MINUTES OF THE PROTECT MEETING # 20 OF OCTOBER 17, 2012 AT AMSTERDAM

1. Opening and Agenda

The chairman opened the meeting and the proposed agenda was adopted.

2. Roll Call

The participants introduced themselves. Today there is no representation from Spain.

3. PROTECT Organization

New PROTECT Logo
The new PROTECT logo was presented. Minor remarks were made and will be implemented.

New PROTECT website
The new PROTECT website layout was presented. Members are requested to study the text of the website and send their recommendations for corrections and/or enhancements to the secretariat.

4. Relation to EPCSA, ESPO, EMSA (SafeSeaNet), etc.

A discussion followed about the relationship of the PROTECT group with the above projects and initiatives. It was generally agreed that PROTECT group is about message development and maintenance as well as harmonization.

Some members are participating in certain projects or initiatives in their own title.

The PROTECT group as such has no relationship with any other initiative, however, members of the PROTECT group, who are participating in any relevant initiative are requested to keep the other members advised about the developments in such project or initiative.

Some of the relevant organizations are:
EPCSA = European Port Community Systems Association
EMSA = European Maritime Safety Agency
ESPO = European Sea Ports Organisation
EHMA = European Harbour Masters Association
SMDG = Shipplanning Message Development Group
DG TAXUD = Taxation and Customs Union
DG MOVE = Mobility and Transport
e-Maritime = IT for the maritime sector
IMO = International Maritime Organization

**PROTECT Group Secretariat
c/o SMDG
Kamerlingh Onnesweg 10c
2991 XL Barendrecht
The Netherlands
Phone: +31 10 2941100
E-mail: protect@smdg.org**

Ole presented a diagram explaining the relationship between some of these initiatives.

The chairman suggested mapping the relationships between all relevant initiatives and asked participants for their assistance by sending their views on this subject to him (and/or the secretariat).

5. Participation in European Projects

It was generally agreed that the PROTECT group as such will not participate in any EU project. However, members can keep each other informed about such projects.

Hans Rook mentions the EMAR project in which Portbase will no longer be involved.
Raymond participates in E-Maritime, which will have their next meeting on 22Nov in Brussels. He also volunteered to distribute a small description of the various European developments.

Herman suggests putting this subject on the agenda of next meeting as "European Developments".

6. EU Directive 2010-65 Single Window

This directive is in effect since May 19, 2012 and must be implemented within 3 years. Download the document here: EU directive 2010 65.pdf

The reporting formalities are listed in the Annex of this document. It seems that all ports are studying this directive and how to implement it. Protect members will confirm to the IFTDGN standard format, however, EMSA will go their own way, recommending XML message format.
It was also noted that the waste disposal message WASDIS is missing from this directive.

Customs organization WCO have developed an all embracing message, GOVCBR (Edifact) and GOVXML (XML format), which must be used for all transactions.

Raymond gives a presentation about Maritime Single Window and PCS's. You can download his presentation here: MSW and PCS.ppt

All members are requested to report their views on this subject before next meeting.

7. Change Requests

IFTDGN
Currently the PROTECT website presents the IFTDGN MIG's version 0.5, 1.1 and 2.0. It appears that version 0.0 is no longer used and will therefore be removed from the website. Some ports have implemented and are still using 1.0, without any intention to upgrade to 2.0. Others have implemented 1.1. For the time being they are satisfied with the current version and see no need to invest in the upgrade. The corrigendums of 2009 and 2011 are also available on the website but are apparently only of interest to certain ports. At this stage there is no need to upgrade the existing MIG's with the corrigendums, therefore the documentation will remain as they are now.

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Gerry presents the developments regarding Dangerous Goods information transmitted in the BAPLIE message. The SMDG is currently developing a 3.0 version of BAPLIE with many new features including a major upgrade of the DGS group. You can download the presentation about this major upgrade, prepared by Jos Mueller of Mueller and Blanck Hamburg: BAPLIE3-03.ppt

One of the topics is the use of the so called "UN Number Variant Codes". A list with these codes has been compiled by the EXIS organization. For a further explanation you can download a document, explaining the use of these codes for use in IFTMBF: UN Number Variant Codes for use in GA EDICOM IFTMBF Messages.pdf

Other change requests:
Thomas: How to use IFTDGN to declare different types of bunker fuel? This should be done with the BERMAN message, however, BERMAN is not in use in Bremen. Then you can simply use the IFTDGN, identical to fuel as cargo. If required, you can use a code in the HAN segment, indicating that it is bunker fuel and not cargo. Stephan Gund volunteered to define the applicable codes.

BERMAN
MIG 2.0 of BERMAN is available on the website.
Change Request from Txaber Goiri of Bilbao Port: ISPS data to be included.
Participants were of the opinion that ISPS data can already be transmitted in the BERMAN message. No change required.
Cor Koert requests participants about their experiences with BERMAN in respect to change of berth within the port. Sometimes vessels go to 4, 5 or more different terminals within the port. In such cases it should be possible to repeat the LOC group with the DTM segment multiple times in order to report the terminal (berth) with the expected arrival time.
This topic will be discussed further during next meeting.

8. International Standardization Developments

Simon informs participants that UN/Cefact has decided to accept DMR's in future only through one single point of entry. This happens to be the NEN organization in The Netherlands.

9. Next meeting

We received an invitation from the Port of Le Havre to have the next meeting there. This invitation was unanimously accepted with thanks. The date was agreed on March 12, 2013.

10. Any Other Business

Question from Antwerp: How to report sailing tankers on the river Scheld.
Anwer: Use the BERMAN message.

11. Closure