



67th SMDG Meeting in Copenhagen

TPFREP Message status / new requirements

Information in the TPFREP – Terminal Performance Report



TPFREP - Terminal Performance Reporting EDIFACT Message

■ TPFREP 3.0 based on D.00B directory

was developed by SMDG several years ago. Hapag-Lloyd started implementation in 2008.

Currently **86 terminals** world wide are sending the EDI message version 3.0

■ TPFREP 4.0 based on D.11B directory

was published by SMDG in October 2012.

Summary of Changes :

- Improved message structure.
- All temporary qualifiers and codes replaced by codes officially approved by UN/CEFACT.
- Out of Gauge and Temperature Controlled cargo can be reported separately.
- Breakbulk cargo per Operator can be reported.

As per April 2016, some 12 terminals worldwide are preparing TPFREP 4.0 implementation.
Productive usage is slowly increasing.

The purpose of the message has changed during the past years

Originally it was intended for monitoring Terminal productivity, mainly calculating boxes per hour (by crane / for the whole vessel)
There was a focus on container volume and time sheets.

Now another focus is on Checking the invoice from the terminal.
Therefore the message should provide the same level of detail as the terminal contracts in order to allow comparison.

The TPFREP is a relevant data source for Optimizing the proforma schedules.

The message helps answer the following questions:

- Compare the number of actual moves to the proforma moves.
- Compare the actual number of cranes to the planned number of cranes.



- **TPFREP 3.0** first production rollout was August 2008
 - **Two reporting channels** are offered to the terminals:
 - **86** active terminals send **EDI** message TPFREP
 - **291** active terminals send the standardized **Excel** template with same data content as the TPFREP 3.0
- Hapag-Lloyd is ready to test TPFREP 4.0 now. Both versions will be supported.



- Implementing **only version 4.0**
- Using own MIG, not the SMDG MIG
- Currently testing with <10 terminals
- First go-live in **Q4.2015**
- HSD has enhancement requests on scope and detail level of the message



Maersk Line is evaluating the usage of TPFREP, a possible implementation is planned for 2016 in pilot locations.



- **Versions 3.0** has been in use for many years
- **Versions 4.0** pilot implementations in 2016
- CMA CGM has enhancement requests on scope and detail level of the message



The XVELA application under development will support the TPFREP, planned for end 2016.

NAVIS plans to improve the support of the TPFREP message in their terminal operating software. This will make the TPFREP implementation easier for many terminals.

Requirements from CMA CGM and Hamburg Süd

- **Separately report DG containers**

Report all combinations of DG, OOG, Reefer and standard containers. Example: Reefer DG container, OOG DG container (No temperature settings and no DG details/IMDG class required)

- **Reason for Restow/Shift should be reported**

Only two Restow Reasons to be reported by the terminal: "Terminal convenience" and "Instructed by operator"

- **More reasons for Delays/Detention needed**

- "Unused Gang Time"

Related to idle time before vessel arrival + after vessel sailing. E.g. ILA Guarantee in USA. To be clarified whether related to individual gangs/cranes or to the whole vessel.

→ Possible new SMDG Code List for "Delay Reasons" , in work

- US CBP Inspections

- **Additional equipment type: Yard Equipment.**

To report additional crane moves for Lashing Material (Twistlock Boxes / Gear Bins / lashing bars)

→ new qualifier needed (same level as Hatchcover moves) (also requested by Eurogate)

Possible new size type code for gear boxes, also to be used in the BAPLIE.

- **Bundled Flats to be reported.**

Including number of flats in the bundle.

Should be same solution as in BAPLIE 3.

Type of Move

New qualifiers requested for SG6/FTX/C107.4441 pos. 0230

- a. Number of containers discharged from Coastal transport for transshipment ('CTD' proposed)
- b. Number of containers loaded from transshipment for Coastal transport ('CTL' proposed)
Special reporting for Coastal (=cabotage) is important in Brazil (Hamburg Sud)

- Report the **weight of the containers**

The container gross weight should be reported, equivalent to the number of TEU.

Remark: This request is *not* connected to the SOLAS requirement for a Verified Gross Mass. In the TPFREP the terminal would report the actual container gross weight to the best of their knowledge. However, the data quality might improve after implementation of the VGM.

- **Landside power supply.** 3 elements to be reported:

A) Start Date+Time, B) End Date+Time and C) Amount of Voltage provided by the terminal.

- **Overtime**

Report crane hours in overtime, amount of boxes in overtime, type + reason for overtime, responsible partner for overtime

- Separate Reporting of **Twin Lifts** (to be confirmed)

- **Delays in Vessel dispatch:** differentiated reporting of

- > Delays occurred *before* cargo operations
- > Delays occurred *during* cargo operations
- > Delays occurred *after* cargo operations

These delays refer to the total vessel, not only to a single crane.

New qualifier 'VSL' in SG2/EQD/de8053 pos.0110 for "General Vessel Delay" required.

- **Vessel Timesheet**

New date/time qualifiers requested for SG1/DTM/C507.2005 pos. 0080

- a. Readiness for cargo operations as reported by the vessel to the terminal (code 146 proposed)
- b. Outbound clearance, vessel reports to be ready to sail (code 148 proposed)
a+b in order to differentiate the responsible party for delays, terminal or vessel operator.
- c. Start of load operations (code 462 proposed)
To determine end of local export storage, if defined in contract until 'start of loading operations'
- d. End of discharge operations (code 463 proposed)
To determine begin of local import storage, if defined in contract from 'end of discharge operations'

Next steps

➔ Awaiting the first implementations of TPFREP 4.0

Gain experience, see whether new requirements arise from productive usage.

➔ Enhance the Excel reporting format with the additional data elements from version 4.0 (Reefer, Breakbulk/OOG, ...) *Remark: The Excel format is not provided by the SMDG.*

➔ Discuss the new requirements in the working group, check whether the terminals can provide the requested level of detail.

Find solutions, agree in the working group and submit the respective DMRs.

Eventually develop a message implementation guide version 4.1

(currently, April 2016, development is postponed because all resources are allocated to VGM)

