

# Inter-Carrier Communication

74<sup>th</sup> SMDG Meeting in Singapore

18 September 2019



# Hapag-Lloyd

# Inter-Carrier Communication – proposal for new work group?



## ➤ Scope

Any communication between a Vessel Operator and his Co-Loaders (VSA Partners) or his Sub-Charterers which is typical in a Vessel Sharing Agreement.

## ➤ Processes

Mainly the transmission of schedule updates, the request and accept of DG and Special Cargo bookings, exchange of load lists, and final stowage confirmation.

## ➤ Message Formats

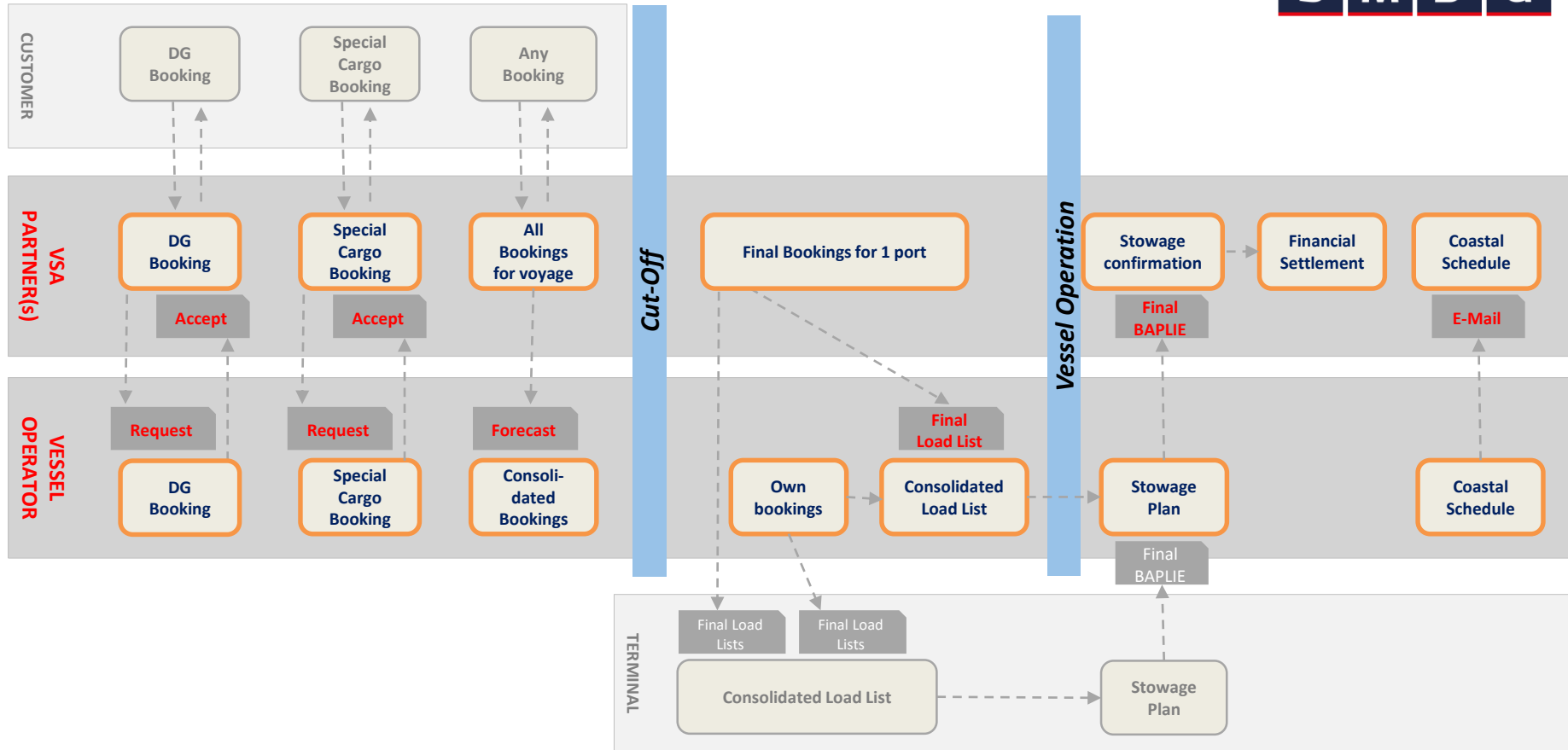
> The carriers are using some message formats that are established, but were made for another purpose:

- IFTMBF+IFTMBC** – originally made for customer booking
- COPRAR** – originally made for load list to a terminal
- BAPLIE** - originally made for carrier-terminal stowage planning

> Some processes are not supported by EDI message at all:

- Special Cargo booking - via **e-mail** format
- Coastal Schedule - via **e-mail** format

# Inter-Carrier Communication – VSA Touchpoints overview



# Inter-Carrier Communication – VSA Issues by process



## DG Booking & acceptance



**IFTMBF**

**IFTMBC**

- New MIG in work, MSC in the lead
- Standard codes e.g. Packaging
- Standard process for e.g. Updates, Rolling, two-vessel legs
- Reference between IFTMBF and IFTMBC

## Special Cargo Booking & acceptance



**E-Mail**

- *What is it:* Bookings for OOG, Break Bulk, non-DG Specials e.g. Flexitank, Wet Hides
- Currently only via e-mail, manual handling
- Similar process as DG, EDI format needed.
- Also include lost slots.

## Forecast & Load List from VSA Partner

#	Container Nbr	HC	Size	Type	QC
1	TCLU2186504	N	20	GP	MC2
2	HLBU1425508	Y	40	GP	QC4
3	HLBU2211244	Y	40	GP	QC4
4	HLXU8402435	Y	40	GP	QC4
5	CAIU8524623	Y	40	GP	QC4

**COPRAR**

- Standard wording needed: CBF=Forecast and TBU=Final figures
- COPRAR should be Industry Standard but still many individual Excel formats seen
- Standard should be COPRAR D.00B (SMDG 2.1) including terminal codes and handling codes

## Vessel Schedule

Port	Arrival Date	Arrival Time	Arrival Actual
GBLGP	04.09.2019	08:18 Y	
BEANR	05.09.2019	23:30 Y	
DEHAM	10.09.2019	09:12 Y	
FRLEH	12.09.2019	15:54 Y	
MXTUX	20.09.2019	00:30 N	
MXVER	20.09.2019	19:01 N	

**IFTSAI**

- Coastal Schedule via e-mail, manual input by receiver
- Partner Lines show different ETA for the same vessel on their websites
- Lines use different voyage numbers
- Lines use different port + terminal codes

## Stow confirmation & Financial Settlement



**BAPLIE**

- *What is it:* After vessel sailing, VSA partners align on actual slot usage as basis for financial settlement, based on final BAPLIE
- Issues with different codes for ports and operators used, incomplete data, missing lost slots.

# Inter-Carrier Communication – VSA issues across all touchpoints



## Code alignment

Port Codes  
Terminal Codes  
Operator Codes

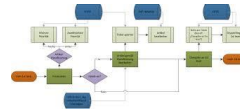
- Issue applies to **all** touchpoints
- Carriers requesting non-standard port codes
- Mix of port- and terminal codes unclear
- Different operator codes used by Partners

## Different name for same object

A = B

- Partners use different codes for the same Service / Loop
- Partners use different voyage numbers for same vessel
- Carriers in different VSAs use different codes for the same port / terminal

## Process Issues



- Deadlines unclear
- Requirement definition unclear
- Update / Change Process unclear

## VSA Partner vs. Subcharterer

Vessel Operator

Slot Owner

Container Operator

- Depending on the use case, either the VSA partner or the sub-charterer is needed
- Missing alignment which level used in CBF, TBU and Final BAPLIE
- Only BAPLIE 3.x can transmit *both* levels, but hardly supported

## Multi-Terminal

DEHAM

CTA

CTB

- *What is it:* vessel calls two terminals in one port
- Issue: Terminals must be differentiated by all partners and by all other terminals in the loop
- New version of COPRAR and BAPLIE needed to differentiate

# Inter-Carrier Communication – proposal for new work group!



## ➤ Not really new

All carriers, without exception, are engaged in Vessel Sharing Agreements and are working on the same processes already. The solutions are mostly aligned in bi-lateral agreements.

## ➤ Proposal

To establish a new SMDG work group as **Forum** for the carriers to discuss common issues, to align on their requirements and on standardization solutions and implementations.

To combine the special VSA requirements into **one** workgroup. To align on **Best Practices**.

## ➤ Work streams

1 Special Cargo booking – high demand seen for EDI solution because to date only e-mail is used

2 Coastal Schedule – discuss whether IFTSAI or API would be preferred, if new format desired

3 Load list – align with COPRAR work group

4 BAPLIE – align with BAPLIE work group

5 DG Booking – already covered by separate SMDG work group IFTMBF/IFTMBC

**overall** – Ensure that same code lists are used in all work streams!

## ➤ Chair

> Opinions of the carriers? Does it make sense? Who would like to join?

> Who would like to be the chair?

> Who are the contact persons in the Lines headquarters?

> Would even the terminals be interested in these processes?