Start of Avanti project

Specific information required for Safe Port Memos

> Name of port

> Name of terminal

> Name of berth

> Material used for fendering

> Distance between berth and shipside

> Why is this information so difficult to obtain?

> Certified Bollard Capacity

> Angle at which capacity is measured

> Distance between Bollards

> Distance from Bollards to edge of berth

> Height of berth at Chart Datum

> Max speed in channel/port

> Max draft alongside

> Berthing day/night

> Other: ice, weather, swell, surge, airdraft, currents etc

16

IHMA congress 2004

Collaboration UKHO

Working together to find standards to
share the required information

ADMIRALTY

IMO

Solas Chapter V - Annex 24
Resolution A.893(21)
Guidelines for Voyage Planning:
Berth to Berth

Hydrographic Office must get
information from ports

Business contracts

Related to Charter Party clauses:

1) Always afloat
2) Safe Port
3) Safe Berth

When signing a Charter Party **a specific berth** must be **prospectively** safe for **a specific vessel**

It should **be reasonable** for a Charterer **to find this information**.

BIMCO

Business process

1) Safe Berth window
2) Safe Port Passage window
3) Berthing Window
4) Pilot Boarding Window inbound
5) Pilot Boarding Window outbound

Business requirements

1) General information
2) Maximum sizes
3) Maximum restrictions

Business requirements

Vessel and berth specific

Business requirements

International standards for global development

General information
For all sections
For all vessels

- General
- Contact
- Weather and tidal
- Reports
- Regulations
- Safety
- Nautical services
- Vessel services

Maximum sizes
Per section
Per vessel type

- Maximum Length
- Maximum Beam
- Maximum (Air) Draught

Maximum Restrictions
Per section
Per vessel type and size

- Vertical Tide
- Horizontal Tide
- Wind
- Visibility
- Ice
- Speed
- Passing
- Tug use
- Berthing

Qualification

ISO certification:

1) Consistency
2) Accuracy
3) Validity
4) Completeness
5) Availability
6) Timeliness

Day-to-day operations in port

Data quality comes by data use

Notifications

Notification to information owner
when information has expired

Notification to information user when
information has changed

Vessel specific

IMO number

Unique number, maintained by IMO recognized organization

Berth specific

GLN number

Unique number, maintained by UN recognized organization

Safe Berth window
Safe Port Passage window

Specific for one vessel – IMO number

Specific for one berth – GLN number

Specific for one window – ISO standard

Shared with IHO standards and open exchange formats (XML/Json)

Business process

1) Safe Berth window
2) Safe Port Passage window
3) Berthing Window
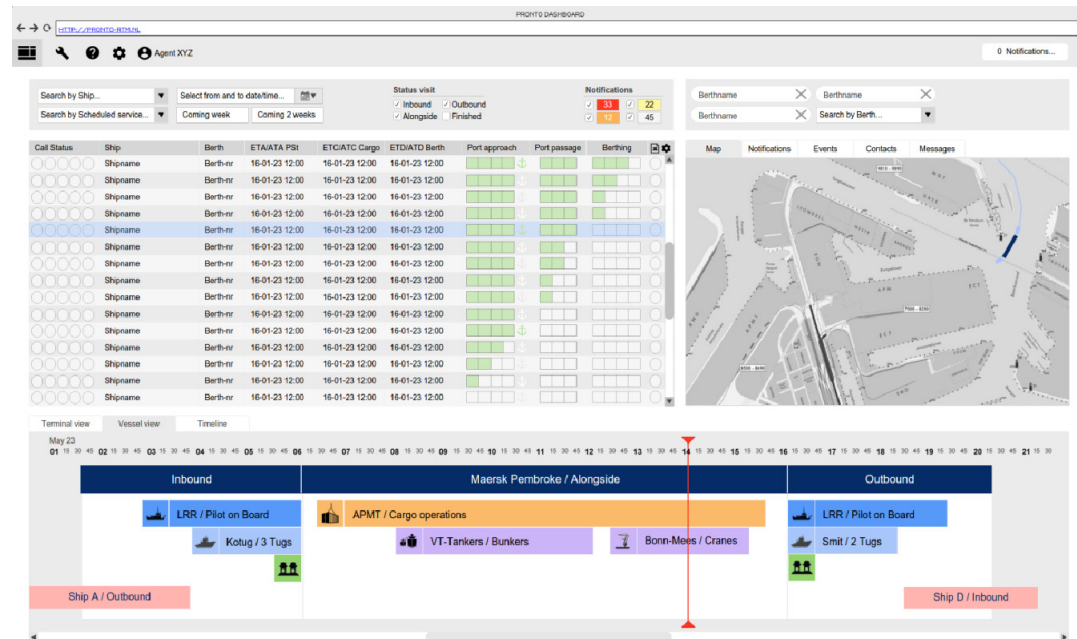4) Pilot Boarding Window inbound
5) Pilot Boarding Window outbound

Start of Pronto project

3) Berthing window

4) Pilot boarding window inbound

5) Pilot boarding window outbound

In line with supply chain standards

In line with ISO

In line with IMO

In line with contracts, logbooks, sof's

Event standards

In line with IMO standards
In line with Logbooks, SOF's, Contracts

Shared with GS1 / ISO standards

Events
ETA at specified location (pilot boarding place, berth)
ATA at specified location
ETD at specified location
ATD at specified location
ETS of specified service (cargo, bunkers, stores)
ATS of specified service
ETC of specified service
ATC of specified service

Berthing window
Pilot boarding window in
Pilot boarding window out

Specific for one vessel – IMO number

Specific for one berth – GLN number

Specific for one window – ISO standard

Shared with GS1/ISO standards and
open exchange formats (XML, Json)