Load List and Bay Plan Definitions

September 28, 2020

About this document

This document sets definitions, standards and timelines for the exchange of information between vessel sharing partners in connection with Loadlist and bayplans

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1 Introduction

1.1 Preface

The vision of DCSA (Digital Container Shipping Association) is to shape the digital future of container shipping by being the industry's collective voice. Together with our members, DCSA works towards alignment and standardisation of IT and non-competitive business practices. Our aim is to move the industry forward by setting frameworks for effective and universally adoptable standards and exploring possibilities for innovation. We are vendor neutral and technology agnostic to enable widespread adoption of DCSA standards.

1.2 Purpose and scope

When preparing port-calls it is essential for the vessel operator to be able to forecast the estimated amount of container moves (load and discharge) in order to estimate the required terminal equipment (cranes etc.) and hence plan the duration of the call. As such the vessel operator depends on receiving timely and accurate information from partners about the volume of containers they intend to load within their allocation.

The purpose of this document is to set standards and timelines for communication within this area based on agreed definitions and processes.

2 Scope and process overview

2.1 Introduction

The document covers the definitions, standards and communication timelines for carriers participating in a Vessel sharing agreement and is initially focused on addressing Inter-regional or deep sea services where participating members share one or more vessels/services between one or more partners.

2.2 Process High level overview

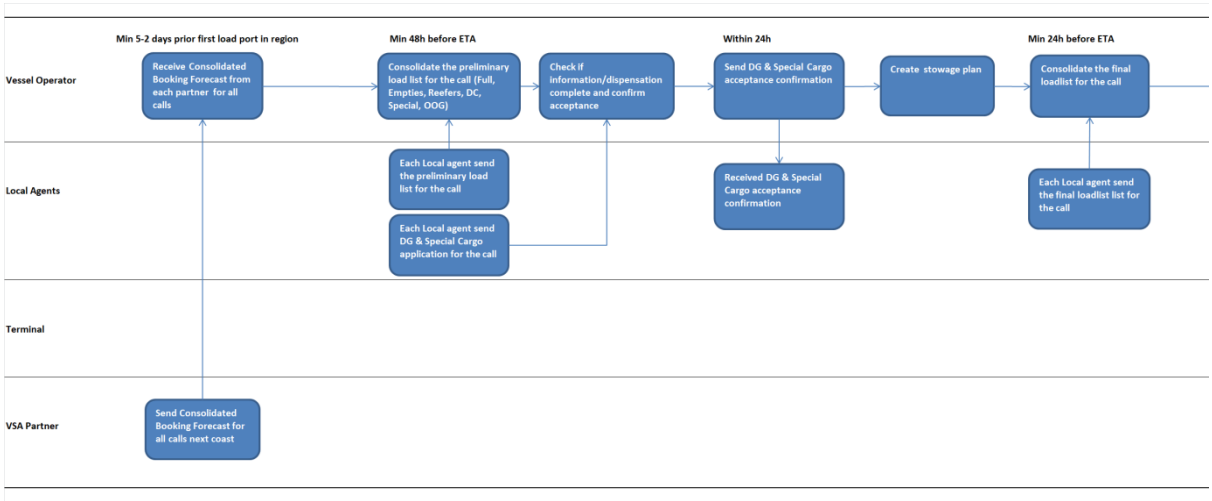

Figure 1: Part 1 process map

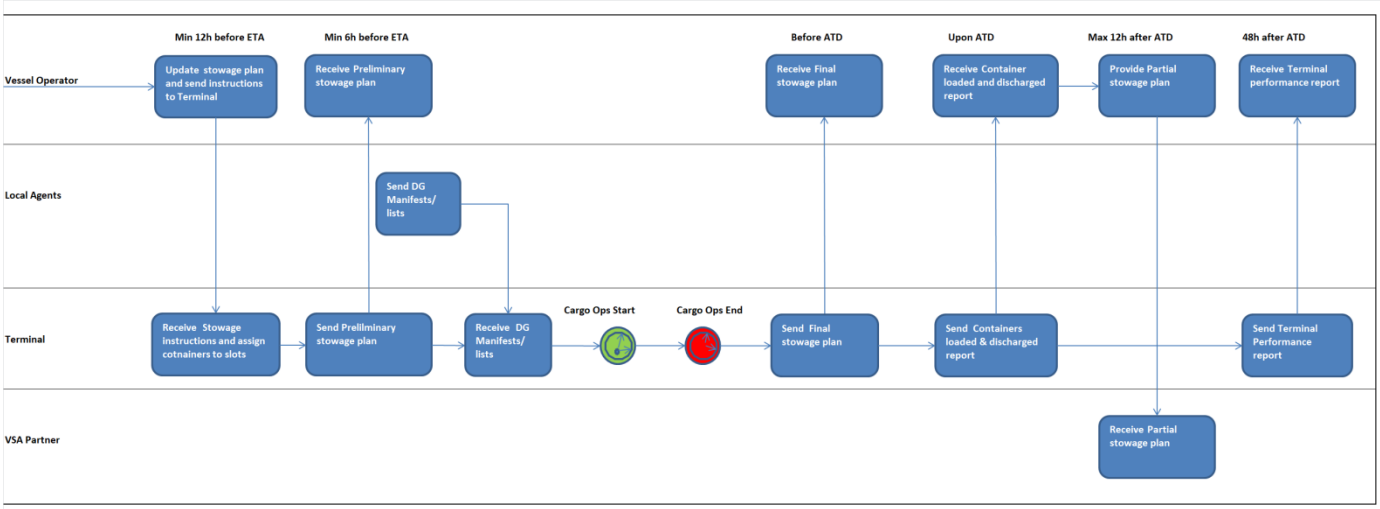

Figure 2: Part 2 process map

2.3 Glossary

Term	In this document
Vessel Operator	The party which provides and operates a vessel under a vessel sharing agreement. The vessel operator is responsible for the planning and execution of the vessel schedule and operations. It is the party that: + Reports the vessel to Port Authorities + Conducts the stowage planning + Aligns berthing with the terminal
Vessel Operator local agent	The Vessel Operator local agent is the agent of the Vessel operator in a specific port. The agent is responsible for the coordination of operations while the vessel is in port and for advising the VSA partner(s) Local Agent on aspects of the vessel and operations.
VSA partner(s) local Agent	VSA partner(s) Local Agent means the local agent for the VSA partner(s) in the relevant port of call.
Terminal Operator	The Terminal Operator is the contractor for a Party's terminal operations, who is responsible for providing the berths, terminal, and loading and discharging facilities at a port of call.
VSA Partner	The VSA partner is one of the parties of a Vessel Sharing Agreement.

Table 1: Glossary

3 Definitions and communication timelines

3.1 Events

The below table illustrates what should be communicated by whom, when and in what format concerning cargo volumes and details prior, during and after port call planning and execution. We have so far defined EDIFACT standards, however ANSI X12 standard messages are still being defined. It should be noted that timelines in general are subject to individual negotiations between partners, and the below overview should be seen as recommendations only.

Event	From	To	Format	Recommended Latest submission Timeline
Consolidated Booking Forecast* (CBF)	VSA Partner	Vessel Operator	Excel and COPRAR	5-2 days prior to first load port in the region
Preliminary Load list	VSA Partner	Vessel Operator	COPRAR	48HR prior to arrival
DG & Special Cargo application	VSA Partner	Vessel Operator	Email/ IFTMBF	48HR prior to arrival
DG & Special Cargo Acceptance	Vessel Operator	VSA Partner	Email/ IFTMBC	Within 24HR of application
Final Load list	VSA Partner	Vessel Operator	COPRAR	24HR prior to arrival
Stowage instructions	Vessel Operator	Terminal Operator	MOVINS	12 HR prior to arrival
Preliminary stowage plan	Terminal Operator	Vessel Operator	BAPLIE	6 HR prior to arrival
DG Manifests / Lists	Vessel Operator	Terminal Operator	IFTDGN / Paper	6 HR prior to arrival
Final stowage plan	Terminal Operator	Vessel Operator	BAPLIE	Upon completion of Cargo Operations
Containers loaded & discharged	Terminal Operator	Vessel Operator and VSA Partner	COARRI	Upon vessel departure
Partial stowage plan	Vessel Operator	VSA Partner	BAPLIE	12HR after Departure
Terminal Performance Report	Terminal Operator	Vessel Operator	TPFREP	48 HR after Departure

Table 2: Events

3.2 Consolidated Booking Forecast (CBF)

Contains all forecasted loadings per port (full/empty and specials) for the entire region and is submitted from the partner to vessel operator to allow port planning and capacity management of the vessel while in the specific region. The CBF should remain within the agreed slot/weight allocation of the partner. The CBF can be submitted both in COPRAR and Excel format and the recommended version of COPRAR is COPRAR D00B version 2.1.

http://smdg.org/assets/assets/SMDG-COPRAR213.pdf

3.3 Preliminary Load List

The preliminary loading order message for a specific vessel and port call provided by each partner agent to the vessel operator. The purpose is to enable the vessel operator to properly plan the port-call based on estimated full and empty discharge/load moves. The recommended format is COPRAR D00B version 2.1 which is the most used format between carriers.

3.4 DG and Special cargo Application & Acceptance

Booking requests for dangerous goods and special cargo (including Breakbulk, Out of Gauge, Flexitanks and commodities with special handling instructions) where additional information is required to be exchanged between VSA partner and vessel operator must be received by Vessel operator latest 48 hours prior to vessel arrival at port. Booking requests should be processed within 24 hours and dangerous goods the EDI format recommended to be used is IFTMBF for booking requests and IFTMBC for booking confirmations.

3.5 Final Load List

The final loading order message for a specific vessel in a specific port, provided by each partner agent to the vessel operator. The purpose is to allow the vessel operator to complete the port call planning process with the terminal operator and submit the stowage instructions. The recommended format is COPRAR D00B version 2.1 which which is the most used format between carriers.

3.6 Stowage Instructions

The stowage instructions message contains the detailed instructions of the vessel operator to the terminal operator regarding the loading, discharging and restows of the containers on board a given vessel in a specific port. The recommended format is MOVINS 2.1 D00B which is the most used format between carriers and terminals.

3.7 Preliminary stowage plan

The preliminary stowage plan message contains the expected position of all the full and empty containers on board the vessel at the end of the call. Each container details such as number, weight, destination and type of cargo is identified on the specific ship bay plan. The recommended format is BAPLIE 3.1 D13B which contains several improvements for carriers and terminals compared to the 2.2 D95B version. Details can be found at the SMDG website here:

http://www.smdg.org/documents/ship-planning/

The primary benefits of using BAPLIE 3.1 D13B are as follows:

- Accommodates better description of DG and special cargo
- Details of non-standard equipment and flat-rack bundles
- Accounting details: slot sharing between partner lines, lost slots

- Stowage locations increased to accommodate 10.000 TEU+ vessels
- Versioning of message type (final, draft, full, partial)

All of the above facilitates smoother terminal operations and less ad hoc communication between vessel operator and terminal.

3.8 Dangerous cargo Lists/Manifests

Where required for reporting to terminal operator and port authorities, the carrier shall prepare an updated dangerous cargo list. This list shall contain at least the following information:

- Stow Position
- Container Number
- Line Operator
- Port of Loading / Discharging
- DG Class
- UN Number
- Proper Shipping Name
- Weight
- Flash Point and EMS

3.9 Final Stowage plan / Partial stowage plan

The final stowage plan message contains the exact position of all the full and empty containers on board the vessel at the end of the call. Each container details such as number, weight, place of discharge (POD) and type of cargo (Dry, RF, DG, Special) is identified on the specific ship bay plan.

The partial stowage plan only includes the containers of a specific partner.

3.10 Containers loaded and discharged

The Container loaded & discharge message is sent by the container terminal to the VSA partner (for their containers only) to provide the information relating to the operations carried out on a given vessel such as the specific containers that have effectively been discharged & loaded from/into a seagoing vessel. It provides the list of containers in comparison to what was ordered and therefore if any container were overlanded or short landed. The recommended format is COARRI D00B version 2.1.

3.11 Terminal Performance Report

The Terminal Performance Report message is sent by the container terminal to the vessel operator to provide an overview of the operations carried out on a given vessel for all container moves. The report typically contains number of moves (per type load, discharge, shifts etc.) as well cranes and other relevant operations equipment allocated. Further it specifies gangs/shifts and explanations for productivity lags compared to the agreed SLA. The recommended format is TPFREP 4.0.

4 Templates

4.1 CBF Template

Forecast must contain minimum following segments

<u>Header:</u>

- Vessel
- voyage
- direction
- vessel name

<u>Content of table</u>

- POL
- POD
- Full Container: Size (20’, 40’, 45’); Type (Reefers, Dry); Ton
- Empties: Can be in TEU only; Prefer as full above
- DC, OOG, BBK

MAERSK IOWA		POD	ROTTERDAM(NLRTM)						BREMERHAVEN(DEBRV)						NEW YORK, NY(US NYC)						NORFOLK (VIRGINIA)(USORF)						CHARLESTON, SC(USCHS)						MIAMI, FL(US MIA)						HOUSTON, TX(USHOU)						NORFOLK (VIRGINIA)(USORF)						HAZ		OOG		BBK	Load Status	Sub Totals					
1N506W			IN/SEAW / J NISHIM						IN/SEAW / J NISHIM						IN/SEAW / J NISHIM						IN/SEAW / J NISHIM						IN/SEAW / J NISHIM						IN/SEAE / IN/SONE						IN/SONE / IN/SONE						IN/SONE / J NISHIM																	
			Voyage : 1N506W						Voyage : 1N506W						Voyage : 1N506W						Voyage : 1N506W						Voyage : 1N506W						Voyage : 1N506E						Voyage : 1N506E						Voyage : 1N506E																	
			ETA: 09.02.2015						ETA: 10.02.2015						ETA: 15.02.2015						ETA: 21.02.2015						ETA: 23.02.2015						ETA: 25.02.2015						ETA: 28.02.2015						ETA: 05.03.2015																	
			Sizes						Sizes						Sizes						Sizes						Sizes						Sizes						Sizes						Sizes						Sizes		Sizes		Sizes		#	TEU	Totals Size/Type					
POL	Voyage	Cargo Type	20		40		45		20		40		45		20		40		45		20		40		45		20		40		45		20		40		45		20		40		45		20		40		45		20	40	20	40			20		40		45	
			#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	#	Ton	Units		Units			#	ton	#	ton	#	ton
ESANS	TB	Full	100	10000	50	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	10000	50	500	0	0
HANSA RIEP	In:	Reefer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETA: 08.02.2015	Out: 1N506W	Empty	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETD: 07.02.2015		Total Full	150 4– 105.00t – 200 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu												150 4– 105.00t – 200 teu					
		Total Empty	0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu												0 4– 0t – 0 teu					
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ROTTERDAM	In: DNEAW	Reefer							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETA: 10.02.2015	Out: 1N506W	Empty							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETD: 09.02.2015		Total Full							0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu												0 4– 0t – 0 teu					
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ESBRV	BERMAVRS	Full													0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BREMERHAVEN	In: DNEAW	Reefer													0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETA: 11.02.2015	Out: 1N506W	Empty													0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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USNYC	USNYCIN	Full																			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEW YORK, NY	In: DNEAW	Reefer																			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETA: 20.02.2015	Out: 1N506W	Empty																			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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USORF	USORFTV	Full																									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORFOLK (VIRGINIA)	In: DNEAW	Reefer																									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETA: 21.02.2015	Out: 1N506W	Empty																									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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USCHS	USCHWND	Full																															0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHARLESTON, SC	In: DNEAW	Reefer																															0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETA: 23.02.2015	Out: 1N506E	Empty																															0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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		Total Empty	0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu																	
		Total All	150 4– 105.00t – 200 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu						0 4– 0t – 0 teu																	

Figure 3: CBF template