

Bureau International des Containers et du Transport Intermodal

*Punta del Este, Uruguay
Noviembre 8, 2017*



About the BIC

- Non-profit NGO, founded in 1933
- 2100+ members in over 120 countries
- Promoting safety, security, standardization, sustainability and efficiency
- Official NGO Observer status at:
IMO, World Customs Organization, UNECE
- Based in Paris



www.bic-code.org



International
Organization for
Standardization



European Committee for Standardization
Comité Européen de Normalisation
Europäisches Komitee für Normung



WORLD CUSTOMS ORGANIZATION
ORGANISATION MONDIALE DES DOUANES



INTERNATIONAL
MARITIME
ORGANIZATION



UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE



UNODC
United Nations Office on Drugs and Crime



BIC Databases

Operator of databases that help make the industry safer, more secure, more efficient and **digitalization-ready**.

- BIC Code database since 1970
- Location code (LoCode) database since 2001
- Global ACEP Database, under IMO guidance since 2013
- BoxTech launched in 2016



BoxTech



Supply chain safety and efficiency through data visibility

What is BoxTech?

The BoxTech Technical Characteristics Database is a neutral, non-profit, centralized data repository providing container owners and users a platform to easily exchange container fleet technical details.

MAX. GR.	30.480	KG
TARE	67.200	LBS
NET	2.200	KG
	4.850	LBS
	28.280	KG
	62.350	LBS

22G1

(And more)

SOLAS Regulation

- Effective July 1, 2016, any shipping container leaving from any port in the world must be accompanied by a shipping document signed either electronically or in hard copy by the shipper on the bill of lading listing the verified gross mass (VGM) of a container in order to be loaded onto a ship.
- Obtaining the VGM is allowed by only one of two methods:

Method 1

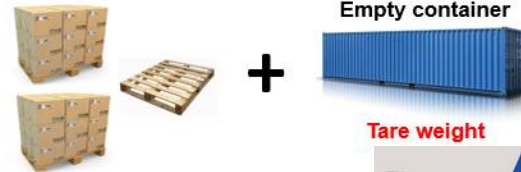
Prior to the vessel loading, weigh the entire loaded container using calibrated and certified equipment.

Loaded container

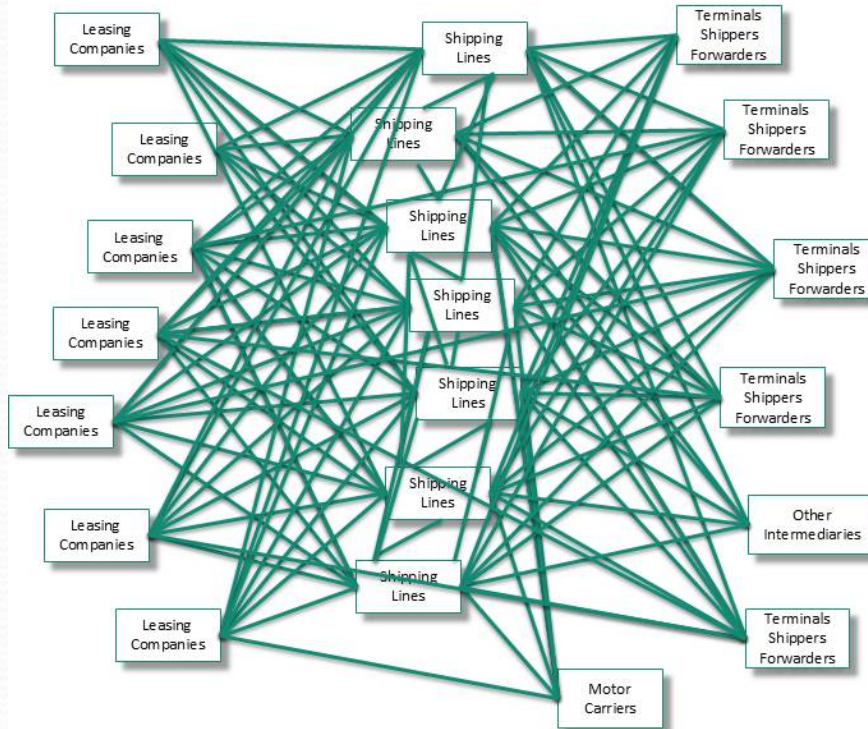


Method 2

Weigh all of the packages that are stowed in the container, including all pallets, dunnage and other packing material, and then add the **tare weight** of the container.



Can we do better?



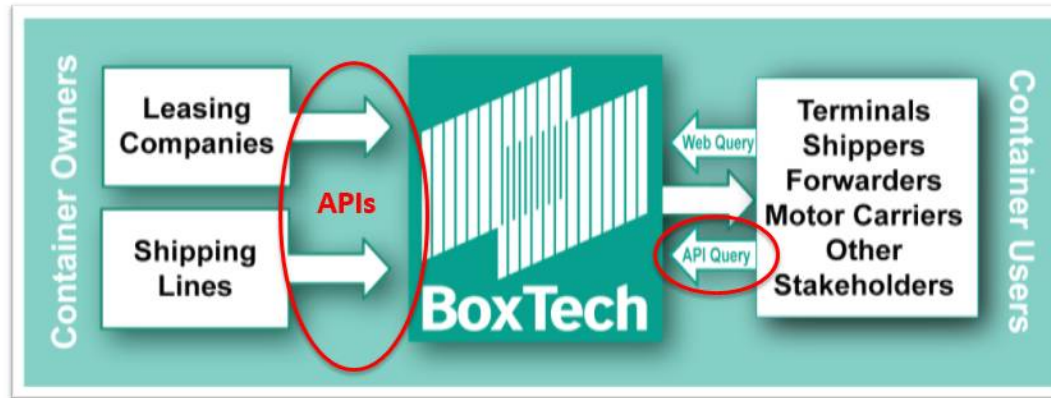
Container Owners

- Receive multiple inquiries via phone and email; employees are being used for non-core business
- Processes are not in place for sharing key data
- Building/maintaining an online database is not core business

Container Users and Intermediaries

- Must access multiple sources not always knowing who to contact
- Manual re-keying of data
- New processes needed for non-core business

A Centralized, Neutral Database for all



Use of the Boxtech TCD means a one-stop-shop for all parties.
Everybody wins.

Growth of database



Major Fleets Uploaded



MAERSK
LINE



seaco



T.S. LINES



PAN OCEAN



Touax®



+ over

Maersk announcement

- “We strive to simplify and create transparency across our customers’ entire supply chains...”



“... This digital platform provides our customers ease in complying with industry regulation.

In turn, access to precise data on the weight of the loaded container will support our drive towards increased fleet safety.”

Ingrid Uppelschoten-Snelderwaard
Head of Equipment at Maersk Line

Maersk Line joins BoxTech container database platform

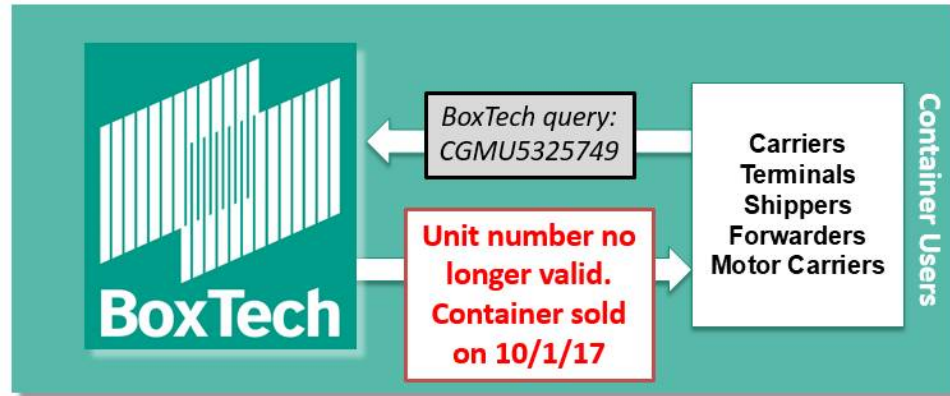
seatrade-maritime.com

New functionality due out this month

- New APIs for file updates
- New APIs for data access
- Sold/scrapped flags / alerts
- Recovery/status flags / alerts

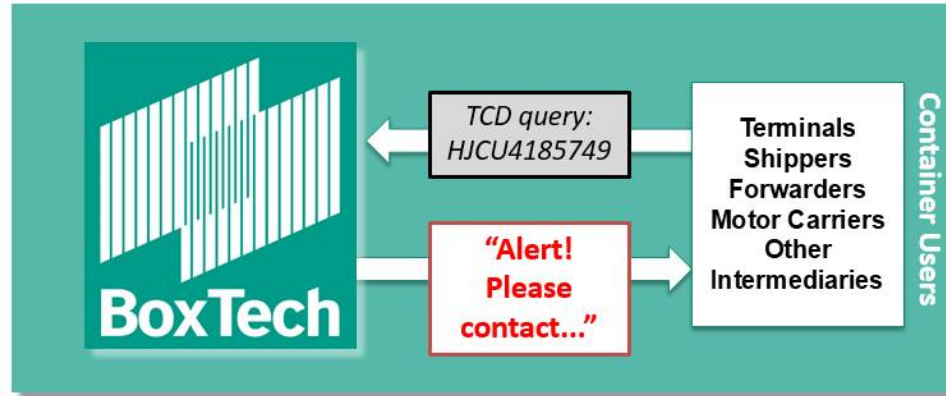
...and more to come. Establishing advisory committee to help guide further development.

Register of sold containers



- Instant visibility / alerts on units that have left fleet
- Increased safety
- Risk reduction
- Better visibility encourages buyers to properly re-mark

Alerts: Recoveries, lost units, security



- Bankruptcy / recoveries
- Stolen/lost units
- Special status
- Security alerts

Where to learn more

bic-boxtech.org

info@bic-boxtech.org



Muchas gracias

Bureau International des Containers et du Transport
Intermodal **BIC**

ESTRATEGIA INTERMODAL



www.estrategiaintermodal.com.mx

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Where to obtain tare weight for SOLAS VGM?

Shippers & Intermediaries

- From door of container?
- From 2-3 dozen websites?
- No single-source
- Re-keying of data adds errors

Owners & Operators

- Heavy admin to exchange data between lessors-carriers, carriers-carriers and carriers-shippers
- E-mail and phone queries

Or...

- Eliminate manual queries
- Eliminate double-entry of data
- Everyone in the chain becomes more efficient by using a neutral platform

Demand for efficiency

- Already > 1000 major shippers, forwarders, terminals, rail and motor carriers have signed-up up to access data.

Shippers/3PL/Hauliers/Rail

Terminals

Win-Win-Win-Win

Container Lessors

- Avoid sending constant file updates to hundreds of lessees.
- Avoid phone/e-mail customer support to answer basic equipment questions

Ocean Carriers

- Avoid chasing leasing companies for file updates
- Avoid the maintenance of online tare weight query tool
- Avoid phone/e-mail customer support to answer basic equipment ?'s
- Customer and vendor satisfaction: Make customers and other trading partners more efficient

Shippers / Forwarders

- Avoid accessing dozens of different websites to obtain tare weight
- Avoid manual re-keying of characteristics
- Avoid any manual intervention whatsoever, once automated API in place

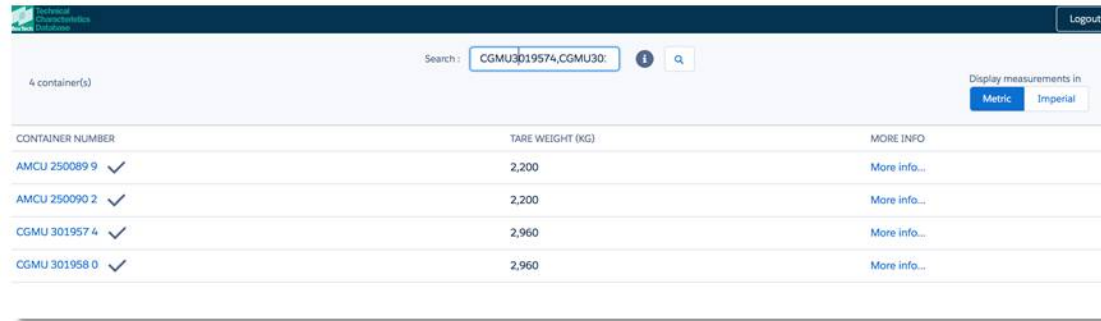
Terminals/Depots

- More efficient planning through better visibility of container size/types and other characteristics
- Exception management: Non-standard equipment, spot errors, missing data

And also a win for: Software and service providers, container buyers, insurance providers, surveyors, banks, customs, etc...

Accessing data in BoxTech

- Users complete an online sign-up form to immediately obtain access
- Query database online by typing container number(s)
- Or set-up automated queries using APIs
- In either case, the container number is required



The screenshot shows the BoxTech Technical Characteristics Database interface. At the top left is the logo and name 'Technical Characteristics Database'. A search bar contains the text 'CGMU3019574,CGMU30'. To the right of the search bar are icons for help and search. Below the search bar, it indicates '4 container(s)'. On the right side, there is a 'Logout' button and a dropdown menu for 'Display measurements in' with options for 'Metric' and 'Imperial'. The main content is a table with three columns: 'CONTAINER NUMBER', 'TARE WEIGHT (KG)', and 'MORE INFO'. The table lists four containers with their respective tare weights and links to more information.

CONTAINER NUMBER	TARE WEIGHT (KG)	MORE INFO
AMCU 2500B9 9 ✓	2,200	More info...
AMCU 250090 2 ✓	2,200	More info...
CGMU 301957 4 ✓	2,960	More info...
CGMU 301958 0 ✓	2,960	More info...

Detailed Container Data

- Further details such as Physical Characteristics, Dimensions and Manufacturer are displayed on the detailed view. Most are optional.

CGMU
CGMU 301958 0
Data containing an asterisk (*) were uploaded in a different unit of measure

Physical characteristics

<u>Group ST</u> 20RF	<u>Detail ST</u> 22R1
<u>Tare weight</u> Kgs : 2,960 Lbs : 6,526 *	<u>Cubic capacity</u> m3 : cu ft :
<u>Max payload</u> Kgs : 27,520 Lbs : 60,671 *	<u>Max gross mass</u> Kgs : 30,480 Lbs : 67,197 *
<u>Stacking</u> Kgs : Lbs :	<u>Racking</u> Kgs : Lbs : Newton :

Dimensions

<u>External length</u> mm : ft :	<u>Internal length</u> mm : ft :
<u>External width</u> mm : ft :	<u>Internal width</u> mm : ft :
<u>External height</u> mm : ft :	<u>Internal height</u> mm : ft :
<u>Door opening width</u> mm : ft :	<u>Door opening height</u> mm : ft :

Manufacturer data, and data plates

<u>Manufacturer data</u> Manufacturer : Manufacturer # : Manufacturing date :	<u>Customs plate</u> Customs approval : Customs approval type :
<u>CSC plate</u> Customs approval :	<u>Timber treatment plate</u> Timber certificate :

One door off operations

<u>Stacking</u> Kgs : Lbs :	<u>Racking</u> Kgs : Lbs :
<u>End wall strength</u> Kgs : Lbs :	

Onboarding Process: Container Owners



Quick sign-up and account verification



Upload initial file using CSV template



Subsequently automate fleet updates via API

