SPEED AND PORT CALL OPTIMIZATION

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Why is it important – impact on CO2

More impact on voyages with relatively short distances and high speeds

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Why is it important – impact on safety

More impact on ports with crowded or difficult anchorages or offshore developments

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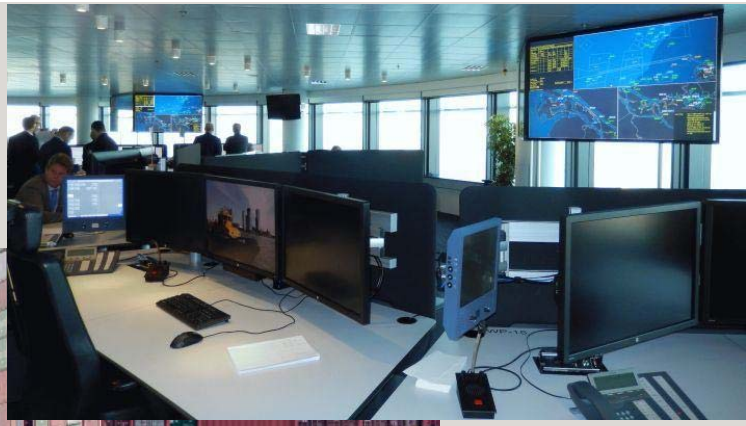
Why is it difficult – operational aspects



Large number of stakeholders

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Why is it difficult – contractual aspects

The Master cannot reduce speed if clauses in charter parties stop him from doing so

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Why is it difficult – ports using different standards

Using different names or position identifiers

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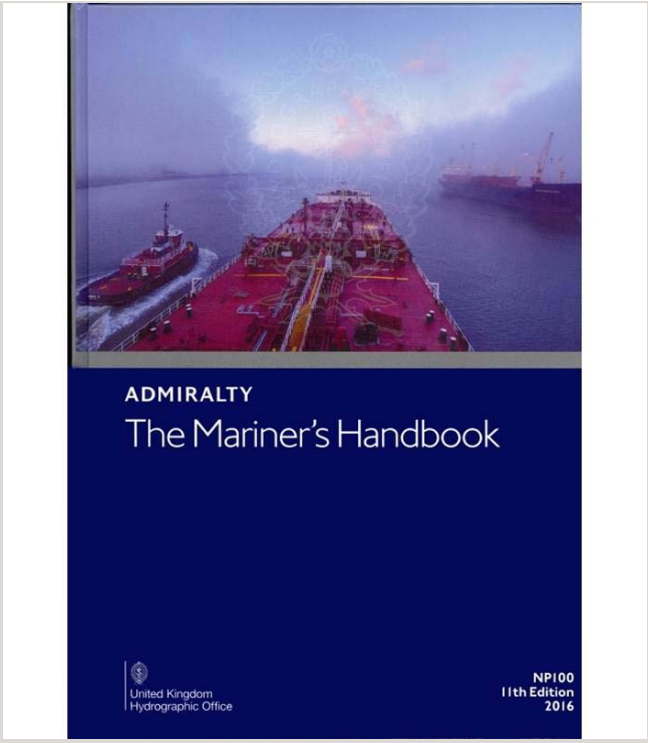
What are we doing – using standards port to port



Only using robust, existing, global industry standards for sustainable investment decisions in ports

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What are we doing – using standards port to port

PORT INFORMATION GUIDE

First draft publication: December 2019 (aligned with publication of NP100 12th Edition)

International Harbour Masters Association

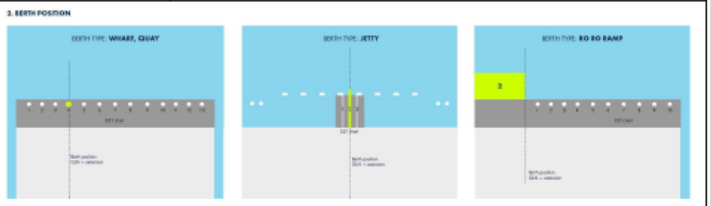
IAPH

ADMIRALTY

International Taskforce Port Call Optimization

STM SEA TRAFFIC MANAGEMENT

Name:	Berth Position	Source::
Definition	The position along the line of a berth, specified by one point (e.g. bollard, manifold or ramp number), allowing the vessel to berth in the correct position along the berth.	IHO S-32
Location	A single point	
Indirect reference		Direct reference
Global Location Number of Berth (ISO/IEC 6523) with extension (for bollard/manifold/ramp number) E.g.: 8719331013789-25 for APMT2 berth bollard 25		Datum: WGS 84. Held in decimal degrees to a defined precision, (minus to indicate South and West) E.g.: 51.887190, 4.284030
Attribute(s)	1. Name of berth and bollard number 2. E.g. APMT2 bollard 25	



Step by step approach, simply first identifying the most important areas and waypoints

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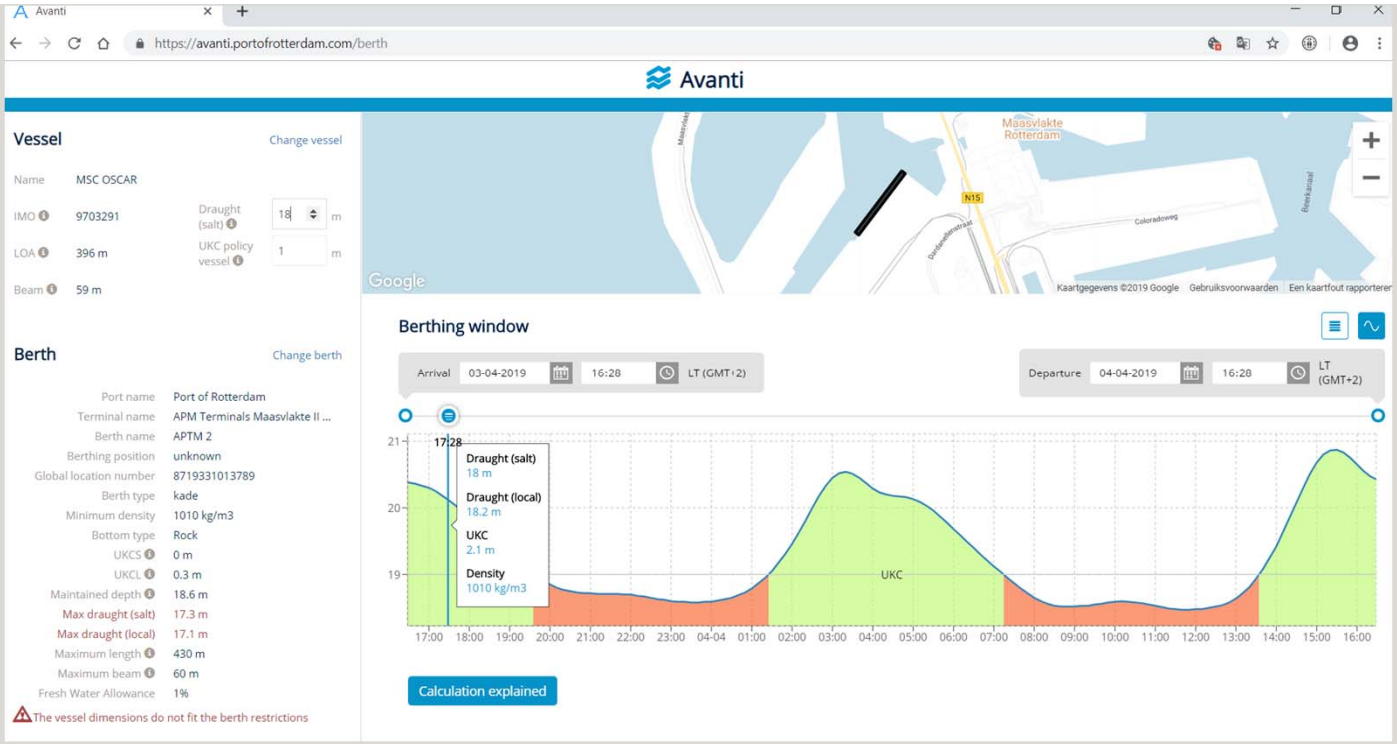
What are we doing – using standards port to port



Using standards in day to day operations: depths and draughts

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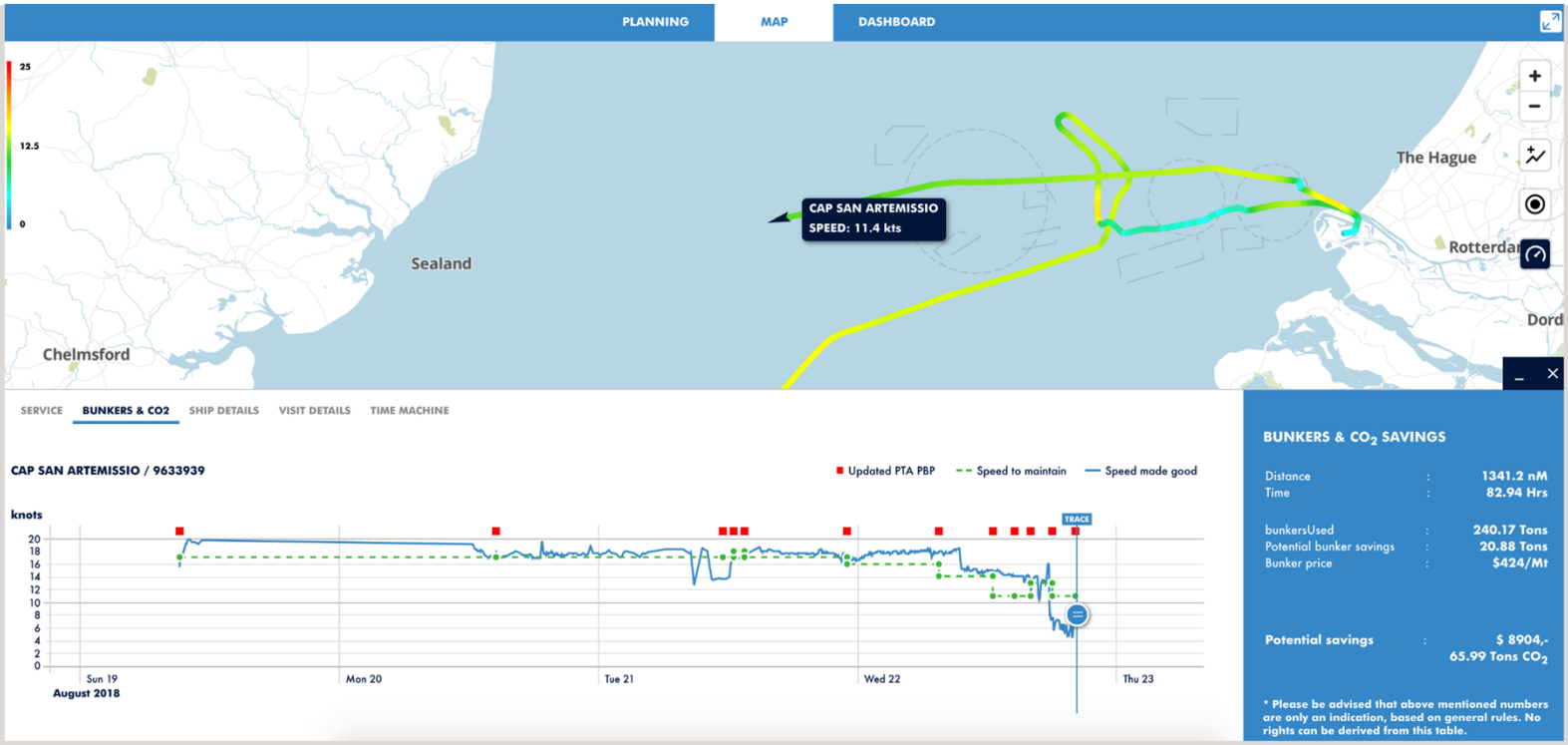
What are we doing – using standards port to port



Using standards in daily operations: arrival and departure times

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What are we doing – using standards port to port

GIA – timeline					
29/06/2018	**31/01/2019**	**April-May 2019**	**June-July 2019**	**August – December 2019**	**February 2020**
Roundtable – Introduction	**Roundtable Operational**	**Roundtable Contractual**	**Real JIT demonstration**	**Collation of all outcomes**	**MEPC submission**
Identified: ▪ Advantages and disadvantages to JIT ▪ Contractual and operational barriers ▪ Potential solutions for overcoming barriers	Goals: ▪ Review operational barriers ▪ Identify operational solutions to enable a reliable 12 hr berthing window	Goals: ▪ Review contractual barriers ▪ Identify contractual solutions to allow a ship to arrive at the 12 hr berthing window	Goals: ▪ Testing of solutions to enable reliable 12 hr berthing window ▪ In the Port of Rotterdam and with GIA members	▪ Collation of best practices / experience from JIT trial ▪ Finalization of developmen t of JIT Guide	▪ Submission of draft Guide to MEPC 22

Using standards to organize e.g. Just In Time arrivals during IMO GIA round table discussions

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Thank you and welcome on board

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