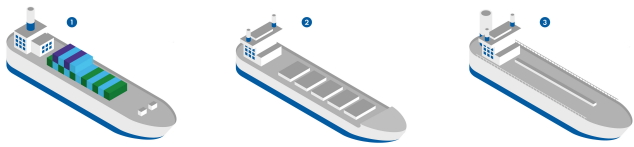


# SLOW DOWN AND BE ON TIME

Often vessels sail too fast or too slow, only to anchor or manoeuvre before entering the port while waiting for the availability of berth, fairway, and nautical services. Just-in-time arrival is an effective solution to reduce CO<sub>2</sub> emissions.

## Slow down

Sailing at a lower speed significantly reduces fuel consumption and paves the way for ambitious emission reductions in the shipping sector.



## SPEED REDUCTION ▶ FUEL SAVINGS

	10% SPEED REDUCTION	20% SPEED REDUCTION	30% SPEED REDUCTION
1 CONTAINER FLEET	13%	23%	32%
2 DRY BULK FLEET	15%	28%	38%
3 CRUDE & PRODUCT TANKER FLEET	10%	18%	24%
TOTAL	13%	24%	33%

Source: [https://seas-at-risk.org/images/pdf/publications/Multi\\_issue\\_speed\\_report.pdf](https://seas-at-risk.org/images/pdf/publications/Multi_issue_speed_report.pdf)



## Be on time

Sailing at the lower speed alone wouldn't solve the problem because ships burn fuel not only during the voyage. If the vessel arrives at the pilot boarding place too early or too late, it has to anchor or manoeuvre before entering the port. Leading to...



Noise



Emissions



Vibrations

Source: <https://seas-at-risk.org/24-publications/988-multi-issue-speed-report.html>

On average, ships may spend

# 5% to 10%

of their time waiting to get into port, either dropping anchor or manoeuvring at low speeds.

Source: <http://www.imo.org/en/OurWork/PartnershipsProjects/Documents/GIA-just-in-time-hires.pdf>

## DO NOT COMPROMISE: SLOW DOWN AND BE ON TIME



If the vessel knows the requested time of arrival at the pilot boarding place 12 hours in advance, shipping emissions could be reduced by

# 4%

Source: <http://www.imo.org/en/OurWork/PartnershipsProjects/Documents/GIA-just-in-time-hires.pdf>

Source: <http://www.imo.org/en/OurWork/PartnershipsProjects/Documents/GIA-just-in-time-hires.pdf>

A vessel arriving at port just-in-time when tugs, pilots, and berth availability are ensured may consume **23% less fuel**

