



Digital Container Shipping Association (DCSA)

Event naming convention and
Structure 2.1

August, 2021

Naming Convention for Track & Trace Events



INTRODUCTION

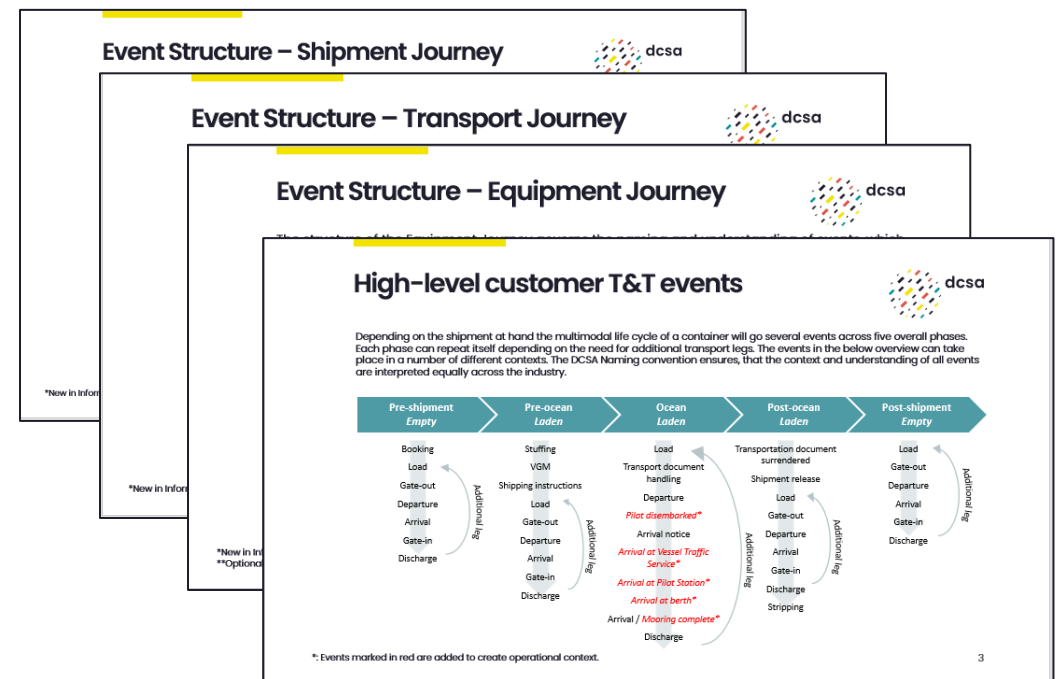
Through the years Track & Trace solutions have become a common service in the container shipping industry. However, due to misalignment of terminology and ways of working each carrier have designed their own events, which are published on their webpage.

To align this across the industry the DCSA has developed a Naming Convention, which sets the standard for naming as well as understanding of customer facing Track & Trace events.

PURPOSE

Two primary purposes have been defined for the DCSA Event Naming Convention for Track & Trace:

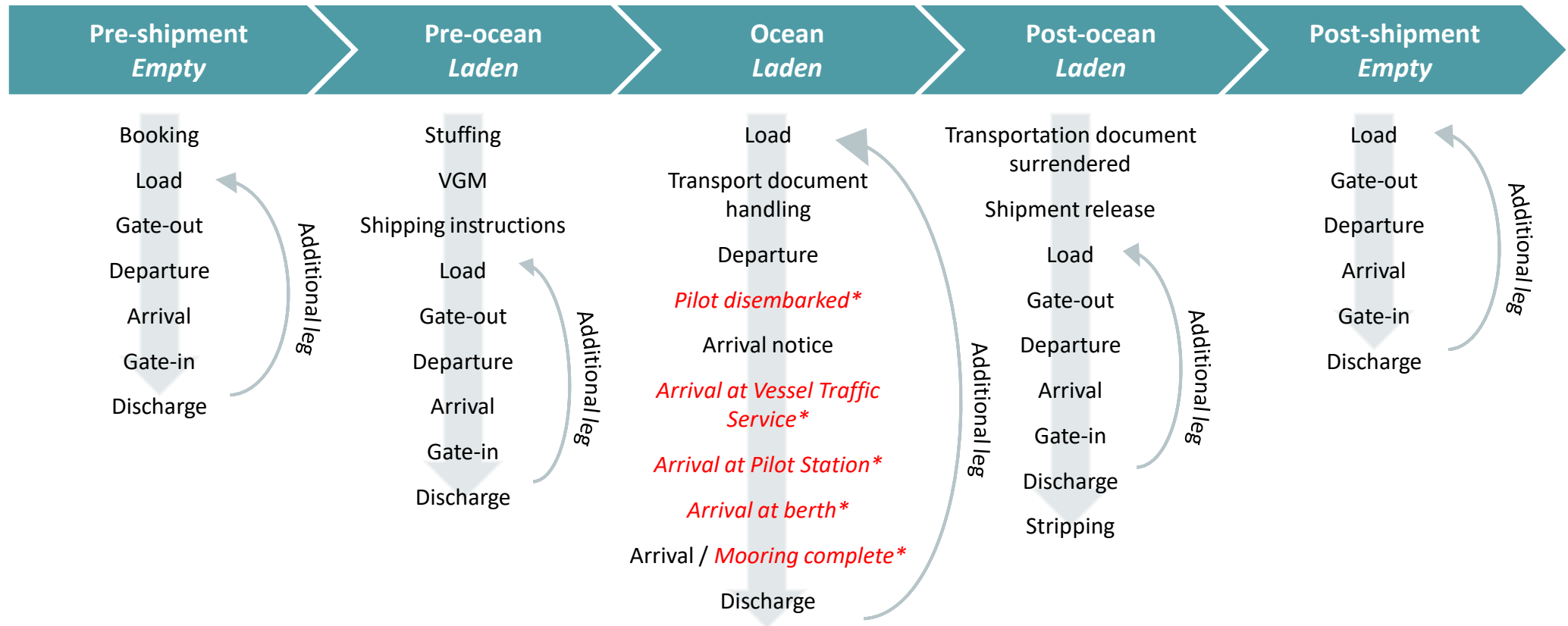
- To ensure equal interpretation of events published through carrier owned Track & Trace portals.
- To ensure that business needs are adequately reflected in the development of data and interface standards for Track & Trace.



High-level T&T events



Depending on the shipment at hand the multimodal life cycle of a container will go several events across five overall phases. Each phase can repeat itself depending on the need for additional transport legs. The events in the below overview can take place in a number of different contexts. The DCSA Naming convention ensures, that the context and understanding of all events are interpreted equally across the industry.



*: Events marked in red are added to create operational context.



The DCSA Event Naming Convention

Event Structure



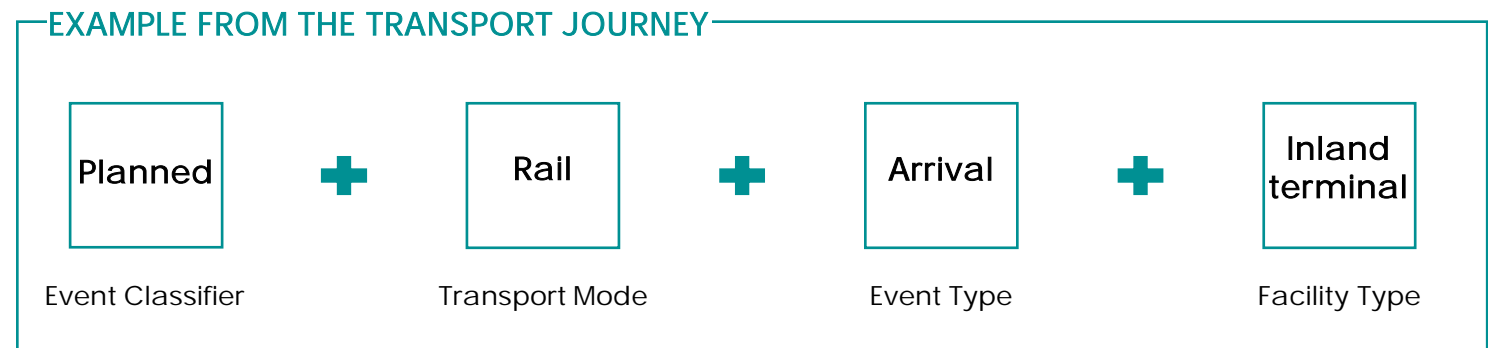
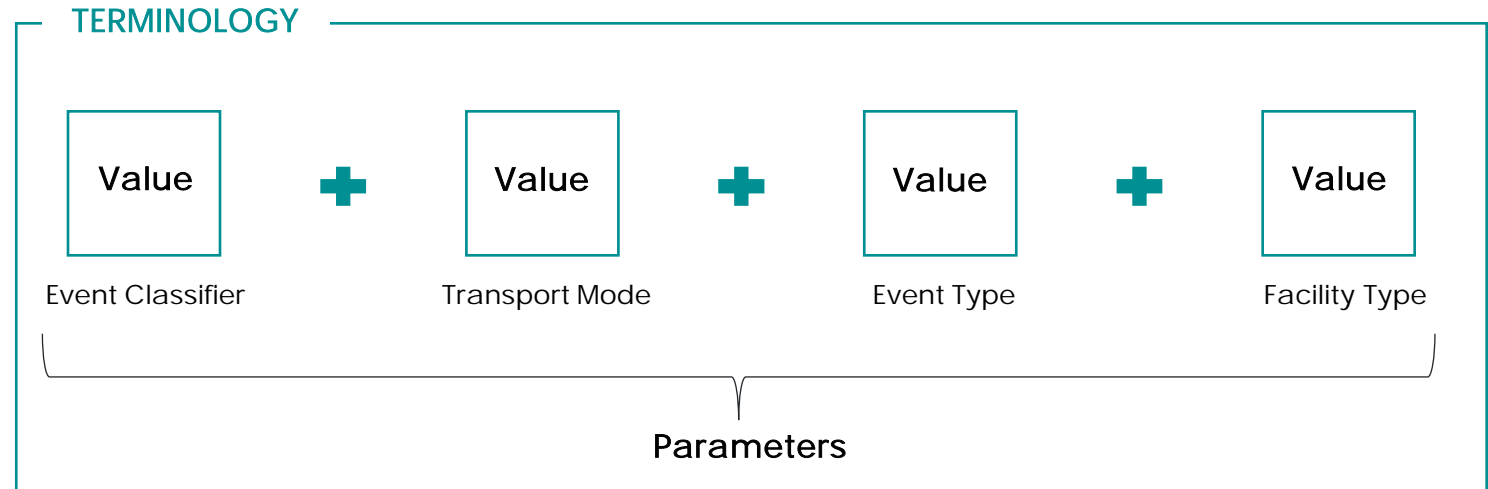
Structure Introduction

The structure leverages the journey types agreed upon in the IBP 3.0. This means that a separate syntax exists for the Equipment Journey, Transport Journey and Shipment Journey.

For each journey, a separate syntax exists. The syntax is a combination of parameters.

Each parameter can take a number of values. Each combination of values will generate a unique event.

All elements including the journeys, parameters and values have been defined. This means that for each combination of values, an implicit definition exists.



Presentation of structure



The structure is separated into three specific syntaxes based on the already agreed upon journeys.

The Journeys

Equipment Journey:

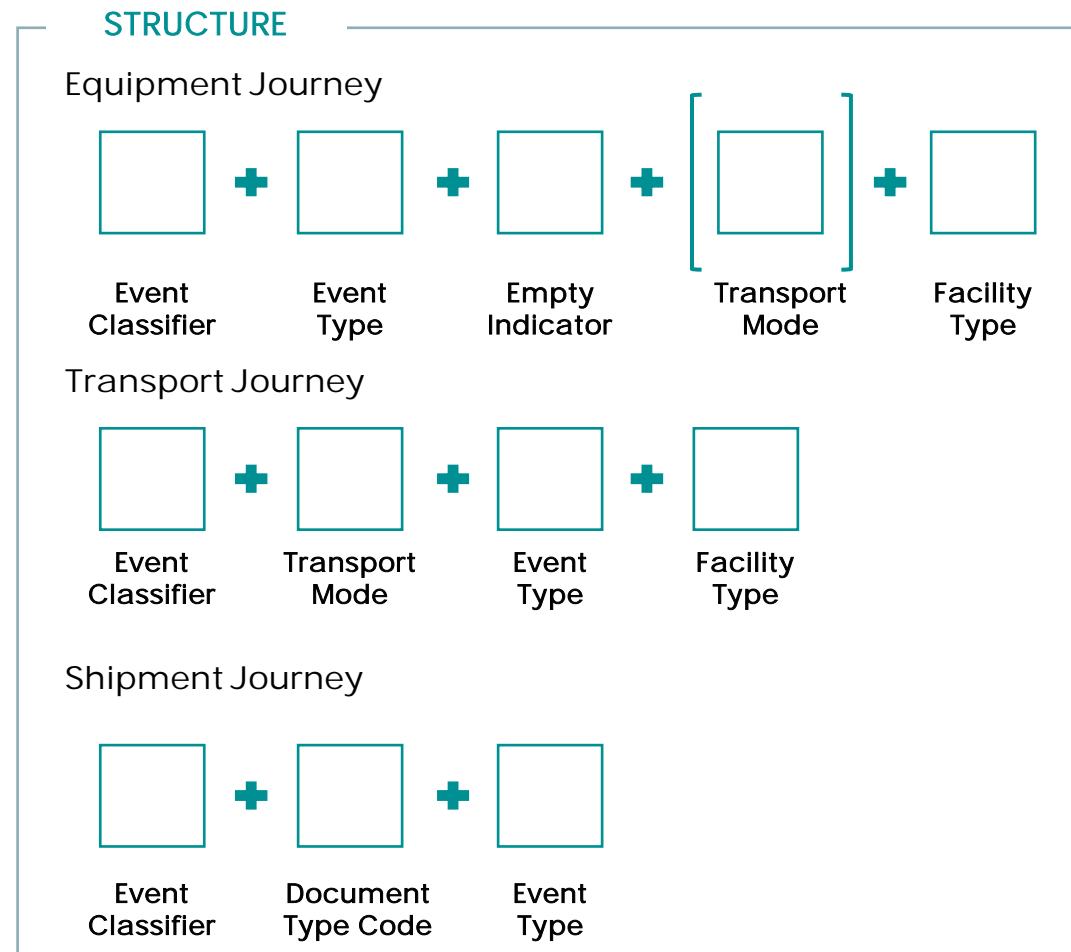
The structure of the Equipment Journey governs the naming and understanding of events, which are driven by physical occurrences related to the equipment in question.

Transport Journey:

The structure surrounding the Transport Journey governs the naming and understanding of events, which are driven by occurrences in the general transport of a shipment. . The Transport journey includes all customer relevant events carried out by one or more modes of transport.

Shipment Journey:

The structure of the Shipment Journey governs the naming and understanding of events, which are driven by occurrences in the customer facing information flow tied to a shipment.

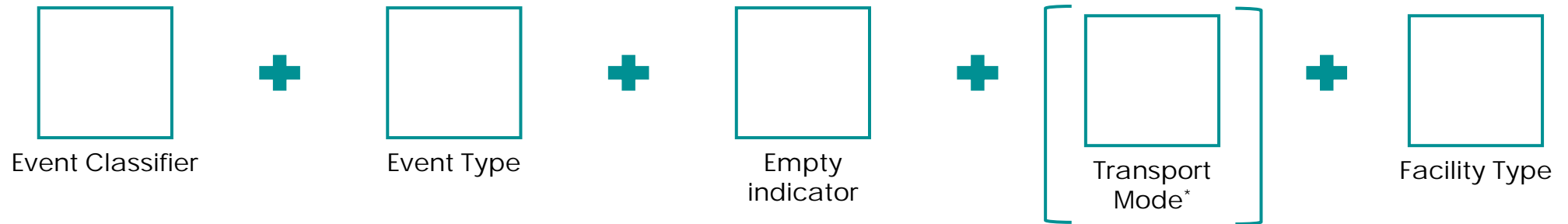


Event Structure – Equipment Journey



The structure of the Equipment Journey governs the naming and understanding of events, which are driven by physical occurrences related to the equipment in question. More details on [DCSA Github](#)

PARAMETERS



VALUES

- Planned
- Estimated
- Actual
- Requested

- Load
- Discharge
- Gate in
- Gate out
- Stuffing
- Stripping
- Pick-up
- Drop-off
- Inspected
- Resealed
- Removed

- Empty
- Laden

- Vessel
- Barge
- Truck
- Rail

- Depot
- Customer location
- Port terminal
- Inland terminal
- Container Yard
- Off dock storage
- Container freight station
- Border crossing
- Pilot boarding place
- Berth
- Ramp

*Optional for Stuffing/ Stripping

Event Structure – Transport Journey



The structure surrounding the Transport Journey governs the naming and understanding of events, which are driven by occurrences in the general transport of a shipment. More details on [DCSA Github](#)

— PARAMETERS



— VALUES

- Planned
- Estimated
- Actual
- Requested

- Vessel
- Barge
- Truck
- Rail

- Arrival
- Departure

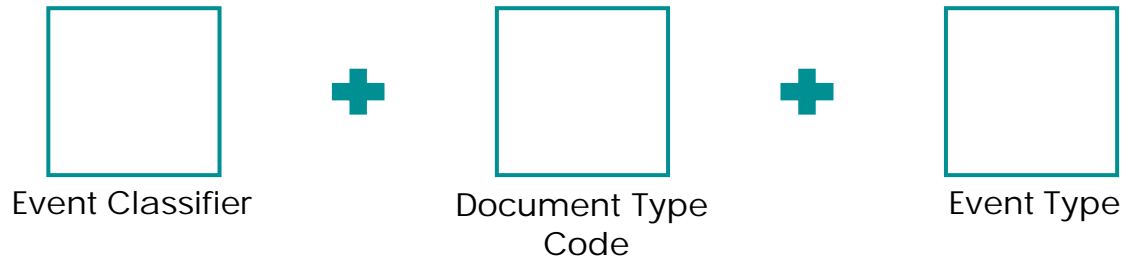
- Depot
- Customer location
- Port terminal
- Inland terminal
- Container Yard
- Off dock storage
- Container freight station
- Border crossing
- Pilot boarding place
- Berth
- Ramp

Event Structure – Shipment Journey



The structure of the Shipment Journey governs the naming and understanding of events, which are driven by occurrences in the customer facing information flow tied to a shipment. More details on [DCSA Github](#)

PARAMETERS



VALUES

- Planned
 - Estimated
 - Actual
 - Requested
- Booking
 - Shipping instruction
 - Shipment release message
 - Transport document
 - Arrival notice
- Received
 - Confirmed
 - Issued
 - Approved
 - Submitted
 - Surrendered
 - Rejected
 - Pending approval
 - Pending update
 - Drafted
 - Void

Definitions of elements



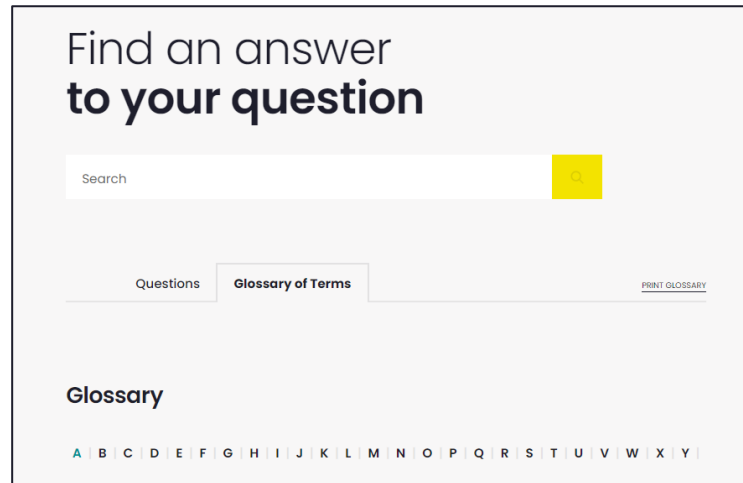
Event Naming Convention & Structure is supported by [DCSA Web Glossary of Terms](#) containing definitions for all elements.

DEFINITIONS

Each of the elements within the event structure has been defined to ensure alignment of understanding across the industry.

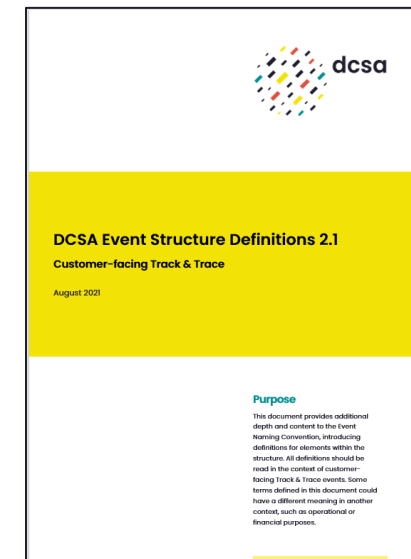
Definitions for elements for customer facing track & trace can also be found in the DCSA Event Structure Definition 2.1 document. The document can be found on www.DCSA.org

Web Glossary with definitions



Link: <https://knowledge.dcsa.org/s/glossary>

Event Structure Definitions Customer facing Track & Trace



Contribution



The DCSA Industry Blueprint will be expanded with more data elements as DCSA continues to standardise the interoperational 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 DCSA. 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.



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Thank you

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