TPFREP
Terminal Performance Reporting
72nd SMDG Meeting in Hamburg
09 October 2018
Information in the TPFREP – Terminal Performance Report

Volume per crane

Vessel Operator

Volume per Container Operators
TPFREP
In this presentation

- New version TPFREP 4.1
  Summary of changes, Status

- TPFREP via Excel – standardize it?
  proposal

- TPFREP Community – Best Practice
  proposal

- Vessel Timesheet – Standard Definitions?
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 in Q4.2018

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.

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

Edifact solutions and the DMRs were explained and agreed

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

>> Develop the new MIG for TPFREP 4.1 <<
## TPFREP Changes for next version 4.1

<table>
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<tr>
<th>Requirement</th>
<th>Description</th>
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<tr>
<td>1. Identify TPFREP Light</td>
<td>Add new qualifier to BGM.de1001. <strong>new code 873</strong></td>
</tr>
<tr>
<td>2. BGM function codes</td>
<td>Allow only: 1–Cancellation and 5–Replace and 9–Original</td>
</tr>
<tr>
<td>3. Vessel Timesheet</td>
<td>New codes for <em>Ordered gang start/end time</em> and for <em>Ready for cargo operation / Ready to sail</em> New codes, see below</td>
</tr>
<tr>
<td>4. Landside power supply</td>
<td>Add new qualifier for power generator New code, see below</td>
</tr>
<tr>
<td>5. Crane hours in overtime</td>
<td>Add new optional qualifier ‘504’ to SG3/DTM/C507.2005 (crane section)</td>
</tr>
<tr>
<td>6. Reporting of Lashing Equipment</td>
<td>Add new qualifier for Lashing Equipment to SG3/QTY/C186.6063 New codes, see below</td>
</tr>
<tr>
<td>7. Separately report DG, OOG and Reefer containers</td>
<td>Add 3 new qualifiers DG, RFRDG and OOGDG (SMDG internal codes)</td>
</tr>
<tr>
<td>8. Generic container size type</td>
<td>Replace 20FT by 2%% and 40FT by 4%% etc in the MIG</td>
</tr>
<tr>
<td>9. Type of Move for Cabotage</td>
<td>Add 2 new qualifiers CTD and CTL (SMDG internal codes)</td>
</tr>
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## TPFREP Changes for next version 4.1

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<tr>
<th>Requirement</th>
<th>Decision SMDG</th>
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</table>
| 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

Ordered gang start time

ATA = Actual arrival at berth

Ready for cargo operation

Lashing Gang On

First crane lift = begin of container handling operation

Lashing Gang Off

Last crane lift = end of container handling operation

Ready to sail

Ordered gang end time

1 2 3 4 5 6 7 8 9 10

Contr handling operation

delays on crane level

Terminal operation time

Name?

Berthing time

Gang time

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## TPFREP  Changes for next version 4.1

### 3. Vessel time sheet, event reporting  - see illustration on next slide.

<table>
<thead>
<tr>
<th>Use Case</th>
<th>Description</th>
<th>DTM Qualifier</th>
<th>New Codes</th>
</tr>
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<tbody>
<tr>
<td>1. Ordered gang start time</td>
<td>Starting time when working gangs are ordered by the vessel operator</td>
<td>New</td>
<td>New code 816 in SG1 / DTM / C507.2005</td>
</tr>
<tr>
<td>10. Ordered gang end time</td>
<td>End time until when working gangs are ordered by the vessel operator</td>
<td>New</td>
<td>New code 817 in SG1 / DTM / C507.2005</td>
</tr>
<tr>
<td>2. Arrival berth</td>
<td>Actual vessel arrival = first line ashore</td>
<td>178</td>
<td>no action, already in MIG</td>
</tr>
<tr>
<td>9. Sailing time</td>
<td>Actual vessel departure = last line let go</td>
<td>186</td>
<td></td>
</tr>
<tr>
<td>3. Ready for cargo operation</td>
<td>Readiness for cargo operations as reported by the vessel to the terminal</td>
<td>New</td>
<td>New code 818 in SG1 / DTM / C507.2005</td>
</tr>
<tr>
<td>8. Ready to sail</td>
<td>Outbound clearance, vessel reports to be ready to sail</td>
<td>New</td>
<td>New code 819 in SG1 / DTM / C507.2005</td>
</tr>
<tr>
<td>4. Lashing Gangs On</td>
<td>Begin of terminal operation</td>
<td>269</td>
<td>Codes remain in MIG with wording “Lashing Gangs On/Off”</td>
</tr>
<tr>
<td>7. Lashing Gangs Off</td>
<td>End of terminal operation</td>
<td>413</td>
<td></td>
</tr>
<tr>
<td>5. First lift</td>
<td>First crane lift = first move</td>
<td>78</td>
<td>No need to change. First and last crane move are already in SG3/DTM on single crane level.</td>
</tr>
<tr>
<td>6. Last lift</td>
<td>Last crane lift = last move</td>
<td>same 78</td>
<td></td>
</tr>
</tbody>
</table>
### Requirement

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| **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  
6060 Quantity  
6411 Measurement unit code  

-> 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. |
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<tr>
<td><strong>6. Reporting of Lashing Equipment</strong>&lt;br&gt;To report additional crane moves for Lashing Material (synonyms: Twistlock Boxes / Gear Bins / lashing bars)</td>
<td>Add new qualifier for Lashing Equipment to SG3/QTY/C186.6063 (volume by crane, same level as hatch cover moves).&lt;br&gt;<em>New Code = 529</em></td>
</tr>
<tr>
<td><strong>7. Separately report DG, OOG and Reefer containers.</strong>&lt;br&gt;(no temperature settings and no DG details/IMDG class to be reported!)</td>
<td>Add new qualifiers for DG in SG5/EQD/de8154 (volume by operator)&lt;br&gt;<strong>STD</strong> - Standard existing&lt;br&gt;<strong>RFR</strong> – Active Reefer existing&lt;br&gt;<strong>OOG</strong> – OOG existing&lt;br&gt;<strong>DG</strong> - DG new&lt;br&gt;<strong>RFRDG</strong> – Reefer DG new&lt;br&gt;<strong>OOGDG</strong> – OOG DG new&lt;br&gt;⇒ These are SMDG internal codes, no DMR needed.</td>
</tr>
</tbody>
</table>
## 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 | Decision: although it appears to be a special requirement, it can easily be covered by new codes in SG6/FTX/C107.4441
Special reporting for Coastal (=cabotage) is important in Brazil and China
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

SG1
Vessel Timesheet

SG2
Crane Timesheet and no. of container moves per crane

SG4
No. of moves per container operator

SMDG Meeting October 2018 in Hamburg by Michael Schröder
TPFREP Message – SMDG working Group

Work Group Members

1. Michael Schröder (chair)
2. Ori Ben-Shimon (ZIM)
3. Heidi Stebler / Sönke Witt (HHLA)
4. Arthur Touzot, (SMDG/ATSea Consulting)
5. Marc Jordens, Hamburg Süd
6. Boudewijn de Kievit (ECT)
7. Patrick Straka (MSK)
8. Wendy Jamarillo (NAVIS)
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!
When implementing TPFREP, carriers and terminals often come across similar questions in different parts of the world. Why not learn from each other and exchange solutions for typical questions. This could even be input for new standards.

ZIM suggests to establish a "TPFREP User Community" of carriers and terminals in order to exchange best practices and experiences.

To start via email distribution, later possibly Chat Room on the new SMDG website.

Open for discussion!
Are carriers and terminals interested to join?
Who wants to become the “Administrator”? 
When discussing the vessel timesheet in the workgroup it appears that there is no standard definition for the events below.

Examples: When is ATA: first line ashore or last line fastened? 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?”

Is there a common standard definition that could be used as reference?
If not, should this workgroup develop a recommendation for standard terms definition?

→ open for discussion!