

International Taskforce



Port Call Optimization

What is the scope of port call data?

Based on highest impact on being compliant with IMO regulations and on IMO objectives to justify investments the following scoping was made:

Nautical data:

- Scope: general port data, terminal/berth ID and depths
- Compliant with: IMO A.862(20), A.893(21)

Administrative data:

- Scope: GISIS data base, IMO Compendium, boarding times of authorities
- Compliant with: IMO XI-2/13.4, FAL Convention, MLC

Operational data:

- Scope: arrival and completion times, ISPS clearances
- Compliant with: A.893(21), MLC, IMO initial greenhouse strategy

All parties need updates from data owner



Why is data sharing by data owner important?

If data is not from data owner:

- Data becomes corrupt
- Data is not unique and often contradictory
- Data is not binding
- Parties take extra margins – buffer and suffer



What is needed?

Data owners like to share data one to many:

- To minimize administrative burden
- To avoid errors and improve reliability
- To avoid delays in update
- To increase the value of data



One to many data sharing requires global standardization

Many different parties per vessel per port call:

- Shipping operates in a network of up to 8.000 (1) different ports
- Each port has many different suppliers of cargo and ship services
- Ports can receive up to 98.000 (2) different ships
- Each ship can have many different cargo owners, especially containers ships with 24.000 TEU, or, to a lesser extend, parcel tankers



Standardization requires investments

- Investments in IT / digital infrastructure: change data to fit format and standards, change management of related data bases
- Investments in people: culture change



Investments require robust standardization bodies

To ensure return on investments, only use standardization bodies for the road map which:

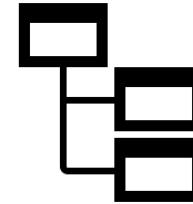
- Have commitment from shipping and ports: it is common sense and imperative that both use the same standardization bodies ensuring ships do not need converters for all ports and ports need only one converter for all ships
- Are robust: to avoid incompatibility between standards and systems, and ultimately futile investments into implementing standards that are not fit-for-purpose, not future proof or not viable for all stakeholders across the supply chain
- Ensure standards are being developed alongside existing standards and ensuring an overarching hierarchy



Standardization body for non-technical and technical standards to ensure interoperability

Non-technical standards:

- Are we talking about same object
- What is the relation between them



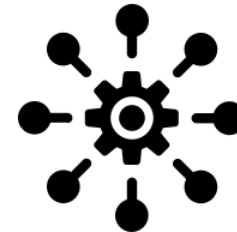
Technical standards:

- How can we transfer data from system to system
- Latency, (cyber)security, confidentiality, availability, integrity
- Accuracy, completeness and timeliness



Both are commonly shared infrastructures:

- Parties may develop initiatives on top of it
- Initiatives are compatible and ensure interoperability



Standardization bodies per data set

Nautical data:

- Non-technical standards: IHO
- Technical standards: IHO

Administrative data:

- Non-technical standards: IMO Compendium
- Technical standards: ISO TC8

Operational data:

- Non-technical standards: IMO Compendium
- Technical standards: ISO TC8

Administrative and operational data use the same standards, for example:

- Arrival time berth is relevant for immigration and terminals
- Starting time bunkers is relevant for port authority and ship



Accomplishments

Nautical data:

- Non-technical standards: started S-131
- Technical standards: started POC based on S-131/S-57
- Incentives: make SOLAS requirements specific for berth to berth
- Guidance: started scoping document



Accomplishments

Administrative data:

- Non-technical standards: FAL 44 arrival/departure times of ships, FAL 45 starting/completion times of services
- Technical standards: Industry and Government together under ISO TC8
- Incentives: first survey of IAPH re. implementation
- Guidance: ??????



Accomplishments

Operational data:

- Non-technical standards: same as administrative data
- Technical standards: same as administrative data
- Incentives: port resolution MEPC 323(74); raising question at IMO GIA
- Guidance: Just In Time Arrival Guide, WG IMO FAL?



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