

International Taskforce



Port Call Optimization ©

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 administrative data mandatory notifications and declarations for authorities, a reduction of the administrative burden on board vessels, will 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, such as planned time of arrival at berth and estimated time of completion of cargo operations, just-in-time planning for nautical services such as pilots, towage, surveys, bunkering, ships supplies and crew changes can be put into practice during the port stay. It will also enable the ship's Master to proactively plan the voyage to the next port.

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
- International Maritime Organization
- International Organization for Standardization

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?

Shipping, 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?

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|---|--------------------------------------|
| 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 |

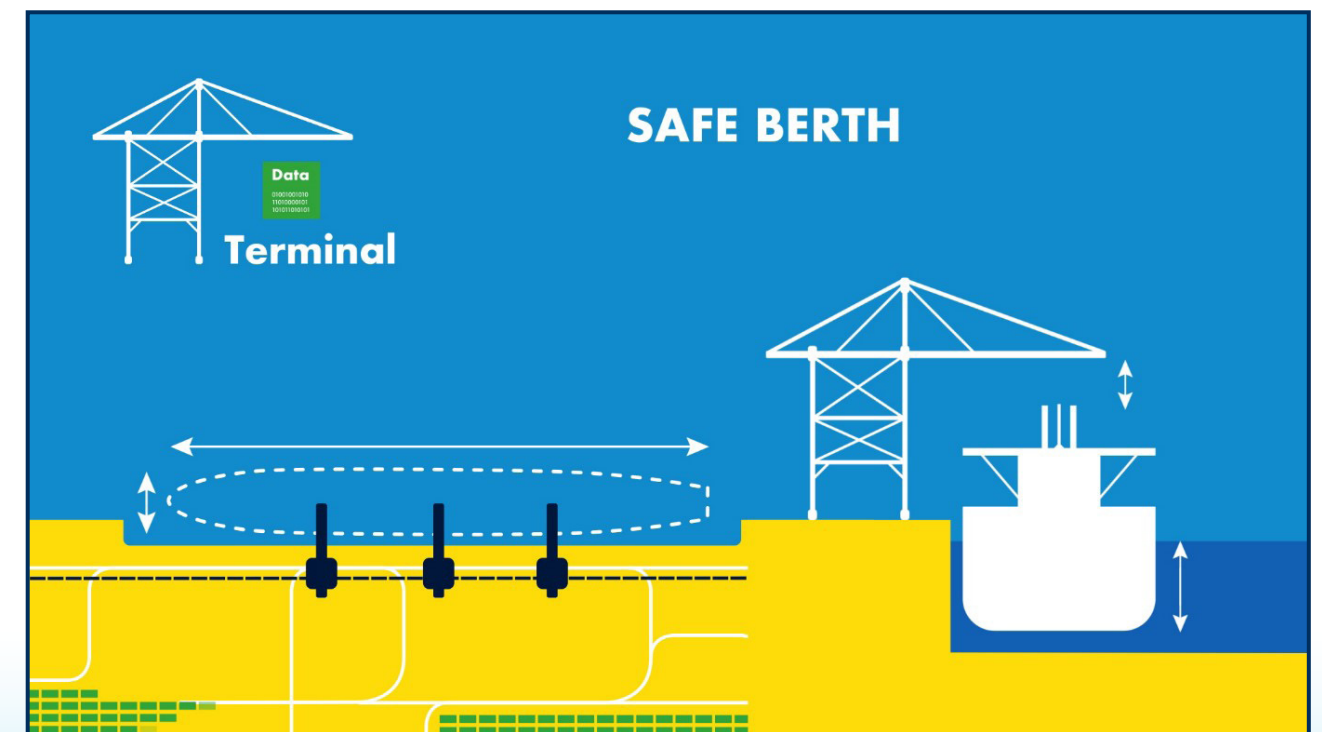
Avanti roadmap[®]

ACCESS TO VALIDATED NAUTICAL INFORMATION

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 and the United Kingdom Hydrographic Office.



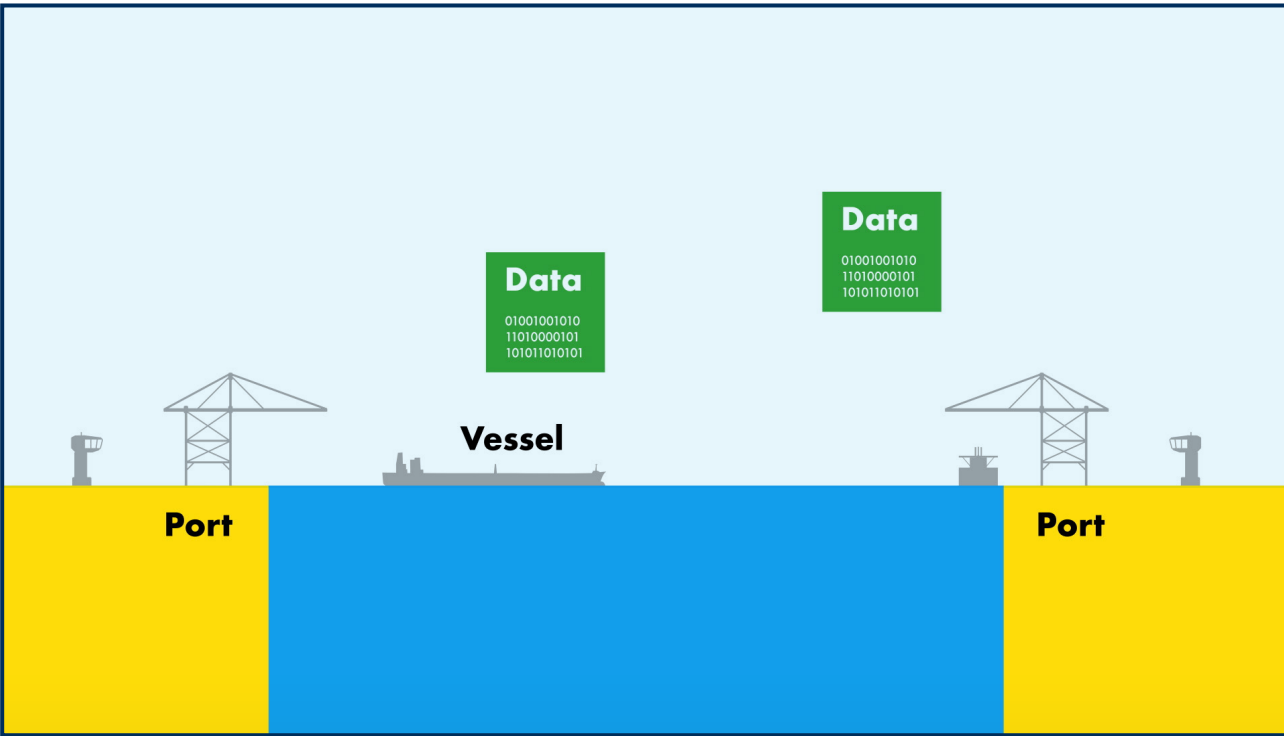
Basta roadmap®

BRINGING AUTHORITIES AND SHIPS TO ACCEPTANCE

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 IMO FAL Convention and IMO GISIS Port Facility data. By basing BASTA on IMO and ISO standards the information can be exchanged using the 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.



Pronto roadmap®

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 available to the port community and the port's trading partners. 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.



INTERNATIONAL TASKFORCE PORT CALL OPTIMIZATION

Industry partners; shipping and agents



CMA CGM
Line and Agency



Inchcape
Shipping Services



Maersk



MSC Mediterranean Shipping
Company S.A and Agency



Oldendorff Carriers



Shell



Torm



Vopak Agents

Industry partners; ports



Port of Algeciras



Ports of Auckland



Port of Busan



Port of Gothenburg



Port of Houston



Port of
Ningbo Zhoushan



Port of Rotterdam



Port of Singapore



Port of Tanger Med



Hamburg Vessel
Coordination Center

Standard partners



GS1



UK Hydrographic
Office

UK Hydrographic
Office

ENDORSERS



BIMCO



Chainport



Dry Bulk Terminals



Green Award
Foundation



IALA



International Association
of Ports and Harbours



International Cargo Handling
Coordination Association



International
Chamber of Shipping

International
Chamber of Shipping



International Federation of
Ship's Masters' Associations



International Harbour
Masters Association



International Hydrographic
Organization



International Association of Dry Cargo Shipowners

INTERCARGO



Lloyds Marine
Intelligence Unit



MarineTraffic



NAVELINK
Navelink



PortXchange



Sea Traffic Management



The Nautical
Institute



UK P&I Club is managed
by Thomas Miller

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 standards of IHO, IMO and ISO

Would you like further information?

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