

## Paper for Consideration by NIPWG

### Update – Publication of Port Information Manual.

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<b>Executive Summary:</b>	An update on the publication of the Port Information Manual.
<b>Related Documents:</b>	None
<b>Related Projects:</b>	None

#### Background.

In December 2019 the new edition of the Port Information Manual (PIM) will be published which defines standardized nomenclature for port information, infrastructure and operations. The guide has been compiled from a wide group of stakeholders engaged in all aspects of vessel operations and ports. This guide provides information which could also be covered by a potential future Harbour Infrastructure product specification.

#### Purpose and Content of the PIM.

The PIM has been written as a guidance for all parties with an interest in improving the data of ports, terminals and their berths. Ports can receive up to 55,000 different ships and the global shipping industry operates in a network of up to 9,000 different ports. In order to achieve optimization of both ports and shipping a minimum set of standards to connect all parties is needed. For environmental and commercial reasons both ports and shipping get an increasing sense of urgency to start using the correct standards. Timing is also important as once data originating from non-compliant standards is implemented, it becomes more difficult to connect to the global shipping industry with the supply chain it is part of.

It is therefore important to establish a common understanding of a minimum set of data according to correct standards. Ports and shipping lines have been working together since 2014 in the International Taskforce Port Call Optimization project. This collaboration has resulted in a clear requirement for a trade and port agnostic business process with a well-defined minimum scope of data required for all trades (e.g. container, bulk, tanker) and all ports.

A growing group of IMO NGO's recognize that as an absolute minimum the purpose of sharing port data should be to cover berth to berth navigation data as per IMO resolution A893(21). The International Hydrographic Organization (IHO) is the global authority to advise on existing safe navigation standards. The same group of stakeholders recognize that, as a minimum, the purpose of sharing port data should be to cover sustainable port to port and E2E supply chain logistics as per the Paris Agreement and the IMO ambition to reduce emissions both ashore and at sea. For supply chain standards GS1 is the authority to advise on these existing standards.

This edition is a draft version and the next edition of the Port Information Manual will follow in December 2019 which will be expanded with and include technical documentation. The publication date of the PIM has been aligned with the Just In Time Arrival Guide of the IMO Global Industry Alliance. It recognizes that data standardization is a pre-requisite to enable Just In Time Arrivals of ships as this requires frequent exchange of data. The next edition of the Mariners Handbook (NP100) containing the same definitions will be published by the UKHO in the same month. NP100 is a publication which sits on the shelf of most SOLAS vessels and provides guidance to seafaring and shore personnel alike.

Moving forward step by step as an industry, using existing, accepted, open, and maintained industry standards, seems to be an approach which is very welcome and much needed.

### **Conclusions.**

This paper shares the background and content of the Port Information Manual.

### **Recommendations.**

NPWG is asked to note the contents of this information paper and make any appropriate proposals.