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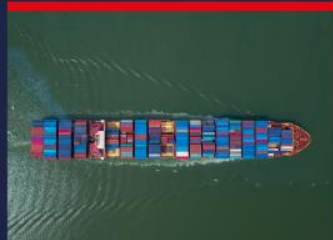
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# Vessel Schedule Exchange

76<sup>th</sup> SMDG Meeting in Helsinki



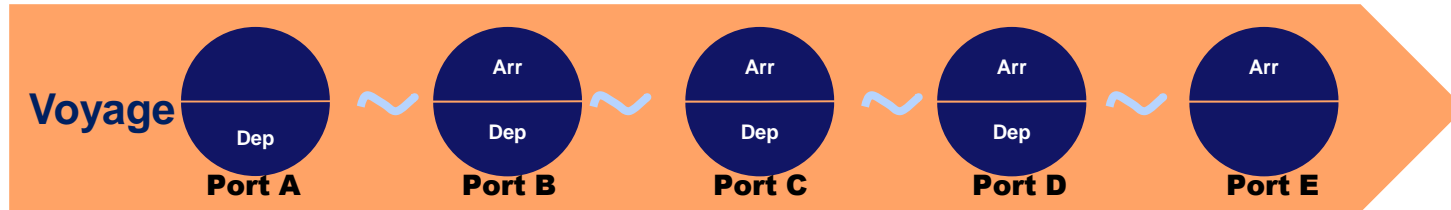
# IFTSAI Edifact Message for vessel schedule exchange

A simple message, on first sight



## The IFTSAI can transmit a vessel schedule:

- **For the vessel:** Vessel name, Vessel ID, Voyage number
- **For each port of call:** Port and terminal code, ETA, ETD, cut-off times  
➔ **Is that sufficient?**



# IFTSAI use cases

## Different receivers have different requirements



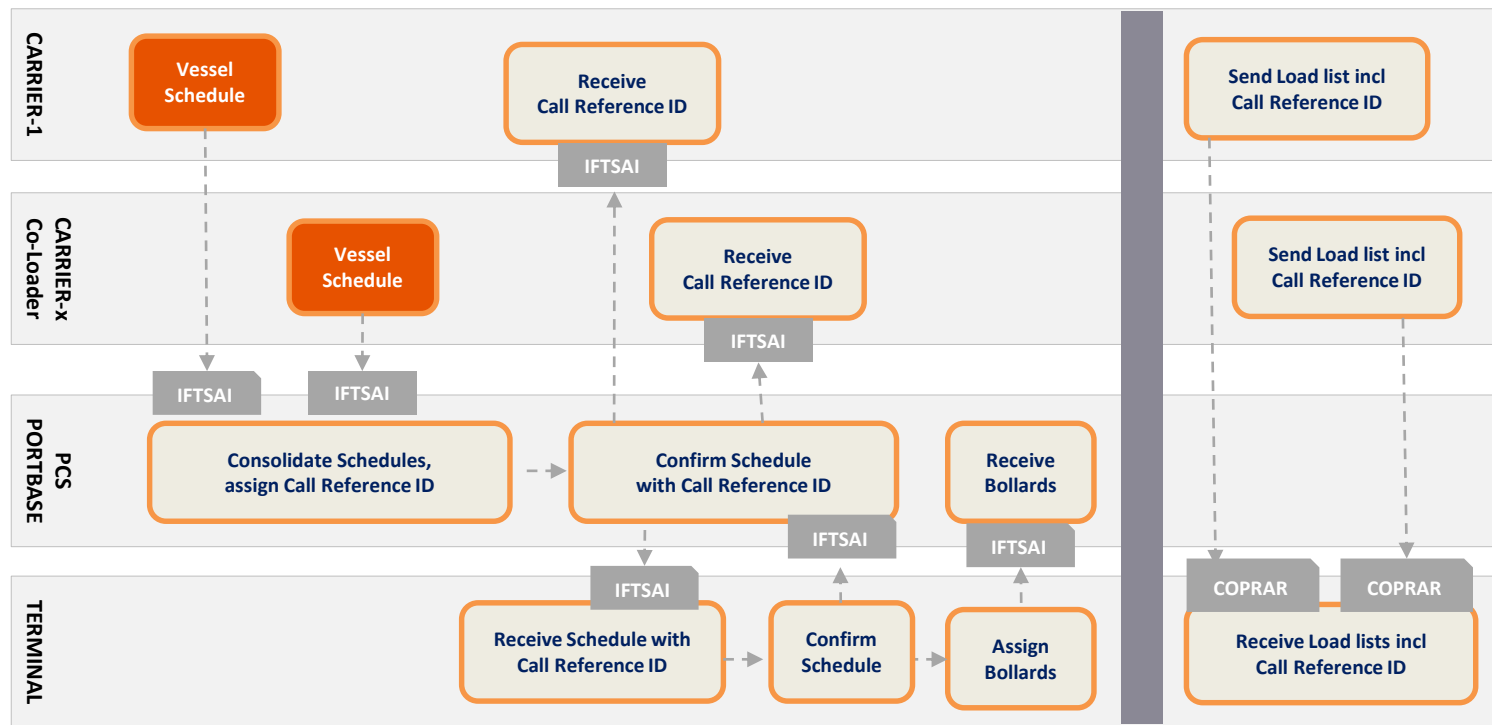
The sender of an IFTSAI message is typically the vessel operator (VO), who defines the schedule for his vessel

Receiver	Required data → To be verified in this session	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
PCS (Port Community System)	All voyages that are calling <u>this port</u> , with previous and next ports.	The PCS is likely to forward the IFTSAI to other parties
Portal e.g. bigschedules.com	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.	

# IFTSAI new process in Rotterdam



Process including transmission of bollards



# IFTSAI current status May 2022

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



## MIG on SMDG website is outdated

It was published in 2004, 15 years ago.

The following enhancements were approved by SMDG in the meantime:

### 1. Enhancements added on D.13B

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

### 2. Enhancements added on D.17A

- new qualifiers for cut-off times in the DTM

### 3. Enhancements added on D.17B

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

### 4. Enhancements added on D.18A

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

### 5. Enhancements added on D.19B

- Reporting the “Transport Service Code” in the TDT segment.

### 6. Enhancement usage agreed in 2019

- Transmit the bollards to identify exact vessel position at the berth.



# Vessel Schedule Exchange



- The **SMDG** maintains the IFTSAI as an Edifact message and keeps it updated based on business needs
- The **DCSA** is developing an API for OVS Operational Vessel Schedule. API is a more modern technology which allows direct system-to-system communication.
- The underlying operational business processes are widely the same! Both communication formats can benefit from the **business requirements analysis**.
- In this session we will collect the terminal, mainliner and feeder requirements on schedule exchange. Where are the pain points?
- SMDG will loop all comments back to the DCSA (if you agree)



# Questionnaire on next pages

## Requirements on Vessel Schedule Exchange



1. IFTSAI Message or API
2. Push or Pull
3. Time Frame and Frequency of vessel schedule exchange
4. Scope of Ports
5. Long-term versus coastal schedule
6. Data Elements

# 1. IFTSAI message or API? 1/2



Do you prefer to continue using the IFTSAI message? Or would you switch to the API when available?  
Which benefits do you see?

Party	IFTSAI	API
<b>RWG</b>	First focus is on IFTSAI. At this moment RWG has no external API connections. Perhaps in a later stage an API connection will/can be realized for connect to Portbase.	
<b>ECT</b>	ECT will support both EDI or API, depending on carrier's requirement, they have no particular preference.  Today, they are checking carrier and other terminal websites daily and also checking emails from main liners.	
<b>HHLA</b>	No IFTSAI usage at this moment. Depended on requirement analysis.	Will head for API
<b>Eurogate</b>	Looking in to it API has advances but both will be investigated which is more requested that path will be chosen don't want to do both one standard	
<b>PSA</b>	IFTSAI is 10 years ago developed so iftsai is in use if IFTSAI come we are happy to implement it if API will also be there it will be used to	Security is seivre
<b>ZIM</b>	IFTSAI for partners they send not inbound, al data is now put in manually starting a project for API IFTSAI for partners they send not inbound, al data is now put in manually starting a project for API	



# 1. IFTSAI message or API? 2/2



Do you prefer to continue using the IFTSAI message? Or would you switch to the API when available?  
Which benefits do you see?

Party	IFTSAI	API
<b>MSK</b>	Use of API for sending out DCSA looking into 2 pilots push is preferred no	
<b>CMA</b>	IFTSAI to some receivers. Acting on API usage for multiple topics. API experience is positive, looking to increase API	
<b>HLC</b>	Currently IFTSAI, use of schedule API is planned	
<b>Kuhne and Nagel</b>	Use IFTSAI on daily basis	API is nice but capacity will be huge
<b>Unifeeder</b>	Have no own preference. Will follow the requests from partners, terminals or mainliners	
<b>X-Press Feeder</b>	Prefer API	

## 2. Push or Pull?



**Push** means that the sender starts the schedule transmission at his discretion.  
IFTSAI / Edifact is always Push.

For an API, the receiver needs to subscribe to the changes that he wishes to receive.

**Pull** means that the receiver starts the schedule transmission.

→ Where do you see the benefits?

Party	Requirement
<b>RWG</b>	Believe that Push or Pull (where pull called listen API I believe) are dependent on inbound(receive) or outbound(send) data. Listen gives you the opportunity to collect data with you own set of requirements in the give API query
<b>ECT</b>	Push is usually easier to implement. The main additional benefit of pull is that issues are easier to signal/trace from our side. We have no strong preference_
<b>HHLA</b>	We cannot answer that at this point for sure. We assume an initial push and then, as needed, pull
<b>Eurogate</b>	Terminal wants always PUSH to receive the vessel schedule
<b>PSA Antwerp</b>	Clear preference for PUSH
<b>ZIM</b>	Start with push to partners later investigating push there system is designed for both

# 3. Time frame and frequency



How long in advance would you need the vessel schedule?

In what update frequency?

Party	Requirement
RWG	
ECT	3 months in advance for processing COPARN. Characteristics of the updates (frequency) are different when vessel is in the coastal range of the terminal (in our case Hamburg Le Havre range) Preference: Update once a day when vessel is outside Hamburg-Le Havre scope. Updates should be intensified when vessel is in Hamburg Le Havre scope (6 updates a day). Is depended on pull or push
HHLA	As soon as voyage is created for a vessel that will call at the terminal + every change
Eurogate	3 months is good time range. Prefer Push from carrier when they have created their schedule. Suggestion by ECT is good
PSA ANR	I think bookings can arrive 6 weeks in advance: we need the vessel call registration in our system, before we receive the first booking. Update frequency: to be discussed.
KN	Daily check over the entire voyage for all services and all ports from booking party

# 4. Scope of ports



- Would you require schedule data only for your own port+terminal?
- Or should the previous port always be included?
- Or would you always need the whole coastal voyage?
- Or always the whole voyage from the schedule including oversea ports?

Party	Requirement
RWG	
ECT	The whole rotation can be reported. Clearly always including the previous port.
HHLA	please include everything
Eurogate	Need own port and previous port and next port ! More ports are nice to have
PSA ANR	For PSA Antwerp, in principal, we don't need the schedule of the other terminals (it could be handy for Inter terminal transshipment) This would cause some overhead of data we have to drop) You could send to Terminal holdings – who can the deliver.

# 5. Long-term versus coastal schedule



Do you have different requirements for long term schedule versus coastal schedule?  
How do you link the different schedules?

Party	Requirement
RWG	
ECT	Long term schedule should contain all vessels within a service Coastal schedule is about one voyage (with at least previous and next port).
HHLA	If apart from the vessel operator the vessel sharing partners are sending a schedule as well, there needs to be a link or a reference between theses schedules (perhaps the vessel operator's voyage no.) because otherwise these schedules cannot be linked to one another.
Eurogate	Terminal does not differentiate between long-term and coastal schedule > please send each update as soon as available Feeder schedules should also be covered !

# 6.1 Data Elements



Which data elements do you need for each port call? Assumption:

Always= Vessel name + IMO + vessel operator + voyage numbers in/out + ETA+ETB+ETD

Question: Cut-offs + delay reason/status code + remarks

Party	Requirement
ECT	Would it be possible to include the <u>vessel service (code)</u> and the <u>callsize</u> ? The service is very important for the vessel to be planned in the right window.
HHLA	Must have: Vessel Operator's voyage number and Partner Line / Co-Loader's voyage number
Eurogate	need to know the different voyage numbers for each partner line! Need delay reason codes ! Cut-off is nice to have

## 6.2 Data Elements



Which data elements do you need for each port call?

Party	Requirement
RWG	Function create, update, cancel CarrierService/codename VesselType (deepsea/feeder) Vessel id/callsign Operator(s)-multiple if sharing parties are involved Voyage number Inbound/Outbound from Vessel operator / Line operator(s) Call Reference number LOC ETA LOC ETD  <u>Optional:</u> Expected number of Load/Discharge moves / Call size? Delay reason

## 6.3 Data Elements



Which data elements do you need for each port call? Assumption:

Always= Vessel name + IMO + vessel operator + voyage numbers in/out + ETA+ETB+ETD

Question: Cut-offs + delay reason/status code + remarks

Party	Requirement
PSA Antwerp	<p><u>To create a call in our systems: We need the minimum:</u></p> <p>Vessel operator coded (validated) Vessel name IMO/callSign coded (validated) Voyage IN coded Service IN coded (if voyage in is present, then service in must also be present) (validated) Voyage OUT coded Service OUT coded (if voyage out is present, then service out must also be present) (validated) ETA <u>Optional</u> ETD</p> <p>In our master data the attended ports are linked to the service which is linked to the call.</p> <p>We also have the entity 'alternative' voyage which is the (different) voyage number of the VSA partner (Shipping Line/container operator+Agent). All the VSA partner voyages must be linked to the main call.</p>





# Thank You

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