ADVISORY COMMITTEE ON SUPPLY CHAIN COMPETITIVENESS

RECOMMENDATION TO THE SECRETARY OF COMMERCE REGARDING U.S. SUPPLY CHAIN, SEAPORT AND STAKEHOLDER INFORMATION-SHARING

September 7, 2016

The U.S. supply chain community, including cargo owners, ports and terminal operators and their stakeholders, has expressed the need to have broader visibility in cargo movement for planning, fluidity, and operational efficiency purposes. To achieve this goal, standard maritime cargo operational status data elements must be captured and shared among carriers, ports and terminal operators, and cargo and port stakeholders. This is vital to supply chains and their seaports' ability to execute operational plans that meet shippers' objectives, facilitate end-to-end supply chain flows, and improve system efficiency.

The lack of this visibility has had a crucial impact on supply chains and cargo movement. The Advisory Committee on Supply Chain Competitiveness (ACSCC) has cited communication gaps and inefficient coordination among shippers, terminals, ocean carriers, and land transport companies as a key factor in port congestion. The Committee's January 2016 recommendation to the Secretary of Commerce on port congestion-related issues reported that congestion at U.S. seaports has become a serious risk factor for both America's supply chains and our Nation's economic and trade growth.

The ACSCC's recommendations noted that various U.S. seaports and their stakeholders have implemented a number of operational practices that address this factor. These include:

- Improving coordination and communication among shippers, terminals, and carriers in order to improve terminal / cargo handling efficiency that addresses megaship and cargo alliance impacts on port operations;

- Expanding operational practices at ports to facilitate cargo flow; and

- Expanding the use of technology, information, and data to improve port operations and cargo movement fluidity.

The Secretary has requested that the ACSCC provide a recommendation on the maritime container cargo data elements that U.S. shippers, supply chains, and other seaport users and stakeholders need to have to share in advance of vessel arrival in the United States to:

- improve coordination, cooperation, and information-sharing among U.S. supply chains and port stakeholders;
- improve supply chain and cargo logistics, planning, and management;

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- ensure the availability of sufficient container movement equipment and workforce; and
- improve the efficiency and flow of cargo and trade throughout U.S. supply chains.

The Secretary's request states that this information will be used in the Department's effort to develop policies and support industry activities that improve the competitiveness and efficiency of U.S. supply chains under the Department's mission to strengthen U.S. industry competitiveness, promote trade and investment, foster economic growth, and support American jobs.

The Committee recommends the following maritime cargo status data elements, as a best practice, for voluntary and discretionary use by individual seaports, cargo owners, port and terminal operators, carriers, and other supply chain stakeholders that want to implement initiatives that achieve greater visibility in cargo movement in order to improve operational efficiency and facilitate cargo flow. The Committee notes that some U.S. seaports and supply chains have already implemented information-sharing programs for this purpose. This recommendation should not be construed as a call to supplant these programs or for any Federal mandate, whether by regulation or legislation. It is offered instead for consideration for use, as appropriate, by supply chain organizations that seek to implement cargo movement efficiency remedies in cases where efficiency issues have been shown to exist.

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OPERATIONAL MARITIME CARGO DATA STATUS ELEMENTS

Import Cargo

Pre-Arrival at Port	*Post-Arrival at Port*
Vessel name and voyage number	Vessel actual time of arrival (date / time)
Arriving terminal and port	Vessel discharge (date / time)
Vessel estimated time of arrival (date / time)	CBP status (cleared vs. non-cleared and exam type)
Cargo identification number (i.e. container number / barge ID)	Other holds (government or commercial)
Equipment size and type	Terminal gate exit (date / time)
Expected availability (based on stow / discharge plan)	Mode of exit (e.g., dray, rail, barge, etc.)
Empty status conditions (drop and pick ups)	Actual availability, container (date / time)
Rail volume (RR, inland rail terminal destination, box size/type)	Empty container availability (by container as they are available)
Destination	Last free day
	Chassis availability by size
	Permit required (overweight or out of gauge cargo)

OPERATIONAL MARITIME CARGO DATA STATUS ELEMENTS

Export Cargo

Pre-Arrival At Port	*Post-Arrival at Port*
Vessel name and voyage number	Vessel actual time of departure (date / time)
Vessel estimated time of departure (date / time)	Status with CBP and other government agencies
Arriving terminal and port	Mode of exit (e.g., dray, rail, barge, etc.)
Cargo identification number (i.e. container number / barge ID)	Container loaded (date / time)
Equipment size and type	Last free day
Cargo cutoff (date / time)	
Terminal gate entry (date / time)	
Mode of entry (e.g., dray, rail, barge, etc.)	
Booking status	