ISO FORM 1
ISO TS/P XXX

PROPOSAL FOR A NEW FIELD OF TECHNICAL ACTIVITY

PROPOSER:

SAC

DATE OF CIRCULATION:

CLOSING DATE FOR VOTING:

A proposal for a new field of technical activity shall be submitted to the Office of the CEO, which will process the proposal in accordance with ISO/IEC Directives, Part 1, Clause 1.5.

Furthermore, a proposal will be considered as complete if every information field is complete and follows the guidelines for proposing and justifying a new field of activity given in the ISO/IEC Directives, Part 1, Annex C.

TITLE

(Please see the ISO/IEC Directives, Part 1, Annex C, Clause C.4.2)

Innovative Ports and Terminals

SCOPE

(Please see the ISO/IEC Directives, Part 1, Annex C, Clause C.4.3)

The scope of the Innovative Ports and Terminals mainly includes the standardization regarding the design, construction, internal management and upgrade related to ports and terminals based on emerging information and energy technologies. For the purpose of sustainable development, this proposal intends to provide technical support to the innovative development of ports and terminals, while enhancing the operation effectiveness, safety, resilience and improving the working environment of the ports and terminals.

In particular, the standardization will include, but is not limited to:

- layout and equipment configuration during the design,
- automated technology and new energy technology application during the internal management, and
- the automated upgrade of existing aged ports and terminals.

Excluded: Relevant work within the scopes of the following committees:

- Ships and marine technology (ISO/TC 8)
- Intermodal and Short Sea Shipping (ISO/TC 8/SC 11)
- Maritime GHG reduction (ISO/TC 8/SC 25)
- Smart shipping (ISO/TC 8/SC 26)
- Buildings and civil engineering works (ISO/TC 59)
- Production, transport and storage facilities for cryogenic liquefied gases (ISO/TC 67/SC 9)
- Cranes (ISO/TC 96)
- Continuous mechanical handling equipment (ISO/TC 101)

- Industrial trucks (ISO/TC 110)
- Processes, data elements and documents in commerce, industry and administration (ISO/TC 154)
- Automation systems and integration (ISO/TC 184)
- Safety of machinery (ISO/TC 199)
- Intelligent transport systems (ISO/TC 204)
- Facility management (ISO/TC 267)
- Sustainable cities and communities (ISO/TC 268)
- Smart community infrastructures (ISO/TC 268/SC 1)
- Sustainable cities and communities - Sustainable mobility and transportation (ISO/TC 268/SC 2)
- Energy management and energy savings (ISO/TC 301)
- Innovative logistics (ISO/TC 344)

PURPOSE AND JUSTIFICATION (Please use the field immediately below or attach an annex.)
(Please see the ISO/IEC Directives, Part 1, Annex C, Clause C.4.13)

The ports and terminals are the gathering points and hubs between water and hinterland for transportation, as well as the distribution centers for industrial and agricultural products and foreign trade import and export materials. They are also places for ships to berth, load and unload goods, passengers to board and disembark, and supplementary supplies. As pointed out by the World Bank in *The Container Port Performance Index 2022*, Efficient, high quality port infrastructure can facilitate investment in production and distribution systems, engender expansion of manufacturing and logistics, create employment opportunities, and raise income levels.

Technologies applied at ports and terminals have been continually updated. The growing-size of vessels as well as the continuous development of automated terminal technologies and new energy technologies have contributed to the development of the innovative ports and terminals, such as:

- The growing-size of vessels is calling for higher requirements on the port hydraulic structure, the facility and device equipped, the water depth, the handling process and the transport efficiency;
- The development of automated terminal technologies, which changes the operation mode of the ports and terminals, is calling for higher requirements on the safety and resilience of operation, the devices equipped and the operation management;
- The development of new energy technologies is calling for higher requirements on the application of low-carbon and energy-saving technologies, the promotion of the management for energy saving and emission reduction, and the increases of shares of renewal energy consumption as well as the energy efficiency.

This proposal aims to suggest the ISO to form a Technical Committee on the Innovative Ports and Terminals to conduct studies and develop relative international standards for ports and terminals, and share experiences and the best practices among countries in the design, construction, internal management and upgrade of ports and terminals. The purposes include:

- To provide countries and regions intending to develop their ports and terminals with relevant standards, and help the realization of ISO's mission "to support global trade, drive inclusive and equitable economic growth, advance innovation and promote health and safety to achieve a sustainable future".
- Via the development of standards regarding the design, construction and internal management of automated terminals, to improve the handling process, ensure the smoothness of cargo handling. Consequently, the turnover period of ships at ports will be reduced. The cargo throughput per unit time of the ports will be increased. It can also benefit the problem-solving of port congestion and the smooth movement of cargos, promote technical cooperation, information exchange and trade, and safeguard the resilience of global supply chain. Meanwhile, it can facilitate the realization of UN's SDG9 "Industry, Innovation and Infrastructure", and comply with the fundamental goal of the WTO in expanding global trade in goods and services.
- To explore the energy transition of cargo-handling equipment and reduce the energy consumption and pollutant emission at terminals via the development of standards regarding the new energy technology application for terminals. Meanwhile, the proper configuration of equipment will promote

the handling efficiency with the decrease of energy consumption per unit of cargo handling. The above initiatives will help the governments monitor and manage carbon emissions, benefiting the environmental protection and sustainable development, which could enhance meeting the net-zero emission target mentioned by the International Workshop Agreement (IWA 42) on Net-Zero Guiding Principles, and the realization of UN SDG13 "Climate Action".

- To safeguard the safety of both terminal equipment and workers via the development of standards for application of automated cargo handling technologies; and to improve working conditions of workers at terminals, to provide more employment opportunities to women and the disabled, and to promote gender equality and social inclusion via the development of standards for terminal upgrade towards automation. As a result, to facilitate the realization of UN SDG3 "Good Health and Well-being", SDG5 "Gender Equality", SDG8 "Decent Work and Economic Growth", SDG10 "Reduced Inequalities" and SDG16 "Peace, Justice and Strong Institutions".

PROPOSED INITIAL PROGRAMME OF WORK (Please use the field immediately below or attach an annex)
Please see the ISO/IEC Directives, Part 1, Annex C.4.4 and C-4.5)

For each item, the initial work programme shall define the deliverable type and target dates. The initial work programme shall also assign priorities to the different items.

Basic Standards for the Innovative Ports and Terminals

1. Innovative ports and terminals — Vocabulary

Design Standards for the Innovative Ports and Terminals

1. Technical requirements for general layout of ports and terminals
2. Technical requirements for handling process design of ports and terminals

Standards for Application of the Automated Technologies at the Innovative Ports and Terminals

1. Guidelines for the design of automated container terminals
2. Guidelines for the design of automated coal and ore terminals
3. Technical requirements for automated operations of container terminals
4. Technical requirements for automated operations of dry bulk terminals

Standards for Green Development and Renewal Energy Application at the Innovative Ports and Terminals

1. Guidelines for green design regarding engineering of ports and terminals

Standards for Upgrading and Renovation at the Innovative Ports and Terminals

1. Technical guidelines for automation renovation of terminals

Note: For all kinds of ISO deliverables developed by the proposed TC, including IS, TS, PAS and TR. Priority will be given to the development of the standards related to general terminology, the application of automated technologies and renewal energy technology, once the TC is founded.

RELATION OF THE PROPOSAL TO EXISTING INERNATIONAL STANDARDS AND ON-GOING STANDARDIZATION WORK

■ The proposer has checked whether the proposed scope of the new committee overlaps with the scope of any existing ISO or IEC committee or JTC1 sub-committee

☐ If an overlap or the potential for overlap is identified, the affected committee has been informed and an agreement has been reached between proposer and committee on

i. modification/restriction of the scope of the proposal to avoid overlapping,

ii. potential modification/restriction of the scope of the existing committee to avoid overlapping.

☐ If agreement with the existing committee has not been reached, please explain why the proposal should be approved.

☐ Have proposals on this subject been submitted into an existing committee and rejected? If so, what were the reasons for rejection?

LISTING OF RELEVANT DOCUMENTS (SUCH AS STANDARDS AND REGULATIONS) AT INTERNATIONAL, REGIONAL AND NATIONAL LEVE

(Please see the ISO/IEC Directives, Part 1, Annex C, Clause C.4.6)

1. International Maritime Organization (IMO) Documents

1) IMO 597E—1999 Comprehensive Manual on Port Reception Facilities (Second Edition)
2) IMO IB290E—2007 Safe Transport of Dangerous Cargoes and Related Activities in Port Areas

2. ISO and IEC Standards

1) ISO 28004-2—2014 Security management systems for the supply chain guidelines for the implementation of ISO 28000 Part 2: Guidelines for adopting ISO 28000 for use in medium and small seaport operations
2) IEC 60364-7-709—2012 Low-voltage electrical installations – Part 7-709: Requirements for special installations or locations – Marinas and similar locations (Edition 2.1 Consolidated Reprint)
3) IEC/ISO/IEEE 80005-1—2022 Utility connections in port–Part 1: High voltage shore connection (HVSC) systems–General requirements
4) IEC/ISO/IEEE 80005-2—2016 Utility connections in port–Part 2: High and low voltage shore connection systems - Data communication for monitoring and controls
5) IEC/IEEE PAS 80005-3—2014 Utility connections in port–Part 3: Low voltage shore connection (LVSC) systems–General requirements

3. PEMA Documents

1) PEMA IP03 Container Terminal Yard Automation
2) PEMA IP12 Container Terminal Automation
3) PEMA IP18 Automating Yard Operation in Brownfield Container Terminals: Infrastructure
4) PEMA IP17 Collision Prevention at Ports & Terminals
5) PEMA IP22 Battery & Charging Solutions in Ports and Terminals

6) PEMA BP02 Recommended Minimum Safety Features for Container Yard Equipment

4. PIANC Documents

1) MarCom WG Report No.208—2021 Planning for Automation of Container Terminals

5. The U.S. Standards

1) ASCE/COPRI 61-14 Seismic Design of Piers and Wharves

6. The UK Standards

1) BS 6349-2—2019 Maritime Works. Code of Practice for the Design of Quay Walls, Jetties and Dolphins

7. Austrian Standards

1) OENORM B 4920-4—2014 Terminals for Transshipments of Goods - Planning - Part 4: Connection to Waterways

8. Russian Standards

1) GOST R 55507—2013 Operation of the River Ports. Terms and Definitions
2) GOST R 56244—2014 Inland Water Transport. Cargo Transfer Complexes and Passenger Terminals of River ports. Cargo Handling Machines and Equipment maintenance. Safety requirements

9. Australian Standards

1) AS 3962—2020 Marina design
2) AS 3846—2005 The handling and transport of dangerous cargoes in port areas

10. Brazilian Standards

1) ABNT NBR 13209—1994 Harbor Planning - Shoring Works - Procedure
2) ABNT NBR 11240—1990 Marine Fenders in docks - Utilization - Procedure

11. Vietnam Standards

1) TCVN 11820-1—2017 Marine Port Facilities. Design Requirements. Part 1: General Principles
2) TCVN 11820-2—2017 Marine Port Facilities. Design Requirements. Part 2: Loads and Actions
3) TCVN 11820-5—2021 Marine Port Facilities-Design Requirements-Part 5: Wharves
4) TCVN 12250—2018 Inland port - Berth Construction - Design Standard

12. Chinese Standards

1) GB/T 8487—2010 Terms for cargo handling in port
2) GB 11602—2007 The safe rules for handing in container port
3) GB/T 27875—2011 Technical requirements for project and heavy lift cargoes handling in port
4) GB/T 28399—2012 The safety rules for handling in Ro-Ro terminal
5) GB/T 38567—2020 General specification for data interchange in port logistics operation
6) GB/T 42809—2023 Technical requirements for automated container terminal operating system
7) GB/T 43380—2023 Technical requirements of integrated management and control system for automatic bulk cargo port
8) JT/T 245—2011 The safe technical requirements for steel product handling in port
9) JT/T 1485.1—2023 Safety operation code for remote control of automated container crane - Part 1: Quayside container crane

10) JT/T 1485.2—2023 Safety operation code for remote control of automated container crane - Part 2: Container gantry crane
11) JTS 165—2013 Design Code of General Layout for Sea Ports
12) JTS 166—2020 Design Code of General Layout for River Ports
13) JTS/T 174—2019 Code for design of automated container terminals
14) JTS/T 188—2022 Technical code of automated coal and ore terminals
15) JTS/T 189—2023 Guideline for Green Design of Port Engineering

LISTING OF RELEVANT COUNTRIES WHERE THE SUBJECT OF THE PROPOSAL IS IMPORTANT TO THEIR NATIONAL COMMERCIAL INTERESTS (Please see the ISO/IEC Directives, Part 1, Annex C, Clause C.4.8)

The subject of the proposal is relevant to countries where innovative ports and terminals have been built and put into operation, which include but not limited to:

- Europe: Greece, Belgium, Germany, Netherlands, Spain, the UK, Italy, Austria, Russia
- North America: the U.S.
- South America: Brazil
- Oceania: Australia
- Asia: UAE, the Republic of Korea, Japan, Singapore, Indonesia, China, India, Thailand, Israel, Vietnam
- Africa: Morocco

LISTING OF RELEVANT EXTERNAL INTERNATIONAL ORGANIZATIONS OR INTERNAL PARTIES (OTHER THAN ISO AND/OR IEC COMMITTEES) TO BE ENGAGED AS LIASONS IN THIS WORK
(Please see the ISO/IEC Directives, Part 1, Clause C.4.9)

International Maritime Organization (IMO)
International Association of Ports and Harbors (IAPH)
The World Association for Waterborne Transport Infrastructure (PIANC)
Port Equipment Manufacturing Association (PEMA)
ISO/TC 8: Ships and marine technology
ISO/TC 8/SC 11: Intermodal and Short Sea Shipping
ISO/TC 8/SC 25: Maritime GHG reduction
ISO/TC 8/SC 26: Smart shipping
ISO/TC 59: Buildings and civil engineering works
ISO/TC 67/SC 9: Production, transport and storage facilities for cryogenic liquefied gases
ISO/TC 96: Cranes
ISO/TC 101: Continuous mechanical handling equipment
ISO/TC 110: Industrial trucks
ISO/TC 154: Processes, data elements and documents in commerce, industry and administration
ISO/TC 184: Automation systems and integration
ISO/TC 199: Safety of machinery
ISO/TC 204: Intelligent transport systems
ISO/TC 267: Facility management
ISO/TC 268: Sustainable cities and communities
ISO/TC 268/SC 1: Smart community infrastructures
ISO/TC 268/SC 2: Sustainable cities and communities - Sustainable mobility and transportation

ISO/TC 301: Energy management and energy savings
ISO/TC 344: Innovative logistics

IDENTIFICATION AND DESCRIPTION OF RELEVANT AFFECTED STAKEHOLDER CATEGORIES(Please see ISO Connect)

	Benefits/Impacts/Examples
Industry and commerce – large industry	With unified standards in place, it can help port owners gain consistency in terminal planning, construction, management and operation, which will reduce the fragmented application of technical requirements and differences among countries. Examples: PSA Saigon Newport Corporation DP WORLD ADANI GROUP Shanghai International Port Group
Industry and commerce – SMEs	With unified standards in place, it can ensure compatibility, information interoperability and operational efficiency among different terminal facilities. It can also help raw material production and processing enterprises procure raw materials and deliver goods to their destinations in a timely and efficient manner. Example: SMEs who need purchasing goods
Government	With unified standards in place, it will help governments make informed decisions on resource planning, equipment procurement, infrastructure construction and maintenance plans more effectively. It will also ensure the planning, design, construction, operation and sustainable development of ports in the region. Besides, the development of ports and terminals can drive local economic growth and bring increased tax revenue. Example: Central and local governments where ports and terminals are located

Consumers	With unified standards in place, it can help improve the efficiency of loading and unloading operations at ports and terminals, achieve rapid flow of goods, and improve the efficiency of logistics enterprises. Examples: Logistics enterprises Customers
Labour	With unified standards in place, it can improve the efficiency of cargo handling at ports and terminals, and mitigate the difficulty of operation and maintenance of ports and terminals. It can also improve the work environment and occupational safety of workers, and provide more employment opportunities for women and the disabled. Examples: Wharfman Maintenance personnel of terminal facilities
Academic and research bodies	With unified standards in place, it will help realize the interoperability and comparability of academic research findings on ports and terminals. Researchers will find it more convenient to conduct cross-border and cross-regional comparative studies. As a result, It will also create more opportunities for international exchanges, and help promote relevant academic organizations to conduct researches on cutting-edge technologies of ports and terminals. Examples: The National University of Singapore (NUS) Shanghai Maritime University(SMU) Any institute engaging in researches related to the Innovative Ports and Terminals
Standards application businesses	With unified standards in place, it can facilitate port and terminal builders to plan and design ports and purchase equipment and facilities according to the standards, making the layout and integration of the port equipment and facilities more simple and efficient. In the meantime, application of unified standards can facilitate the exchange and information sharing on technologies, which can effectively mitigate the negative impact of monopoly on market. Examples: Stakeholders who are responsible for port design and construction Any organization who applies these standards

Non-governmental organizations	The development and application of unified standards can fill the gap of existing standards and guidelines developed by organizations like IAPH and PEMA. Examples: IAPH PEMA PIANC
Other (please specify)	N/A

EXPRESSION OF LEADERSHIP COMMITMENT FROM THE PROPOSER
(Please see the ISO/IEC Directives, Part 1, Annex C, Clause C.4.12)

China is willing to undertake the work of the new TC Secretariat when the proposal is approved.

■ **The proposer confirms that this proposal has been drafted in compliance with iso/iec directives, part 1, annex c**

SIGNATURE OF THE PROPOSER

SAC

COMMENTS OF THE ISO CENTRAL OFFICE(IF ANY)

FORM A – ISO/CS INITIAL ASSESSMENT –TS/P ON INNOVATIVE PORTS AND TERMINALS

The ISO/CS initial assessment

- The ISO/CS initial assessment will facilitate the evaluation process for TMB, which will occur during the 4-week review period.
- TPMs will work with the leadership team of relevant committees to provide factual/neutral feedback for this initial assessment. It is the role of the leadership team to provide feedback on behalf of the committee, and proposals will not be distributed widely to the entire committee.
- The ISO/CS initial assessment will only be shared with the TMB during the 4-week review.

Proposer's response

- Prior to the circulation of their proposal for the 4-week review, the proposer will have the opportunity to review the feedback provided during the ISO/CS initial assessment.
- The ISO/CS initial assessment will be completed within a maximum period of 4 weeks.

TMB Secretariat

ISO/CS initial assessment and proposer response

Consulted groups	Q1.Overlap?	Q2.Concise description	Q3.Recommended Mitigation	Q4.Other general recommendations	Proposer response	Proposers' recommended mitigation
TC 8 - Ships and marine technology	Yes	Port Community Systems, Electronic port clearance and Just In Time standards (ISO 28005 series) are under the scope of TC8 SC11 which deal with cargo data interchange during on the terminals and ships. Additionally TC8 SC26 (smart shipping) data interchanges also will be involved. It has been recognized by the International Maritime Organization (IMO) and member countries that in order to reduce GHG emissions the information exchanges involving the ship, its cargo, ships services and the terminal must be linked. Creating a separate TC for terminals does not facilitate this linkage. Marine terminals are integral to maritime supply chains and ship operations. Bunkering standards developed under the scope of TC8 SC25(formerly TC8 WG8) involve marine terminals. Waste reception is often conducted on maritime terminals and TC8 produces the standards necessary to facilitate compliance with IMO rules. Creating a new TC for marine terminals will complicate and weaken the development of ship terminal interactions. If a focal point for marine terminals is needed, it should be a SC within TC8.	Allocation of the proposed work to an existing committee Create an SC within TC8 that would be devoted to terminal infrastructure and cargo operations.	There are significant efforts taking place worldwide to improve ship terminal interactions to reduce GHG emissions and to improve the efficiency at which cargo moves through the ports. Therefore marine terminals should not be separated from ships considering standardization today	We appreciate concerns pointed out by TC 8. We will think over the comments. The Scope of Technical Committee on Innovative Ports and Terminals focuses on standardization of shore-side infrastructure, while TC 8 focuses on standardization of water-side ships and marine technology. Upon formation of the TC on Innovative Ports and Terminals, all the relevant standards will be gathered by one TC, which will facilitate development of standards for ship terminal interactions. Standardization of ship terminal interactions could be mainly completed by TC 8 or done by two TCs through a joint working group. The scope of standardization for the new TC on Innovative Port and Terminals will be inserted to "exclude TC 8/SC 11, TC 8/SC 25, TC 8/SC 26".	To draw a distinction between the Scopes of two TCs. To revise the SCOPE and Proposed initial programme of work of the TC on Innovative Ports and Terminals. After it is formed, the new TC will liaise with TC 8 or set up a joint working group with TC8.
TC 59 - Buildings and civil engineering works	No	Both the scope of TC 59 and the proposed scope involves aspects of construction, engineering, and standardization within their respective domains. They both emphasize sustainability and innovation in their areas of focus. TC 59 primarily focuses on buildings and civil engineering works, covering a broad range of aspects from design to procurement processes, while also excluding various specialized areas such as fire safety engineering, geotechnical aspects, basis for design of structures and specific material-based standards. TS/P Innovative Ports and Terminals focuses specifically on ports and terminals, emphasizing technological innovation, energy efficiency, and environmental friendliness. It excludes standards related to ships, cranes, industrial trucks, and other machinery, as well as broader areas like energy management and logistics. In summary, while both scopes intersect in their emphasis on construction and engineering standards, they have distinct focuses and exclusions based on their specific industries and objectives. We do not see that the scope of the proposed new TC overlaps the scope of TC 59	Choose an item. Click here to insert details.	Click here to enter text.	We endorse the comments of TC 59. We appreciate the support from TC 59. We hope to keep in touch for communication and cooperation in the future.	Click here to enter text.
TC 67/SC 9 - Production, transport and storage facilities for cryogenic liquefied gases	No	No overlap and no objection as ISO/TC 67/SC9 standards are clearly excluded from the scope of the new TC.	Choose an item. Click here to insert details.	Proposal to put in place internal liaison with TC67/SC9 as there many standards the new TC could refer to: ISO/TS 18683:2021, Guidelines for safety and risk assessment of LNG fuel bunkering operations ISO 20257-1:2020, Installation and equipment for liquefied natural gas — Design of floating LNG installations — Part 1: General requirements ISO 20257-2:2021, Installation and equipment for liquefied natural gas — Design of floating LNG installations — Part 2: Specific FSRU issues ISO/AWI 22238, Design, construction and testing of high-pressure gas transfer systems ISO 28460:2010, Petroleum and natural gas industries — Installation and equipment for liquefied natural gas — Ship-to-shore interface and port operations	We endorse the comments of TC 67/SC 9. We appreciate the support from TC 67/SC 9. We hope to keep in touch for communication and cooperation in the future.	After it is formed, the new TC will liaise with TC 67/SC 9.
TC 96 - Cranes	No response	Click here to enter text.	Choose an item. Click here to insert details.	Click here to enter text.	Click here to enter text.	Click here to enter text.
TC 101 - Continuous mechanical handling equipment	See response	The Committee thinks the deadline of 4 weeks to short for a complete review within the committee.	Choose an item. Click here to insert details.	Click here to enter text.	We appreciate concerns of TC 101. Welcome TC 101 to provide more comments and suggestions.	Click here to enter text.
TC 110 - Industrial trucks	Yes	Industrial trucks are standardized in ISO/TC 110, therefore it is correct that scope of ISO/TC 110 is excluded from the new activity. For the automation of new or existing terminals (incl. industrial trucks) and data exchange, the topic may become relevant for ISO/TC 110 and there may well be potential for overlaps here.	Choose an item. Click here to insert details.	ISO/TC 110 will check accordingly whether there is a need for liaison to the new activity. The new TC has to check a possible liaison with TC 110	We appreciate concerns pointed out by TC 110. We will think over the comments. The SCOPE of TC on Innovative Ports and Terminals excludes standards regarding data exchange of industrial trucks.	To revise the SCOPE and Proposed initial programme of work of TC on Innovative Ports and Terminals. After it is formed, the new TC will liaise with TC 110 when developing the relevant standards.
TC 184 - Automation systems and integration	No response	Click here to enter text.	Choose an item. Click here to insert details.	Click here to enter text.	Click here to enter text.	Click here to enter text.
TC 199 – Safety of machinery	No response	Click here to enter text.	Choose an item. Click here to insert details.	Click here to enter text.	Click here to enter text.	Click here to enter text.
TC 204 – Intelligent transport systems	No response	Click here to enter text.	Choose an item. Click here to insert details.	Click here to enter text.	Click here to enter text.	Click here to enter text.
TC 267 – Facility management	No response	Click here to enter text.	Choose an item. Click here to insert details.	Click here to enter text.	Click here to enter text.	Click here to enter text.

TC 268 – Sustainable cities and communities	Yes	1 Ports and terminals are important hubs and regarded as part of a city's infrastructure, and the scope of TC268 already encompasses the development of requirements, frameworks, guidance, and supporting techniques and tools related to achieving sustainable development with considerations for smartness and resilience. These efforts apply to all cities and communities, along with their interested parties, in both rural and urban areas, to become more sustainable. TC268 has also established a subcommittee (SC1) dedicated to smart infrastructure. 2 The new TC proposal focuses on 'environmental-friendly and sustainable development', 'intends to provide technical support to the innovative development of ports and terminals, so as to facilitate their construction and operation', 'promote the service cooperation, while enhancing the operation effectiveness, safety, resilience, and working environment'. These descriptions significantly overlap with the existing work scope of TC268. 3 Several standards published or under development by TC268 and its subcommittees already address issues relevant to the new TC proposal, such as data exchange, operation of smart community infrastructures, and services. Notable examples include: - ISO 37109:2023, which provides recommendations and requirements for project developers, decision-makers, and managers involved in various stages of a project or programme. - ISO 37166:2022, which focuses on urban data integration for smart city planning. - ISO/FDIS 37111, which offers guidance for a flexible approach to the phased implementation of ISO 37101, including various methods and tools for planning, construction, and operation. - ISO/PWI 37117, registered within TC268, is explicitly aimed at providing sustainable services for harbour cities. ---------- - ISO/TC 268/AHG1 Harbor city, provide the standards relate to harbor, based on city sustainable development, which have near relationship with ISO/TC innovative ports and terminals.	Revision of the proposed scope for the proposed new committee Before proceeding further, it is crucial to ensure that there is no overlap with the existing work of TC 268. It is recommended to carefully review and exclude any elements that could potentially lead to duplication or confusion. To prevent unnecessary duplication and potential conflicts, it is recommended to refine the scope of the new TC proposal, avoiding the use of terms such as ports, planning, construction, operation, and service. ---------- ISO/TC 268 need to liaison with ISO/TC innovative ports and terminals, and make the working scope clear between two TC. It's need to establish the joint working group, focus on the services of harbor or ports for cities' sustainable development	TC268 shall be excluded from the scope of the TS/P. Still, this optimal strategy would be to utilize the already established expertise and stakeholders and ongoing works of TC268, to ensure a more integrated and consistent approach to standardization within the broader context of sustainable cities and communities.	We appreciate concerns of TC 268. We will think over the comments. 'Environmental-friendly and sustainable development', 'intends to provide technical support to the innovative development of ports and terminals, so as to facilitate their construction and operation', and 'promote the service cooperation, while enhancing the operation effectiveness, safety, resilience, and working environment' are all the efforts made for achieving UN's sustainable development goals. The new TC shares the same goals. However, these are not included in the SCOPE of the new TC. As pointed out by TC 268, its SCOPE already encompasses the development of requirements, frameworks, guidance, and supporting techniques and tools related to achieving sustainable development. There are various kinds of urban infrastructure with different features. The new TC only focuses on the field of ports and terminals, and works on the standardization of design, construction, internal management and improvement in this particular field. Since the word "terminal" contains multiple meanings, in order to avoid ambiguity and clarify the scope of standardization of the new TC, we use "port" to define "terminal" and keep the consistency with relevant documents adopted by other international organizations.	To revise the SCOPE and Proposed initial programme of work of TC on the Innovative Ports and Terminals, deleting terms like " planning", " operation" , etc. The SCOPE of the new TC will exclude TC 268. After it is formed, the new TC will liaise with TC 268 or set up a joint working group with TC 268.
TC 268 – Sustainable cities and communities - Sustainable mobility and transportation	Yes	Technical requirements for self-charging regarding horizontal transportation equipment in terminals" included in PROPOSED INITIAL PROGRAMME OF WORK might overlap with the working area of ISO/TC 268/SC 2, because ISO TC 268/SC2 is developing standards relating to electric road systems.	Addition of an exclusion clause to the proposed scope for the proposed new committee Although the expertise of the proposed technical committee seems to be different from that of TC268, there may be some areas of overlap for specific technologies. Therefore, ISO/TC 268 should be included in the "Excluded" committees in the scope. Alternatively, a liaison agreement should be considered.		We appreciate concerns of TC 268/SC 2. We will think over the comments.	To revise the SCOPE and Proposed initial programme of work of TC on Innovative Ports and Terminals, deleting "Technical requirements for self-charging regarding horizontal transportation equipment in terminals". After it is formed, the new TC will liaise with TC 268/SC 2 or set up a joint working group with TC 268/SC 2.
TC 301 – Energy management and energy savings	No response	Click here to enter text.	Choose an item. Click here to insert details.	Click here to enter text.	Click here to enter text.	Click here to enter text.
TC 344 – Innovative logistics	Yes	The following elements of the scope should be excluded from the scope of the proposed new TC, as the work is within the scope of ISO/TC 344, such as Distribution Center (page 2), Cargo Handling (page 2), Handling Process (page 2), Technical requirements for data exchange regarding port Logistics Operation (page 3, PROPOSED INITIAL PROGRAMME OF WORK)	Revision of the proposed scope for the proposed new committee The proposed scope of the proposed TC requires an exclusion of ISO/TC 344 to avoid overlap. Besides, liaison and JWG with ISO/TC 344 are suggested in order to handle overlap matters in future work	Click here to enter text.	We appreciate concerns of TC 344. We will think over the comments. The SCOPE of the new TC has excluded TC 344. We will keep in touch and form a joint working group. For the elements highlighted by TC 344 and presented in the SCOPE and Proposed initial programme of work of the new TC (e.g. operations of container terminal, handling process design of ports and terminals, data interchange in port logistics operation), the relevant vocabularies will be revised.	To revise the SCOPE and Proposed initial programme of work of TC on Innovative Ports and Terminals. After it is formed, the new TC will liaise with TC 344 or set up a joint working group with TC 344.