EDI ASSOCIATION

STOWAGE CO-ORDINATION/SHIPPLANNING GROUP

MINUTES

MEETING AT HAMBURGER HAFEN UND LAGERHAUS AG

27TH JANUARY 1988

EDI Shipplanning Group

Meeting HHLA Terminal Hamburg

Wednesday 27th January 1988

Attendees

B. Hoy	SAECS London
N. Ianson	SAECS London
F. Schwartz	BLG Bremerhaven
B. Lentes	BLG Bremerhaven
C. Wise	ANZECS London
G. Carruthers	Safmarine Capetown
V. Lakenau	HHLA Hamburg
M. Buhk	HHLA Hamburg
D. Smith	Felixstowe Dock & Railway
C. Lewis	Felixstowe Dock & Railway
J. Burtt	SCS Southampton
M. Winn	SCS Southampton
B. Spijkers	Unitcentre Rotterdam
J. Hoogvliet	Unitcentre Rotterdam
S. Spoormaker	ECT Rotterdam
G. Lang	ACTS Southampton
J. Maguire	TCS Tilbury
P. Mijnsbergen	Ruys Rotterdam
G. Walker	Trio Tonnage London

1. Spare copies of the minutes of the previous meeting held in London on 24th November 1987, and a list of delegates who attended were circulated to those members who required them. The minutes were then agreed.

2. Matters arising.
   The chairman stated that SAECS membership of the EDI Association was completed and the resources of the EDI association now being available to them. He also said that networking had not been included in the minutes of the present meeting, but that this item could be brought up if required.

   George Lang said that as far as networking is concerned the actual protocol used does not matter as much as which network is used.

   The bayplan message structure action points had been adhered to with the updated version of the bayplan being circulated to all the delegates. Simon Spoormaker said that he had visited the USA recently and explained, what the shipplanning group was doing and proposed to do. He had received very favourable responses from those in the TOPAZ consortium who would be using EDI in the future.

3. Detailed discussion on the "Walk Through" of bayplan message design. Pierre Mijnsbergen led the group through the walk through version of the bayplan structure as it now stood explaining any differences that had been made. It was decided that in place of the SUP group before the UNT, it would be better to have a TXT group. As the SUP group would still be required this could be introduced in two places, once on the VSL (vessel) level, and once, on the EQF (equipment) level. Pierre Mijnsbergen explained to a question on message content that with a lot of the groups and fields being conditional the only ones sent would be those that are mandatory and those required by the user. It would be up to the parties involved in the actual transmissions to decide what to send within the structure of the message.
   The question was raised as to whether a totalling segment would be required by any user, certain members thought that as this was part of a bayplan at the moment this should be accomodated by the group CTT suggested. A vote was taken on this point with the majority in favour of its inclusion. Pierre Mijnsbergen is to attend to this matter as he already has the message layout on a personal computer.

The question of the ISO standards and container size and type was raised, this being considered of prime importance to the shipplanning function. At the present time it is almost impossible to obtain the containers' size from its number, and the field. 8154 in EQF which contains this information was thought to be more applicable than 8155, which is similar but only for ISO codes. It was noted that a new ISO version for containers would be out in April. The meeting came to the conclusion that this was a matter to be agreed between transmission parties either 8154 or 8155 being used.

4. UNCON and RORO

Pierre Mijnsbergen explained that the message structure would accomodate RORO and UNCON bayplan information the final message being fully flexible. He would be pre-preparing a number of different messages as they would appear in practice so that members could readily see where different fields would be used. He would send this through to SAECS to have it circulated with the new bayplan layout.

5. EDI ASSOCIATION - USE OF FACILITIES

It was decided that once the new bayplan layout was agreed, it would be presented to the EDI Association for their comments and eventual process to the UN for ratification.

6. ANY OTHER MATTERS

The question of apologies of absence was raised with the chairman confirming that he had received them from P&O. Unfortunately, it appeared that HOT and OCZ had not been on the circulation list for the meeting arrangements. This is to be rectified for the next meeting.

Pierre Mijnsbergen was asked where he thought the group should go from the point reached, and he replied that the next step was the instruction message which he had already started on. This message would serve a dual purpose with the report message a deliminator being used to decide on which. He hoped to circulate a proforma of this with the new bayplan layout.

It appeared from various parties that the USA and the Far East and Japan were quite happy for the group to carry on with structure formatting and use the end result.
The chairman thanked HHLA for their hospitality and closed the meeting. Arrangements were made by HHLA for the transport of those requiring it, to the airport.

Action Points

Pierre Mijnsbergen to produce final version of bayplan and send to SAECS for distribution by 5-2-88.

SAECS to distribute to all members by 8-2-88.

2 weeks would be allowed for acceptance.

Agreement to be sent by all members to SAECS by 22-2-88.

The next meeting was arranged for Felixstowe facilities to be arranged by Felixstowe Dock and Railway Company on Wednesday 27th April 1988.

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