



Reducing cost of transhipments by automation in ports and terminals

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Image: MacGregor/Cargotec



Automation in port as an essential factor

- Automation in port as an essential factor for increased use of waterborne transport in supply chains. Not just for transshipment.
- One solution is not the best for all
 - Cargo, throughput, etc...
- Legacy systems and equipment
- Culture





Data transparency

- Two purposes
 - For planning (data collection, initial data sharing)
 - For execution (timely position updates, change management)
 - Sharing information as it is created
- Stakeholders
 - Everyone is interested about the data, but from their own reasons.
- Owning the information
 - No-one vs. everyone
 - Strategic information





Data transparency


- Required information is available
- Linking/benefit from the existing information
- Automating the time consuming tasks
 - Stowage planning
 - Yard planning
 - Change management
 - i.e. all manual tasks





VCOP* – DATA FLOW

Company name



Vessels

- Load cargo
- Discharge cargo
- Load / Discharge cargo
- No cargo operation

26 Monday 27 Tuesday 28 Wednesday

VCO UNITY
7111119

Port name	Port name	Port name
3	2	3

SEARCH CONTAINERS

Container ID or booking number

Enter ID or number

FILTER BY

Port of loading

Port of discharge

Containers (26)

Container

OBD222

Booking Number

TDF33

Container Type
22G0

Container Weight
50 MT

CARGO ORIGIN
Cargotec
Ruskontie 13
33100 Lempaala
Finland

CARGO DESTINATION
MacG
Ruskontie 13
37550 Lempaala
Finland

Booked Vessel & Voyage
VCO Unity
12346

Port of loading
Rauma
FIRAU

Port of discharge
Larvik
NOLAR

Transit to final destination



Booking accepted



N/A



Vessel ETA
12/30/2021
2:00:00 AM

Container

CID123312

Booking Number

BN3222

Container Type
22G0

Container Weight
123 MT

Req. Temp
-30°C





A Key Takeaways

- Combine and use existing information
- Share information
- Automate hideous manual tasks





SHORE CONTROL CENTER



SAFETY ZONE

Thank you for your attention

