IFTSAI
Vessel Schedule Message
72nd SMDG Meeting in Hamburg
09 October 2018
IFTSAI Message content
A simple message, on first sight

The IFTSAI transmits a vessel schedule -

- For the vessel: Vessel name, ID, voyage number
- For each port of call: Port and terminal code, ETA, ETD, cut-off times

<table>
<thead>
<tr>
<th>Voyage</th>
<th>Port A</th>
<th>Port B</th>
<th>Port C</th>
<th>Port D</th>
<th>Port E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dep</td>
<td>Arr</td>
<td>Dep</td>
<td>Arr</td>
<td>Arr</td>
<td>Arr</td>
</tr>
<tr>
<td>Port A</td>
<td>Port B</td>
<td>Port C</td>
<td>Port D</td>
<td>Port E</td>
<td></td>
</tr>
</tbody>
</table>
IFTSAI use cases
Different receivers have different requirements

The **sender** of an IFTSAI message is typically the **vessel operator (VO)**, who defines the schedule for his vessel.

<table>
<thead>
<tr>
<th>Receiver</th>
<th>Required data</th>
<th>Additional Req.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminal</td>
<td>All voyages that are calling this terminal, with previous and next ports.</td>
<td>Terminal likes to receive the co-loaders (partner lines)</td>
</tr>
<tr>
<td></td>
<td><em>New requirement from ECT: Include connecting vessels with their terminal in ECT.</em></td>
<td></td>
</tr>
<tr>
<td>Customer</td>
<td>Only selected point-to-point connections and transhipment port, if any. For</td>
<td>The VO will never send the co-loaders to the customer</td>
</tr>
<tr>
<td></td>
<td>example: All connections from JPTYO to NLRTM with ETD and ETA but no</td>
<td></td>
</tr>
<tr>
<td></td>
<td>intermediate ports. Cut-off dates are important.</td>
<td></td>
</tr>
<tr>
<td>Portal e.g. ScheduleSmart</td>
<td>All voyages with all ports in all services, with cut-off dates, with</td>
<td>Partner Lines use different voyage numbers on same vessel</td>
</tr>
<tr>
<td>Another shipping line</td>
<td>connecting vessels.</td>
<td></td>
</tr>
<tr>
<td>XVELA</td>
<td>All voyages with all ports in selected services. Only ETA and ETD, no cut-</td>
<td>Both import- and export voyage</td>
</tr>
<tr>
<td></td>
<td>off and no connecting vessel.</td>
<td></td>
</tr>
</tbody>
</table>
IFTSAI Message structure and MIG – current status October 2018
Where we are - urgent need to publish new MIG by the SMDG

1. **MIG on SMDG website is outdated**
   It was published in 2004, 13 years ago. However it is still in ‘TR’ trial status and the document is named 'Draft'.
   A new MIG is overdue and the following enhancements should be included:

2. **Enhancements added on D.13B**
   • Include possible feeder connections
   • Add Partner Lines (Co-Loaders)

3. **Enhancements added on D.17A**
   • new qualifiers for cut-off times in the DTM

4. **Enhancements added on D.17B**
   • include connecting vessels for both precarriage and oncarriage, with their vessel/voyage/ports/ETD resp ETA

5. **Enhancements added on D.18A**
   • Two new qualifiers in the DTM for “estimated arrival at Pilot” and “actual arrival at Pilot”
IFTSAI New version D.13B

Added on D.13B

Volume for connecting vessels

Partner Lines (Co-Loaders)

SMDG Meeting Oct. 2018 in Hamburg by Michael Schröder
IFTSAI: Six DMRs for cut-off date in DTM/de2005 approved
This request was submitted by the SMDG and published by UN/CEFACT in D.17A directory

<table>
<thead>
<tr>
<th>Use Case</th>
<th>Description</th>
<th>Currently used</th>
<th>SMDG IFTSAI recommended</th>
<th>Qualifier in DTM/2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>VGM cut-off</td>
<td>Latest date/time on which the VGM details must be delivered to the ocean carrier or to the terminal.</td>
<td>222</td>
<td>N / A</td>
<td>810 (new)</td>
</tr>
<tr>
<td>Reefer cut-off</td>
<td>Date on which the acceptance of new operational reefer containers will be stopped at this location.</td>
<td>- / -</td>
<td>N / A</td>
<td>813 (new)</td>
</tr>
<tr>
<td>FCL cut-off</td>
<td>Date on which the acceptance of new FCL-containers will be stopped at this location.</td>
<td>180</td>
<td>180</td>
<td>814 (new)</td>
</tr>
<tr>
<td>DG cut-off</td>
<td>Date on which the acceptance of new DG-cargo will be stopped at this location.</td>
<td>- / -</td>
<td>50 and 262</td>
<td>811 (new)</td>
</tr>
<tr>
<td>OOG/BB cut-off</td>
<td>Date on which the acceptance of new OOG- and Break Bulk cargo will be stopped at this location.</td>
<td>- / -</td>
<td>262</td>
<td>812 (new)</td>
</tr>
<tr>
<td>Transhipment cut-off</td>
<td>Date after which no more bookings for transshipment cargo will be accepted for re-loading on a particular vessel.</td>
<td>- / -</td>
<td>N / A</td>
<td>815 (new)</td>
</tr>
<tr>
<td>LCL cut-off</td>
<td>Date on which the acceptance of new LCL-containers will be stopped at this location.</td>
<td>411</td>
<td>262</td>
<td>Use 411 in the IFTSAI MIG</td>
</tr>
<tr>
<td>Document Closing</td>
<td>Latest date on which the Shipping Instructions must be delivered by the Customer to the Carrier</td>
<td>407</td>
<td>N / A</td>
<td>Use 407 in the IFTSAI MIG</td>
</tr>
</tbody>
</table>

The new qualifiers were published in D.17A
They can be used in IFTSAI and IFTMBC messages
They should be included in the new IFTSAI MIG
IFTSAI: Transshipment Voyage Schedule
Connecting feeder voyages
Enhancements added on D.17B
IFTSAI: Two new qualifiers added on D.18A

ETA and ATA at Pilot Station:

<table>
<thead>
<tr>
<th>Use Case</th>
<th>Description</th>
<th>Qualifier in DTM/2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>ETA Pilot</td>
<td>Estimated date/time of vessel arrival at the pilot area.</td>
<td>820 (new)</td>
</tr>
<tr>
<td>ATA Pilot</td>
<td>Actual date/time of vessel arrival at the pilot area</td>
<td>821 (new)</td>
</tr>
</tbody>
</table>

ETD estimated time of Departure

ETB estimated time of Berthing

ETA/ATA at Pilot Station
IFTSAI new request: transmit Bollards

- New request in 2018 from RWG Terminal Rotterdam:
  Transmit the bollards (from – to) where the vessel is or will be berthing. Transmission would be from the terminal to the Port Community System.

- RWG proposal for IFTSAI is
  LOC+164+RWG+BB091+BB096 =>
  (LOC+164+<Terminal>++<Bollard Fore>++<Bollard Aft>)

- Proposal for BGM de1225 Message Function Code is to use code “6” for “Confirmation”

- RWG is kindly asked to explain the operational background:
  For what purpose does the PCS need it? Why only from RWG?

- Other ports are asked to comment if similar requirement is known.

- Then decide whether IFTSAI is the right message and should be enhanced.
IFTSAI Message – Working Group To Do

Develop a new IFTSAI 3.0 MIG

1. **Check the existing draft MIG**
   - IFTSAI_30.rtf which was created in 10/2014.
   - Is all the syntax correct?
   - Are the descriptions correct?
   - Focus on the enhancements from D.13B but also the rest.
   - Check also description for BGM function code usage.

2. **Create Example IFTSAI messages**
   - For each use case, the MIG should include a business description of the use case and a corresponding example IFTSAI message.
   - Similar to the VERMAS MIG.

3. **Include the message enhancements**

4. **Publish the MIG on SMDG website based on D.18A**
Members of the SMDG Working Group IFTSAI

- Michael Schröder (Hapag-Lloyd, chair)
- Vlad Komarov (ZIM)
- Marc Jordens, Hamburg Süd
- Robèrt Roestenburg (RWG Terminal Rotterdam)
- Bruis van Driel (SMDG/APMT)
- Boudewijn de Kievit (ECT Rotterdam)
- Hans Vlasblom (ECT Rotterdam)
- Sönke Witt (HHLA Hamburg)