RIS and the Logistic World

by

Desiré Savelkoul

Autena Marine

A “solution provider” for automation, telecommunication and navigation equipment on board of inland vessels

Introduction

1997

- Stowage programs on board since 1997
- Voluntarily shares their cargo- and voyage information
- Inland shipping make use of RIS - standards

2010

- Since January of 2010 there is an obligation for containervessels

2016

- Over 300 customers with ContainerPlanner
- About 40% of all BICS -messages are with ContainerPlanner

Introduction

- ContainerPlanner 2.0
- Our own electronic reporting software
- Our own cone calculation
- Using the reference –data from ERDMS

Stakeholders

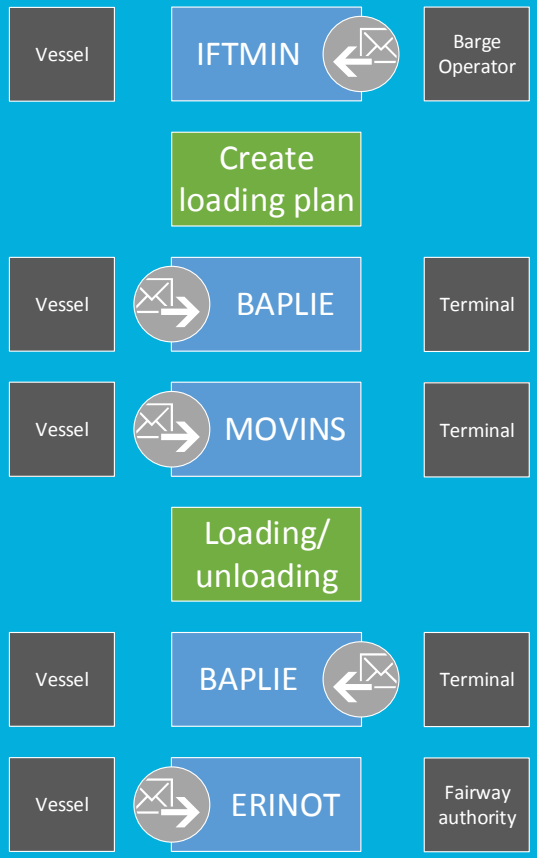
There is a growing need to share cargo- and voyage information with other stakeholders in the logistic chain.

Who are these stakeholders?

- The inland barge- or container operator
- The skipper
- The terminal
- The fairway authorities
- The receiving terminal

The process

1. Barge operator send cargo information to vessel
2. Create a loading plan
3. Vessel send bayplan and stowage instruction to terminal
4. Unloading and loading containers
5. Terminal send conformation to vessel
6. Vessel reports cargo- and voyage information to fairway authorities



Reference data

- The use of reference data is of great importance
- A number of reference data were already standardized
- Without the standardization of these reference data, a successful electronic exchange of cargo- and voyage information is impossible

But when these standards not get, or can be, implemented at the various stakeholders, a successful electronic data exchange remains out.

The current situation

- Only Information exchange between the container operator and skipper
- And between the skipper and fairway authorities
- Some container operators are still not able to send cargo information with a standardized electronic message
- And/or are unable to send all desired or required cargo information
- There are deep-sea and inland terminals who wants also standardized electronic messages
- Exchanges standardized messages: Less manual work and less chance of making mistakes

The challenge

- Deep-sea terminals do not use terminal codes as standardized with RIS
- At best the deep-sea terminals can only provide UN Locode or less
- Deep-sea terminals have to adjust their TOS –system where they must stretch the appropriate fields from 3 or 5 characters, to minimal 10 characters to meet the standard
- This is currently for the deep-sea terminals not possible because their TOS –system has limitations
- A greater challenge is the implementation of the RIS –terminal code table in their TOS -systems

Conclusion

- There are two separate worlds, the world of logistics, and the world of RIS
- There are sufficient international standardized messages available
- We are now faced with a big difference in reference data such as the terminal code

The RIS -world should take more in account the standards and the state of exchange of logistic data between the different logistic stakeholders

Conclusion

- Take in account that reference data has to be updated constantly
- Maintenance of reference data will be becoming more and more important

The receiving systems must be designed smarter with fallback mechanism so that messages not will be denied because reference data can change faster than the maintenance of it can work

Questions?

Thank you for your attention