

National Shipper Advisory Committee to Federal Maritime Commission (FMC)
Sub-Committee: Data & Visibility

Opening: Reduce data complexity and opacity within existing ocean carrier processes and practices by aligning data points relating to vessel data transparency at all points in the transport, from origin to destination.

Purpose: The ocean container shipping environment is extraordinarily complex, and one critical dimension of the complexity is a lack of data and data alignment for vessels and vessel operation among ocean carriers on the same vessel calling US ports each week. Varied carriers operating on a vessel can have multiple versions of the vessel name, estimated and actual arrival, or departure dates, varied early return dates, documentation cutoff and physical cutoff dates. The logistics industry must manage different shipment information for the same vessel among different carriers which increases work and national systemic complexity unnecessarily.

Recommendation: Shipment Level Data Alignment

For a single vessel call one shipment data set for all carriers on an ocean vessel to align the following data with the operator of the vessel:

Minimum required U.S. Export Cargo data set:

- Vessel Name as defined by IMO
- Vessel earliest container receiving date
- Vessel last container receiving date
- Estimated vessel port call departure date
- Actual vessel port call departure date
- Port of Loading
- (If applicable)
 - Port of transshipment
 - Estimated arrival at port of transshipment date
 - Actual arrival at port of transshipment date
- Port of arrival
- Estimated arrival at port of destination date
- Actual arrival at port of destination date
- Vessel discharge date

Minimum required U. S. Import Cargo data set:

- Vessel Name
- Port of loading
- Estimated port of loading departure date
- Actual port of loading departure date
- Transshipment port of arrival
- Estimated arrival at port of transshipment date
- Actual arrival at port of transshipment date
- Port of arrival

- Estimated arrival at port of destination date
- Actual arrival at port of destination date
- Estimated vessel berthing date
- Actual vessel berthing date
- Vessel discharge date

If this data set, as established by the operator of the vessel, is not adopted by other participating carriers and provided in a timely manner by all carriers on an ocean vessel, it should be considered an unreasonable practice by the Federal Maritime Commission.

For these reasons, we, as the unified National Shipper Advisory Committee, hereby recommend that the Federal Maritime Commission require the data alignment for a single vessel call one data set for all carriers on an ocean vessel, to be determined by the operator of the vessel.