SMDG

Plenary Session n°77 – Singapore

Minutes of meetings

Session/Date	Description	Category (Information, Decision)	Presenter
Opening of the Plenary Meeting 18/04/2023 09:00 – 09:15	Welcome, agenda, notes		**Ann-Christin FRÖHMCKE** *CMA-CGM* & **Sönke WITT** *HHLA*
Keynote: Data streaming 18/04/2023 09:15 – 10:30	Steven explained: ➢ Why are we even here? Communication changed: Structure-exchange-medium. Modem stream Event / Event(data) stream / Processing The 3 Problems exist. EDI --- APIs ----data streaming, efficiency and cost saving ➢ What next for the SMDG? EDI is not going away. (IBM>>Typical B2B doc. exchange + streaming, IoT, blockchain, AI) Opportunity: real time data streaming Important than structure: data domain Ownership/governance/*insights/*Future proofing Q&A section A lot of questions raised and discussed around data streaming, e.g. run timeline, difference with blockchain, use cases, security issue and domain owner concept, challenges, possible solutions.		**Steven YATES** *Alumni Services*
Maersk Data Streaming Use Cases Presentation 18/04/2023 11:15 – 11:30	Presentation by **Thor BAUNSGAARD** from Maersk of some use cases for data event streaming. Indeed, Maersk has started event streaming a couple of years ago, for some specific elements. Thor has proceeded first with a recall of some useful and important notions, such as event definition, message composition and		**Thor BAUNSGAARD** *Maersk*

	retention settings. These details were useful and complementary to the previous presentation by **Steven YATES**. He details a few practical cases such as initial load, push with API cases, recovery examples. Audience has multiple questions, both from terminals and carriers, regarding especially the retention of data, about for instance the legal limitation or obligation for data conservation. Thor provides some details and answers to these very interesting questions.		
Container Messages 18/04/2023 11:30 – 12:30	**Paul WAUTERS** starts his presentation with a review of the work in progress on COXXXX container messages, explaining the challenges, especially based on clients' individual requests. He next introduces the new guidelines D.22B, updating current guidelines to latest SMDG recommendations. Paul then provides some highlights about some current items already added, also about new idees, regarding transhipment for instance, change of terminals (triggering audience questions from terminals – HHLA). He has a few additional words about COPARN updates, COPRAR updates and LOC qualifiers. Before to give the mic to Robert, a few minutes are dedicated to the Q&A and priorities of the audience. Multiple question, for instance from HHLA about the potential links between the data stream framework presented a few minutes ago and with the update of COPRAR. Debate takes place around the table with **Steven YATES**. **Robert ROESTENBURG** takes the lead. He quickly introduces the new container messages implementation, with a presentation of the documentation available provided by SMDG, answering a few questions from the audience about it.		**Paul WAUTERS** *SMDG* & **Robert ROESTENBURG** *RWG*
Feeder workgroup	**Feeder workgroup**		**Robert ROESTENBURG**

18/04/2023 13:30 – 15:30	Joint workgroup for Feeder, presented Challenges & Requirement form views of Terminal, Mainliner, Feeder.		*RWG*
			&
	Feeder call-Terminal view		
	➢ Sönke started and took lead of terminal view.		**Sönke WITT** *HHLA*
	Terminal View -Challenges		
	Mainline->feeder // Feeder->Mainline		*&*
	Terminal view – Request		
	Alignment of Voyage no. in Vessel Call and incoming EDI Messages very important for processing (matching) of all incoming data to a vessel call.		**Alex HARTNOLL** *X-Press Feeders*
	Recommend unique voyage number.		
	➢ Jasmin took the part of berth plaining.		
	Terminal view- Berth planning		
	1st MV to feeder// feeder to 2ND MV		
	Berth planning in 2 steps:		
	1. contracts + berth/terminal layout		
	→strategy (definition of berth windows for services, feeder fill in what left)		
	2. Schedules		
	→Create voyage in TOS (with vessel operator's voyage no.) automatic or manual berth assignment Berth assignment upon schedule (vessel specifics in TOS, recommend to use IMO-no. i/o call sign because the IMO-no. does not change. Pain point is still the different internal voy nos. of each VSA partner		
	Unique identification of a voyage:		
	• Vessel (IMO-no.		
	• Voy no. (unique)		
	All incoming and outgoing messages and other information for the terminal refer to a very specific voyage in the TOS. Without a unique identification the reference fails:		
	• risk of misinterpretation		
	• the information might be lost,		
	• manual interference is necessary.		
	➢ Robert took to part of Yard planning.		
	Yard planning -Request		
	• On-carriage data is essential for correct automatic stacking		
	Activities of planning department		
	Terminal planning department dependencies IFTSAI-voy/opr…		
	➢ Recap on pain points and Q&A section		

	Discussed the importance of unique voy#, berth window for MV and feeder, expected outcome, transhipment in COPRAR. Recommendation: -use the vessel operator's voy no. in all messages as the voyage no. of reference - use the IMO no. in all messages/information transferred for clear identification of the vessel		
	Michael presented the view of a Carrier. **Carrier View- Challenges** • Communication complexity • Limited option to automize process steps • High cost to keep track of feeder schedule. **Carrier View-Requirement** • Simplification of communication • Real time data exchange (A discussion on Shortship, should terminal to provide such and how, how carrier is dealing with shortship) --Paul: shortship reason is also important to be added. --Rodrick: reconcile is easy but carrier still need reason (ask from terminal) --Steven: Frist to understand value chain why we need then talk tech. • Automation of data exchange & consecutive process steps	**Decision**: If required by the industry, the SMDG could provide a new code list **"Reason for Shortship".** Topic left for review at next meeting.	
	Alex gave this view as Feeder. **Feeder view—Challenges** • Need to maintain a flexible network while give stable connection to customer. • Tracking connection feasibility (lack of transparency feasibility between MV, Terminal, Feeder. Clear guideline "stable connection" • Opportunity to recover connection. **Feeder view—Requirement** • Use a Unique identifier code for connection in Schedule down to terminal pair level ---a new idea. Case study to understand the idea. • Per terminal pair Q&A section		

	A lot of questions were raised to ask for more details of the new idea of connection code.		
Vessel Schedule Discussion 18/04/2023 16:00 – 17:00	**Robert ROESTENBURG** starts this session by detailing the new IFTSAI process in Rotterdam port, via a specific platform that it takes the time to present, Portbase. He introduces some features of Portbase, very useful for terminal planning. A lot of detailed information are included in it, allowing to access a complete database. This presentation inspires the audience that has multiple questions, regarding the time distance for the reception of these information, how the operators can send the information to Portbase. Robert explains that it can be done either automatically, manually, detailing the multiple ways to do it. **Michael SCHRÖDER** takes the lead of the discussion. It starts the discussion by a quick recall of IFTSAI content (vessel schedule, for each vessel and port of call) and ask an open question to the audience: are these information sufficient? He highlights a frequent issue with this is the update of some information. He details some remarkably interesting use cases. For instance, vessel operators is typically the generator of such messages, with multiple receiver possible: terminal, customer, other carrier… How to correctly manage information update? He details a slide about the recent change/enhancement for this message, in addition of the new recommendation guidelines. He also carries out a small presentation regarding the difference between DCSA OVS et SMDG IFTSAI. Finally, he reviews the past comments of carriers regarding IFTSAI, asking for some additional feedback of stakeholders regarding EDI or API, in addition with the question of preference between push or pull for carriers. No update from stakeholders since Helsinki meeting.		**Robert ROESTENBURG** *RWG* & **Michael SCHRÖDER** Hapag-Lloyd

Key Note: Green and Digital Shipping Corridor 19/04/2023 09:10 – 10:10	After the opening speech done by **Ann-Christin FRÖHMCKE**, introduction by **Thomas TING** of his topic. Presentation of the MPA organisation and its missions, from regulation du Singapore port promotion to IMO. He introduces the notion of Green and Digital shipping corridors. The Green part aims at accelerating decarbonisation. The Digital one corresponds to the deployment of standard and efficient solutions for paperless shipping. The main advantage of this double approach is a quick digitalization of port services, trade facilitation and standardization and interoperability for the industry. Presentation of Just in time concept, already know for part of the audience. Thomas introduces a Planning and Coordination Platform as an example. The objective of such an interface is to increase the turn time, to better schedule port resources and to reduce carbon emissions. Second example with the Digital Port Clearance. It is a ship-port data exchange interoperability system for an efficient processing of port reporting. Next exempla provided is the Digital bunkering, with the same objective. Thomas highlights the importance of standardization to achieve interoperability, once again. Next one is the Electronic Bill of Lading. Thomas explains that Singapore and a few other countries have started UNCITRAL Model Law on Electronic Transferable Records (MLETR). Finally, last example provided is the Cargo Track and trace system, making available data to be freely accessible by all relevant parties across the supply chain. This interesting presentation inspire the audience with multiple questions, including just in time system issues and challenges, MLETR. Interesting Q&A sessions with Thomas, closing his presentation.		**Thomas TING** *MPA*
Smart Container Update 19/04/2023 10:10 – 10:30	The purpose of this presentation is to provide a quick update on the smart container topic. **Ann-Christin FRÖHMCKE** and **Michael SCHRÖDER** start with a quick reminder about the smart container notion.		**Ann-Christin FRÖHMCKE** *CMA-CGM* &

	An highlight is done on the fact that it is a container with a monitoring device outside the container, and not inside.		**Michael SCHRÖDER** *Hapag-Lloyd*
	Two possibilities exist for container type are possible, dry or reefer. It is important to understand that for reefers, smart devices are not really an issue because reefers are already considered by IMDG as a potential source of ignition. For dry containers, the situation is much more complex because danger level depends of the container content.		
	Next point is the following question: how to identify a smart container and why ? Reasons are detailed, from safety issue, crew information, message details (BAPLIE, COPARN), to authorities' requests.		
	Some updates are given about the IOT Safety regulation. Recall of SMDG standards codes for smart container identification in EDI messages. **Ann-Christin FRÖHMCKE** and **Michael SCHRÖDER** present a diagram visualization as a recommendation for the correct identification of Smart containers.		
	Ann-Christin FRÖHMCKE presents details about the smart container's identification. Example is taken of the challenges for CMA-CGM with the LNG vessels and the Safety zone, where no DG, RF, smart container should be placed. Quite a lot of implication as flagging, repositioning last minute etc. Important to note that recommendation presented by Michael are no followed, as explained by Ann-Christin. She encourages to share the SMC code in COPRAR.		
	Last part is the Q&A session regarding current work with other groups for Lithium batteries. Some questions about leased container, that are managed similarly than own containers. Maersk team alert to be really careful before deciding about restrictions for smart container, because it would imply high impacts on planning, allocation, stowage, and might have super impact for Hapag-Llyod for instance, because all their container fleet is going smart.		
Code list status(I)	**Code lists working group.** **SMDG code lists:**		**Jasmin DRÖNNER**

19/04/2023 11:00 – 12:30	recommendation for codes lists: always use the latest - see recommendation no. 7 reason: In EDIFACT structure: for each code references to a code list and the code list maintaining party are given. But code lists change, the maintaining agencies change, too. Code lists and the code list maintaining agencies listed in the manuals have also changed. Therefore, replace these references to the newest code lists as per recommendation no. 7. ➤ Jasmin took the part of LCL On SMDG website, how to find and download code list. - Liner code list (LCL) - Example (D.00B) in line with recommendation#7, in container opr, vessel opr - Change log - LCL 20230303. (If anyone know something needs to change pls let SMDG know) - New liner code application possible, application form can be downloaded. ➤ Mark took the part of TCL. - Terminal code list (TCL) - Why SMDG terminal codes? - Scope of SMDG terminal codes? - Terminal codes in EDIFACT messages (where is it used). - COPRAR discharge example (use case) *Q1. Terminal codes agreed by terminal.* *-Published and are used.* *Q2.GPS LaT/Log* *-Close to Pier* *Q3. Tml code, 1131 is optional? mandatory? Consistent in BAPLIE and COPRAR…* *-Conditional.* - Terminal code and UN/LOCODEs - UN/ECE Recommendation 16 - Alternative UN/LOCODEs - The TCL on Map. - API for BIC/SMDG facilities	**Decision**: Start mapping river terminals. Yangtse River in prio.	*Eurogate* & **Mark LIM** *Hamburg Süd/ Maersk*

	Q&A Q1. Do we know how many we are missing? -Do not know yet. Q2. Un/LOCODE is not always used, how do you think to take this issue -More for Internal transition Q3. UNLoc Codes/geofence conflict • Status o Manual collect info. o Managing of code request (code request cannot be processed.) o Managing alternative UN/LOCODEs. Michael: from 2020 UNLoc Code such won't be accepted but some old remained. o Managing of river terminals welcome to debate. o SMDG terminal location Map Web can be used for reference.		
Code List Berth Identifiers 19/04/2023 13:30 – 14:00	**Michael SCHRÖDER** first question is the following: do we need that ? He does a quick reminder about what is a berth identifier, detailing the difference with terminal. UN Locode describes one city and one port based on administrative city. Terminal codes maintained by SMDG are dedicated to terminals. Berth is the space occupied by one vessel at the pier. The size of the berth does not depend on the vessel size. Michael is giving some examples of current berth identifiers. Today each terminal has its own way to identify berth, no unified code exists. **Michael SCHRÖDER** starts the discussion with the audience, to get some feedback about: is it needed or not. For both carriers, port authorities, terminal, such code list is not required, and they do not express interest in it. This is the conclusion of the discussion: no real interest for the industry. The idea is to develop a SMDG position paper as next step.	**Decision** : No need to create Code List Berth Identifiers. **Decision**: The SMDG will develop a position paper on Berth Identifiers, which summarizes the arguments brought forward and explains why a global standard is not required. In case that in future there is a need seen for a global standard the SMDG might consider to enhance the existing	**Michael SCHRÖDER** *Hapag-Lloyd*

	In case there is a need seen for a global standard the SMDG might consider to enhance the existing Terminal Code accordingly.	Terminal Code accordingly.	
Code Lists – Status (II) 19/04/2023 14:00 – 15:00	Presentation about code list for handling, stowage, attribute, delay reason and port call activities. **Michael SCHRÖDER** and **Sönke WITT** start the presentation with the recent updates about: Attributes/Stowins/Handling status. They provide details about the addition of the CDC workgroup results. They detail an illustration about how to use this code list, with the detail of a use case for stowage of flex tanks on board. After a quick recap of some history about the codes, Debate starts with the audience, with some arguments in both sides : one side, simplification, one file instead of multiple. On the other hand, risk to face mistakes from users. The proposition is done to join together the codes in a unique excel file, with 3 tables, one for each code list and an additional table dedicated to precise the use of each code. This proposition was accepted by the audience. **Michael SCHRÖDER** brings another topic, regarding the delay reasons code presentation. He presents use cases.	**Decision**: To merge the 3 existing lists into one Excel file but with 3 different tabs.	**Michael SCHRÖDER** *Hapag-Lloyd* & **Sönke WITT** *HHLA*

Geofence Catalogue 19/04/2023 16:00 – 17:00	**Geofence Catalogue**
	• About the BIC
	   o BIC-Data resources
	   o What is the BFC-BIC Facility Code
	   o Why use a standard code?
	   o Joint API for BIC Facility Code and SMDG terminal codes
	   o Facility Code list- Web and API, usage example
	• Geofencing Polit
	   o Geofencing business case—smart container
	   o Purpose and Code of conduct
	   o SMDG terminal geofence *ChatGPT --How to draw…
		Decision: Each geo fence for a container terminal will consist of two parts: A) the land area (yard) and B) the water area (berths). Both parts will be shown under the same SMDG Terminal Code. They will be differentiated by a still to be determined syntax rule, for	**David ROFF** *BIC*

	▪ <u>Geofence sample: two lines in water from shore – Opinion?</u>
	
	Demo-How to draw Geofence (land & water)
	    ▪ <u>Overlap/shared area— Opinion?</u>
	Conclusion: Overlap is bad, case by case, and ensure SMDG has reviewed.
	    ▪ <u>"Virtual port"–circle</u>
	
	Search on Geofence Pilot
	Adjust(re-draw) to exclude street park area
	To see in API what the data looks like
	  o Next step
	
	Q&A
	lots of questions raised for usage, parties to contribute, security concerns, practicality, enhancement…
		example by a code appendix of -L or -W. David Roff will put forward a proposal for such coding scheme.	

Current EU and IMO initiatives 20/04/2023 09:10 – 10:10	Presentation by **Michael DILL** of his company. Introduction to the Maritime Single Window notion and IMO perspectives about it. Review of IMO and EU initiatives. Explanation that we have multiple data models, related to each national or supra national institution. Michael details next definitions of multiple acronyms. Details are given about eFTI, horizontal framework covering Road, Rail, Maritime: it brings together 6 transportations, with a harmonization of existing electronic solutions. He next gives details about the current status of European collaboration regarding data. Next, Michael presents a diagram of the UN agencies organisations, international conventions about transport and regulations with a zoom on regional implementations. Deep down in IMO data model using IMO website, to illustrate the advantage to the harmonized system and of a unique system. Going back to EU part, presentation of the members states mapping for EMSWe dataset. After that presentation of business		**Michael DILL** *GEFEG*

	rule, to see which business rule applies for each data element. Finally, he lists global benefits of this approach: access to customer data based on international standards, easy overview, speed/time/quality/compliance + technical advantage. Q&A session about the timeline of development. Michael explains that the Single Window is already in place, it is just a question of adoption and implementation. These new elements presented by Michael are useful to describe the tools allowing industry to implement this framework.		
Terminal and performance reporting (TRFREP) update 20/04/2023 10:10-10:30	**Michael SCHRÖDER** starts by doing a quick recall about what is TPFREP. This message is sent after departure by the terminal to the operator, with some details about the call, cranes used, number of moves, working time etc. It allows to calculate productivity of cranes for the receiver. The use of this EDI message format includes benefits for both the terminal (standardization) and for the shipping line. Michael details a quick recap of the version history of this message type. He provides a summary of changes in the new version 4.1, all of them available in details in the PowerPoint document. Next phase is a review of the wish list for the latest version, with some question of the audience. Several sides raised the requirement of enabling the TPFREP to report the number of moves separately from the number of containers, in order to allow for correct reflection of twin lifts. The SMDG noted this request, commenting that it is technically feasible but would add another dimension of reporting to the message. Finally, Michael presented that even if the industry doubles every 15 years, the infrastructure does not. And that is an issue for the next years, how to correctly monitor terminal performances for the incoming years? Quick link with the DCSA who works on the question.		**Michael SCHRÖDER**, *Hapag-Lloyd*

Critical and Dangerous Cargo Workshop 20/04/2023 11:00 – 12:00	**Critical and Dangerous Cargo Workshop** ➢ Dirk Van de Velde: **Changes to come.** Before start, Dirk introduced background and situation. IFTMBF/C data to go live. Changes for Dangerous cargo: 4/9/2023 Extension to include Critical:27/11/2023. Test phase between partners is necessary. Load list, COPRAR /BAPLIE Shortlist Critical cargo codes Q&A section Q1. The Shortlist was checked against the attribution list. Q2. In system when received rejection reason but not clear to which item. -MSC solution: give reason to UN# Q3. Which organization/party to cooperate. -DCSA.MOU.CINS… Built a Platform ➢ Paul BOUST: **Critical Cargo-CMA CGM Situation** Current situation overview and Significant need Three Challenges: 1.Critical Cargo identification, no flag 2.Critical Cargo validation, is by manual 3.Critical Cargo handling, is by manual Conclusion Changes are radical for CMA. IT development is required + structural process changes. Q&A lots of points of view shared for possible solutions, challenges, and situation beyond container shipping.		**Dirk Van de Velde** *MSC* & **Paul BOUST** *CMA-CGM*
SMDG – DCSA Collaboration 20/04/2024 12:00 – 12:30	**Hanane BECHA** starts her introduction to DCSA, recalling basic elements (non-profit association, focused on standardization) with a mission to shape the digital future of container shipping. She explains the DCSA vision. She next details the DCSA recent development: 100% commitment eBL, release of Track & Trace version 3, increase of collaboration, the fact that US FMC recommends the use of DCSA standards.		**Hanane BECHA** *DCSA*

	Next part is dedicated to the presentation of several activities of DCSA about EDI – API: Survey carriers to understand EDI usage and relevance, compare EDI messages with existing DCSA API standards, analysis EDI messages without API standards and finally use insights from analysis from roadmap planning. She proposed a visualization of different structure models via some clear diagrams. Last part of her presentation Hanane focuses on the DCSA – SMDG collaboration. She highlights differences: members, priorities, scopes. However, she insists on the importance of collaboration, which makes a lot of sense: avoid duplication of standards, understand each other, support each other. End 2022, agreement to intensify collaboration, joining each other's meeting and have bilateral collaboration. Interesting Q&A session closes the presentation.		
BAPLIE & MOVINS 13:15 – 14:00	Presentation starts with a quick recap of the definition and the use of BAPLIE and MOVINS messages. **Jost MÜLLER** details the challenges for BAPLIE message, for both shipping lines, VSA partners, terminal operators, vessel safety. Challenges with MOVINS also are presented, regarding shipping lines and terminal operators again (matching) with COPRAR and COPARN for instance). Jost shares the last updates for these two message types, with the recent improvements and why they are interesting. He finally gives some updates about the working group BAPLIE/MOVINS.		**Jost MÜLLER** *SMDG*
Empty tank container with residue 20/04/2023 14:30 – 14:00	**Jost MÜLLER** starts by recalling clearly the definition of Empty tank container with residue(s) and its impact operationally (especially for DG). Discussion with the audience about the correct way to use it for DG, SMDG reassuring that the update in BAPLIE does not imply any change into the DG management.		**Jost MÜLLER** *SMDG*

	Note is taken that the presentation needs to be amended and link to be done with SMDG CDC workgroup.		