Industry Blueprint – Container Shipping 3.1
Reading guide

Digital Container Shipping Association (DCSA)

November, 2021
Digital Container Shipping Association (DCSA)

The DCSA Industry Blueprint 3.1 is one of the main initiatives and publications of the DCSA.

VISION

The vision of DCSA (Digital Container Shipping Association) is to shape the digital future of container shipping by being the industry’s collective voice. Together with our members, DCSA works towards alignment and standardisation of IT and non-competitive business practices. Our aim is to move the industry forward by setting frameworks for effective and universally adoptable standards and exploring possibilities for innovation. We are vendor neutral and technology agnostic to enable widespread adoption of DCSA standards.

MEMBERS

The Digital Container Shipping Association has the following members: CMA-CGM, Evergreen, Hapag-Lloyd, HMM, Maersk, MSC, ONE, Yang Ming and ZIM.
Context of the Industry Blueprint 3.1

1. Purpose and scope
Industry Blueprint – Container Shipping 3.1

Selected carrier processes have been mapped to facilitate standardisation and digitalisation of the industry.

PURPOSE

1. Standards support a common view across the industry in relation to processes, milestones, events and messages, facilitating industry standardisation and digitalisation efforts.

2. Additionally, a clearly defined process standard is the foundation against which future DCSA standards will be defined and mapped (e.g. Data and Interfaces).

SCOPE

1. Processes of the Industry Blueprint are completed by the ocean carriers.

2. Processes related to the movement of a container/equipment from one location to another as well as related to sharing operational vessel schedules with partners and operational service providers as well as related to eDocumentation.

3. Processes which are considered critical for industry standardisation and preparation for digitalisation.

4. Processes which are not considered commercially sensitive or of competitive advantage.
Structure of the Industry Blueprint

1. A multi-layered Industry Blueprint
2. The journey-based structure
A Multi-layered Industry Blueprint

The Industry Blueprint – Container Shipping 3.1 is designed as a multi-level model, where users can expand each element to achieve a higher level of detail and granularity. The following process terms (L1, L2, L3) are necessary to understand how the Industry Blueprint process maps have been designed.

<table>
<thead>
<tr>
<th>Level</th>
<th>Definition</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. E2E Process</td>
<td>End-to-end process stream that consists of several journeys.</td>
<td>Container Shipping</td>
</tr>
<tr>
<td>2. Journey</td>
<td>A series of related processes in a timeline that allows for a goal to be accomplished.</td>
<td>Shipment Journey (Booking-to-Payment)</td>
</tr>
<tr>
<td>3. Process</td>
<td>A sequence of related activities</td>
<td>Prepare Bill of Lading (B/L)</td>
</tr>
<tr>
<td>4. Activity</td>
<td>Key steps within a process that consist of several tasks.</td>
<td>Allocate empty equipment</td>
</tr>
<tr>
<td>5. Task / Transaction</td>
<td>Specific user actions or systems transactions that contain the guide for how to perform the task.</td>
<td>Not used (but could e.g. be &quot;Check functional requirements of the equipment&quot;)</td>
</tr>
</tbody>
</table>

In scope  Out of scope
Consensus has been reached on the overall structure and key design principles for the Industry Blueprint – Container Shipping.

### The Journey-based Structure

The DCSA Industry Blueprint utilizes a “journey-based” structure.

Each journey has a specific thematic focus and different drivers, but they all follow the same general timeline in parallel.

The three journeys are:

- **Shipment journey (Order to Payment);**
- **Equipment journey (Pick-up to Return);**
- **Vessel journey (Departure to Arrival [incl. one port call]).**
# Level 1: Process description of the journey types

Definitions for Shipment Journey, Equipment Journey and Vessel Journey are included for the Carrier Booking-to-Container Return end-to-end process.

<table>
<thead>
<tr>
<th>1. Shipment Journey</th>
<th>Booking至Payment covers all activities and documentation processes related to a customer’s order</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Customer-driven processes (and/or triggered by the customer)</td>
</tr>
<tr>
<td></td>
<td>• Process executed in relation to an agreement made between the customer and the carrier, which is</td>
</tr>
<tr>
<td></td>
<td>later invoiced and settled</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>2. Equipment Journey</th>
<th>Pick-up至Return covers all activities and documentation processes directly related to containers and/or physical container movements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Equipment-driven processes</td>
</tr>
<tr>
<td></td>
<td>• Carrier-driven processes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3. Vessel Journey</th>
<th>Departure至Arrival covers all activities and documentation processes related to one vessel AND the relevant port calls in relation to the transport of one shipment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Activities required to execute a port call successfully</td>
</tr>
<tr>
<td></td>
<td>• Preparation of vessel arrival and follow-up post vessel departure</td>
</tr>
<tr>
<td></td>
<td>• “During sea passage” is excluded from the scope of Industry Blueprint 3.0</td>
</tr>
</tbody>
</table>
Level 2: overview of activity maps

Level 1 (Carrier Booking - to - Container Return), Level 2 journeys (Booking - to - Payment, Pick-up - to - Return and Departure - to - Arrival) and Level 3 processes documented within the Industry Blueprint – Container Shipping 3.1 are listed below.

<table>
<thead>
<tr>
<th>Cargo Movement</th>
<th>Core process</th>
<th>Exception process (Not aligned with the “Cargo movement” diagram)</th>
<th>Optional process</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-shipping</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Equipment Journey</td>
<td>2.1 Nominate depot and empty equipment</td>
<td>2.2 Submit VGM</td>
<td>2.3 Assign empty drop off</td>
</tr>
<tr>
<td></td>
<td>2.5 Prepare carrier haulage work order</td>
<td>2.6 Monitor equipment</td>
<td></td>
</tr>
<tr>
<td>3. Vessel Journey</td>
<td>3.1 Prepare vessel load list</td>
<td>3.2 Manage stowage plan and instructions</td>
<td>3.3 Manage vessel reconciliation</td>
</tr>
<tr>
<td></td>
<td>3.5 Maintain and communicate arrival and departure times</td>
<td>3.6 Long Term Schedule</td>
<td>3.7 Coastal schedule</td>
</tr>
<tr>
<td>Exception Handling</td>
<td>4.1 Manage carrier booking change</td>
<td>4.2 Issue manifest corrector</td>
<td>4.3 Cancel existing work order*</td>
</tr>
<tr>
<td></td>
<td>4.5 Manage deviations identified from vessel reconciliation</td>
<td>4.6 Manage asset malfunctions*</td>
<td>4.7 Manage cargo surveys*</td>
</tr>
</tbody>
</table>

* These processes have not been mapped on level 3 in the Industry Blueprint 3.0
## Milestone and events per journey

### 1. Shipment Journey
- **Booking**
  - Booking received
  - Booking confirmed
- **Pre-shipping**
  - Bill of Lading submitted
- **Liner Operation**
  - Full equipment loaded onto vessel
- **Post-shipping**
  - Cargo released

### 2. Equipment Journey
- **Pick-up**
  - Empty equipment picked up from depot
  - Empty equipment gate in at terminal
- **Liner Operation**
  - Full equipment discharged from vessel
  - Gate out full equipment from import terminal
- **Return**
  - Full equipment stripped at stripping location
  - Empty equipment picked up from stripping location

### 3. Vessel Journey
- **Departure**
  - Manifest submitted
  - Vessel berthed
- **Arrival**
  - Vessel arrived
  - Vessel operations complete

### Milestone and Event
Legend of the Industry Blueprint

1. Map example
2. Symbols and meaning
The Industry Blueprint – Container Shipping 3.1 is a multi-layered end-to-end process description. Each map, regardless of aggregation level provides an overview of a specific process including activities, decisions and physical milestones.

**Start Event**
Each map is started using a Start Event. These are often specific events/occurrences that trigger the subsequent tasks. A Start Event can also be a link from a previous process.

**Activities**
The primary driver of processes are Activities. Activities are actions performed by people or systems.

**Milestones**
Milestones are contained in the bottom swim lanes. The milestones have been indicated to reflect timing in relation to the above process. These are divided into milestones controlled by the carrier, and those controlled by another third party.

**Messages and Data Objects**
Messages and Data Objects are contained in the top swim lane. These all relate to an activity, which is the trigger or recipient of the information/question.

**End Events**
The End Event illustrates the primary outcome or state obtained through the process. This can also be a link to another process.

**Gateway**
When the sequence flow hits a gateway, a decision is made about the future sequence of the flow. One or more routes may be taken depending on the type of gateway.
Symbols and meaning

The elements used in the Industry Blueprint – Container Shipping 3.1 have been taken from standard Business Process Model Notation (BPMN), but with some minor alterations to allow for the specific needs of DCSA.

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Meaning</th>
<th>Description</th>
</tr>
</thead>
</table>
| ![Start Event](image) | **Start Event**              | The Start Event is the start of a process. Three Start Events are used in the DCSA Industry Blueprint 3.0.  
**Timer:** Used to indicate that a process is triggered based on specific timing or relative to the occurrence of a specific event.  
**Message:** Used to indicate that a process is triggered by the reception of a message (e.g., a booking, a document or file).  
**Other trigger:** Used when the process is triggered by something other than the two previous events, or when the trigger is undefined or non-standardized. |
| ![Intermediate Event](image) | **Intermediate Event**       | The intermediate event signifies an occurrence that takes place outside the process. This is often used to indicate that something specific is happening between two activities. This outside event/occurrence needs to be concluded before the process can flow to the next activity.  
**Timer:** Intermediate event that has a specific timeline as a condition (e.g., documents to be sent 48 hours prior to arrival).  
**Condition:** Intermediate event that is a condition for the flow to proceed (e.g., all containers must be in carrier's possession to issue the transport document). |
| ![End Event](image) | **End Event**                | The End Event indicates the final state or primary outcome of a process.  
**Message:** Used to indicate that the final outcome of a process is a message sent.  
**Error:** Used to indicate that the process outcome is to handle the process error outside of the defined process flow.  
**Other outcome:** Used when the process is concluded with an outcome other than the two previous events, or when the result is undefined or non-standardized. |
| ![Linked Event](image) | **Linked Event**             | The Linked Event is used to indicate links between two or more processes. They are used to start or end a process that triggers, or is triggered, by another process. A Linked Event can either be a catch (start) or a throw (end). Catch and throw are drawn with a hollow and solid arrow respectively. |
## Symbols and meaning

The elements used in the Industry Blueprint – Container Shipping 3.1 have been taken from standard Business Process Model Notation (BPMN), but with some minor alterations to allow for the specific needs of DCSA.

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<tr>
<th>Symbol</th>
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</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Activity symbol" /></td>
<td><strong>Activity</strong></td>
<td>Activity is a generic term for the work performed. If the Activity has been further disaggregated, a “+” symbol at the bottom of the rounded rectangle will appear. This means that a process exists for the specific Activity. If the rounded rectangle has a thin edge, it is a global process, meaning it is a process that originates somewhere else in the process landscape.</td>
</tr>
<tr>
<td><img src="image" alt="Gateway symbol" /></td>
<td><strong>Gateway</strong></td>
<td>A gateway is used to control the divergence of sequence flows in a process. It will determine the branching of paths in a process. Three types of Gateways are used in the DCSA Industry Blueprint. <strong>Exclusive Gateway</strong> (empty square): This is applied as an either/or statement. It is used when only one of the alternative outcomes can occur in each instance of the process. <strong>Inclusive Gateway</strong> (square with a circle): This is applied as an and/or statement. It means that several outcomes can occur for a single instance of the process based on the judgement of the reader. <strong>Parallel Gateway</strong> (square with a cross): This is used when more than one outcome happens simultaneously. All incoming flows will have to complete all outgoing alternatives.</td>
</tr>
<tr>
<td><img src="image" alt="Sequence Flow" /></td>
<td><strong>Sequence Flow</strong></td>
<td>A Flow is used to show the sequence in which activities are performed in a process.</td>
</tr>
<tr>
<td><img src="image" alt="Data Flow" /></td>
<td><strong>Data Flow</strong></td>
<td>A Data Flow is used to illustrate to or from an activity. The information can either be in the form of data or messages.</td>
</tr>
<tr>
<td><img src="image" alt="Data Object" /></td>
<td><strong>Data Object</strong></td>
<td>Data Objects in the DCSA Industry Blueprint are defined as data or information that is used or produced by a certain activity. The data associated with Data Objects is considered to be internal, meaning that it it is produced and owned by the carrier. Data Objects can appear as either catch (inputs) or throw (outputs) events. Catch and throw are drawn with a hollow and solid arrow respectively.</td>
</tr>
<tr>
<td><img src="image" alt="Message" /></td>
<td><strong>Message</strong></td>
<td>A Message is used to depict the transmission of information from one party to another. The DCSA Industry Blueprint defines Messages as an illustration of external communication. This means communication between a carrier and a third party.</td>
</tr>
</tbody>
</table>
Symbols and meaning

The elements used in the Industry Blueprint – Container Shipping 3.1 have been taken from standard Business Process Model Notation (BPMN), but with some minor alterations to allow for the specific needs of DCSA.

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<tr>
<th>Symbol</th>
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</tr>
</thead>
<tbody>
<tr>
<td><img src="cargo-released.png" alt="Milestone" /></td>
<td>Milestone</td>
<td>Milestone icons have been included in the Industry Blueprint 3.1 to indicate the completion or status change of a significant occurrence. Milestones are defined as: “A significant occurrence or change of status affecting the process flow of physical or immaterial equipment or documents.”</td>
</tr>
<tr>
<td><img src="bill-of-lading-collected.png" alt="Events" /></td>
<td>Events</td>
<td>Event icons have been included in the Industry Blueprint 3.1 to indicate the completion or status change of less significant occurrences. Events are defined as: “An occurrence in the process, which is a lower ranking contributor to a milestone”</td>
</tr>
</tbody>
</table>

Swim lanes in the DSCA Industry Blueprint are used to group information belonging to specific categories. In DSCA publications, eight different swim lanes are used:
- **Inputs/Outputs**: Used to group information elements (messages and data objects) that flow in and out of the process.
- **Carrier**: Used to group process activities carried out by the carrier.
- **Customer/Shipper**: Used to group process activities carried out by the customer/shipper
- **Terminal**: Used to group process activities carried out by the terminal
- **Customs**: Used to group process activities carried out by the customs
- **Carrier milestones**: Used to group milestones/events that have been generated by or are in the carrier’s realm of control.
- **Conditional carrier milestones**: Used to group milestones that are not mandatory for the process but have been generated by or are in the carrier’s realm of control.
- **Third party milestones**: Used to group milestones that are outside the carrier’s realm of control yet potentially relevant for tracking or other purposes.
Supporting documents and feedback

1. Industry Blueprint documents
2. Contribution
The Industry Blueprint 3.1 consists of a series of process maps; however, several documents have been created to support the use and value of the maps. These documents are supporting elements, which can further increase understanding and insights gained from the process maps.

**Industry Blueprint – Container Shipping 3.1**

The process maps are the backbone of the Industry Blueprint 3.1. The multi-layered model allows the reader to drill down into each process to increase the level of detail.

**DCSA Web Glossary of Terms**

The glossary is used to support the reader with definitions and explanations of the business terms used in the documents. The primary function of the glossary is to make sure that all readers are interpreting the terms in the same way.

[Link to DCSA Web Glossary of Terms](https://knowledge.dcsa.org/s/glossary)

**Process catalogue**

Library of level 1 to level 3 processes contained within the Industry Blueprint including high level descriptions. Furthermore, contributing carriers will have access to a cross reference of their original process documentation.

**Reading guide (this document)**

The current document is a reading guide, which is recommended to read before using the Industry Blueprint 3.1. This has been created to facilitate proper use and understanding of the Industry Blueprint 3.1 as well as to make clear its limitations.
The DCSA Industry Blueprint will be expanded with more data elements as DCSA continues to standardise the inter-operational aspects of the container shipping industry. This will be done based on our ongoing collaboration with industry stakeholders.

**Creation process**

The DCSA Industry Blueprint has been created in collaboration with some of the world’s largest shipping companies. The collection and consolidation of data documentation was carried out by the DSCA. The DCSA Industry Blueprint aims to create a representation of industry data references, data descriptions and data relationships.

**Suggested improvements**

The DCSA Industry Blueprint is an evolving document, which will change as processes and best practise across the industry change.

For this reason, DCSA is always interested in feedback that can improve the quality of published work and drive standardisation and digitalisation going forward.

If you have any feedback or input, please click ‘Contact’ on our web site.
Thank you