Minutes of the interim T&L meeting in Paris November 14-18

Participants

Ian Watt	Colin Laughlan
Yan Zhang	Sue Probert
Dominque vankemmel	Berengere Coupet Maisonnave
Lance Thompson	Rudolf Bauer
Arthur Touzot	Valerie Marchand
Bruis van Driel	Thierry Grumiaux
Yoshi Kito	David Roff
Remy Marchand	Anne Sandretto
Hanane Becha	Christoph Reynaud
Eric Louette	David Hesketh
Jean Francois Janin	

SMDG

Introduction of Bruis van Driel as new Chair and Arthur Touzot as new Secretary of the Group. Traditional areas may expand to include port community and maybe even port authorities. SDMG plans the new format of 3 day meetings to be continued. Day 1 working groups, Day 2 Plenary and Day 3 Business Topics – 3 threads for the Business Topics day: carrier business, terminal business or supporting technologies. The next SMDG meeting will most likely be in Genoa on 14th to 16th March 2017

IMO VGM regulation news: Only 86 containers refused loading since July 1st by a large container terminal. In general, the 3 months leniency period has been very helpful. It seems that the overweight problem has reduced but no statistics available yet on accuracy of provided VGMs – this needs certification checking. 40-50% of industry have adopted the SMDG VERMAS MIG and others are using some of the amended messages. the majority appears to be using Method 2.

SMDG DE 2005 DMRs – subgroup – Bruis, Arthur, Yoshi, Colin, Hanane and Sue will support Michael to finalise the DMRs before submission. Our domain coordinator will be requested to submit the finalised DMRs to UN/CEFACT. Arthur will support the DMRs in Geneva Forum Spring 2017.

Code Issues

Yan Zhang gave UNLOCODE presentation (circulate) and Sue Probert introduced the topic of code issues relating to the UNECE Recommendation code lists 21, 24 and 28 which are not, or not fully,aligned with the UNCL code lists 7085, 4405 and 8179. Agreed to form a sub-group to follow this up as important issues for T&L and SMDG.

Reports on Bangkok Forum in September

Report on a meeting with the Thai shipper council (TNSC) where about 40 members expressed their interest to establish working relationships with UN/CEFACT. The Thai colleagues said that there is no standardization in Thailand as of yet. Reaching out to the region and global standards organisation considered of importance.

The group agreed to encourage active participation of experts from Thailand in the work of the T&L domain. An e-mail will be sent to Kongrit in an attempt to establish a baseline and probing the particular transport related interest of the regions stakeholders. Based upon their feedback we will subsequently organize a web conference to jump start further activities.

BIC presented its new BoxTech service, a single registry for container technical details for lessees, carriers, terminals shippers and forwarders. The BoxTech Technical Characteristics Database is a neutral, non-profit, non-commercial, centralized data repository providing container owners and users a platform to easily exchange container fleet technical details.

Other Bangkok items

- T&L supported the MMT project which was presented alongside the SCRDM (Supply Chain Reference Data Model) mini-conference
- WCO FAL, DGMOVE and TC104: raised importance on T&L support. Dominique continues to be the Liaison to TC204 but we need an official liaison to TC104.
- Meetings with the agricultural domain discussing transport aspects, in particular to possible conflicting ISO and UN/CEFACT initiatives.
- A mini-conference on the Basel convention took place.

MMT project

ODP step 3 has been reached: draft deliverables (High Level Business Process Scope and draft data model structure) have been published for review. MMT is related to the EU CORE project by virtue of WP10, which provides end-to-end visibility of transport chains between UK (Felixstowe) and specific third-party countries. Fundamental errors in the currently available data used for risk assessment have been discovered. Unclear yet is the relationship between "data pipeline" and "single windows". Hanane raised the question about what kind of information about cargo the authorities are interested in: detected contamination, temperature, etc.

eCMR project

Draft Business Requirement Specification (BRS) was presented. Three potential use cases have been discussed: an electronic CMR, a confirmation of goods receipt and an acknowledgement of goods delivery. (This last use case suggests a possible link to the eBOD project proposal, which hasn't so far received sufficient support from Heads of Delegation.)

It has been confirmed that confirmation of goods receipt ("arrival message") & acknowledgement of goods delivery "ack" are part of the eCMR scope, as well as additional use cases "status request" and "status confirmation" should be included. As these additions expand the scope of the original project description, it was decided to (1) update the project proposal, (2) send it to the VC for

approval and (3) to inform the HoDs which have supported the project and ask them if they approve the proposed changes.

The relationship between the project and the eTIR project of UN/ECE has been discussed. Whereas the latter has been mapped to the WCO data model and its authors will provide it for a fee, the eCMR will be mapped to the MMT model (which considers not only the WCO Data Model) and will be in the public domain, i.e. available for free.

Tracking Device as Fast Lane Enabler (Smart container) project proposal

Hanane Becha introduced the subject of smart containers and processing of data collected by them. Also introduced a new project proposal for discussion. The project's purpose is to define the required information that could be exposed by tracking and monitoring devices to any cross-border agencies such as plant and veterinary agencies, hazardous, pharmaceutical and illegal goods control, customs and regulatory authorities in order to improve the data availability within multimodal transport and logistics operations. Lively discussion and updated project proposal will be circulated (published on CUE) for further comments. It has been pointed out, that current EU Customs legislation (UCC) does not require any such information

New Data Pipeline project.

A consistently optimized, resilient and efficient Supply Chain should be able to answer questions anytime as to "who has provided what" throughout the supply chain. The project leader will be developed by David Roff. It should among others address the following aspects:

- What is the difference between CORE and the "Data Pipeline"
- How will different pipelines between different countries interoperate? [SELIS (new EU Horizon 2020 project): multiple projects can work together: CONEX living lab leaders ... model for exchange of information between different platforms]
- Will the Data Pipeline complement/replace the single windows concept (Recommendation 36)?

Having received support from 3 HoDs, a call for participation will be published shortly on the CEFACT website which will be the official launch of the project work.

Cooperation with PROTECT

As the planned webex conference between the T&L and PROTECT could not be organized, it has been agreed that the conference call will be arranged as soon possible to cover the following agenda items:

- FAL Form (Dangerous Goods in Transport {} different from Hazmat : IFTDGN & WCO suggest GOVCBR (progress)
- Hazardous Material (REACH) sellers have to produce documentation & monitor the transport of such materials
- Relationship with SDMG - parts of MMT, IFTDGN, PROTECT ITIC P&R
- Geographic scope (who are their major competitors, peer organization)
- Monitoring ideas (TRAXENS project)

Outreach

To provide the necessary leadership, UN/CEFACT rules stipulate two obligatory face to face meetings per annum. More frequent conference calls (PDA's have one every month) are suggested. The secretariat can support such calls by providing WEBEX (GoToMeeting) functionality if such requests are made well in advance.

It has been agreed to share all communication on the CUE platform only. In particular, the use of other public exchanges such as dropbox and other such methods has been discouraged. Reasoning that UN/CEFACT related work items (both work in progress as well as deliverables) should be made transparent and documented in one place only (safety).

Managing address and distribution lists is an issue. Firstly because LISTSERVER use is restricted to one list per PDA and secondly because of the code of conduct, which requires non-disclosure of HoD. Although several options to address this problem have been discussed, the issue of how the T&L domain will handle its distribution list and address its members has not been resolved.

Relationship with other organisations

Customs [WCO]

Although the development of the WCO data model and UN/CEFACT work proceeded in tandem, in the sense that UN/CEFACT messages, process and data models were aligned with the WCO view, several issues remain:

- UN/CEFACT and WCO use different naming & design rules
- WCO has never developed a BRS for GOVCBR
- WCO uses UML data modelling and UN/CEFACT uses CCTS data modelling
- WCO data model scope covers regulatory aspects only and explicitly excludes B2B
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- WCO has a Focus Group on the maintenance of the IMO FAL Compendium but while the WCO Data Model Project Team (next meeting January 9-13 2017) welcomes T&L interested members, they will only be observers.
- WCO has expressed to IMO that it proposes to support the future use of the GOVCBR EDIFACT message subsets to replace the currently published IMO FAL standard messages (CUSCAR, BERMAN IFTDGN, PAXLST, INVRPT, CUSREP) which is of major concern to FAL message providers.

ISO TC 204, cooperates with ISO TC 104 (same chairman) - UN/CEFACT focus on electronic exchange

Working Group 7 - general fleet management and 7.4 TARV subgroup focusses on monitoring aspects if regulated vehicles using roadside sensors in conjunction with data collected by the vehicles themselves for law enforcement as well as business purposes. [CEN TC 278 within WG 2 counterpart of WG 7 of TC 204]

Agricultural transport is not considered an ITS issue but an "e-business" issue. Consensus: ISO 26683 part 3 already exists; will be updated and agricultural case used an example in the appendix. Appendices of ISO documents constitute non-normative parts.

"Single Windows For Dangerous Goods (SW4DG)" an EU Horizon 2020 project proposal

Building on the experience of UN/CEFACT's role in R&D projects (i.e. CORE & MMT), an idea for a repeat performance with SW4DG has been raised. Potential contributions of UN/CEFACT and its experts have been discussed:

The BRS for transportation of dangerous goods was in the list of TG3 projects but has not been developed due to lack of resources (Henk van Maaren our Secretary / Project Leader has left in the meantime). Sue Probert has access to a draft developed in cooperation with PROTECT based on MMT. The only officially published T&L BRS available is the generic "IFTM International Forwarding & Transport Business Requirements Specifications".

- ISO IS 17687: 2007 Title: Intelligent transport systems – General fleet management and commercial freight operations – Data dictionary and message set for electronic identification and monitoring of hazardous materials/dangerous goods transportation

- ISO 15638 — Title: Intelligent transport systems — Framework for cooperative telematics applications for regulated commercial freight vehicles (TARV) – Part 18 ADR Dangerous goods

Based on the group's experience in this area with EDIFACT we should very seriously consider developing a project proposal which we can hope would be supported by our members who have particular expertise in this area. Finding experts in the other modes besides maritime will be important and maybe we can reach out via our individual contacts.

As for the endorsement question, under David Hesketh's leadership the WP 10 of CORE (our data pipeline work package) has from the very beginning had the objective of our work being formally recognised by UN/CEFACT and we are almost ready to propose a new project to UN/CEFACT based on MMT to develop and publish the data pipeline messages.

New ODP (2015)

Comments and explanations on UN/CEFACT's open development process:

(1) Project proposal (Annex III): Purpose and scope are the most important chapters
(2) HoD and presentation of the project proposal to the Bureau can be in either sequence. Any project has to be in line with the program of work and in line with the mandate. Consensus does not mean unanimity; consensus is "not-sustained opposition"; there is no approval of a project outside the Bureau.
(3) Prepare the call for participation (project leader to communicate to VC ; HOD are informed every three weeks;
(4) Draft development (bureau approval necessary - not before public review , however it is recommended)
(5) Public review (not necessarily at the same time) (Bureau has to approve it before proceed) [normative template to be used for comments]

Data Modelling

GEFEG: (Sue Probert):

• XML Schema designs are not standardised and many different designs cover for example different mixes of global and local types and elements. This lack of standardisation is often not recognised by non-technical persons and they very often result in lack of interoperability between messages based on different naming and design rules. UN/CEFACT and WCO use different designs. UN/CEFACT Naming & Design Rules used for all UN/CEAFCT XML schema generation on UN/CEFACT
• CUE Website, public review document on html publication (export from GEFEG ...) [Message implementation guideline tools provider]
• UCC legal requirements are supported by the GEFEG tool.

- Access to GEFEG can be given to UN/CEFACT project editors for free

Rudolf Bauer,

Dec 4, 2016