Port Call Optimization: the policy environment

Data and benchmarking creating value

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Port Call Optimization

Goals related to reducing GHG emissions have put port call optimization at the forefront of global maritime policy

Aim is to improve ocean-side port efficiency

Focus on standardizing port call processes, and improving data exchange to facilitate just-in-time vessel berthing

Lower emissions and improved safety are among many benefits for industry stakeholders, producers and consumers

Port Call Optimization

IMO MEPC.323(74) **Invitation to Member States to encourage voluntary cooperation between the port and shipping sectors to contribute to reducing GHG emissions from ships**

Optimization of port calls mentioned among four areas of interest:

"This could include regulatory, technical, operational and economic actions, such as the provision of: Onshore Power Supply (preferably from renewable sources); safe and efficient bunkering of alternative low-carbon and zero-carbon fuels; incentives promoting sustainable low-carbon and zero-carbon shipping; and support for the optimization of port calls including facilitation of just-in-time arrival of ships."

***Working proactively to optimize port calls supports improved fuel economy and an effective and demonstrable way to reduce GHGs.**

Port Call Optimization

IMO MEPC.323(74) says Member States can:

"support the industry's collective efforts to improve quality and availability of data and develop necessary global digital data standards that would allow reliable and efficient data exchange between ship and shore as well as enhanced slot allocation policies thereby optimizing voyages and port calls and facilitating just-in-time arrival of ships."

Global Industry Alliance

Public-Private Partnership with membership of 17 companies

Focus on tackling existing barriers to decarbonizing the shipping sector

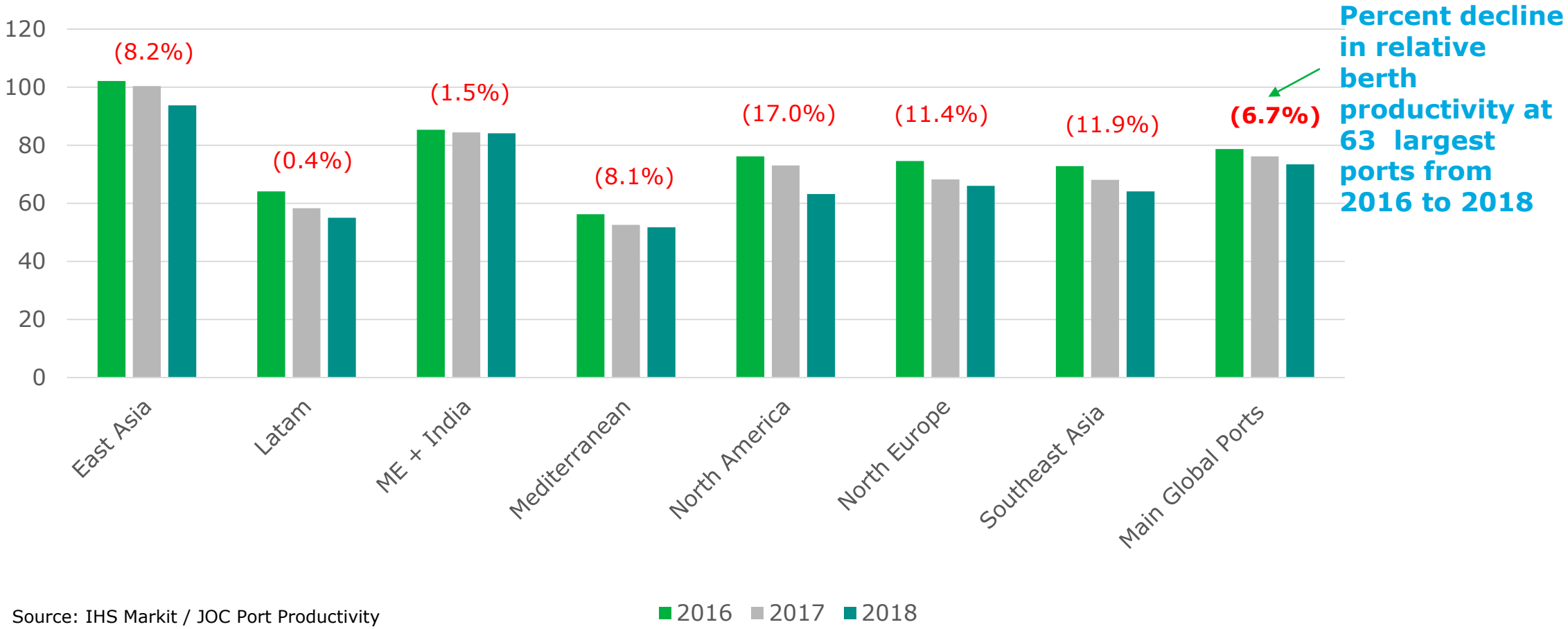
Study on Just-In-Time Operations of Ships

Mapping port call processes

JIT Guide and Port Information Manual by end of 2019

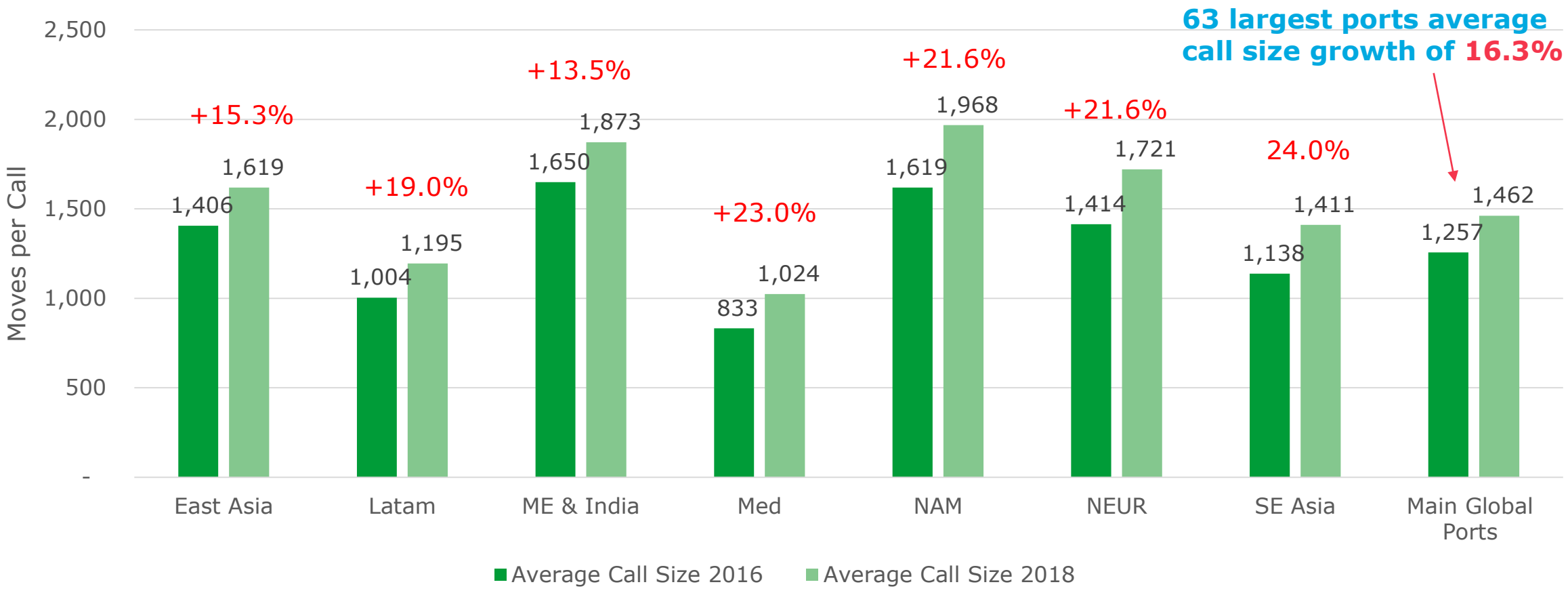
Global roll-out with testing and trialing JIT with interested ports worldwide

Relative berth productivity in decline



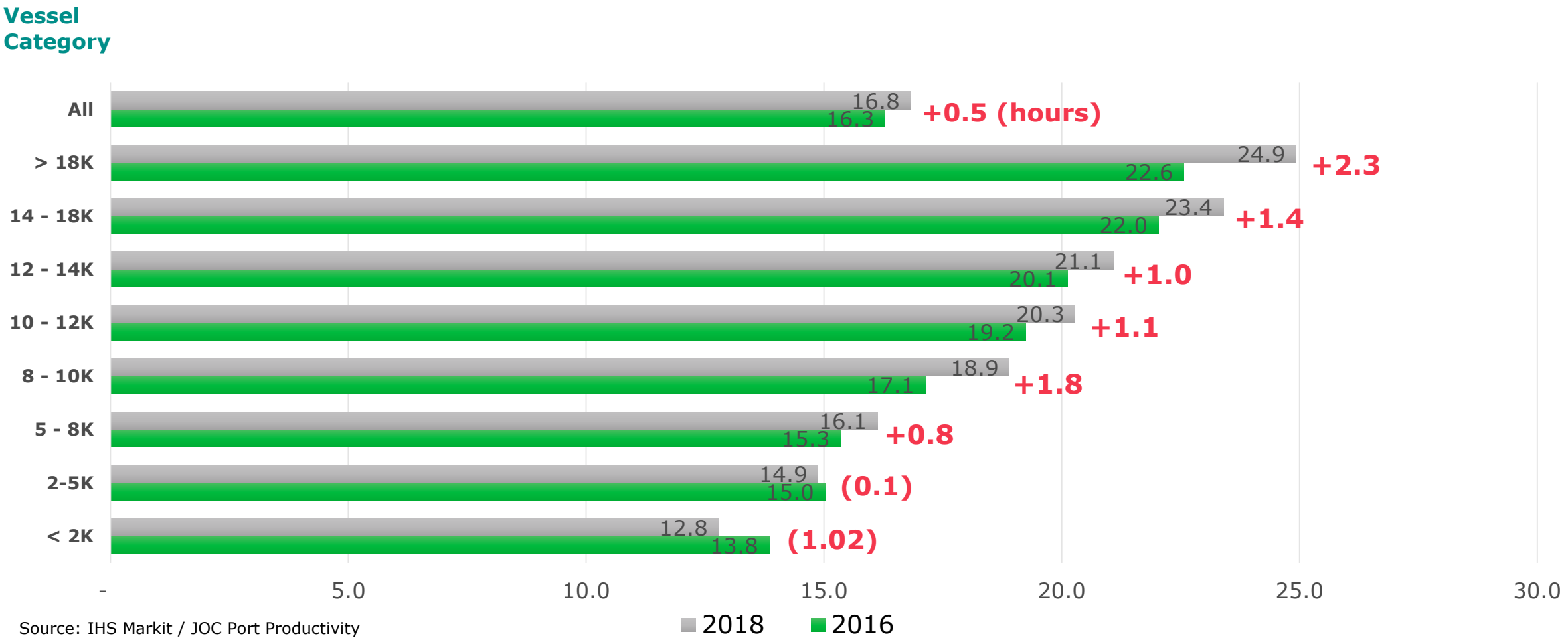
Source: IHS Markit / JOC Port Productivity

Call Sizes growing strongly



Source: IHS Markit / JOC Port Productivity

In-berth time at main Asian ports is growing



Source: IHS Markit / JOC Port Productivity

Supports fuel economy and decarbonization

Ship Size	Route	Additional Hours Berth Time Per Service	Headhaul Nautical Miles	2016 Speed Knots	Hours	2018 Required Speed Knots	Additional Fuel Per Service Metric Tons
>14K	ASI-NE	11.31	8,263	16.50	500.8	17.00	166.9
10K-18K	ASI-MED	9.43	5,598	16.50	339.3	16.86	84.8

Source: IHS Markit / JOC Port Productivity

Thank you for your time

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