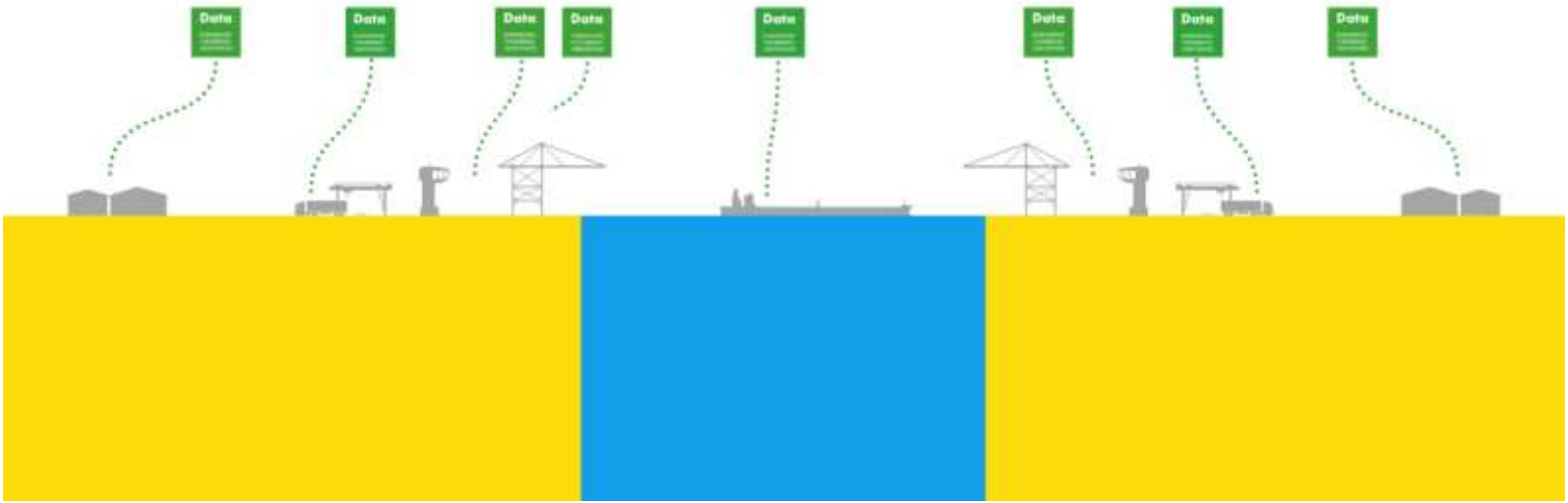
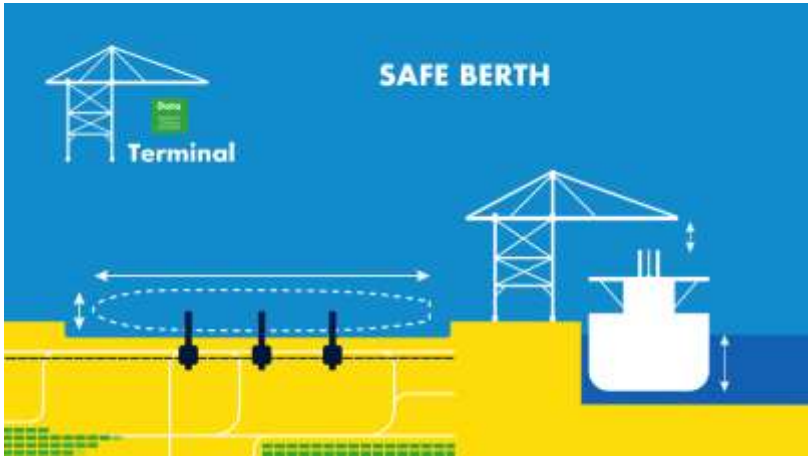
Supply chain bottleneck

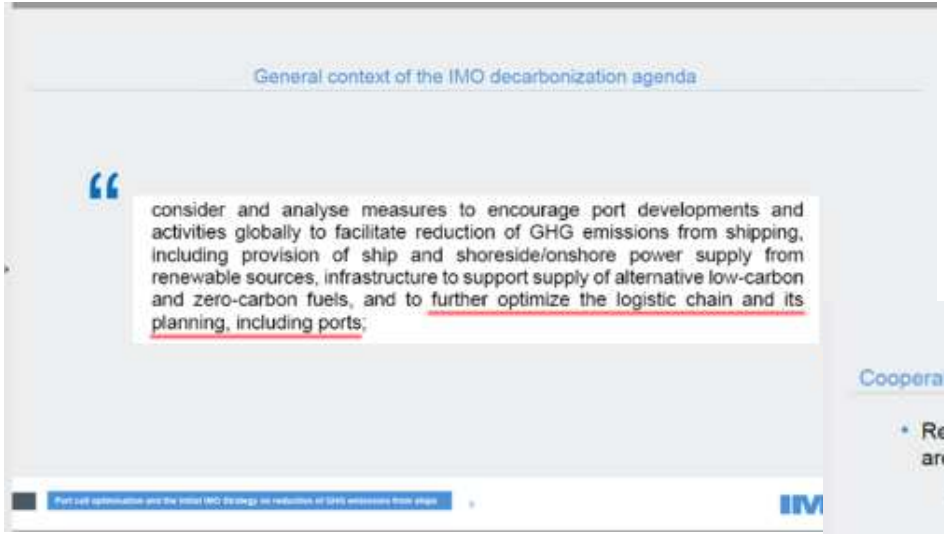


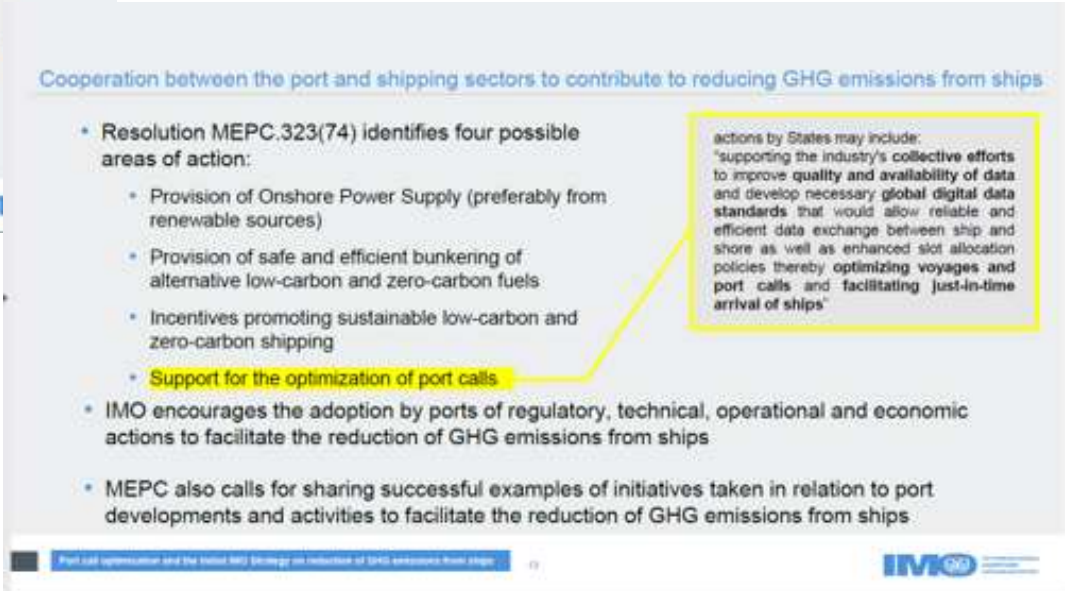
Port bottle neck

Ship bottleneck

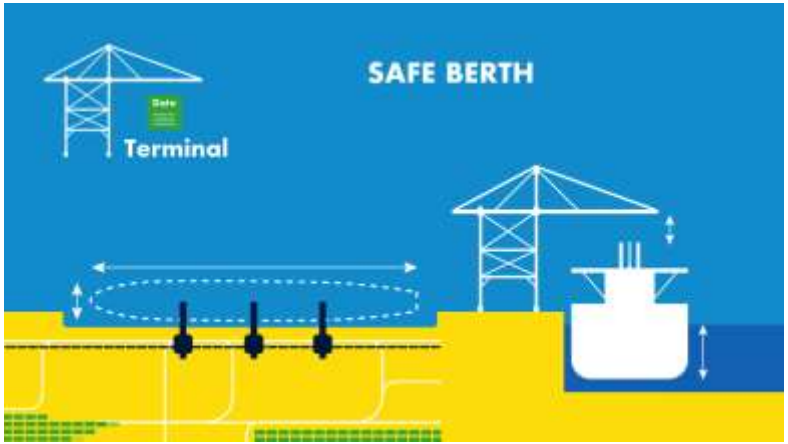


Ambition IMO



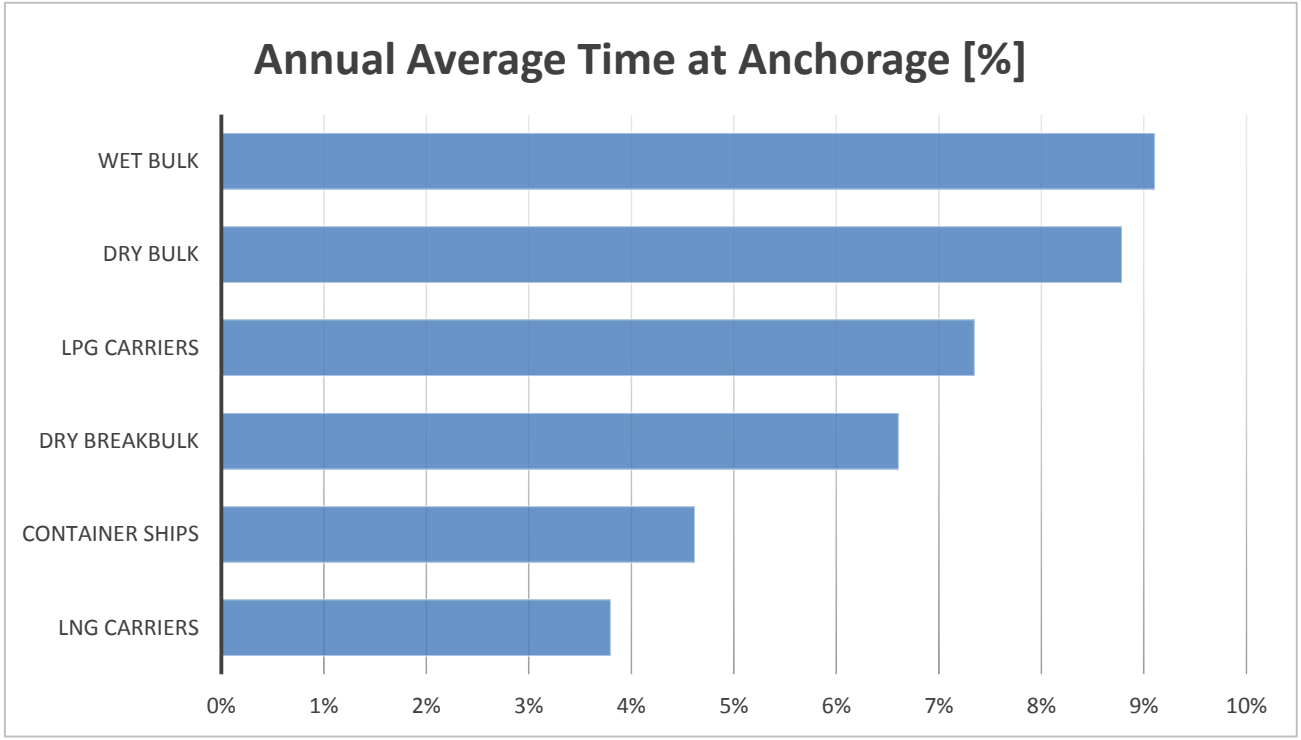


Support for optimization of port calls of ships
Starting with Just In Time Arrivals



What is Just In Time Arrival?

Ships spend time waiting at anchorage



- Data analysis of annual average time at anchorage
- Data timeframe: 1/1 – 31/12 2019
- Waiting time at anchorage for all ships > 5000 GT

In-kind contribution of data and analysis by MarineTraffic

..and maneuvering

Preliminary analysis:

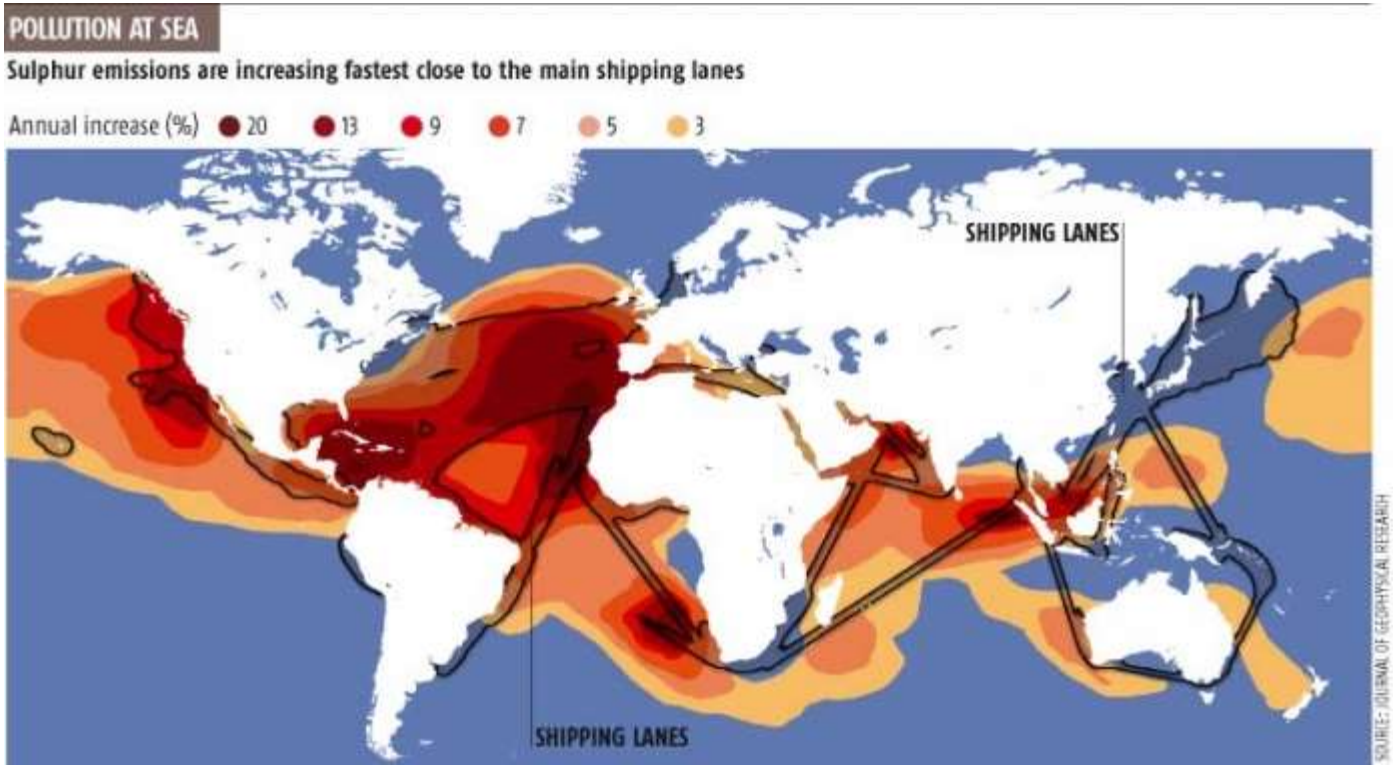
- Data and analysis: Port of Rotterdam
- Timeframe: 26/2 –5/3 2019

Of 61 deep sea container ships calling the port:

- 11 ships anchored
- 19 ships maneuvered in the approaches
- 31 ships sailed JIT

Port of Rotterdam

Advantages at sea

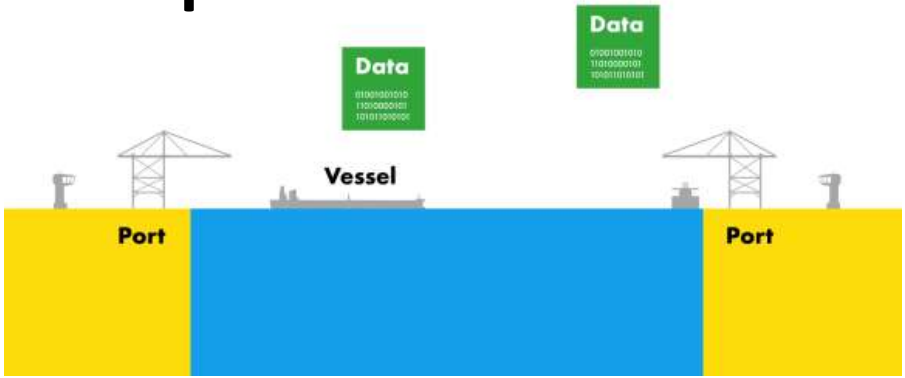


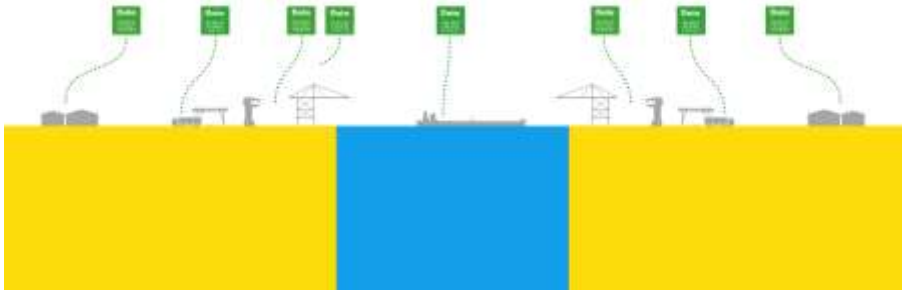
Advantages in ports

Maritime Labour Convention (MLC), 2006

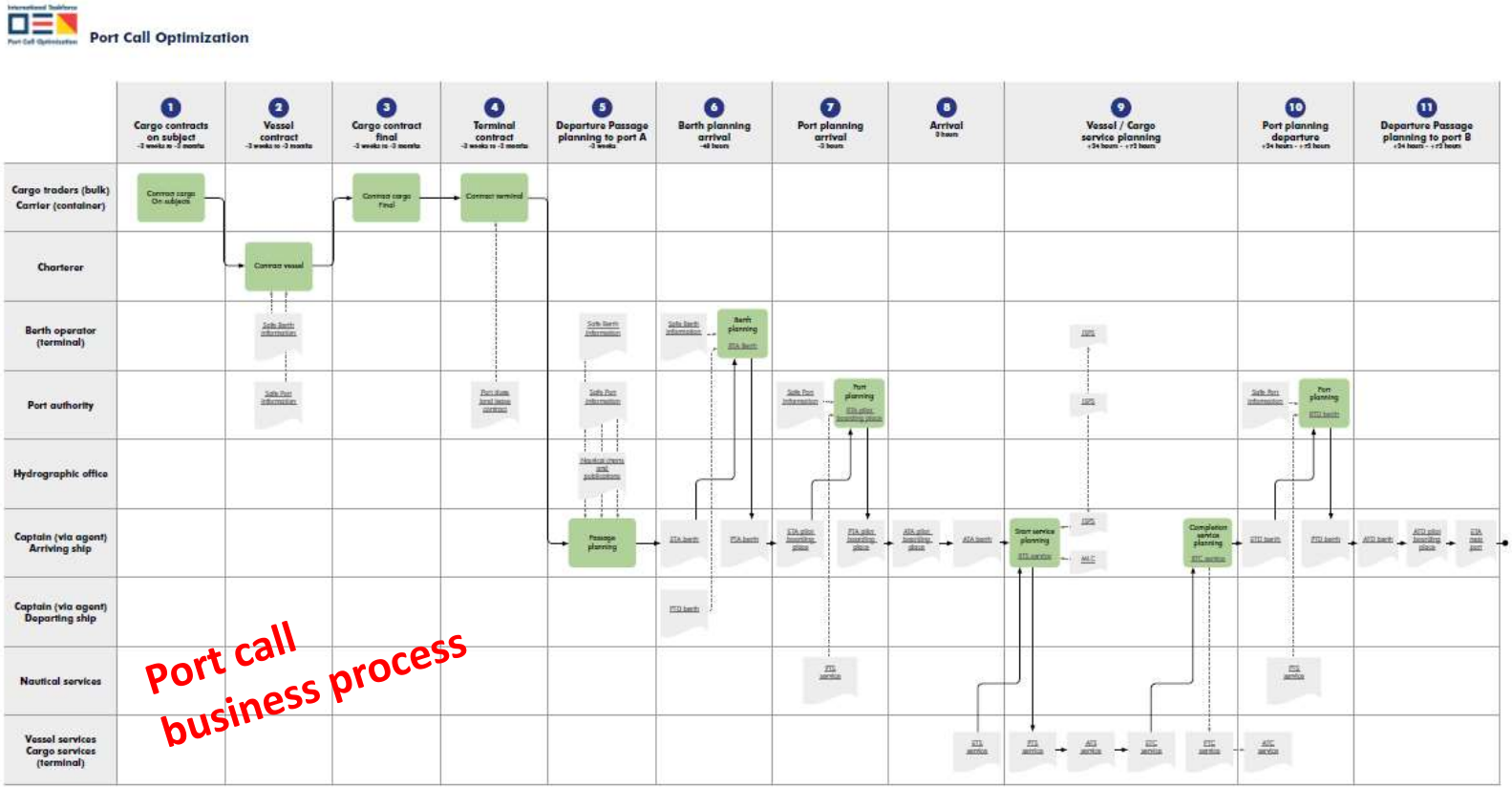
Advantages in hinterland

Starting points
Respect current standardization bodies



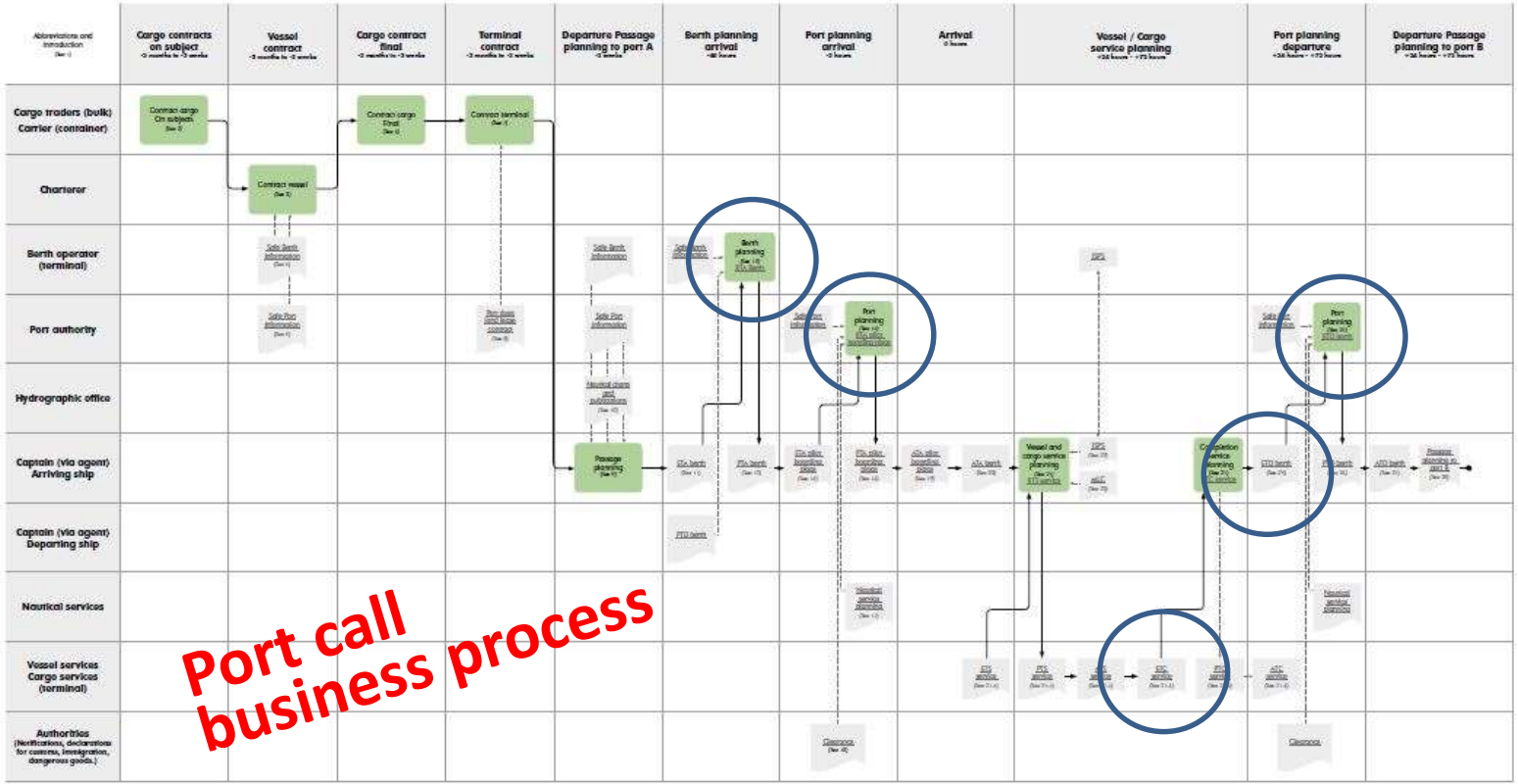


Starting points
Respect current business process



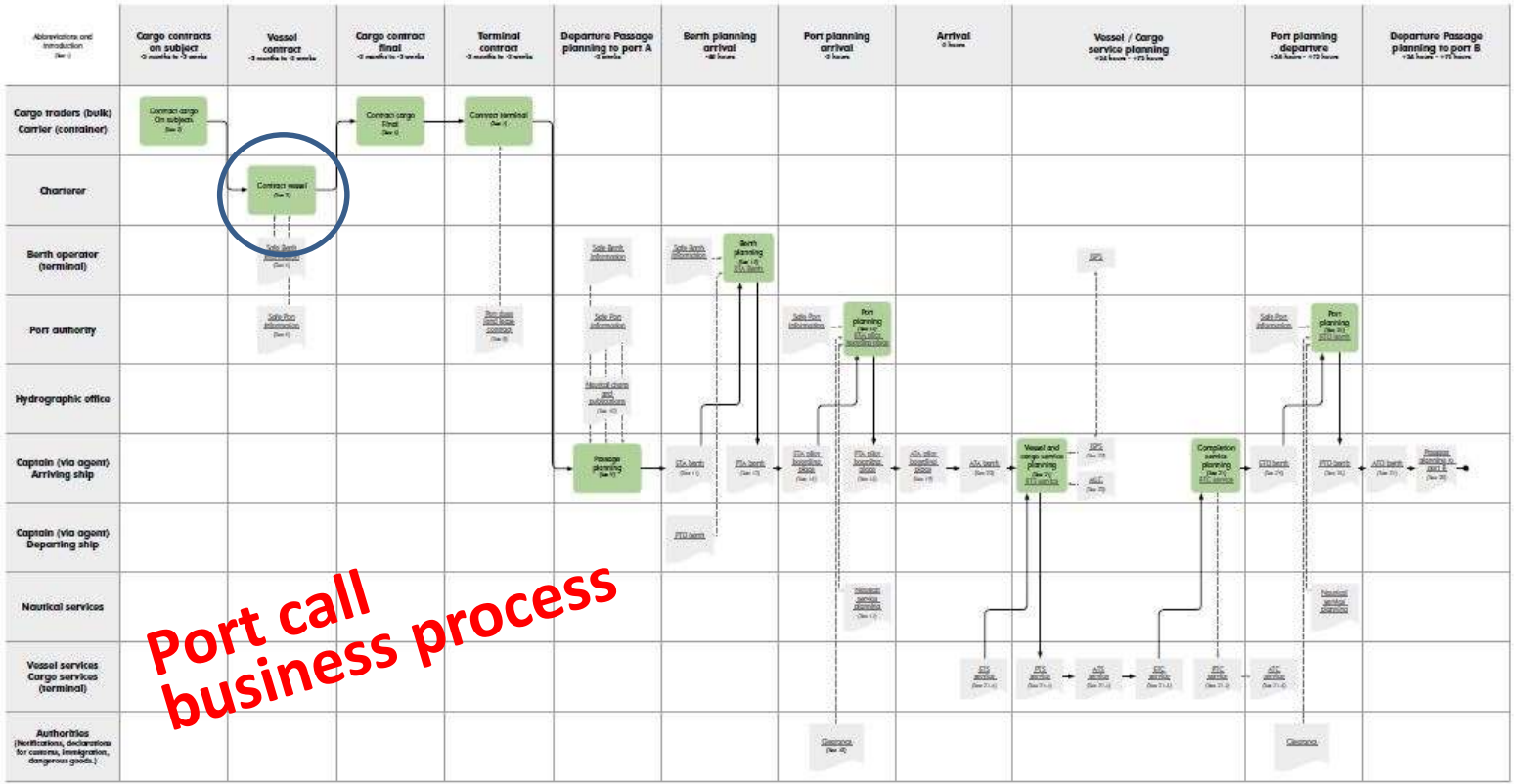
Which time stamps are needed

Port Call Optimization
Lower costs, cleaner environment, more reliability and safety for shipping, terminals and ports.



Which contractual changes are needed

Port Call Optimization
Lower costs, cleaner environment, more reliability and safety for shipping, terminals and ports.



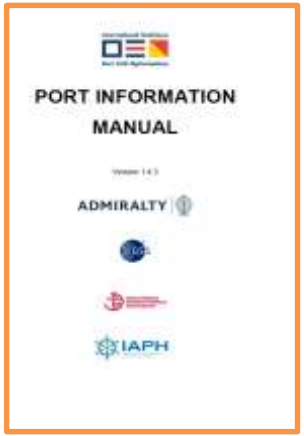
What is needed for data quality
Based on current standards

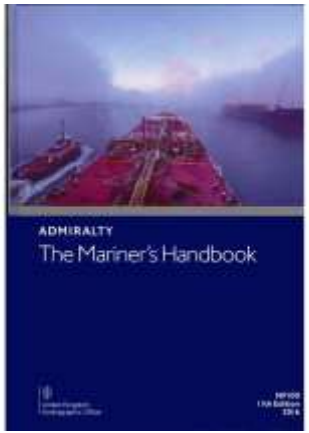
Define 4 key locations per port:

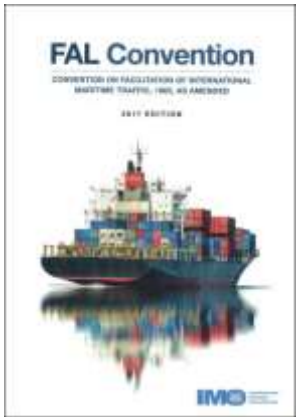
1. Pilot Boarding Place
2. Terminal
3. Berth
4. Berth position

Define 4 key time stamps per location:

1. Estimated Time of Arrival / Departure
2. Requested Time of Arrival / Departure
3. Planned Time of Arrival / Departure
4. Actual Time of Arrival / Departure







What is needed for data sharing willingness Based on current mandates

What is needed for data sharing easiness
Based on current SOLAS equipment / practices

No silver bullet for trades

- Charter party types
- Notice needed to make JIT effective
- Commercial sensitivity of berthing windows
- Is JIT already part of the business

No silver bullet for ports & terminals

- Port position and organization
- Relationship with terminals
- Relationship with nautical services
- Relationship with vessel services

Next steps before end of 2019

- Publish Just In Time Arrival Guide (IMO GIA)
- Publish Port Information Manual (ITPCO)
- Publish Mariners Handbook (UKHO)
- Encourage global implementation

IMO Global Industry Alliance

International Taskforce Port Call Optimization

International Taskforce Port Call Optimization

GLOBAL INDUSTRY ALLIANCE TO SUPPORT LOW CARBON SHIPPING

Thank you for your attention!

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