Port Call Optimization

Reducing vessel dwell time and improving utilisation

Ben van Scherpenzeel, Port of Rotterdam
13th October, Warsaw
Start of the taskforce

Specific information required for Safe Port Memos

- Name of port
- Name of terminal
- Name of berth
- Material used for fendering
- Distance between berth and shipside

**Why is this information so difficult to obtain?**

- Certified Bollard Capacity
- Angle at which capacity is measured
- Distance between Bollards
- Distance from Bollards to edge of berth
- Height of berth at Chart Datum
- Max speed in channel/port
- Max draft alongside
- Berthing day/night
- Other: Ice, weather, swell, surge, airdraft, currents etc
How can we improve productivity of shipping?
Improving Master data 1
Improving Master data 2
Master data:
Use the same language and formats
Avanti standards
Improving Event Data
Improving Event Data 3

Pronto
Event data:
Use the same language and formats
Pronto Standards

EPCIS = Electronic Product Code Information Service
**Pronto Deliverable**

- Per vessel and per berth a time table, which can easily be maintained and shared
- All based on global standards
- Alerts if data has been changed
Time Line

2015:
**Avanti:**
- July: Proto type 4 ready
- December: Evaluation ready and proposal for industrial type

**Pronto:**
- June: Evaluation demo application ready
- June: Proposal for Phase 1
- October: Phase 1 ready
- December: Evaluation phase 1 and proposal for next phase

2016:
**Avanti:**
- Industrial type Avanti

**Pronto:**
- Demo application for hinterland
- Further development of Pronto
- Submission IMO re. time definitions