BDI: Expected discharge time of container by deep sea terminals

Funded by the European Union
NextGenerationEU

basis data infrastructuur
Ships are getting bigger; the number of containers on a vessel is also increasing. Port visits are taking longer and longer.

The expected discharge time is the (calculated) time when the terminal expects a container to be discharged.

The number of containers on a vessel to be discharged (or loaded) in one go is constantly increasing – in technical jargon, the call size is increasing.

As a result, the time elapsing between a vessel’s arrival and the actual discharge of a container can be in excess of one day.
The hinterland has great difficulty in optimally scheduling the pick-up (and drop-off) of containers because the information can be ambiguous, is often not up to date and has to be found out in many different locations.

The expected discharge time of the container is not freely available data in the maritime chain but rather is the property of the terminals. The hinterland carriers (truck, barge, rail) are not able to optimise their schedules to pick up (or drop off) containers at the terminals – particularly barge and rail, where multiple containers are picked up (or dropped off) with one movement at only a few times a day. This is not contributing to the modal shift from truck to barge and rail desired by the Netherlands.
How are we resolving this?

Making the container discharge time available allows hinterland parties to plan and promotes modal shift.

Portbase enables the terminals (data owners) to share this data with other maritime parties. They can attach conditions.

Each terminal uses its own semantics

Who is permitted to view the data?

The data owner decides

Discharge time API

Everyone is aware of the same information

Who is permitted to view the data?
By making the expected discharge time of a container available through the port community system in a uniform way, hinterland parties can easily align their activities with it. Either via the API or the portal. Regardless of which terminal provides the data. With relevant updates for those who want (and are allowed) them.

Data@source
The same information for everyone

Discharge time API

This allows buyers (including those outside the port) of this information to optimise their planning and improve communication to their end customers.
How are we resolving this? Making the container discharge time available allows hinterland parties to plan and promotes modal shift.

This allows them to optimise their scheduling, eliminates headaches for planners and prevents waiting times at the port, positively influencing modal shift to barge and rail.
Parties are proactively informed by Events that can serve as triggers for their IT systems. Only the data for which they are authorised is shared.