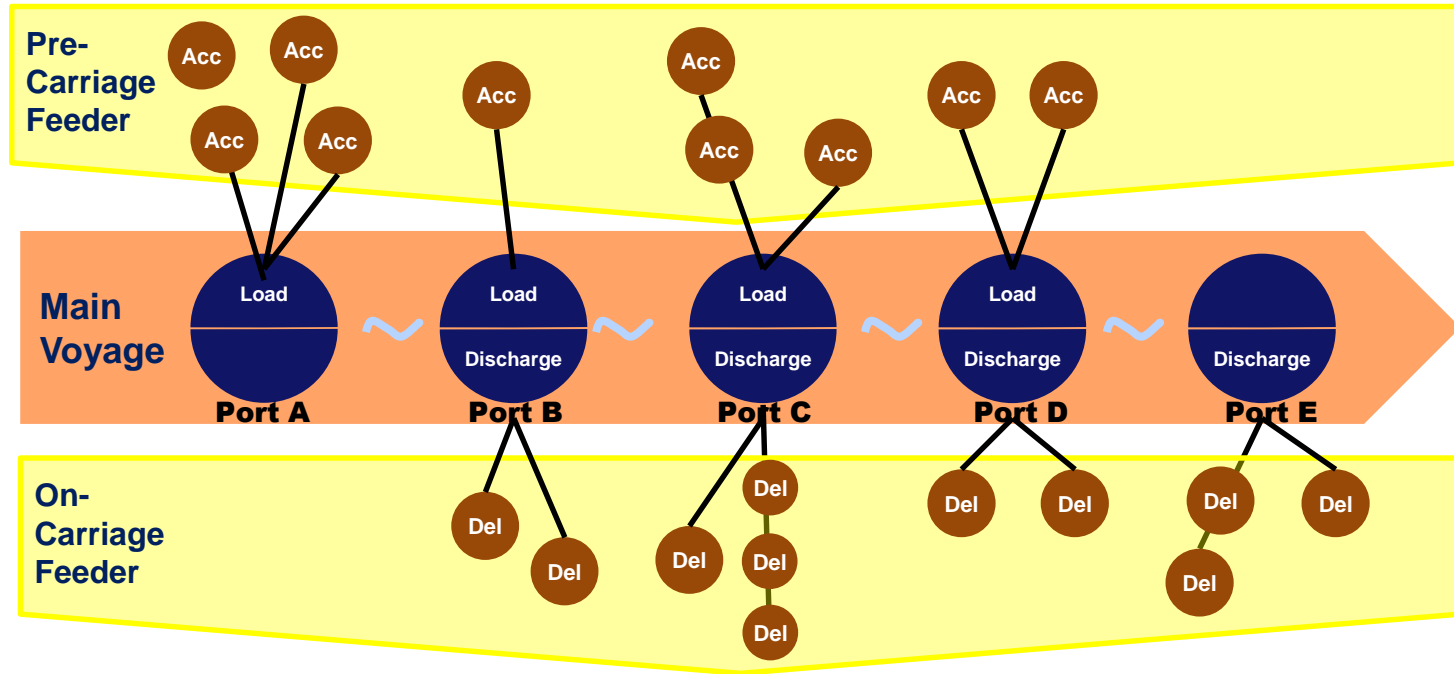
They can be used in IFTSAI and IFTMBC messages

They should be included in the new IFTSAI MIG

IFTSAI: Transshipment Voyage Schedule

Connecting feeder voyages

Enhancements added on D.17B

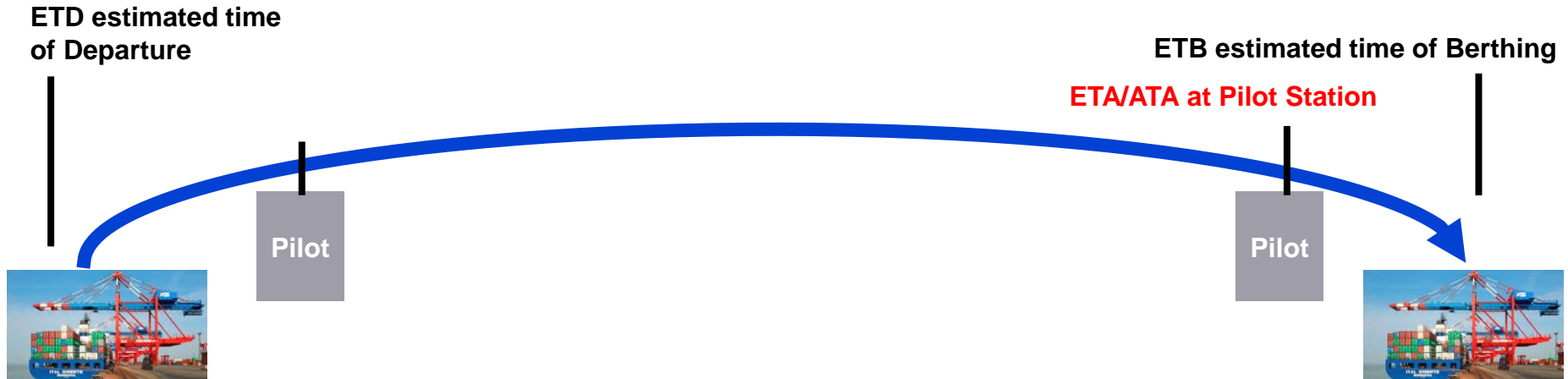


IFTSAI: Two new qualifiers added on D.18A

ETA and ATA at Pilot Station:



Use Case	Description	Qualifier in DTM/2005
ETA Pilot	Estimated date/time of vessel arrival at the pilot area.	820 (new)
ATA Pilot	Actual date/time of vessel arrival at the pilot area	821 (new)



IFTSAI Message structure and MIG – current status February 2019

Where we are - urgent need to publish new MIG by the SMDG

1. MIG on SMDG website is outdated

It was published in 2004, 13 years ago. However it is still in 'TR' trial status and the document is named 'Draft'.

A new MIG is overdue and the following enhancements should be included:

2. Enhancements added on D.13B

- Include possible feeder connections
- Add Partner Lines (Co-Loaders)

3. Enhancements added on D.17A

- new qualifiers for cut-off times in the DTM

4. Enhancements added on D.17B

- include connecting vessels for both precarriage and oncarriage, with their vessel/voyage/ports/ETD resp ETA

5. Enhancements added on D.18A

- Two new qualifiers in the DTM for “estimated arrival at Pilot” and “actual arrival at Pilot”



IFTSAI Message – Working Group To Do

→ → Develop a new IFTSAI 3.0 MIG

1. Check the existing draft MIG

IFTSAI_30.rtf which was created in 10/2014.

Is all the syntax correct?

Are the descriptions correct?

Focus on the enhancements from D.13B but also the rest.

Check also description for BGM function code usage.

2. Create Example IFTSAI messages

For each use case, the MIG should include a business description of the use case and a corresponding example IFTSAI message.

Similar to the VERMAS MIG.

3. Include the message enhancements

4. Publish the MIG on SMDG website based on D.18A

→ This can only be done with the help of IFTSAI workgroup members!

TO DO LIST

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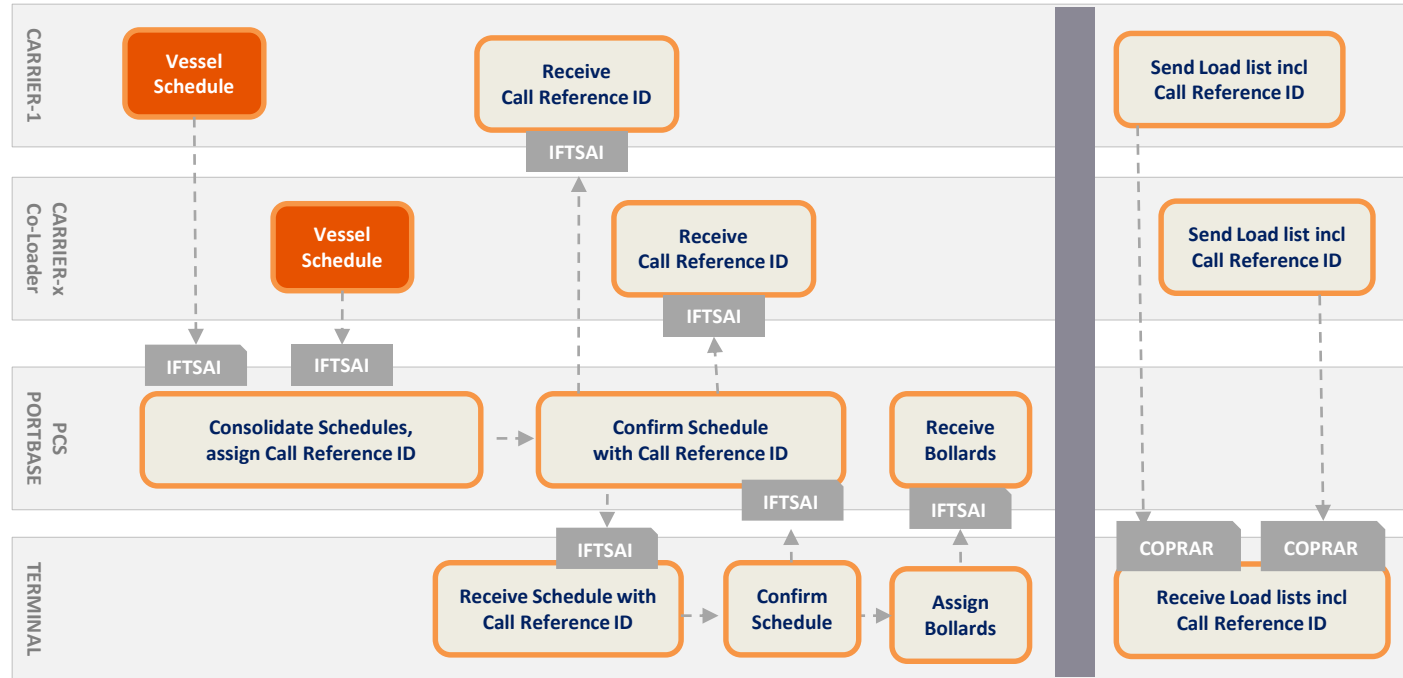
IFTSAI new request : transmit Bollards

- New request in 2018 from RWG Terminal Rotterdam:
Transmit the bollards (from – to) where the vessel is or will be berthing.
Transmission would be from the terminal to the Port Community System
- RWG proposal for IFTSAI is
LOC+164+RWG+BB091+BB096 =>
(LOC+164+<Terminal>+<Bollard Fore>+<Bollard Aft>)
- Proposal for **BGM de1225** Message Function Code is to use code “6” for “Confirmation”
- **RWG explains the operational background:**
 - > Vessel Operator sends his schedule only to the PCS (Portbase)
 - > PCS sends IFTSAI schedule to terminals, including Port Call ID
 - > Terminals reply IFTSAI to PCS, including the exact bollards planned
- Other ports are asked to comment if similar requirement is known.
- SMDG will accept that IFTSAI can be used in this sense and be enhanced.



Bollards

IFTSAI new process in Rotterdam



Members of the SMDG Working Group IFTSAI

- Michael Schröder (Hapag-Lloyd, chair)
- Vlad Komarov (ZIM)
- Marc Jordens, Hamburg Süd
- Robèrt Roestenburg (RWG Terminal Rotterdam)
- Buis van Driel (SMDG/APMT)
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