

International Taskforce



Port Call Optimization

Port Call Optimization

Relation to UN



SUSTAINABLE DEVELOPMENT GOALS

17 GOALS TO TRANSFORM OUR WORLD



Port Call Optimization

Relation to trade



Port Call Optimization

Request for data quality

For optimizing:

- Deadweight
- Speed / Emissions / Bunker savings
- Port stay
- Safety
- Berth utilization
- Hinterland connections
- Resources port services

Specific information required for Safe Port Memos

- > Name of port
- > Name of terminal
- > Name of berth
- > Material used for fendering
- > Distance between berth and shipside
- > **Why is this information so difficult to obtain?**
- > Certified Bollard Capacity
- > Max speed in channel/port
- > Angle at which capacity is measured
- > Max draft alongside
- > Distance between Bollards
- > Berthing day/night
- > Distance from Bollards to edge of berth
- > Other: ice, weather, swell, surge, aircraft, currents etc
- > Height of berth at Chart Datum

Present situation

Ports use national or local standards



Present situation

Data not from data owner



Present situation

Less efficient communication



Present situation

No data quality assurance



Present situation

Summary

- Not possible to cross check data
- Not possible to share data
- No alerts if data has changed
- No data quality indications
- No binding data
- Many parties working for the same ship use different data



Data quality is key for Port Call Optimization

Decision as good as the data

International Taskforce Port Call Optimization

Shipping      	Ports        
Standards  	Endorsers      

Agenda – update 21/01/18

- 1) Agree on business process of port calls
- 2) Agree on minimum scope of data
- 3) Agree on functional definitions
- 4) Use of functional definitions by industry
- 5) Agree on data model and formats
- 6) Use of data model and formats by industry
- 7) Agree on ISO label
- 8) Use of ISO label by industry
- 9) Local roll out by industry
- 10) Global roll out by industry



**1) Agree on business process
of port calls**

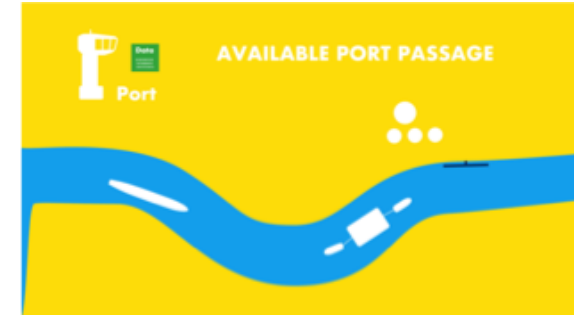
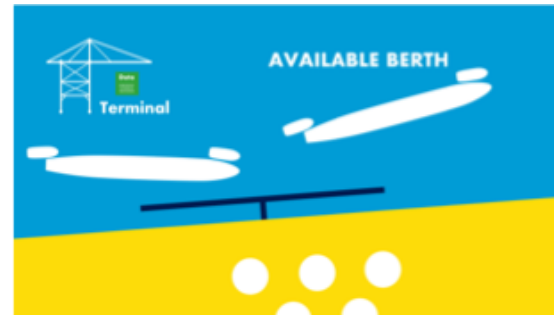
Done Q3/14

BIMCO



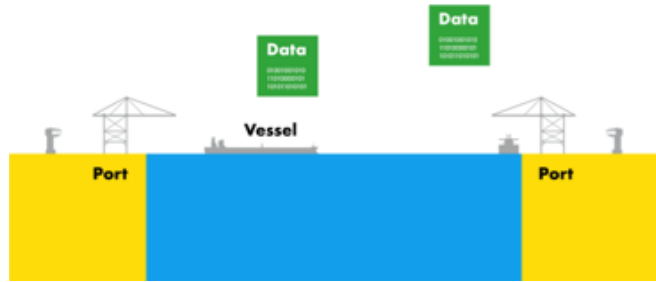
2) Agree on minimum scope of data

Done Q3/15



3) Agree on functional definitions

Done Q3/17



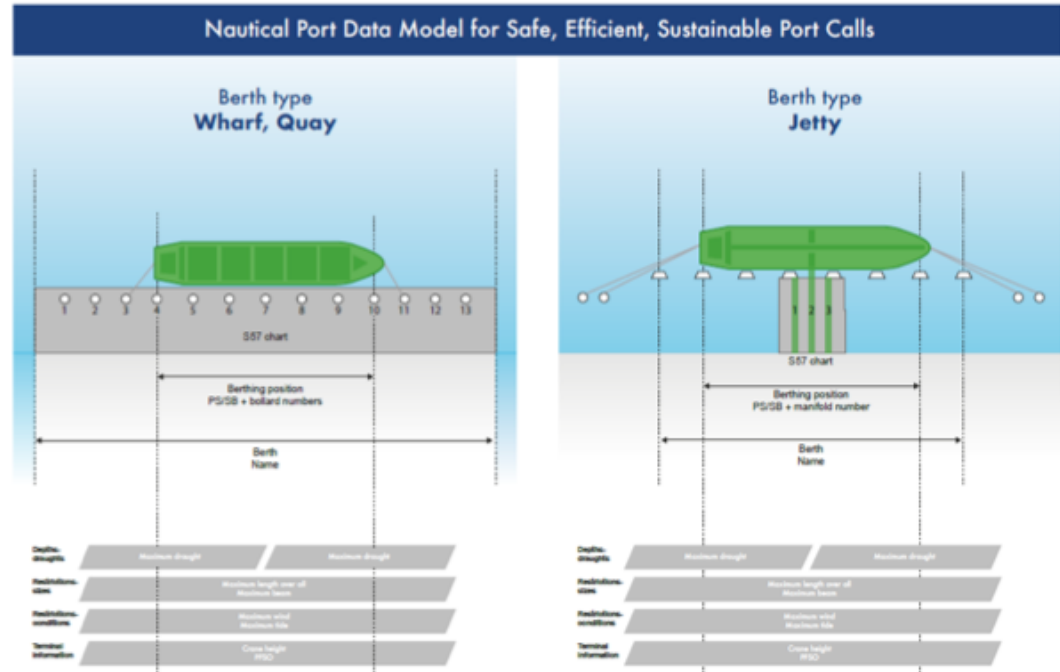
4) Use of functional definitions by industry

Done Q3/17

Shipping and agents	Ports	Standards partners	Endorsers
CMA-CGM	Algeciras	UKHO	BIMCO
Inchcape	Busan	GS1	IALA
Maersk	Gothenburg		IHMA
MSC	Houston		IHO
Shell	Ningbo-Zhoushan		Lloyds List Intelligence
Vopak	Rotterdam		Marine Traffic
	Singapore		STM
			UK P&I
			Xvela

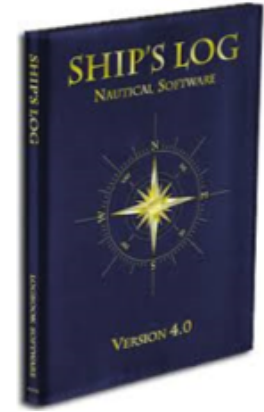
5) Agree on data model and formats

Q2/19



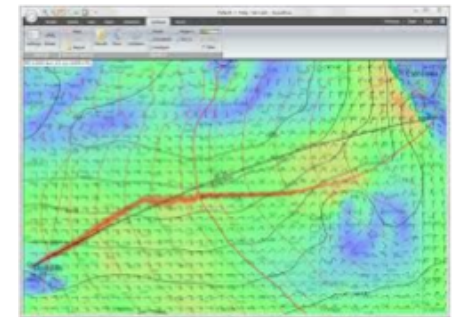
6) Use of data model and formats by industry

Q2/19



A screenshot of a software interface showing a data table and a Gantt chart. The table has columns for "Date", "Time", "Lat", "Long", "Speed", "Heading", "Depth", "Status", and "Remarks". The Gantt chart below the table shows a timeline with colored bars representing different activities or events over time.

Date	Time	Lat	Long	Speed	Heading	Depth	Status	Remarks
2019-01-15	08:00	34.0000	-118.0000	10.0	090	10	OK	Start of run
2019-01-15	08:15	34.0000	-118.0000	10.0	090	10	OK	Continuing
2019-01-15	08:30	34.0000	-118.0000	10.0	090	10	OK	Continuing
2019-01-15	08:45	34.0000	-118.0000	10.0	090	10	OK	Continuing
2019-01-15	09:00	34.0000	-118.0000	10.0	090	10	OK	Continuing
2019-01-15	09:15	34.0000	-118.0000	10.0	090	10	OK	Continuing
2019-01-15	09:30	34.0000	-118.0000	10.0	090	10	OK	Continuing
2019-01-15	09:45	34.0000	-118.0000	10.0	090	10	OK	Continuing
2019-01-15	10:00	34.0000	-118.0000	10.0	090	10	OK	End of run



7) Agree on ISO label

Q3/18



8) Use of ISO label by industry

XX/XX



9) Local roll out by industry

2018

<u>Basic data</u> Berth and Berthing position ID Pilot Boarding Place – Berth sections ID	
<u>Static data</u>	<u>Dynamic data</u>
Minimum depth	ATA/ATD Berth
Maximum sizes	ETA / ETD Berth
Maximum conditions	PTA / PTD Berth

10) Global roll out by industry

XX/XX



Frequently Asked Questions

- 1) Shipping is 5000 years old, why have standards never been used?
- 2) Roughly 80% of goods is transported by sea, why have supply chain standards never been used?



Good news

- There's nothing new
- Addressing existing contracts and resolutions, using existing definitions and technology, will already create dramatic improvements



