



Co-financed by the European Union
Connecting Europe Facility



PORT COLLABORATIVE DECISION MAKING (PORTCDM)

ULF SIWE, SWEDISH MARITIME ADMINISTRATION

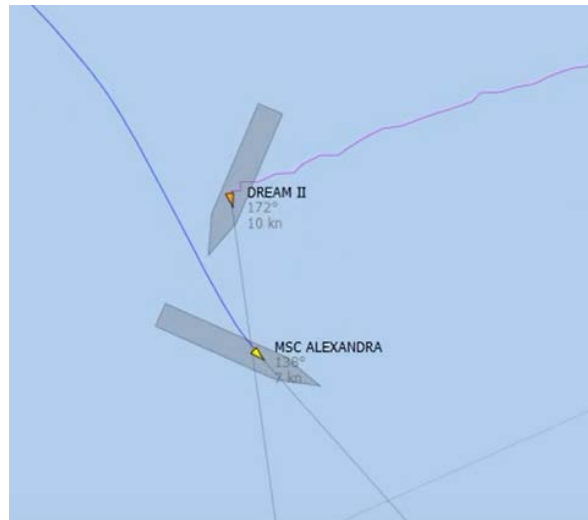
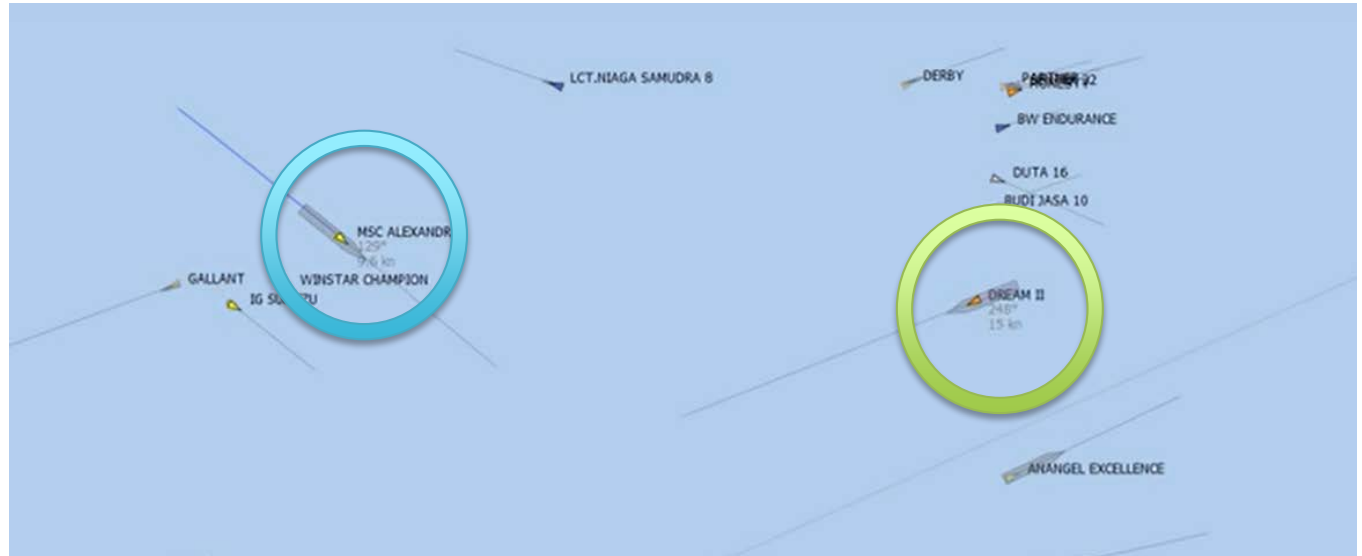


ANGRY !!!



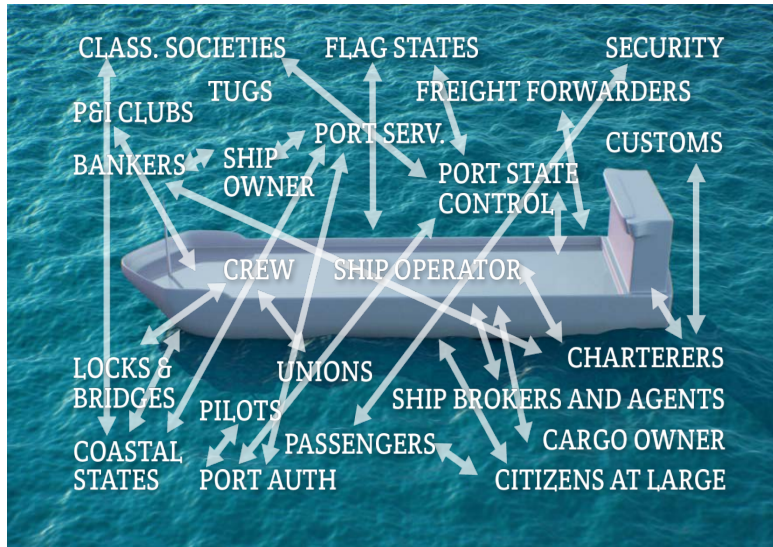


ANGRY !!!

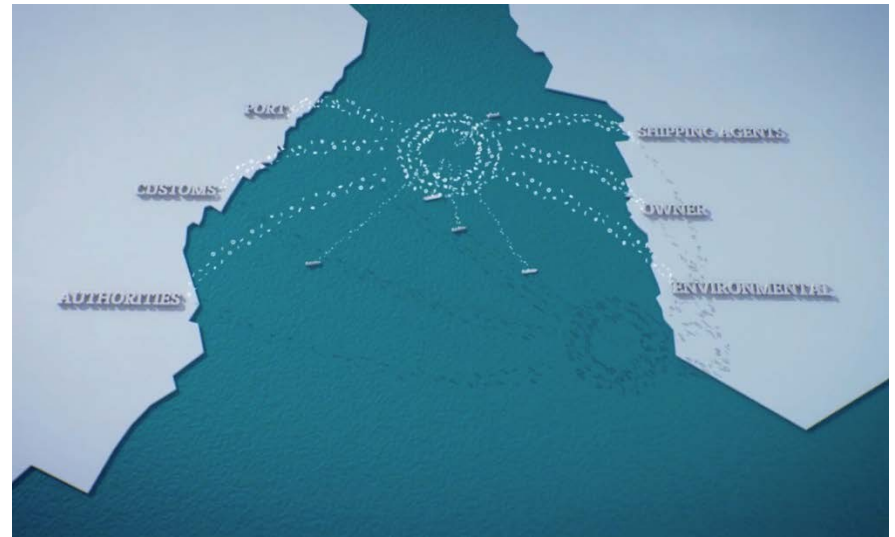


Anger Management !!!

From

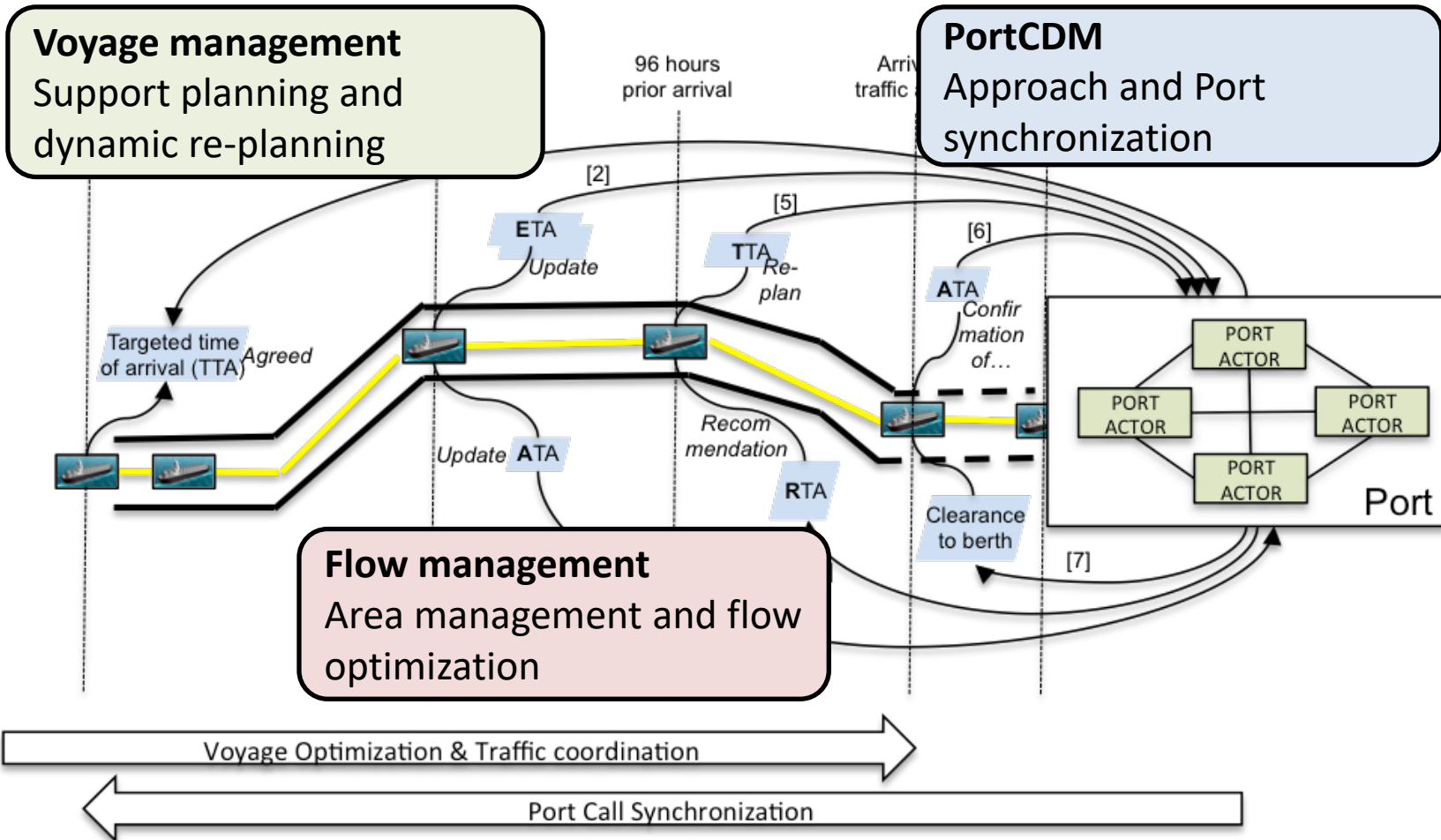


To



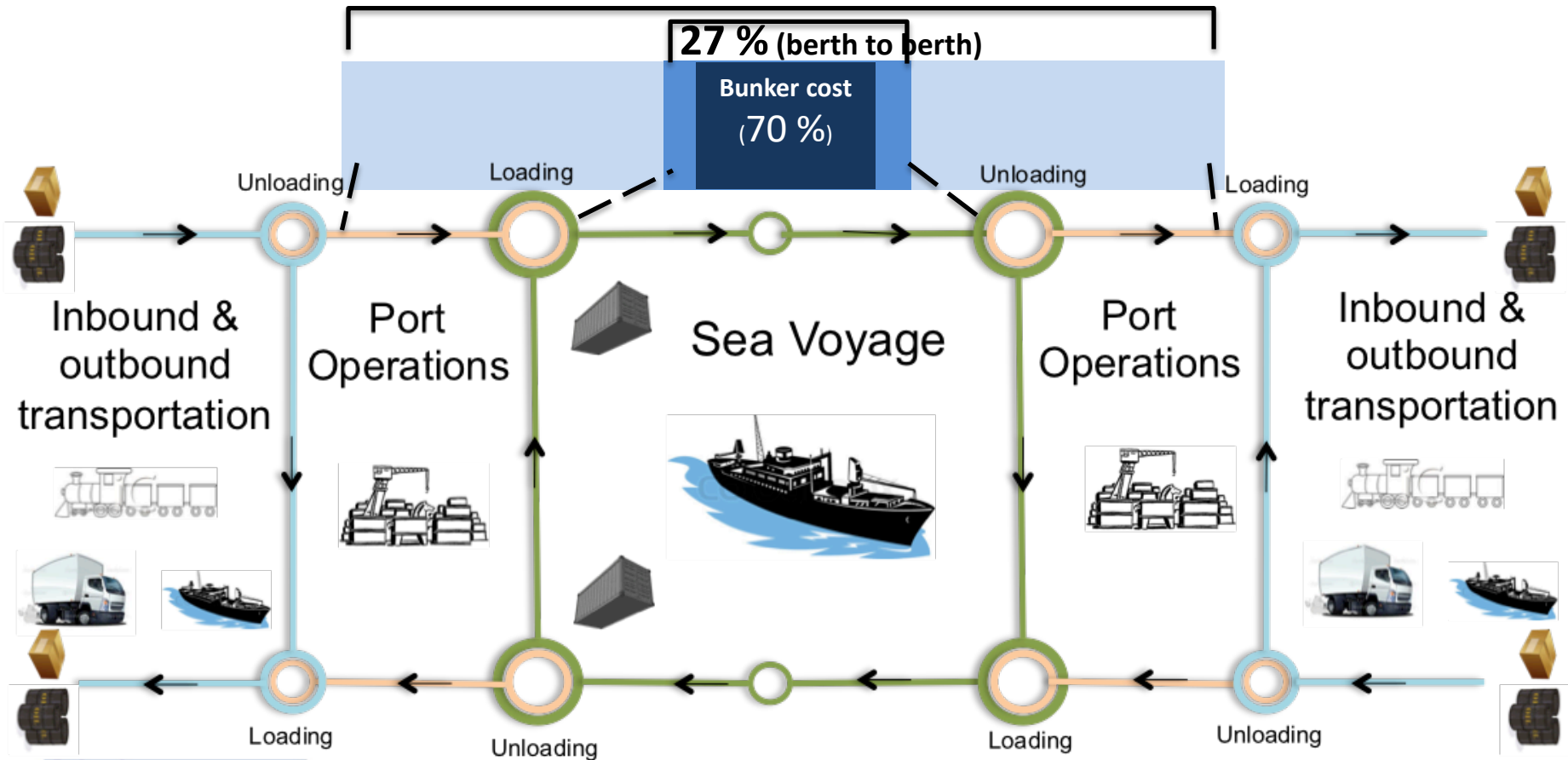
Co-financed by the European Union
Connecting Europe Facility

STM Strategic Concepts & Operational Services



Cost Distribution in Sea Transports

100 % of the cost (fence to fence)



CONCERNS OF SEA TRAFFIC MANAGEMENT

The problem: The need to increase efficiency in operations within and between ports

Maximize the utilization of the facilities in ports

Minimize the use of energy to steam between two ports

Optimal bunker use (from berth to berth)

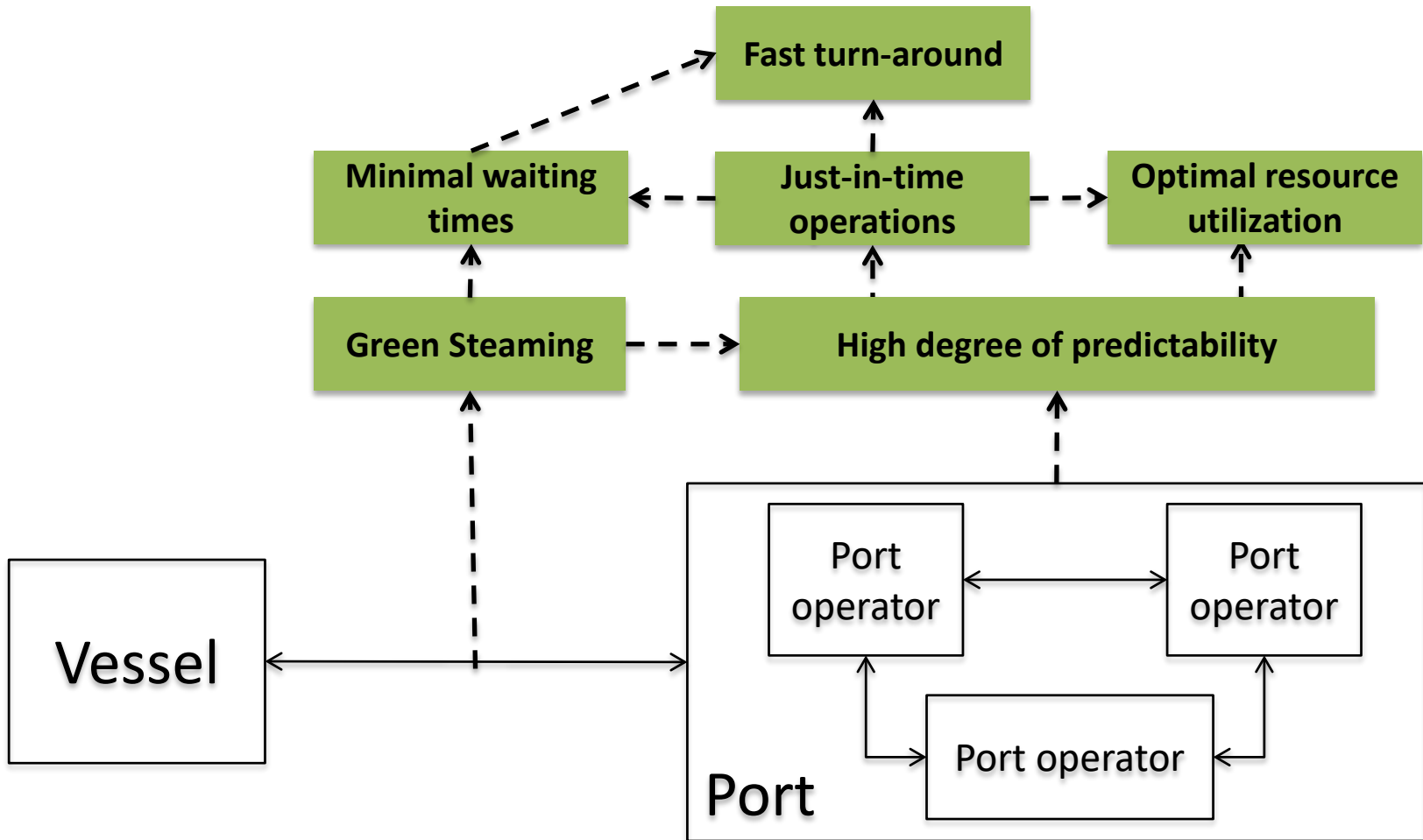
Right routeing (-12 %)

Green steaming
(-25 % for anchoring vessels)

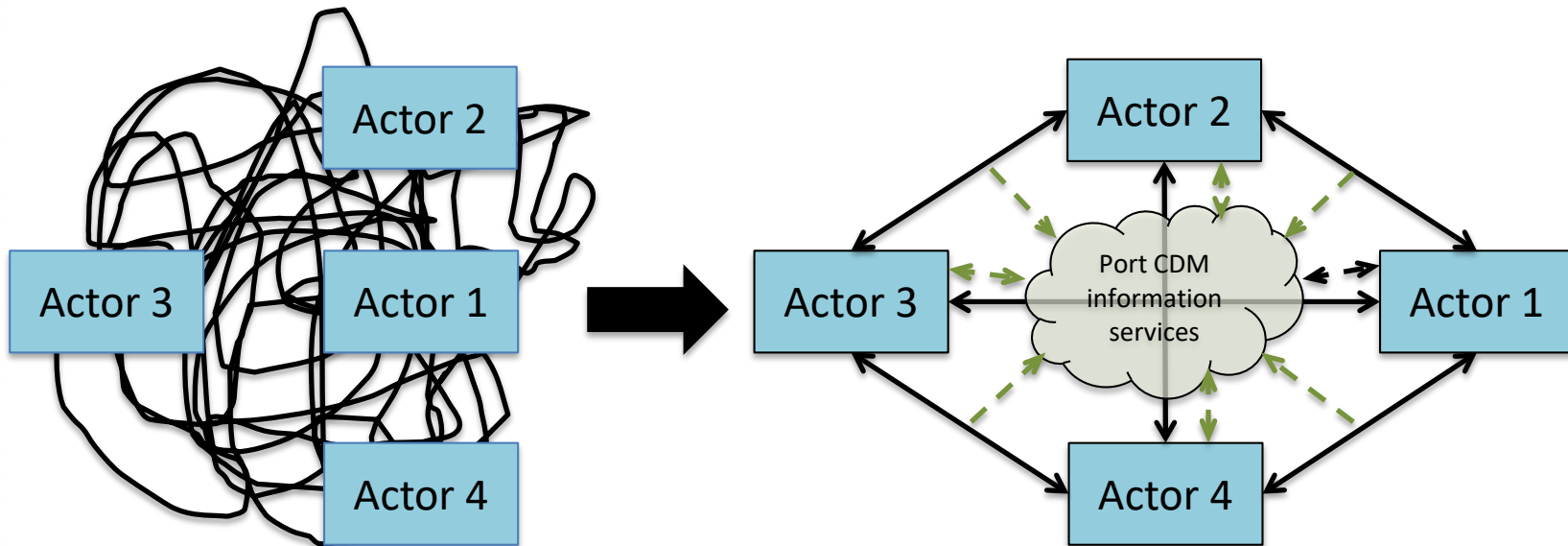
constrained by safety considerations



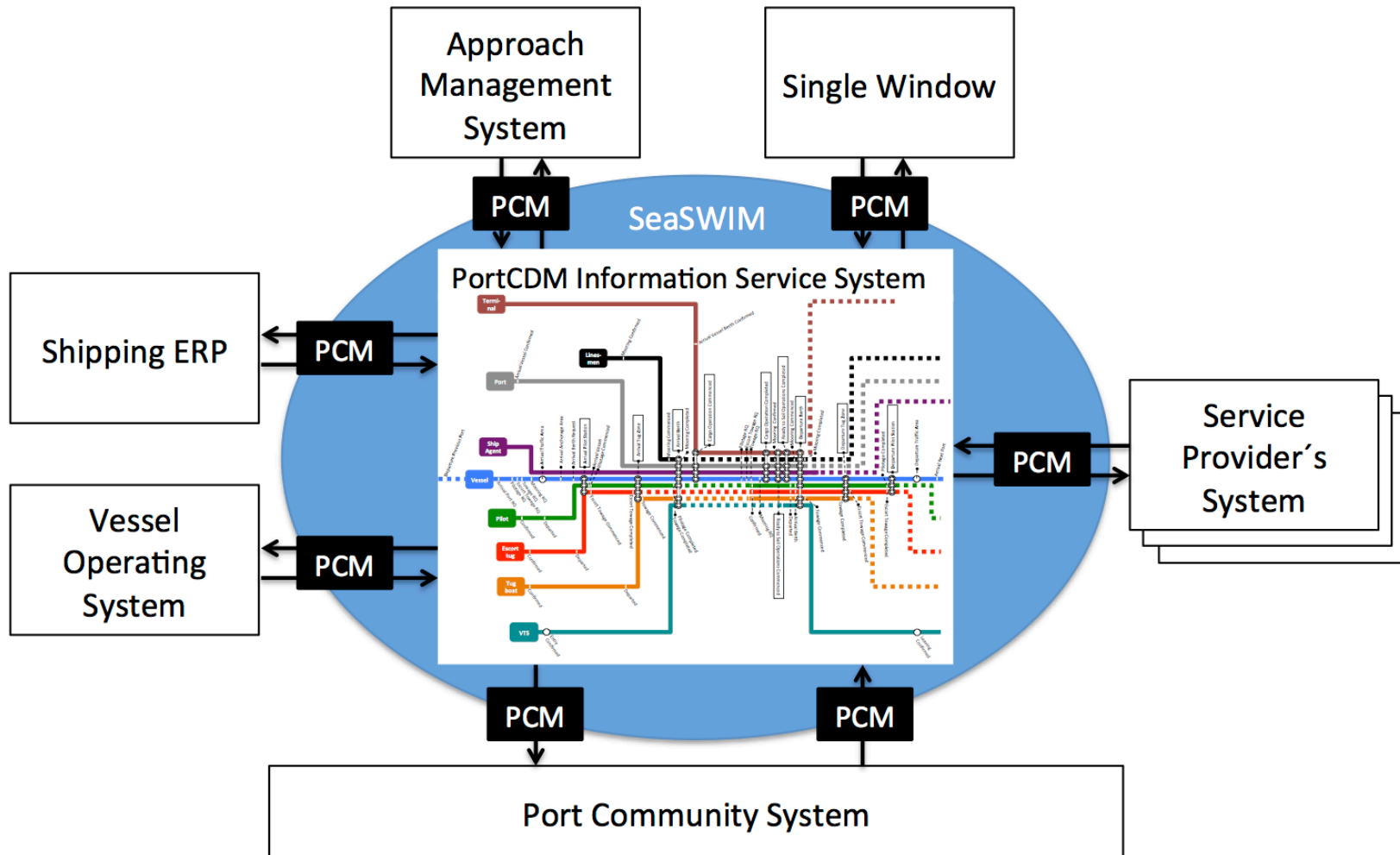
Desired PortCDM Effects



Towards Synchronised Information Sharing



Integrating with Existing Systems as the Source



ANY OTHER BUSINESS

Information concerning the development of uniform definitions of ship port operations in support of safe, efficient and sustainable transport logistics

Submitted by International Harbour Masters' Association, BIMCO, International Association of Ports and Harbors, International Bulk Terminals Association, ICHCA International Ltd., International Marine Contractors Association, Intellimagier, International Port Community Systems Association, International Parcel Tankers Association, International Transport Workers' Federation, World Nuclear Transport Institute

SUMMARY

Executive summary: Open electronic platforms and digital applications assisting ports and ship managers improve the efficiency of operations and under development but this development has been hampered by the absence of internationally agreed definitions of ship port operations. This paper provides information about industry discussions to develop agreed descriptors of events during a ship's arrival, stay and departure in port.

Strategic direction: 8

High level action: 8.0.3

Planned output: No related provisions

Action to be taken: Paragraph 16

Related documents: FAL Convention (2005 Amendments), FAL 38/5/2

Introduction

1 Shipping worldwide makes use of identical events in their log books, regardless of the type of ship. These events have never been defined, formalized or brought in line with the definitions of events that are used in ports. The intention is to harmonise understanding of events both onboard and onshore related to the arrival, stay and departure of the ship in port and in the port approach. Computer software and digital applications using uniform events will result in more streamlined processes between ship and port.

2 A common understanding of ship port operations will enable electronic message formats to be developed that will be understood by all parties.

Is built upon and has been a source

for the development of

PORT CALL MESSAGE STANDARD

Is applied in approaches for

PORT call synchronization

PORT call optimization

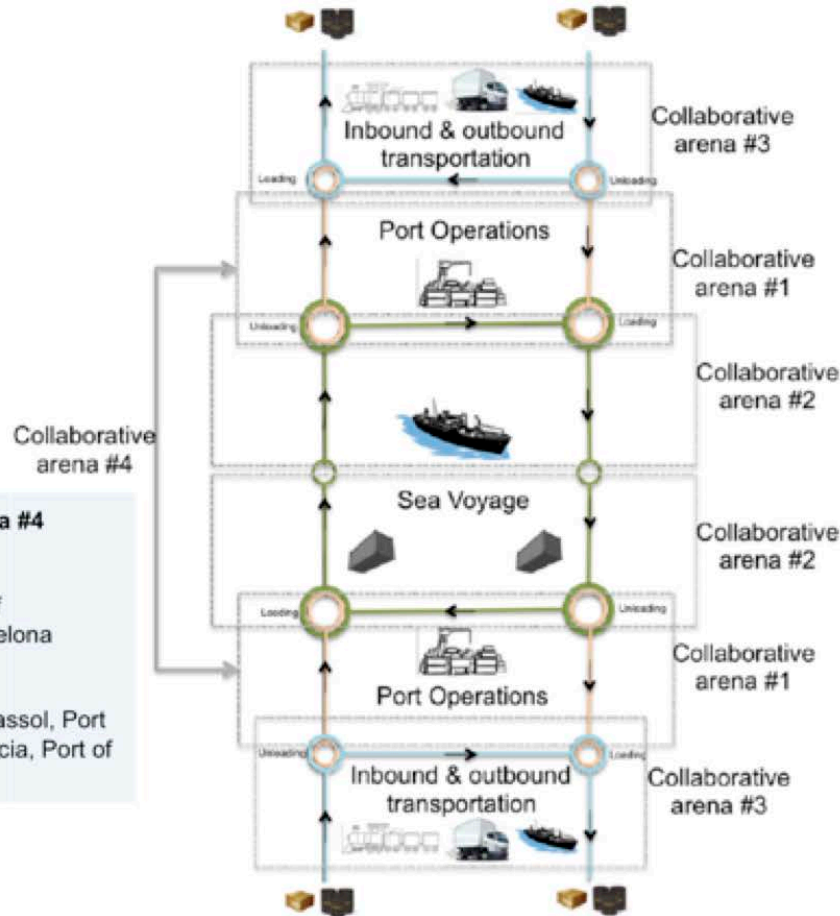
Has been reviewed and is of use for

Maritime authorities, Port authorities and other port actors, BIMCO, Shipping companies, Service Providers, (Bridge) Equipment suppliers, Platform providers, Standardization organizations (like GS1)



Co-financed by the European Union
Connecting Europe Facility

OVERALL DEMONSTRATION PLAN



Collaboration Arena #1
1st Iteration:
 All ports
2nd Iteration
 Port of Valencia, Kvarken Ports, Port of Stavanger, Port of Limassol, Port of Barcelona, Port of Venice

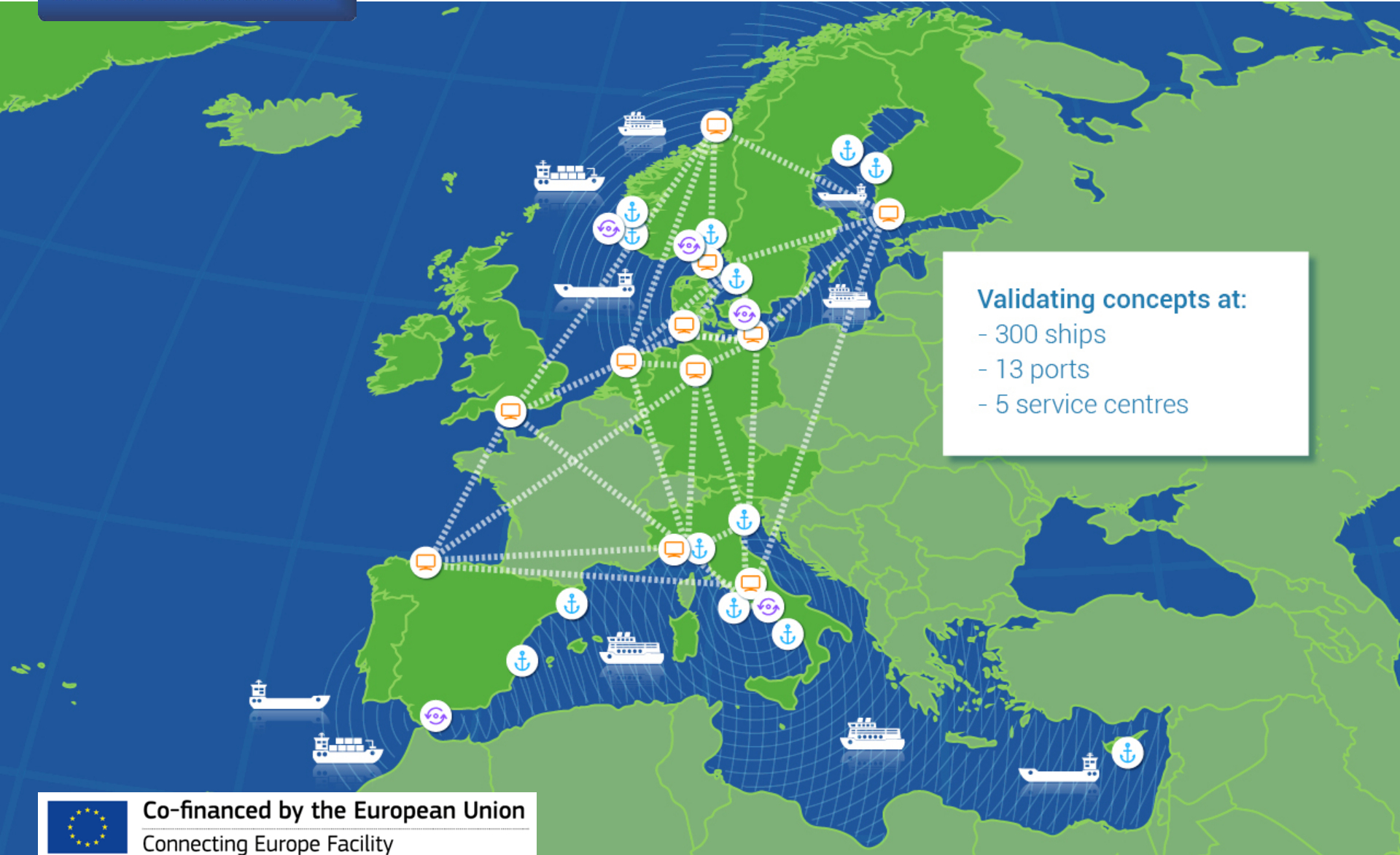
Collaboration Arena #2
1st Iteration
 Port of Gothenburg, Port of Civitavecchia
2nd Iteration
 Port of Gothenburg
3rd Iteration
 Kvarken Ports, Port of Venice

Collaboration Arena #3
3rd Iteration
 Port of Gothenburg, Port of Stavanger, Port of Valencia

Collaboration Arena #4
2nd Iteration
 Port of Gothenburg, Port of Civitavecchia, Port of Barcelona
3rd Iteration
 Kvarken Ports, Port of Limassol, Port of Stavanger, Port of Valencia, Port of Civitavecchia



STM Validation Project



Victoria Alexandra & Dream II



Improved Safety

Risk reduction rate	Flow Management by flow optimisation	Flow Management by enhanced monitoring	Dynamic Voyage Management by route exchange	Weighted combined rate
Collisions	58%	5%	52%	81%
Groundings	6%	64%	8%	69%

Source: ML2 D2 FSA – Formal Safety Assessment



Co-financed by the European Union
Connecting Europe Facility



Thank you!



Co-financed by the European Union
Connecting Europe Facility