

Feeder Working Group

SMDG#77 Minutes

<p>Feeder workgroup 18/04/2023 13:30 – 15:30</p>	<p>Feeder workgroup Joint workgroup for Feeder, presented Challenges & Requirement form views of Terminal, Mainliner, Feeder.</p> <p>Feeder call-Terminal view</p> <ul style="list-style-type: none"> ➤ Sönke started and took lead of terminal view. <p>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. Recommend unique voyage number.</p> <ul style="list-style-type: none"> ➤ Jasmin took the part of berth plaining. <p>Terminal view- Berth planning 1st MV to feeder// feeder to 2ND MV Berth planning in 2 steps:</p> <ol style="list-style-type: none"> 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: <ul style="list-style-type: none"> • Vessel (IMO-no. • Voy no. (unique) <p>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: <ul style="list-style-type: none"> • risk of misinterpretation • the information might be lost, • manual interference is necessary. </p> <ul style="list-style-type: none"> ➤ Robert took to part of Yard planning. <p>Yard planning -Request</p>	<p>Robert ROESTENBURG <i>RWG</i></p> <p>&</p> <p>Sönke WITT <i>HHLA</i></p> <p>&</p> <p>Alex HARTNOLL <i>X-Press Feeders</i></p>
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	<ul style="list-style-type: none"> On-carriage data is essential for correct automatic stacking <p>Activities of planning department Terminal planning department dependencies IFTSAI-voy/opr...</p> <p>➤ Recap on pain points and Q&A section Discussed the importance of unique voy#, berth window for MV and feeder, expected outcome, transshipment 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</p>		
	<p>Michael presented the view of a Carrier.</p> <p>Carrier View- Challenges</p> <ul style="list-style-type: none"> Communication complexity Limited option to automize process steps High cost to keep track of feeder schedule. <p>Carrier View-Requirement</p> <ul style="list-style-type: none"> Simplification of communication Real time data exchange <p>(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.</p> <ul style="list-style-type: none"> Automation of data exchange & consecutive process steps 	<p>Decision: If required by the industry, the SMDG could provide a new code list "Reason for Shortship". Topic left for review at next meeting.</p>	
	<p>Alex gave this view as Feeder.</p> <p>Feeder view—Challenges</p> <ul style="list-style-type: none"> 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. <p>Feeder view—Requirement</p>		

	<ul style="list-style-type: none">• Use a Unique identifier code for connection in Schedule down to terminal pair level ---a new idea. <p>Case study to understand the idea.</p> <ul style="list-style-type: none">• Per terminal pair <p>Q&A section</p> <p>A lot of questions were raised to ask for more details of the new idea of connection code.</p>		
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