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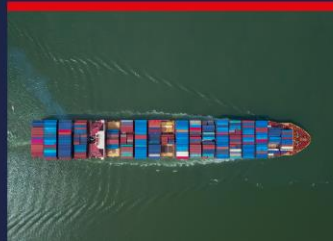
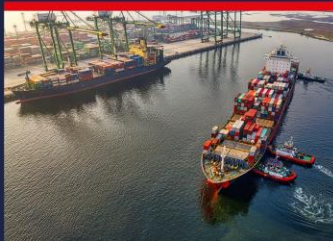
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Vessel Schedule Exchange

SMDG Summer Meeting in Hamburg



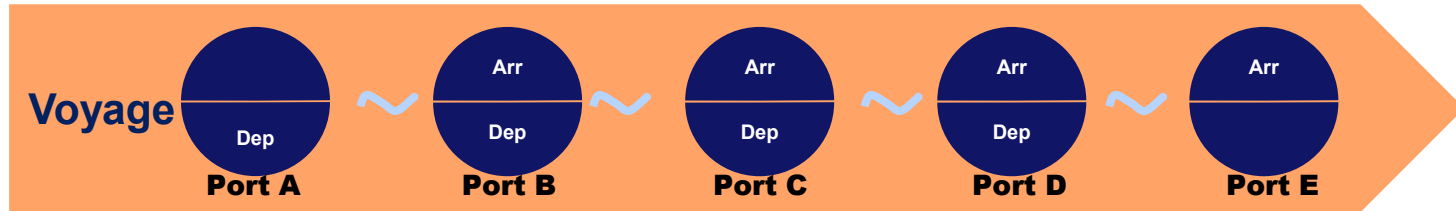
IFTSAI Edifact Message for vessel schedule

A simple message, on first sight



The IFTSAI can transmit a vessel schedule:

- **For the vessel:** Vessel name, Vessel ID, Voyage number, Service
- **For each port of call:** minimum Port and terminal code, ETA, ETD, cut-off times

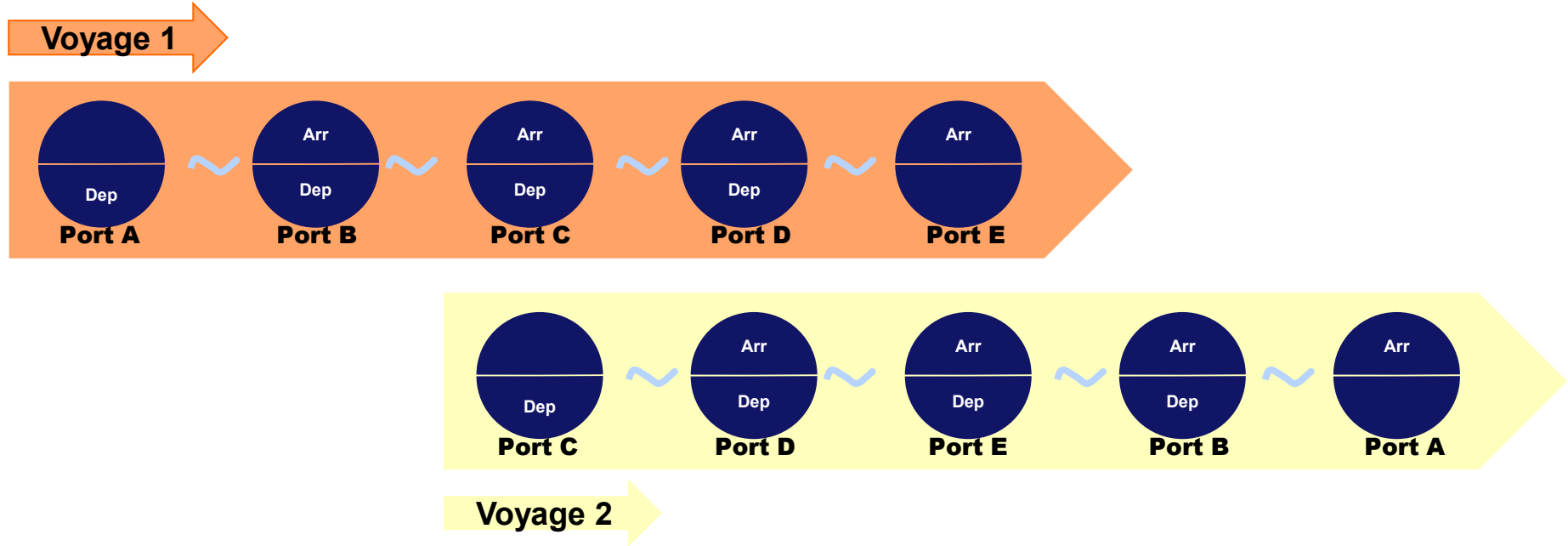


IFTSAI Edifact Message for vessel schedule

A simple message, on first sight

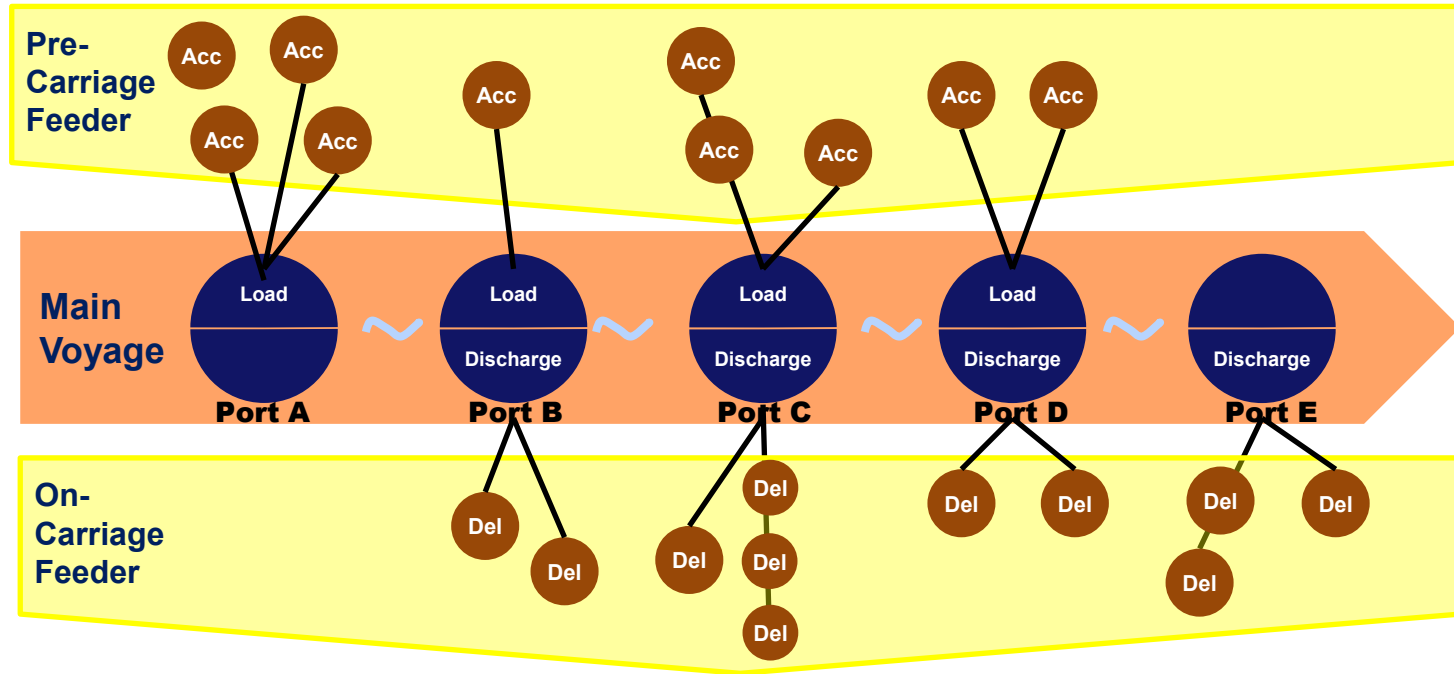


Voyages often overlap



IFTSAI: Transshipment Voyage Schedule

Connecting feeder voyages added since D.17B



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	Additional Req.
Terminal	All voyages that are calling <u>this terminal</u> , with previous and next ports. <i>Addtl. 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>their 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 current status July 2025

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



MIG on SMDG website is outdated

It was published in 2005

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 – in the LOC+164 segment



IFTSAI: Six DMRs for cut-off date in DTM/de2005 approved

This request was submitted by the SMDG and published by UN/CEFACT in D.17A directory

Use Case	Description	Currently used	SMDG IFTSAI recommended	Qualifier in DTM/2005
VGM cut-off	Latest date/time on which the VGM details must be delivered to the ocean carrier or to the terminal.	222	N / A	810 (new)
Reefer cut-off	Date on which the acceptance of new operational reefer containers will be stopped at this location.	- / -	N / A	813 (new)
FCL cut-off	Date on which the acceptance of new FCL- containers will be stopped at this location.	180	180	814 (new)
DG cut-off	Date on which the acceptance of new DG-cargo will be stopped at this location	- / -	50 and 262	811 (new)
OOG/BB cut-off	Date on which the acceptance of new OOG- and Break Bulk cargo will be stopped at this location	- / -	262	812 (new)
Transshipment cut-off	Date after which no more bookings for transshipment cargo will be accepted for re-loading on a particular vessel.	- / -	N / A	815 (new)
LCL cut-off	Date on which the acceptance of new LCL- containers will be stopped at this location.	411	262	Use 411 in the IFTSAI MIG
Document Closing	Latest date on which the Shipping Instructions must be delivered by the Customer to the Carrier	407	N / A	Use 407 in the IFTSAI MIG

The new qualifiers were published in D.17A

They can be used in IFTSAI and IFTMBC messages

They should be included in the new IFTSAI MIG

New requirement for the IFTSAI: USR Universal Service Reference

- IFTSAI currently support transmission of carrier individual Service code such as “FE2” or “FAL1” or “EPIC”
- Synonyms for Service are Loop, Rotation, xxx
- The USR will be implemented by more and more carriers in the near future.
- The USR will be used in parallel to the existing individual Service codes. Both Service codes need to be transmitted in the IFTSAI
- The USR needs to be added to the IFTSAI in the voyage header, in the FTX under the TDT segment

USR by DCSA

example:

SR12345X

Vessel Schedule Exchange



- The **SMDG** maintains the IFTSAI as an Edifact message and keeps it updated based on business needs



- The **DCSA** has developed an API for OVS Operational Vessel Schedule. API as a more modern technology allows direct system-to-system communication. Their API OVS 3.0 is published on Swaggerhub:
https://app.swaggerhub.com/apis/dcsaorg/DCSA_OVS/3.0.0

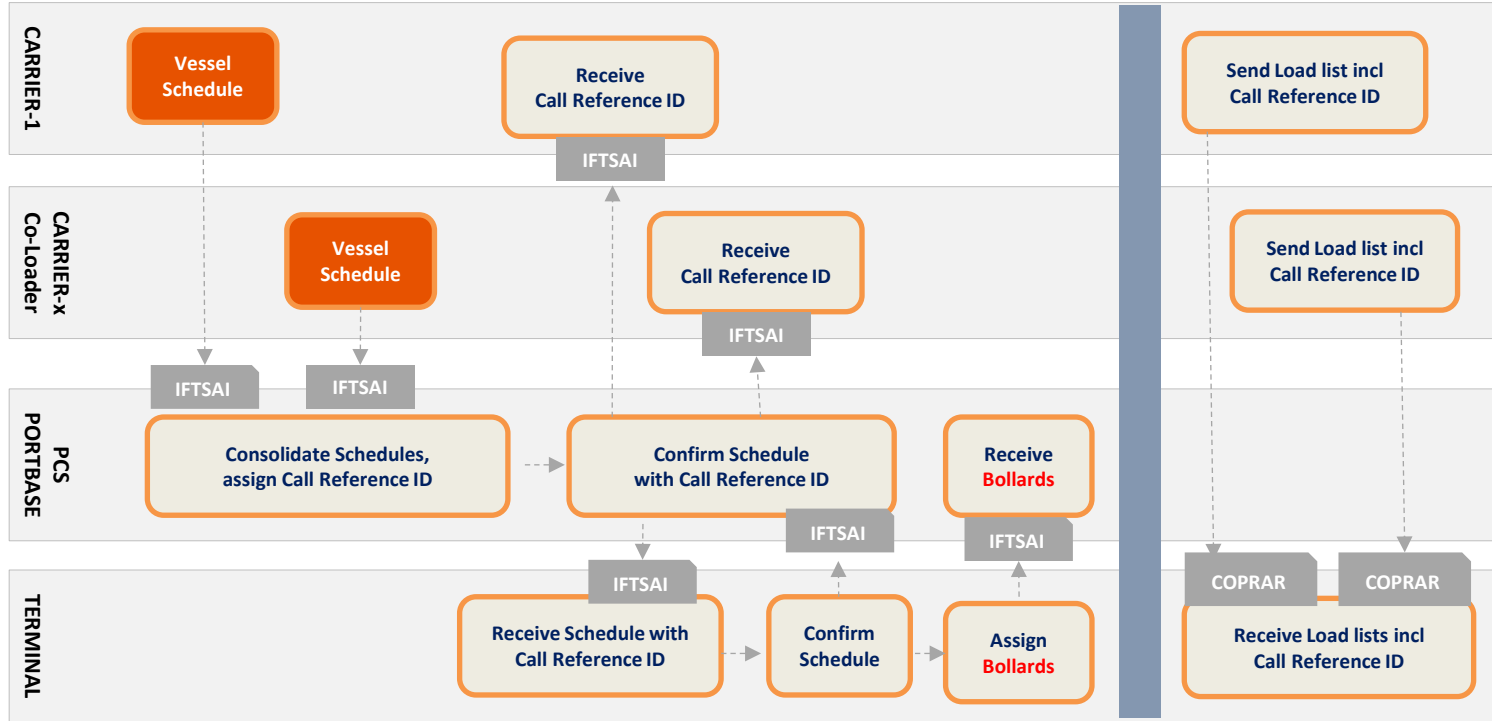


- The underlying operational business processes for EDI and API are widely the same. Both communication formats are based on the **business requirements analysis**.
- The same **Code Lists** are used in EDI and API:
SMDG Liner Codes, Terminal Codes, Delay Reason Codes

IFTSAI process in Rotterdam with Portbase



Process including transmission of **bollards**



Summary from SMDG questionnaire at the 2022 Plenary



Question	Replies
EDI or API ?	Different replies from different Terminals: <ul style="list-style-type: none">- we don't receive IFTSAI at all- First focus on IFTSAI as it is well established- API may have its advantages- will support both EDI or API, depending on carrier's requirement
Push or Pull ?	All terminals had a clear preference for PUSH
Time frame and frequency	Reply from terminals: <ul style="list-style-type: none">- Starting 3 months in advance- Daily updates when the vessel is far away- Updates every few hours when the vessel is closer
Scope of ports	Terminals: Minimum previous and next port. Better send the whole voyage.
VSA Partners	If both the VO and VSA partners are sending the schedule, then there needs to be a link or a reference between these schedules because otherwise these schedules cannot be linked to one another.
Data elements	Voyage# IN/OUT of the VO and the VSA partners, Service code IN/OUT, no of moves



Thank You

Presented by:

Michael Schröder and Robert Roestenburg

SMDG e.V.

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