

International Taskforce



Port Call Optimization[©]

A RELIABLE PORT STARTS WITH RELIABLE INFORMATION

Shipping and ports are working together in an international taskforce promoting “Port Call Optimization” through improving quality and availability of master and event data which will deliver benefits to shipping lines, shippers, terminals and ports.

More Safety, Cleaner Environment and Lower Costs for Shipping Lines, Shippers, Terminals and Ports.

How?

Firstly, by improving the quality and availability of master data: e.g. depths, admission policies. This will ensure vessel – berth compatibility and a clear understanding when it’s safe to arrive or leave. This is the **Avanti project**.

Secondly, by improving the quality and availability of event data: e.g. planned time of arrival berth, estimated time of completion cargo operations. This will enable just in time planning of pilot on board, pre-planning of all port services and planning to the next port. This is the **Pronto project**.

- Both projects only bring existing standards together and do not develop commercial solutions
- Both projects use existing and robust nautical and supply chain standards and formats suitable for shipping’s worldwide requirements.
- Both projects are backed by internationally recognized organizations with a strong track record to ensure long term sustainable development and maintenance of the standards involved. This cooperative scheme will deliver a future proof step forward in port call optimization and high quality port services.

What is unique about the project?

Shipping, their agents and ports are sitting down together to discuss port call optimization, and to work on a solution that can work for every trade, for every port, from port to port and end to end. Shipping is accustomed to adapting itself to the individual port. And when developing projects, shipping normally does this per trade (e.g. only for line or tramp shipping). Ports tend to develop projects for one port only, as they might be in competition with other ports.

Development plan

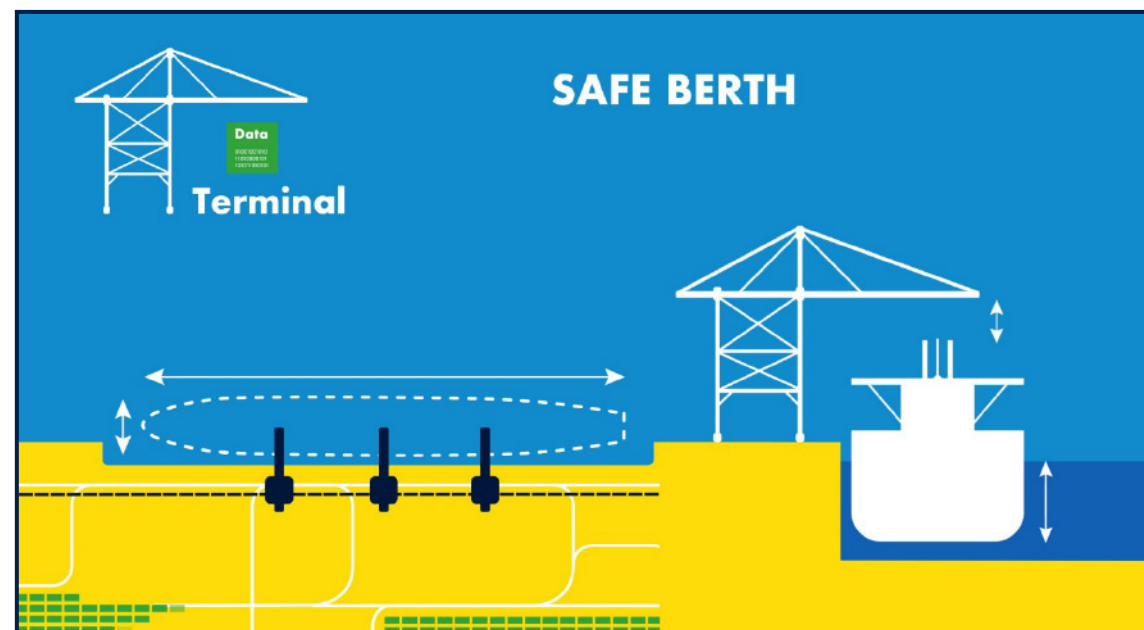
- 01 Agree on business process of port calls
- 02 Agree on minimum scope of data
- 03 Agree on robust standardization bodies
- 04 Agree on non-technical standards
- 05 Agree on technical standards
- 06 Develop incentives for data owners
- 07 Develop guidance for data owners
- 08 Implementation

Avanti project[©]

ACCESS TO VALIDATED NAUTICAL INFORMATION

What is it?

Avanti brings existing standards together and does not develop commercial solutions. Avanti helps 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 controlling sizes and conditions from pilot boarding place to berth for the port community, the port's trading partners and hydrographic offices. This improves the safety and efficiency of shipping as a whole. It reduces significantly the workload due to data management and answering questionnaires regarding port data. By basing Avanti on nautical standards the information can be used in conjunction with nautical charts and publications. Avanti is an initiative of the marine industry, the International Harbour Masters' Association and the United Kingdom Hydrographic Office.

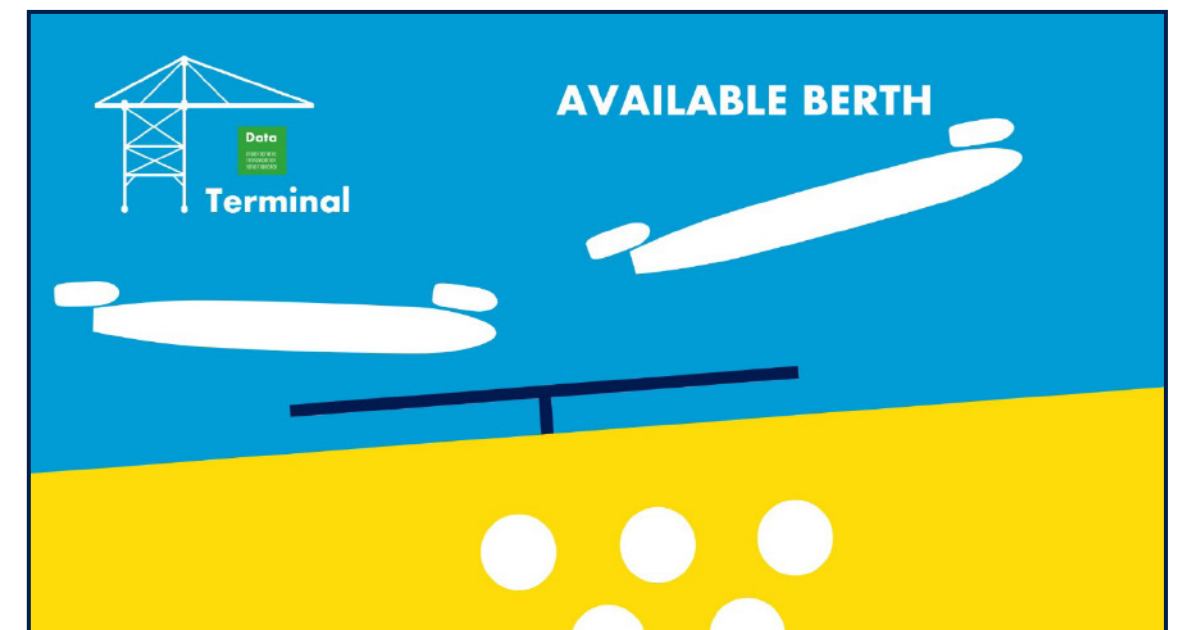


Pronto project[©]

PORT'S RENDEZ-VOUS OF NAUTICAL AND TERMINAL OPERATIONS

What is it?

Pronto brings existing standards together and does not develop commercial solutions. Pronto allows all service providers (e.g. ports, terminals, bunker barges, pilots) to share their planning, starting and completion times. This creates a time table per vessel per berth that is **always up-to-date and accessible** to all port users. It reduces significantly the many person to person calls thus increasing efficiency and visibility. By basing Pronto on standards of IMO FAL and the supply chain this information can be used in conjunction with administrative and supply chain data. Pronto is an initiative that originates from the Avanti project.



Who is involved?

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. Ports and their service providers (e.g. terminals, bunkers, pilots) identify how to achieve high quality data. International associations are invited to endorse the nautical and supply chain standards.

FAQ?

Shipping is 5000 years old, why have existing standards never been introduced before? Roughly 80% of goods is transported by sea, why has shipping never connected to existing supply chain standards?

International Taskforce Port Call Optimization

Industry partners; shipping and agents



Industry partners; ports



Standard partners



Endorsers



Would you like further information?

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www.portcalloptimization.org