PRONTO
port call optimization

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30% of all port calls get delayed, 90% of delays cascade.

Lack of timely and reliable data sharing is root cause.

Data quality is not assured.

Lack of common accepted communication standard for data exchange.

Closed data culture among shipping industry.

Inefficient bilateral communication.
Global industrial Taskforce to address standardization element

International standards to enable data exchange (2014)
Vision: Pronto is built with the belief that sustainability, digitization and operational efficiency will drive a cleaner shipping industry. Pronto supports shipping lines and port communities worldwide to become more efficient and reduce CO2 emissions, for profit and purpose driven.

Mission: to jointly drive worldwide sustainable port call optimization.
PRONTO: all parties, all trades, all connected, all the time, real-time
Pilot prerequisites

- Stakeholder from Marseille for pilot
- (API) connection to Lisa for real-time vessel service data
One view for all parties involved in a port call

Adapt planning to increase utilization

Service operations can also plan better and work more efficiently

SAFETY FIRST

More insights in port calls leads to higher safety level

Reduce port turn around time benefits all parties involved

Optimization within the port and from port to port
**Pronto - Growth**

Journey so far

- **2015**: Port Call Optimization standards
- **2016**: Pronto POC
- **2017**: Pronto Prototype Rotterdam
- **2018**: Pronto Launch Rotterdam
- **2019**: Pronto Global

# companies using Pronto:

- **2015**: 5 (18)
- **2016**: 9 (50)
- **2017**: 20 (300)
- **2018**: >50 (1150)

- 10x community growth, doubling yoy
- Hit critical mass 2018
- Shipping lines, agents, terminals, nautical service, port authority, hinterland,
- All trades

Moerdijk

Port 4

Port 3

Port 2

Port 1

Port 0
Architecture – key figures

40+ integrations

399 ports with AIS events

85,000 AIS events/day

622,000,000 messages/day
Benefits realized Port Call Optimization –
Use case 1 Reduce idle time on departure

**Use case 1: Idle time on departure – liquid bulk**

**KPI:** decrease vessel idle time on departure

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<thead>
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<tbody>
<tr>
<td><strong>Zero measurement:</strong></td>
<td>3.5 hrs</td>
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<td><strong>Target:</strong></td>
<td>2.5 hrs</td>
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<tr>
<td><strong>Results:</strong></td>
<td>2.8 hrs</td>
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New Port of Rotterdam app cuts waiting time by 20%, reduces CO2 emissions

The Port of Rotterdam Authority introduced the first version of its new digital application Pronto, which it claims can help the some 30,000 vessels calling the port every year to cut waiting time by an average of 20%.

The port said in a press release that the application enables more effective utilisation of capacity at its terminals, as well as the precise planning and coordination of a range of vessel services, including bunkering, servicing and maintenance and provisioning. In addition, Pronto directly contributes to the reduction of CO2 emissions in the port, it added.
Benefits realized Port Call Optimization –
Use case 2 Reduce delay on bunkering (refueling)

Use case 2: Delay on bunkering
KPI: decrease vessel delay due to bunker activity

Zero measurement: 19%
Target: 10%
Results: 0%

Approach:
• Terminal, agent, Shipping line share data via Pronto
• Daily 15 min check-in call; shipping line/agent/Pronto to decide on actions upfront
• All delays were avoided due to way of working with Pronto

FEBRUARY 25, 2019
Pronto Pilot: Bunker delays for container ships reduced in Rotterdam

The number of Maersk vessels experiencing delay at APM Terminals at Maasvlakte II as a consequence of bunker activities reduced significantly during a Pronto pilot. The involved parties explain how real-time insight into each other’s scheduling helps prevent bottlenecks.
Pronto can be used to significantly reduce bunker consumption, CO2 and nitrous oxide emissions

Press release October 2018:

‘Just-in-time’ sailing saves hundreds of thousands of tonnes of CO2

Rotterdam, 18 October 2018 – If sea-going vessels were better informed about the availability of berths and adapted their speed accordingly, substantial savings could be made in terms of fuel and CO2 emissions. This conclusion is based on a study that was recently commissioned by the Port of Rotterdam Authority and research institute TNO.
Uses standards endorsed by the IMO & already involved in the GIA project

Pronto supports all trades, in all kinds of ports

Neutral

Easy to connect and benefit directly

Shorter port calls, lower bunker consumption and reduced CO₂ emission

A proven solution that is already in operational use > 50 parties, more than 90,000 port calls per year
We are looking forward to working together towards sustainable shipping.

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