



# Proven Cost Savings

**Variable costs can be reduced by as much as 20%**

**Management Science is a combination of statistics, operation research and mathematics. HMC specialises in Management Science and Information and Communication Technology Application for the maritime Industry. Case studies proved that considerable cost savings could be obtained using these applications.**

## **Savings using planning systems**

From comparing operations with and without using HMC applications it has been concluded that considerable savings on operational costs had been realised, e.g.:

1. The STAP system, fleetplanning system for strategic planning, installed at the Dutch Government resulted in 10% savings on operational costs fleet-wide.
2. SHIPPL, fleetplanning system for trampers for tactical planning, resulted in 10% savings on operational cost fleetwide.
3. CLUSTER & ROUTE, fleetplanning system for suppliers, resulted in 10 to 20% savings on operational costs.
4. HMC's CLUSTER & ROUTE system in comparison with a scheduling system in the US Gulf resulted in 30% lower costs for offshore supply.

## **Savings using inventory control and planned maintenance**

Tanker Fleet Case Study

### **Inventory**

- Realised annual savings on spare parts totalling in excess of \$ 250,000 per ship by using FleetWorks minimum – maximum spare levels, by consolidating freight and by purchasing common parts in bulk. Further savings are being achieved by contracting for future spares based on expected PM routines and storing in warehouse.

## **Preventive Maintenance**

- Reduced annual maintenance costs by over \$ 75,000 per ship. Savings were also realised in casualty repairs and reduced downtime. Fleet has not had a critical breakdown in over two years. Time between overhauls was lengthened to reduce total maintenance and repair cost. The value of downtime prevented runs at least \$ 100,000 per ship per day.

## **Regulatory Compliance**

- By documenting through use of system auditable trials of work procedures, work history, safety measures, and various overhauls, numerous standard class society inspections were met. This prevented lengthy port stays and expensive inspection costs for opening up systems. The procedures also provided the backbone of the fleets ISO/ISM requirements and lowered insurance costs.
- Underwater survey replaced two-year hull inspection in dry dock. Divers documented conditions of steel, sea valves, etc. and logged in system with supporting photographic evidence. This saved in excess of \$ 5 million per ship.

*For more information, please contact HMC via [info@hmc.nl](mailto:info@hmc.nl) or visit [www.hmc.nl](http://www.hmc.nl).*