EDI ASSOCIATION

STOWAGE CO-ORDINATION/SHIPPLANNING GROUP

MINUTES

MEETING AT BLG BREMEN 20TH JUNE 1988

LIST OF ATTENDEES

NAME	ORGANISATION
GEORGE LANG	ACT SERVICES SOUTHAMPTON
CHRIS WISE	ANZECS
MANFRED PATSCHECK	BLG
ROB LEIJN	ECT
SIMON SPOORMAKER	ECT
BRIAN ATKINSON	FELIXSTOWE
MARK TAYLOR	GE INFORMATION SERVICES (UU)
MERLIES BUHK	HHLA
PIERRE MIJNSBERGEN	RUYS & CO ROTTERDAM
BRIAN HOY	SAECS
NIGEL IANSON	SAECS
JOHN BURTT	SCS SOUTHAMPTON
FRASER WALKER	TRIO LONDON

INTRODUCTION

The meeting opened at 1030 hrs on the 28th June 1988.
The Chairman thanked BLG for the facilities and arrangements
made. The Chairman explained to the members the reason for
not having an agenda and also the reason for reducing the
number of members at the meeting in that the group was evolving
as a talking shop and not producing an end product, which
whilst not a bad thing overall, as a lot of members had used
the meetings to upgrade their knowledge on EDI, in the short
term this was unproductive.

The Chairman explained that the present meeting was to be
split into two sessions, one on message design and the other a
presentation from GEISCO on value added networks.   The
Chairman explained the area of design work to be completed
during the design session and asked that the minutes of the
previous meeting, which had been circulated by post, be
approved.

Brian Atkinson asked if any progress had been made by ECT
on a test transmission of the bayplan.   Simon Spoormaker
replied that the earliest he could get a test running would be
by the end of September.   Pierre Mijnsbergen thought that
Nedlloyd would be able to initiate a test using a PC in their
Felixstowe office and would investigate the possibilities to do
so.   The Chairman asked if reports of any tests could be
directed to him for circulation to members of the full group.

SESSION 1

BAYPLAN MESSAGE

Pierre Mijnsbergen opened the session by explaining that
he had a new copy of the bayplan and also the instruct message
but that he had not been able to bring copies with him due to
weight.   He had made changes to the bayplan from feedback
received, namely, that for presentation purposes, he had moved
EQF segment to the same level as the VSL segment.   There had
been some comments from the Deep Sea message design group which
were discussed.

It was agreed that the bayplan segments would be updated to
the latest ITMS.   Pierre Mijnsbergen said that he would be
attending an ICS in London soon as he would be progressing the
bayplan for presentation at the September meeting of the EDIA.

Discussions were then opened on the bayplan format:-

George Lang asked if an EQA segment should be included to
attend to the carriage of clip on units (COU's).
Pierre Mijnsbergen replied that there was a quantifier for COU
in EQF but that he would add an additional EQF to the message
between STO and TMP to accommodate COU's directly.

Merlies Buhk asked that in the case of general cargo would there be need for additional positions for stowage. This point was discussed with the general consensus of opinion being that this could be accommodated in STO. Brian Hoy said that he was concerned about the distribution of the message with more than one company or organisation passing messages to the Deep Sea group. Previously, messages had not got through to Deep Sea group initially, and because of this eventually received copies from various sources. The transfer of messages to the Deep Sea group was formalised with all messages in future being passed through the Chairman.

Brian Atkinson, when asked to work as liaison with the Short Sea group, replied that at the moment they were not interested in the Bayplan as they leant more to the quick turn round ferry operation. He said that Tony Davis, the Chairman of the Short Sea group, was also on the message design group of the Deep Sea group. It did appear that the Short Sea group saw feeding vessels as under the Deep Sea scenario. The difference would appear to be whether the vessel prepared a bayplan of cargo or provided a list of units as in the case of a ferry!

It was agreed that with a few amendments that the bayplan would be put forward to the September meeting of the EDIA for their agreement.

INSTRUCT & REPORT

The Chairman said that there was some overlap with the Deep Sea group as far as message design was concerned but that he had talked to Mark Poulter the Chairman of the Deep Sea group and agreed that the Shipplanning group would carry on with their own message design as previously and report back to the Deep Sea group. There had been some concern in both groups over the instruct message with similar names being used. The Deep Sea group had changed their's to authority to load which clarified the situation. It was agreed that as the Deep Sea group would be utilising similar segments there was a direct need to co-ordinate message design whilst there was a difference between operational and commercial requirements.

Pierre Mijnsbergen presented a set of messages that he had drawn up to cover the instruct and report scenario. He explained that by having a number of smaller messages greater flexibility would be achieved.

The layout of the messages were:-

Expect to load	(Box (Cell) (Total
Loaded	(Cell (Box (Condition
Shift (Cell)	
Expect to discharge	(Cell (Totals
Discharged	(Cell (Box (Confirmation
Overperformed	
Underperformed	

The Chairman thanked Pierre Mijnsbergen for the presentation and said that he would circulate the message as soon as he received it.

ACTION POINTS

Comments on the bayplan to be returned to SAECS by 15th July 1988 or agreement by default.

Bayplan to be put forward to the EDIA for the September meeting.

The instruct/report message to be progressed for presentation to the EDIA March meeting.

A break was made for lunch at 1300 hrs.

SESSION 2

Mark Taylor of GE Information Services made a presentation to the group on the uses of EDI and value added services which was followed by a question and answer session.

The Chairman thanked Mark Taylor for his presentation and stressed how important it was to have some form of compatibility in communications.

It was agreed that there would be no date set up for the next meeting but the group would wait and see the progress of the bayplan message and then convene a meeting sometime in the Autumn.

The meeting closed at 1630 hrs.