



PORT ELECTRIFICATION AUSTRALIA · ENABLING GREEN
SHIPPING CORRIDORS

Green corridors start with the port call.

Changing behaviour through Port Call
Optimisation: lessons from the PCO Network,
Bremerhaven 2026

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Sydney, 22 October 2026



THE PROBLEM

Ships still race across the ocean to wait at anchor.

5–10%

of a ship's time can be spent waiting to enter port

IMO Just-in-Time Arrival Guide

14%

mean fuel saving when the whole voyage is optimised for just-in-time arrival

IMO GreenVoyage2050 containership study (14.16%)

23%

less fuel on a 247 nm Bremerhaven–Rotterdam leg sailed just in time

IMO-led desktop exercise

Figures as presented by ABB at the PCO Network meeting, Bremerhaven, 8 September 2026

THE CAUSE

A behaviour problem: everyone plans on an estimate.

“Ships wait for ports. Ports wait for ships. Nobody plans together.”

ETA The ship's estimate. Awareness.

RTA The port's request. Negotiation.

PTA The agreed plan. **Commitment.**

ATA What happened. Measurement.

THE PCO GUIDE

Four things every port publishes.

01 · Nautical

Terminal identifier

02 · Nautical

Berth identifier

03 · Operational

**Planned arrival at
the pilot boarding
place**

04 · Operational

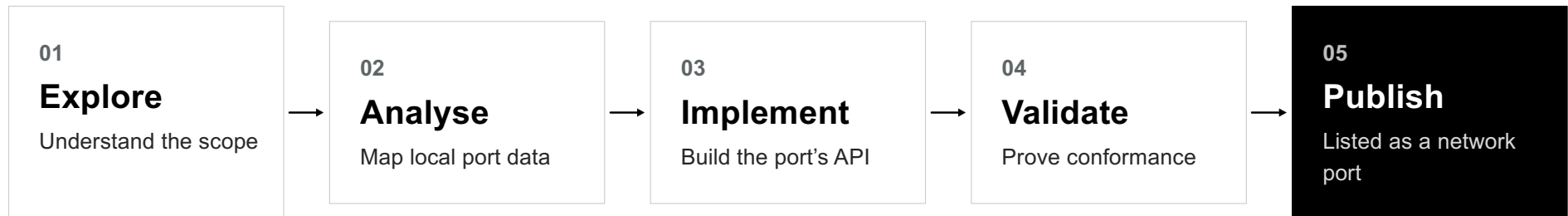
**Planned departure
from the berth**

Endorsed by about 40 organisations, including IAPH, IHMA, BIMCO, ICS and the World Bank.

Voluntary today. IMO guidelines on port nautical information are targeted for 2028.

PCO NETWORK · BREMERHAVEN, 7–9 SEPTEMBER 2026

The Guide defines what. The testbed proves how.



48

participants

13

ports, all from Europe or North Africa

1

participant from Oceania

PROJECT EXAMPLE · PORT OF TEMA, GHANA

Fix the basics before attempting JIT.

BERTH IDLE TIME PER CALL

4.5 h

before

2 h

target within a year

- 01 Map arrival and departure with every party in one room
- 02 Agree eight process changes with decision makers
- 03 Adopt the same international timestamps
- 04 Fix the biggest bottlenecks first, with owners and dates

WHAT THIS MEANS FOR GREEN CORRIDORS

A green corridor is a chain of port calls.



Port A

Publishes its planned departure from the berth

Ship

Sails at the speed that meets the next port's plan

Port B

Plans pilots, berth, crews and shore power to the hour

IAPH's working group of 13+ ports, including Singapore and Busan, is proving port-to-port exchange now. Value is highest on routes under three days' sailing.

Timing matters as much as accuracy: a correct time sent as the pilot boat comes alongside cannot change a ship's speed.

AUSTRALIA AND NEW ZEALAND

Three steps. No new infrastructure.

01

Publish the four items

Terminal and berth identifiers, planned arrival and planned departure, validated through the IHO testbed.

02

Pilot a port pair

A coastal or trans-Tasman pair under three days apart, with real traffic between them.

03

Measure behaviour

Lead time, deviation from actual, and coverage of every call, not just the easy ones.

Next: IAPH World Ports Conference, London, 3–5 November 2026 · IMO FAL Committee, April 2027



FOR THE PANEL

The cheapest fuel on a green corridor is the fuel a ship never burns waiting.

Which Australian port will publish its plan first?

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