INTTRA is the world's largest electronic transaction network for the ocean shipping industry

..... where 110K customers book and ship cargo containers

- Globally, 1 in 4 containers are booked on the INTTRA portal
- We provide visibility into 35% of global container traffic
- We process 60M EDI messages on container moves each month
- Handle 17K customer service requests each month.
The Importance of Track & Trace Data

Shippers and Beneficial Cargo owners are demanding to know…

Where’s my stuff now?

When can I expect it?
Many potential points of failure exist in the flow of information in the ocean shipping processes. 85% of all companies will experience at least one disruption annually.
Shipment Scenario development

1. Port to Port Shipment
   Jakarta to Long Beach
   - GOMT → G0PU → D0PU → V0DP → ...
   - Potential Transshipment Reporting optional
   - USLGB → USLGB → USLGB → USLGB → USLGB

2. Port to Ramp
   Jakarta to Chicago
   - Same as scenario 1: Port to Port
   - On-carriage
   - USLGB → USCHI → USCHI → USCHI → USCHI

3. Inland Container Terminal to Ramp
   Jakarta to Chicago
   - Same as scenario 1: Port to Port
   - On-carriage
   - THLKR → THLCH → USLGB

4. Port to Door (Inland)
   Jakarta to Chicago
   - Same as scenario 1: Port to Port
   - USLGB → USCHI

5. Port to Port with CFS at discharge port
   Jakarta to Long Beach
   - Same as scenario 1: Port to Port
   - RCAR
   - USLGB

6. Port to Port with shippers pool (ShPool) at discharge port (same for street turn and consignee reuse)
   Jakarta to Long Beach
   - Same as scenario 1: Port to Port
   - RCAR → RCUS → G0PU
   - USLGB → USLGB → USLGB
The process we followed

- **Drafted Chains of Events**

7 **Port to Port with shipper’s own container (SOC)**
Jakarta to Long Beach. See yellow marker for deviation from normal

- **7: Port to Port with shipper’s own container (SOC)**
- GIFU → LOFU → VDEP → VARR → DIFU
- IDJKT → IDJKT → IDJKT → USLGB → USLGB

8 **Port to Port with container swap (ConSwap)**
Jakarta to Long Beach

- **8: Port to Port with container swap (ConSwap)**
- Con: red GIFU → Con: blue LOFU → VDEP → VARR → DIFU → RCAR → GOFU → GIMT
- Con: blue IDJKT → Con: red IDJKT → IDJKT → USLGB → USLGB → USLGB → USLGB

Jakarta to Hamburg
Drafted new activity scheme (suggested standard)

- Received
- Gate Out Empty
- Gate in Full
- ETD Change
- ETA Change
- Loaded on Vessel
- Vessel Departure
- Vessel Arrival
- Unloaded from Vessel
- Released from Customs
- Release from Carrier
- Loaded on Train
- Train Departure
- Train Arrival
- Gate Out Full
- Delivered
- Gate in Empty

- Not all events are mandatory per scenario
- Events may happen multiple times within a scenario
Wrap up

• We ask that GS1 Global review this work and consider it for inclusion in ongoing Supply Chain Visibility initiatives

• Thank you for the opportunity to participate and present, and we welcome the opportunity to continue
INTTRA
Ocean shipping’s e-marketplace