

Insights into Maritime Shipping's Carbon Footprint

Assessing the State of Emissions in Maritime Shipping Through Big Data Analysis

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July 22, 2023



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Abstract

This is the abstract.

Acknowledgements

I would like to thank...

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Chapter 1

Introduction

1.1 Background and Motivation

In the 21st century, climate change is the biggest challenge faced by humanity. It poses a substantial danger to the survival of the inhabitants of our planet. Human activities such as deforestation, extraction and burning of fossil fuels have led to a rise in global temperatures. The consequences of such activities is an increase in sea levels, extreme weather events, and loss of biodiversity. There is an urgent and undeniable need to reduce greenhouse gas emissions and transition to a sustainable and low-carbon future.

Maritime shipping is essential to the global economy. It accounts for transporting 90% of the world's goods by volume. It is also a major source of greenhouse gas emissions, with the International Maritime Organization (IMO) estimating that maritime shipping accounts for 3% of global carbon dioxide emissions. While 3% may seem small, it is important to note that this is a rapidly growing sector. Without action, maritime shipping contribution to carbon emissions can increase upto 10-13% in the next few decades.. Due to this fact, there is a growing global effort to reduce emissions from this sector. [8].

In accordance with sustainable Development Goal 13, in 2018, the initial strategy was adopted by IMO's Environmental Protection Committee (MEPC), during its 72nd session at IMO Headquarters in London, United Kingdom. According to this strategy, the IMO will work towards reducing the total annual greenhouse gas emissions from international shipping by at least 50% by 2050 compared to 2008 [22]. In 76th session MEPC in 2021, several mandatory measures were adopted to reduce greenhouse gas emissions from international shipping, which will help in achieving the goal of reducing emissions by 50% by 2050 [23]. One of the important measures is the Carbon Intensity Indicator (CII).

Maritime shipping is a complex and highly volatile system, generating very large data sets. Big data analytics can be used to understand the complex system and make informed decisions. It can facilitate operations such as monitoring of emission and predictive analysis of vessel performance. This can help in reducing emissions and improving the efficiency of the maritime sector [26].

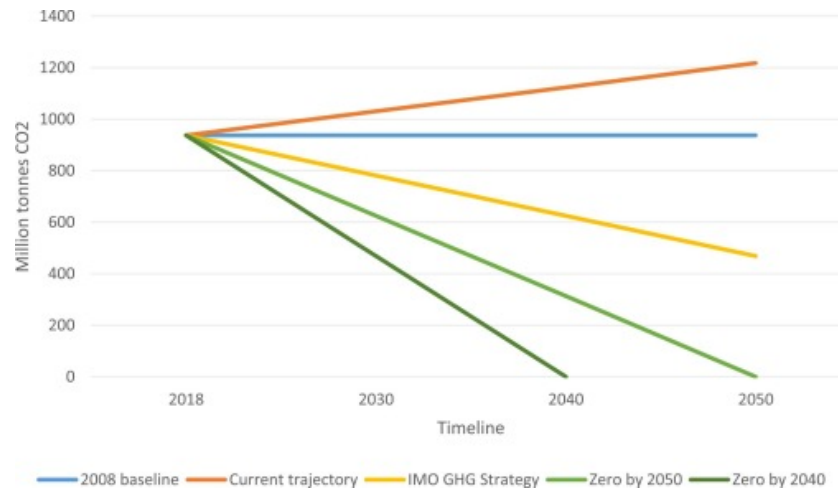


Figure 1.1: Emission trajectories for different levels of ambition for emission reduction targets

1.2 Big Data Analysis

Big data analytics is where advanced analytic techniques operate on big data sets. Hence, big data analytics is really about two things — *big data* and *analytics*.

1.2.1 Big Data

As the name suggests, big data is a large amount of data. There are other important attributes of big data. These are: data variety and data velocity.

Thus we can define big data using 3 V's: *volume*, *variety*, and *velocity* as shown in figure 1.2.

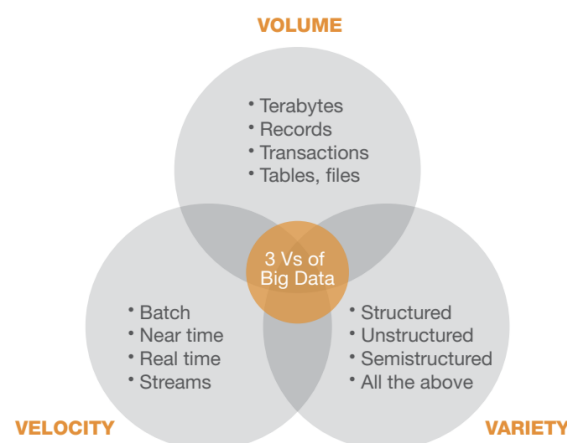


Figure 1.2: Big Data: 3 V's [9]

Beyond these three V's, Big Data is also about how complicated the computing problem is. Given the number of variables and number of data points for analysing the maritime shipping

data. It is a very complicated problem. Thus, in addition to the three V's identified by IBM, it would also be necessary to take complexity into account as shown in figure 1.3 [11].

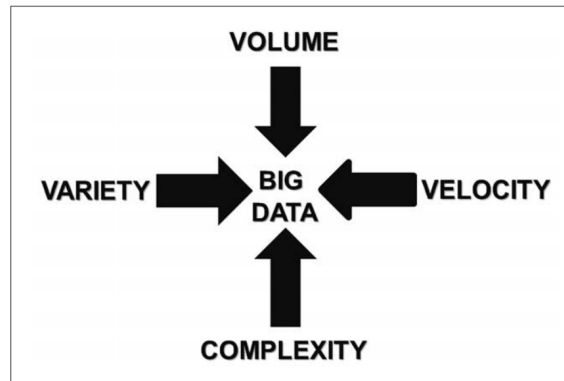


Figure 1.3: Big Data: Beyond 3 V's - volume, velocity, variety, and complexity

1.2.2 What is Big Data Analytics?

Big data analytics is the process of examining large and varied data sets to uncover hidden patterns, unknown correlations, market trends, customer preferences and other useful information that can help organizations make more-informed business decisions.

1.3 Indicators

Indicators play a crucial role in assessing and monitoring carbon emissions in the maritime shipping industry. They provide valuable insights into the environmental performance of vessels, facilitate comparisons between different ships or fleets, and help track progress towards emission reduction targets. By measuring various aspects of emissions and energy efficiency, these indicators enable stakeholders to identify opportunities for improvement and implement effective strategies to mitigate the environmental impact of shipping operations.

In this section, we will discuss several key indicators commonly used in the monitoring and evaluation of carbon emissions in maritime shipping. These indicators cover a range of factors, including carbon intensity, energy efficiency, fuel consumption, and cargo transport work. Each indicator offers a unique perspective on emissions, providing researchers, policymakers, and industry stakeholders with valuable information to support decision-making and foster sustainable practices.

It is important to note that the selection and use of indicators may vary depending on the specific research objectives, data availability, and regulatory frameworks in place. The combination of different indicators allows for a comprehensive assessment of emissions and enables a deeper understanding of the efficiency and environmental performance of shipping activities.

Below is the list of indicators discussed in this section:

1. Carbon Intensity Indicator (CII)
2. Energy Efficiency Operational Indicator (EEOI)
3. Energy Efficiency Design Index (EEDI)
4. Energy Efficiency eXisting ship Index (EEXI)

1.3.1 Carbon Intensity Indicator (CII)

The International Maritime Organization (IMO) has introduced a new carbon intensity (CII) measure for ships, which is a more accurate way to evaluate a vessel's environmental impact than total carbon emissions. CII is calculated using the Annual Efficiency Ratio (AER) formula, taking into account a ship's fuel consumption, CO₂ emission factor, annual distance sailed, and design deadweight.

To calculate CII in the most basic form:

$$\text{CII} = \frac{\text{Carbon Emission}}{\text{Distance Travelled} \times \text{Cargo Capacity}} \quad (1.1)$$

Vessels are rated A to E based on their CII results, and those with a D or E rating for three consecutive years or an E rating in one year must submit a corrective action plan. The IMO will enforce CII regulations for all ships over 5,000 GT and require an enhanced Ship Energy Efficiency Management Plan (SEEMP) with CII-related content from January 2023. The SEEMP must include the ship's required annual operational CII target and an implementation plan to achieve it over the next three years. [1].

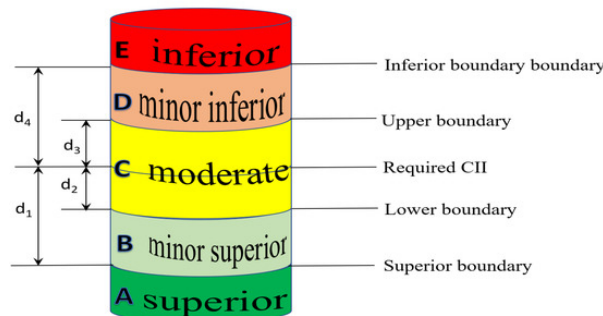


Figure 1.4: Schematic diagram of the CII ratings and boundaries. [21]

The article [15], discusses the increasing popularity of Energy and Carbon Intensity indicators among policy makers, which are calculated as units of energy or mass of emissions per unit of Gross Domestic Product (GDP). These indicators are gaining momentum due to support from think tanks, public organizations, consulting groups, and academics focused

on energy and climate change policy development. The ways in which intensity indicators are framed and perceived in public debates generated by these intermediaries are important as they can influence policy making and the development of better sets of indicators to assess how well countries are addressing climate change and resource efficiency policies. Intensity indicators are appealing for emerging economies as they are not incompatible with high rates of economic growth and do not imply the imposition of absolute emission/energy caps.

1.3.2 Energy Efficiency Operational Indicator (EEOI)

The Energy Efficiency Operational Indicator (EEOI) is a tool used to measure the CO₂ gas emissions per unit of transport work, indicating the operational efficiency of a ship. The EEOI is calculated annually and is subject to changes after each voyage due to various external factors, such as navigation conditions, sea area, weather, temperature, and cargo weight.

The EEOI provides an accurate measure for each voyage, and its unit depends on the type of cargo or transport work, such as tons CO₂/(tons/nautical miles), tons CO₂/(TEU/nautical miles), or tons CO₂/(person/nautical miles). The formula for calculating the EEOI is represented by formula (1.2), where a lower value indicates a more energy-efficient ship [13].

$$\text{EEOI} = \frac{\text{Carbon Emission}}{\text{Performed Transport Work}} \quad (1.2)$$

For the calculation of EEOI for a specific voyage, formula (1.3) is used.

$$\text{EEOI} = \frac{\sum_j F_{Cj} \cdot C_{Fj}}{m_{\text{cargo}} \cdot D_j} \quad (1.3)$$

However, when dealing with a large number of ships, formula (1.3) is expressed as equation (1.4), taking into account parameters such as fuel type, voyage number, fuel consumption, fuel-to-CO₂ conversion factor, cargo weight, and distance traveled [20].

$$\text{Average}_{\text{EEOI}} = \frac{\sum_i \sum_j (F_{C_i} \cdot C_{F_j})}{\sum_i (m_{\text{cargo},i} \cdot D_i)} \quad (1.4)$$

where:

j : Fuel type used

i : Navigation voyage number

$F_{C_{ij}}$: Mass of consumed fuel j at voyage i

C_{F_j} : Fuel mass to CO₂ mass conversion factor with fuel j

m_{cargo} : Weight of cargo carried (tons) on ship

D_i : Distance of voyage i (nautical miles)

The fuel-to-CO₂ conversion factor (CF) is a non-dimensional factor that converts fuel consumption, measured in grams, to CO₂ gas emissions, also measured in grams, based on the carbon content. The below table

1.1 is showed the certain value of CF follows the type of fuel.

No.	Type of fuel	Reference	Carbon content	CF (t-CO ₂ /t-Fuel)
1	Diesel/gas oil	ISO 8217 Grades DMX through DMC	0.875	3.206000
2	Light fuel oil (LFO)	ISO 8217 Grades RMA through RMD	0.86	3.151040
3	Heavy fuel oil (HFO)	ISO 8217 Grades RME through RMK	0.85	3.114400
4	Liquefied petroleum gas (LPG)	Propane, butane	0.819, 0.827	3.000000, 3.030000
5	Liquefied natural gas (LNG)		0.75	2.750000

Table 1.1: The value of CF (t-CO₂/t-Fuel) [20].

1.3.3 Energy Efficiency Design Index (EEDI)

Energy Efficiency Design Index (EEDI) is a legislation proposed by the International Maritime Organization (IMO) to estimate the energy efficiency of ships and calculate their CO₂ emissions per unit of transport work done during the ship design phase. EEDI is based on a complex formula that takes into account the ship's emissions, capacity, and speed, and the lower the ship's EEDI index, the less CO₂ emissions it produces.

EEDI is a non-prescriptive mechanism that allows the shipping industry to use the latest technologies for designing commercial vessels as long as they meet the required energy efficiency levels and parameters. It lays down a minimum energy efficiency level, per capacity mile, for different ship types and sizes, including tankers, bulk carriers, gas carriers, general cargo ships, container ships, refrigerated cargo carriers, and combination carriers.

The EEDI formula has two components: attained EEDI and required EEDI. The attained EEDI is calculated using a complex formulation based on the vessel's emissions, capacity, and speed, while the required EEDI is the minimum level of energy efficiency that a ship must meet as per its ship type and size. The attained EEDI is verified based on the ship's design and construction, and the required EEDI is the target that the ship must achieve during its operation [14].

EEDI calculation module as part of Marpol Annex VI, following the directive MEPC.1/Circ.681 at the MEPC meeting conducted by the IMO in 2011. This regulation came into effect on January 1, 2013. The EEDI formula (Equation 1) specified by IMO (2011) is represented by the equation (1.5) [19].

$$EEDI = \frac{P \cdot SFC \cdot Cf}{DWT \cdot V_{ref}} \quad (1.5)$$

where:

P : 70% of the power of the engine (main and auxiliary) in kW

SFC : Amount of fuel burned by the engines in kW (specific fuel consumption)

Cf : Emission rate of fuel used by the ship (presented in Table 1)

DWT : Ship's capacity (in tons)

V_{ref} : Speed of the ship (in knots)

1.3.4 Energy Efficiency eXisting ship Index (EEXI)

The Energy Efficiency Existing Ship Index (EEXI) is a regulation introduced by the International Maritime Organization (IMO) aimed at improving the energy efficiency of existing ships. It is part of the broader effort to reduce greenhouse gas emissions from the shipping industry and combat climate change. The EEXI is designed to complement the Energy Efficiency Design Index (EEDI), which focuses on new ship designs [3].

The EEXI is part of a comprehensive framework that includes short-term, mid-term, and long-term measures. The short-term measures focus on technical and operational improvements, such as retrofitting ships with energy-efficient technologies. The mid-term measures involve market-based mechanisms to incentivize emission reductions, while the long-term measures explore alternative fuels and propulsion systems [2].

The calculation of the Energy Efficiency Existing Ship Index (EEXI) can be optimized by considering the ship's maximum continuous rating (MCR) at 100% capacity. This approach ensures that improvements in technical efficiency closely align with the ship's actual operational fuel use. By accounting for the engine power limits (EPLs) within the engine margin, which have minimal impact on ship operations, a more accurate assessment of energy efficiency can be achieved. Currently, the proposed calculation methods for the EEXI involve using either 75% of the limited MCR (MCRLim), similar to the Energy Efficiency Design Index (EEDI), or a higher value of 87% MCRLim, which only considers the engine margin. However, utilizing ship characteristics data from IHS Markit and applying the appropriate calculation method, the attained EEXI score can still be estimated, providing valuable insights into a ship's energy performance [16].

$$\text{Attained EEXI} = 3.1144 \times \frac{MESFOC \times \sum_{i=1}^{nME} P_{ME,i} + AESFOC \times P_{AE}}{\text{Capacity} \times V_{ref}} \quad (1.6)$$

The estimation of the attained EEXI score using ship characteristics data from IHS Markit, as outlined in Equation (1.6), contributes to a more comprehensive understanding of a ship's energy efficiency. This information supports decision-making processes related to optimizing operational fuel consumption, implementing retrofit measures, and promoting environmental sustainability in the maritime industry. By calculating the EEXI at 100% MCR, the assessment takes into account the EPLs within the engine margin, which are not expected to significantly affect ship operations. This approach ensures that technical efficiency improvements are properly aligned with the ship's actual operational fuel use, enabling informed decision-making for enhancing operational fuel consumption and reducing environmental impact. Through the utilization of ship characteristics data and the appropriate calculation method, the attained EEXI score serves as a valuable tool for assessing energy efficiency and driving advancements in the maritime sector [16].

1.4 Problem Statement

Carbon emissions from maritime shipping have been identified as a major contributor to global greenhouse gas emissions, with the International Maritime Organization estimating that shipping is responsible for around 3% of global CO₂ emissions [8]. To address this issue, the shipping industry has set targets to reduce its carbon footprint, and governments and international organizations have introduced policies and regulations to encourage emissions reduction.

However, measuring and monitoring carbon emissions from maritime shipping can be challenging due to the complexity of the industry and the lack of reliable data. The Energy Efficiency Operational Indicator (EEOI) and the Carbon Intensity Indicator (CII) have been proposed as two metrics to assess the carbon efficiency of ships and enable comparison between different vessels and fleets [27, 2]. However, there is a need to better understand the relationship between EEOI and carbon emissions, as well as to identify the factors that influence this metrics.

Therefore, the aim of this thesis is to conduct a big data analysis of carbon emissions in maritime shipping, using EEXI as the main metric. Specifically, the study will:

- Calculate EEOI for a sample of vessels using real-world data on fuel consumption and other operational parameters.
- Analyze the relationship between EEOI, CII, and carbon emissions, using statistical methods and machine learning algorithms.
- Identify the factors that influence EEOI and CII, such as vessel age, size, speed, and route, and examine their impact on carbon emissions.
- Evaluate the usefulness of EEOI and CII as metrics for monitoring and reducing carbon emissions in maritime shipping, and recommend potential improvements to these metrics.

Overall, the findings of this thesis will contribute to a better understanding of the carbon efficiency of maritime shipping and inform the development of policies and strategies for emissions reduction in this sector.

1.5 Research Question

This thesis will focus on answering following research questions:

1. What is the relationship between vessel age and carbon emissions in maritime shipping?
2. How do shipping routes affect carbon emissions in maritime shipping?
3. What role do fuel types and engine technologies play in carbon emissions in maritime shipping?
4. How can EEOI and CII be used to monitor and reduce carbon emissions in maritime shipping?

1.6 Report Outline

Chapter 2: Literature Review: This chapter covers the background information and literature review of the thesis. This section covers comprehensive review of existing papers and research related to carbon emissions in maritime shipping. The aim is to provide a comprehensive overview of the current state of research in this field and identify any gaps or opportunities for further exploration.

Chapter 3: Data Collection and Understanding: In this chapter, the focus will be on gathering and understanding the data required to perform analysis to understand emissions in maritime shipping. Various data sources will be explored, including industry databases, research publications, and government reports. The aim is to acquire a comprehensive dataset that covers different aspects of carbon emissions in the maritime sector. Additionally, this chapter will delve into the intricacies of the collected data, understanding its structure, variables, and potential limitations.

Chapter 4: Data Cleaning and Preprocessing: Before conducting any data analysis, it is crucial to ensure the quality and integrity of the dataset. This chapter will discuss the steps involved in cleaning and preprocessing the data. This process may involve handling missing values, dealing with outliers, standardizing formats, and resolving inconsistencies. By performing these necessary data cleaning procedures, the dataset will be prepared for further analysis, ensuring reliable and accurate results.

Chapter 5: Data Analysis Techniques: In this chapter, various data analysis techniques specific to big data will be explored and applied to the cleaned dataset. These techniques may include

statistical analysis, machine learning algorithms, and data visualization methods. The goal is to extract meaningful insights and patterns from the data to gain a comprehensive understanding of carbon emissions in maritime shipping. Additionally, this chapter will discuss the tools and technologies utilized for data analysis and highlight any specific challenges encountered during the process.

Chapter 6: Evaluation of Results: After performing the data analysis, this chapter will focus on evaluating and interpreting the obtained results. The findings will be compared against existing literature, industry benchmarks, and regulatory standards to assess the significance and implications of the analysis. The strengths and limitations of the analysis approach will be discussed, and recommendations for future research or practical applications will be provided. This chapter aims to provide a comprehensive evaluation of the insights gained from the data analysis and their potential impact on the maritime shipping industry.

Conclusion: The conclusion chapter will summarize the key findings and contributions of the thesis. It will highlight the significance of the conducted big data analysis on carbon emissions in maritime shipping and its implications for sustainability and environmental initiatives. The conclusion will also discuss any potential limitations or challenges encountered during the research and suggest avenues for further exploration in this field.

Chapter 2

Literature Review

In response to the urgent need to reduce carbon emissions and combat climate change, researchers and industry stakeholders have focused on developing and implementing strategies to reduce carbon emissions in maritime shipping.

Figure 2.1 shows that the number of publications on energy efficiency and emission reduction in the maritime industry has grown exponentially since 2016. The number of publications from 2006 to 2015 was 76, while from 2016 to 2021, there were 260 publications, indicating a significant increase in interest in decarbonization in the maritime industry. [6]



Figure 2.1: Number of publications per year in energy efficiency and emission reduction in the maritime domain

One promising area of research is the use of big data analysis to measure and improve carbon efficiency in maritime shipping. Big data analysis involves the collection and analysis of large and complex data sets to identify patterns, trends, and insights. In the context of maritime shipping, big data analysis can be used to measure carbon emissions and identify opportunities for improvement.

The purpose of this literature review is to examine the current state of research on carbon emissions in maritime shipping, with a focus on the Energy Efficiency eXisting ship Index (EEXI) and Carbon Intensity Indicator (CII) as key metrics for measuring carbon

efficiency. The review will provide an overview of the current state of research on these metrics, their strengths and limitations, and their relevance for the maritime shipping industry.

The review will begin by exploring the importance of reducing carbon emissions in maritime shipping and the regulatory and policy frameworks that have been established to address this issue. It will then provide an overview of the EEXI and CII metrics, including their definitions, methodologies for calculating them, and their role in measuring carbon efficiency.

The literature review will also examine the current research on the relationship between EEXI, CII, and carbon emissions in maritime shipping, with a particular focus on the use of big data analysis to measure and improve carbon efficiency. It will explore the potential for big data analysis to provide more accurate and comprehensive data on carbon emissions, and to identify opportunities for operational and technological improvements.

Overall, this literature review will provide a comprehensive overview of the current state of research on carbon emissions in maritime shipping, with a focus on the EEXI and CII metrics and the potential for big data analysis to guide and inform strategies for improving carbon efficiency in the industry.

2.1 Literature Review

Review by [5] shows that Maritime shipping is a crucial aspect of global trade and the global economy, with over 85% of the volume of global trade in goods transported by sea. However, maritime transport also has significant environmental impacts, including carbon emissions. Approximately 3.3% of the world's carbon dioxide (CO₂) emissions are attributable to maritime transport, with emissions from marine diesel oil (MDO), marine fuel oil (MFO), and heavy fuel oil (HFO) all contributing to the problem. Reducing carbon emissions in the maritime shipping industry is a significant challenge, but there are a range of strategies that can be used to achieve this goal. Alternative fuels, energy efficiency improvements, and operational measures all have the potential to reduce emissions, but they also have significant economic and resource constraints.

Paper by [4] mentions that Despite its significant contribution to global economic growth, maritime transport also generates negative externalities, primarily in the form of greenhouse gas (GHG) emissions. They discuss how digitalization and the use of artificial intelligence (AI) are being explored as potential ways to reduce emissions in maritime shipping. AI algorithms can optimize shipping routes, reduce fuel consumption, and minimize emissions. Additionally, digitalization can enable better data collection and analysis, which can facilitate more accurate emissions reporting and monitoring.

According to [7], the use of automatic identification system (AIS) to estimate ship emissions, which is an advantage due to the system's ability to provide real-time navigational information. Studies have been conducted utilizing AIS data to estimate ship emissions in different regions, such as Hong Kong and the Pearl River Delta, Las Palmas Port, Qingdao Port, Tianjin port, Naples port, and unidentified vessels with missing ship parameters. The studies have focused on macro-scale spatial and temporal resolution, high-resolution ship emission inven-

tory, high temporal-spatial ship emission inventory, higher spatial-temporal resolution, and real-time ship emission monitoring. It proposes simulation model based on AIS data, specification and what-if scenarios as shown in Figure 2.2

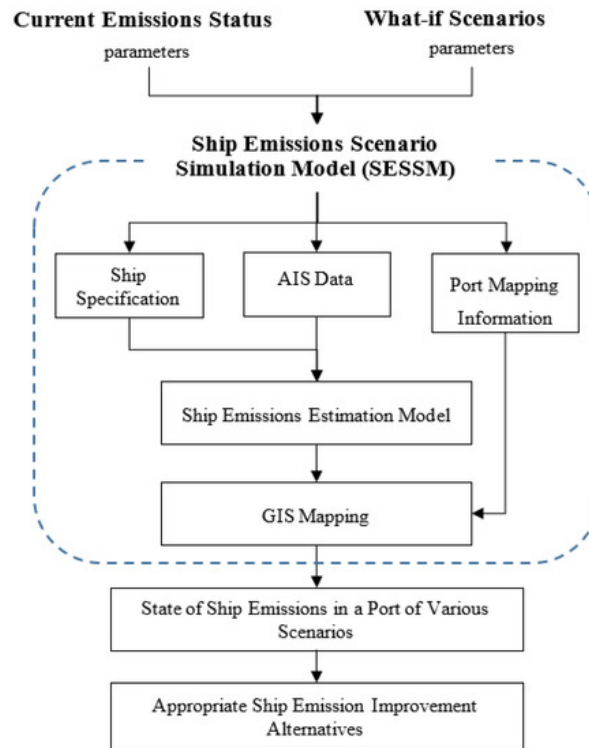


Figure 2.2: Simulation framework

Research by [17], discusses the need for carbon intensity indicators (CIIs) as performance monitoring tools in the shipping industry, particularly for tracking energy efficiency trends and progress towards climate targets. The review highlights the lack of consensus on suitable CIIs, as proposed by various countries to the International Maritime Organization (IMO), and the need for a more comprehensive understanding of global progress towards carbon intensity targets from both demand and supply side indicators. The study aims to address this issue by analyzing CIIs for shipping and the factors that influence the carbon intensity of shipping at the global level. Index decomposition analysis (IDA) is used to quantify the contribution of various factors, including energy efficiency, to changes in carbon intensity from 2012 to 2018.

According to report by [18], The International Maritime Organization will introduce Energy Efficiency eXisting ship Index (EEXI) and Carbon Intensity Indicator (CII) regulations in 2023 as part of the wider decarbonisation goals for shipping. More than three-quarters of the existing fleet will not initially meet EEXI baselines and will need to take action to achieve compliance, with overridable engine power limitations (oEPL) expected to be a popular option. However, the effect on vessel operations over a year will be quite small due to the relatively small number of hours where steaming speeds would exceed oEPL limits. The compliance with EEXI can result in modest improvements in AER, CII, and annual CO₂ emissions.

The International Maritime Organization (IMO) has made maritime decarbonization a priority, setting targets to reduce greenhouse gas emissions from ships. To achieve these targets, the IMO has adopted mandatory measures, including the carbon intensity indicator (CII),

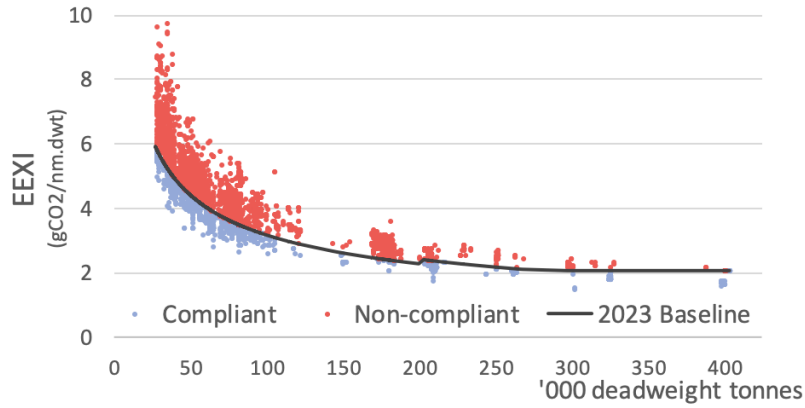


Figure 2.3: EEXI BULKER ESTIMATES VS. 2023 BASELINE

which measures carbon emissions per unit transport work for each ship. But in [24] argues there are potential paradoxes with the CII, as it may increase carbon emissions in some situations. There are at least four potential versions of the CII, including supply-based, demand-based, distance-based, and sailing time-based, but the IMO has not yet agreed on which to use. More elaborate models and indicators should be developed to analyze the potential impacts of the CII and achieve utmost carbon emissions reduction.

In [10] author explains how Big data and artificial intelligence (AI) have become essential components of data-driven decision-making in most industries. However, the maritime industry still relies on intuition more than on data, mainly because of the vast size of its network and planning problems. The maritime industry generates large amounts of data that, if appropriately utilised in decision-making, can improve maritime safety, reduce environmental impacts, and minimise cost. In this review, we focus on studies that deal with big data and AI applications within the maritime context to map the conceptual structure of the field and identify future research avenues. AIS data to investigate the impact of speed reduction on fuel consumption and carbon emissions in the shipping industry. The study found that a 10% reduction in ship speed could result in a 17% reduction in fuel consumption and a corresponding reduction in carbon emissions. The authors suggested that reducing ship speed is an effective way to reduce fuel consumption and carbon emissions in the maritime industry.

2.1.1 Conclusion

In this section, we have reviewed the literature on carbon emissions in maritime shipping, with a focus on the EEXI and CII metrics and the potential for big data analysis to guide and inform strategies for improving carbon efficiency in the industry.

In conclusion, the literature reviewed emphasizes the importance of addressing the significant environmental impact of carbon emissions in the maritime shipping industry. While there are various strategies to reduce emissions, such as alternative fuels, energy efficiency improvements, and operational measures, they have significant economic and resource constraints. Digitalization and the use of artificial intelligence (AI) are being explored as potential

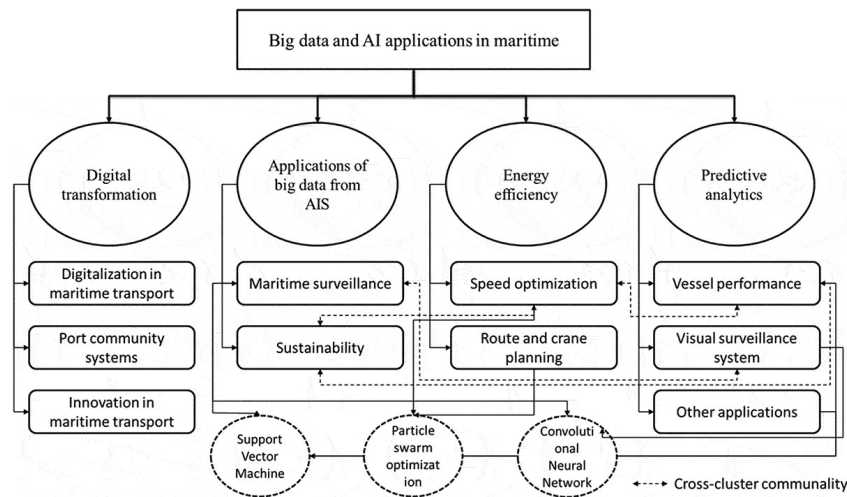


Figure 2.4: Application of Big data and AI in maritime industry

ways to reduce emissions by optimizing shipping routes, reducing fuel consumption, and minimizing emissions. Furthermore, the use of automatic identification system (AIS) data can facilitate real-time emissions monitoring, while carbon intensity indicators (CIIs) can be used as performance monitoring tools. The International Maritime Organization (IMO) has made maritime decarbonization a priority by setting targets to reduce greenhouse gas emissions from ships and introducing regulations like EEXI and CII. However, potential paradoxes with the CII and lack of consensus on suitable CIIs highlight the need for more elaborate models and indicators to achieve utmost carbon emissions reduction. Big data and AI applications have the potential to improve maritime safety, reduce environmental impacts, and minimize costs. Overall, more research is needed to address the challenges of monitoring and reducing carbon emissions in the maritime shipping industry while meeting global trade demands.

Chapter 3

Data Collection and Understanding

data collection and understanding play a pivotal role in extracting meaningful insights and deriving accurate conclusions. The success of any analytical endeavor heavily relies on the quality, comprehensiveness, and relevance of the data used. In the case of carbon emissions in maritime shipping, gathering and understanding the data is crucial for capturing the intricacies of this complex domain. By exploring various data sources from industry databases, a comprehensive dataset can be acquired, encompassing diverse dimensions of carbon emissions in the maritime sector. Furthermore, understanding the structure, variables, and limitations of the collected data is essential for ensuring the validity and reliability of subsequent analyses. This includes examining the completeness of data, identifying any biases or data gaps, and verifying the accuracy of measurements. Ultimately, a thorough and informed understanding of the data sets the foundation for conducting rigorous data analysis and generating actionable insights for addressing carbon emission challenges in maritime shipping.

Collaboration with Astrup Fearnleys Code has been instrumental in enhancing my research on carbon emissions in maritime shipping. As a leading firm in the maritime shipping industry, their expertise and industry connections have provided me with invaluable support and access to crucial datasets. Specifically, through their collaboration, I was able to gain access to two significant datasets: Automatic Identification System (AIS) data and IHS dataset. Collaborating with Astrup Fearnleys Code and leveraging their industry expertise has not only provided me with valuable datasets but also allowed me to gain insights into the complex dynamics of the maritime shipping industry.

3.1 IHS Maeiket dataset

The IHS Markit dataset provides valuable vessel specification data for big data analysis in maritime shipping. This dataset offers comprehensive information on vessel characteristics, including dimensions, tonnage, engine capacity, and ownership. By leveraging this dataset, researchers can gain insights into the diverse specifications of vessels operating in the maritime industry.

Analyzing vessel specifications from the IHS Markit dataset allows for a deeper understanding of the maritime shipping landscape. Researchers can explore correlations between vessel characteristics and various factors such as fuel efficiency, cargo capacity, or operational performance. These insights can aid in optimizing vessel selection, fleet management, and decision-making processes related to vessel operations.

By utilizing the vessel specification data from the IHS Markit dataset, this research contributes to enhancing operational efficiency and optimizing vessel-related decisions in the maritime shipping industry. This dataset equips this research to identify trends and patterns in the maritime shipping industry related to vessel characteristics. This comprehensive dataset serves as a robust foundation for my research, enabling me to draw meaningful conclusions and make data-driven recommendations for the future of the industry.

(Write more about the dataset source and how it is collected)

3.2 The Automatic Identification System (AIS) dataset

AIS (Automatic Identification System) was developed in the 1990s to enhance navigation safety and prevent ship collisions. It allows ships equipped with AIS to communicate with each other and coastal authorities through VHF transmissions. The International Maritime Organization (IMO) mandates that all international voyage ships above 300 gross tonnage and all passenger ships must have an AIS transmitter. Governments and authorities in different nations also enforce AIS applications to improve safety and security.

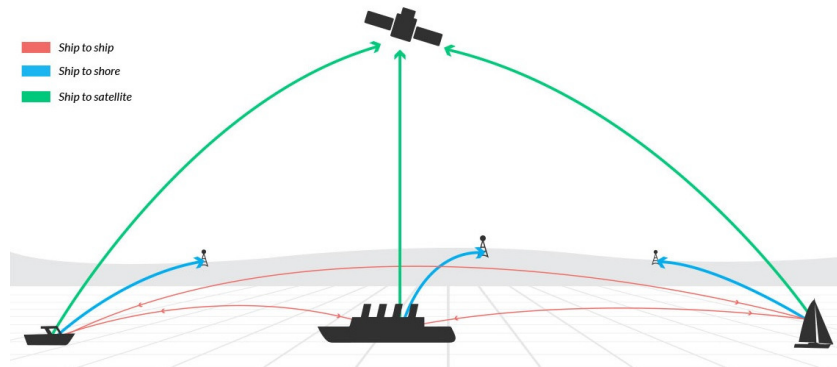


Figure 3.1: Working of AIS

There are two types of AIS transceivers: Class A and Class B. Class A transceivers broadcast more datafields and have higher reporting frequencies. The information broadcasted by a Class A transceiver can be categorized into static information, dynamic information, and voyage-related information. Dynamic information is automatically transmitted every 2-10 seconds when the ship is underway and every 3 minutes when anchored. Static and voyage-related information are broadcasted every 6 minutes regardless of navigational status. Class B transponders transmit a reduced set of data and have sparser reporting intervals compared to Class A transponders.

Data field	Type	Description
AIS identity and location	Static	Maritime Mobile Service Identity (MMSI) and the location of the system's antenna on board
Ship identity	Static	Ship name, IMO number, type, and call sign of the ship
Ship size	Static	Length and width of the ship
Ship position	Dynamic	Latitude and longitude (up to 0.0001 min accuracy)
Speed	Dynamic	Ranging from 0 knot to 102 knots (0.1 knot resolution)
Rate of turn	Dynamic	Right or left (ranging from 0 to 720° per minute)
Timestamp	Dynamic	Timestamp of the message in UTC

Table 3.1: AIS message data fields [12]

Table 3.1 shows the data fields transmitted by AIS messages. Combining AIS data with other databases can provide additional information. For example, port-to-port average speed

can be calculated based on voyage distance and time stamps reported at the two ports. Cargo weight can be estimated using draught and ship sizes. Technical ship specifications, such as DWT (deadweight tonnage), capacity, design speed, and design draught, can be obtained from fleet databases using the IMO number. Port-to-port bunker consumption can be estimated based on speed, distance, and technical ship specifications like DWT and capacity [25].

(Write more about the dataset source and how it is collected)

Chapter 4

Data Cleaning and Preprocessing

Data cleaning and preprocessing play a pivotal role in big data analysis, particularly in the context of maritime shipping. As the volume and complexity of data continue to grow, ensuring data quality and reliability becomes crucial. Data cleaning involves identifying and rectifying inconsistencies, errors, and missing values, while preprocessing involves transforming raw data into a suitable format for analysis. These steps are vital for improving the accuracy and effectiveness of subsequent analysis techniques, such as predictive modeling or pattern recognition. By meticulously cleaning and preprocessing the data, this research ensures the reliability and integrity of the findings, enabling more accurate insights into vessel characteristics, operational efficiency, and decision-making processes in the maritime shipping industry.

The combination of AIS signals dataset and IHS vessel specification data enables the processing of vessel signals from the year 2022, leading to the creation of trade flows for various vessel segments. The removal of duplicate or erroneous vessel position data is of utmost importance in this process. By ensuring the accuracy and reliability of the vessel position data, the subsequent trade flow analysis can provide valuable insights into the movement of different types of vessels, their routes, and the flow of goods across various segments of the maritime shipping industry.

4.1 AIS Tradeflows

AIS Trade Flow systems utilize data transmitted by vessels worldwide to offer real-time and historical insights into maritime trade activities. The objective is to establish a system that defines trade between ports based on AIS signals. Defining port areas within AIS Trade Flow systems is a complex process that takes into account both geographical and operational considerations. Geographically, a port area is typically defined by a specific set of coordinates that delineate the physical boundaries of the port and its surrounding waters. This definition may encompass berths, anchorages, and sometimes even approach channels. Determining whether a ship is within a port area often involves comparing the ship's current AIS-reported coordinates with the defined boundaries of the port. If the ship's position falls within these boundaries, it is considered to be inside the port area. However, the determination is not solely

based on geographical location. Operational factors also come into play. For instance, a ship may be within the geographical boundaries of a port, but if it is merely passing through without stopping or engaging in port activities, it may not be considered "in port" from an operational perspective.

To address these complexities, AIS Trade Flow systems frequently employ sophisticated algorithms to accurately establish port boundaries and classify vessel behavior. These algorithms take into account various factors such as the ship's speed, course, and historical behavior patterns. By integrating these diverse data points, these systems can provide a highly accurate depiction of port activities and vessel movements. Astrup Feanley Code has developed a system based on these general principles, resulting in a dataset that encompasses AIS signals as well as information on port stops, loading, and unloading.

Vessels typically travel from one port to another, and these types of journeys are called port-to-port voyages. Port-to-port voyages are categorized into two types: laden and ballast. A laden voyage refers to a maritime journey undertaken by a vessel when it is carrying cargo. This means that the ship is not empty but is loaded with goods or freight that is being transported from one location to another. On the other hand, a ballast voyage refers to a maritime journey in which a vessel travels without any cargo. In this case, the ship is not carrying freight and is being transported from one location to another.

Thus, trade flow is comprised of one or more port-to-port voyages, which can either be laden or ballast.

(Explain figure showing trade flow)

To achieve this, the AIS data is processed to identify port-to-port voyages and then stored in a database based on segments as shown in the Figure 4.1.

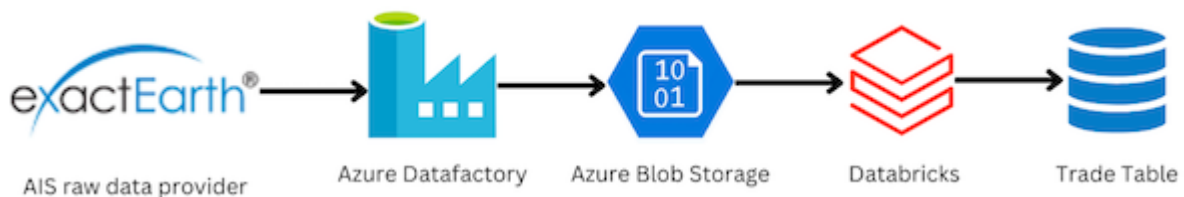


Figure 4.1: AIS Raw Data Processing

4.1.1 Processing Raw AIS data to Trade Flow

Astrup feanley receives raw AIS data from external vendor called Exact Earth. For this there is a pipeline setup on Azure Data Factory which updates raw data every hour in CSV files.

Using databricks following informations are extracted from the raw data and processed further:

Column	Description	Data Type
IMO	International Maritime Organization 2	Number
TS_POS_UTC	Date and Time of Last Position AIS Message in UTC	YYYYMMDDHHmmSS
POSITION	WGS84 Point, Geographic Location	Geometry
LONGITUDE	WGS 84 Longitude Coordinate 2	Number, Decimal Degrees
LATITUDE	WGS 84 Latitude Coordinate	Number, Decimal Degrees
SOG	Speed over Ground	Number, Knots
HEADING	Heading	Number, Degrees
NAV_STATUS	Navigational Status	Text
DESTINATION	Port of Destination	Text
ETA	Month, Day, Hour, and Minute of Estimated Time of Arrival in UTC	MMDDHHmm
DRAUGHT	Vessel Draught	Number, Metres

Table 4.1: Important data from raw AIS data

Shipstops

To detect a ship stop, the speed is estimated by calculating the distance and time interval between the current and previous AIS signal:

$$\Delta d = \text{geodesic distance between latlong-coordinates in the current and previous signals.} \quad (4.1)$$

$$\Delta t = t_2 - t_1, \text{ where } t_2 \text{ and } t_1 \text{ are the current and previous timestamps respectively.} \quad (4.2)$$

$$v = \frac{\Delta t}{\Delta d}, \text{ estimated velocity in knots.} \quad (4.3)$$

If the estimated velocity is higher than 30 knots, the row is filtered out from the table because none of the ships can reach this velocity. A shipstop is defined as having a reported speed or estimated speed less than 3 knots, and the tmp_shipstopped0 table is created with these rows.

To distinguish between arrivals and departures, two shipstopped-tables are created:

Shipstopped: tmp_shipstopped0 is joined with itself on latlong1-coordinates and RowID = RowID - 1. This gives the current and previous observation of the ship inside a latlong-square with the same one-decimal coordinates. This table (b) is again left-joined with tmp_shipstopped0 and filtered on b.RowID is null. So we are left with the rows where the ship changes latlong1-coordinates in each observation.

Shipstopped2 (Departures): Same as Shipstopped but tmp_shipstopped0 is joined with itself on latlong1-coordinates and RowID = RowID + 1.

The following figure will be used from here: Ekaterina (IMO: 9196644) trade between Fujairah and Zhanjiang.

lat	lon	draught	speed	mt	destination	destination_raw	eta	destinationDistance	movestatus	heading	lat	lon	deltaDistance	deltaTime	estSpeed	RowID	estSpeedBefore
25.4	56.6	11.5	4.8	2021-08-07 17:35:53	fujairah	KFK UAE	2021-08-10 14:00:00	null	Under Way Using Engine	237	25.402516666666667	56.603745	3262.1304143795	0.8611111111111111	1.6	436	1.6
25.5	57.1	11.5	3	2021-08-11 20:53:19	fujairah	KFK UAE	2021-08-07 14:00:00	null	Under Way Using Engine	146	25.537996666666667	57.16907133333333	3224.1646666666666	0.8344444444444444	2.7	568	7.6
24.9	57.6	11.5	3.8	2021-08-14 03:50:10	sahar	SOHAR	2021-08-10 23:00:00	null	Under Way Using Engine	158	24.868885	57.58421333333333	4244.06360220040	1.123888888888889	2	560	3.5
24.8	57.6	11.5	0.1	2021-08-14 04:57:36	sahar	SOHAR	2021-08-10 23:00:00	null	Under Way Using Engine	158	24.833373333333334	57.59999333333333	7.826277469472095	0.8544444444444444	0	559	2
24.9	57.6	20.5	3.1	2021-08-20 21:56:44	sahar	SOHAR	2021-08-10 23:00:00	null	Under Way Using Engine	336	24.896363333333334	57.56818666666667	7710.43415983637	0.4957222222222223	0.3	438	2.8
25.9	56.9	20.5	2.2	2021-08-21 07:00:54	sahar	SOHAR	2021-08-10 23:00:00	null	Under Way Using Engine	2	25.54421	56.868426666666664	3972.4634566666666	1.0633333333333334	1.9	430	4.9
26	56.9	20.5	2.2	2021-08-21 08:06:36	sahar	SOHAR	2021-08-10 23:00:00	null	Under Way Using Engine	2	25.568941666666666	56.87892	3793.69379863429	2.763888888888889	0.2	429	1.9
9.9	76	20.6	5.1	2021-08-28 01:58:38	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	100	9.910853333333334	76.83036166666666	3122.643648886244	0.9694444444444444	1.7	369	7.3
9.9	76.1	20.6	0.1	2021-08-28 02:56:48	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	297	9.908451666666666	76.80867166666667	245.36253276348776	0.9081111111111112	0.1	368	1.7
9.9	76	20.6	7.5	2021-08-28 06:44:18	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	215	9.881088333333334	76.835835	83816.3719382108	4.3061111111111112	0.2	364	2.5
21.9	110.3	20.6	2.8	2021-09-11 09:58:39	zhanjiang	ZHANGJIANG, CHINA	2021-09-12 00:01:00	null	Under Way Using Engine	348	20.54565	110.28397666666666	1394.396420166131	0.9502777777777778	0.8	317	1.2
21	111.3	20.6	0.3	2021-09-11 09:58:39	zhanjiang	ZHANGJIANG, CHINA	2021-09-12 00:01:00	null	At Anchor	95	20.567083333333333	111.27951833333333	326.9013099319444	0.8025555555555555	0.2	316	0.8
21.1	110.6	20.5	10.2	2021-09-19 00:47:45	zhanjiang	ZHANJIANG, CHINA	2021-09-12 00:01:00	null	Under Way Using Engine	289	21.067565	110.51408333333334	16881.913451069675	1.0991666666666666	0.3	298	1.5
21.1	110.4	20.5	5.5	2021-09-19 01:53:42	zhanjiang	ZHANJIANG, CHINA	2021-09-12 00:01:00	null	Under Way Using Engine	315	21.120783333333332	110.42314833333333	3964.916310319417	1.05	2	297	0.3
21.2	110.4	20.5	0	2021-09-19 02:56:42	zhanjiang	ZHANJIANG, CHINA	2021-09-12 00:01:00	null	Under Way Using Engine	0	21.153373333333334	110.40728166666666	2292561.215276705	221.8525	5.6	296	2

Figure 4.2: Shipstopped(Arrivals) for Ekaterina (IMO: 9196644)

lat	lon	draught	speed	mt	destination	destination_raw	eta	destinationDistance	movestatus	heading	lat	lon	deltaDistance	deltaTime	estSpeed	RowID	estSpeedBefore
25.4	56.6	11.5	8.2	2021-08-07 17:35:53	fujairah	KFK UAE	2021-08-07 14:00:00	null	Under Way Using Engine	72	25.402516666666667	56.603745	3262.1304143795	1.961388888888889	9	568	1.2
25.5	57.1	11.5	3	2021-08-11 21:21:23	fujairah	KFK UAE	2021-08-07 14:00:00	null	Under Way Using Engine	146	25.519316666666666	57.12786	16368.96373530508	1.4101111111111111	6.2	565	2.7
24.9	57.6	11.5	3.8	2021-08-14 03:50:10	sahar	SOHAR	2021-08-10 23:00:00	null	Under Way Using Engine	158	24.868885	57.58421333333333	4244.06360220040	1.123888888888889	2	560	3.5
24.8	57.6	20.5	3.1	2021-08-20 21:56:44	sahar	SOHAR	2021-08-10 23:00:00	null	Under Way Using Engine	336	24.82353	57.5689	1472.41432656169	1.4241666666666666	2.8	430	8.2
24.9	57.6	20.5	3.1	2021-08-20 21:56:44	sahar	SOHAR	2021-08-10 23:00:00	null	Under Way Using Engine	336	24.896363333333334	57.56818666666667	7710.43415983637	0.4957222222222223	0.3	438	2.8
25.9	56.9	20.5	2.2	2021-08-21 07:00:54	sahar	SOHAR	2021-08-10 23:00:00	null	Under Way Using Engine	2	25.54421	56.868426666666664	3972.4634566666666	1.0633333333333334	1.9	430	4.9
26	56.9	20.5	0.1	2021-08-21 11:57:14	sahar	SOHAR	2021-08-10 23:00:00	null	Under Way Using Engine	174	25.5857	56.86312633333333	61489.21865168267	10.964722222222222	3	427	0
9.9	76	20.6	0.1	2021-08-28 01:58:38	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	100	9.910853333333334	76.83036166666666	3122.643648886244	0.9694444444444444	1.7	369	7.3
9.9	76.1	20.6	0.2	2021-08-28 02:56:48	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	395	9.9065	76.80789166666667	3262.4032421099	0.9144444444444444	2.5	365	0
9.9	76	20.6	7.5	2021-08-28 06:44:18	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	215	9.881088333333334	76.835835	83816.3719382108	4.3061111111111112	0.2	364	2.5
20.9	111.3	20.6	2.8	2021-09-11 09:58:39	zhanjiang	ZHANGJIANG, CHINA	2021-09-12 00:01:00	null	Under Way Using Engine	348	20.54565	110.28397666666666	1394.396420166131	0.9502777777777778	0.8	317	9.2
21	111.3	20.5	0.1	2021-09-17 22:38:55	zhanjiang	ZHANJIANG, CHINA	2021-09-12 00:01:00	null	At Anchor	118	20.59565	111.27951333333333	74215.6488996672	26.147222222222222	1.5	299	0
21.1	110.6	20.5	10.2	2021-09-19 00:47:45	zhanjiang	ZHANJIANG, CHINA	2021-09-12 00:01:00	null	Under Way Using Engine	289	21.067565	110.51408333333334	16881.913451069675	1.0991666666666666	0.3	298	1.5
21.1	110.4	20.5	5.5	2021-09-19 01:53:42	zhanjiang	ZHANJIANG, CHINA	2021-09-12 00:01:00	null	Under Way Using Engine	315	21.120783333333332	110.42314833333333	3964.916310319417	1.05	2	297	0.3
21.2	110.4	20.5	0	2021-09-19 02:56:42	zhanjiang	ZHANJIANG, CHINA	2021-09-12 00:01:00	null	Under Way Using Engine	0	21.153373333333334	110.40728166666666	2292561.215276705	221.8525	5.6	296	2

Figure 4.3: Shipstopped2(Departures) Ship Stops for Ekaterina (IMO: 9196644)

Ship Callport

To determine whether the arrival and/or departure observations are part of a port stop, we follow these steps:

1. Left Join with LatLongPort3 Table: The **LatLongPort3** table is left-joined with the union of the ShipStopped tables. This results in a new table containing all the arrival and departure measurements along with their corresponding destination names based on the latlong-position.
2. Obtain ShipCallPort Table: The **ShipCallPort** table is obtained by lagging the MDT (Mean Draft) and draught columns. This process allows us to retrieve the timestamps and draught values before and after the port stop.
3. Filter Stops Less Than 3 Hours: Finally, we filter out the stops that have a duration of less than 3 hours, as they are likely not significant port stops.

Overall, this approach helps us identify and analyze port stops in the data, enabling further insights into ship movements and activities in specific ports.

lat	lon	arriveDraught	departDraught	arrive	depart	arriveOuter	departOuter	destination	destination_raw	TrueDestination	Eta	DestinationDistance	Move Status	Heading	country
25.4	56.6	11.5	11.5	2021-08-07 17:35:53	2021-08-13 17:30:35	2021-08-07 17:35:53	2021-08-13 20:53:19	fujairah	KFK UAE	fujairah	2021-08-07 14:00:00	null	Under Way Using Engine	72	AE
25.5	57.1	11.5	11.5	2021-08-11 20:53:19	2021-08-13 21:31:23	2021-08-11 20:53:19	2021-08-13 03:50:10	fujairah	KFK UAE	null	2021-08-07 14:00:00	null	Under Way Using Engine	146	null
24.9	57.6	11.5	20.5	2021-08-14 04:57:36	2021-08-20 21:56:44	2021-08-14 04:57:36	2021-08-20 21:56:44	sahar	SOHAR	null	2021-08-10 23:00:00	null	Under Way Using Engine	336	null
24.8	57.6	20.5	20.5	2021-08-20 21:56:44	2021-08-20 21:56:44	2021-08-20 21:56:44	2021-08-21 07:00:54	sahar	SOHAR	null	2021-08-10 23:00:00	null	Under Way Using Engine	336	null
25.9	56.9	20.5	20.5	2021-08-21 07:00:54	2021-08-21 07:00:54	2021-08-21 07:00:54	2021-08-21 07:00:54	sahar	SOHAR	null	2021-08-10 23:00:00	null	Under Way Using Engine	2	null
26	56.9	20.5	20.5	2021-08-21 08:06:36	2021-08-21 11:57:14	2021-08-21 07:58:38	2021-08-28 06:44:18	sahar	SOHAR	null	2021-08-10 23:00:00	null	Under Way Using Engine	174	null
9.9	76.1	20.6	20.6	2021-08-28 02:56:48	2021-08-28 05:55:26	2021-08-28 01:58:38	2021-08-28 06:44:18	singapore	SINGAPORE	kochi	2021-09-05 14:00:00	null	Under Way Using Engine	316	IN
9.9	76	20.6	20.6	2021-08-28 06:44:18	2021-08-28 06:44:18	2021-08-28 06:44:18	2021-09-11 09:58:39	singapore	SINGAPORE	kochi	2021-09-05 14:00:00	null	Under Way Using Engine	215	IN
21	110.3	20.6	20.6	2021-09-11 09:58:39	2021-09-17 22:38:55	2021-09-11 09:58:39	2021-09-19 00:47:45	zhanjiang	ZHANJIANG, CHINA	null	2021-09-12 00:01:00	null	At Anchor	118	null

Figure 4.4: ship callport

Ship Travel

The **Shiptravel** table is created from the **Shiptravel_** table left-joined with the **ShipCallPort** table on arrival timestamp per IMO-number. This process provides an overview of the total travel route and the ports where the ship called. The destination name, country, and arrival timestamp are concatenated into an array column called **TrueDestinationArray**.

Subsequently, the **ShipTravelTrue** table is created by selecting the last value of **TrueDestinationArray** per IMO-number. This table offers a concise representation of the ship's true travel destinations.

From the **ShipTravelTrue** table, the **export-table** is derived by selecting the last portstop and concatenating the destination name and MDT (Mean Draft) to create the **leg-column**. This results in a table that presents the final destination and the MDT value for the ship's last port stop, providing valuable insights into the ship's final leg of the journey.

lat	lon	draught	speed	IMO	destination	destination_row	Eta	destinationdistance	MooreStatus	Heading	Lat	Lon	TrueDestinationArray	deltaDistance
10.5	75	20.5	9.5	2021-08-27T17:45:48.000+0000	sokhar	SOKHAR	2021-08-10 23:00:00	null	Under Way Using Engine	108	10.5239	74.97308	kochHCIN:2021-08-28 02:56:48	33145.5246248884
10.4	75.2	20.5	9.5	2021-08-27T19:40:02.000+0000	sokhar	SOKHAR	2021-08-10 23:00:00	null	Under Way Using Engine	113	10.367151666666667	75.231095	kochHCIN:2021-08-28 02:56:48	68480.45749273862
10.1	75.8	20.5	6.8	2021-08-27T23:33:36.000+0000	sokhar	SOKHAR	2021-08-10 23:00:00	null	Under Way Using Engine	112	10.067461666666667	75.77000333333333	kochHCIN:2021-08-28 02:56:48	32630.1674332092
9.9	76	20.6	5.1	2021-08-28T01:58:38.000+0000	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	100	9.910853333333334	76.83038166666667	kochHCIN:2021-08-28 02:56:48	3122.443466882544
9.9	76.1	20.6	0.1	2021-08-28T02:58:48.000+0000	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	297	9.904816666666666	76.80897166666667	kochHCIN:2021-08-28 02:56:48	248.3252393480776
9.9	76.1	20.6	0.2	2021-08-28T03:58:07.000+0000	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	314	9.90654	76.85253666666666	kochHCIN:2021-08-28 06:44:18	25.45324727274777
9.9	76.1	20.6	0.2	2021-08-28T04:07:58.000+0000	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	316	9.904533333333333	76.85775166666666	kochHCIN:2021-08-28 06:44:18	12.554834961819298
9.9	76.1	20.6	0.2	2021-08-28T05:55:26.000+0000	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	316	9.90655	76.85769166666667	kochHCIN:2021-08-28 06:44:18	3762.483574221099
9.9	76	20.6	7.5	2021-08-28T06:44:18.000+0000	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	215	9.881008333333334	76.835835	kochHCIN:2021-08-28 06:44:18	83816.3719262108
9.2	75.6	20.6	10.1	2021-08-28T11:48:28.000+0000	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	145	9.24563	75.81095666666666	hapanhJAE:2021-10-11 05:54:54	38302.99237496615
8.9	75.8	20.6	8.8	2021-08-28T13:45:13.000+0000	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	140	8.247821666666666	75.794478	hapanhJAE:2021-10-11 05:54:54	38274.87281488282
8.7	76	20.6	10	2021-08-28T15:51:14.000+0000	singapore	SINGAPORE	2021-09-05 14:00:00	null	Under Way Using Engine	136	8.651636666666666	75.57993	hapanhJAE:2021-10-11 05:54:54	32795.19815154397

Figure 4.5: shiptraveltrue Table

From Figure 4.5, we can observe that the destination-column is not necessarily the same as the TrueDestinationArray.

Trade Table

Tradetable13Bx is derived from **ShipTravel** through several steps of data processing and calculations. Initially, **Tradetabletmp** is obtained by estimating the speed and deltaDistance between observations in **ShipTravelTrue**, filtering out rows with estimated speed above 30 knots, and extracting TrueDestinationArray components. **Tradetable0** is defined at the arrival timestamp and unioned with **tmp_etatradetableadditions** to create **Tradetable**. The **tmp_etatradetableadditions** table is created by examining ETA and nextETA values in **Tradetabletmp** and setting flag values accordingly.

Next, **Tradetable_C** is derived by adjusting the distanceTravelledNm-column using row numbers for each IMO and TrueDestination to identify trips to specific destinations. **Tradetable_collapsed** is then created by left joining the **ShipCallPort** table with **Tradetable_C** and adjusting columns based on individual trip logic.

Further processing is done in **Tmp_tradetable0**, including lagging columns and left joining with **ShiftDraughtChange** table. **Tmp_tradetable1** adds additional rows to **tmp_details** table. Finally, **Tradetable13x** is derived by modifying columns based on certain thresholds and rules, and **Tradetable13Bx** is obtained by aggregating information from **Tradetable13x** and calculating sumLegDistance and HoursTravelled_.

In summary, **Tradetable13Bx** is obtained through a series of data manipulations and calculations starting from ShipTravel.

loadPort	loadRegion	loadCountry	loadHoursMin	loadHoursMax	unloadRegion	unloadCountry	unloadPort	nextInloadRegion	nextInloadCountry	nextInloadPort	maxTraughtChange5	portStops	EstimatedDischargePct	RouteDistanceAB	c	sumDistance
BASRAH	Middle East Gulf	IRQ	100	105	Asia	CHN	ZHANJANG	Asia	CHN	ZHANJANG	9.5	7	95.8	1475	124	11036.5
FUJIRAH	Middle East Gulf	ARE	143	301	Asia	CHN	ZHANJANG	Asia	CHN	ZHANJANG	9.6	5	0	1467	31	1467
FUJIRAH	Middle East Gulf	ARE	143	301	Asia	CHN	ZHANJANG	Asia	CHN	ZHANJANG	9.6	5	1	1868	9	1415
FUJIRAH	Middle East Gulf	ARE	143	301	Asia	CHN	ZHANJANG	null	null	null	9.6	5	99	1329	33	4764

Figure 4.6: Tradetable13Bx

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