

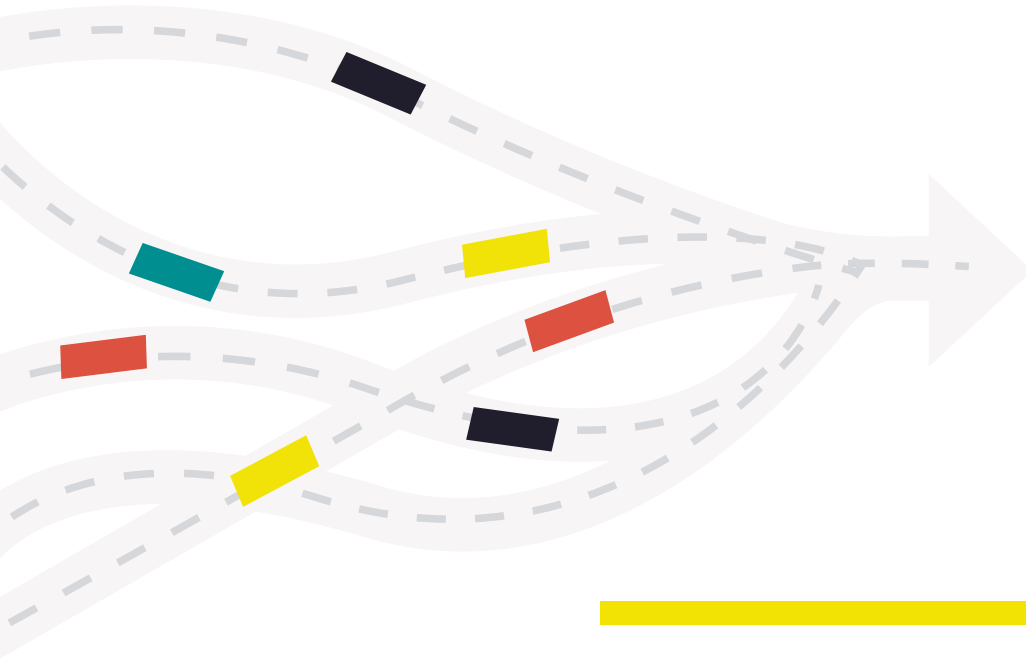


Fact Sheet

Information on the DCSA's mission,
membership and mode of operations

FEBRUARY 2021

Eight need-to-know facts about DCSA



DCSA's mission

To shape the digital future of container shipping by being the industry's collective voice, working towards alignment and standardisation.

By setting frameworks for effective, universally adoptable solutions and innovating, we can enable transparent, reliable, easy to use, secure and environmentally friendly container transportation services.

Fact 1



DCSA is a non-profit, non-commercial organisation

DCSA was founded in April 2019 by a coalition of ocean carriers as a non-profit organisation and is governed separately by a General Assembly of representatives from each of its members. DCSA has no stake in

any commercial entity or business. DCSA has no commercial business model or investments and publishes its standards free for everyone to use. The organisation is headquartered in Amsterdam, Netherlands.



Fact 2


DCSA is vendor neutral and technology agnostic

DCSA's standards specify a common set of taxonomies and data fields that can be used by any company, including technology or service providers, carriers, ports, terminals and even organisations involved in other modes of transport beyond container shipping. The standards ensure that these organisations are "speaking the same language" when they exchange data. However, DCSA does not, and cannot, specify how any company should implement the standards. The use of APIs for data exchange is recommended, but DCSA does not compel anyone to adopt APIs, or any other technology or specific method of communication.

DCSA standards establish the basis for system interoperability. They do not limit organisations from building commercial solutions or services in any way. In fact, one of the benefits of standardisation is to enable innovation, as industry stakeholders can redirect their resources to creating value instead of resolving interoperability issues. Banking and airlines are two examples of industries that have seen many individual companies developing innovative new features and services that differentiate them in the marketplace and which were only possible because of standardisation.



Fact 3



DCSA's standards are open source, free for everyone to use

Part of DCSA's mission is to minimise barriers which may exist towards greater transparency and interoperability within the container shipping supply chain. For this reason, DCSA makes its standards and API definitions freely available on its website and welcomes feedback that supports further improvements and future innovations.

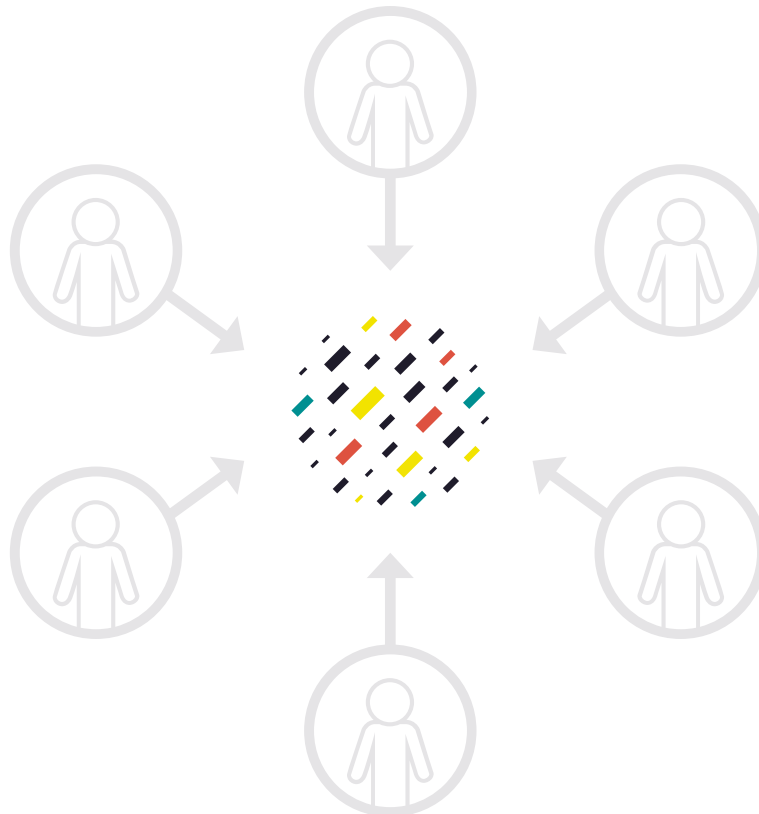
The intention is that this level of transparency will foster trust, making it easier for organisations to do business with each other and encouraging innovation.



Fact 4

DCSA consults widely in order to facilitate the broadest-possible adoption of its standards

Since being established in 2019, DCSA has made a point of actively collecting feedback from many parties with an interest in the container shipping industry, from shippers, carriers, ports, terminals and freight forwarders to governments, regulatory bodies, banks and insurers. Standards will only be widely adopted if they work for a majority of those involved in the supply chain, which is why DCSA seeks to engage with a wide array of stakeholders. Deciding on a standard, however, also requires an informed and thoughtful process of selection and deselection. It is important to recognise that while input is sought from many parties, not all parties may be satisfied with the outcome of the work done.

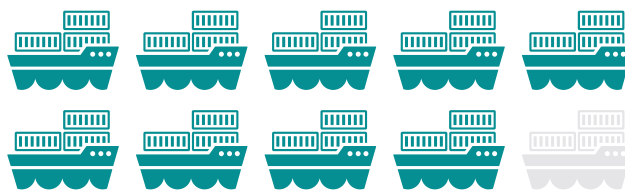


Fact 5


DCSA's members include nine of the top 10 carriers in the world, but you don't have to be a DCSA member to benefit from its work

Currently, DCSA membership is open only to ocean carriers, with nine of the top 10 carriers in the world on board, representing approximately 70% of global container trade. These members develop standards jointly with DCSA, which means they have financial, time and expertise commitments to continually and actively support DCSA initiatives. Due to the level of resource commitment required, DCSA members tend to include large ocean carriers.

DCSA's members vote on its budget and project priorities, but you don't need to be a member to collaborate with DCSA, from making use of the standards for free, to having a say in standards development, and giving feedback to support future improvements. DCSA's goal is to produce standards that are beneficial to all parties involved in international trade and to achieve the widest possible adoption of those standards. Input from many types of organisation is valued and taken into consideration when defining and updating standards.



Fact 6



DCSA adheres strictly to antitrust rules in all interactions with carriers and industry stakeholders

An antitrust framework setting out competition “do’s & don’ts” is part of DCSA’s statutes. An external compliance lawyer engaged by DCSA attends all key meetings in which DCSA members participate. At the start of every meeting, attendees are reminded that they must not discuss any out-of-scope commercial topics. The minutes of key DCSA meetings are submitted to the US Federal Maritime Commission as part of DCSA’s reporting obligations. Training sessions for DCSA employees are conducted by external counsel which shows DCSA’s strong commitment to compliance.



Fact 7

DCSA has no access to commercially sensitive data

DCSA publishes non-binding standards but it is not a technology platform provider. DCSA does not have access to granular, non-public data of its members, whether such data is commercially sensitive or not. DCSA also does not have access to the carriers' systems that implement DCSA's standards. Organisations are free to use DCSA's API test tools to ensure their API-based implementations are compliant with DCSA's standards, but they are encouraged to use test ("dummy") data instead of actual company data relating to their business activities.

When it comes to actual company data, it is the carrier's responsibility to ensure that data can not be accessed illegally, e.g. in case of a cyber attack. DCSA has published guidance on how to mitigate cyber risks.



Fact 8

DCSA is making it easy for any organisation to demonstrate they have adopted our standards

As adoption of the DCSA standards grows, many organisations are seeking to publicly demonstrate that they have adopted DCSA standards as evidence of their commitment to digitalisation and efficiency. To make this as easy as possible for everyone involved in the industry, from Q2 2021 DCSA will begin rolling out a programme of self-certification based on a set of consistent, freely available questions per published standard. These questions are developed by DCSA subject matter experts in consultation with DCSA members and a cross-section of industry stakeholders. Optional API test tools are also available for those who wish to confirm an API-based implementation.

Any organisation can use DCSA standards for free without any obligation to self-certify their adoption. Further details will be available on the DCSA website (dcsa.org) when the programme is launched.

