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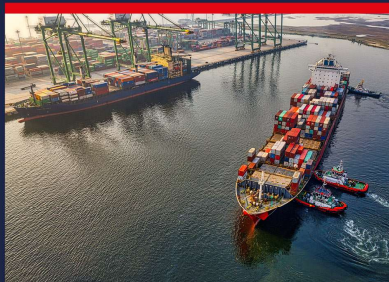
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# Transshipment white paper

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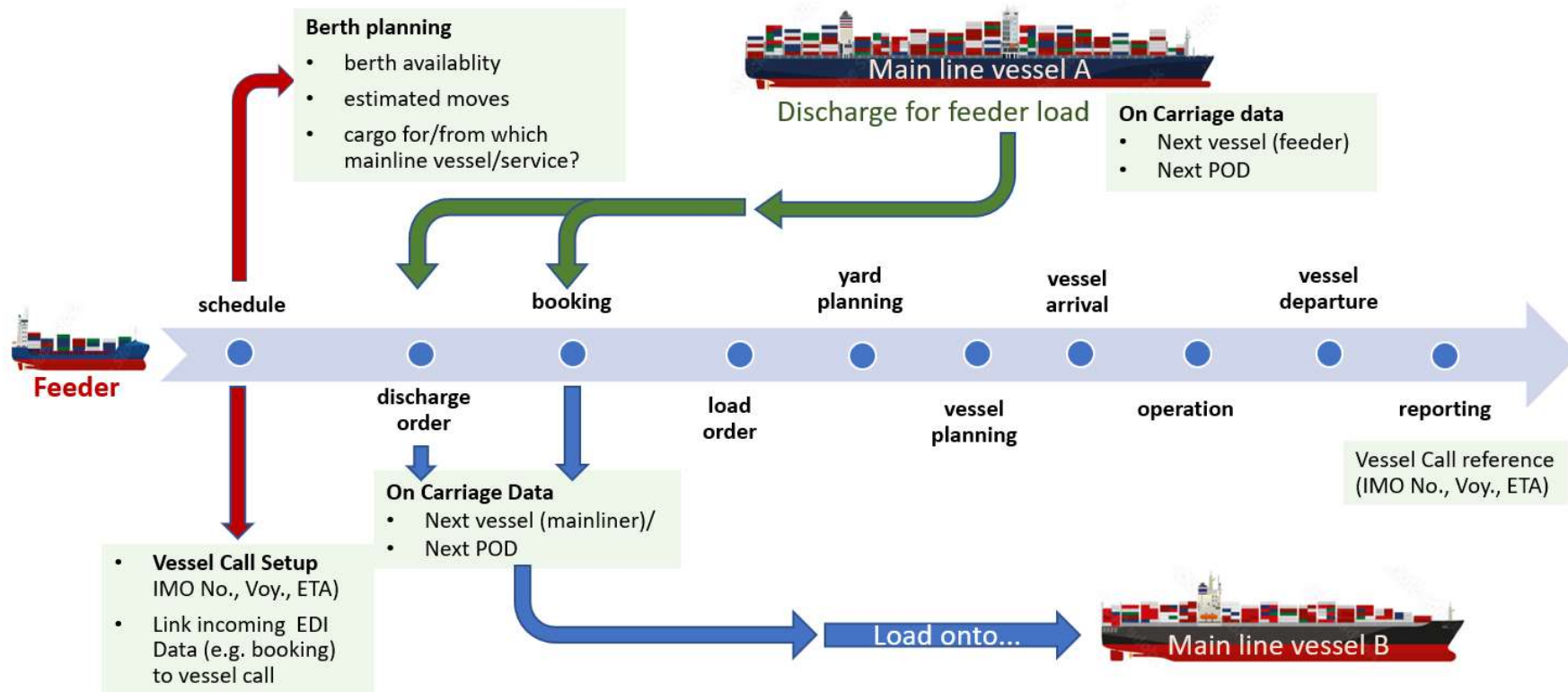


# Introduction



- Transshipment plays a pivotal role in global shipping...
  - ..connecting ports
  - ..expanding reach of shipping lines
  - ..increase flexibility
  - ..optimize vessel utilization
  - ..save costs
  - ..support regional development
  - ..Sustainability

# Transshipment Processes



# Collaboration and partnerships among stakeholders



- Vessel planning and scheduling
  - Aligning vessel arrival and departure times with terminal availability, berthing slots and cargo handling capacities
- Berth assignment and cargo handling
  - Terminal assigns berths to feeder and mainline vessels based on arrival times and availability
  - Terminal coordinates with feeder and mainline to efficiently transfer containers to and from vessel
- Terminal Services and Facilities
  - Terminal provides a range of services, resources and facilities to support vessel operations.
  - The terminal collaborates with feeder operators and shipping lines to ensure availability and efficient use of these resources.

# Collaboration and partnerships among stakeholders



- Effective processes and communication for dealing with changes
  - Frequent changes on the part of each stakeholder in the transshipment process are the main sources of challenges in the feeder-mainliner-terminal collaboration.
  - → Hence, effective communication and coordination between stakeholders are crucial
- Documentation and Cargo Manifests
  - Feeder and Mainliner provide necessary documentation and cargo manifests to the terminal for cargo handling and customs procedures
- Relevant EDI-Messages
  - IFTSAI, COPARN, COPRAR, COREOR, IFTDGN, VERMAS, COARRI, MOVINS, BAPLIE

# Common concepts – Vessel Schedules



- Vessel Schedules
  - A driving factor for transshipment as well as for berth planning
  - Mainliners typically plan schedules well in advance of operation (3+ months ahead)
  - Feeder operators are not planning as far ahead (3-4 weeks ahead)
  - Mainliner need to plan against Feeder Schedules before Feeder Operator have actually done their scheduling → provisional scheduling.
- Identifications of port calls
  - Port calls are referenced in different ways → often difficult to identify, which port call is actually referenced
  - Recommendation:
    - Port call should be identified by a unique identifier issued by the vessel operator
    - A port call reference to a provisional schedule entry should be clearly identified as provisional
    - Updated and accurate vessel schedules are essential to all parties
- Exchange of vessel schedule data
  - EDI exchange is well established and allows for batch updates as well as for individual port calls
  - API exchange is gaining traction (see OVS and JIT standards from DCSA)

# Common concepts - Unique Connection ID



- Definition
  - UCID is a proposed system of assigning a time-bound identifier to each set of terminal pairs involved in transshipment process
  - The ID links specific points of cargo transfer to dates associated with long-term sailing schedules
- Purpose
  - Enhance visibility, tracking and coordination of cargo as it moves through various segments of its journey
- Problem Statement
  - Currently cargo is assigned to port call and a voyage, but any one call could include multiple terminal pair connections
  - Whenever voyage rotation change so do the available connections
  - Complexity of this issue increases as more transshipment points and cargo legs are introduced
- Summary
  - A conceptual step forward in supply chain management.
  - It would complement existing identifiers like unique port call reference and vessel voyage numbers
  - It offers an interconnected view of cargo movements
  - Implementation would require significant coordination and standardization across the industry
  - Legal and Operational Considerations need to be addressed

# Case Study



FXS – Service  
2 vessels  
14 day rotation

Rotation:-  
*Rotterdam*  
*Helsinki*  
*Kotka*  
*Rotterdam*

Terminal pair	TEU
RTM > HEL	400
RTM > KTK	300
HEL > KTK	100
HEL > RTM	300
KTK > RTM	200



ELX – Service  
2 vessels  
14 day rotation

Rotation:-  
*Rotterdam*  
*Tallinn*  
*Riga*  
*Rotterdam*

Terminal pair	TEU
RTM > TLL	400
RTM > RIX	300
TLL > RTM	300
RIX > RTM	200



# Case Study



FXS – Service  
2 vessels  
14 day rotation

Rotation:-  
*Rotterdam*  
*Helsinki*  
*Kotka*  
*Rotterdam*

Terminal pair	TEU
RTM > HEL	300
RTM > KTK	200
<b>RTM &gt; TLL</b>	<b>200</b>
HEL > KTK	100
HEL > RTM	300
<b>TLL &gt; RTM</b>	<b>200</b>
KTK > RTM	200



ELX – Service  
2 vessels  
14 day rotation

Rotation:-  
*Rotterdam*  
*Tallinn*  
*Riga*  
*Rotterdam*

Terminal pair	TEU
<b>RTM &gt; TLL</b>	<b>200</b>
RTM > RIX	600
<b>TLL &gt; RTM</b>	<b>200</b>
RIX > RTM	500

# Common concepts - Stable Connections



- Definition
  - Suitable time to allow for discharge from one vessel, move through terminal and load on the next vessel.
  - Currently no standards that clearly define what makes a stable connection.
- Factors affecting stability
  - Scheduled berthing for the inbound and outbound vessel
  - Stowage positions of the containers to be discharged and the timing of their discharge
  - Availability of yard space, equipment and distances a container must travel on the yard
  - Digital maturity of main line, feeder and terminal operator
- Benefits
  - Greater transparency over connection stability can be gained with clear definition of what is a stable connection, what is a tight connection and what isn't feasible.

# Strategies for improving transshipment connections



- Digital platforms and advanced booking systems facilitate real time information sharing
- Standardized data formats like EDI and APIs enable information exchange, providing real-time updates.
- Implementing a unique connection ID enhances visibility, tracking and coordination of cargo as it moves through various segments of its journey.
- Collaborative connection planning and volume forecasting between feeders and shipping lines improve capacity and resource management

## Recomended next steps



- Develop a standard for identification of Unique Connection Ids
- Develop Definition of stable connection
- Further work is needed to get those improvements, presented in the document, defined in standards already available.

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# Transshipment White Paper

The end

