International Taskforce

Port Call Optimization
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Port Call Optimization request

Request for data quality and availability of operational port data for optimizing:

• Sustainable supply chain
• Safe and sustainable berth to berth navigation
• Deadweight
• Port stay
• Berth utilization
• Resources port services

So far only administrative data has been structured for declarations to authorities through IMO FAL
Present situation

Ports and shipping use their own standards:

- Shipping operates in a network of up to 9,000 different ports
- Ports can receive up to 55,000 different ships
- Ports and shipping traditionally use their own standards
- Parties have many different views on data, therefore lacking process management improvements
Present situation

Data owner:
• Is not always aware of consequences of not sharing data
• Is often different per region, country, per state and even per port

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
• Today there is no global, neutral, not for profit platform to share data
• Current situation at best is fragmented
Present situation

No data quality assurance:

- Only looking at the data, there is no difference between ports with a good or bad reputation
- No data quality improvements through use and feedback of data users
Present situation

Summary:

• Not possible to cross check data
• Not possible to share data structurally
• No alerts if data has changed
• No data quality indications
• No binding data or data ownership
• Many parties working for the same ship use different data and standards
Data quality is key for Port Call Optimization

• Decision as good as the data

• Realizing safe and sustainable berth to berth navigation: where is my berth, when is my berth available?

• Realizing sustainable end to end supply chain: where are my goods, when are my goods available?
Data quality collaboration industry

The Taskforce:

- Consists out of matter experts from maritime industry and standardization bodies
- As a neutral body consults but does not promote solution providers
Data quality collaboration IMO, IHO, IMO GIA

The Taskforce:

- Submits papers to IMO in collaboration with IMO NGO’s and Member States
- Submits papers to IHO in collaboration with IMO NGO’s
- Provides input to IMO GIA
Agenda

Update 15/01/20:

1) Agree on business process of port calls
2) Agree on minimum scope of data
3) Agree on minimum requirements for standards
4) Agree on data definitions of master data
5) Agree on data definitions of event data
6) Agree on data model of master data
7) Agree on data model of event data
8) Develop incentives for data owners
9) Develop guidance for data owners
1) Agree on business process of port calls

Starting points:
- Every port is dealing with the same IMO regulations and BIMCO contracts, business process based on that
- Important to identify data scope and owner
- Important to have a common understanding how people work together, so called “choreography”

Status today:
- Updated with input IMO GIA discussions Q1/20

In progress:
- None
2) Agree on minimum scope of data

To be in compliance with:

- IMO: SOLAS, ISPS, MLC *(data)*
- BIMCO: safe port clause *(data)*
- IMO: FAL *(data)*

Status today:

- Business process appendix updated Q1/20

_in progress:_

- What is the scope of port call data allowing ships to be in compliance with IMO, and what do ports need to realize it; submit paper IMO MSC 103 Q4/20
3) Agree on minimum requirements for standards

Starting points:

• Robust, open, mature, maintained standards for sustainable investments and quick adoption; maintained by robust not for profit organizations

• There will never be one global solution or data base, as a minimum the industry should have interoperability

• Data definitions: are we talking about the same objects and their attributes? Good for human to human exchange. Critical for system to system exchange

• Data model: what is the relation between objects? Critical for system to system exchange

Status today:

• Fixed starting points
4) Agree on data definitions of master data

Status today:
• Port Information Manual (PIM) 1.4.5 published Q4/19
• NP100 edition 12 published

In progress:
• Processing feedback PIM 1.4.5 of IHO NIPWG 7 Q4/20
• Evaluate IMO vessel and GS1 location numbers Q4/20
• Definitions for UKC, air draught, quay height Q4/20
5) Agree on data definitions of event data

Status today:
• Port Information Manual (PIM) 1.4.5 published Q4/19
• NP100 edition 12 published
• Submission IMO FAL 43 Q3/19 (ship movements)
• Submission IMO FAL 44 Q3/20 (ship services, ops data)
• Update EPCIS Q2/17 and Q2/19 (goods movements)

In progress:
• To be discussed in IMO FAL 44 Q4/20
6) Agree on data model of master data

Status today:
• No data model yet for update of ENC’s and port data bases

In progress:
• Development of POC for exchange of terminal, berth, berth position and maintained depths, discuss quotation Q2/20
• Presentation by IHMA to IHO HSSSC 12 Q4/20
7) Agree on data model of event data

Status today:
• S211 can’t be used, other standards active
• EPCIS, goods movements, can be used for actual events only

In progress:
• Road map to one robust standard Q2/20
• EPCIS to capture future events QX/XX
8) Develop incentives for data owners

Starting points:
• Incentives are needed for all stakeholders to invest in data quality and availability
• Incentives can be implemented more quickly than regulation
• Inventive examples: benchmark, ISO / IMO label

Status today
• No ideas submitted

In progress
• Benchmark data quality: explore possibilities Q1/20
• ISO / IMO label: paper IMO MSC Q4/20
9) Develop guidance for data owners

Starting points:
• Guidance can be e.g. a manual or tooling

Status today:
• Manuals: Port Information Manual, Just In Time Guide
• Tooling: Global Port Master Data platform

In progress
• PIM: step by step, frozen standards Q4/20
• JIT Guide: add bulk and tanker sector
• Consider how to organize neutral not for profit platform
Frequently Asked Questions

• Shipping is 5000 years old, why have standards never been used?
• 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, locations and data models will already create dramatic improvements