

INTERNATIONAL TASKFORCE



Port Call Optimization (ITPCO)[©]

A RELIABLE PORT STARTS WITH RELIABLE INFORMATION

Who are we and what is our aim?

We are an independent, neutral coalition of maritime organizations dedicated to reducing and optimising vessel berth time at ports. As shipowners, ports, terminals and ships agents supported by key global maritime players our aim is simple: to improve and standardize wherever feasible the exchange of nautical, administrative and operational data between ship and shore, ensuring all relevant parties are able to facilitate an efficiently-completed vessel port call, be it for containers, bulk, liquid bulk or general cargo, passengers or crew.

How will we realise this and what will it achieve?

We are doing this by pooling our resources and expertise in order to make the process of a vessel call anywhere in the world as efficient as possible from the moment a ship departs from its previous port of call right through until it arrives at its destination port, completes operations and then leaves the berth.

By navigating to the same waypoint of ship-shore data exchange, and by using the same standards, shipping, terminals and port interests all stand to benefit.

Ultimately, it will reduce ship emissions en route, in and around ports, terminals and port cities, whilst at the same time ensuring greater safety, compliance, a cleaner environment and lower costs for Shipping Lines, Shippers, Terminals and Ports. It will also improve crew rest hour planning and reduce fatigue and stress that comes with missed deadlines and unexpected events during a port call.

What don't we do?

As a neutral Taskforce, we do not build nor develop nor endorse any one software, hardware or instrument system, nor any single bespoke nor open source port community system. Our aim is to create a framework where all solutions can work effectively and unambiguously alongside one another.



A THREE-STEP ROADMAP APPROACH – AVANTI, BASTA AND PRONTO

AVANTI – ensuring a ship has sufficient nautical information **up front** to make its port call by improving the quality and availability of global nautical data such as correct depths, berth and port information. This will ensure vessel – berth compatibility and a clear understanding for the ship's Master when it's safe to arrive or leave.

BASTA – ensuring both ship and shore exchange **enough** information in good time to complete a port call by improving the exchange of mandatory data with authorities for notifications and declarations. This will reduce the administrative burden on board and result in an optimized port stay.

PRONTO – ensuring the right parties serving the vessel port call can complete their task **promptly and efficiently** by improving the quality and availability of operational data. This includes planned arrival time at berth and estimated time of completion of cargo operations. It will also enable the ship's Master to optimize the ship's speed and to plan rest hours.

How will AVANTI, BASTA and PRONTO work in practice around the world?

All three roadmaps will deploy standards of robust, internationally-recognized organizations with strong track records to ensure the long- term, uniform, sustainable development and maintenance of the standards, namely:

- International Hydrographic Organization (IHO)
- International Maritime Organization (IMO)
- International Organization for Standardization (ISO)

These non-commercial, non-governmental organizations will be the gatekeepers for continuously improving and enhancing these standards with the transparent and inclusive input from the world's maritime community, both private and public.

What is unique about these 3 roadmaps?

Ship owners and operators, their agents and ports discuss together how to optimize port calls, and work on a solution that can work for *every trade, for every port, from port-to-port and berth-to-berth*. Shipping is accustomed to adapting itself to the individual port. And when improving port calls, shipping normally does this per trade (e.g. only for line or tramp shipping). Ports tend to improve port calls for one port only, as they might be in competition with other ports.

What is the development plan for all three roadmaps?

- | | |
|---|--------------------------------------|
| 1 Agree on business process of port calls | 5 Agree on technical standards |
| 2 Agree on minimum scope of data | 6 Develop incentives for data owners |
| 3 Agree on robust standardization bodies | 7 Develop guidance for data owners |
| 4 Agree on non-technical standards | 8 Implementation |



What is it?

AVANTI assists Harbour Masters to manage their nautical port information so that this information is **always up-to-date and accessible** to all port users. The data scope is based on IMO BLU Code: general port information, berths and depths for the port community, the port's trading partners and hydrographic offices. This improves the safety and efficiency of shipping as a whole. It significantly reduces the workload due to data management and answering questionnaires regarding port data. By basing AVANTI on IHO standards the information can be used in conjunction with nautical charts and publications.

AVANTI is an initiative of the maritime industry, the International Harbour Masters' Association (IHMA) and the United Kingdom Hydrographic Office (UKHO).



What is it?

BASTA assists Masters and Authorities to exchange notifications and declarations ensuring this information is **always up-to-date and accessible**. The data scope is the ten specific requirements for data interchange of the IMO FAL Convention to facilitate global trade. It also includes the IMO Global Integrated Shipping Information System (GISIS) data for Port Facilities. By basing BASTA on IMO and ISO standards, the information can be exchanged using these same standards, reducing the administrative workload of Masters and optimizing the port stay of the vessel.

BASTA is an ITPCO initiative that originates from the original AVANTI roadmap.

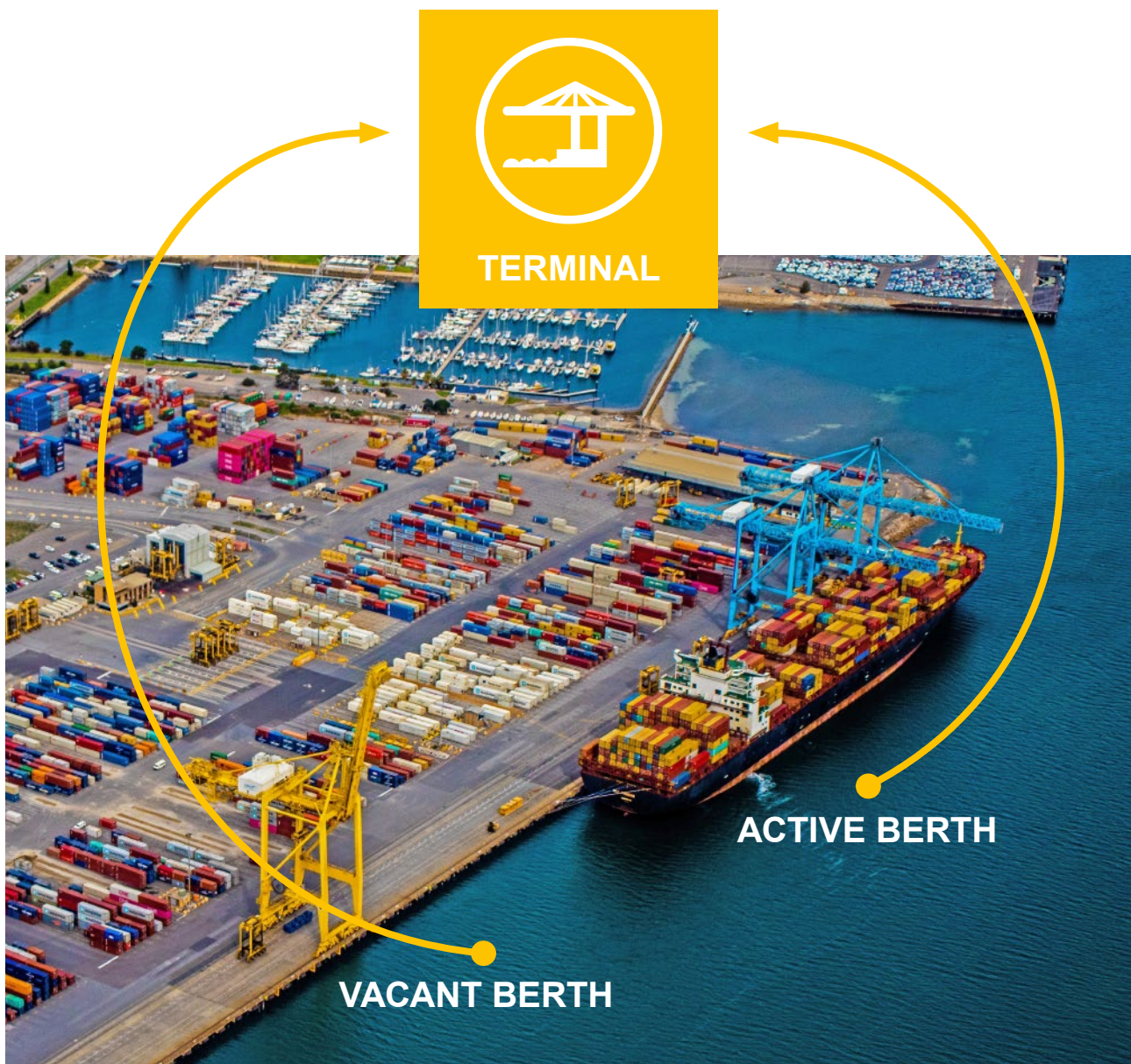


PORT'S RENDEZ-VOUS OF NAUTICAL AND TERMINAL OPERATIONS

What is it?

PRONTO assists parties to manage their operational data so that this information is **always up-to-date and accessible**. The data scope is arrival and departure times of ships, starting and completion times of services. By basing PRONTO on standards of IMO Compendium and its ISO standards this information can be used in conjunction with administrative data – for the simple reason that, as an example, an update of Estimated Time of Arrival at Berth is not only relevant for one party such as customs, but also relevant for a terminal operator, truck, ship supplier or any other party involved in a port call.

PRONTO is an initiative that originates from the original ITPCO Avanti roadmap.



INTERNATIONAL TASKFORCE PORT CALL OPTIMIZATION

Industry partners: shipping and agents



CMA CGM
Line and Agency



Inchcape
Shipping Services



MAERSK

Maersk



MSC Mediterranean Shipping
Company S.A and Agency

OLDENDORFF 

Oldendorff Carriers



Shell

 TORM

Torm

Standard partners



GS1



UK Hydrographic
Office

UK Hydrographic
Office

Shipping and their agents identify the exact areas in shipping business processes that will be optimized when different types of information are provided and shared.

Industry partners; ports



Port of Algeciras



Ports of Auckland



Ports of Bremen and Bremerhaven



Port of Busan



Port of Gothenburg



Hamburg Vessel
Coordination Center



Port of Houston



PORT OF
KOKKOLA

Port of Kokkola



Montes del Plata



Port of
Ningbo Zhoushan



Port of Rotterdam

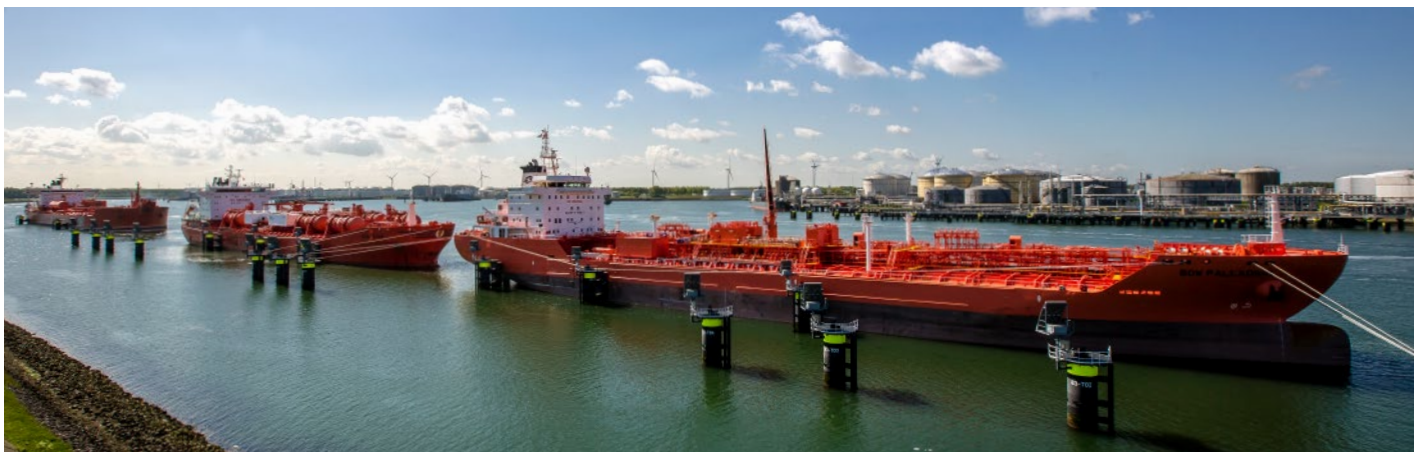


Port of Singapore



Port of Tanger Med

Ports and their service providers (e.g. terminals, bunkers, pilots) identify how to achieve high quality data.



ENDORSERS



Bimco



Chainport



Fonasba



Green Award
Foundation



GSTS



heyport



Iala



International Association
of Ports and Harbours



International Bulk
Terminals Association



International Cargo Handling
Coordination Association



International
Chamber of Shipping



International Federation of
Ship's Masters' Associations



International Harbour
Masters Association



International Hydrographic
Organization



Intercargo



Lloyds Marine
Intelligence Unit



Made Smart Group



MarineTraffic



Moffa & Nichol



The Nautical Institute



NAVELINK

Navelink



NextPort



PortXchange



Sea Traffic Management



UK P&I Club is managed
by Thomas Miller

International associations are invited to endorse the standards of IHO, IMO and ISO



Would you like further information?

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