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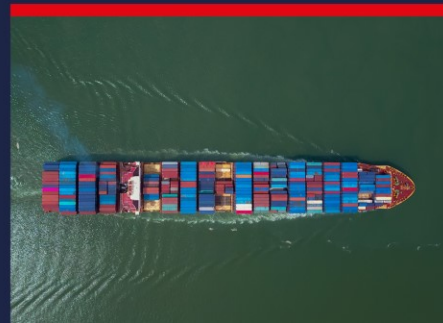
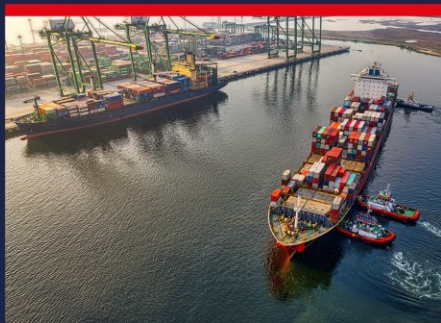
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Feeder Workshop

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Feeder Workshop Objectives



Opportunity for 3 days to discuss amongst 4 stakeholders:

Feeder // Shipping Line // Terminals // Forwarders

Process issues & Technical challenges (mainly Edifact)

How: Describe, collect, categorize, discuss

Output:

List of pain points, prioritization, *agree on next steps** (meetings, deep-dive, assign to working group)

**Items identified under process, ideally will be handed over to DCSA*

Feeder Workshop Categories



From Feeder (Alex X-Press)

- Improving mother vessel connections
- Unique Port call reference codes (independent from a vessel) for tagging of bookings in case the nominated vessel changes.
- Recognition of slot operator, in addition to box and vessel operator. For terminal notifications and data sharing.

Feeder Workshop Categories



From Terminal

- Business context: for each container discharged,

Terminal requires:

- Next mode of transport (ex. Barge, truck, feeder...) EDIFACT proposes:
TDT+30++X

A: CMA CGM: Shipping lines do not have all data available = cannot send

- Next POD (Terminal?) Various proposal
- Issue with container operator assignment

Feeder Workshop Categories

From Terminal // Container Operator Confusion



The feeder operator gives us (the terminal) a different shipping line than the ocean carrier in his messages.

- This might result in changes in container operator and the assignment to a shipping line is not clear (for invoice, tracking messages, reports)

Two different scenarios:

1)

- Shipping line A is an independent feeder
- Shipping line B an ocean carrier, not related to the feeder

2)

- Shipping line B is the parent company of shipping line A

What is the priority:

- Discharge order from the feeder operator?
- Booking from the Ocean Carrier?
- Load order from the feeder operator?

Feeder Workshop Categories



From Shipping Line

Bookings: What format/version to send for Bookings? COPARN? IFTMBF?
Would like to have clarity on which format is preferred and why?

Space/weight availability 3rd Party Feeder: No visibility of feeder space/weight availability at the time that the mainliner needs to book the transport.
Feeders could be overbooked; capacity is only known to the mainliner office based on experience)

Feeder Vessel Schedules: should be transmitted automatically. Currently the mainliner checks the feeder website and manually updates the schedule

Feeder Workshop Categories



From Forwarder

Feeder Workshop Categories



EXPECTED OUTCOME:

	SMDG WORKING GROUP 1	SMDG WORKING GROUP 2	SMDG WORKING GROUP 3	DCSA
Problematic 1				
Problematic 2				
Problematic 3				



Thank You

Presented by: A N Other

SMDG e.V.

Registered at Amtsgericht Pinneberg, Reg.-ID VR 2142 PI

Board members: Bruis van Driel (chair), Jost Müller (treasurer), Ann-Christin Fröhmecke, Shin Shin Lung, Tamme Bohlen, Mark Lim, Michael Schröder, Julien Vangeon, Sönke Witt & Paul Wauters