

Automatic Vessel Clearing

Vessel Clearing Tool
TankTerminals.com

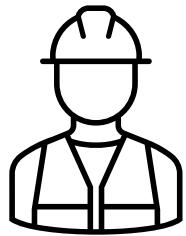
Developed in cooperation with
Tank Terminal Training



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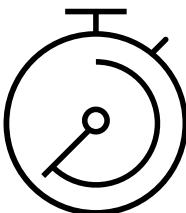
Vessel clearing process

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.



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

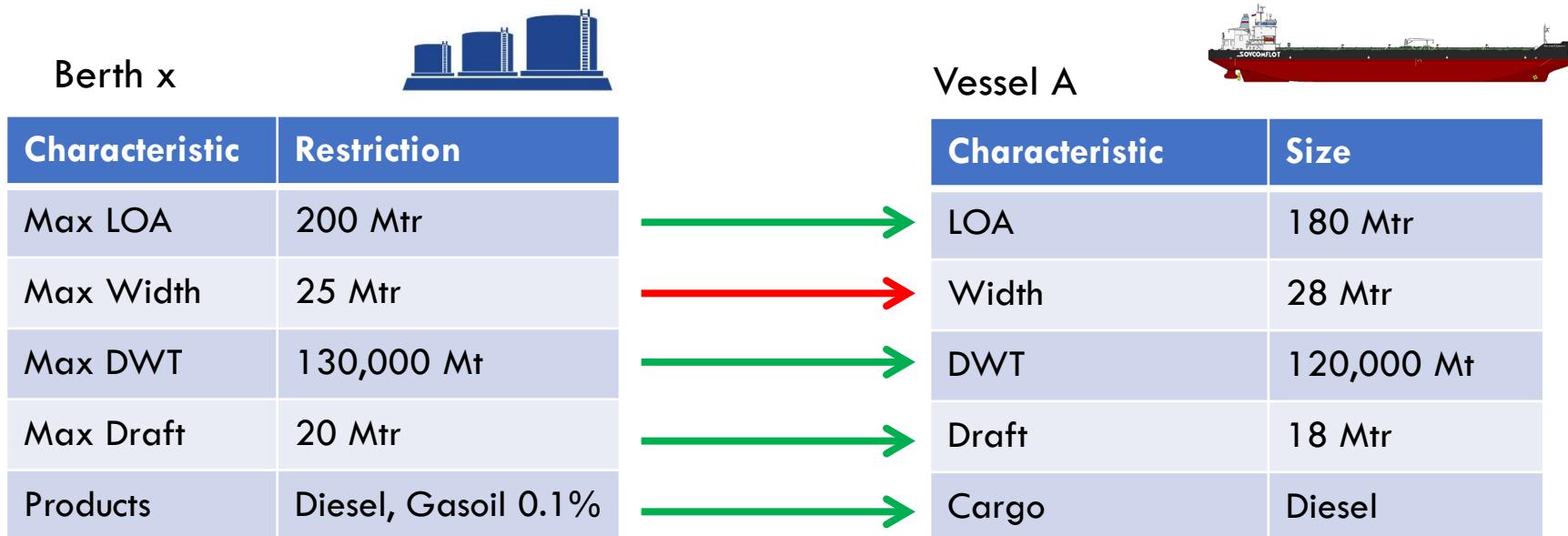
There is a lot of pressure on terminal operators to quickly clear vessels. As the process at most terminals is still not automated, there is a huge risk of human errors, and the process is time consuming and stressful. In case of errors, the impact can be great with a great potential of safety incidents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- Outdated vessel database (poses risk with potential safety incidents as impact)



Concept of VCT system

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.



Blacklisting & sanction control

Only allow vessels you want to receive 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

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

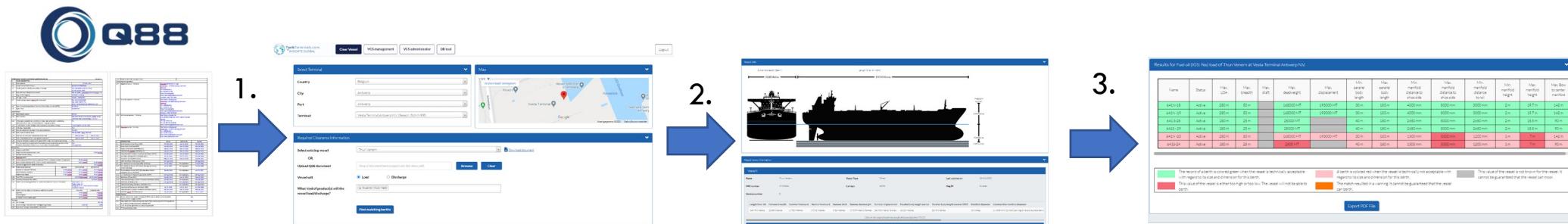
The blacklisting option allows you to:

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



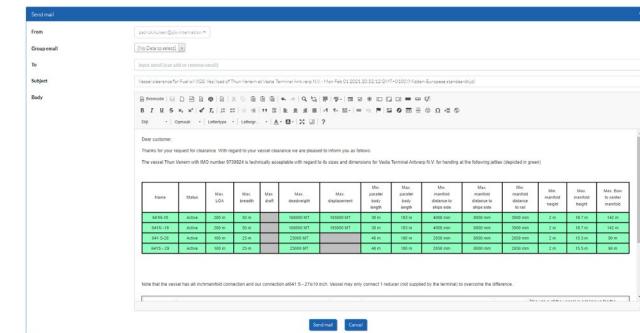
Vessel Clearing Tool: automated vessel clearing process

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



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	Rotterdam
3 Season	Summer
4 Email adres	pkulsen@insights-
5 Address	Lemelerberg 25
6 City	Rotterdam

Berth information

7 Berth Name/ No	1	2	3 Beschrijving
8 Berth Status (Active/Closed/Under	Active		De status van de steiger

Maximum size specifics

9 Max. LOA	360	Maximaal geaccepteerde lengte van het schip voor deze steiger
10 Max. Breadth	50	Maximaal geaccepteerde breedte van een schip voor deze steiger
11 Min. Freeboard	3,8 m	Minimale verticale afstand tussen de waterlijn en het deck voor deze steiger
12 Max. Freeboard	15 m	Maximale verticale afstand tussen de waterlijn en het deck voor deze steiger
13 Max. Draft	12,7 m	Maximale geaccepteerde diepgang van een schip voor deze steiger
14 Max. Deadweight	150.000 mt	Maximale geaccepteerde draagvermogen van een schip voor deze steiger
15 Max. Displacement	175.000 mt	Maximaal geaccepteerde water verplaatsing voor deze steiger

Manifold specifics

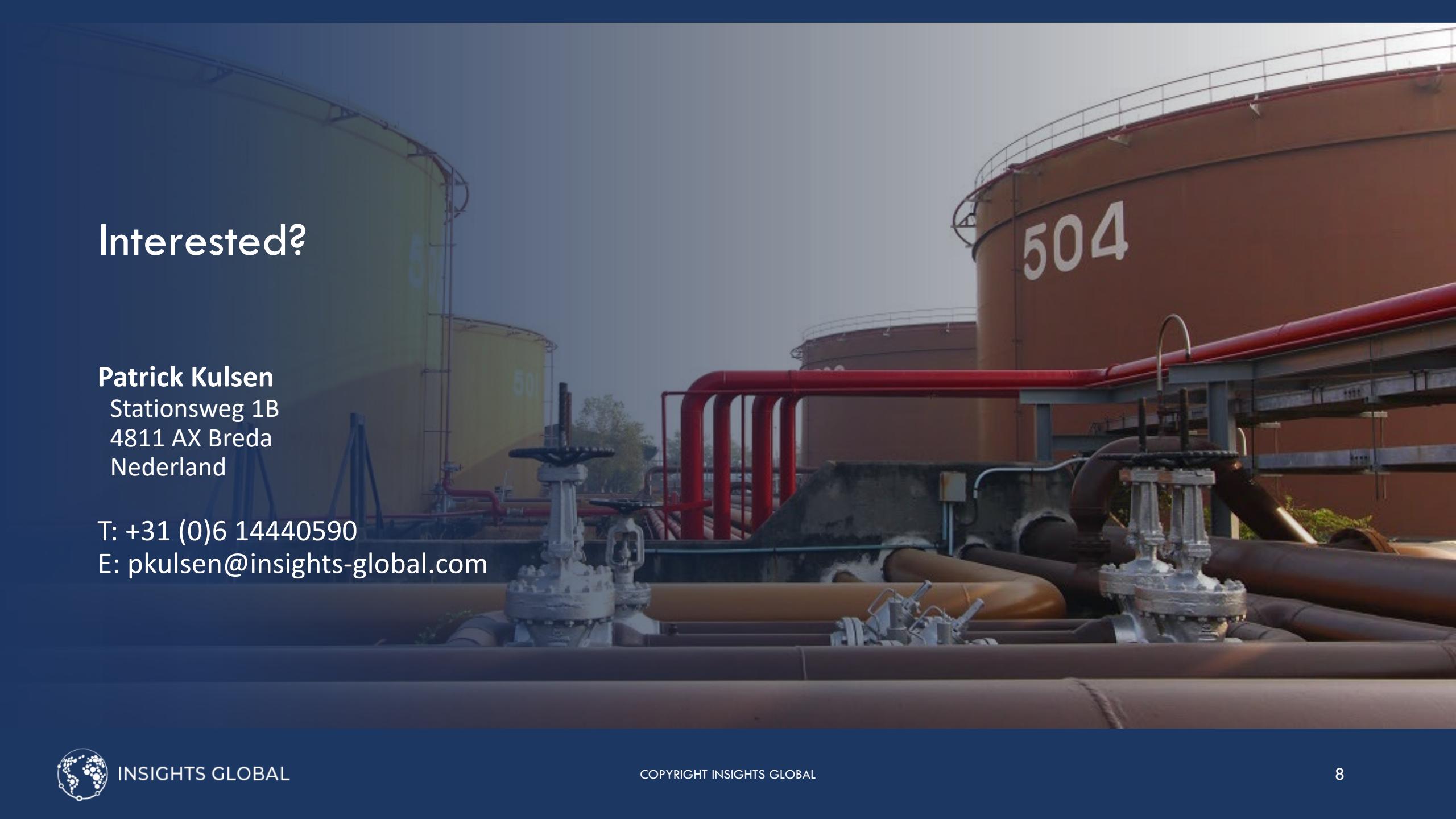
16 Min. Manifold height	5 m	Min manifold hoogte boven de waterlijn in SDTW conditie
17 Max. manifold height	21 m	Maximale manifold hoogte boven de waterlijn in Normale ballast
18 Min. manifold distance to rail	2.000 mm	Minimale afstand tussen de manifold en de buitenste rand van het schip
19 Max. manifold distance to rail	4.600 mm	Maximale afstand tussen de manifold en de buitenste rand van het schip
20 Min. Manifold distance to main deck	800 mm	Min afstand van tussen manifold en het dek
21 Max. Manifold distance to main deck	4.000 mm	Max afstand van tussen manifold en het dek
22 Max. Bow to center manifold	160 m	Maximale afstand tussen de boeg en het manifold
23 Max. Stern to center manifold	160 m	Maximale afstand tussen het achterschip en het manifold
24 Min. Manifold size	12 inch	De minimale diameter van de manifold van het schip
25 Max. manifold size	20 inch	De maximale diameter van de manifold van het schip

Gas specifics

26 VRS required	Yes	Is voor deze steiger een Vapour Emission Control System (VECS) verplicht
27 Min. VRS manifold size	0,039 inch	Indien ja, wat is de minimale diameter van de VRS manifold
28 Max. VRS manifold size	7,992 inch	Indien ja, wat is de maximale diameter van de VRS manifold
29 IGS required	Yes	Is an Inert Gas Systen (IGS) verplicht?
30 Max. DWT without IGS	20.000 MT	Wat is het maximale vessel deadweight zodra een IGS

- 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!



A photograph of an industrial facility featuring several large storage tanks. One tank in the foreground is red and labeled '504'. Another tank in the background is yellow and labeled '50'. A complex network of red, black, and grey pipes with various valves and fittings is visible in the foreground, leading towards the tanks.

Interested?

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