A SWIFT TURNAROUND? ABATING SHIPPING GREENHOUSE GAS EMISSIONS VIA PORT CALL OPTIMIZATION

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This study examines the causes for port waiting times as well as potential policy initiatives that may reduce unnecessary idle time in shipping. As longer waiting times in transportation industries leads to an increase in costs and greenhouse gas (GHG) emissions, these policy changes would be in the best interests of policymakers, industry stakeholders, and port hosting communities.

APPROACH:

Research for this paper was collected through non-participant ethnographic observations, as well as semi-structured interviews with managers of shipping companies.

MAIN FINDINGS:

- This study confirms the occurrence of unnecessary idle time for tankers in all phases of port calls.
- The majority of port and ship inefficiencies appear to be linked to the amount of variation in local practices and crews are both rarely prepared for the differences as well as incapable of addressing port management issues beyond their jurisdiction.
    - Unlike other transportation industries the shipping industry lacks real time traffic information guides and has significantly higher levels of stakeholder involvement and crew members manning vessels, leading to significantly greater supply-chain complexity with individuals being limited in their abilities to increase delivery efficiency.
- The authors thus emphasize that greater interport communication and port-tanker communication will be required to curb unnecessary wait times. Accordingly, policy interventions upheld by the IMO will be required to facilitate multilateral communications as well as facilitate shared and transparent docking practices.
- It is of great importance that the IMO directs more attention towards the stress and delays caused by many government officials in ports around the world. Only then, can shipping achieve the full potential of port-call optimization and reduce operating costs and greenhouse gas emissions.

the GREEN SHIPPING PROJECT