



# **TRACK AND TRACE SUBSCRIPTION**



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**CUSTOMER ONBOARDING  
DOCUMENTATION**

# 1. INTRODUCTION

The aim of this document is to provide the onboarding information necessary for a new customer to be onboarded on the Track and Trace Azure Service Bus subscription.

## 2. EVENTS AND FORMAT

The Events available from this service are:

- Actual events related to the container movements.
- Vessel events which could be:
  - Vessel Arrival (VA)
  - Vessel Departure (VD)
  - Estimated Time of Arrival (ETA)

The ETA events are computed daily and, in case of a significant enough change compared to the previous calculation, the new ETA is published out.

The events provided from the ASB queue are the same as the Track and Trace (TnT) API. The format of the messages is compliant with the DCSA 2.2 standards.

For reference:

- The DCSA website: [Track and Trace Standard in container shipping | DCSA](#)
- The swaggerHub: [Build, Collaborate & Integrate APIs | SwaggerHub](#)

The events published in the DCSA 2.2 format are classified in three main types:

- Equipment
- Transport
- Shipment

The events are all defined at container level, and they are tagged and sent to the dedicated customer queue as soon as they are available from the agencies.

## 3. MESSAGE PROPERTIES

The Azure Service Bus has a dedicated queue for every customer onboarded who has a subscription. There is a specific configuration that defines the amount of time for a message to be processed and read. This means that if messages are not consumed within 14 days, they are moved to the dead letter recipient.

Every JSON message has a header containing specific fields called custom properties and they are designed to provide extra information about the event.

Message custom properties 

Name	Value
Event	CREATED
Incoming Correlation Id	8692d2b2-d4b1-4bc6-ae92-6cf9a017067f
Carrier Booking Reference	641QA0042410
Event Status	UPDATE
Resource	Equipment

There are 3 main custom properties:

1. The “Event Status”, which identifies if this event is NEW (the first time that is published), an UPDATE of an event already published in the past (in case of corrections) or a DELETE (in case it has been removed from the system).
2. The “Carrier Booking Reference” corresponds to the Booking Number (useful in case of SHIPMENT Events which don’t contain this information in the body of the message because it’s missing in the DCSA2.2 definition).
3. The “Transport Document Reference” corresponds to the Bill of Lading number (useful as above in case of SHIPMENT events).

The body of the message is featured by a JSON respecting the DCSA2.2 structure.

## 4. FILTERING RULES

To filter the events that are relevant to the bookings of interest, the service is using certain rules that are defined by the customer. The rules are primarily related to information that can be found in a booking. Once this info is detected in the booking, then it will get whitelisted. From that point on, all events related to that booking, will be pushed to the customer ASB queue. For instance, some of the most common rules are the eBookingNumber and the Contract Number, both of which can be found in the booking.

## 5. ENVIRONMENTS

There are two environments available:

- Production
- UAT

Due to external dependencies the UAT environment has some limitations in the availability of the data, consequently the most recommended one is the Production environment. The UAT is recommended mostly for connection testing purposes.

Some of the UAT environment limitations are:

- Less availability in number of events
- Less accurate information
- No ETAs available

## 6. CONNECTION DETAILS

To connect and consume from the ASB queue, please follow the technical documentation provided by Microsoft.

[Quickstart - Use Azure Service Bus queues from .NET app - Azure Service Bus | Microsoft Learn](#)

Once the queue has been created, the connection information below will be shared.

- Queue Name
- Queue URL
- Shared Access Policy
- Endpoint