TPFREP
Terminal Performance Reporting

74th SMDG Meeting in Singapore

17 September 2019

TPFREP
In this presentation

- Introduction of TPFREP Message
- New version TPFREP 4.1
  Summary of changes, Status:
  MIG is in work, already overdue
- TPFREP via Excel –
  Proposal to standardize it.
- TPFREP Community – Best Practice
  Promote ➔ SLACK tool - Hands on
- Vessel Timesheet – Standard Definitions

Information in the TPFREP – Terminal Performance Report

Implemented by

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Refresher

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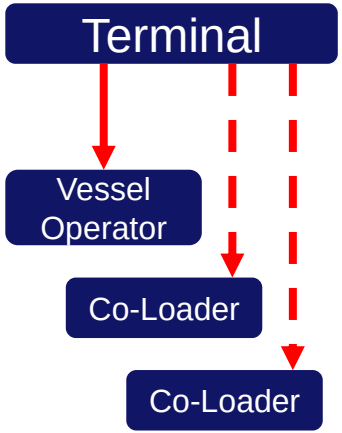
TPFREP - EDIFACT SMDG Message

- **The TPFREP Terminal Performance Reporting message 3.0 was developed by SMDG several years ago based on D.00B directory.**
- **It is sent from the Terminal to each Container Operator after vessel departure from a port.**
- **Purpose is to transmit terminal productivity data and equipment movement summary, related to the complete vessel.**
- **The message contains following information items:**
  - **Vessel timesheet**
  - **Crane timesheets**
    Crane Delays and delay reasons
  - **Number of Moves per Crane**
  - **Number of boxes load / discharge / restow**
    broken down by Container operator, full/MT, 20'/40'
  - **Number of hatch cover moves**
- **Based on this information the gross / net productivity by vessel and by crane can be calculated.**



TPFREP Benefits

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Benefits for the Terminal

- **Provide only one standard message to all container operators, versus many individual formats as before.**

- **To create and send the message electronically saves time and money compared to creating individual reports manually and sending by email.**

- **For contract negotiations, both partners have the same data source available.**

Benefits for the Shipping Line

- All TDR in a central database allows structured analyses, e.g. over time series
- Consistency, easy to compare different terminals.
- Save manual workload for Port Ops
- Timeliness
- Accuracy

TPFREP Changes for next version 4.1

- ➔ New qualifiers needed, but no changes in message structure
- ➔ New qualifiers were published in D.18A repository by UN/CEFACT
- ➔ New TPFREP – MIG version 4.1 to be published by SMDG asap

SMDG Meeting in St.Petersburg Sept. 2017

Decision on Changes

The SMDG decided on the enhancements that will be in the next TPFREP version 4.1.
All changes are explained in detail on next slides.

Feb. 2018

The DMRs were submitted by the chairman to UN/CEFACT for approval

SMDG Meeting April 2018

Edifact solutions and the DMRs were explained and agreed

June 2018

All changes were approved by UN/CEFACT and published in D.18A directory

Next - 2019

>> Develop the new MIG for TPFREP 4.1 <<
Align within work group.
Publish on SMDG Website

TPFREP Changes for next version 4.1

Summary

Requirement	Description
1. Identify TPFREP Light	Add new qualifier to BGM.de1001. **new code 873**
2. BGM function codes	Allow only: 1–Cancellation and 5–Replace and 9–Original
3. Vessel Timesheet	New codes for *Ordered gang start/end time* and for *Ready for cargo operation / Ready to sail* **New codes, see below**
4. Landside power supply	Add new qualifier for power generator **New code, see below**
5. Crane hours in overtime	Add new optional qualifier '504' to SG3/DTM/C507.2005 (crane section)
6. Reporting of Lashing Equipment	Add new qualifier for Lashing Equipment to SG3/QTY/C186.6063 **New codes, see below**
7. Separately report DG, OOG and Reefer containers	Add 3 new qualifiers DG, RFRDG and OOGDG (SMDG internal codes)
8. Generic container size type	Replace 20FT by 2%%% and 40FT by 4%%% etc in the MIG
9. Type of Move for Cabotage	Add 2 new qualifiers CTD and CTL (SMDG internal codes)
10. Restow Reasons	Already covered by existing codes TDL and TSH for Terminal Convenience restows. Better explanation in the MIG needed.

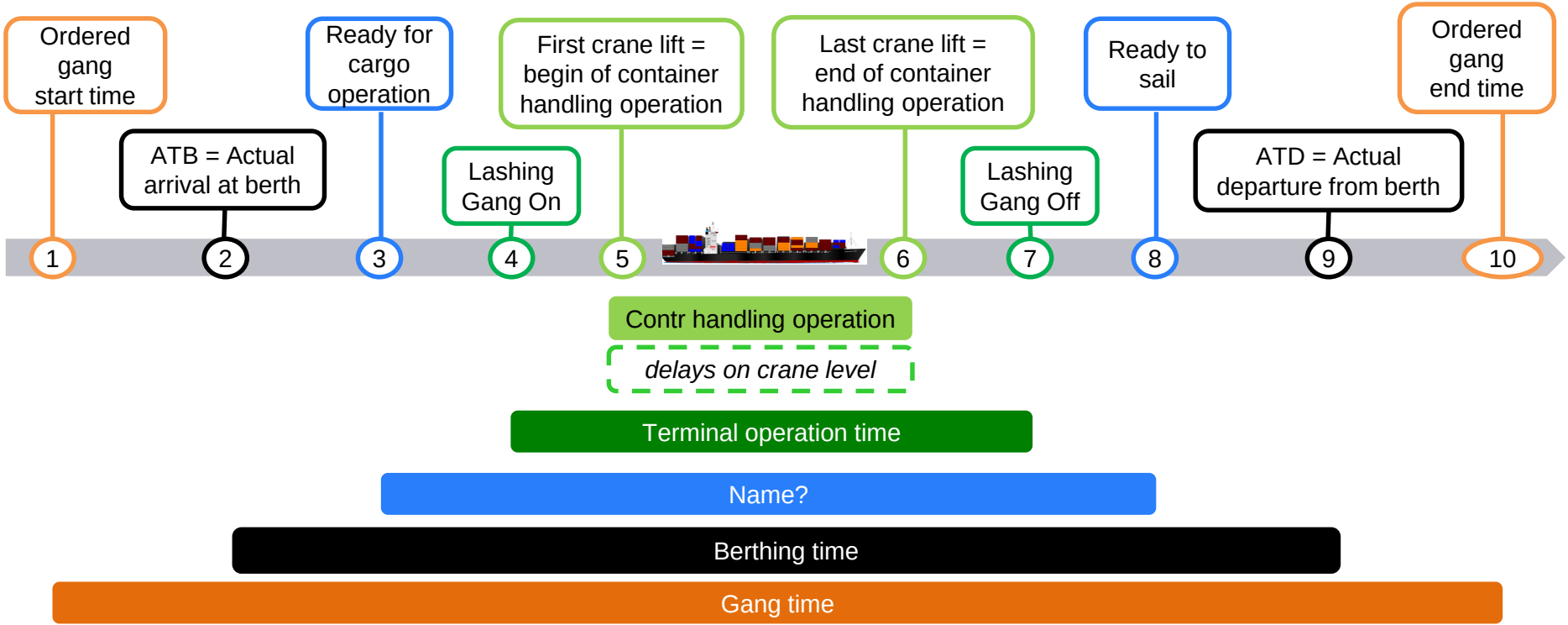
TPFREP Changes for next version 4.1

Detail

Requirement	Decision SMDG
1. Identify **TPFREP Light** (if the message contains only the volumes for one carrier and not the total moves)	*Decision:* Add new qualifier to BGM/de1001 for "Partial transport equipment movement report" Currently only code 265 used for "transport equipment movement report" **New code 873**
2. BGM function codes	Allow only following values: 1 – Cancellation 5 – Replace 9 – Original

TPFREP Changes for next version 4.1

Vessel time sheet, new events



TPFREP Changes for next version 4.1

3. Vessel time sheet, event reporting - *see illustration on previous slide.*

Detail

Use Case	Description	DTM Qualifier	New Codes
1. Ordered gang start time	Starting time when working gangs are ordered by the vessel operator. *Note*: It can be earlier than Actual Berthing Time	New	New code **816** in SG1 / DTM / C507.2005
10. Ordered gang end time	End time until when working gangs are ordered by the vessel operator. *Note*: It can be later than Actual Sailing Time	New	New code **817** in SG1 / DTM / C507.2005
2. Arrival berth	Actual vessel arrival = First Line Ashore	178	no action, already in MIG
9. Sailing time	Actual vessel departure = Last Line Let Go	186	
3. Ready for cargo operation	Readiness for cargo operations as reported by the vessel to the terminal	New	New code **818** in SG1 / DTM / C507.2005
8. Ready to sail	Outbound clearance, vessel reports to be ready to sail	New	New code **819** in SG1 / DTM / C507.2005
4. Lashing Gangs On	Begin of terminal operation	269	Codes remain in MIG with wording “Lashing Gangs On/Off”
7. Lashing Gangs Off	End of terminal operation	413	
5. First lift	First crane lift = first move	78	No need to change. First and last crane move are already in SG3/DTM on single crane level.
6. Last lift	Last crane lift = last move	same 78	

TPFREP Changes for next version 4.1

Detail

Requirement	Decision SMDG
4. **Landside power supply** To report start+end date+time and amount of power (kWh) provided by the terminal.	Add new qualifier for "Landside power generator" to SG2/EQD/de8053 (currently used for type of crane). **New Code= EGI** **Example for reporting 20000 KWH:** EQD+***EGI***+G1' DTM+78:201808291930-201808300200:719' *QTY+220:20000:KWH'* Usage of QTY.C186: 6083 Quantity type code qualifier 220 - Meter reading. The numeric value… 6060 Quantity 6411 Measurement unit code KWH - kilowatt hour ➔ Which terminal would be a pilot candidate?
5. Crane Hours in Overtime Report crane hours in overtime, amount of boxes in overtime, type + reason for overtime, responsible partner for overtime	Add optional qualifier '**504**' to SG3/DTM/C507.2005 **(existing qualifier, no DMR)** That new code denotes the crane working time and the number of moves are reported as Overtime. Type + reason + responsible party for overtime cannot be reported.

TPFREP Changes for next version 4.1

Detail

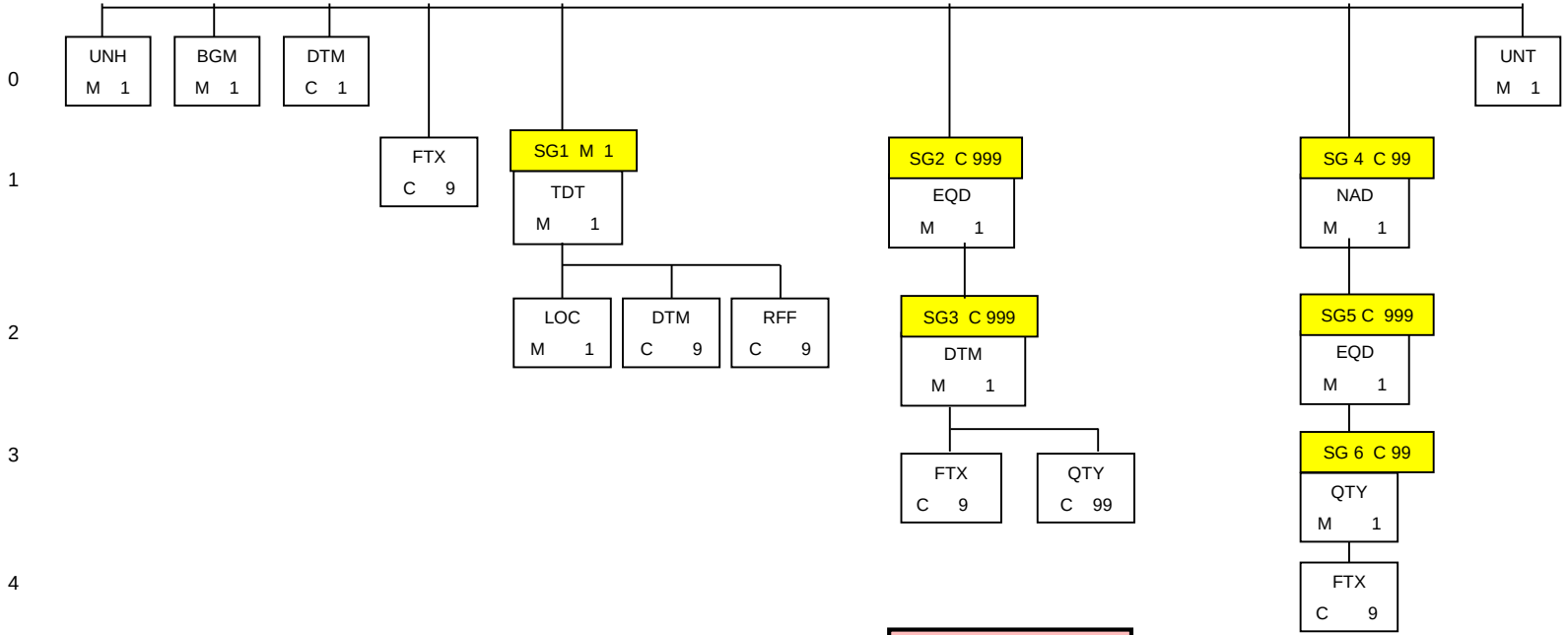
Requirement	Decision SMDG
6. **Reporting of Lashing Equipment** To report additional crane moves for Lashing Material (synonyms: Twistlock Boxes / Gear Bins)	Add new qualifier for Lashing Equipment to SG3/QTY/C186.6063 (volume by crane, same level as hatch cover moves). **New Code = 529**
7. Separately report **DG**, OOG and Reefer containers. (no temperature settings and no DG details reported / IMDG class to be reported!)	Add new qualifiers for DG in SG5/EQD/de8154 (volume by operator) **STD** - Standard existing **RFR** – Active Reefer existing **OOG** – OOG existing **DG** - DG new **RFRDG** – Reefer DG new **OOGDG** – OOG DG new ➔ **These are SMDG internal codes, no DMR needed.**

TPFREP Changes for next version 4.1

Detail

Requirement	Decision SMDG
8. Generic container Size Type	Align container size-type reporting with SMDG standard: In SG5/EQD/C224.8155 Currently "**20FT**" = 20 Feet Container, "**40FT**" = 40 Feet Container etc. Should be: Report the leading 2 digits of the ISO size-type code followed by %%. Examples: **22%%** = container with length 20 ft and height 8'6 **L5%%** = container with length 45 ft and height 9'6
9. **Type of Move for Cabotage** Special reporting for Coastal (=cabotage) is important in Brazil and China	*Decision*: although it appears to be a special requirement, it can easily be covered by new codes in SG6/FTX/C107.4441 Therefore suggest to add two new codes: a. '**CTD**' Number of containers discharged from Coastal transport for transshipment b. '**CTL**' Number of containers loaded from transshipment for Coastal transport ➔ **These are SMDG internal codes, no DMR needed.**
10. Restow Reasons	Already covered by existing codes TDL and TSH for Terminal Convenience restows. Better explanation in the MIG needed.

TPFREP 4.1 based on D.11B



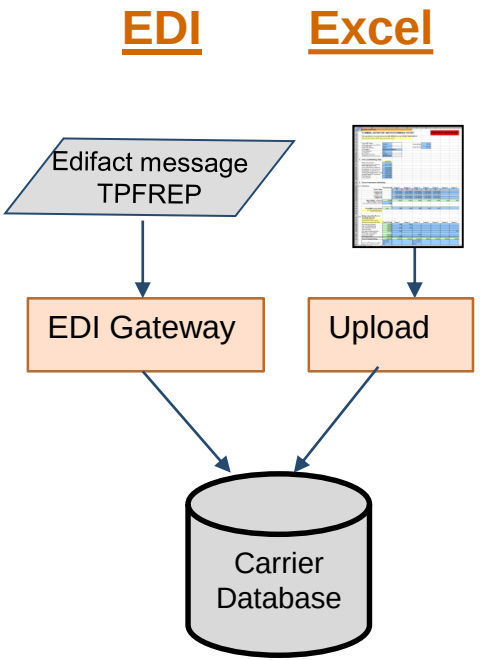
TPFREP Message – SMDG working Group

Work Group Members

1. Michael Schröder (chair)
2. Ori Ben-Shimon (ZIM)
3. Sönke Witt (HHLA)
4. Arthur Touzot, (SMDG)
5. Marc Jordens, Mark Lim (Hamburg Süd)
6. Boudewijn de Kievit (ECT Rotterdam)
7. Patrick Straka (MSK)
8. Wendy Jamarillo (APMT)
9. Jeroen Muis (Copas)
10. Emmanuel Odartey (TEC, Ghana)

TPFREP via Excel – standardize it ?

- Worldwide roughly 100 terminals reporting via EDI and 300 via Excel or individual format
- Carriers are using standard Excel template – but each carrier has a slightly different format. Two examples below.
- Should the SMDG workgroup aim to harmonize the templates and publish a standard Excel Template? ➔ Open for discussion!



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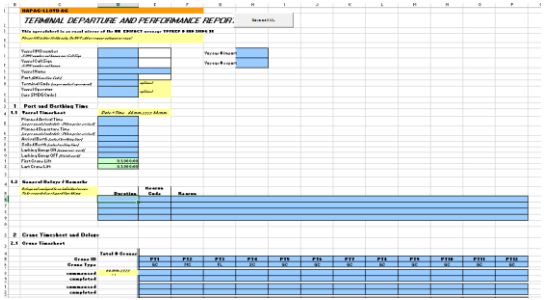
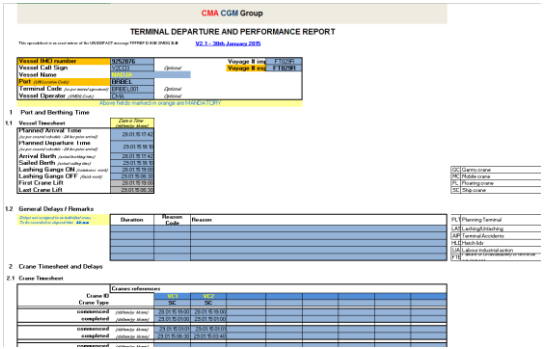


CMA CGM



TPFREP Community – Best Practice – use the SLACK tool !

- When implementing TPFREP, carriers and terminals often come across similar questions or issues in different parts of the world.
  Why not learn from each other and exchange solutions for typical questions.
  This could even be an input for new standard versions.

- On the last SMDG Meeting, a SLACK channel **#tpfrep** was introduced:

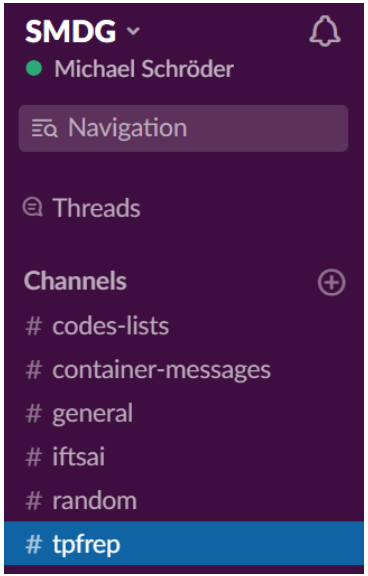
  https://smdgworkspace.slack.com

- What - Use SLACK as the collaboration tool for our TPFREP User Community!
  Exchange best practices and experiences.

- Why – Reach all interested parties with one post or question. Save lengthy emails.
  Keep all Q&A in one place accessible.

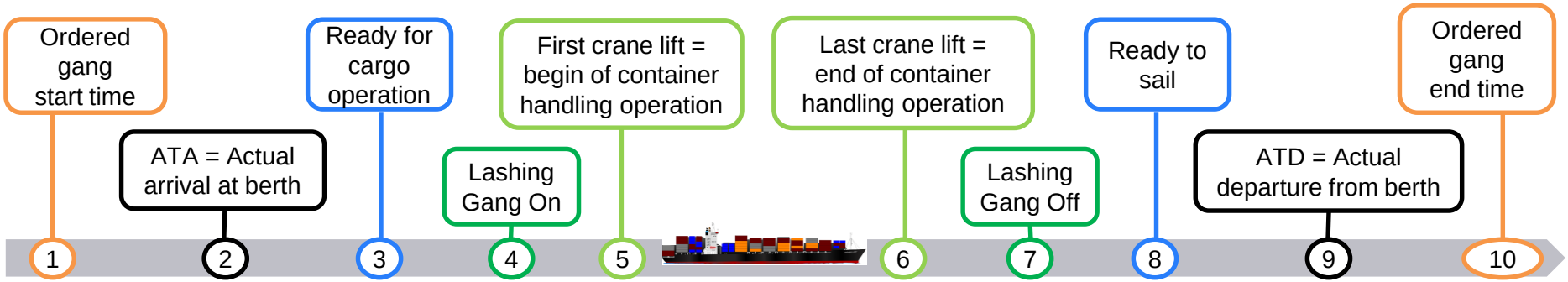
- Who – All Carriers, Terminals and other interested parties are welcome.

- How – simply register on the Slack channel !



Vessel Timesheet – Standard Definitions?

- When discussing the vessel timesheet in the workgroup it appears that there is no standard definition for the events below.
- Examples:
  When is ATB: “First Line Ashore” or “All Fast”?
  When is Begin of Operation: Start of unlashing or First Move?
  What exactly is basis for calculation of terminal productivity times? What means “Lashing gang on?
- These question could well be discussed in our Slack channel.
- The opinion from this workgroup shall then be forwarded to the DCSA in order to be considered for their Glossary of Terms.



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