International Taskforce

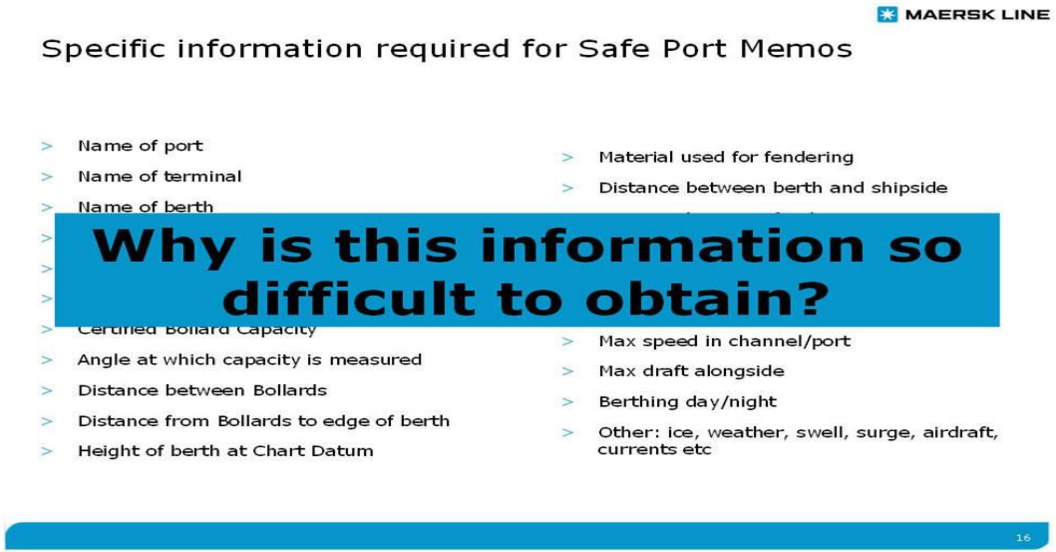
Port Call Optimization

Port Call Optimization

Request for data quality

For optimizing:

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



Present situation

Ports and shipping use their own standards

- Use of different standards and identifiers per port
- Shipping operates in a network of up to 1200 ports
- Ports can receive up to 55.000 different ships

Present situation

Data not from data owner

Data owner:

- Is not aware of / does not want ownership
- Is not aware of consequences not sharing data

Data is collected through other sources:

- Agents / Surveyors
- AIS data, sensor data, or big data

If data is not from data owner:

- Data becomes corrupt
- Data is not binding

Present situation

Less efficient communication

Less efficient means of communication, often one to one

Present situation

No data quality assurance

Only looking at the data, there is no difference between ports with a good or bad reputation

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

- There will never be one global solution or data base
- As a minimum we should have one global sustainable standard for interoperability between all types of shipping, terminals, ports and hinterland
- Based on global, existing, open industry standards for quick implementation and endorsement by industry
- Allowing global port to port operations for ships
- Allowing local in port operations for ship services

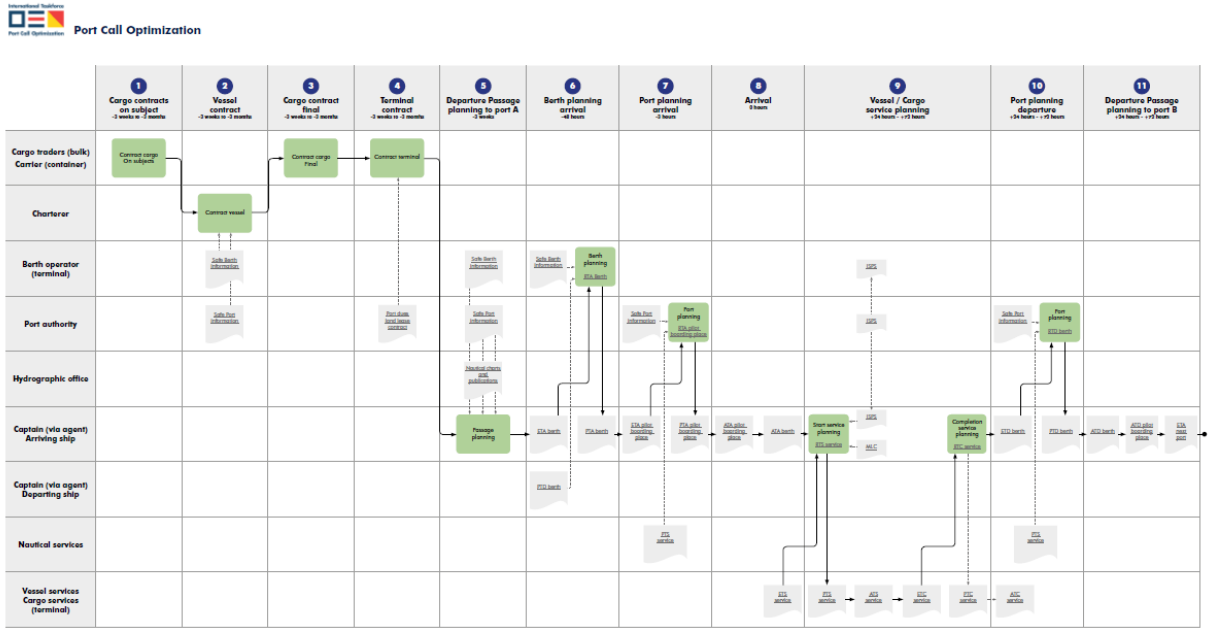
Agenda – update 12/06/18

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 quality ISO label
8) Use of ISO quality label by industry
9) Local roll out by industry
10) Global roll out by industry

1) Agree on business process of port calls

Done Q2/14

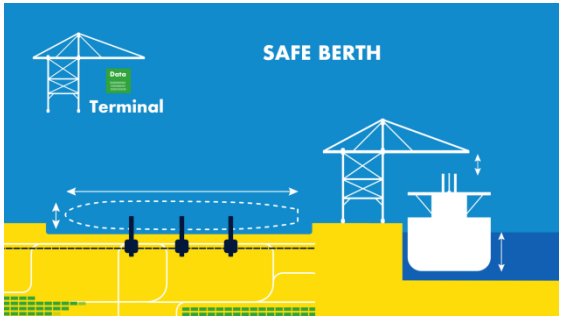
- Every port is dealing with the same Bimco contracts, IMO resolutions - business process based on that
- Important is to identify scope of data and data ownership
- Important to have a common understanding of the port call process

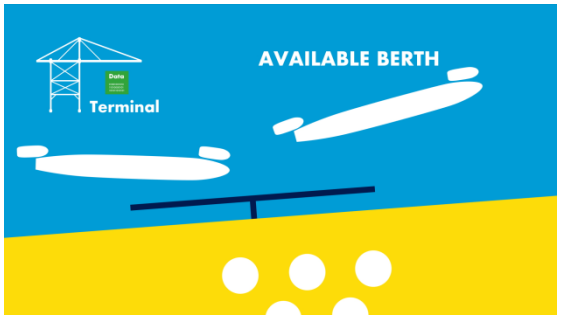


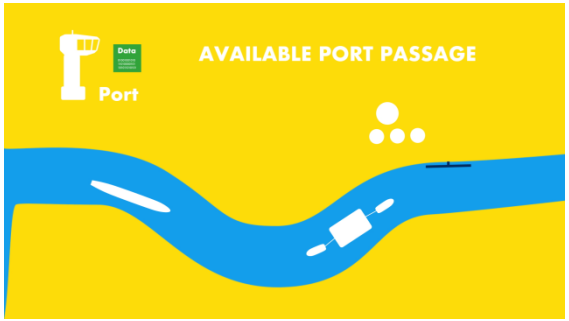
2) Agree on minimum scope of data

Done Q3/15

- Based on business process, to be compliant no. 1 priority
- Other things are nice to have





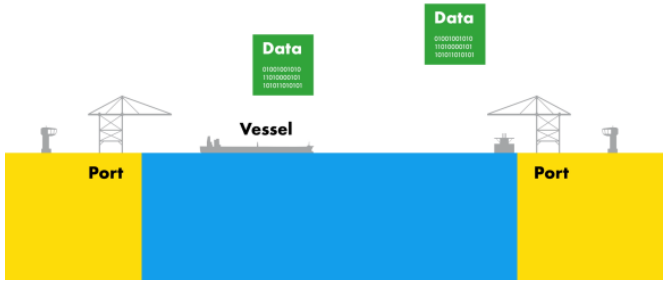


3) Agree on functional definitions

Done Q3/17, update Q4/18

- Functional definitions are a must, no room for misinterpretation
- Based on existing industry standards

- *Publication NP100 December 2019*



4) Use of functional definitions by industry

Done Q3/17, update Q4/18

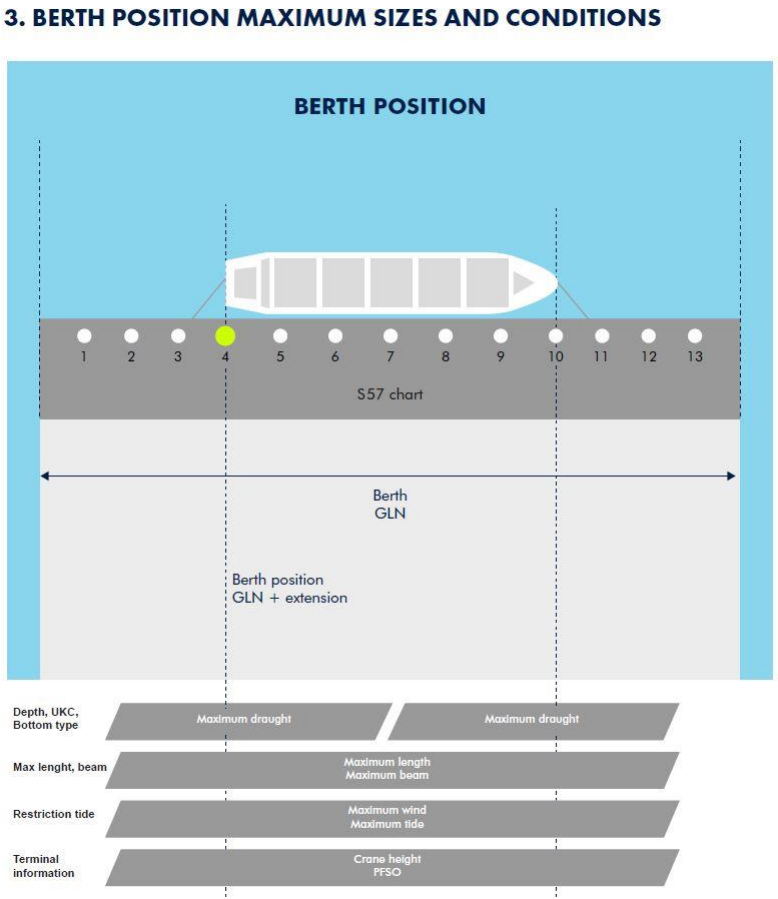
- Who's on board?

5) Agree on data model and formats

Q4/18

- For real time data compatibility is key, interfaces possible
- Industry needs sustainable standards
- Maintenance of data definitions is critical

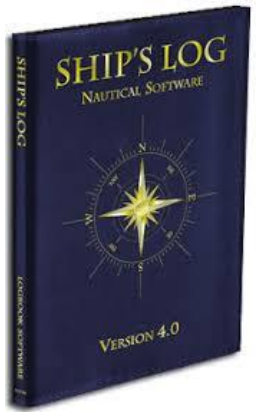
- *Publish data definitions Q2 2019*

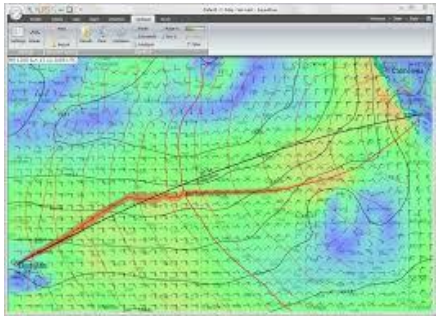


6) Use of data model and formats by industry

XX / XX

- ECDIS, Berth/Port planning , VTS
- Related: weather routing, AIS





7) Agree on ISO quality label

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- Functional definitions, data definitions and applications are not sufficient for data quality, security, compatibility
- Regulation takes too much time to implement or to regulate and does not adapt to new issues; market driven is a better option
- Customers can ask for ISO label for compliancy with BIMCO, IMO
- Developed by more than one class society for confidence of market
- Guidelines for implementation with IHO / IMO, can be blue print

- *Fine-tuning key parameters, incl. primary risks, minimum requirements*
- *Cross matching relevant parameters of existing ISO standards: if one of the standards changes, the whole scheme is updated automatically*

8) Use of ISO quality label by industry

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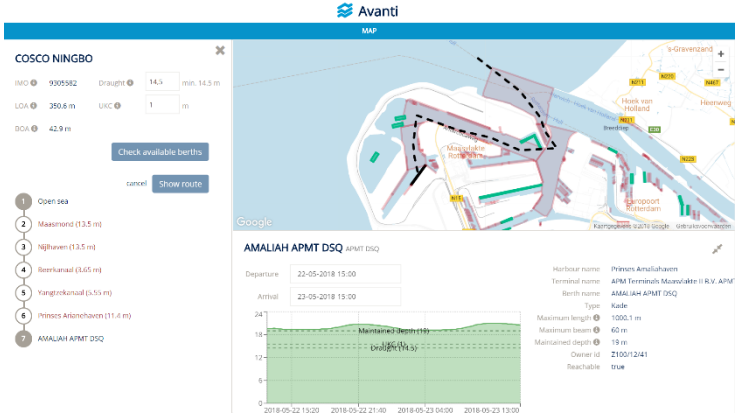
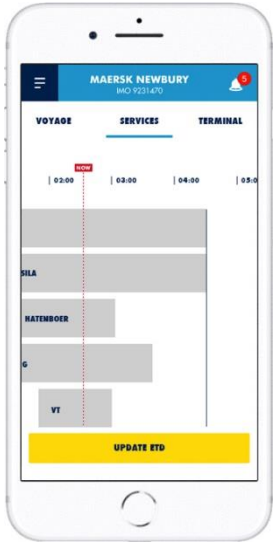
- *Proof of value to industry*

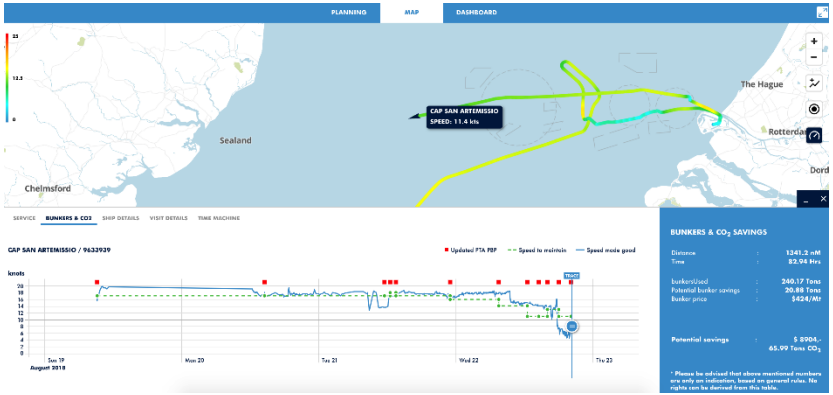
9) Local roll out by industry
2018

- Proof of value for port: safety, sustainability, economic
- Implementation of general information standards by ports



- *Maximum sizes per GLN Q1/19*
- *Making data part of process; start pilot Q2/19*





10) Global roll out by industry
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- Guidelines for Best Industry Practice:
  - ➢ IHO: e.g. port data reference model
  - ➢ IMO: e.g. a la BLU code for Just In Time

- GAP analysis with ISO standards
  - ➢ Learning from other industries: maintenance of standards from day one by ISO, not by a branch organization
  - ➢ Robust maintenance of standards allows industry to invest into implementation

- *Guidelines with IHO: draft Q1/19*
- *Guidelines with IMO: draft Q1/19*
- *Gap analysis with ISO: Q1/19*

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

Thank
you