



PID – Questions for Stakeholders

CONTAINER BARGE TRANSPORT DIGITIZATION STREAM

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Background

The strong increase of maritime volumes handled by the Port of Antwerp, amongst others, impacted barge traffic majorly in that more and more congestions at the (deep sea) terminals where causing huge delays, operational inefficiencies and hence incurred costs. A clear need for short term and structural solutions was identified.

The Port of Antwerp and a number of stakeholders:

- created a “Afhandeling container binnenvaart” project charter;
- signed LOI’s on 6 July 2017 to find sustainable solutions to improve the situation at hand;
- transversal working groups produced joint action points during Sep and Oct 2017
- results of which were presented 6 Nov to CEO’s having signed the LOI

On the 6 Nov meeting it was agreed to work out in more detail five (5) specific streams, each of them envisaged to contribute to sustainable solutions for the barge transport to avoid the level of congestions experienced at the end of 2016 and first half of 2017:

- Stream 1: Resources
- Stream 2: Digitization & Better Data Sharing
- Stream 3: Planning & Rules
- Stream 4: Structural Work Differently
- Stream 5: Summary Of Many Smaller Actions

NxtPort has been asked to take the lead of the Digitization Stream to work with all stakeholders on setting up a better exchange of data between the involved parties, so that planning and operations of barge related activities can be optimized.

Purpose of this Document

The “Digitization Work Group” deliverable were six (6) Use Cases that have been presented to all Digitization Team Members on the 15 Dec 2017 meeting. It was agreed to seek a more formal commitment of the stakeholders for the two (2) most impacting Use Cases by 18 Jan 2018.

This document contains the questions needing answers from the stakeholders to validate the willingness and conditions for participation as well as the technical capabilities. Based on the responses, NxtPort will evaluate the feasibility of these two use cases.

Use cases

UC1: Green Lights For Container Pickup

Forwarders, beneficial cargo owners (BCO’s) and barge operators are very much interested in more visibility in the status of import containers when are discharged from the ocean vessel. To be more precise: commercial release, customs release, the container discharge time and possible terminal container blocks constitute interesting green light indicators allowing above parties to optimise their “taking out” planning and operations.

UC2: Next Mode of Transport (NMoT)

Terminals are very much interested in the mode of transport by which a container will leave the terminal, and additionally the timing, grouping and/or priority of the container pickup. Specifically when this data would arrive early enough (24h before ETA ocean vessel), it can be used to optimize container stacking allowing for a more efficient barge loading and thus faster turnaround times. The forwarders, BCO’s and inland hauliers could provide this NMoT data.

Request For Commitment & Capability

Forwarders / Merchants / Barge Operators / Software Providers

1. UC1: Green Lights for Container Pickup

1.1. *Commitments & Conditions for Data Sharing*

- Are you willing to participate actively in this use case?
 - Provide and consume the available data,
 - Push for technical solutions,

1.2. *Technical Capability*

- How do you want to consume the green lights for container pickup?
 - Consume API from NxtPort in inhouse application;
 - My application provider could integrate them in the application software I use;
 - Check green lights on external website;
 - Pushed to you via email;
 - Typical B2B message exchange;
 - Other suggestions;
- Do you want this data to be pushed to you (= notification), or will you take action to poll for or to pull the data?
- In what format would you like to consume this data? [= Depending on “how” consumed]
 - New NxtPort XML format,
 - JSON,
 - APERAK message;

2. UC2: Next Mode of Transport (NMoT)

2.1. *Commitments & Conditions For Data Sharing*

- Which of below NMoT data elements have you and are you willing to share:
 - NMoT indicator (= ‘Barge’ for the target audience in scope)
 - Grouping data indicating that certain containers will be picked up together:
 - ✓ Barge name,
 - ✓ Final destination, ...
 - Pickup time indications:
 - ✓ Estimated pickup time at terminal (or earliest and latest pickup time),
 - ✓ Requested time of arrival at the final customer (or earliest and latest).
 - ✓ How big of a time window prior discharge could you give?
 - Urgency and/or priority of pickup indicator
 - Terminal to which this data needs to be send.
- Any specific conditions under which you are willing to share this data?

2.2. *Technical Capability*

- How do you want to deliver this NMoT data to NxtPort?
 - Push to NxtPort via API (generate from inhouse application);
 - My software provider will have to implement this in his application software;
 - Push to NxtPort via typical B2B message (COPINO, COPINO13, other?)
 - Excel upload tool that pushes info to the NxtPort API (could be a temporary solution)
 - Other suggestions

- Within what timeframe can you provide this data?
 - Number of hours/days relative to ETA ocean vessel
 - NMoT data is primarily useful when provided to the terminal at least 24h before ocean vessel arrival and has lost it's value when ocean vessel is discharged.

- In what format could you provide this data?
 - XML,
 - JSON,
 - COPINO format,
 - COPINO13 format,
 - IFTMIN
 - Other suggestions

Terminals

1. UC1: Green lights for container pickup

1.1. *Commitments & Conditions For Data Sharing*

- Which of the green light data would you be willing to share?
 - Commercial release: no PIN-code or other sensitive data is required, only the colour indicator and the possible expiry date of the green colour.
 - Discharge planning:
 - ✓ estimated time of container discharge
 - ✓ discharge confirmation (when the container is available on yard).
 - Possible terminal blocks
 - ✓ that are active on the container;
 - ✓ estimated time of lifting of the block.
- Any specific conditions under which you are willing to share this data?

1.2. *Technical Capability*

- How do you want deliver this data to NxtPort and in what format?
 - Push to NxtPort via API (generate from inhouse application)
 - Push to NxtPort via typical B2B messages:
 - ✓ COARRI,
 - ✓ COREOR,
 - ✓ IFTSTA,
 - Other suggestions

2. UC2: Next Mode of Transport (NMoT)

2.1. *Commitments & Conditions For Data Sharing*

- Are willing to actively participate in this use case and consume the available NMoT data?

2.2. *Technical Capability*

- How do you want to consume the NMoT data and in what format?
 - NxtPort pushes to inhouse webhook (API)
 - Typical B2B message push
 - Other suggestions
- Do you want this data to be pushed to you (notification), or will you take action to poll for or to pull the data?

Carriers / Ship's Agents

1. UC1: Green Lights For Container Pickup

1.1. *Commitments & Conditions For Data Sharing*

- Which data would you be willing to share?
 - Commercial release: no PIN-code or other sensitive data is required, only the colour indicator and the possible expiry date of the green colour.
- Any specific conditions under which you are willing to share this data?

1.2. *Technical Capability*

- How do you want deliver this data to NxtPort and in what format?
 - Push to NxtPort via API (generate from inhouse application)
 - Push to NxtPort via typical B2B messages:
 - ✓ COARRI,
 - ✓ COREOR,
 - ✓ IFTSTA,
 - Other suggestions

2. UC2: Next Mode of Transport (NMoT)

2.1. *Commitments & Conditions For Data Sharing*

- Are you willing to include NMoT data in your discharge instructions to the terminal (COPRAR messages) for your carrier haulage shipments and transhipments?
 - E.g. connecting vessel for transhipment,
 - final destination (like Meerhout inland terminal).
- Any specific conditions under which you are willing to share this data?

2.3. *Technical Capability*

- How do you want deliver this data to NxtPort and in what format?
 - Push to NxtPort via API (generate from inhouse application)
 - Push to NxtPort via typical B2B message:
 - ✓ COPRAR discharge?
 - ✓ Other message?
 - Other suggestions

3. Possible additional use case:

3.1. Forwarders, beneficial cargo owners (BCO's) and hauliers could benefit from a digital form of consignment data (i.e. B/L content). This would allow easy and earlier initiation of import planning and administration. This could result in faster disclosure of NMoT data.

- Would you be willing to disclose digital B/L data already as from the moment the ocean vessel has sailed from the port of loading?
- Any specific conditions under which you are willing to share this B/L data?

3.2. *Technical Capability*

- How do you want deliver this data to NxtPort and in what format?
 - Push to NxtPort via API (develop in inhouse application)
 - Push to NxtPort via typical B2B message (COPRAR discharge, other)
 - Other suggestions

Responses

- Please send your responses to Wim Vancuyck wim.vancuyck@nxtport.eu , cc Erwin Hoefkens erwin.hoefkens@nxtport.eu. You can also contact us for any additional questions or remarks.
- ***Timing of Your Responses***
- Please send them to us prior 15 January 2018.
- This allows us a couple of days for processing and possible additional questions to you.
- The results will be presented on 18 January 2018.

References

- More information about the digitization track analysis can be found in the document “ContainerBinnenvaart PID digitization track - analysis -v1.0.pdf”
- More information about the 6 identified use cases can be found in the deck of 15 Dec 2017 “ContainerBinnenvaart PID Digitization use cases -v1.1.pdf”