GS1 in Ports
Port Call Optimization through EPCIS based visibility of nautical and terminal services

Agenda

- Why Port Call Optimization
- The Pronto solution and GS1
- Future outlook – hinterland connectivity

FRONT SHANGHAI

240

MOL

FRONT SHANGHA

2015
01
04
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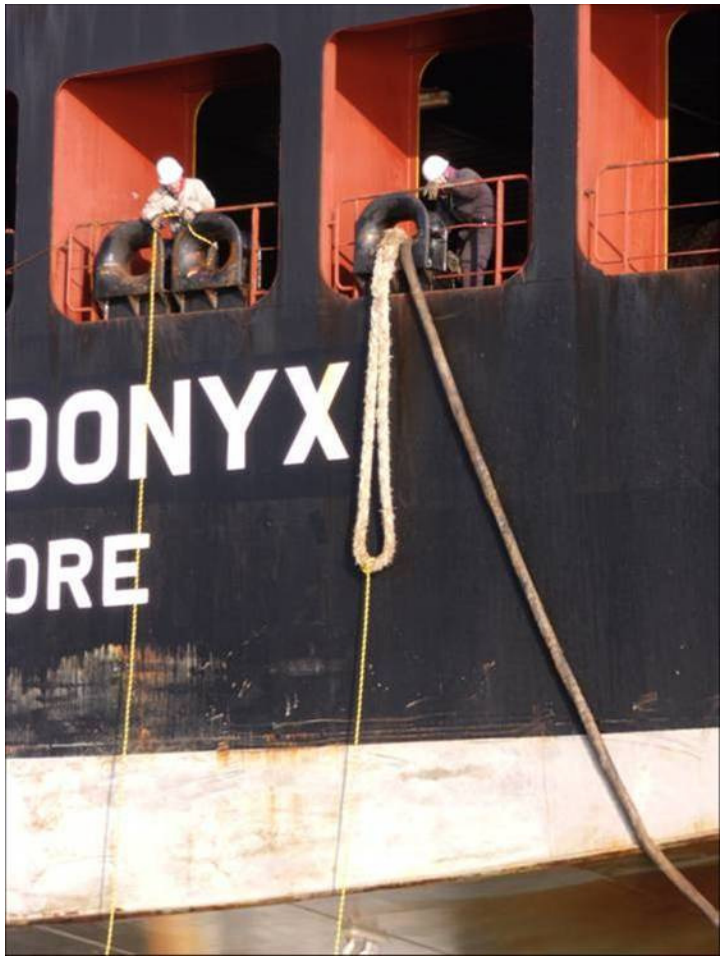
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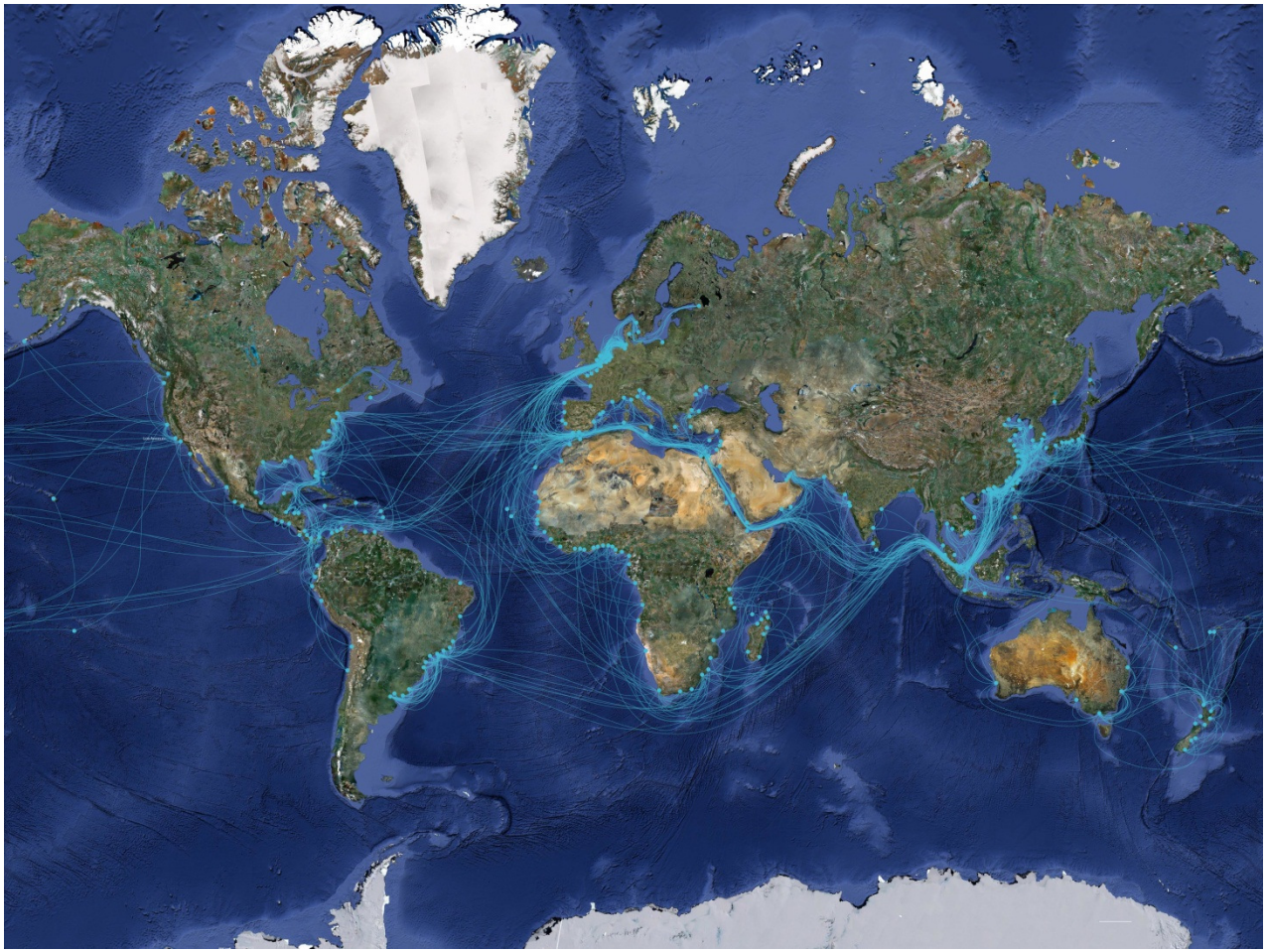

Best
Practice

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AVANTI

ACCESS TO VALIDATED NAUTICAL INFORMATION

A reliable port starts with reliable information

Avanti is an initiative of the International Harbour Masters' Association, developed in cooperation with the United Kingdom Hydrographic Office.

- Avanti aids harbour masters to manage their nautical port information.
- For each participating port, Avanti provides a Port Information Guide with reliable nautical information, which is kept up to date by the harbour master.
- The United Kingdom Hydrographic Office validates this information for use in its navigational products.

Across the maritime industry, there is a requirement for reliable, accurate and easily accessible nautical port information. Avanti seeks to address the industry's needs for: increased port efficiency; improved berth-to-berth passage planning; enhanced port safety; reduced emissions from ships in port; improved information in navigational charts and publications.

INTERNATIONAL HARBOUR MASTERS ASSOCIATION

Login

User name: lewin.alley@ukho.gov.uk

Password: ••••••••••

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Support

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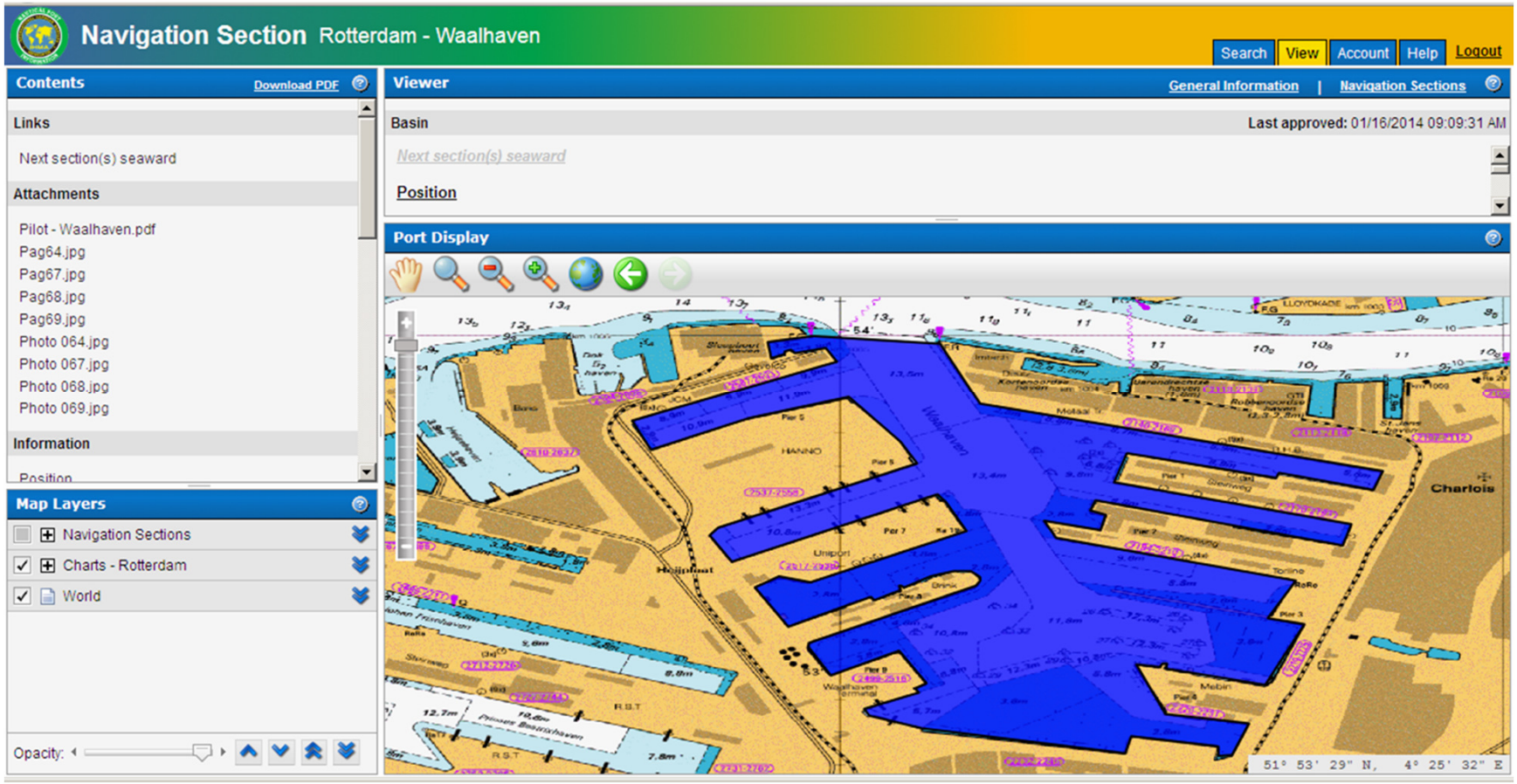
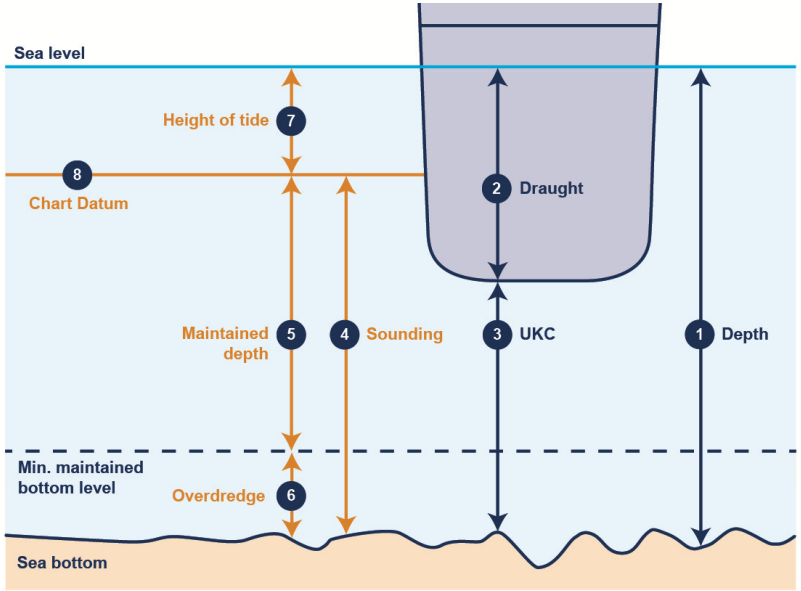
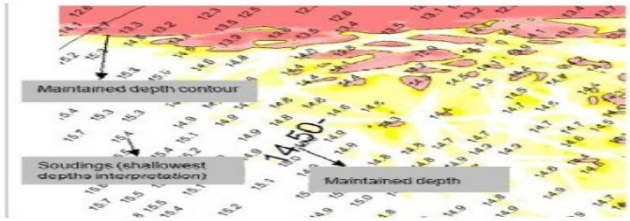

Navigation Section Rotterdam - Waalhaven
Search
View
Account
Help
Logout
Contents
Download PDF
Links
Next section(s) seaward
Attachments
Pilot - Waalhaven.pdf
Pag64.jpg
Pag67.jpg
Pag68.jpg
Pag69.jpg
Photo 064.jpg
Photo 067.jpg
Photo 068.jpg
Photo 069.jpg
Information
Position
Map Layers
Navigation Sections
Charts - Rotterdam
World
Opacity:
Viewer
General Information
Navigation Sections
Basin
Last approved: 01/16/2014 09:09:31 AM
Next section(s) seaward
Position
Port Display
Charlois
51° 53' 29" N, 4° 25' 32" E



1	**Depth**	The vertical distance from a given water level to the sea bottom.
2	**Draught**	The vertical distance, at any section of a vessel from the surface of the water to the bottom of the keel.
3	**UKC**	The distance between the lowest point of the ship's hull, normally some point on the keel, and the sea bottom.
4	**Sounding**	Measured or charted depth of water, or the measurement of such a depth.
5	**Maintained depth**	The depth at which a channel is kept by human influence, usually by dredging.
6	**Overdredge**	An additional depth margin provided by a dredging operation to ensure that the depth at a specific location is never less than the pre-determined maintained depth over the interval between programmed dredging operations.
7	**Height of tide**	The vertical distance from the chart datum to the level of the water at any time.
8	**Chart Datum**	A permanently established surface from which soundings or tide heights are referenced, usually low water.
	Dredging regime	The dredging strategy adopted at a specific location to ensure that the actual depth at a specific location is never less than the maintained depth. Such a strategy may consist of the following key elements: a) identifying the siltation rate at the location, b) pre-determination of an optimum achievable time interval between dredging operations; and c) ensuring that the bottom is dredged by an additional overdredge margin which correlates to elements a) and b).
	Siltation	The deposition or accumulation of silt that is suspended in a body of water.

Scale 1:2500

0 m 250 m



Depth color coding relative to maintained depth

Red: Depth shallower than maintained depth

-0.50
-0.40
-0.30
-0.20
-0.10
-0.00
0.10
0.20
0.30
0.40
0.50

Yellow: Depth up to 0.5m deeper than maintained depth

Blank: Depth deeper than 0.5m below maintained depth

Notice of intended use

Not to be used for navigation.

For planning vessels and cargo only maintained depths should be used. Soundings should be used only after consultation of the harbour coordination centre (hoc) as depths are subject to siltation and dredging operations.

Responsibility for safe navigation remains with the master of the vessel.

Explanation of terms and figures

Maintained depth: The depth at which a channel is kept by human influence, usually by dredging.

Sounding: Measured or charted depth of water, or the measured of such a depth

All quoted depth are based on Normaal Amsterdams Peil (NAP) which is approximately mean sea level. The difference between NAP and Lowest Astronomical Tide (LAT) is provided in the tidal curve in the legend.

The tidal curve provides the vertical distance at any instant between sea level and NAP (left side) and also LAT (right side).

Disclaimer

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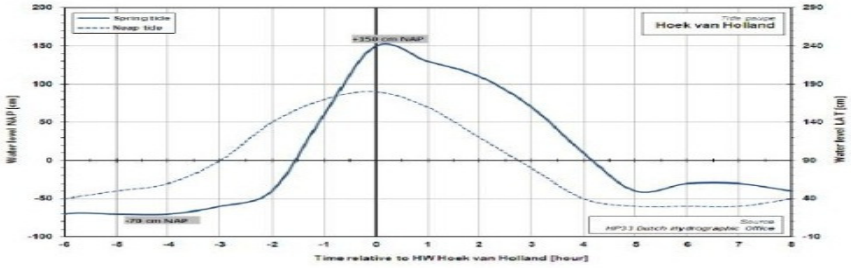
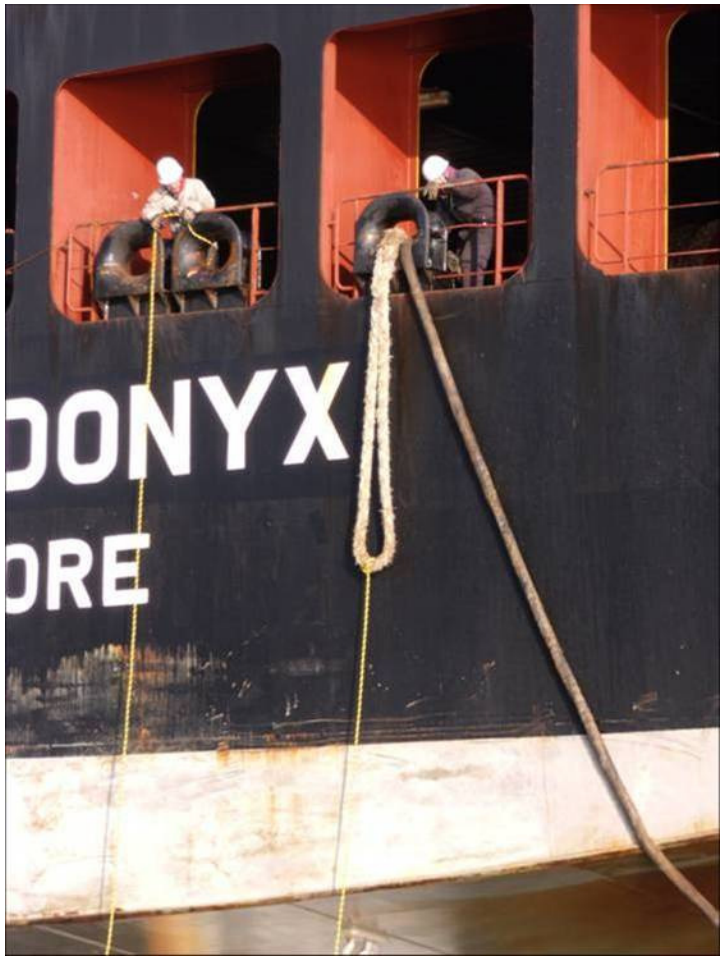


Status

- Definitions of depths and restrictions
- Proto type 3 up and running
- Improvement / testing proto type 3 2014
- Industrial type 2015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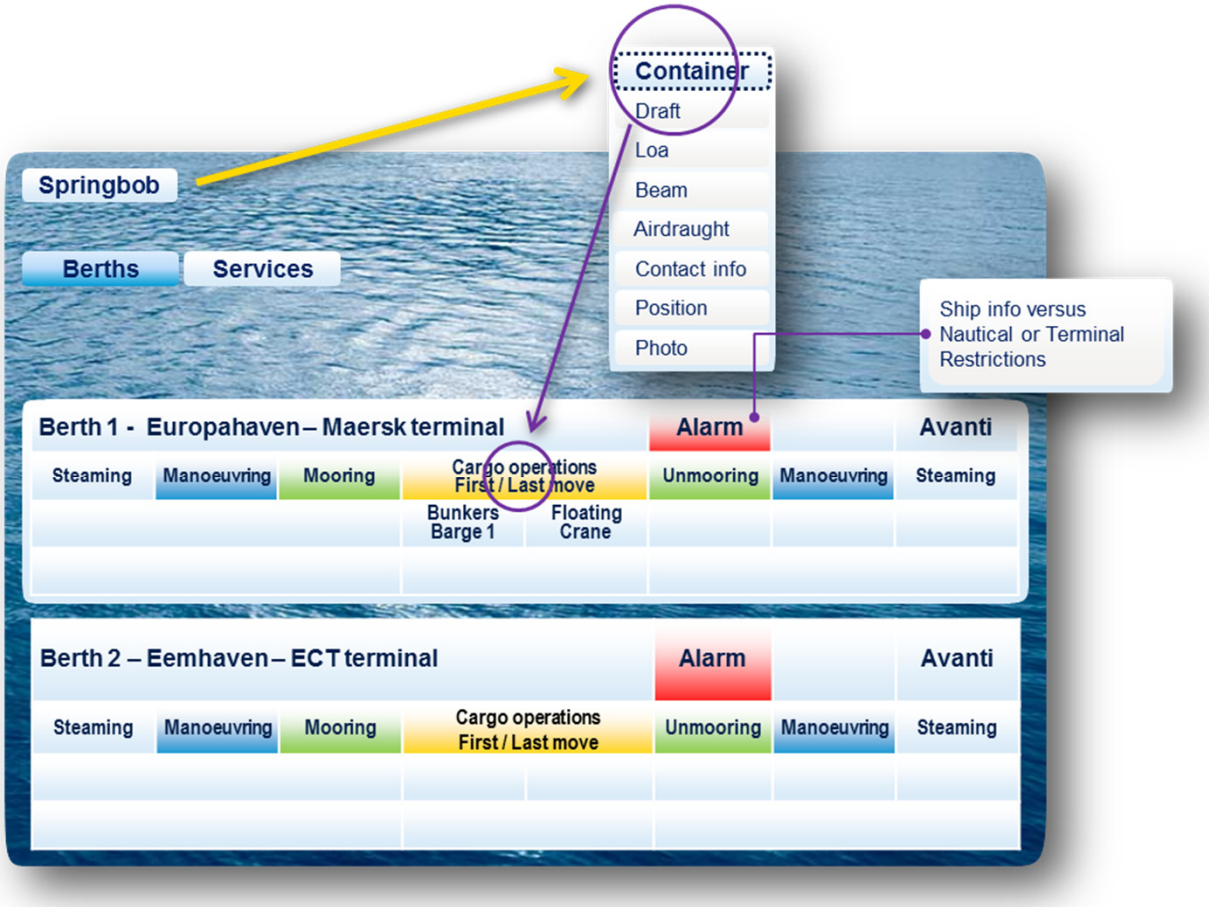
Pronto


Springbob
Berths
Services
Container
Draft
Loa
Beam
Airdraught
Contact info
Position
Photo
Ship info versus
Nautical or Terminal
Restrictions
Berth 1 - Europahaven – Maersk terminal
Alarm
Avanti
Steaming
Manoeuvring
Mooring
Cargo operations
First / Last move
Unmooring
Manoeuvring
Steaming
Bunkers
Barge 1
Floating
Crane
Berth 2 – Eemhaven – ECT terminal
Alarm
Avanti
Steaming
Manoeuvring
Mooring
Cargo operations
First / Last move
Unmooring
Manoeuvring
Steaming

THE
SHIP'S
LOG™

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL

BIMCO

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GS1

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TERMINAL
SERVICES
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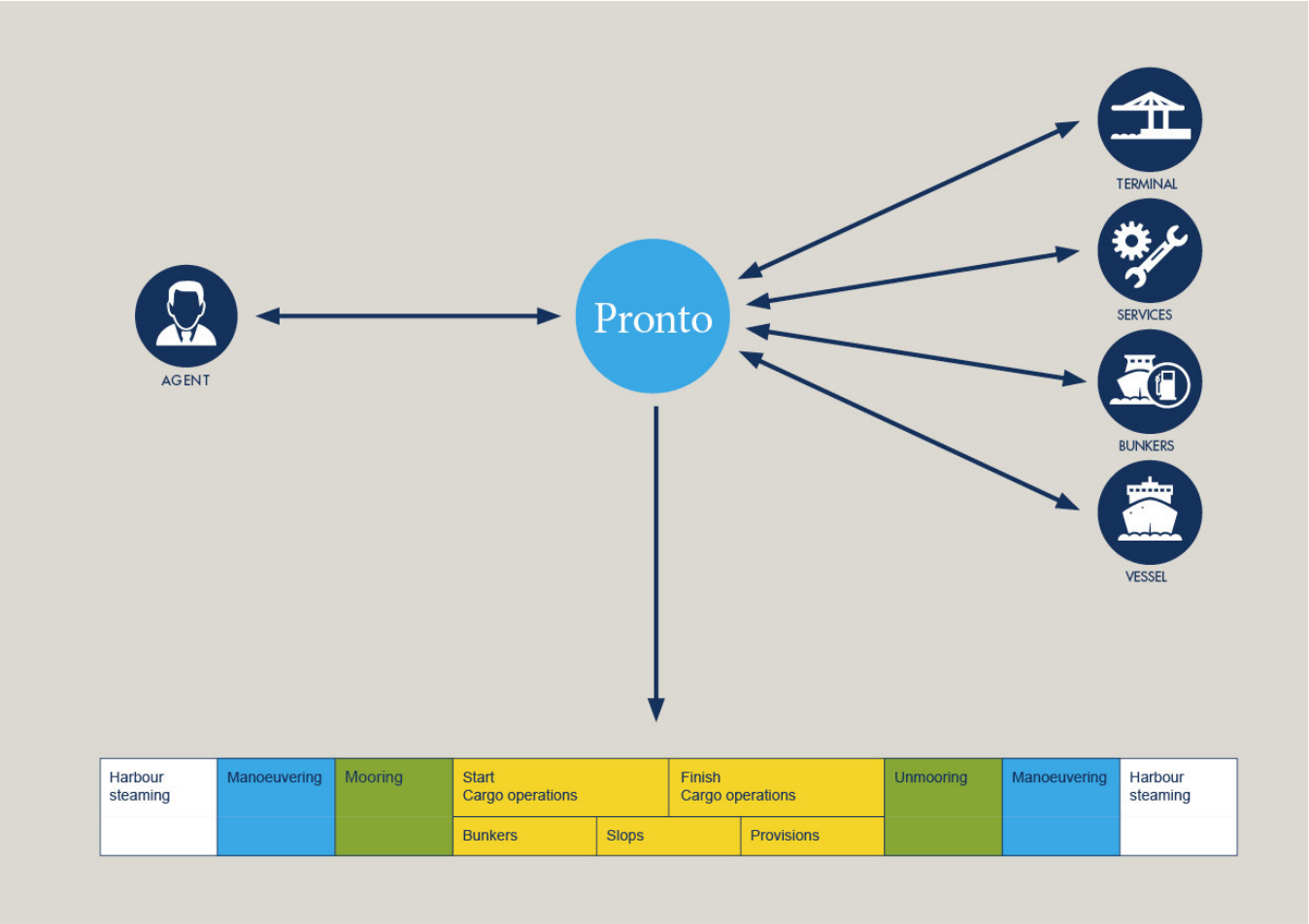
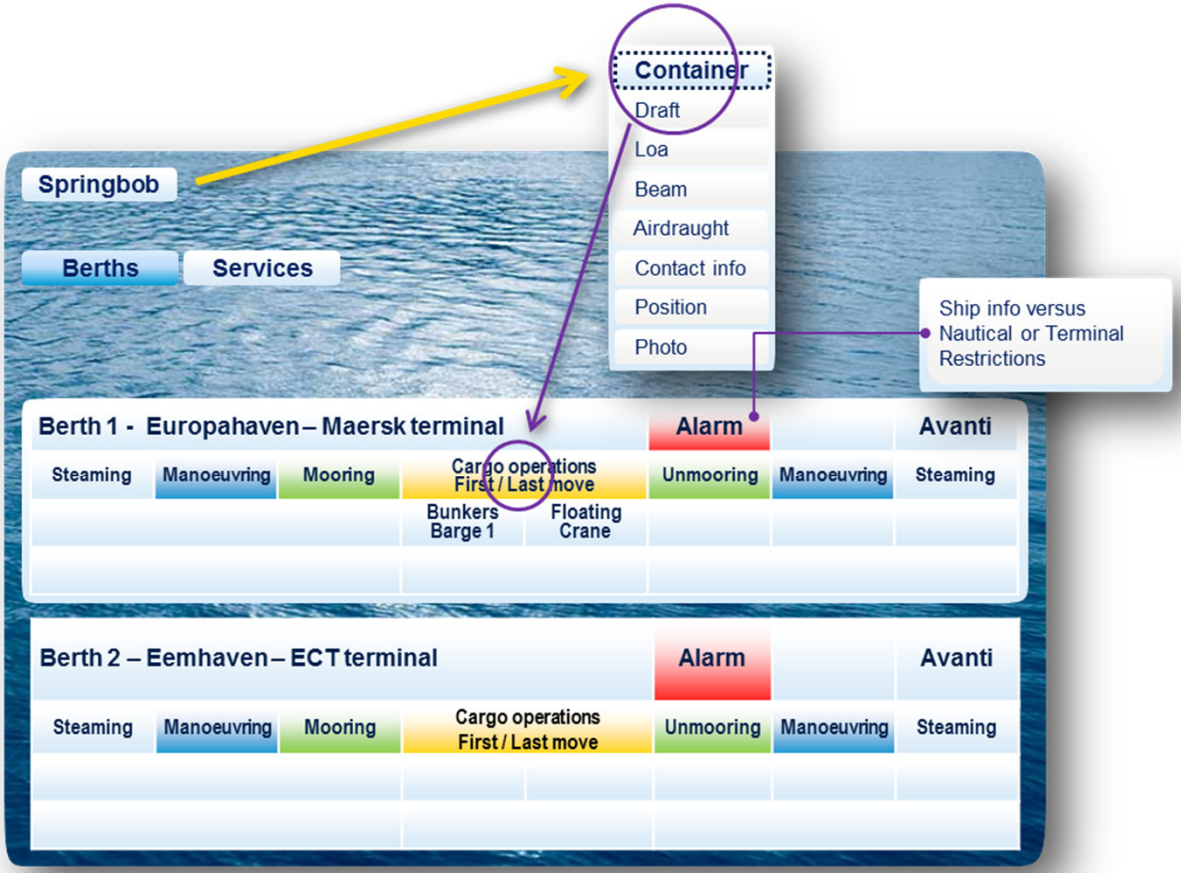

AGENT
Pronto
TERMINAL
SERVICES
BUNKERS
VESSEL
Harbour steaming
Manoeuvering
Mooring
Start Cargo operations
Finish Cargo operations
Bunkers
Slops
Provisions
Unmooring
Manoeuvering
Harbour steaming

9:41 AM
Expected vessels
Berthed vessels
Departed vessels
09.30 : Solaris
10.00 : Erinna
10.10 : Sherakhan
10.12 : Westerdam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Manoeuvring
Steaming

Status

- Definitions of times (Bimco)
- Team of ports and shipping, unique set up
- EPCIS in build phase (GS1 DK and Hu)
- Port of Rotterdam member of GS1 NL (GLNS)
- Expect a working demo platform by Dec 2014

Thank you!