

Terminal Performance Reporting (TPFREP) update

SMDG#77 Minutes

<p>Terminal and performance reporting (TRFREP) update 20/04/2023 10:10-10:30</p>	<p>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.</p> <p>Michael details a quick recap of the version history of this message type.</p> <p>He provides a summary of changes in the new version 4.1, all of them available in details in the PowerPoint document.</p> <p>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.</p> <p>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.</p>	<p>Michael SCHRÖDER, <i>Hapag-Lloyd</i></p>
<p>Critical and Dangerous Cargo Workshop 20/04/2023 11:00 – 12:00</p>	<p>Critical and Dangerous Cargo Workshop</p> <ul style="list-style-type: none"> ➤ Dirk Van de Velde: <u>Changes to come.</u> <p>Before start, Dirk introduced background and situation.</p> <p>IFTMBF/C data to go live. Changes for Dangerous cargo: 4/9/2023</p>	<p>Dirk Van de Velde <i>MSC</i></p> <p>&</p> <p>Paul BOUST <i>CMA-CGM</i></p>

	<p>Extension to include Critical:27/11/2023. Test phase between partners is necessary. Load list, COPRAR /BAPLIE Shortlist Critical cargo codes</p> <p>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</p> <p>➤ 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</p> <p>Conclusion Changes are radical for CMA. IT development is required + structural process changes.</p> <p>Q&A lots of points of view shared for possible solutions, challenges, and situation beyond container shipping.</p>		
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