



FEDERAL MARITIME COMMISSION

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February 9, 2023

Mr. Michael Symonanis
Acting Chair, National Shipper Advisory Committee

Dear Acting Chair Symonanis:

On behalf of the Federal Maritime Commission (Commission), this letter responds to three Recommendations of the National Shipper Advisory Committee (NSAC) submitted to the Commission within the statutorily mandated 60-day period for the Commission to respond in writing to NSAC recommendations.

On December 12, 2022, you sent the below recommendations to the Commission on behalf of NSAC.

NSAC Recommendations:

1. Data Subcommittee – Shipment Level Data Alignment:

Recommendation: Require ocean carriers to align and make consistent Vessel Level Data. For a single vessel call one data set for all ocean carriers 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 & Terminal 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 as defined by IMO

- Port & Terminal of arrival
- 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
- 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

2. Data Subcommittee – Container Level Data Alignment:

Require ocean carriers to publish these container level data elements maintaining historical time stamps of these milestones in a public format for 180 days and accessible for up to two years.

Minimum required U.S. Export Cargo data set:

- Empty pickup container yard location
- Empty pickup date
- Loaded container location and earliest return date
- Loaded container ingate return
- Last free port demurrage date
- Last free equipment detention date
- Actual origin departure date
- Port of transshipment, when applicable
- Estimated arrival at Port of transshipment
- Actual arrival at Port of transshipment
- Actual departure from Port of transshipment
- Additional unplanned transshipment information
- Estimated arrival at Port of destination
- Actual arrival at Port of destination
- Vessel berthing date at Port of destination
- Container unloaded at Port destination
- Container location on terminal
- Container pickup available date

Minimum required U. S. Import Cargo data set:

- Loaded container origin terminal ingate date
- Estimated origin departure date
- Actual origin departure date
- Port of transshipment, when applicable
- Estimated arrival at Port of transshipment
- Actual arrival at Port of transshipment
- Actual departure from Port of transshipment
- Additional unplanned transshipment information
- Estimated arrival at Port of destination
- Actual arrival at Port of destination

- Vessel berthing date at Port of destination
- Container unloaded at Port destination
- Container location on terminal Container Hold details (when applicable):
- Carrier holds
- Terminal holds
- Customs hold
- Partner Government Agencies hold other
- Container pickup available date
- Container last free port demurrage date
- Container last free equipment detention date
- Laden container out gate – include trucker SCAC & chassis number
- Empty ingate return date – include trucker SCAC & chassis number

3. Data Subcommittee – Intermodal Data Alignment:

Require ocean carriers make intermodal data accessible online, maintaining historical time stamps of these milestones in a public format for 180 days and accessible for up to two years, for all ocean containers moving on United States railways on a through bill of lading.

To ensure real time transparency following minimum required data for ocean cargo moving through intermodal rail:

- Estimated railcar loading date
- Actual railcar loading date
- Estimated train departure date
- Actual train departure date
- Estimated train arrival date
- Actual train arrival date
- Estimated rail connection
- Actual rail connection Real time status at destination specific to container ground or on chassis
- Container available for pick up date and time
- Loaded container yard location
- Container last free container yard demurrage date
- Container last free equipment detention date
- Empty ingate return

NSAC further recommended that it should be considered an unreasonable practice if these data sets are not adopted and implemented.

Commission Response:

Chairman Daniel B. Maffei requested Commissioner Carl W. Bentzel lead a Maritime Transportation Data Initiative (MTDI). Commissioner Bentzel held meetings open to the public with maritime and intermodal stakeholders starting in December 2021 and continuing through to a Data Summit in June 2022. Information regarding this process and recordings of the meetings are available at: <https://www.fmc.gov/fmc-maritime-transportation-data-initiative/>.

At the Commission's January 25, 2023, meeting, Commissioner Bentzel indicated that the initiative is ongoing, and he is actively working on a report to the Commission for its consideration. Insofar as this is still an ongoing process, the Commission thanks the NSAC for its recommendations. It will take them into consideration as it reviews the MTDI report.

Per the requirements set forth in the legislation establishing the NSAC, these recommendations will be published on the Commission website and will be submitted to the appropriate Congressional committees. Please direct any questions regarding this response to the NSAC Designated Federal Officer.

Sincerely,

William Cody
Secretary