



# **DCSA Interface Standard for Just In Time Port Call 1.1**

November, 2021

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## Change history

Version	Issue	Description
V1.0	First publication	DCSA Interface Standard JIT Port Call – 17 timestamps
V1.1	Complete timestamps	DCSA Interface Standard JIT Port Call – completed to 50 timestamps

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## 1. Introduction

### 1.1. Preface

DCSA envisions a digitally interconnected container shipping industry. Our mission is to be the de facto standards body for the industry, setting the technological foundation for interoperable IT solutions. Together with our member carriers, DCSA creates vendor-neutral, technology-agnostic standards for IT and non-competitive business practices. By working towards the widespread adoption of these standards, our aim is to move the industry forward in terms of customer experience, efficiency, collaboration, innovation and respect for the environment. Please refer to the DCSA website (<https://dcsa.org/about/>) for more information.

The objective of the DCSA Just-in-Time (JIT) Port Call programme is to enable a digital, just-in-time port call process, which will facilitate vessel speed optimisation, reduce CO<sub>2</sub> emissions, improve schedule reliability and increase operational efficiency overall. To provide a global industry framework that builds on existing standards, DCSA port call data definitions align with existing standards from IMO and ITPCO, among others.

The standards published by DCSA are technology agnostic. DCSA does not point to the use of specific vendors' technologies or systems but relies on open-source, shared requirements for the industry that can be used by all parties, regardless of their choice of technology.

### 1.2. Purpose

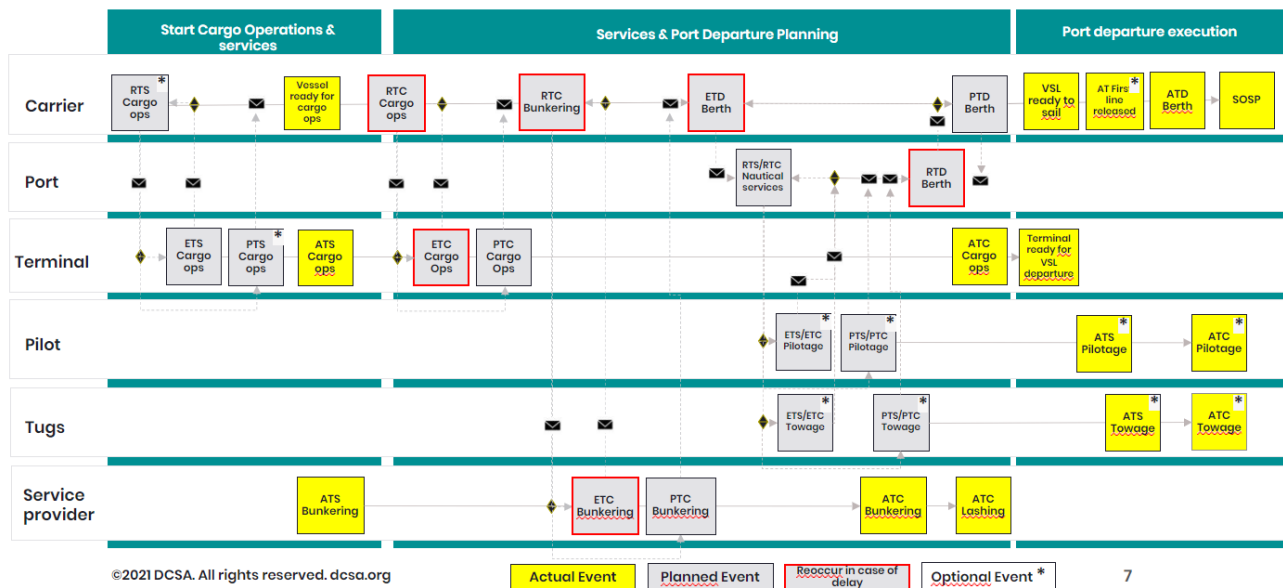
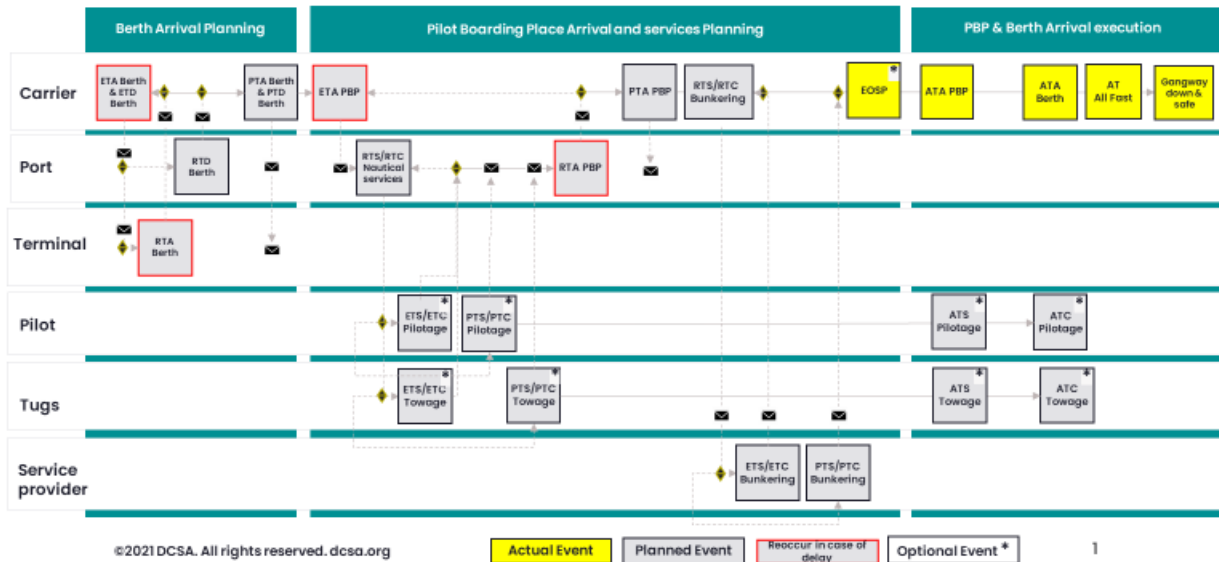
The objective of the DCSA Interface Standard for Just In Time Port Call is to strengthen the container shipping industry's ability to send and receive operational port call data across the parties in the industry in a digital way.

Agreement on standards will ensure that the interfaces, including the functionality and data provided, will follow the same definitions and design. The aim is to ensure that the end-user experience remains consistent across all industry participants who use these standards. Hence, the interface elements must remain consistent whether they are built using EDI messaging, interactive UIs, APIs, manual data exchanges or any other interface technology.

### 1.3. Scope

#### 1.3.1. Process

The Interface Standard for just in time port call focuses on the process starting at the communicated operational estimated time of arrival at a port prior to arriving at Pilot Boarding Place (PBP) and at berth.



The vessel schedule and communication regarding cargo operations is running as separate processes in parallel. These processes are included in DCSA industry blueprint and not addressed in this document.

The process includes consecutive events (Arrival at Pilot boarding place, arrival at berth, Start of Cargo Operations, Completion of cargo operations and Departure from Berth) which all include the cycle of planning events (Estimated, Requested and Planned) and the actual event.



The time-stamp negotiation process between operational parties has been published by IMO Fal JIT port call arrival guide<sup>1</sup>

<sup>1</sup> [IMO Fal Just in time port call arrival guide](#)

### 1.3.2. Actors

In defining a technology-agnostic interface standard, the interface describes all exchanges of information between any two parties. For the exchange of information regarding port call planning and execution, the most relevant parties are:

- Carrier
- Port (incl. nautical service providers)
- Terminal
- Service Providers

Many other parties may be involved in the exchange of information regarding port calls, but these will be addressed in a later release.

### 1.3.3. Roles

As carriers and ports each can be represented by several entities, we can differentiate those entities by specifying their roles. It provides information on data origin and ownership. For carrier, we introduce 3 distinct roles, 3 for port, 1 for terminal and 2 distinct service providers' roles

Carrier:

- CA for Carrier
- AG for Carrier local Agent
- VSL for Vessel

Port:

- ATH for Port Authorities
- PLT for Pilot
- TWG for Tug

Terminal:

- TR for Terminal

Service Provider

- LSH for Lashing service provider
- BUK for Bunker service provider

As there are some differences in term of organisation and internal process per port, all the parties representing an actor can send/receive messages on behalf of the actor, except for Service providers. For instance, the local agent, the operation team, or the Vessel can all send the ETA Berth message to the terminal on behalf of the carrier. (Use Case 1).

## 1.4. Conformance

All parties in the container shipping industry are encouraged to implement and follow the data and interface requirements outlined and specified in this document. The requirements are linked to the UML version 2.0 diagrams for design requirements as well as the Logical Data Model and data definitions for information requirements, which must be implemented to conform to the agreed standards within the DCSA framework.

## 1.5. Supporting publications.

This document is supported by a range of supplementary publications by the DCSA. The supporting publications are listed in the table below and they can be found on the DCSA website (<https://dcsa.org/>).

Index	Publication	Descriptions
1	Standards for a just-in-time port call	The objective of the DCSA Just-in-Time (JIT) Port Call programme is to enable a digital, just-in-time port call process, which will facilitate vessel speed optimisation, reduce CO <sub>2</sub> emissions, improve schedule reliability, and increase operational efficiency overall. DCSA port call data definitions align with existing standards from IMO and ITPCO, among others.
2	DCSA Interface Standard for Operational Vessel Schedule 1.1 and respective Reading Guide	The DCSA Interface Standard for Operational Vessel Schedule has been created to simplify the exchange of vessel schedule-related information between vessel operators, and to support the standardisation of the fundamental information provided across the vessel operator liner domain. The reading guide provides insight into the different concepts and methods utilised in the production of the OVS Interface Standard and suggests ways in which the document can be used as a foundation for future implementations.
3	DCSA Schedule Definitions 1.1	This document aims at standardising the terminology and definitions with respect to communication of operational deep-sea (inter-regional) vessel schedules between Vessel Sharing Agreement (VSA) partners. The purpose is to facilitate standardisation and accuracy in partner communication and hence reduce the pain-points that carriers raised in this area. It is understood that not all VSA's (or carriers) apply ALL processes, but for the sake of completeness, the full process definitions are shared with all members. The purpose is to standardise what and when partners communicate (and to whom) with respect to operational vessel schedules and related exception-management. The definitions and time specifications add context to the vessel schedule process maps that have been circulated separately to members.
4	DCSA Interface Standard for Bill of Lading and respective Reading Guide	The reading guide provides insight into the container shipping documentation process and specifically addresses the "prepare transport document" and "issue transport document" process steps for specific transport document types.
5	DCSA Information Model 3.4	The DCSA Information Model has been created to organise and catalogue the information being generated or consumed in connection with the processes described in the DCSA Industry Blueprint. The

Index	Publication	Descriptions
		information model is also used as a collective term to describe all products that model data. The information model includes a diagrammatic representation of selected data entities and their relationships with one another.
6	DCSA Information Model 3.4 Reading Guide	This document helps to set the context for DCSA initiatives. The reading guide provides insight into the different concepts and methods utilised in the production of the Information Model and suggests ways in which the document can be used.
7	DCSA Web glossary of terms	This document promotes alignment of terms across all DCSA stakeholders in the container shipping industry. The glossary is published on the DCSA website in the context of the DCSA Industry Blueprint 3.0.
8	DCSA Industry Blueprint 3.1	This document provides insights into as-is carrier processes. The DCSA Industry Blueprint comprises processes related to the movement of a container/equipment from one location to another, processes that are linked to a shipment/booking, processes that are considered critical for industry digitisation and standardisation efforts, and finally processes that are not considered commercially sensitive or of competitive advantage.
9	DCSA Event Naming Convention 2.2	To align terminology across the industry, the DCSA has developed a naming convention, which sets the standard for naming as well as understanding of the events
10	DCSA Interface Standard for Track and Trace 2.2 and respective Reading Guide	The DCSA Interface Standard for Track and Trace 1.2 has been created to standardise the fundamental information provided across the carrier liner domain through track and trace interfaces. The reading guide provides insight into the different concepts and methods utilised in the production of the Track and Trace Interface Standard and suggests ways in which the document can be used as a foundation for future implementations.

Table 1: Supporting publications

## 2. Use Cases overview.

Following the user stories that have been defined by DCSA's members regarding information exchange for the process steps for port call optimisation, 50 initial Use Cases have been identified.

#	Use Case name	[actor] to [actor]
1	Use Case 1: ETA Berth	Carrier to Terminal
2	Use Case 2: RTA Berth	Terminal to Carrier
3	Use Case 3: PTA Berth	Carrier to Terminal
4	Use Case 4: ETS Cargo Ops	Terminal to Carrier
5	Use Case 5: RTC Cargo Ops	Carrier to Terminal
6	Use Case 6: PTS Cargo Ops	Terminal to Carrier
7	Use Case 7: ETS Bunkering	Bunkering service provider to Carrier
8	Use Case 8: ETC Bunkering	Bunkering service provider to Carrier
9	Use Case 9: RTS Bunkering	Carrier to Bunkering service provider
10	Use Case 10: RTC Bunkering	Carrier to Bunkering service provider
11	Use Case 11: PTS Bunkering	Bunkering service provider to Carrier
12	Use Case 12: PTC Bunkering	Bunkering service provider to Carrier
13	Use Case 13: ETA PBP	Carrier to Port authority
14	Use Case 14: RTS Pilotage (inbound)	Port authority to pilotage provider
15	Use Case 15: RTS Towage (inbound)	Port authority to Towage provider
16	Use Case 16: PTS Pilotage (inbound)	Pilotage service provider to Port authority
17	Use Case 17: PTS Towage (inbound)	Towage service provider Port authority
18	Use Case 18: RTA PBP	Port authority to Carrier
19	Use Case 19: PTA PBP	Carrier to Port authority
20	Use Case 20: EOSP	Carrier to Port authority
21	Use Case 21: ATA PBP	Carrier to Port authority
22	Use Case 22: ATS Pilotage	Pilotage service provider to Port authority
23	Use Case 23: ATS Towage	Towage service provider to Port authority
24	Use Case 24: ATC Towage	Towage service provider to Port authority

#	Use Case name	[actor] to [actor]
25	Use Case 25: ATA Berth	Terminal to Port authority
26	Use Case 26: AT All fast	Carrier to Port authority
27	Use Case 27: Gangway Down and Safe	Carrier to Port authority
28	Use Case 28: Vessel Readiness for cargo operations	Carrier to Terminal
29	Use Case 29: ATS cargo ops	Terminal to Carrier
30	Use Case 30: ETC cargo ops	Terminal to Carrier
31	Use Case 31: RTC cargo ops	Carrier to Terminal
32	Use Case 32: PTC to cargo ops	Terminal to Carrier
33	Use Case 33: ATS Bunkering	Bunkering service provider to Carrier
34	Use Case 34: ETD berth	Carrier to Port authority
35	Use Case 35: RTS Pilotage (outbound/shifting)	Port authority to Pilotage provider
36	Use Case: RTS Towage (outbound/shifting)	Port authority to Towage provider
37	Use Case: PTS Pilotage (outbound/shifting)	Pilotage service provider to Port authority
38	Use Case38: PTS Towage (outbound/shifting)	Towage service provider to Port authority
39	Use Case 39: RTD berth	Port authority to Carrier
40	Use Case 40: PTD berth	Carrier to Port authority
41	Use Case 41: ATC Bunkering	Bunkering service provider to Carrier
42	Use Case 42: ATC cargo ops	Terminal to Carrier
43	Use Case 43: ATC Lashing	Lashing service provider to Carrier
44	Use Case 44: Terminal ready for Vessel departure	Terminal to Carrier
45	Use Case 45: Vessel ready to sail	Carrier to Terminal
46	Use Case 46: ATD berth	Carrier to Port authority
47	Use Case 47: ATS Pilotage (outbound/shifting)	Pilotage service provider to Port authority



#	Use Case name	[actor] to [actor]
48	Use Case 48: ATS Towage (outbound/shifting)	Towage service provider to Port authority
49	Use Case 49: ATC Pilotage (outbound/shifting)	Pilotage service provider to Port authority
50	Use Case 50: SOSP	Carrier to Port authority

Table 2: Use Cases

For each Use Case a definition is given. Input of all Use Cases is described in the attached documents. The listed attributes in the attached documents are part of the DCSA Information Model 3.4.

### 3. Berth arrival planning.

#### 3.1. Use Case 1: ETA Berth

##### 3.1.1 Use Case Definition

The carrier shares the ETA berth with the terminal operator to provide an update on the berthing prospect so that Terminal knows when the vessel expects to arrive at berth.

Timestamp	UC1: ETA berth
Description	The carrier shares the ETA berth with the terminal operator to provide an update on the berthing prospect
Publisher / receiver	Carrier to Terminal
Secondary receiver	Port authority
So that...	Terminal knows when the vessel expects to arrive at berth
condition	Mandatory
Pre-condition	Update or change to the long-term schedule or estimated arrival at a specific port
Post condition	The ETA berth is successfully posted, and the terminal has received a success message from the carrier.
Flow	1. Carrier posts ETA berth msg 2. If post is successful, Terminal responds with a success msg
Exceptions	Carrier is unable to post the ETA berth, Carrier will receive an error message.

##### 3.1.2 Input

Par. '10.1 Berth Arrival Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

##### 3.1.3 Output

If the posting was successful, the terminal will respond with a success message, indicating that the ETA berth operations is RECEIVED. If the posting is unsuccessful, the carrier will receive an error message.

### 3.2. Use Case 2: RTA Berth

#### 3.2.1 Use Case Definition

The terminal operator shares the RTA berth and berth location with the carrier so that Carrier knows when the berth will be available.

Timestamp	UC2: RTA Berth
Description	The terminal operator shares the RTA berth and berth location with the carrier
Publisher / receiver	Terminal to Carrier
Secondary receiver	-
So that...	Carrier knows when the berth will be available
condition	Mandatory
Pre-condition	ETA berth received from Carrier
Post condition	The RTA berth is successfully posted, and the terminal has received a success message from the carrier.
Flow	1. Terminal posts RTA berth msg. 2. If post is successful, Carrier responds with a success msg
Exceptions	Terminal is unable to post the RTA berth. Terminal will receive an error message.

#### 3.2.2 Input

Par. '10.1 Berth Arrival Planning – Input OverviewBerth Arrival Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 3.2.3 Output

If the posting was successful, carrier will respond with a success message, indicating that the RTA berth operations is RECEIVED. If the posting is unsuccessful, the terminal will receive an error message.

### 3.3. Use Case 3: PTA Berth

#### 3.3.1 Use Case Definition

Carrier shares the PTA berth with the Terminal so that Terminal have a confirmation of the planned arrival at berth.

Timestamp	UC1: ETA berth
Description	Carrier shares the PTA berth with the Terminal
Publisher / receiver	Carrier to Terminal
Secondary receiver	Port authority
So that...	Terminal have a confirmation of the planned arrival at berth
condition	Mandatory
Pre-condition	RTA berth received from Terminal
Post condition	The PTA berth is successfully posted, and carrier has received a success message from the terminal.
Flow	1. The carrier posts PTA berth msg 2. If post is successful, Terminal responds with a success msg
Exceptions	Carrier is unable to post the PTA berth. Carrier will receive an error message.

#### 3.3.2 Input

Par. '10.1 Berth Arrival Planning – Input OverviewBerth Arrival Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 3.3.3 Output

If the posting was successful, the terminal will respond with a success message, indicating that the PTA berth operations is RECEIVED. If the posting is unsuccessful, the carrier will receive an error message.

## 4. Services Planning.

### 4.1 Use Case 4: ETS Cargo Operations

#### 4.1.1 Use Case Definition

Terminal shares the estimated time of start cargo operations to Carrier so that Carrier can verify port call duration & scheduling effects.

Timestamp	UC4: ETS Cargo Operations
<b>Description</b>	Terminal shares the estimated time of start cargo operations to Carrier
<b>Publisher / receiver</b>	Terminal to Carrier
<b>Secondary receiver</b>	Port authority
<b>So that...</b>	Carrier can verify port call duration & scheduling effects
<b>condition</b>	Mandatory
<b>Pre-condition</b>	<i>Note: No pre-condition as this timestamp can occur at any time</i>
<b>Post condition</b>	The ETS cargo operations is successfully posted and Terminal received success message
<b>Flow</b>	1- Terminal posts ETS cargo ops msg. 2- If successful, Carrier responds with success msg
<b>Exceptions</b>	Terminal is unable to post the ETS cargo operations. Terminal will receive an error message.

#### 4.1.2 Input

Par. '10.2 Services Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 4.1.3 Output

If the posting was successful, carrier will respond with a success message, indicating that the ETS Cargo operations is RECEIVED. If the posting is unsuccessful, the terminal will receive an error message.

## 4.2 Use Case 5: RTS Cargo Operations

### 4.2.1 Use Case Definition

Carrier shares the requested time of start cargo operations to Terminal so that Terminal can adjust planning if beneficial to both stakeholders.

Timestamp	UC5: RTS Cargo Operations
Description	Carrier shares the requested time of start cargo operations to Terminal
Publisher / receiver	Carrier to Terminal
Secondary receiver	Port authority
So that...	Terminal can adjust planning if beneficial to both stakeholders
condition	Optional
Pre-condition	ETS cargo ops from Terminal to Carrier
Post condition	The RTS cargo operations is successfully posted and Carrier received success message
Flow	1- Carrier posts RTS cargo ops msg. 2- If successful, Terminal responds with success msg
Exceptions	Carrier is unable to post the RTS cargo operations. Carrier will receive an error message.

### 4.2.2 Input

Par. '10.2 Services Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 4.2.3 Output

If the posting was successful, the terminal will respond with a success message, indicating that the RTS Cargo operations is RECEIVED. If the posting is unsuccessful, the carrier will receive an error message.

### 4.3 Use Case 6: PTS Cargo Operations

#### 4.3.1 Use Case Definition

Terminal confirm the planned time of start cargo operations to Carrier so that Stakeholders are aware when cargo operations is planned to start and can estimate port call duration & scheduling effects.

Timestamp	UC6: PTS Cargo Operations
<b>Description</b>	Terminal confirm the planned time of start cargo operations to Carrier
<b>Publisher / receiver</b>	Terminal to Carrier
<b>Secondary receiver</b>	Port authority
<b>So that...</b>	Stakeholders are aware when cargo operations is planned to start and can estimate port call duration & scheduling effects
<b>condition</b>	Optional
<b>Pre-condition</b>	RTS cargo ops from Carrier to Terminal
<b>Post condition</b>	The PTS cargo operations is successfully posted and Terminal received success message
<b>Flow</b>	1- Terminal posts PTS cargo ops msg. 2- If successful, Carrier responds with success msg
<b>Exceptions</b>	Terminal is unable to post the PTS cargo operations. Terminal will receive an error message.

#### 4.3.2 Input

Par. '10.2 Services Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 4.3.3 Output

If the posting was successful, carrier will respond with a success message, indicating that the PTS Cargo operations is RECEIVED. If the posting is unsuccessful, the terminal will receive an error message.

#### 4.4 Use Case 7: ETS Bunkering

##### 4.4.1 Use Case Definition

Bunkering service provider shares the estimated time of start bunkering to Carrier so that vessel can do necessary preparation before start of bunkering

Timestamp	UC7: ETS Bunkering
Description	Bunkering service provider shares the estimated time of start bunkering to Carrier
Publisher / receiver	Bunkering service provider to Carrier
Secondary receiver	Port authority / Terminal
So that...	Vessel can do necessary preparation before start of bunkering
condition	Mandatory
Pre-condition	<i>Note: No pre-condition as this timestamp can occur at any time</i>
Post condition	The ETS Bunkering is successfully posted and Bunkering service provider received success message
Flow	1- Bunkering service provider posts ETS Bunkering msg. 2- If successful, Carrier responds with success msg
Exceptions	Bunkering service provider is unable to post the ETS Bunkering. Bunkering service provider will receive an error message

##### 4.4.2 Input

Par. '10.2 Services Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

##### 4.4.3 Output

If the posting was successful, carrier will respond with a success message, indicating that the ETS Bunkering operations is RECEIVED. If the posting is unsuccessful, the Bunkering service provider will receive an error message.



## 4.5 Use Case 8: ETC bunkering

### 4.5.1 Use Case Definition

Bunkering service provider shares Estimated time of completion Bunkering with Carrier so that Carrier can verify if bunkering is estimated to be completed before ETD.

Timestamp	UC8: ETC Bunkering
Description	Bunkering service provider shares Estimated time of completion Bunkering with Carrier
Publisher / receiver	Bunkering service provider to Carrier
Secondary receiver	Port authority / Terminal
So that...	Carrier can verify if bunkering is estimated to be completed before ETD
condition	Mandatory
Pre-condition	<i>Note: No pre-condition as this timestamp can occur at any time</i>
Post condition	The ETC Bunkering is successfully posted and Bunkering service provider received success message
Flow	1- Bunkering provider posts ETC Bunkering msg. 2- If successful, Carrier responds with success msg
Exceptions	Bunkering service provider is unable to post the ETS Bunkering. Bunkering service provider will receive an error message

### 4.5.2 Input

Par. '10.2 Services Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 4.5.3 Output

If the posting was successful, carrier will respond with a success message, indicating that the ETC bunkering operations is RECEIVED. If the posting is unsuccessful, the bunkering service provider will receive an error message.

## 4.6 Use Case 9: RTS Bunkering

### 4.6.1 Use Case Definition

Carrier can verify if bunkering is estimated to be completed before ETD so that Service providers knows when the vessel requests to start taking into account vessel berth stay and vessel planning.

Timestamp	UC9: RTS Bunkering
Description	Carrier shares the requested time of start Bunkering to Bunkering service provider
Publisher / receiver	Carrier to Bunkering service provider
Secondary receiver	Port authority / Terminal
So that...	Service providers knows when the vessel requests to start taking into account vessel berth stay and vessel planning
condition	Mandatory
Pre-condition	ETS Bunkering from Bunkering service provider to Carrier
Post condition	The RTS Bunkering is successfully posted and Carrier received success message
Flow	1- Carrier posts RTS Bunkering msg. 2- If successful, Carrier responds with success msg
Exceptions	Carrier is unable to post the RTS Bunkering. Carrier will receive an error message

### 4.6.2 Input

Par. '10.2 Services Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 4.6.3 Output

If the posting was successful, carrier will respond with a success message, indicating that the RTS bunkering operations is RECEIVED. If the posting is unsuccessful, the carrier will receive an error message.

## 4.7 Use Case 10: RTC Bunkering

### 4.7.1 Use Case Definition

Carrier shares the requested time of completion Bunkering to Bunkering service provider so that Service provider knows when bunkering should be completed.

Timestamp	UC10: RTC Bunkering
Description	Carrier shares the requested time of completion Bunkering to Bunkering service provider
Publisher / receiver	Carrier to Bunkering service provider
Secondary receiver	Port authority / Terminal
So that...	Service provider knows when bunkering should be completed
condition	Mandatory
Pre-condition	ETC Bunkering from Bunkering service provider to Carrier
Post condition	The RTC Bunkering is successfully posted and Carrier received success message
Flow	1- Carrier posts RTC Bunkering msg. 2- If successful, Bunkering service provider responds with success msg
Exceptions	Carrier is unable to post the RTC Bunkering. Carrier will receive an error message

### 4.7.2 Input

Par. '10.2 Services Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 4.7.3 Output

If the posting was successful, the terminal will respond with a success message, indicating that the RTC bunkering operations is RECEIVED. If the posting is unsuccessful, the carrier will receive an error message.

## 4.8 Use Case 11: PTS Bunkering

### 4.8.1 Use Case Definition

Bunkering service provider confirm the planned time of start Bunkering to Carrier so that Stakeholders know when bunkering is planned to start.

Timestamp	UC11: PTS Bunkering
<b>Description</b>	Bunkering service provider confirm the planned time of start Bunkering to Carrier
<b>Publisher / receiver</b>	Bunkering service provider to Carrier
<b>Secondary receiver</b>	Port authority / Terminal
<b>So that...</b>	Stakeholders know when bunkering is planned to start
<b>condition</b>	Mandatory
<b>Pre-condition</b>	RTS Bunkering from Carrier to Terminal
<b>Post condition</b>	The PTS Bunkering is successfully posted and Bunkering service provider received success message
<b>Flow</b>	1- Bunkering service provider posts PTS Bunkering msg. 2- If successful, Carrier responds with success msg
<b>Exceptions</b>	Bunkering service provider is unable to post the PTS Bunkering. Bunkering service provider will receive an error message

### 4.8.2 Input

Par. '10.2 Services Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 4.8.3 Output

If the posting was successful, the terminal will respond with a success message, indicating that the PTS bunkering operations is RECEIVED. If the posting is unsuccessful, the bunkering service provider will receive an error message.

## 4.9 Use Case 12: PTC Bunkering

### 4.9.1 Use Case Definition

Bunkering service provider confirms the planned time of completion Bunkering to Carrier so that Stakeholders know when bunkering is planned to finish.

Timestamp	UC12: PTC Bunkering
<b>Description</b>	Bunkering service provider confirms the planned time of completion Bunkering to Carrier
<b>Publisher / receiver</b>	Bunkering service provider to Carrier
<b>Secondary receiver</b>	Port authority / Terminal
<b>So that...</b>	Stakeholders know when bunkering is planned to finish
<b>condition</b>	Mandatory
<b>Pre-condition</b>	RTC Bunkering from Carrier to Terminal
<b>Post condition</b>	The PTC Bunkering is successfully posted and Bunkering service provider received success message
<b>Flow</b>	1- Bunkering service provider posts PTC Bunkering msg. 2- If successful, Carrier responds with success msg
<b>Exceptions</b>	Bunkering service provider is unable to post the PTC Bunkering. Bunkering service provider will receive an error message

### 4.9.2 Input

Par. '10.2 Services Planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 4.9.3 Output

If the posting was successful, the terminal will respond with a success message, indicating that the PTC bunkering operations is RECEIVED. If the posting is unsuccessful, the bunkering service provider will receive an error message.

## 5. Pilot boarding place arrival Planning.

### 5.1 Use Case 13: ETA PBP

#### 5.1.1 Use Case Definition

Carrier shares the ETA PBP with Port authority so that Port authority can coordinate the start of nautical service providers.

Timestamp	UC13: ETA PBP
<b>Description</b>	Carrier shares the ETA PBP with Port authority
<b>Publisher / receiver</b>	Carrier to Port authority
<b>Secondary receiver</b>	Terminal
<b>So that...</b>	Port authority can coordinate the start of nautical service providers
<b>condition</b>	Mandatory
<b>Pre-condition</b>	PTA berth is received from Carrier
<b>Post condition</b>	The ETA Pilot Boarding Place is successfully posted, and the carrier has received a success message from the port authority
<b>Flow</b>	1. Carrier posts ETA PBP msg 2. If post is successful, Port authority responds with a success msg
<b>Exceptions</b>	Carrier is unable to post the ETA PBP. Carrier will receive an error message.

#### 5.1.2 Input

Par '10.3 Pilot boarding place arrival planning – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 5.1.3 Output

If the posting was successful, Port authority will respond with a success message, indicating that the ETA PBP is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 5.2 Use Case 14: RTS Pilotage

### 5.2.1 Use Case Definition

Port authority request a pilotage service provider to attend to a vessel so that Pilotage service provider knows when the pilot is required to attend to the vessel.

Timestamp	UC14: RTS Pilotage
Description	Port authority request a pilotage service provider to attend to a vessel
Publisher / receiver	Port authority to Pilotage provider
Secondary receiver	-
So that...	Pilotage service provider knows when the pilot is required to attend to the vessel
condition	Optional
Pre-condition	ETA PBP received from Carrier
Post condition	The RTS pilotage is successfully posted and Port authority received success message
Flow	1- Port authority posts RTS pilotage msg. 2- If successful, Pilotage provider responds with success message
Exceptions	Port authorities is unable to post the RTS Pilotage. Port authority will receive an error message.

### 5.2.2 Input

Par '10.3 Pilot boarding place arrival planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 5.2.3 Output

If the posting was successful, Pilotage provider will respond with a success message, indicating that the TRS Pilotage is RECEIVED. If the posting is unsuccessful, Port authority will receive an error message.

### 5.3 Use Case 15: RTS Towage

#### 5.3.1 Use Case Definition

Port authority request a towage service provider to attend to a vessel so that Towage service provider knows when the tug is required to attend to the vessel.

This Use Case does not precise the meeting point location which is usually discuss separately between pilot and tugs.

Timestamp	UC15: RTS Towage
Description	Port authority request a towage service provider to attend to a vessel. This Use Case does not precise the meeting point location which is usually discuss separately between pilot and tugs.
Publisher / receiver	Port authority to Towage provider
Secondary receiver	-
So that...	Towage service provider knows when the tug is required to attend to the vessel
condition	Optional
Pre-condition	ETA PBP received from Carrier
Post condition	The RTS towage is successfully posted and Port authority received success message
Flow	1- Port authority posts RTS towage msg. 2- If successful, Towage provider responds with success msg
Exceptions	Port authority is unable to post the RTS towage. Port authorities will receive an error message.

#### 5.3.2 Input

Par '10.3 Pilot boarding place arrival planning – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 5.3.3 Output

If the posting was successful, towage provider will respond with a success message, indicating that the RTS towage is RECEIVED. If the posting is unsuccessful, port authority will receive an error message.



## 5.4 Use Case 16: PTS Pilotage

### 5.4.1 Use Case Definition

Pilotage service provider confirm planned time of start to Port authority so that Port authority can communicate RTA PBP (along with PTS Towage).

Timestamp	UC16: PTS Pilotage
Description	Pilotage service provider confirm planned time of start to Port authority
Publisher / receiver	Pilotage service provider to Port authority
Secondary receiver	Carrier
So that...	Port authority can communicate RTA PBP (along with PTS Towage)
condition	Optional
Pre-condition	RTS Pilotage received from Port authority
Post condition	The PTS Pilotage is successfully posted and Pilotage service provider received success message
Flow	1- Pilotage provider posts PTS pilotage msg. 2- If successful, Port authority responds with success msg
Exceptions	Pilotage provider is unable to post the PTS Pilotage. Pilotage provider will receive an error message.

### 5.4.2 Input

Par '10.3 Pilot boarding place arrival planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 5.4.3 Output

If the posting was successful, Port authority will respond with a success message, indicating that the PTS Pilotage is RECEIVED. If the posting is unsuccessful, the pilotage provider will receive an error message.

## 5.5 Use Case 17: PTS Towage

### 5.5.1 Use Case Definition

Towage service provider confirm planned time of start to Port authority so that Port authority can communicate RTA PBP (along with PTS Pilotage).. This Use Case does not precise the meeting point location which is usually discuss separately between pilot and tugs.

Timestamp	UC17: PTS Towage
<b>Description</b>	Towage service provider confirm planned time of start to Port authority. This Use Case does not precise the meeting point location which is usually discuss separately between pilot and tugs.
<b>Publisher / receiver</b>	Towage service provider to Port authority
<b>Secondary receiver</b>	Carrier
<b>So that...</b>	Port authority can communicate RTA PBP (along with PTS Pilotage)
<b>condition</b>	Optional
<b>Pre-condition</b>	RTS Towage received from Port authority
<b>Post condition</b>	The PTS towage is successfully posted and Towage provider received success message
<b>Flow</b>	1- Towage provider posts PTS towage msg. 2- If successful, Port authority responds with success msg
<b>Exceptions</b>	Towage provider is unable to post the PTS towage. Towage provider will receive an error message.

### 5.5.2 Input

Par '10.3 Pilot boarding place arrival planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 5.5.3 Output

If the posting was successful, Port authority will respond with a success message, indicating that the PTS towage is RECEIVED. If the posting is unsuccessful, the towage provider will receive an error message.

## 5.6 Use Case 18: RTA PBP

### 5.6.1 Use Case Definition

Port authority shares the RTA PBP with Carrier so that Carrier knows at what time the vessel is requested to arrive at PBP.

Timestamp	UC18: RTA PBP
Description	Port authority shares the RTA PBP with Carrier
Publisher / receiver	Port authority to Carrier
Secondary receiver	Terminal
So that...	Carrier knows at what time the vessel is requested to arrive at PBP
condition	Mandatory
Pre-condition	ETA PBP is received from Carrier
Post condition	The RTA PBP is successfully posted, and the port has received a success message from the carrier and terminal.
Flow	<ol style="list-style-type: none"> <li>1. Port authority post RTA PBP msg</li> <li>2. If post is successful, Carrier responds with a success msg</li> </ol>
Exceptions	Port authority is unable to post the RTA PBP. Port will receive an error message.

### 5.6.2 Input

Par '10.3 Pilot boarding place arrival planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 5.6.3 Output

If the posting was successful, carrier will respond with a success message, indicating that the RTA PBP is RECEIVED. If the posting is unsuccessful, port authority will receive an error message.

## 5.7 Use Case 19: PTA PBP

### 5.7.1 Use Case Definition

Carrier shares the PTA PBP with Port authority so that Port authority have a confirmation of the planned arrival time at PBP.

Timestamp	UC19: PTA PBP
Description	Carrier shares the PTA PBP with Port authority
Publisher / receiver	Carrier to Port authority
Secondary receiver	Terminal
So that...	Port authority have a confirmation of the planned arrival time at PBP
condition	Mandatory
Pre-condition	RTA PBP is received from port authority
Post condition	The PTA PBP is successfully posted, and the carrier has received a success message
Flow	1. Carrier posts PTA PBP msg 2. If post is successful, Port authority responds with a success msg
Exceptions	Carrier is unable to post PTA PBP. Carrier will receive an error message.

### 5.7.2 Input

Par '10.3 Pilot boarding place arrival planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 5.7.3 Output

If the posting was successful, port authority will respond with a success message, indicating that the PTA PBP is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 5.8 Use Case 20: EOSP

### 5.8.1 Use Case Definition

Carrier declares end of sea voyage and readiness to proceed to PBP to Port authority so that Port authority knows that the vessel is ready to proceed to pilot boarding place.

Timestamp	UC20: EOSP
Description	Carrier declares end of sea voyage and readiness to proceed to PBP to Port authority
Publisher / receiver	Carrier to Port authority
Secondary receiver	Pilot
So that...	Port authority knows that the vessel is ready to proceed to pilot boarding place
condition	Optional
Pre-condition	Vessel reach outer port area limit
Post condition	The EOSP is successfully posted and Carrier received success message
Flow	1- Carrier posts EOSP msg. 2- If successful Port Authorities responds with success msg
Exceptions	Carrier is unable to post the EOSP. Carrier will receive an error message.

### 5.8.2 Input

Par '10.3 Pilot boarding place arrival planning – Input Overview' contains the attributes that are relevant input for this Use Case.

### 5.8.3 Output

If the posting was successful, port authority will respond with a success message, indicating that EOSP is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 6. Pilot boarding place and berth arrival execution.

### 6.1 Use Case 21: ATA PBP

#### 6.1.1 Use Case Definition

Carrier shares the ATA PBP with Port authority and Terminal so that All stakeholders are informed about the vessel arrival at PBP.

Timestamp	UC21: ATA PBP
Description	Carrier shares the ATA PBP with Port authority and Terminal
Publisher / receiver	Carrier to Port authority
Secondary receiver	Terminal
So that...	All stakeholders are informed about the vessel arrival at PBP
condition	Mandatory
Pre-condition	PTA PBP is received from Carrier
Post condition	The ATA PBP is successfully posted, and carrier has received a success message
Flow	1. Carrier posts ATA PBP msg 2. If post is successful, the Port authority responds with a success msg
Exceptions	Carrier is unable to post ATA PBP. Carrier will receive an error message.

#### 6.1.2 Input

Par. '10.4 Pilot boarding place and berth arrival execution – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 6.1.3 Output

If the posting was successful, port authority will respond with a success message, indicating that ATA PBP is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 6.2 Use Case 22: ATS Pilotage

### 6.2.1 Use Case Definition

Pilotage service provider shares Actual time of start Pilotage with port authority so that Stakeholders are aware pilotage has started.

Timestamp	UC22: ATS Pilotage
<b>Description</b>	Pilotage service provider shares Actual time of start Pilotage with port authority
<b>Publisher / receiver</b>	Pilotage service provider to Port authority
<b>Secondary receiver</b>	Carrier
<b>So that...</b>	Stakeholders are aware pilotage has started
<b>condition</b>	Optional
<b>Pre-condition</b>	PTS Pilotage received from Pilotage service provider
<b>Post condition</b>	The ATS Pilotage is successfully posted and Pilotage service provider received success message
<b>Flow</b>	1- Pilotage provider posts ATS pilotage msg. 2- If successful, Port authority responds with success msg
<b>Exceptions</b>	Pilotage provider is unable to post the ATS pilotage. Pilotage provider will receive an error message.

### 6.2.2 Input

Par. '10.4 Pilot boarding place and berth arrival execution – Input Overview' contains the attributes that are relevant input for this Use Case.

### 6.2.3 Output

If the posting was successful, port authority will respond with a success message, indicating that ATS pilotage RECEIVED. If the posting is unsuccessful, pilotage provider will receive an error message.

### 6.3 Use Case 23: ATS Towage

#### 6.3.1 Use Case Definition

Towage service provider shares Actual time of start with port authority so that Stakeholders are aware towage has started. This Use Case requires the vessel position to determine the exact location towage service started.

Timestamp	UC23: ATS Towage
<b>Description</b>	Towage service provider shares Actual time of start with port authority. This Use Case requires the vessel position to determine the exact location towage service started.
<b>Publisher / receiver</b>	Towage service provider to Port authority
<b>Secondary receiver</b>	Carrier
<b>So that...</b>	Stakeholders are aware towage has started
<b>condition</b>	Optional
<b>Pre-condition</b>	PTS Towage received from Towage service provider
<b>Post condition</b>	The ATS towage is successfully posted and Towage provider received success message
<b>Flow</b>	1- Towage provider posts ATS towage msg. 2- If successful, Port authorities responds with success msg
<b>Exceptions</b>	Towage provider is unable to post the ATS towage. Towage provider will receive an error message.

#### 6.3.2 Input

Par. '10.4 Pilot boarding place and berth arrival execution – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 6.3.3 Output

If the posting was successful, port authority will respond with a success message, indicating that ATS towage is RECEIVED. If the posting is unsuccessful, towage provider will receive an error message.



## 6.4 Use Case 24: ATC Towage

### 6.4.1 Use Case Definition

Towage service provider shares Actual time of completion with port authority so that Stakeholders are aware towage is completed.

Timestamp	UC24: ATC Towage
Description	Towage service provider shares Actual time of completion with port authority
Publisher / receiver	Towage service provider to Port authority
Secondary receiver	-
So that...	Stakeholders are aware towage is completed
condition	Optional
Pre-condition	ATS Towage received from Towage service provider
Post condition	The ATC towage is successfully posted and Towage service provider received success message
Flow	1- Towage provider posts ATC towage msg. 2- If successful, Port authority responds with success msg
Exceptions	Towage provider is unable to post the ATC towage. Towage provider will receive an error message.

### 6.4.2 Input

Par. '10.4 Pilot boarding place and berth arrival execution – Input Overview' contains the attributes that are relevant input for this Use Case.

### 6.4.3 Output

If the posting was successful, port authority will respond with a success message, indicating that ATC towage is RECEIVED. If the posting is unsuccessful, towage provider will receive an error message.

## 6.5 Use Case 25: ATA Berth

### 6.5.1 Use Case Definition

Terminal shares the ATS Cargo Operations with Carrier so that All stakeholders are informed of the vessel arrival at berth.

Timestamp	UC25: ATA Berth
Description	Terminal shares the ATS Cargo Operations with Carrier.
Publisher / receiver	Terminal to Port authority
Secondary receiver	Carrier
So that...	All stakeholders are informed of the vessel arrival at berth
condition	Mandatory
Pre-condition	PTA berth is received from Carrier
Post condition	The ATA berth is successfully posted, and carrier has received a success message
Flow	1. Carrier posts ATA berth msg 2. If post is successful, Port authority responds with a success msg
Exceptions	Carrier is unable to post the ATA berth. Carrier will receive an error message.

### 6.5.2 Input

Par. '10.4 Pilot boarding place and berth arrival execution – Input Overview' contains the attributes that are relevant input for this Use Case.

### 6.5.3 Output

If the posting was successful, port authority will respond with a success message, indicating that ATA berth is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 6.6 Use Case 26: AT All fast

### 6.6.1 Use Case Definition

Carrier shares the actual time all fast with Port authority so that Stakeholders are aware that the vessel is fully moored.

Timestamp	UC26: AT All fast
Description	Carrier shares the actual time all fast with Port authority
Publisher / receiver	Carrier to Port authority
Secondary receiver	Terminal
So that...	Stakeholders are aware that the vessel is fully moored
condition	Mandatory
Pre-condition	ATA berth received from Carrier to Port authority
Post condition	The AT all fast is successfully posted and Carrier received success message
Flow	1- Carrier posts AT all fast msg. 2- If successful, Port authority responds with success msg
Exceptions	Carrier is unable to post the AT All fast. Carrier will receive an error message.

### 6.6.2 Input

Par. '10.4 Pilot boarding place and berth arrival execution – Input Overview' contains the attributes that are relevant input for this Use Case.

### 6.6.3 Output

If the posting was successful, port authority will respond with a success message, indicating that AT All fast is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 6.7 Use Case 27: Gangway Down and Safe

### 6.7.1 Use Case Definition

Carrier shares the actual time the gangway is safely rigged with Port authority so that Stakeholders are aware the vessel is fully safe to board.

Timestamp	UC27: Gangway Down and Safe
Description	Carrier shares the actual time the gangway is safely rigged with Port authority
Publisher / receiver	Carrier to Port authority
Secondary receiver	Terminal
So that...	Stakeholders are aware the vessel is fully safe to board
condition	Mandatory
Pre-condition	AT all fast received from Carrier to Port authority
Post condition	The Gangway Down and Safe is successfully posted and Carrier received success message
Flow	1- Carrier posts Gangway Down and Safe msg. 2- If successful, Port authority responds with success msg
Exceptions	Carrier is unable to post the AT Gangway down and safe. Carrier will receive an error message.

### 6.7.2 Input

Par. '10.4 Pilot boarding place and berth arrival execution – Input Overview' contains the attributes that are relevant input for this Use Case.

### 6.7.3 Output

If the posting was successful, port authority will respond with a success message, indicating that Gangway Down and Safe is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 7. Start cargo operations and services

### 7.1 Use Case 28: Vessel Readiness

#### 7.1.1 Use Case Definition

Carrier shares the actual time the Vessel is ready for cargo operations with Terminal so that Terminal knows they can start cargo operations.

Timestamp	UC28: Vessel Readiness for cargo operations
Description	Carrier shares the actual time the Vessel is ready for cargo operations with Terminal
Publisher / receiver	Carrier to Terminal
Secondary receiver	Port authority
So that...	Terminal knows they can start cargo operations
condition	Mandatory
Pre-condition	Gangway Down and safe received from Carrier to Port authority
Post condition	Vessel Readiness for cargo operations is successfully posted and Carrier received success message
Flow	1- Carrier posts Vessel Readiness for cargo operations msg. 2- If successful, Terminal responds with success msg
Exceptions	Carrier is unable to post the Vessel readiness for cargo. Carrier will receive an error message.

#### 7.1.2 Input

Par. '10.5 Start cargo operations and services – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 7.1.3 Output

If the posting was successful, the terminal will respond with a success message, indicating that Vessel Readiness for cargo operations is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 7.2 Use Case 29: ATS cargo ops

### 7.2.1 Use Case Definition

Terminal shares the ATS Cargo Operations with Carrier so that all stakeholders can plan next steps.

Timestamp	UC29: ATS cargo ops
Description	Terminal shares the ATS Cargo Operations with Carrier.
Publisher / receiver	Terminal to Carrier
Secondary receiver	Port authority
So that...	All stakeholders can plan next steps
condition	Mandatory
Pre-condition	ATA berth is received from Carrier
Post condition	The ATS Cargo Operations is successfully posted, and terminal and port has received a success message
Flow	<ol style="list-style-type: none"> <li>1. Terminal posts ATS of Cargo Operations msg</li> <li>2. If post is successful, Carrier responds with a success msg</li> </ol>
Exceptions	Terminal is unable to post the ATS operations. Terminal will receive an error message.

### 7.2.2 Input

Par. '10.5 Start cargo operations and services – Input Overview' contains the attributes that are relevant input for this Use Case.

### 7.2.3 Output

If the posting was successful, carrier will respond with a success message, indicating that ATS Cargo operations is RECEIVED. If the posting is unsuccessful, the terminal will receive an error message.

### 7.3 Use Case 30: ETC cargo ops

#### 7.3.1 Use Case Definition

Terminal shares the ETC of cargo operations with Carrier so that Carrier can prepare the vessel departure planning and next port call.

Timestamp	UC30: ETC cargo ops
Description	Terminal shares the ETC of cargo operations with Carrier.
Publisher / receiver	Terminal to Carrier
Secondary receiver	
So that...	Carrier can prepare the vessel departure planning and next port call.
condition	Mandatory
Pre-condition	<i>Note: No pre-condition as this timestamp can occur at any time</i>
Post condition	The ETC Cargo operations is successfully posted, and the terminal has received a success message
Flow	1. Terminal posts ETC cargo operations msg 2. If post is successful, carrier responds with a success msg
Exceptions	Terminal is unable to post the ETC Cargo Operations. Terminal will receive an error message.

#### 7.3.2 Input

Par. '10.5 Start cargo operations and services – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 7.3.3 Output

If the posting was successful, carrier will respond with a success message, indicating that ETC cargo operations is RECEIVED. If the posting is unsuccessful, the terminal will receive an error message.

## 7.4 Use Case 31: RTC cargo ops

### 7.4.1 Use Case Definition

Carrier shares the RTC of cargo Operations with Terminal so that Terminal can prepare contingencies activities if needed.

Timestamp	UC31: RTC cargo ops
Description	Carrier shares the RTC of cargo Operations with Terminal.
Publisher / receiver	Carrier to Terminal
Secondary receiver	
So that...	Terminal can prepare contingencies activities if needed.
condition	Mandatory
Pre-condition	ETC Cargo Operations received from Terminal
Post condition	The RTC cargo operations is successfully posted, and the carrier has received a success message
Flow	<ol style="list-style-type: none"> <li>1. Carrier posts RTC Cargo Operations msg</li> <li>2. If post is successful, terminal responds with a success msg</li> </ol>
Exceptions	Carrier is unable to post the RTC Cargo Operations. Carrier will receive an error message.

### 7.4.2 Input

Par. '10.5 Start cargo operations and services – Input Overview' contains the attributes that are relevant input for this Use Case.

### 7.4.3 Output

If the posting was successful, the terminal will respond with a success message, indicating that RTC cargo operations is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.



## 7.5 Use Case 32: PTC cargo ops

### 7.5.1 Use Case Definition

Terminal shares the PTC of cargo operations with Carrier so that Terminal confirm the planned time of completion to all stakeholders.

Timestamp	UC32: PTC cargo ops
<b>Description</b>	Terminal shares the PTC of cargo operations with Carrier
<b>Publisher / receiver</b>	Terminal to Carrier
<b>Secondary receiver</b>	Port authority
<b>So that...</b>	Terminal confirm the planned time of completion to all stakeholders.
<b>condition</b>	Mandatory
<b>Pre-condition</b>	RTC cargo operations received from Terminal
<b>Post condition</b>	The PTC Cargo Operations is successfully posted, and the terminal has received a success message
<b>Flow</b>	<ol style="list-style-type: none"> <li>1. Terminal posts PTC Cargo Operations msg.</li> <li>2. If post is successful, carrier responds with a success msg</li> </ol>
<b>Exceptions</b>	Terminal is unable to post the PTC Cargo Operations. Terminal will receive an error message.

### 7.5.2 Input

Par. '10.5 Start cargo operations and services – Input Overview' contains the attributes that are relevant input for this Use Case.

### 7.5.3 Output

If the posting was successful, carrier will respond with a success message, indicating that PTC cargo operations is RECEIVED. If the posting is unsuccessful, the terminal will receive an error message.

## 7.6 Use Case 33: ATS Bunkering

### 7.6.1 Use Case Definition

Bunkering service provider shares Actual time of start Bunkering with Carrier so that Stakeholders are aware bunkering started.

Timestamp	UC33: ATS Bunkering
Description	Bunkering service provider shares Actual time of start Bunkering with Carrier
Publisher / receiver	Bunkering service provider to Carrier
Secondary receiver	Port authority / Terminal
So that...	Stakeholders are aware bunkering started
condition	Mandatory
Pre-condition	PTS Bunkering received from Bunkering service provider
Post condition	The ATS Bunkering is successfully posted and Bunkering service provider received success message
Flow	1- Bunkering provider posts ATS Bunkering msg. 2- If successful, Carrier responds with success msg
Exceptions	Bunkering service provider is unable to port the ATS bunkering. Bunkering service provider will receive an error message.

### 7.6.2 Input

Par. '10.5 Start cargo operations and services – Input Overview' contains the attributes that are relevant input for this Use Case.

### 7.6.3 Output

If the posting was successful, carrier will respond with a success message, indicating that ATS Bunkering is RECEIVED. If the posting is unsuccessful, bunkering service provider will receive an error message.

## 8. Port departure planning and services completion

### 8.1 Use Case 34: ETD berth

#### 8.1.1 Use Case Definition

Carrier shares the ETD berth with Port & Terminal so that Port authority can plan nautical services for the vessel departure.

Timestamp	UC34: ETD berth
<b>Description</b>	Carrier shares the ETD berth with Port & Terminal.
<b>Publisher / receiver</b>	Carrier to Port authority
<b>Secondary receiver</b>	Terminal
<b>So that...</b>	Port authority can plan nautical services for the vessel departure.
<b>condition</b>	Mandatory
<b>Pre-condition</b>	ETC and/or PTC cargo operations received from Terminal
<b>Post condition</b>	The ETD berth is successfully posted, and the carrier received a success message
<b>Flow</b>	1. Carrier posts ETD berth msg 2. If post is successful, port authority responds with a success msg
<b>Exceptions</b>	Carrier is unable to post the ETD berth. Carrier will receive an error message.

#### 8.1.2 Input

Par. '10.6 Port departure planning and services completion – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 8.1.3 Output

If the posting was successful, port authority will respond with a success message, indicating that ETD berth is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 8.2 Use Case 35: RTS Pilotage

### 8.2.1 Use Case Definition

Port authority request a pilotage service provider to attend to a vessel so that Pilotage service provider knows when the pilot is required to attend to the vessel.

Timestamp	UC35: RTS Pilotage
Description	Port authority request a pilotage service provider to attend to a vessel
Publisher / receiver	Port authority to Pilotage provider
Secondary receiver	-
So that...	Pilotage service provider knows when the pilot is required to attend to the vessel
condition	Optional
Pre-condition	ETA PBP received from Carrier
Post condition	The RTS pilotage is successfully posted and Port authority received success message
Flow	1- Port authority posts RTS pilotage msg. 2- If successful, Pilotage provider responds with success msg
Exceptions	Port authority is unable to post the RTS Pilotage. Port authorities will receive an error message.

### 8.2.2 Input

Par. '10.6 Port departure planning and services completion – Input Overview' contains the attributes that are relevant input for this Use Case.

### 8.2.3 Output

If the posting was successful, pilotage provider will respond with a success message, indicating that RTS pilotage is RECEIVED. If the posting is unsuccessful, port authority will receive an error message.

### 8.3 Use Case 36: RTS Towage

#### 8.3.1 Use Case Definition

Port authority request a towage service provider to attend to a vessel So that Towage service provider knows when the tug is required to attend to the vessel. This Use Case does not precise the meeting point location which is usually discuss separately between pilot and tugs.

Timestamp	UC36: RTS Towage
Description	Port authority request a towage service provider to attend to a vessel. This Use Case does not precise the meeting point location which is usually discuss separately between pilot and tugs.
Publisher / receiver	Port authority to Towage provider
Secondary receiver	-
So that...	Towage service provider knows when the tug is required to attend to the vessel
condition	Optional
Pre-condition	ETA PBP received from Carrier
Post condition	The RTS towage is successfully posted and Port authority received success message
Flow	1- Port authority posts RTS towage msg. 2- If successful, Towage provider responds with success msg
Exceptions	Port authority is unable to post the RTS towage. Port authority will receive an error message.

#### 8.3.2 Input

Par. '10.6 Port departure planning and services completion – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 8.3.3 Output

If the posting was successful, towage provider will respond with a success message, indicating that RTS towage is RECEIVED. If the posting is unsuccessful, port authority will receive an error message.

## 8.4 Use Case 37: PTS Pilotage

### 8.4.1 Use Case Definition

Pilotage service provider confirm planned time of start to Port authority so that Port authority can communicate RTA PBP (along with PTS Towage).

Timestamp	UC37: PTS Pilotage
Description	Pilotage service provider confirm planned time of start to Port authority
Publisher / receiver	Pilotage service provider to Port authority
Secondary receiver	Carrier
So that...	Port authority can communicate RTA PBP (along with PTS Towage)
condition	Optional
Pre-condition	RTS Pilotage received from Port authority
Post condition	The PTS Pilotage is successfully posted and Pilotage service provider received success message
Flow	1- Pilotage provider posts PTS pilotage msg. 2- If successful, Port Authority responds with success msg
Exceptions	Pilotage provider is unable to post the PTS Pilotage. Pilotage provider will receive an error message.

### 8.4.2 Input

Par. '10.6 Port departure planning and services completion – Input Overview' contains the attributes that are relevant input for this Use Case.

### 8.4.3 Output

If the posting was successful, port authority will respond with a success message, indicating that PTS pilotage is RECEIVED. If the posting is unsuccessful, pilotage provider will receive an error message.

## 8.5 Use Case 38: PTS Towage

### 8.5.1 Use Case Definition

Towage service provider confirm planned time of start to Port authority So that Port authority can communicate RTA PBP (along with PTS Pilotage). This Use Case does not precise the meeting point location which is usually discuss separately between pilot and tugs.

Timestamp	UC38: PTS Towage
<b>Description</b>	Towage service provider confirm planned time of start to Port authority. This Use Case does not precise the meeting point location which is usually discuss separately between pilot and tugs.
<b>Publisher / receiver</b>	Towage service provider to Port authority
<b>Secondary receiver</b>	Carrier
<b>So that...</b>	Port authority can communicate RTA PBP (along with PTS Pilotage)
<b>condition</b>	Optional
<b>Pre-condition</b>	RTS Towage received from Port authority
<b>Post condition</b>	The PTS towage is successfully posted and Towage provider received success message
<b>Flow</b>	1- Towage provider posts PTS towage msg. 2- If successful, Port authority responds with success msg
<b>Exceptions</b>	Towage provider is unable to post the PTS towage. Towage provider will receive an error message.

### 8.5.2 Input

Par. '10.6 Port departure planning and services completion – Input Overview' contains the attributes that are relevant input for this Use Case.

### 8.5.3 Output

If the posting was successful, port authority will respond with a success message, indicating that PTS towage is RECEIVED. If the posting is unsuccessful, towage provider will receive an error message.

## 8.6 Use Case 39: RTD berth

### 8.6.1 Use Case Definition

Port authority shares the RTD berth with the Carrier so that All stakeholders can plan the vessel departure activities.

Timestamp	UC39: RTD berth
Description	Port authority shares the RTD berth with the Carrier
Publisher / receiver	Port authority to Carrier
Secondary receiver	Terminal
So that...	All stakeholders can plan the vessel departure activities.
condition	Mandatory
Pre-condition	ETD berth received from Carrier
Post condition	The RTD berth is successfully posted, and the port has received a success message
Flow	<ol style="list-style-type: none"> <li>1. Port authority posts RTD berth msg.</li> <li>2. If post is successful, carrier responds with a success msg</li> </ol>
Exceptions	Port authority is unable to post the RTD berth, Port authority will receive an error message.

### 8.6.2 Input

Par. '10.6 Port departure planning and services completion – Input Overview' contains the attributes that are relevant input for this Use Case.

### 8.6.3 Output

If the posting was successful, carrier will respond with a success message, indicating that RTD berth is RECEIVED. If the posting is unsuccessful, port authority will receive an error message.



## 8.7 Use Case 40: PTD berth

### 8.7.1 Use Case Definition

Carrier shares the PTD berth with Port authority so that All stakeholder knows the vessel planned time of departure.

Timestamp	UC40: PTD berth
<b>Description</b>	Carrier shares the PTD berth with Port authorities.
<b>Publisher / receiver</b>	Carrier to Port authority
<b>Secondary receiver</b>	Terminal
<b>So that...</b>	All stakeholder knows the vessel planned time of departure
<b>condition</b>	Mandatory
<b>Pre-condition</b>	RTD berth received from Carrier
<b>Post condition</b>	The PTD berth is successfully posted, and Carrier has received a success message
<b>Flow</b>	1. Carrier posts PTD berth msg. 2. If post is successful, port authority responds with a success msg
<b>Exceptions</b>	Carrier is unable to post the PTD berth. Carrier will receive an error message.

### 8.7.2 Input

Par. '10.6 Port departure planning and services completion – Input Overview' contains the attributes that are relevant input for this Use Case.

### 8.7.3 Output

If the posting was successful, port authority will respond with a success message, indicating that PTD berth is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 8.8 Use Case 41: ATC Bunkering

### 8.8.1 Use Case Definition

Bunkering service provider shares Actual time of completion Bunkering with Carrier so that Stakeholders are aware bunkering is completed.

Timestamp	UC41: ATC Bunkering
<b>Description</b>	Bunkering service provider shares Actual time of completion Bunkering with Carrier
<b>Publisher / receiver</b>	Bunkering service provider to Carrier
<b>Secondary receiver</b>	Port authority / Terminal
<b>So that...</b>	Stakeholders are aware bunkering is completed
<b>condition</b>	Mandatory
<b>Pre-condition</b>	ATS Bunkering received from Bunkering service provider
<b>Post condition</b>	The ATC Bunkering is successfully posted and Bunkering service provider received success message
<b>Flow</b>	1- Bunkering provider posts ATC Bunkering msg. 2- If successful, Carrier responds with success msg
<b>Exceptions</b>	Bunkering service provider is unable to port the ATC bunkering. Bunkering service provider will receive an error message.

### 8.8.2 Input

Par. '10.6 Port departure planning and services completion – Input Overview' contains the attributes that are relevant input for this Use Case.

### 8.8.3 Output

If the posting was successful, carrier will respond with a success message, indicating that ATC Bunkering is RECEIVED. If the posting is unsuccessful, bunkering service provider will receive an error message.

## 8.9 Use Case 42: ATC cargo ops

### 8.9.1 Use Case Definition

Terminal shares the ATC cargo operations with Carrier so that vessel and port can finalize departure activities.

Timestamp	UC42: ATC cargo ops
Description	Terminal shares the ATC cargo operations with Carrier.
Publisher / receiver	Terminal to Carrier
Secondary receiver	Port authority
So that...	Vessel and port can finalize departure activities
condition	Mandatory
Pre-condition	ATS cargo operations received from Terminal
Post condition	The ATC cargo operations is successfully posted, and Terminal has received a success message
Flow	1. Terminal posts ATC cargo operations msg. 2. If post is successful, carrier responds with a success msg
Exceptions	Terminal is unable to post the ATC cargo operations. Terminal will receive an error message.

### 8.9.2 Input

Par. '10.6 Port departure planning and services completion – Input Overview' contains the attributes that are relevant input for this Use Case.

### 8.9.3 Output

If the posting was successful, carrier will respond with a success message, indicating that ATC cargo operations is RECEIVED. If the posting is unsuccessful, the terminal will receive an error message.

## 8.10 Use Case 43: ATC Lashing

### 8.10.1 Use Case Definition

Lashing service provider shares Actual time of completion Lashing with Carrier so that Stakeholders are aware lashing is completed.

Timestamp	UC43: ATC Lashing
Description	Lashing service provider shares Actual time of completion Lashing with Carrier
Publisher / receiver	Lashing service provider to Carrier
Secondary receiver	Port authority / Terminal
So that...	Stakeholders are aware lashing is completed
condition	Mandatory
Pre-condition	ATS Lashing received from Lashing service provider
Post condition	The ATC Lashing is successfully posted and Lashing service provider received success message
Flow	1- Lashing provider posts ATC Lashing msg. 2- If successful, Carrier responds with success msg
Exceptions	Lashing service provider is unable to port the ATC lashing. Lashing service provider will receive an error message.

### 8.10.2 Input

Par. '10.6 Port departure planning and services completion – Input Overview' contains the attributes that are relevant input for this Use Case.

### 8.10.3 Output

If the posting was successful, carrier will respond with a success message, indicating that ATC Lashing is RECEIVED. If the posting is unsuccessful, Lashing service provider will receive an error message.

## 9. Port departure planning execution

### 9.1 Use Case 44: Terminal ready for vessel departure

#### 9.1.1 Use Case Definition

Terminal shares the actual time the Terminal is ready for vessel departure with Carrier so that Carrier is aware that the vessel can safely depart from the terminal's perspective.

Timestamp	UC44: Terminal ready for vessel departure
Description	Terminal shares the actual time the Terminal is ready for vessel departure with Carrier
Publisher / receiver	Terminal to Carrier
Secondary receiver	Port authority
So that...	Carrier is aware that the vessel can safely depart from the terminal's perspective
condition	Mandatory
Pre-condition	ATC Cargo operations received from Terminal to Carrier
Post condition	Terminal ready for vessel departure is successfully posted and Terminal received success message
Flow	1- Terminal posts Terminal ready for vessel departure msg. 2- If successful, Carrier responds with success msg
Exceptions	Terminal is unable to post the Terminal ready for vessel departure. Terminal will receive an error message.

#### 9.1.2 Input

Par. '10.7 Port departure execution – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 9.1.3 Output

If the posting was successful, carrier will respond with a success message, indicating that Terminal ready for vessel departure is RECEIVED. If the posting is unsuccessful, the terminal will receive an error message.

## 9.2 Use Case 45: Vessel ready to sail

### 9.2.1 Use Case Definition

Carrier shares the actual time the Vessel is ready to sail with Terminal so that Terminal is aware that the vessel can safely depart from the carrier's perspective.

Timestamp	UC45: Vessel ready to sail
Description	Carrier shares the actual time the Vessel is ready to sail with Terminal
Publisher / receiver	Carrier to Terminal
Secondary receiver	Port authority
So that...	Terminal is aware that the vessel can safely depart from the carrier's perspective
condition	Mandatory
Pre-condition	Terminal ready for safe departure received from Terminal
Post condition	Vessel ready to sail is successfully posted and Carrier received success message
Flow	1- Carrier posts Vessel ready to sail msg. 2- If successful, Terminal responds with success msg
Exceptions	Carrier is unable to post the Vessel ready to sail. Carrier will receive an error message.

### 9.2.2 Input

Par. '10.7 Port departure execution – Input Overview' contains the attributes that are relevant input for this Use Case.

### 9.2.3 Output

If the posting was successful, the terminal will respond with a success message, indicating that Vessel ready for sail is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

### 9.3 Use Case 46: ATD berth

#### 9.3.1 Use Case Definition

Carrier shares the ATD berth with Port authority so that All stakeholders know vessel left the berth.

Timestamp	UC46: ATD berth
Description	Carrier shares the ATD berth with Port authority.
Publisher / receiver	Carrier to Port authority
Secondary receiver	Terminal
So that...	All stakeholders know vessel left the berth
condition	Mandatory
Pre-condition	ATC cargo operations received from Terminal
Post condition	The ATD berth is successfully posted, and Carrier has received a success message
Flow	1. Carrier posts ATD berth msg. 2. If post is successful, Port authority responds with a success msg
Exceptions	Carrier is unable to post the ATD berth. Carrier will receive an error message.

#### 9.3.2 Input

Par. '10.7 Port departure execution – Input Overview' contains the attributes that are relevant input for this Use Case.

#### 9.3.3 Output

If the posting was successful, port authority will respond with a success message, indicating that ATD berth is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 9.4 Use Case 47: ATS Pilotage

### 9.4.1 Use Case Definition

Pilotage service provider shares Actual time of start Pilotage with Port authority so that Stakeholders are aware pilotage has started.

Timestamp	UC47: ATS Pilotage
Description	Pilotage service provider shares Actual time of start Pilotage with port authority
Publisher / receiver	Pilotage service provider to Port authority
Secondary receiver	Carrier
So that...	Stakeholders are aware pilotage has started
condition	Optional
Pre-condition	PTS Pilotage received from Pilotage service provider
Post condition	The ATS Pilotage is successfully posted and Pilotage service provider received success message
Flow	1- Pilotage provider posts ATS pilotage msg. 2- If successful, Port authority responds with success msg
Exceptions	Pilotage provider is unable to post the ATS pilotage. Pilotage provider will receive an error message.

### 9.4.2 Input

Par. '10.7 Port departure execution – Input Overview' contains the attributes that are relevant input for this Use Case.

### 9.4.3 Output

If the posting was successful, port authority will respond with a success message, indicating that ATS pilotage is RECEIVED. If the posting is unsuccessful, pilotage provider will receive an error message.



## 9.5 Use Case 48: ATS Towage

### 9.5.1 Use Case Definition

Towage service provider shares Actual time of start with port authority so that Stakeholders are aware towage has started.

Timestamp	UC48: ATS Towage
Description	Towage service provider shares Actual time of start with port authority.
Publisher / receiver	Towage service provider to Port authority
Secondary receiver	Carrier
So that...	Stakeholders are aware towage has started
condition	Optional
Pre-condition	PTS Towage received from Towage service provider
Post condition	The ATS towage is successfully posted and Towage provider received success message
Flow	1- Towage provider posts ATS towage msg. 2- If successful, Port authority responds with success msg
Exceptions	Towage provider is unable to post the ATS towage. Towage provider will receive an error message.

### 9.5.2 Input

Par. '10.7 Port departure execution – Input Overview' contains the attributes that are relevant input for this Use Case.

### 9.5.3 Output

If the posting was successful, Port authority will respond with a success message, indicating that ATS towage is RECEIVED. If the posting is unsuccessful, towage provider will receive an error message.

## 9.6 Use Case 49: ATC Pilotage

### 9.6.1 Use Case Definition

Pilotage service provider share Actual time of completion with port authority so that Stakeholders are aware pilotage is completed. This Use Case is only for departure as not required for arrival.

Timestamp	UC49: ATC Pilotage
<b>Description</b>	Pilotage service provider share Actual time of completion with port authority. This Use Case is only for departure as not required for arrival.
<b>Publisher / receiver</b>	Pilotage service provider to Port authority
<b>Secondary receiver</b>	Carrier
<b>So that...</b>	Stakeholders are aware pilotage is completed
<b>condition</b>	Optional
<b>Pre-condition</b>	ATS Pilotage received from Towage service provider
<b>Post condition</b>	The ATC pilotage is successfully posted and Pilotage service provider received success message
<b>Flow</b>	1- Pilotage provider posts ATC Pilotage msg. 2- If successful, Port authority responds with success msg
<b>Exceptions</b>	Pilotage provider is unable to post the ATC pilotage. Pilotage provider will receive an error message.

### 9.6.2 Input

Par. '10.7 Port departure execution – Input Overview' contains the attributes that are relevant input for this Use Case.

### 9.6.3 Output

If the posting was successful, port authority will respond with a success message, indicating that ATC pilotage is RECEIVED. If the posting is unsuccessful, pilotage provider will receive an error message.

## 9.7 Use Case 50: SOSp

### 9.7.1 Use Case Definition

Carrier declares the start of sea voyage and leaving the port area so that Port authority knows that the vessel is leaving port area.

Timestamp	UC50: SOSp
Description	Carrier declares the start of sea voyage and leaving the port area
Publisher / receiver	Carrier to Port authority
Secondary receiver	
So that...	Port authority knows that the vessel is leaving port area
condition	Optional
Pre-condition	ATC Pilotage received from Pilotage service provider
Post condition	The SOSp is successfully posted and Carrier received success message
Flow	1- Carrier posts SOSp msg. 2- If successful Port authority responds with success msg
Exceptions	Carrier is unable to post the SOSp. Carrier will receive an error message.

### 9.7.2 Input

Par. '10.7 Port departure execution – Input Overview' contains the attributes that are relevant input for this Use Case.

### 9.7.3 Output

If the posting was successful, port authorities will respond with a success message, indicating that SOSp is RECEIVED. If the posting is unsuccessful, carrier will receive an error message.

## 10. Input overview

Input has been divided in 7 parties:

- Berth Arrival Planning
- Services Planning
- Pilot boarding place arrival planning
- Pilot boarding place and berth arrival execution
- Start cargo operations and services
- Port departure planning and services completion
- Port departure execution

*Note: Zoom in to be able to read the tables in the next chapters*

## 10.1 Berth Arrival Planning – Input Overview

		Berth arrival planning								
		Reference data owner	UC1: ETA berth	UC2: RTA Berth	UC3: PTA Berth					
Item	Input name	Type	Description	UC example	UC example	UC example	UC example	UC example		
				Required X Excluded O Optional	Required X Excluded O Optional	Required X Excluded O Optional	Required X Excluded O Optional	Required X Excluded O Optional		
1	<b>Publisher</b>	Object	CONDITIONAL Identifying the publishing entity of the message. Object under party entity with following attributes: Attribute - Type - Description - SMDG Liner code - Text(3) Identification of the carrier - UN location code - Text(5) - Identification of the port SMDG terminal code Text(4) Identification of the Terminal + UN location code to make it unique. Any other entity will be identified with party object Name or Tax ref.	SMDG/UNLO CODE	R	MSK	R	NLRTRWVG	R	MSK
2	<b>Publisher role</b>	Text(3)	Role of the publishing entity. CA/AG/VSL/ATH/PLT/TWVG/LSH/BUK/TR	DCSA	R	CA	R	TR	R	CA
3	<b>Event Created DateTime</b>	Datetime	Time the message was sent by the publisher	ISO 8601	R	2020-04-01T00:00:00+02:00	R	2020-04-02T08:00:00+02:00	R	2020-04-02T09:00:00+02:00
4	<b>Vessel IMO number</b>	Number	The identifier of the vessel for which information is sent.	IMO	R	1801323	R	1801323	R	1801323
5	<b>CarrierService Code</b>	Text(5)	The code for the service. This is unique for each carrier.	DCSA	R	3FA	R	3FA	R	3FA
6	<b>ImportVoyage Number</b>	Text(50)	The vessel operator-specific identifier of the Voyage.	DCSA	R	210IE	R	210IE	R	210IE
7	<b>ExportVoyage Number</b>	Text(50)	The vessel operator-specific identifier of the Voyage.	DCSA	R	210IW	R	210IW	R	210IW
8	<b>Transport CallSequence Number</b>	Number	OPTIONAL Transport operator's key that uniquely identifies each individual call. This key is essential to distinguish between two separate calls for the same vessel at the same location within one voyage.	DCSA	O		O		O	
9	<b>Vessel Location, Latitude</b>	Text(10)	The latitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	R	+51.920000	X		R	+51.920000
10	<b>Vessel Location, longitude</b>	Text(11)	The longitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	R	+4.500000	X		R	+4.500000
11	<b>UN location code</b>	Text(5)	The UN Location code specifying where the Facility is located.	UNLOCODE	R	NLRMT	R	NLRMT	R	NLRMT
12	<b>Facility SMDG code</b>	Text(11)	The code used for identifying the specific facility according to the SMDG Terminal code list.	SMDG	R	RWG	R	RWG	R	RWG
13	<b>Facility type code</b>	Text(4)	Pilot boarding place or Berth	DCSA	R	BRTH	R	BRTH	R	BRTH
14	<b>PBP location</b>	Text(50)	In case of multiple pilot boarding Place e.g., River and port, then it is required to send a message for each PBP (e.g. PBP1)	NA	X		X		X	
15	<b>Berth Location</b>	Text(50)	Berth location	NA	X		R	Berth NR5	R	Berth NR5
16	<b>Event Classifier code</b>	Text(3)	Estimated/Requested/Planned/Actual	DCSA	R	EST	R	REQ	R	PLN
17	<b>Operations event type code</b>	Text(4)	Arrival (ARRI), Departure (DEPA) or Start (STRT) or completion (Cmpl)	DCSA	R	ARRI	R	ARRI	R	ARRI
18	<b>Port call phase type code</b>	Text(4)	OPTIONAL Inbound (INBD), Alongside (ALGS), Shifting (SHF), Outbound (OUTB)	DCSA	R	INBD	R	INBD	R	INBD
19	<b>Port Call Service Type code</b>	Text(4)	Cargo Operations (CRGO), Pilotage (PILO), Towage (TOWG), Bunkering (BUNK), Mooring (MOOR), Lashing (LASH), Safety (SAFE), All Fast (FAST), Gandyway down and secure (GWAY)	DCSA	X		X		X	
20	<b>Transport mode</b>	Text(3)	vessel	DCSA	R	VESSEL	R	VESSEL	R	VESSEL
21	<b>Event DateTime</b>	Datetime	The estimated/requested/planned/actual time of arrival	ISO 8601	R	2020-04-06T08:00:00+02:00	R	2020-04-06T08:00:00+02:00	R	2020-04-06T08:00:00+02:00
22	<b>Remark</b>	Text(500)	OPTIONAL Free text to provide additional information on the context.	DCSA	O	Vessel Draft 12.1m	O		O	

## 10.2 Services Planning – Input Overview



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		Services Planning																				
Item	Input name	Type	Description	Reference data owner	UC4: ETS Cargo Ops		UC5: RTS Cargo Ops		UC6: PTS Cargo Ops		UC7: ETS Bunkering		UC8: ETC Bunkering		UC9: RTS Bunkering		UC10: RTC Bunkering		UC11: PTS Bunkering		UC12: PTC Bunkering	
					R	UC example	R	UC example	R	UC example	R	UC example	R	UC example	R	UC example	R	UC example	R	UC example	R	UC example
1	Publisher	Object	CONDITIONAL. Identifying the publishing entity of the message. Object under party entity with following attributes: Attribute - Type - Description - SMDG Linc code - Text(3) Identification of the carrier - UN location code - Text(5) - Identification of the port SMDG terminal code Text(4) Identification of the Terminal + UN location code to make it unique. Any other entity will be identified with party object Name or Tax ref. #	SMDG/UNLO CODE	R	NLRTMRWG	R	MSK	R	NLRTMRWG	R	MINERVA	R	MINERVA	R	MSK	R	MSK	R	MINERVA	R	MINERVA
2	Publisher role	Text(3)	Role of the publishing entity. CA/AG/VSL/ATH/PLT/TWG/LSH/BUK/TR	DCSA	R	TR	R	CA	R	TR	R	BUK	R	BUK	R	VSL	R	VSL	R	BUK	R	BUK
3	Event Created DateTime	Datetime	Time the message was sent by the publisher	ISO 8601	R	2020-04-02T08:00:00+02:00	R	2020-04-02T09:00:00+02:00	R	2020-04-02T10:55:00+02:00	R	2020-04-05T08:30:00+02:00	R	2020-04-05T08:30:00+02:00	R	2020-04-05T09:30:00+02:00	R	2020-04-05T09:30:00+02:00	R	2020-04-05T11:05:00+02:00	R	2020-04-05T11:05:00+02:00
4	Vessel IMO number	Number	The identifier of the vessel for which information is sent.	IMO	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323
5	CarrierService Code	Text(5)	The code for the service. This is unique for each carrier.	DCSA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA
6	ImportVoyage Number	Text(50)	The vessel operator-specific identifier of the Voyage.	DCSA	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE
7	ExportVoyage Number	Text(50)	The vessel operator-specific identifier of the Voyage.	DCSA	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW
8	Transport CallSequence Number	Number	OPTIONAL. Transport operator's key that uniquely identifies each individual call. This key is essential to distinguish between two separate calls for the same vessel at the same location within one voyage.	DCSA	O		O		O		O		O		O		O		O		O	
9	Vessel Location, Latitude	Text(10)	The latitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	X		X		X		X		X		X		X		X		X	
10	Vessel Location, longitude	Text(11)	The longitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	X		X		X		X		X		X		X		X		X	
11	UN location code	Text(5)	The UN Location code specifying where the Facility is located.	UNLOCODE	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT
12	Facility SMDG code	Text(11)	The code used for identifying the specific facility according to the SMDG Terminal code list.	SMDG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG
13	Facility type code	Text(4)	Pilot boarding place or Berth	DCSA	R	BRTH	R	BRTH	R	BRTH	R	BRTH	R	BRTH	R	BRTH	R	BRTH	R	BRTH	R	BRTH
14	PBP location	Text(50)	In case of multiple pilot boarding Place e.g., River and port, then it is required to send a message for each PBP (e.g. PBP)	NA	X		X		X		X		X		X		X		X		X	
15	Berth Location	Text(50)	Berth location	NA	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5
16	Event Classifier code	Text(3)	Estimated/Requested/Planned/Actual	DCSA	R	EST	R	REQ	R	PLN	R	EST	R	EST	R	REQ	R	REQ	R	PLN	R	PLN
17	Operations event type code	Text(4)	Arrival (ARRI), Departure (DEPA) or Start (STRT) or completion (CMPL)	DCSA	R	STRT	R	STRT	R	STRT	R	STRT	R	CMPL	R	STRT	R	CMPL	R	STRT	R	CMPL
18	Port call phase type code	Text(4)	OPTIONAL. Inbound (INBD), Alongside (ALGS), Shifting (SHIF), Outbound (OUTB)	DCSA	O		O		O		O		O		O		O		O		O	
19	Port Call Service Type code	Text(4)	Cargo Operations (CRGO), Pilotage (PILO), Towing (TOWG), Bunkering (BUNK), Mooring (MOOR), Lashing (LASH), Safety (SAFE), All Fast (FAST), Gandyway down and secure (GWAY)	DCSA	R	CRGO	R	CRGO	R	CRGO	R	BUNK	R	BUNK	R	BUNK	R	BUNK	R	BUNK	R	BUNK
20	Transport mode	Text(3)	Vessel	DCSA	X		X		X		X		X		X		X		X		X	
21	Event DateTime	Datetime	The estimated /requested/planned/actual time of arrival	ISO 8601	R	2020-04-06T09:00:00+02:00	R	2020-04-06T09:00:00+02:00	R	2020-04-06T09:00:00+02:00	R	2020-04-06T13:45:00+02:00	R	2020-04-06T20:00:00+02:00	R	2020-04-06T11:00:00+02:00	R	2020-04-06T20:00:00+02:00	R	2020-04-06T11:00:00+02:00	R	2020-04-06T20:00:00+02:00
22	Remark	Text(500)	OPTIONAL. Free text to provide additional information on the context.	DCSA	O		O		O		O		O		O		O		O		O	

### 10.3 Pilot boarding place arrival planning – Input Overview



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#### Pilot boarding place arrival planning

Item	Input name	Type	Description	Reference data owner	UC13: ETA PBP		UC14: RTS Pilotage		UC15: RTS Towing		UC16: PTS Pilotage		UC17: PTS Towing		UC18: RTA PBP		UC19: PTA PBP		UC20: EOSP	
					R	UC example	R	UC example	R	UC example	R	UC example	R	UC example	R	UC example	R	UC example	R	UC example
1	Publisher	Object	CONDITIONAL. Identifying the publishing entity of the message. Object under party entity with following attributes: Attribute - Type - Description - SMDG Liner code - Text (3) Identification of the carrier - UN location code - Text (5) - Identification of the port SMDG terminal code Text (4) Identification of the Terminal + UN location code to make it unique. Any other entity will be identified with party object Name or Tax ref	SMDG/UNLO CODE	R	MSK	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	MSK	R	MSK
2	Publisher role	Text (3)	Role of the publishing entity. CA/AG/vsl/ATH/PLT/TWG/LSH/BUK/TR	DCSA	R	CA	R	ATH	R	ATH	R	PLT	R	TWG	R	ATH	R	CA	R	VSL
3	Event Created DateTime	Datetime	Time the message was sent by the publisher	ISO 8601	R	2020-04-04T09:00:00+02:00	R	2020-04-04T10:05:00+02:00	R	2020-04-04T11:05:00+02:00	R	2020-04-04T12:05:00+02:00	R	2020-04-04T12:05:00+02:00	R	2020-04-04T14:00:00+02:00	R	2020-04-04T15:00:00+02:00	R	2020-04-06T08:30:00+02:00
4	Vessel IMO number	Number	The identifier of the vessel for which information is sent.	IMO	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323
5	Carrier Service Code	Text (5)	The code for the service. This is unique for each carrier.	DCSA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA
6	Import Voyage Number	Text (50)	The vessel operator-specific identifier of the voyage.	DCSA	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE
7	Export Voyage Number	Text (50)	The vessel operator-specific identifier of the voyage.	DCSA	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW
8	Transport Call Sequence Number	Number	OPTIONAL. Transport operator's key that uniquely identifies each individual call. This key is essential to distinguish between two separate calls for the same vessel at the same location within one voyage.	DCSA	O		O		O		O		O		O		O		O	
9	Vessel Location, Latitude	Text (10)	The latitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	R	+51.920000	X		X		X		X		X		R	+51.920000	R	+51.920000
10	Vessel Location, longitude	Text (11)	The longitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	R	+4.500000	X		X		X		X		X		R	+4.500000	R	+4.500000
11	UN location code	Text (6)	The UN Location code specifying where the Facility is located.	UNLOCODE	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT
12	Facility SMDG code	Text (1)	The code used for identifying the specific facility according to the SMDG Terminal code list.	SMDG	X		R	RWG	R	RWG	R	RWG	R	RWG	X		X		X	
13	Facility type code	Text (4)	Pilot boarding place or Berth	DCSA	R	PBPL	X		X		X		X		R	PBPL	R	PBPL	R	PBPL
14	PBP location	Text (50)	In case of multiple pilot boarding Place e.g., River and port, then it is required to send a message for each PBP (e.g. PBP1)	NA	R	PBP1	R	PBP1	R	PBP1	R	PBP1	R	PBP1	R	PBP1	R	PBP1	R	PBP1
15	Berth Location	Text (50)	Berth location	NA	X		X		X		X		X		X		X		X	
16	Event Classifier code	Text (3)	Estimated/Requested/Planned/Actual	DCSA	R	EST	R	REQ	R	REQ	R	PLN	R	PLN	R	REQ	R	PLN	R	ACT
17	Operations event type code	Text (4)	Arrival (ARR), Departure (DEPA) or Start (STRT) or completion (CMPL)	DCSA	R	ARRI	R	STRT	R	STRT	R	STRT	R	STRT	R	ARRI	R	ARRI	R	ARRI
18	Port call phase type code	Text (4)	OPTIONAL. Inbound (INBD), Alongside (ALGS), Shifting (SHIF), Outbound (OUTB)	DCSA	R	INBD	R	INBD	R	INBD	R	INBD	R	INBD	R	INBD	R	INBD	R	INBD
19	Port Call Service Type code	Text (4)	Cargo Operations (CRGO), Pilotage (PILO), Towing (TOWG), Bunkering (BUNK), Mooring (MOOR), Lashing (LASH), Safety (SAFE), All Fast (FAST), Gateway down and secure (GWAY)	DCSA	X		R	PILO	R	TOWG	R	PILO	R	TOWG	X		X		X	
20	Transport mode	Text (3)	Vessel	DCSA	R	VESSEL	R	VESSEL	R	VESSEL	R	VESSEL	R	VESSEL	R	VESSEL	R	VESSEL	R	VESSEL
21	Event DateTime	Datetime	The estimated/requested/planned/actual time of arrival	ISO 8601	R	2020-04-06T07:00:00+02:00	R	2020-04-06T07:00:00+02:00	R	2020-04-06T07:00:00+02:00	R	2020-04-06T07:00:00+02:00	R	2020-04-06T07:00:00+02:00	R	2020-04-06T07:00:00+02:00	R	2020-04-06T07:00:00+02:00	R	2020-04-06T08:30:00+02:00
22	Remark	Text (500)	OPTIONAL. Free text to provide additional information on the context.	DCSA	O		O		O		O		O		O		O		O	

## 10.4 Pilot boarding place and berth arrival execution – Input Overview



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		Pilot boarding place and berth arrival execution																							
Item	Input name	Type	Description	Timestamp	UC2: ATA PBP	UC2: AT5 Pilotage	UC23: AT5 Towage	UC24: ATC Towage	UC25: ATA Berth	UC26: AT All fast	UC27: Gangway Down and Safe	UC example													
				Reference data owner	Required X Optional O	Included X Excluded O	UC example	Required X Optional O	Included X Excluded O	UC example	Required X Optional O	Included X Excluded O	UC example	Required X Optional O	Included X Excluded O	UC example									
1	Publisher	Object	CONDITIONAL: Identifying the publishing entity of the message. Object under party entity with following attributes: Attribute - Type - Description - SMDG Liner code - Text(3) Identification of the carrier - UN location code - Text(5) - Identification of the port SMDG terminal code Text(4) Identification of the Terminal + UN location code to make it unique. Any other entity will be identified with party object Name or Tax ref	SMDG/UNLO CODE	R		MSK	R		NLRMT	R		NLRMT	R		NLRMT	R		MSK	R		MSK	R		MSK
2	Publisher role	Text(3)	Role of the publishing entity. CA/AG/VIS/ATH/PLT/WG/LSH/BUK/TR	DCSA	R		VSL	R		PLT	R		TWG	R		TWG	R		VSL	R		VSL	R		VSL
3	Event Created DateTime	Datetime	Time the message was sent by the publisher	ISO 8601	R		2020-04-06T07:12:00+02:00	R		2020-04-06T07:27:00+02:00	R		2020-04-06T07:45:00+02:00	R		2020-04-06T08:25:00+02:00	R		2020-04-06T08:25:00+02:00	R		2020-04-06T08:31:00+02:00	R		2020-04-06T08:47:00+02:00
4	Vessel IMO number	Number	The identifier of the vessel for which information is sent.	IMO	R		1801323	R		1801323	R		1801323	R		1801323	R		1801323	R		1801323	R		1801323
5	CarrierService Code	Text(5)	The code for the service. This is unique for each carrier.	DCSA	R		3FA	R		3FA	R		3FA	R		3FA	R		3FA	R		3FA	R		3FA
6	ImportVoyage Number	Text(50)	The vessel operator-specific identifier of the Voyage.	DCSA	R		210IE	R		210IE	R		210IE	R		210IE	R		210IE	R		210IE	R		210IE
7	ExportVoyage Number	Text(50)	The vessel operator-specific identifier of the Voyage.	DCSA	R		210IW	R		210IW	R		210IW	R		210IW	R		210IW	R		210IW	R		210IW
8	Transport CallSequence Number	Number	OPTIONAL: Transport operator's key that uniquely identifies each individual call. This key is essential to distinguish between two separate calls for the same vessel at the same location within one voyage.	DCSA	O			O			O			O			O			O			O		
9	Vessel Location, Latitude	Text(10)	The latitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	X			R		+51.920000	R		+51.920000	X		X		X		X		X		X	
10	Vessel Location, Longitude	Text(10)	The longitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	X			R		+4.500000	R		+4.500000	X		X		X		X		X		X	
11	UN location code	Text(5)	The UN Location code specifying where the Facility is located.	UNLOCODE	R		NLRMT	R		NLRMT	R		NLRMT	R		NLRMT	R		NLRMT	R		NLRMT	R		NLRMT
12	FacilitySMDG code	Text(8)	The code used for identifying the specific facility according to the SMDG Terminal code list.	SMDG	X			R		RWG	R		RWG	R		RWG	R		RWG	R		RWG	R		RWG
13	Facility type code	Text(4)	Pilot boarding place or Berth	DCSA	R		PBPL	X			X			X		R		BRTH	R		BRTH	R		BRTH	
14	PBP location	Text(50)	In case of multiple pilot boarding Place e.g., River and port, then it is required to send a message for each PBP (e.g. PBP1)	NA	R		PBP1	X			X			X		X			X			X			X
15	Berth Location	Text(50)	Berth location	NA	X			R		Berth NRS	R		Berth NRS	R		Berth NRS	R		Berth NRS	R		Berth NRS	R		Berth NRS
16	Event Classifier code	Text(3)	Estimated/Requested/Planned/Actual	DCSA	R		ACT	R		ACT	R		ACT	R		ACT	R		ACT	R		ACT	R		ACT
17	Operations event type code	Text(4)	Arrival (ARRI), Departure (DEPA) or Start (STRT) or completion (CMLP)	DCSA	R		ARRI	R		STRT	R		STRT	R		CMLP	R		ARRI	R		ARRI	R		ARRI
18	Port call phase type code	Text(4)	OPTIONAL: Inbound (INBD), Alongside (ALGS), Shifting (SHF), Outbound (OUTB)	DCSA	R		INBD	R		INBD	R		INBD	R		INBD	R		ALGS	R		ALGS	R		ALGS
19	Port Call Service Type code	Text(4)	Cargo Operations (CRGG), Pilotage (PLCO), Towage (TOWG), Bunkering (BUNK), Mooring (MOOR), Lashing (LASH), Safety (SAFE), All Fast (FAST), Gangway down and secure (GWAY)	DCSA	X			R		PILO	R		TOWWG	X			R		FAST	R			R		GWAY
20	Transport mode	Text(3)	Vessel	DCSA	R		VESSEL	R		VESSEL	R		VESSEL	R		VESSEL	R		VESSEL	R		VESSEL	R		VESSEL
21	Event DateTime	Datetime	The estimated/requested/planned/actual time of arrival	ISO 8601	R		2020-04-06T07:12:00+02:00	R		2020-04-06T07:27:00+02:00	R		2020-04-06T07:45:00+02:00	R		2020-04-06T08:25:00+02:00	R		2020-04-06T08:25:00+02:00	R		2020-04-06T08:31:00+02:00	R		2020-04-06T08:47:00+02:00
22	Remark	Text(500)	OPTIONAL: Free text to provide additional information on the context.	DCSA	O			O			O			O			O			O			O		



## 10.5 Start cargo operations and services – Input Overview

		Start cargo operations and services																				
		Timestamp	UC28: Vessel Readiness		UC29: ATS cargo ops		UC30: ETC cargo ops		UC31: RTC cargo ops		UC32: PTC cargo ops		UC33: ATS Bunkering									
Item	Input name	Type	Description	Reference data owner	R X O	Required Excluded Optional	UC example	R X O	Required Excluded Optional	UC example	R X O	Required Excluded Optional	UC example	R X O	Required Excluded Optional	UC example						
1	Publisher	Object	CONDITIONAL Identifying the publishing entity of the message. Object under party entity with following attributes: Attribute - Type - Description - SMDG Linc code - Text(3) Identification of the carrier - UN location code - Text(5) - Identification of the port SMDG terminal code Text(4) Identification of the Terminal + UN location code to make it unique. Any other entity will be identified with party object Name or Taxref.	SMDG/UNLO CODE	R		MSK	R		NLRTRWVG	R		NLRTRWVG	R		MSK	R		NLRTRWVG	R		MINERVA
2	Publisher role	Text(3)	Role of the publishing entity. CA/AG/VSL/ATH/PLT/TWG/LSH/BUK/TR	DCSA	R		VSL	R		TR	R		CA	R		TR	R		TR	R		BUK
3	Event Created DateTime	Datetime	Time the message was sent by the publisher	ISO 8601	R		2020-04-06T08:55:00+02:00	R		2020-04-06T09:00:00+02:00	R		2020-04-06T11:00:00+02:00	R		2020-04-06T11:20:00+02:00	R		2020-04-06T11:51:00+02:00	R		2020-04-06T11:55:00+02:00
4	Vessel IMO number	Number	The identifier of the vessel for which information is sent.	IMO	R		1801323	R		1801323	R		1801323	R		1801323	R		1801323	R		1801323
5	CarrierService Code	Text (5)	The code for the service. This is unique for each carrier.	DCSA	R		3FA	R		3FA	R		3FA	R		3FA	R		3FA	R		3FA
6	ImportVoyage Number	Text(50)	The vessel operator-specific identifier of the voyage.	DCSA	R		210IE	R		210IE	R		210IE	R		210IE	R		210IE	R		210IE
7	ExportVoyage Number	Text(50)	The vessel operator-specific identifier of the voyage.	DCSA	R		210IW	R		210IW	R		210IW	R		210IW	R		210IW	R		210IW
8	Transport CallSequence Number	Number	OPTIONAL Transport operator's key that uniquely identifies each individual call. This key is essential to distinguish between two separate calls for the same vessel at the same location within one voyage.	DCSA	O			O			O			O			O			O		
9	Vessel Location, Latitude	Text(10)	The latitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	X			X			X			X			X			X		
10	Vessel Location, longitude	Text(11)	The longitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	X			X			X			X			X			X		
11	UN location code	Text(5)	The UN Location code specifying where the Facility is located	UNLOCODE	R		NLRTRM	R		NLRTRM	R		NLRTRM	R		NLRTRM	R		NLRTRM	R		NLRTRM
12	Facility SMDG code	Text(1)	The code used for identifying the specific facility according to the SMDG Terminal code list.	SMDG	R		RWG	R		RWG	R		RWG	R		RWG	R		RWG	R		RWG
13	Facility type code	Text(4)	Pilot boarding place or Berth	DCSA	R		BRTH	R		BRTH	R		BRTH	R		BRTH	R		BRTH	R		BRTH
14	PBP location	Text(50)	In case of multiple pilot boarding Place e.g. River and port, then it is required to send a message for each PBP (e.g. PBP)	NA	X			X			X			X			X			X		
15	Berth Location	Text(50)	Berth location	NA	R		Berth NR5	R		Berth NR5	R		Berth NR5	R		Berth NR5	R		Berth NR5	R		Berth NR5
16	Event Classifier code	Text(3)	Estimated/Requested/Planned/Actual	DCSA	R		ACT	R		ACT	R		EST	R		REQ	R		PLN	R		ACT
17	Operations event type code	Text(4)	Arrival (ARRI), Departure (DEPA) or Start (STRT) or completion (CMPL)	DCSA	R		ARRI	R		STRT	R		CMPL	R		CMPL	R		CMPL	R		STRT
18	Port call phase type code	Text(4)	OPTIONAL Inbound (INBD), Alongside (ALGS), shifting (SHIF), Outbound (OUTB)	DCSA	R		ALGS	R		ALGS	R		ALGS	R		ALGS	R		ALGS	R		ALGS
19	Port Call Service Type code	Text(4)	Cargo Operations (CRGO), Pilotage (PILO), Towing (TOWG), Bunkering (BUNK), Mooring (MOOR), Lashing (LASH), Safety (SAFE), All Fast (FAST), Gandy down and secure (GWAY)	DCSA	R		SAFE	R		CRGO	R		CRGO	R		CRGO	R		CRGO	R		BUNK
20	Transport mode	Text(3)	Vessel	DCSA	R		VESEL	X			X			X			X			X		
21	Event DateTime	Datetime	The estimated/requested/planned/actual time of arrival	ISO 8601	R		2020-04-06T08:55:00+02:00	R		2020-04-06T09:00:00+02:00	R		2020-04-06T22:00:00+02:00	R		2020-04-06T22:00:00+02:00	R		2020-04-06T22:00:00+02:00	R		2020-04-06T11:55:00+02:00
22	Remark	Text(500)	OPTIONAL Free text to provide additional information on the context.	DCSA	O			O			O			O			O			O		

## 10.6 Port departure planning and services completion – Input Overview



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		Port departure planning and services completion																						
Item	Input name	Type	Description	Reference data owner	UC34: ETD berth	UC35: RTS Pilotage	UC36: RTS Towing	UC37: PTS Pilotage	UC38: PTS Towing	UC39: RTD berth	UC40: PTD berth	UC41: ATC Bunkering	UC42: ATC cargo ops	UC43: ATC Lashing										
					R	R	R	R	R	R	R	R	R	R	R	R								
					Required	Required	Required	Required	Required	Required	Required	Required	Required	Required	Required	Required								
					UC example	UC example	UC example	UC example	UC example	UC example	UC example	UC example	UC example	UC example	UC example	UC example								
1	Publisher	Object	CONDITIONAL. Identifying the publishing entity of the message. Object under party entity with following attributes: Attribute - Type - Description - SMDG Linc code - Text(3) Identification of the carrier - UN location code - Text(5) - Identification of the port SMDG terminal code Text(4) Identification of the Terminal + UN location code to make it unique. Any other entity will be identified with party object Name or Tax ref.	SMDG/UNLO CODE	R	MSK	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	MSK	R	MINERVA	R	NLRMT	R	NLRMT		
2	Publisher role	Text(3)	Role of the publishing entity. CA/AG/VSI/ATH/PLT/WG/SH/BUK/TR	DCSA	R	VSL	R	ATH	R	ATH	R	PLT	R	TWG	R	ATH	R	VSL	R	BUK	R	TR	R	LSH
3	Event Created DateTime	Datetime	Time the message was sent by the publisher	ISO 8601	R	2020-04-06T20:10:00+02:00	R	2020-04-04T20:15:00+02:00	R	2020-04-04T20:15:00+02:00	R	2020-04-04T20:31:00+02:00	R	2020-04-04T20:31:00+02:00	R	2020-04-06T20:35:00+02:00	R	2020-04-06T20:52:00+02:00	R	2020-04-06T20:55:00+02:00	R	2020-04-06T22:02:00+02:00	R	2020-04-06T22:25:00+02:00
4	Vessel IMO number	Number	The identifier of the vessel for which information is sent	IMO	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323	R	1801323
5	Carrier Service Code	Text(5)	The code for the service. This is unique for each carrier.	DCSA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA	R	3FA
6	Import Voyage Number	Text(50)	The vessel operator-specific identifier of the Voyage.	DCSA	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE	R	210IE
7	Export Voyage Number	Text(50)	The vessel operator-specific identifier of the Voyage.	DCSA	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW	R	210IW
8	Transport Call Sequence Number	Number	OPTIONAL. Transport operator's key that uniquely identifies each individual call. This key is essential to distinguish between two separate calls for the same vessel at the same location within one voyage.	DCSA	O		O		O		O		O		O		O		O		O		O	
9	Vessel Location, Latitude	Text(10)	The latitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	X		X		X		X		X		X		X		X		X		X	
10	Vessel Location, Longitude	Text(11)	The longitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	X		X		X		X		X		X		X		X		X		X	
11	UN location code	Text(5)	The UN Location code specifying where the Facility is located.	UNLOCODE	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT	R	NLRMT
12	Facility SMDG code	Text(10)	The code used for identifying the specific facility according to the SMDG Terminal code list.	SMDG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG	R	RWG
13	Facility type code	Text(4)	Pilot boarding place or Berth	DCSA	R	BRTH	X		X		X		R	BRTH	R	BRTH	R	BRTH	R	BRTH	R	BRTH	R	BRTH
14	PBP location	Text(50)	In case of multiple pilot boarding Place e.g., River and port, then it is required to send a message for each PBP (e.g. PPPI)	NA	X		X		X		X		X		X		X		X		X		X	
15	Berth Location	Text(50)	Berth location	NA	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5	R	Berth NR5
16	Event Classifier code	Text(3)	Estimated/Requested/Planned/Actual	DCSA	R	EST	R	REQ	R	REQ	R	PLN	R	REQ	R	PLN	R	ACT	R	ACT	R	ACT	R	ACT
17	Operations event type code	Text(4)	Arrival (ARR), Departure (DEPA) or Start (STRT) or completion (CMPL)	DCSA	R	DEPA	R	STRT	R	STRT	R	STRT	R	DEPA	R	DEPA	R	CMPL	R	CMPL	R	CMPL	R	CMPL
18	Port call phase type code	Text(4)	OPTIONAL. Inbound (INBD), Alongside (ALGS), Shifting (SHIF), Outbound (OUTB)	DCSA	R	ALGS	R	OUTB/SHIF	R	OUTB/SHIF	R	OUTB/SHIF	R	ALGS	R	ALGS	R	ALGS	R	ALGS	R	ALGS	R	ALGS
19	Port Call Service Type code	Text(4)	Cargo Operations (CRGO), Pilotage (PILO), Towing (TOWG), Bunkering (BUNK), Mooring (MOOR), Lashing (LASH), Safety (SAFE), All Fast (FAST), Gantry down and secure (GWAY)	DCSA	X		R	PILO	R	TOWG	R	PILO	R	TOWG	X		X		R	BUNK	R	CRGO	R	LASH
20	Transport mode	Text(3)	Vessel	DCSA	R	VESSEL	R	VESSEL	R	VESSEL	R	VESSEL	R	VESSEL	R	VESSEL	X		X		X		X	
21	Event DateTime	Datetime	The estimated/requested/planned/actual time of arrival	ISO 8601	R	2020-04-06T23:00:00+02:00	R	2020-04-06T23:00:00+02:00	R	2020-04-06T23:00:00+02:00	R	2020-04-06T23:00:00+02:00	R	2020-04-06T23:00:00+02:00	R	2020-04-06T23:00:00+02:00	R	2020-04-06T23:00:00+02:00	R	2020-04-06T20:55:00+02:00	R	2020-04-06T22:02:00+02:00	R	2020-04-06T22:25:00+02:00
22	Remark	Text(500)	OPTIONAL. Free text to provide additional information on the context.	DCSA	O		O		O		O		O		O		O		O		O		O	

## 10.7 Port departure execution – Input Overview

			Port departure execution																						
202109_DCSA_P1_Interface-Standard-JIT-Port-Call-v1.1			Timestamp	UC44: Terminal ready for vessel departure		UC45: Vessel ready to sail		UC46: ATD berth		UC47: ATS Pilotage		UC48: ATS Towing		UC49: ATC Pilotage		UC50: SOSP									
Item	Input name	Type	Description	Reference data owner	R	Required	UC	R	Required	UC	R	Required	UC	R	Required	UC	R	Required	UC						
					X	Excluded	example	X	Excluded	example	X	Excluded	example	X	Excluded	example	X	Excluded	example						
					O	Optional		O	Optional		O	Optional		O	Optional		O	Optional							
1	Publisher	Object	CONDITIONAL. Identifying the publishing entity of the message. Object under party entity with following attributes: Attribute - Type - Description - SMDG Line code - Text(3) Identification of the carrier - UN location code - Text(5) - Identification of the port SMDG terminal code Text(4) Identification of the Terminal + UN location code to make it unique. Any other entity will be identified with party object Name or Tax ref.	SMDG/UNLO CODE	R		NLRTRWVG	R		MSK	R		MSK	R		NLRTRM	R		NLRTRM	R		MSK			
2	Publisher role	Text(3)	Role of the publishing entity. CA/AG/VSL/ATH/PL1/TWG/LSH/BUK/TR	DCSA	R		TR	R		VSL	R		VSL	R		PLT	R		TWG	R		PLT	R		VSL
3	Event Created DateTime	Datetime	Time the message was sent by the publisher	ISO 8601	R		2020-04-06T22:50:00+02:00	R		2020-04-06T22:54:00+02:00	R		2020-04-06T23:10:00+02:00	R		2020-04-06T23:00:00+02:00	R		2020-04-06T23:12:00+02:00	R		2020-04-06T23:50:00+02:00	R		2020-04-06T23:58:00+02:00
4	Vessel IMO number	Number	The identifier of the vessel for which information is sent.	IMO	R		1801323	R		1801323	R		1801323	R		1801323	R		1801323	R		1801323	R		1801323
5	CarrierService Code	Text(5)	The code for the service. This is unique for each carrier.	DCSA	R		3FA	R		3FA	R		3FA	R		3FA	R		3FA	R		3FA	R		3FA
6	ImportVoyage Number	Text(50)	The vessel operator-specific identifier of the Voyage.	DCSA	R		210IE	R		210IE	R		210IE	R		210IE	R		210IE	R		210IE	R		210IE
7	ExportVoyage Number	Text(50)	The vessel operator-specific identifier of the Voyage.	DCSA	R		210IW	R		210IW	R		210IW	R		210IW	R		210IW	R		210IW	R		210IW
8	Transport CallSequence Number	Number	OPTIONAL. Transport operator's key that uniquely identifies each individual call. This key is essential to distinguish between two separate calls for the same vessel at the same location within one voyage.	DCSA	O			O			O			O			O			O			O		
9	Vessel Location, Latitude	Text(10)	The latitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	X			X			X			X			R		+51.920000	R		+51.920000	R		+51.920000
10	Vessel Location, longitude	Text(11)	The longitude (geographical coordinate) of the location of the vessel when the message was sent by the publisher	ISO 6709	X			X			X			X			R		+4.500000	R		+4.500000	R		+4.500000
11	UN location code	Text(5)	The UN location code specifying where the Facility is located.	UNLOCODE	R		NLRTRM	R		NLRTRM	R		NLRTRM	R		NLRTRM	R		NLRTRM	R		NLRTRM	R		NLRTRM
12	Facility SMDG code	Text(1)	The code used for identifying the specific facility according to the SMDG Terminal code list.	SMDG	R		RWG	R		RWG	R		RWG	R		RWG	R		RWG	X		X		X	
13	Facility type code	Text(4)	Pilot boarding place or Berth	DCSA	R		BRTH	R		BRTH	R		BRTH	X		X		X	X		X		X		X
14	PBP location	Text(50)	In case of multiple pilot boarding Place e.g. River and port, then it is required to send a message for each PBP (e.g. FBP)	NA	X			X			X			X			X		X	X		X		X	
15	Berth Location	Text(50)	Berth location	NA	R		Berth NR5	R		Berth NR5	R		Berth NR5	R		Berth NR5	R		Berth NR5	X		X		X	
16	Event Classifier code	Text(3)	Estimated/Requested/Planned/Actual	DCSA	R		ACT	R		ACT	R		ACT	R		ACT	R		ACT	R		ACT	R		ACT
17	Operations event type code	Text(4)	Arrival (ARR), Departure (DEPA) or Start (STR) or completion (CMP)	DCSA	R		DEPA	R		DEPA	R		DEPA	R		STR	R		STR	R		CMP	R		DEPA
18	Port call phase type code	Text(4)	OPTIONAL. Inbound (INB), Alongside (ALGS), Shifting (SHIF), Outbound (OUTB)	DCSA	R		ALGS	R		ALGS	R		OUTB	R		OUTB/SHIF	R		OUTB/SHIF	R		OUTB/SHIF	R		OUTB
19	Port Call Service Type code	Text(4)	Cargo Operations (CRGO), Pilotage (PILO), Towing (TOWS), Bunkering (BUNK), Mooring (MOOR), Lashing (LASH), Safety (SAFE), All Fast (FAST), Gateway down and secure (GWAY)	DCSA	R		SAFE	R		SAFE	X		R		PILO	R		TOWG	R		PILO	X		X	
20	Transport mode	Text(3)	Vessel	DCSA	X			R		VESSEL	R		VESSEL	R		VESSEL	R		VESSEL	R		VESSEL	R		VESSEL
21	Event DateTime	Datetime	The estimated/requested/planned/actual time of arrival	ISO 8601	R		2020-04-06T22:50:00+02:00	R		2020-04-06T22:50:00+02:00	R		2020-04-06T23:10:00+02:00	R		2020-04-06T23:00:00+02:00	R		2020-04-06T23:12:00+02:00	R		2020-04-06T23:50:00+02:00	R		2020-04-06T23:58:00+02:00
22	Remark	Text(500)	OPTIONAL. Free text to provide additional information on the context.	DCSA	O			O			O			O			O			O			O		