Automatic Vessel Clearing

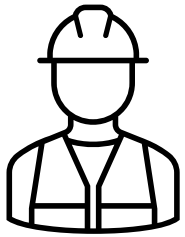
Vessel Clearing Tool

TankTerminals.com

https://tankterminals.com/clear-the-vessel/

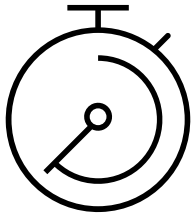
Vessel clearing process

As part of the nomination and vetting procedures, every vessel is required to be cleared by the relevant terminal. It is a safety critical process that needs to be carried out quickly but with great care.



Safety critical

- A customer's decision to charter a vessel depends partly on ship/terminal compatibility.
- "Vessel Clearance Request": vetting process carried out during each nomination or during negotiations related to the chartering of a vessel.



Urgency

- Proper vessel clearance ensures safe operations at the berth.
- For traders, the speed at which they receive vetting feedback impacts their decision to make or leave a deal. Customers have indicated that they need the information within **30 minutes**.

Manual Vessel clearing is risky, time consuming and stressful

There is a lot of pressure on terminal operators to quickly clear vessels. As the process at most terminals is still not automated, there is a huge risk of human errors, and the process is time consuming and stressful. In case of errors, the impact can be great with a great potential of safety incidents occurring.

- User unfriendly
- Sensitive to human error (poses risk with potential safety incidents as impact)
- Time consuming
- Multiple departments and parties involved
- Outdated vessel database (poses risk with potential safety incidents as impact)

Our solution: the Vessel Clearing Tool (VCT)

The Vessel clearing tool matches terminal characteristics with vessel characteristics to determine the ship/shore compatibility. Optionally product compatibility and vessel sanction checks and blacklisting can be added to the process.

Illustration of concept (simplified representation)

Berth x

Characteristic	Restriction
Max LOA	190 Mtr
Max Width	26 Mtr
Max DWT	135,000 Mt
Max Draft	21 Mtr
Products	Diesel, Gasoil 0.1%

Vessel A

Characteristic	Dimension
LOA	185 Mtr
Width	30 Mtr
DWT	118,000 Mt
Draft	18 Mtr
Cargo	Diesel

Blacklisting & sanction control

Only allow vessels you want at your terminal

The Vessel Clearing Tool offers an important blacklisting & sanction control feature.

Vessels can be sanction checked for:

- Sanctions on the vessel's owner
- Previous arrivals at prohibited ports

The VCT system can be integrated with **Refinitiv World-Check** or **Pole Star PurpleTRAC** to get up-to-date information on sanctioned vessels.

You can also configure the system to reject any vessels that are blacklisted for some reason.

The blacklisting option allows you to:

- Blacklist vessels to prevent their clearance.
- Filter out any vessel you do not want to receive at your terminal.

Vessel Clearing Tool: automated vessel clearing process

By automating the clearing process, errors are minimized and the process can be done in seconds any time and at any place.

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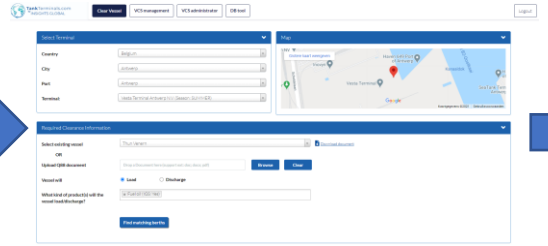

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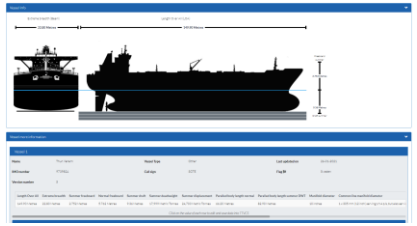

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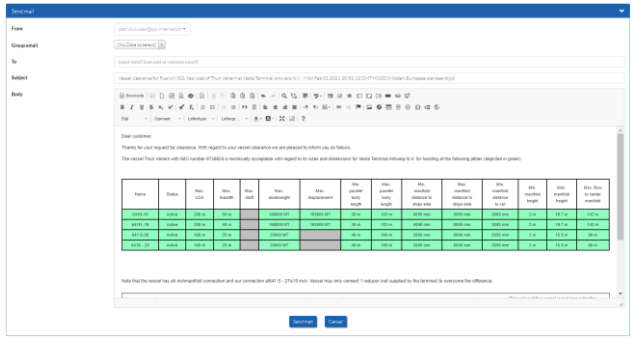

VCT Process flow:

1. Upload vessel's Q88 document
2. Read relevant vessel data from Q88 document
3. Compare vessel data with terminal restrictions and determine which berths are suited / not suited
4. Get Vessel Clearance report via e-mail / pdf-document

Getting started: VCT configuration

To get started with the VCT, Terminal Operators need to give input on Terminal Restrictions and applicable vetting standards. TankTerminals.com will support this process. The system will be configured with this input. After testing and acceptance, the VCT system can be released and used.

If a question does not apply, write "N/A" in the space

Terminal information

1	Name	Example
2	Port	Amsterdam
3	Season	Summer
4	Email adres	pkulsen@insights-
5	Address	Westport 25
6	City	Amsterdam

Berth information					Description
7	Berth Name/ No	1	2	3	Name, number or description of the berth.
8	Berth Status (Active/Closed/Under	Active			Status of the berth
Maximum size specifics					
9	Max. LOA	360			Maximum acceptable length (LOA) of the vessel for this berth
10	Max. Breadth	50			Maximum acceptable width/breadth (beam) of the vessel for this berth
11	Min. Freeboard	3,8 m			Minimum acceptable freeboard of the vessel for this berth
12	Max. Freeboard	15 m			Maximum acceptable freeboard of the vessel for this berth
13	Max . Draft	12,7 m			Maximum acceptable draft of the vessel for this berth
14	Max. Deadweight	150.000 mt			Maximum acceptable deadweight (DWT) of the vessel for this berth
15	Max. Displacement	175.000 mt			Maximum acceptable displacement of the vessel for this berth
16	Max. Airdraft	NA			Maximum acceptable airdraft of the vessel for this berth
17	min. Parallel body length	160 m			Minimum acceptable parallel body length of the vessel for this berth
18	min. Parallel body length	200 m			Maximum acceptable parallel body length of the vessel for this berth
Manifold specifics					
19	Min. Maniofold height	5 m			Min manifold height above the waterline in SDTW condition
20	Max. manifold height	21 m			Maximum manifold heigth above the waterline in Normale ballast
21	Min. manifold distance to rail	2.000 mm			Minimum distance between the manifold and the outer rail of the vessel
22	Max. manifold distance to rail	4.600 mm			Maximum distance between the manifold and the outer rail of the vessel
23	Min. Manifold distance to main deck	800 mm			Min distance between manifold and the dek
24	Max. Manifold distance to main deck	4.000 mm			Max distance between manifold and the dek
25	Min. Manifold distance to ships side	800 mm			Min distance between manifold and ships side
26	Max. Manifold distance to ships side	4.000 mm			Max distance between manifold and ships side
27	Max. Bow to center manifold	160 m			Maximum distance between bow and the manifold
28	Max. Stern to center manifold	160 m			Maximum distance between stern and the manifold
29	Min. Manifold size	12 inch			The minimum diameter of the manifold of the vessel that the berth is able to accept
30	Max. manifold size	20 inch			The maximum diameter of the manifold of the vessel that the berth is able to accept
Gas specifics					
27	VRS required	Yes			Is a Vapour Emission Control System (VECS) mandatory for this berth?
28	Min. VRS manifold size	0,039 inch			If 26 is "Yes", what is the minimum diameter of the VRS manifold that this berth can handle?
29	Max. VRS manifold size	7,992 inch			If 26 is "Yes", what is the maximum diameter of the VRS manifold that this berth can handle?
30	IGS required	Yes			Is an Inert Gas Systen (IGS) mandarory for this berth?
31	Max. DWT without IGS	20.000 MT			What is the maximum vessel deadweight that the berth can handle without IGS required?
32	Double hull required?	Yes			Is a double hull ship required for this berth?

A. All relevant data is gathered via a simple Excel data sheet.

B. TankTerminals.com uses this data to configure the VCT.

C. Terminal can test VCT and provide feedback/comments.

D. TankTerminals.com improves VCT configuration based on feedback. After acceptance, the VCT can go live!

Interested?

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