

Pre-Arrival Best Practices: Surveyor Communications



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Pre-Arrival Best Practices: Surveyor Communications

EXECUTIVE SUMMARY

This document outlines the importance of efficient data exchanges within the Port Call process and highlights the need for a centralized system of record. The goal is to enhance communication, visibility, analysis, and historical reporting among all stakeholders involved in cargo surveys.

Key Considerations:

- 1. Optimizing Data Exchanges:** To streamline port call operations, strategies should be explored to optimize the content and frequency of data exchanges between data originators and recipients to what is truly necessary during that phase of the vessel call.
- 2. Existing Systems:** Existing communication systems, such as email, can be tailored to effectively distribute standardized messages and promote timely actions.
- 3. Emerging Technologies:** To enhance the efficiency of port call data exchanges, the potential of technologies such as collaborative platforms, artificial intelligence, and application programming interfaces (APIs) should be investigated.
- 4. Collaborative Efficiency:** Recognizing that enhancing efficiency is a collective journey, participation from various stakeholders is crucial. Engagement in discussions that foster continuous improvement is encouraged.

This paper serves as a foundation for further explorations into enhancing the Pre-Arrival Port Call process. The Greater Houston Port Bureau invites interested parties to contribute to these vital discussions. For more details, stakeholders are encouraged to contact the Bureau directly.

INTRODUCTION

This document is part of a Greater Houston Port Bureau documentation series, a collaborative effort aimed at identifying and standardizing best communication practices in the Port of Houston. The information within was gathered and consolidated over various stakeholder meetings that included a wide range of industry experts and key port stakeholders. This inclusive approach ensures that the perspectives and expertise of all stakeholders are considered, fostering a sense of value and inclusion. Attempts have also been made to leverage and otherwise ensure consistency with developing international standards.

Port calls are complex and involve many stakeholders working in close collaboration. A major factor in the overall efficiency of a port call lies in the pre-arrival communications. Unfortunately, pre-arrival communications are often unstructured, both in terms of format and timing/distribution. Specifically, this document examines and recommends better ways of facilitating pre-arrival communications with marine surveyors.

Surveyors

A marine surveyor inspects, witnesses and certifies cargo transfers. They often perform the role of an independent third party certifying the cargo operation whereby they may perform activities including but not limited to:

- Cargo sampling and gauging
- Running analysis
- Witnessing key cargo operations events
- Assessing tank cleanliness and fitness for purpose
- Creating official documentation/certification of the transfer that can and often is included in official export/import documentation packages

As a key stakeholder, marine surveyors play a vital role in ensuring the safety, quality, and quantity of cargo operations. Their timely and efficient service is necessary for the smooth functioning of the port. Good communication is foundational to ensuring that surveyors are able to plan and perform their services without causing delays and/or re-work.

Document Structure

This document is constructed on the assumption that most port calls in the Port of Houston are still facilitated using traditional tools such as emails and phone calls. While this document often assumes and recommends communication enhancements in the vernacular of “email,” the underlying processes, flows, and data message suggestions are foundational/applicable to more sophisticated digital systems. This decision to speak in an “email vernacular” was an attempt to make the document relevant to as many port stakeholders as possible.

In the following sections, each key data exchange is accompanied by a recommended email subject line, data sender, data distribution, and data message format (whereby the data points to be exchanged is in Appendix B).

Towards the end of the document:

- Appendix A provides further information and recommendations related to designing more advanced digital communications, streamlining communications, and reducing email overload in the short term
- Appendix B details the specific data points that should be included in each recommended data exchange. Some data exchanges may contain significant information; putting that information in its section helps make the main content more readable.

The Port Call “Subway Map” will be referenced throughout this document. It visually describes key port call data exchanges applicable to processing a vessel through the port. The Subway Map sets the framework for this document’s further detail. More information about the Subway Map itself can be found *here*.

Suggestions For How to Use This Document

More systematic and real-time exchanges of quality/targeted data are the biggest and most cost-effective lever to improve efficiency. Regardless of the communication medium, a well-disciplined communication standard consisting of standard datasets and standard timing/refresh rates is possible.

This document has made best efforts to systematically layout a suggested data exchange paradigm. Stakeholders are encouraged to read and digest the information carefully and then compare their current internal operations with the ones recommended in this document. The questions below are representative of the type that should be considered.

- Which key data exchanges are working, and which ones are not?
- Where is triangulated data being received, and how can those data exchanges be deprioritized or reduced? (Triangulated Communications means the same information is being received

from different sources at different times. See Appendix A for more information about triangulated)communications).

- Where is triangulated data being sent, and can it be turned off?
- How can stakeholders collaborate to ensure timely and important data exchanges are reliably sent and highlighted?
- Are stakeholders responsible for sending key data exchanges clear on their role and responsibility? Do they have the requisite contact/distribution list information, and is there a process to keep it current?
- Are the key data exchange formats documented and agreed upon between stakeholders (i.e., radio, phone, email, portal, API, etc.)?
- What are the most common causes of communication bottlenecks or breakdowns?

Because every communication has at least a sender and a receiver, both parties are responsible for making the data exchange more effective and efficient. Working jointly with stakeholder partners to do this assessment can bring significant value and insight.

KEY DATA EXCHANGES

Cargo/Vessel Nomination

Cargo/Vessel Nomination		
Stakeholders	Data Points	Cargo Data Points
Linesman	Message Date time	Cargo ID
VTS	Vessel Name	Cargo Owner Product Code
Terminal	Voyage Number	Cargo
Cargo Owner	Vessel IMO Number	Cargo Volume GSV
Vessel	Vessel Company Name	Cargo Volume UOM
Surveyor	Agent Name	Cargo Handling Mode
Agent	Transshipment Vessel(s)	Comingled
Pilot	ETA Port	Cargo Max Value
Tugboat	Terminal Name	Cargo Min Value
	Berth Name	Cargo CounterParty
	Shore Tank	Cargo Country of Discharge
		Cargo Country of Load
		Nominated Forms
		Cargo Sampling Instructions
		Survey Special Instructions
		Billing Reference Number
		Billing Instructions
		Approver
		Ops Coordinator

Description: This data exchange communicates the main aspects of the cargo transfer and the needed services. It serves as the order or contract of service.

For a given charterer/cargo owner, the ordered surveyor services are often standardized per cargo. In other words, specific samples, analysis, and documents are typically required for a given cargo. In those cases, it is best practice for

charterers/cargo owners to standardize product handling specifications, analytical specifications, physical property information, Safety Data Sheets (SDS), etc. and make those documents available via web portal or API connection. This helps to ensure that the best information is available for reference 24/7 and streamlines the operational data exchange details that change for every transfer.

When sending revisions to the initial nomination, it's helpful to the receiver if the changed data is highlighted. This helps the receiver process the change / take action faster.

Sender: Cargo Owner/Charterer

Distribution: Vessel, Terminal, Surveyor, and Agent (typically via the Vessel Company).

Email Subject line formatting:

VN: [Vessel Name][Voyage number]

Timing:

As soon as the particulars of the transfer are known.

NOTE: Messages sent on or after the start of laycan may introduce delays.

Berthing Prospects

Berthing Prospects		
Stakeholders	Data Points	
Linesman	Message Date Time	Berth Name
VTS	Vessel Name	Mooring Side
Terminal	Voyage No	Vessel Max Draft for UKC
Cargo Owner	Vessel IMO Number	ETA Berth
Vessel	Vessel Company Name	ETC Cargo Ops
Surveyor	Agent Name	ETD Berth
Agent	Terminal Name	
Pilot		
Tugboat		

Description: An estimation or schedule of when a vessel can be berthed. This is sometimes communicated per vessel or as part of a regularly published terminal or vessel berth call schedule. This information allows the surveyor to check for changes and adjust manpower and equipment planning.

When the vessel, vessel company, or agent provides the dates, it typically represents the estimated NOR for the terminal.

When the Terminal provides the dates, it typically represents when the berth will be available.

Sender 1: Terminal

Sender 2: Vessel/Vessel Company/Agent

Distribution: Vessel, Terminal, Agent, Surveyor, Cargo Owner

Subject line formatting:

BP: [Vessel Company Name] [berth call schedule or--if the data exchange is related to a single vessel--vessel name]

or

BP: [Terminal Name] [terminal schedule or-- if the data exchange is related to a single vessel--vessel name]

Timing:

If the data is provided by a portal or API, it should be as real-time as possible. The best practice is for surveyors to check the berthing prospects of tendered vessels at least once to twice daily.

If data is provided by email, the best practice is to do so at least once or twice daily. If changes from the previous report can be highlighted, receivers can digest the information quicker and more effectively.

Data exchanges should start when the vessel arrives at the port.

Pre-Boarding Request (Vessel)

Pre-Boarding Request (Vessel)		
Stakeholders	Data Points	Cargo Data Points
Linesman	Message Date Time	Cargo
VTS	Vessel Name	Cargo Volume GSV
Terminal	Voyage No	Cargo UOM
Cargo Owner	Vessel IMO Number	Cargo ID
Vessel	Vessel Company Name	Cargo Sequence Number
Surveyor	Agent Name	Vessel Manifold
Agent	ETA - Berth	Cargo Tank(s)
Pilot	Vessel Experience Factor (VEF)	Cargo Tank Capacity
Tugboat	Terminal Name	Vessel Manifold Size
		Cargo Manifold Sampling
		Cargo Sampling Method
		Cargo Remarks
		Cargo API Gravity
		Cargo Density
		Cargo H2S Content
		Cargo Temp
		Cargo Purge Status
		Vessel Reducer Size
		Vessel Max Manifold Pressure
		Cargo Handling Mode
		Cargo Tank Load 1st Prior Cargo
		Cargo Tank Load 2nd Prior Cargo
		Cargo Tank Load 3rd Prior Cargo
		Cargo Load ROB
		Cargo Discharge Port Loaded
		Cargo Discharge B/L Figure
		Cargo Discharge B/L UOM

Description: Key information regarding the upcoming cargo operation.

Sender: Vessel

Distribution: Surveyor, Terminal

Subject line formatting:

PREBOARD: [Vessel][Voyage number]

Timing:

At least 48 hours prior to arrival at the terminal. If anything changes between the initial communication and the vessel arriving, the Vessel should send prompt updates.

Pre-Boarding Request (Terminal)

Pre-Boarding Request (Vessel)		
Stakeholders	Data Points	Cargo Data Points
Linesman	Message Date Time	Cargo
VTS	Vessel Name	Cargo Volume GSV
Terminal	Voyage No	Cargo UOM
Cargo Owner	Vessel IMO Number	Cargo ID
Vessel	Vessel Company Name	Cargo Sequence Number
Surveyor	Agent Name	Vessel Manifold
Agent	ETA - Berth	Cargo Tank(s)
Pilot	Vessel Experience Factor (VEF)	Cargo Tank Capacity
Tugboat	Terminal Name	Vessel Manifold Size
		Cargo Manifold Sampling
		Cargo Sampling Method
		Cargo Remarks
		Cargo API Gravity
		Cargo Density
		Cargo H2S Content
		Cargo Temp
		Cargo Purge Status
		Vessel Reducer Size
		Vessel Max Manifold Pressure
		Cargo Handling Mode
		Cargo Tank Load 1st Prior Cargo
		Cargo Tank Load 2nd Prior Cargo
		Cargo Tank Load 3rd Prior Cargo
		Cargo Load ROB
		Cargo Discharge Port Loaded
		Cargo Discharge B/L Figure
		Cargo Discharge B/L UOM

Description: Key information regarding the upcoming cargo operation. In addition to information related to line-ups, additives, transfer details, etc., it may also communicate information pertaining to tank readiness to the vessel.

Sender: Terminal

Distribution: Surveyor, Vessel, Vessel Company

Subject line formatting:

PREBOARD: [Vessel][Voyage number]

Timing:

Forty-eight hours prior to arrival at the terminal is preferred. The risk of surveyor delays increases if they do not have this information within 24 hours of the vessel's arrival.

If anything changes between the initial communication and the vessel's arrival, the terminal should send prompt updates.

Tank Readiness (Cargo Owner or Terminal)

Tank Readiness		
Stakeholders	Data Points	Cargo Data Points
Linesman	Message Date Time	Cargo
VTS	Terminal Name	Cargo Volume GSV
Terminal	ETA - Berth	Cargo UOM
Cargo Owner	Vessel Max Draft for UKC	Cargo ID
Vessel	Vessel Name	Shore Tank(s)
Surveyor	Vessel IMO Number	Cargo Handling Mode
Agent	Vessel Company Name	Shore Tank Capacity
Pilot		Shore Tank Float Condition
Tugboat		Shore Tank Calibration Details
		Shore Tank Certification Time
		Shore Line Ups
		Shore Line Up Status

Description: This is key information regarding the upcoming cargo operation. In addition to information related to line-ups, additives, transfer details, etc., it also communicates information related to tank readiness.

The cargo owner must certify the tank before declaring it ready. The cargo owner, the terminal, or both manage tank readiness.

If tank readiness information is not provided promptly, vessels will be delayed until the tank certification is completed.

Typically, a tank remains certified as long as no cargo works after certification. If the tank has been certified for a while, it may need to be regauged to ensure it hasn't moved.

Sender: Terminal

Distribution: Surveyor, Vessel Company

Subject line formatting:

PREBOARD: [Vessel][Voyage number]

Timing:

Forty-eight hours before the vessel's arrival at the terminal is preferred. The risk of surveyor delays increases if they have not received a Tank Readiness message within 24 hours of the vessel's arrival.

If anything changes between the initial communication and the vessel's arrival, the terminal should send prompt updates

Call In Vessel

Call In Vessel		
Stakeholders	Data Points	
Linesman	Message Date Time	Terminal Name
VTS	Vessel Name	Berth Name
Terminal	Voyage No	RTA Berth
Cargo Owner	Vessel IMO Number	ETC Cargo Ops
Vessel	Vessel Company Name	ETD Berth
Surveyor	Agent Name	Mooring Side
Agent		
Pilot		
Tugboat		

Description: The terminal instructs the vessel that it is ready for the vessel to call. This data exchange triggers discussions about re-checking tank readiness and exchanging shore line-up data.

Sender: Terminal

Distribution: Vessel, cargo owner, agent, surveyor

Subject line formatting:

CIV: [VESSEL NAME] [VOYAGE NUMBER]

Timing:

As soon as the terminal informs the vessel (optimally in the same data exchange).

Terminals with customer portals or other digital systems might consider this one of the messages available for users to set as an automated push notification.

Prep Berth Notification

Prep Berth Notifications		
Stakeholders	Data Points	Cargo Data Points
Linesman	Message Date Time	Cargo
VTS	Terminal Name	Cargo Volume GSV
Terminal	Berth Name	Cargo UOM
Cargo Owner	RTA Berth	Cargo ID
Vessel	Vessel Name	Cargo Transfer Rate
Surveyor	Voyage No	Cargo Handling Mode
Agent	Vessel IMO Number	Shore Tank(s)
Pilot	Vessel Company Name	Shore Tank Capacity
Tugboat	Agent Name	Shore Tank Float Condition
		Shore Tank Calibration Details
		Shore Tank Temp
		Cargo Additives and Inhibitors
		Cargo Remarks
		Max Manifold Pressure
		Shore Tank Line Up
		Shore Tank Line Up Status
		Line Conditioning

Description: The terminal notifies the surveyor that the vessel will arrive within the next 4 to 8 hours. This data exchange provides instructions and details about the vessel's arrival, transfer details, and special instructions.

Sender: Terminal

Distribution: Cargo owner, surveyor

Subject line formatting:

PrepB: [VESSEL NAME] [VOYAGE NUMBER]

Timing:

4 to 8 hours before vessel ETA Berth

Terminals with customer portals or other digital systems might consider this one of the messages users can set as an automated push notification.

Pilot Onboard

Pilot Onboard	
Stakeholders	Data Points
Linesman	Message Date Time
VTS	ATA Pilot
Terminal	Vessel Name
Cargo Owner	Voyage No
Vessel	Vessel IMO Number
Surveyor	Vessel Company Name
Agent	Agent Name
Pilot	PTA - Berth
Tugboat	Terminal Name
	Berth Name

Description: Notification that the pilot is onboard. This message will likely come in the rough time frame as the Prep Berth message and serves as a secondary confirmation that the vessel is headed to the terminal and will be there within hours.

Sender: Vessel, Vessel Company, Agent, and/or PilotTracker. The Vessel, Vessel Company and the agent should agree on which party will send the data exchange; i.e., only one party should send the message.

Distribution: Cargo owner, surveyor, Terminal

Subject line formatting:

POB: [VESSEL NAME] [VOYAGE NUMBER]

Timing:

This data exchange should happen as close to real-time as possible.

PilotTracker has a feature where users can set up email push notifications to tell them when the pilot is onboard.

Arrival at Berth

Arrival at Berth		
Stakeholders	Data Points	
Linesman	Message Date Time	Agent Name
VTS	ATA - Berth	Terminal Name
Terminal	Vessel Name	Berth Name
Cargo Owner	Voyage No	RTS – Cargo Ops
Vessel	Vessel IMO Number	RTC – Cargo Ops
Surveyor	Vessel Company Name	RTD - Port
Agent		
Pilot		
Tugboat		

Description: Notification that the vessel has arrived. In many cases, if the above communications have been done appropriately, the surveyor should be already onsite. This communication should serve as a confirmation for tracking and not as a primary message.

Sender: Terminal

Distribution: Cargo owner, surveyor, agent, etc.

Subject line formatting:

AR: [VESSEL NAME] [VOYAGE NUMBER]

Timing:

This data exchange should happen as close to real-time as possible.

PilotTracker can provide near real-time visibility to this event.

Terminals with customer portals or other digital systems might consider this one of the messages users can set as an automated push notification.

Deprioritized Data Exchanges

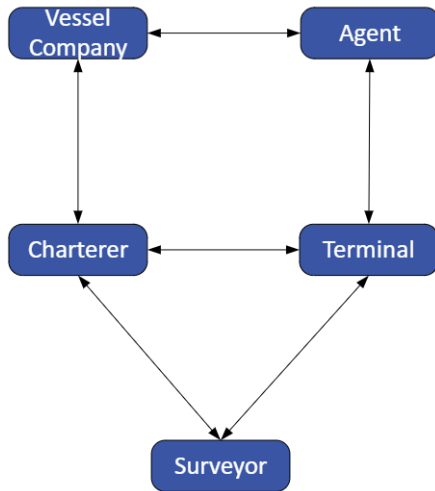
There are data exchanges where surveyors are kept in copy but the information is irrelevant to them. In these cases, best efforts should be made to remove surveyors from these communications to reduce the overall email load.

- **Acknowledge NOR**—Informs applicable stakeholders that the vessel is in the area. This triggers stakeholders to pay closer attention to the berthing prospects for that vessel.
- **Request Pilotage** – Agent or terminal setting pilots.
- **Request Tugs** – Agent or terminal ordering tugs
- **Request line handlers** - Agent or terminal ordering line handlers

APPENDIX A: Other Actions and Considerations

A common theme heard in stakeholder sessions highlighted information/email overload. This was a function of the pace and dynamics of marine operations in the Port of Houston and the need for more communication standards among stakeholders.

As depicted in the figure, this often results in stakeholders receiving info for the same cargo transfer from multiple sources at different times. This can needlessly double, triple, or even quadruple the



number of communications key focal points that need to be managed. As the data exchanges are coming at different times and through different channels, there is potential for data to be mismatched, which adds complexity and confusion to an already complex operating environment.

The further effect is that the triangulation effect creates uncertainty in the sender's mind that email communication will be seen and processed promptly. To compensate, many port stakeholders revert to phone conversations. While this methodology has an element of effectiveness, the overall result is negative. Conducting "the real" business by phone is both time-consuming and inefficient, as the conversation is between only two people (when it may be that several stakeholders are interested in the same information).

The perfect digital solution to the above would include tenants such as:

- Standardized data flows that minimize or eliminate the triangulation effect. Only impacted stakeholders are part of the data exchange, which informs impacted stakeholders directly and simultaneously.
- The ability to prioritize messages so that the most timely communications receive the top priority.
- Timely communications are indicated as confirmed, read, and actioned so the sender can be confident that the issue has received the requisite attention.
- Data sources as close to the originator as possible to ensure timely and accurate information.
- Messages deemed key data exchanged are standardized to be easy to consume and provide complete information.
- Where digital systems are connected, the connection/systems are configured to alert when connections are broken, data exchanges fail, and/or when data exchanges contain data that requires immediate and/or priority action.

The above would almost certainly be recommended design paradigms for a sophisticated port-wide planning system. However, such a system would require many to all port stakeholders to have relatively advanced digital maturity with a broad agreement to work in a drastically different way. While that may not be feasible in the short to medium term, there are ways to adopt the above tenants to existing tools and existing operations in a way that:

- Is low tech / relatively fast and easy for port stakeholders to implement.
- Moves the port toward a more standard way of working. Such standardization lays the foundation for later digital solutions.

As alluded to earlier, given that most maritime businesses are still operating on email, this document presents recommended email subject lines, agreed/standard distributions, and other information intended to streamline and improve existing communications.

Sometimes, the Vessel Company, Cargo Owner, Terminal and Surveyor have customer portals offering near real-time updates. When implemented well (i.e., frequent updates, quality data, etc.), they can effectively reduce email and improve efficiency. This is particularly so when the portal is available to key stakeholders (which may extend beyond the immediate customer to the respective customer's service providers) and can send push notifications that automate key data exchanges such as the ones highlighted in this document.

In other cases, digitized solutions are available in the Port of Houston (e.g., PilotTracker on the Port of Houston and many others in other ports). These systems also hold great promise for consolidating information and enhancing situational awareness across a wide network of stakeholders.

Companies on the sending side of key data exchanges are encouraged to consider things like:

- Are communications being sent now necessary? If not, can they be turned off or sent deprioritized?
- How can the data exchange format be further standardized? For example, standard data formatting in the body of the message, consistent formatting in the subject line, and consistent usage of the agreed communication tool can contribute to easier ingestion on the receiving side (up to and including enabling automated ingestion options for the receiver).
- Where digitized systems already exist, can they be tailored to automatically send key data exchanges to the right stakeholders at the right time?

Companies on the receiving side of key data exchanges are encouraged to consider things like:

- Who is receiving these communications? For instance, once the key data exchange is received, how is the information distributed within the receiving organization to other stakeholders who might also need to know that information?
- Are the person(s) receiving the data exchanges equipped with the necessary tools and training to prioritize the most important exchanges?
- How is the data exchange being tracked and logged – Data exchanges should inform a centralized system of record that allows for further communication, visibility, analysis, historical reporting, etc..
- How can lag times between receipt of the data exchange and the population of the system of record be minimized?
- Where digitized systems exist, can they be tailored to ingest and alert on standardized messages being received?
- Are there additional technologies, such as repetitive process automation, AI, API, etc., that might help ingest and process incoming data exchanges?

Finally, efficiency is a journey involving many stakeholders. If you want to find out more or participate in the discussions that resulted in this document, please contact the Greater Houston Port Bureau at info@txgulf.org or (713) 678-4300.

APPENDIX B: Data Dictionary

This excerpt is from the Greater Houston Port Bureau's Port Call Data Dictionary. It contains the relevant data points for efficient communication with all stakeholders associated with Cargo Surveys. Definitions for each data point can be found in the GHPB Port Call Data Dictionary document located on the website.

Cargo / Vessel Nomination Data Points (From the Cargo Owner)

Data Points	
Message Date time	Multiple Cargos may be included in a single request
Vessel Name	Cargo ID
Voyage Number	Cargo Owner Product Code
Vessel IMO Number	Cargo
Vessel Company Name	Cargo Volume GSV
Agent Name	Cargo Volume UOM
Transshipment Vessel(s) (If applicable)	Cargo Handling Mode
ETA Port	Comingled
Terminal Name	Cargo Max Value
Berth Name	Cargo Min Value
Shore Tank	Cargo CounterParty
	Cargo Country of Discharge
	Cargo Country of Load
	Nominated Forms
	Cargo Sampling Instructions
	Survey Special Instructions
	Billing Reference Number
	Billing Instructions
	Approver
	Ops Coordinator

Berthing Prospects (Exchanged between Terminal, Vessel and/or Vessel Agent)

Data Points	
Message Date Time	Terminal Name
Vessel Name	Berth Name
Voyage No	Mooring Side
Vessel IMO Number	Vessel Max Draft for UKC
Vessel Company Name	ETA Berth
Agent Name	ETC Cargo Ops
	ETD Berth

Pre-Boarding Request (from Vessel and/or Vessel Agent)

Data Points	
	Multiple Cargos may be included in a single request
Message Date Time	
Vessel Name	Cargo
Voyage No	Cargo Volume GSV
Vessel IMO Number	Cargo UOM
Vessel Company Name	Cargo ID
Agent Name	Cargo Sequence Number
ETA - Berth	Vessel Manifold
Vessel Experience Factor (VEF)	Cargo Tank(s)
Terminal Name	Cargo Tank Capacity
	Vessel Manifold Size
	Cargo Manifold Sampling
	Cargo Sampling Method
	Cargo Remarks
	Cargo API Gravity
	Cargo Density
	Cargo H2S Content
	Cargo Temp
	Cargo Purge Status
	Vessel Reducer Size
	Vessel Max Manifold Pressure
	Cargo Handling Mode
	Cargo Tank Load 1 st Prior Cargo
	Cargo Tank Load 2 nd Prior Cargo
	Cargo Tank Load 3 rd Prior Cargo
	Cargo Load ROB
	Cargo Discharge Port Loaded
	Cargo Discharge B/L Figure
	Cargo Discharge B/L UOM

Pre-Boarding Request (from Terminal)

Data Points	
Message Date Time	Multiple Cargos may be included in single request
Terminal Name	Cargo
ETA - Berth	Cargo Volume GSV
Vessel Max Draft for UKC	Cargo UOM
Vessel Name	Cargo ID
Vessel IMO Number	Cargo Transfer Rate
Vessel Company Name	Cargo Handling Mode
	Shore Tank(s)
	Shore Tank Capacity
	Shore Tank Float Condition
	Shore Tank Calibration Details
	Shore Tank Temp
	Cargo Additives and Inhibitors
	Cargo Remarks
	Vessel Max Manifold Pressure
	Shore Line Ups
	Shore Line Up Status
	Shore Line Conditioning

Tank Readiness (from Cargo Owner)

Data Points	
Message Date Time	Multiple Cargos may be included in single request
Terminal Name	Cargo
ETA - Berth	Cargo Volume GSV
Vessel Max Draft for UKC	Cargo UOM
Vessel Name	Cargo ID
Vessel IMO Number	Shore Tank(s)
Vessel Company Name	Cargo Handling Mode
	Shore Tank Capacity
	Shore Tank Float Condition
	Shore Tank Calibration Details
	Shore Tank Certification Time
	Shore Line Ups
	Shore Line Up Status

Call In Vessel (From the Terminal)

Data Points	
Message Date Time	Terminal Name
Vessel Name	Berth Name
Voyage No	RTA Berth
Vessel IMO Number	ETC Cargo Ops
Vessel Company Name	ETD Berth
Agent Name	Mooring Side

Prep Berth Notification (From the Terminal)

Data Points	
Message Date Time	Multiple Cargos may be included in single request
Terminal Name	Cargo
Berth Name	Cargo Volume GSV
RTA Berth	Cargo UOM
Vessel Name	Cargo ID
Voyage No	Cargo Transfer Rate
Vessel IMO Number	Cargo Handling Mode
Vessel Company Name	Shore Tank(s)
Agent Name	Shore Tank Capacity
	Shore Tank Float Condition
	Shore Tank Calibration Details
	Shore Tank Temp
	Cargo Additives and Inhibitors
	Cargo Remarks
	Max Manifold Pressure
	Shore Tank Line Up
	Shore Tank Line Up Status
	Line Conditioning

Pilot Onboard (From the Vessel and/or Vessel Agent)

Data Points	
Message Date Time	Vessel Company Name
ATA Pilot	Agent Name
Vessel Name	PTA - Berth
Voyage No	Terminal Name
Vessel IMO Number	Berth Name

Arrival at Berth (From the Terminal)

Data Points	
Message Date Time	Agent Name
ATA - Berth	Terminal Name
Vessel Name	Berth Name
Voyage No	RTS – Cargo Ops
Vessel IMO Number	RTC – Cargo Ops
Vessel Company Name	RTD - Port