

After a call for action during a IHMA congress in 2006 by the shipping industry, the IHMA and the UKHO have been working hard to come up with a structure for port information.

IHMA and UKHO PORT INFORMATION PROJECT:

FUNCTIONAL DEFINITIONS FOR NAUTICAL PORT INFORMATION

TABLE OF CONTENTS

INTRODUCTION	6
Background	6
<i>How this guide is organised:</i>	7
<i>Location Identifiers:</i>	8
INDIVIDUAL PORT SECTIONS	9
<i>Port</i>	9
<i>Roads</i>	9
<i>Deep Water Route</i>	9
<i>Traffic Separation Scheme</i>	9
<i>Anchorage</i>	9
<i>Anchor berth</i>	9
<i>Precautionary area</i>	9
<i>Pilot Boarding Place</i>	9
<i>Pilot Station</i>	9
<i>Fairway</i>	9
<i>Basin</i>	9
<i>Turning basin</i>	9
<i>Berth</i>	9
<i>Berth status</i>	9
<i>Bridge</i>	10
<i>Lock</i>	10
<i>Barrier</i>	10
VESSEL INFORMATION	11
<i>IMO number</i>	11
<i>Vessel Type</i>	11
<i>Length Overall (LOA)</i>	11
<i>Parallel Mid- Body (PMB)</i>	11
<i>Estimated Minimum Parallel Mid-Body Alongside</i>	11
<i>Beam</i>	11
<i>Draught</i>	11
<i>Air Draught</i>	11
<i>Displacement tonnage</i>	11
<i>Arrival Displacement</i>	11
<i>Maximum Displacement Alongside</i>	11
<i>(Summer) Deadweight Tonnage (DWT)</i>	11
<i>Gross tonnage (GT)</i>	11
<i>Net tonnage</i>	12
<i>Vessel Direction</i>	12
<i>Inbound</i>	12

<i>Outbound</i>	12
<i>Shifting</i>	12
<i>Alongside</i>	12
<i>Upriver or Upstream</i>	12
<i>Downriver</i>	12
DEPTH INFORMATION	13
<i>Sounding Datum / Chart Datum</i>	13
<i>Maintained Depth</i>	13
<i>Sounding</i>	13
<i>Sounding Minimum</i>	13
<i>Sounding Maximum</i>	13
<i>Height of tide</i>	13
<i>Tidal Prediction</i>	13
<i>Astronomical Tide</i>	13
<i>Environmental Tide</i>	13
<i>Residual Tide</i>	13
<i>High Water / High Tide</i>	13
<i>Low Water / Low Tide</i>	13
<i>Water Density</i>	13
<i>Minimum Water density</i>	14
<i>Nature of Bottom</i>	14
<i>Dredged area</i>	14
<i>Dredging regime</i>	14
<i>Overdredge</i>	14
RESTRICTIONS	15
RESTRICTIONS - Restrictions specific to vessel dimensions.	15
<i>Under Keel Clearance (UKC)</i>	15
<i>UKC policy</i>	15
<i>Dynamic UKC</i>	15
<i>Allowance</i>	15
<i>Under Keel Allowance</i>	15
<i>Motions Allowance</i>	15
<i>Fresh Water Allowance</i>	15
<i>Maximum draught without over the tide operations</i>	15
<i>Maximum draught with over the tide operations</i>	15
<i>Maximum length</i>	16
<i>Minimum Parallel Mid-Body Alongside</i>	16
<i>Maximum beam</i>	16
<i>Maximum air draught</i>	16
<i>Maximum tonnage</i>	16
<i>Safe Overhead Clearance</i>	16
<i>Maximum Arrival Displacement</i>	16
<i>Maximum Displacement Alongside</i>	16
RESTRICTIONS - Restrictions related to external conditions	17

<i>Vertical tide restriction</i>	17
<i>Horizontal tide restriction</i>	17
<i>Wind restriction</i>	17
<i>Visibility restriction</i>	17
<i>Ice restriction</i>	17
<i>Sea State restriction, i.e swell.</i>	17
<i>Extra measures</i>	17
RESTRICTIONS - Related to vessel manoeuvring and berthing.	18
<i>Speed restriction</i>	18
<i>Passing restriction</i>	18
<i>Mandatory tug use</i>	18
<i>Berthing information</i>	18
<i>Extra measures</i>	18
VESSEL TRAFFIC SERVICE INFORMATION	19
<i>VTS Area</i>	19
<i>Vessel Traffic Service</i>	19
<i>Competent Authority</i>	19
<i>VTS Authority</i>	19
<i>VTS Operator</i>	19
GENERAL PORT INFORMATION	20
<i>General information</i>	20
<i>Developments</i>	20
<i>Port Location</i>	20
<i>Limits description</i>	20
<i>ISPS security level</i>	20
<i>Load Line Zone</i>	20
<i>Maximum vessel sizes</i>	20
<i>Time Zone</i>	21
<i>Local holidays</i>	21
<i>Working hours</i>	21
<i>Cargo</i>	21
<i>Charts</i>	21
<i>Shipping announcements</i>	21
<i>Legal disclaimer</i>	21
<i>Website</i>	21
CONTACT INFORMATION	22
<i>General contact information</i>	22
<i>Point of contact</i>	22
<i>Inter ship Communication</i>	22
WEATHER AND TIDAL INFORMATION	23
<i>Real time weather and tidal information</i>	23
<i>Local weather and tidal phenomena</i>	23
REPORTS & DOCUMENTATION	24
<i>Pre arrival Reports</i>	24

<i>In port Reports</i>	24
<i>Pre departure Reports</i>	24
<i>Documentation Requirements</i>	24
<i>Regulation</i>	25
<i>Exemptions</i>	25
<i>PORT SAFETY</i>	25
<i>Emergency coordination centre</i>	25
<i>Emergency response equipment</i>	25
<i>Emergency procedures</i>	25
<i>SERVICES</i>	26
<i>NAUTICAL SERVICES</i>	26
<i>VESSEL SERVICES</i>	26
<i>ETA- Location – Estimated Time of Arrival - Location</i>	27
<i>ATA- Location – Actual Time of Arrival - Location</i>	27
<i>ETD - Location– Estimated Time of Departure - Location</i>	27
<i>ATD - Location– Actual Time of Departure - Location</i>	27
<i>PTA --Location – Planned Time of Arrival- Location</i>	27
<i>PTD - Location – Planned Time of Departure - Location</i>	27
<i>Pilot On Board - Vessel Direction</i>	27
<i>Pilot Disembarked</i>	27
<i>Tugs Stand By & Ready to Assist</i>	27
<i>Tugs Dismissed</i>	27
<i>First Line Secured / Released</i>	27
<i>Last Line Secured / Released</i>	28
<i>Safe Access to Shore open</i>	28
<i>Safe Access to Shore closed</i>	28
<i>All Fast</i>	28
<i>All Clear</i>	28
<i>ETS - Service – Estimated Time of Start – Service</i>	28
<i>ATS - Service – Actual Time of Start - Service</i>	28
<i>ETC - Service – Estimated Time of Completion - Service</i>	28
<i>ATC – Service – Actual Time of Completion - Service</i>	28
List of Abbreviations	29
Measurements and Datums	30
Standard Vessel Types	31

Revision history

Version 1.0	December 2016	Created
Version 2.0	March 2017	Major revision and formatting. Sent for review.
Version 4.0	June 2017	Following review by shipping companies and stakeholders.
Version 5.2	August 2017	Further review by shipping companies and stakeholders.

INTRODUCTION

Background

Since 2006, after a call for action by the shipping industry during a congress in Malta, the IHMA (International Harbour Masters Association) and UKHO (United Kingdom Hydrographic Office) have been working hard to come up with a defined structure and authoritative definitions for port information which can be distributed to both ports and vessels for the purpose of improving communications and port efficiency.

An initial project, AVANTI (Access to Validated, Nautical Information) and later PRONTO (Port Rendezvous Of Nautical and Terminal Operations), examined the needs of all stakeholders involved in vessel operations in ports and a website, designed to address those needs was produced. As an offshoot of that initial project the importance of consistent standards and definitions emerged which is the objective of this publication.

A high priority is placed on the ability for vessels and the various port agencies to communicate using clear and authoritative definitions for the various terms used daily in port operations. The definitions contained here are sourced from existing standards within the shipping industry. Only when no applicable definition could be found a new one was introduced and published via the glossary of the UKHO's Mariners Handbook (NP100), the publication available most frequently on the bridge of all SOLAS (UN Safety Of Life At Sea convention) vessels and in most offices of harbour masters globally.

Together with leading shipping lines, ports and hydrographic offices the following needs have been identified:

- The need for global, cross industry functional definitions. Many resources have been spent looking for existing definitions within the shipping industry and beyond (e.g. World Meteorological Office, International Standardisation Organisation))
- The need for global data definitions and formats to share data
- The need for an application that allows ports to manage their data using their local language and their own information database, but which also allows them to share data
- The need to address SOLAS compliance, Charter Party clauses, the business process of shipping, and the legal exposure of the port itself

The project was initiated by the following bodies:

- International Harbour Masters Association, European Harbour Master Committee
- United Kingdom Hydrographic Office
- Lloyds Marine Intelligence Unit
- International Taskforce Port Call Optimization (Shell, Maersk Line, MSC, CMA-CGM, Port of Gothenburg, Port of Singapore, Port of Houston, Port of Algeciras, Port of Busan, Port of Rotterdam, Port of Ningbo-Zhoushan)

The following standards bodies have been consulted to arrive at the definitions contained within this document.

- International Harbour Master Association, International Association of Marine Aids to Navigation and Lighthouse Authorities, United Kingdom Hydrographic Office, International Hydrographic Organisation, BIMCO,, GS1, International Standardisation Organisation

The project is supported by:

- United Kingdom Protection and Indemnity Club (UK P&I)

[How this guide is organised:](#)

SECTIONS – this guide groups its definitions according to a vessel’s passage through a port. As the vessel moves within a port it passes through a number of discrete, mutually exclusive “sections” of the port, which are well defined areas of the port’s jurisdiction within which particular restrictions or rules may apply

The content of this guide reflects this journey by splitting the definitions into the following parts:

1. Definition of terms used during a vessel’s port call.
 - a. Section Type information dealing with the characterisation of individual port sections and terms defining them.
 - b. Vessel information – information regarding the actual vessel and its dimensions.
 - c. Definitions relating to depth information
 - d. Definitions relating to restrictions enforced within the port either from external conditions within the port or specific to vessel dimensions or manoeuvres
 - e. Provision of VTS (Vessel Traffic Services)
2. General Information about the port. This part defines minimum general information which should be available about each port.
3. Event information. This part defines terms and formats used for recording information within the port relevant to an individual vessel’s port call.

Each entry in this guide is formatted as per the example below:

Summer Dead Weight Tonnage	The weight, of cargo, stores, fuel, passengers and crew carried by a vessel when loaded to her maximum summer load line. Units: Tonnes (1000kg) or Tons (2240lb)
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The term being defined is to the left of the page with the definition on the right. If units or format are required, then they are clearly indicated in the definition text.

Location Identifiers:

It is important that unique identifiers for real-world features are available and the project has engaged with the GS1 standardisation group (<http://www.gs1.org/gln>) to promote the use of Global Location Numbers (GLN) for the identification of features defined within this publication. The aim is that as ports define their facilities within the parameters of the standards defined within this publication they will use GLN numbers to assign a unique identifier to each location which will remain in place at all times.

INDIVIDUAL PORT SECTIONS

This part of the guide contains definitions which relate to particular “sections” of a port in terms of the vessel’s passage through them. The definitions cover routeing and traffic measures in port approaches as well as natural and man-made features relevant to safe navigation. Each term defined here will be linked to a single “section” within the port’s jurisdiction.

Port	Any port, terminal, offshore terminal, ship and repair yard or roadstead which is normally used for the loading, unloading, repair and anchoring of ships, or any other place at which a ship can call. The word also embraces, geographically, the city or borough which serves shipping interests.
Roads	An open anchorage which may, or may not, be protected by shoals or reefs affording less protection than a harbour. Sometimes found outside harbours
Deep Water Route	A route in a designated area, within defined limits, which has been accurately surveyed for clearance of sea bottom and submerged obstacles to a minimum indicated depth of water
Traffic Separation Scheme	A scheme which aims to reduce the risk of collision in congested and/or converging areas by separating traffic moving in opposite, or nearly opposite, directions
Anchorage	An area in which vessels anchor or may anchor
Anchor berth	A designated area of water where a single vessel may anchor
Precautionary area	A routeing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended
Pilot Boarding Place	At sea, the meeting place to which the pilot comes out
Pilot Station	Ashore, a lookout station keeping visual watch, or an office or headquarters of pilots; the place where the services of a pilot may be obtained
Fairway	Sometimes called Ship Channel. The main navigable channel in the approaches to, or within, a river or harbour
Basin	A sheltered body of water available for port operations connecting either with the sea, with an outer port or with another basin
Turning basin	An area of water or enlargement of a channel in a port, where vessels are enabled to turn, and which is kept clear of obstructions such as buoys for that purpose
Berth	A named or numbered place where a vessel is moored at a wharf
Berth status	The status of an individual berth, e.g. operational, under construction

Bridge	A structure erected over a depression or an obstacle such as a body of water, railroad, etc. to provide a roadway for vehicles, pedestrians or to carry utility service(s)
Lock	An enclosure at the entrance to a tidal basin, or canal, with caissons or gates at each end by means of which ships are passed from one water level to another without materially altering the higher level
Barrier	An obstruction, usually artificial, in a river

VESSEL INFORMATION

This set of definitions cover elements of the vessel itself, its dimensions and other statistics.

IMO number	A number assigned to sea-going merchant vessels under the International Convention for the Safety of Life at Sea (SOLAS). These are assigned by IHS Fairplay to individual vessels. Format: The characters “IMO” followed by a unique seven-digit number, e.g. “IMO 9227338”
Vessel Type	The purpose of the vessel. A comprehensive list of unique vessel types taken from the IHS Fairplay’s comprehensive “statcode” system is reproduced in Appendix B
Length Overall (LOA)	The maximum length of a vessel’s hull measured parallel to the waterline. Units: decimal metres
Parallel Mid- Body (PMB)	The measurement (length) at the water line of the flat side of the vessel. Units: decimal metres
Estimated Minimum Parallel Mid-Body Alongside	The estimated minimum PMB of the vessel during time alongside, including both arriving and departing the berth and while alongside the berth. Units: decimal metres
Beam	The beam of a ship is its width at the widest point as measured at the ship’s nominal waterline. Units: decimal metres
Draught	The vertical distance from the bottom of the keel to the waterline. Units: decimal metres
Air Draught	The distance from the waterline to the highest point on a vessel. Units: decimal metres
Displacement tonnage	The weight of water displaced by a vessel and is equal to her weight and all that is in her. Units: Tonnes (1000kg) or Tons (2240lb)
Arrival Displacement	The displacement of the vessel on arrival at the berth
Maximum Displacement Alongside	The maximum displacement of the vessel while alongside the berth
(Summer) Deadweight Tonnage (DWT)	The difference in tonnes between the displacement of a ship in water of a specific gravity of 1.025 (corresponding to average density of sea water) at the draught corresponding to the assigned summer freeboard and the light displacement (lightweight) of the ship. This can also be defined as the weight, of cargo, stores, fuel, passengers and crew carried by a vessel when loaded to her maximum summer load line. Units: Tonnes (1000kg) or Tons (2240lb)
Gross tonnage (GT)	Measured according to the law of the national authority with which a vessel is registered. This measurement is, broadly, the capacity in cubic feet of the spaces within the

	hull and of the enclosed spaces above the deck available for cargo, stores, passengers and crew, with certain exceptions, divided by 100. Units: Dimensionless
Net tonnage	Derived from gross tonnage by deducting spaces of the accommodation of crew, navigation, machinery and fuel. Unit: Dimensionless
Vessel Direction	The general direction of the vessel for which information applies. Text: one of: Inbound, Outbound, Alongside, Shifting, Upriver, Downriver
Inbound	Ship's physical movement from approach to (anchor) berth
Outbound	Ship's physical movement from (anchor) berth to its next destination
Shifting	Ship's physical movement from (anchor) berth to (anchor) berth
Alongside	Time from First Line Secured till Last Line Released
Upriver or Upstream	Toward the source of a stream or river.
Downriver or Downstream	Toward the mouth of a stream or river

DEPTH INFORMATION

This part of the guide defines terms relevant to the measurement of depth within individual port sections.

Sounding Datum / Chart Datum	The vertical datum to which soundings, maintained depths and drying heights on a chart are referred. It is usually taken to correspond to a low water stage of the tide Units: Named datum
Maintained Depth	The depth at which a channel is kept by human influence, usually by dredging. Units: decimal metres with reference to a specific Sounding Datum
Sounding	Measured or charted depth of water or the measurement of such a depth. Units: decimal metres with reference to a specific Sounding Datum
Sounding Minimum	The minimum (shoalest) value of a depth range. Units: decimal metres with reference to a specific Sounding Datum
Sounding Maximum	The maximum (deepest) value of a depth range. Units: decimal metres with reference to a specific Sounding Datum
Height of tide	Units: The vertical distance between the chart datum to the level of the water at a particular time. Units: decimal metres with reference to a specific Sounding Datum
Tidal Prediction	A prediction of the vertical change in water level and/or the horizontal flow of tidal streams at a particular time in a specific location. Normally a prediction of astronomical tidal effects only. Units: decimal metres with reference to a specific Sounding Datum
Astronomical Tide	A change in water level caused by the attraction of the sun , moon and planets
Environmental Tide	A change in water level caused by local meteorological conditions
Residual Tide	A correction to astronomical tide to account for local weather condition and river flow
High Water / High Tide	The highest level reached at a place by the water surface in one oscillation. Units: decimal metres with reference to a specific Sounding Datum
Low Water / Low Tide	The lowest level reached at a place by the water surface in one oscillation. Units: decimal metres with reference to a specific Sounding Datum
Water Density	Density is equivalent to specific gravity and represents the ratio, at atmospheric pressure, of the weight of a given volume of sea water to that of an equal volume of distilled water at 4 degrees Celsius. Units: kg/m ³

Minimum Water density	The minimum water density value within a particular area. Units: kg/m ³
Nature of Bottom	The feature of the bottom including the material of which it is composed and its physical characteristics. Formatted according to International Chart 1, BA Chart 5011 e.g. Sand, Mud, Clay, Silt, Stones, Gravel, Pebbles, Cobbles, Rock, Boulder, Coral
Dredged area	An area of the bottom of a body of water which has been deepened by dredging
Dredging regime	The strategy adopted in a dredged area to ensure that the actual depth within the area is never less than a specific depth
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 Units: decimal metres

RESTRICTIONS

A restriction is a rule imposed by an authority on vessel operations due to some external factor. A restriction is normally applicable within a particular area, usually a named section of the port.

Restrictions are generally applied to vessels defined by their specific type, size, direction of travel and other factors.

Restrictions are broadly divided into those specific to a vessel's dimensions, related to conditions within the port (or port section) or those specific to a vessel's planned manoeuvring or berthing operations.

RESTRICTIONS - Restrictions specific to vessel dimensions.

Under Keel Clearance (UKC)	The distance between the lowest point of the ship's hull, normally some point on the keel, and the sea bottom. Units: A defined value in decimal metres or a percentage of draught and/or beam
UKC policy	A restriction imposed by an authority on a vessel to ensure the depth below the keel meets an acceptable (usually minimum) single or range of values. Units: A defined value in decimal metres or percentage of draught and/or beam
Dynamic UKC	The change in draught of a vessel due to vessel motion and manoeuvring in the water. Determined using real time measurement of tides and waves together with modelled vessel motions (pitch, roll, yaw, heave, sway). Also includes squat. Units: A defined value in decimal metres or a percentage of draught and/or beam
Allowance	A component of a vessel's overall UKC value due to a specific named factor
Under Keel Allowance	The estimated minimum UKC in a given area. Units: Units: A defined value in decimal metres or percentage of draught and/or beam
Motions Allowance	A component of UKC allowance to account for the combined effect of vessel motion on the draught of the vessel. Units: A defined value in decimal metres or percentage of draught and/or beam
Fresh Water Allowance	The change in draught of a vessel due to the difference between salt and fresh water
Maximum draught without over the tide operations	Maximum draught without utilizing tidal operations. Units: decimal metres to a defined water density measured in kg/m ³
Maximum draught with over the tide	Maximum draught utilising tidal changes to discharge or

operations	load cargo before a low tide level is reached, thus maintaining the vessel “always afloat”. Units: decimal metres, to a defined water density measured in kg/m ³
Maximum length	Maximum permitted length overall (LOA). Units: decimal metres
Minimum Parallel Mid-Body Alongside	The minimum PMB requirement for the berth during time alongside, including both arriving and departing the berth. Units: decimal metres
Maximum beam	Maximum permitted beam. Units: decimal metres
Maximum air draught	Maximum permitted air draught. Units: decimal metres
Maximum tonnage	Maximum tonnage, specified with reference to a particular tonnage type. Units: Tonnes (1000kg) or Tons (2240lb)
Safe Overhead Clearance	The height above a given vertical datum at which the highest points of a ship can pass under an overhead power cable without risk of electrical discharge from the cable to the ship or without making contact with a bridge. Units: decimal metres.
Maximum Arrival Displacement	The maximum displacement of the vessel on arrival at the berth. Units: Tonnes (1000kg) or Tons (2240lb)
Maximum Displacement Alongside	The maximum displacement of the vessel whilst alongside the berth. Units: Tonnes (1000kg) or Tons (2240lb)

RESTRICTIONS - Restrictions related to external conditions.

Vertical tide restriction	Restriction due to the height of tide. Referred to tidal information at location. Tidal Window can be in hours before or after High (or Low) water of reference station. Decimal hours are used for description of tidal window. Decimal metres are used for description of tidal height
Horizontal tide restriction	Restriction due to the tidal stream at any point. Referred to tidal information at location. Tidal Window can be in hours before or after High (or Low) water of reference station. Decimal metres per second are used for description of tidal stream rate and degrees for tidal stream direction if specified
Wind restriction	Restriction due to the strength of wind at any point. Referred to wind information at location. Wind speed: metres per second; wind direction: clockwise from quadrant to quadrant, 2 points accuracy. (e.g. NNE to ENE)
Visibility restriction	Restriction due to the visibility. Referred to visibility information at location. Units: metres
Ice restriction	Period of the year in which the port may be affected by ice and restrictions may be put in place. Format: Start and End date of restriction
Sea State restriction, i.e swell.	A restriction imposed because of exceptional sea state conditions. Units: decimal metres (swell)
Extra measures	Any extra measures necessary for the safe handling of the vessel under the conditions specified in other restrictions

RESTRICTIONS - Related to vessel manoeuvring and berthing.

The following section defines categories of restrictions which are related to an individual vessel’s manoeuvring or berthing operations.

Speed restriction	Restriction due to vessel speed. Knots (Nautical miles per hour) specified as over ground or through the water
Passing restriction	Local rules in addition to collision regulations which place restriction on how and where vessels may pass each other
Mandatory tug use	Tug(s) which a vessel must use within a port region under all conditions
Berthing information	Information on berthing from a port authority intended for safe mooring of a vessel
Extra measures	Any extra measures necessary for the safe handling of the vessel under the conditions specified in other restrictions

VESSEL TRAFFIC SERVICE INFORMATION

A VTS (Vessel Traffic Services) is a service implemented by a Competent Authority, designed to improve the safety and efficiency of vessel traffic and to protect the environment.

The definitions within this part of the guide are normally applied per port section. Unless otherwise stated all definitions are specified as free text.

VTS Area	The delineated, formally declared service area of the VTS. A VTS area may be subdivided into sub-areas or sectors. A VTS Area may be divided into a number of sectors to ensure that the loading is within the capability of each VTS Operator to manage. This will depend on factors such as traffic density, traffic patterns, type(s) of service and surveillance requirements
Vessel Traffic Service	A service implemented by a Competent Authority, designed to improve the safety and efficiency of vessel traffic and to protect the environment. The service should have the capability to interact with the traffic and to respond to traffic situations developing in the VTS area
Competent Authority	The authority made responsible, in whole or in part, by a Government for safety, including environmental safety, and efficiency of vessel traffic and the protection of the environment
VTS Authority	The authority with responsibility for the management, operation and co-ordination of the VTS, interaction with participating vessels, and the safe and effective provision of the service
VTS Operator	An appropriately qualified person performing one or more tasks contributing to the services of the VTS.

GENERAL PORT INFORMATION

This part of the guide defines the requirements for information regarding the entire port / port authority. The information specified by these definitions covers all sections of the port. Where information should be in a particular format the content is described with the definition. It is required for all ports to define the information within this section.

General information	General, introductory information about the port. This should be confined to information not contained in any other definitions
Developments	Details of any active development affecting traffic in the port. Long term development plans should not be covered here but reference can be made to a section on the port website
Port Location	<p>A single position which represents the port as a whole (generally a centre of gravity position is chosen to represent the port's location)</p> <p>Format:</p> <ul style="list-style-type: none">• Latitude: degrees, decimal minutes WGS 84• Longitude: degrees, decimal minutes WGS 84• Country Code: ISO 3166-1, 2 characters• UN Location Code: UN Code for Trade and Transport• Location Description: free text
Limits description	Description of the area covered by the information specified
ISPS security level	<p>Current security level of the port according to the International Ship and Port Facility Security Code :</p> <p>http://www.imo.org/blast/mainframe.asp?topic_id=897#levels</p> <p>Format:</p> <ul style="list-style-type: none">• ISPS Security Level: Level 1,2 or 3• Qualifying Remarks: free text
Load Line Zone	<p>The load line zone in which the port is located, as defined by the IMO's International Convention on Load Lines</p> <p>Format:</p> <p>Free text according to the IMO Loadline convention with respect to the seasonal zones: :</p> <p>Summer, Winter, Tropical, Winter North Atlantic, Fresh, Tropical Fresh</p>
Maximum vessel sizes	<p>Any size constraints on vessels using the port as a whole. It is not intended to capture constraints that may exist within an individual berth or port section - these should be captured in the appropriate section</p> <p>Format:</p> <ul style="list-style-type: none">• Maximum length: in decimal metres

- Maximum beam: in decimal metres
- Maximum air draught: in decimal metres
- Supplementary information: free text

Time Zone	Time zone in which the port is located Format: <ul style="list-style-type: none"> • Standard Time: UTC +/- xx hrs • Daylight Saving Time: UTC +/- xx hrs • DST Start: date • DST End: date
Local holidays	Dates and names of any local or national holidays that may affect the working of the port Format: <ul style="list-style-type: none"> • Name: free text • Start Date: date • End Date: date
Working hours	Working days and hours for the Port Authority, i.e. the times when they are contactable. It does not define the specific working times of various port services or terminals: these should be recorded as individual services Format: <ul style="list-style-type: none"> • Start Day: free text • End Day: free text • Week Day Start: free text • Week Day End: free text
Cargo	Types of cargo handled by the port <ul style="list-style-type: none"> • Cargo Type: free text • Weight of Goods: weight of goods or number of containers per calendar year in tonnes • Supplementary Information: free text
Charts	Charts and publications that can be used to navigate the port approaches and port basins and waterways Format (per chart or publication): <ul style="list-style-type: none"> • Chart Number: free text • Title: free text • Identifier: free text • Publisher: free text
Shipping announcements	Local shipping announcements relevant to port users
Legal disclaimer	Any additional legal disclaimers that a port wish to make
Website	Hyperlink to the official port website

CONTACT INFORMATION

This section defines the content of contact details.

Contact details will generally be supplied for:

1. All people and service providers who are the recipients of reports under the "reports and documentation " section
2. The emergency coordination centre
3. The service providers referenced under "nautical services" and "vessel services"

General contact information	Introductory text or high level, nonspecific information for contacting people in the port. This does not contain specific name, address or other contact details for any individual or service (These are defined as individual "Point of contact")
Point of contact	Detailed contact information for an official point of contact within the port Format: <ul style="list-style-type: none">• Individual Name: free text• Department name: free text• Role: free text• Hours of Service: free text• Contact Instructions: free text• Voice Number: free text• Fax Number: free text• VHF Channel: free text• E-mail: free text• Delivery Point: free text• City: free text• Administrative Area: free text• Postal Code: free text• Country: free text
Inter ship Communication	Specification of a communication channel for vessels in the port or a port section Format: <ul style="list-style-type: none">• VHF Usage: free text• VHF Channel: free text• Remarks: free text

WEATHER AND TIDAL INFORMATION

Weather and tide information for the port

Real time weather and tidal information	Links to any official real-time weather or tidal information provided by the port Format: Free text or reference to a port website
Local weather and tidal phenomena	Details of any important local weather or tidal conditions within the port Format: <ul style="list-style-type: none">• Phenomena: free text• Details: free text• Location: free text

REPORTS & DOCUMENTATION

Defines the various reports and documentation that a visiting vessel will be expected to send to the port either before arrival, during its stay in port or before and after departure. Port's reports will be in fixed formats and will require completion. Documentation are standardised documents which need to be presented to the port authorities. The exact requirements will vary per port.

Pre arrival Reports	Detailed requirements for each report that needs to be sent to the port before arrival Format: <ul style="list-style-type: none">• Report Category: free text• Who: free text• What: free text• To: free text• How: free text• When: free text• Remarks: free text
In port Reports	Detailed requirements for each report that needs to be sent to the port whilst in port Format: <ul style="list-style-type: none">• Report Category: free text• Who: free text• What: free text• To: free text• How: free text• When: free text• Remarks: free text
Pre departure Reports	Detailed requirements for each report that needs to be sent to the port prior to departure Format: <ul style="list-style-type: none">• Report Category: free text• Who: free text• What: free text• To: free text• How: free text• When: free text• Remarks: free text
Documentation Requirements	Details of any documentation that vessels will be required to provide to authorities in port Format: <ul style="list-style-type: none">• Vessel Type: free text• Document: free text

REGULATIONS AND EXEMPTIONS

Details of any relevant local regulations that apply in the port such as bunkering procedures, use of linesmen or Pilot Exemption Certificate (PEC). This does not include national or international regulations which may be documented elsewhere.

Regulation	Details of any local regulations that apply in the port or its surrounding waters Free text or reference to a port website
Exemptions	Any exemptions that may apply to classes of vessel or suitably qualified people Free text or reference to a port website

PORT SAFETY

Identification of equipment, procedures and points of contact that should be used in case of an emergency within the port

Emergency coordination centre	The Emergency Coordination Centre information for the port. Individuals should be entered as a “Point of Contact” and referenced within this information Free text
Emergency response equipment	Types, locations and availability of emergency response equipment Format: <ul style="list-style-type: none">• Equipment Type: free text• Equipment Availability: free text
Emergency procedures	Relevant emergency response procedures Format: <ul style="list-style-type: none">• Category of Emergency: free text• Emergency Procedure: free text

SERVICES

This section defines the individual services that are available in the port

NAUTICAL SERVICES Services related to the safe passage and berthing of the vessel: VTS, Pilots, Tugs, Linesmen

Format:

- Nautical Service Type: free text
- Service Name: free text
- Service Location Description: free text
- Service Area Description: free text
- Service Hours: free text
- Working Hours: free text
- Service Details: free text

VESSEL SERVICES Services related to the vessel and her cargo: Bunkers, Provisions, Stores, Waste per IMO class, Repairs, lashing, Cargo survey, Draught survey, Vetting

Format:

- Vessel Service Type: free text
- Service Name: free text
- Service Location Description: free text
- Service Area Description: free text
- Service Hours: free text
- Service Details: free text
- Working Hours: free text
 - Start Day: free text
 - End Day: free text
 - Week Day Start: free text
 - Week Day End: free text

EVENT INFORMATION

The port call of a vessel is defined in terms of a sequence of mutually exclusive “events”. Each event is a snapshot in time, i.e. it has a beginning and an end time and takes place in a particular location. The definition of individual events are also defined in this section and are in line with International Maritime Organization Facilitation (FAL) logbook and manoeuvring book entries.

ARRIVAL AND DEPARTURE TIMES

This section contains definitions for the specification of planned and actual arrival and departure events within a location. All events are specific to a particular time window and place. Locations (Places) are defined either as named port sections or local conspicuous locations

All times are formatted according to ISO 8601 and have the form: **YYYY-MM-DDTHH:MM:SSZ**. Here “Z” represents the “zero” time zone (UTC+0) and T represents “Time”.

ETA- Location – Estimated Time of Arrival - Location	The Date/Time when a vessel estimates it will arrive at a specified location, as per port section standards
ATA- Location – Actual Time of Arrival - Location	The Date/Time when a vessel arrives at a specified location, as per port section standards
ETD - Location– Estimated Time of Departure - Location	The Date/Time when a vessel estimates it will depart from a specified location, as per port section standards
ATD - Location– Actual Time of Departure - Location	The Date/Time when a vessel departs from a specified location, as per port section standards
PTA --Location – Planned Time of Arrival- Location	The Date/Time when a vessel is planned to arrive at a specified location, as per port section standards
PTD - Location – Planned Time of Departure - Location	The Date/Time when a vessel is planned to depart from a specified location, as per port section standards

NAUTICAL SERVICE TIMES

The definition of each type of event are shown in the following table.

Pilot On Board - Vessel Direction	Actual Time the Pilot Safely embarked the vessel to be piloted with specified direction, as per vessel standards
Pilot Disembarked	Actual Date/Time the Plot physically disembarked the vessel that has been piloted
Tugs Stand By & Ready to Assist	Actual Date/Time the Tug(s) are available to assist the vessel
Tugs Dismissed	Actual Date/Time the Tug(s) are no more available to assist the vessel
First Line Secured / Released	Actual Date/Time the First Mooring Line was secured or

	released
Last Line Secured / Released	Actual Date/Time the Last Mooring Line was secured or released
Safe Access to Shore open	Actual Date/Time the Gangway in position as per applicable regulations
Safe Access to Shore closed	Actual Date/Time the Gangway raised
All Fast	All lines tight and secured, ETOPS secured if applicable
All Clear	All lines clear of propellers and bow thrusters

VESSEL SERVICE TIMES

This sections defines the terms used to capture the date/time of events related to servicing of a vessel during its port call. Services may vary widely and range from cargo services to bunkering, provision, repairs, maintenance cleaning etc. All entries are formatted as ISO8601 Date/Time stamps.

ETS - Service – Estimated Time of Start – Service	Date/Time when a service provider estimates a specified service will start, including preparations Service as per vessel service standards
ATS - Service – Actual Time of Start - Service	Actual Date/Time when a service provider starts a specified service, including preparations Service as per vessel service standards
ETC - Service – Estimated Time of Completion - Service	Date/Time when a service provider estimates a specified service will be completed, including related actions to this service to allow the vessel to sail (e.g. completion cargo service includes e.g. lashing or paper work) Service as per vessel service standards
ATC – Service – Actual Time of Completion - Service	Actual Date/Time when a service provider completes a specified service, including related actions to this service to allow the vessel to sail (e.g. completion cargo service includes e.g. lashing or paper work) Service as per vessel service standards

List of Abbreviations.

AVANTI	Access to Validated, Nautical Information
BIMCO	Baltic and International Maritime Council
DWT	Deadweight Tonnage
EHMC	European Harbour Masters Committee
ENC	Electronic Navigational Chart
ETOPS	Emergency Towing Off Pendants
FAL	Facilitation of International Maritime Traffic
GLN	Global Location Number
GT	Gross Tonnage
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IHMA	International Harbour Masters Association
IHO	International Hydrographic Organisation
ISO	International Organisation for Standardisation
ISPS	International Ship and Port Facility Security (Code)
LMIU	Lloyds Marine Intelligence Unit
LOA	Length Overall
OCIMF	Oil Companies International Marine Forum
PEC	Pilot Exemption Certificate
PMB	Parallel Mid-Body
PRONTO	Port Rendezvous Of Nautical and Terminal Operations
SOLAS	Safety Of Life At Sea (Convention)
TSS	Traffic Separation Scheme
TZ	TimeZone
UKC	Under Keel Clearance
UKHO	United Kingdom Hydrographic Office
UKP&I	United Kingdom Protection and Indemnity (Club)
UN	United Nations
VHF	Very High Frequency
VTS	Vessel Traffic Service
WMO	World Meteorological Organisation

Measurements and Datums

The diagram below shows the relationship between the various terms and definitions used in the description of depths. Vessels engaged in port calls encounter depth measurements in a variety of forms and against multiple vertical datums. The diagram shown below is designed to make these measurements clear and to uniquely define the terms used.

Further information on the terms used here and the background to their definitions and use within Charts and Publications is contained in Admiralty publication NP100 The Mariner's Handbook and Admiralty Publications NP5011 and NP5012 which describe the symbols found within paper and ENC charts respectively.

Individual navigational charts will always contain definitions of which vertical datum is in use and the mariner is encouraged to use the diagram in conjunction with the appropriately scaled navigational chart when evaluating depth measurements and the calculation of under keel clearance.

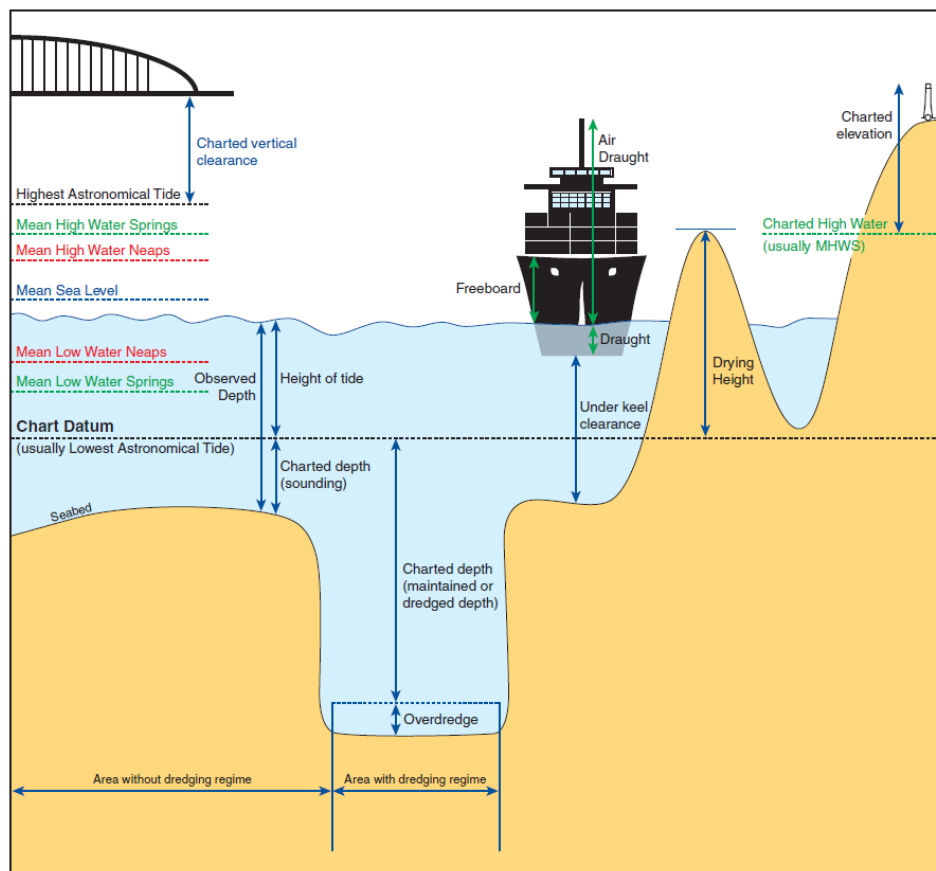


Figure 1: Terms for Vertical Measurement of vessels, depths and elevations.

Standard Vessel Types.

The definitions below of standard vessel types are taken from the IHS “statcode” system for classifying vessels. This is the same system used when registering IMO numbers for individual vessels and is a comprehensive classification system used worldwide under the IMO SOLAS convention. A broad category is listed in bold with each specific vessel type listed beneath it.

Liquefied Gas

LNG Tanker
CNG Tanker
LPG Tanker
LPG/Chemical Tanker
LPG Barge, propelled
CO2 Tanker

Chemical

Molten Sulphur Tanker
Chemical Tanker
Parcels Tanker
Chemical Tanker Barge, propelled
Chemical/Products Tanker
Chemical/Products Tanker Barge, propelled
Wine Tanker
Vegetable Oil Tanker
Edible Oil Tanker
Beer Tanker
Latex Tanker
Fruit Juice Tanker

Oil

Shuttle Tanker
Crude Oil Tanker
Crude/Oil Products Tanker
Products Tanker
Tanker (unspecified)
Products Tanker Barge, propelled
Asphalt/Bitumen Tanker
Coal/Oil Mixture Tanker

Other Liquids

Water Tanker
Water Tanker Barge, propelled
Molasses Tanker
Glue Tanker
Alcohol Tanker
Caprolactam Tanker

Bulk Dry

Bulk Carrier
Bulk Carrier, Laker Only
Bulk Carrier (with Vehicle Decks)
Bulk Barge, propelled
Ore Carrier

Bulk Dry / Oil

Bulk/Oil Carrier (OBO)
Ore/Bulk/Products Carrier
Ore/Oil Carrier

Self Discharging Bulk Dry

Bulk Cargo Carrier, self discharging
Bulk Cargo Carrier, self discharging, Laker
Bulk Cargo Barge, self discharging, propelled

Other Bulk Dry

Cement Carrier
Bulk Cement Barge, propelled
Wood Chips Carrier, self unloading
Urea Carrier
Aggregates Carrier
Limestone Carrier
Refined Sugar Carrier
Powder Carrier

General Cargo

General Cargo Ship (with Ro-Ro facility)
Open Hatch Cargo Ship
General Cargo/Tanker (Container/oil/bulk - COB ship)
General Cargo/Tanker
General Cargo Ship
General Cargo Barge, propelled
Palletised Cargo Ship
Deck Cargo Ship

Passenger/General Cargo

General Cargo/Passenger Ship

Container

Container Ship (Fully Cellular)
Container Ship (Fully Cellular with Ro-Ro Facility)

Container Barge, propelled
Passenger/Container Ship

Refrigerated Cargo.

Refrigerated Cargo Ship

Ro-Ro Cargo.

Ro-Ro Cargo Ship
Rail Vehicles Carrier
Vehicles Carrier
Car Carrier
Container/Ro-Ro Cargo Ship
Landing Craft

Passenger/Ro-Ro Cargo

Passenger/Ro-Ro Ship (Vehicles)
Passenger/Ro-Ro Ship (Vehicles/Rail)
Passenger/Landing Craft

Passenger

Passenger/Cruise
Passenger Ship

Other Dry Cargo

Livestock Carrier
Barge Carrier
Barge Carrier, semi submersible
Heavy Load Carrier
Heavy Load Carrier, semi submersible
Yacht Carrier, semi submersible
Nuclear Fuel Carrier
Nuclear Fuel Carrier (with Ro-Ro facility)
Pulp Carrier

Fish Catching

Factory Stern Trawler
Stern Trawler
Trawler
Fishing Vessel

Other Fishing

Fish Factory Ship
Fish Carrier
Live Fish Carrier (Well Boat)
Fish Farm Support Vessel
Fishery Patrol Vessel
Fishery Research Vessel
Fishery Support Vessel
Seal Catcher
Whale Catcher
Kelp Dredger
Pearl Shells Carrier

Offshore Supply

Crew/Supply Vessel

Pipe Carrier
Platform Supply Ship
Anchor Handling Tug Supply
Offshore Tug/Supply Ship

Other Offshore

Offshore Support Vessel
Diving Support Vessel
Accommodation Ship
Drilling Ship
Pipe Layer Crane Vessel
Pipe Layer
Production Testing Vessel
FPSO, Oil
FPSO, Gas
Well Stimulation Vessel
Standby Safety Vessel
FSO, Oil
FSO, Gas
Trenching Support Vessel
Pipe Burying Vessel

Research

Research Survey Vessel

Towing/Pushing

Tug
Pusher Tug

Dredging

Bucket Ladder Dredger
Cutter Suction Dredger
Grab Dredger
Backhoe Dredger
Bucket Wheel Suction Dredger
Suction Dredger
Dredger (unspecified)
Water Injection Dredger
Bucket Hopper Dredger
Grab Hopper Dredger
Suction Hopper Dredger
Trailing Suction Hopper Dredger
Hopper/Dredger (unspecified)

Other Activities

Hopper, Motor
Stone Carrier
Crane Ship
Pile Driving Vessel
Icebreaker
Icebreaker/Research
Cable Layer
Cable Repair Ship
Incinerator

Waste Disposal Vessel
 Effluent carrier
 Fire Fighting Vessel
 Pollution Control Vessel
 Patrol Vessel
 Crew Boat
 Training Ship
 Utility Vessel
 Search & Rescue Vessel
 Pilot Vessel
 Salvage Ship
 Buoy Tender
 Buoy & Lighthouse Tender
 Lighthouse Tender
 Supply Tender
 Mooring Vessel
 Work/Repair Vessel
 Hospital Vessel
 Tank Cleaning Vessel
 Trans Shipment Vessel
 Anchor handling Vessel
 Rocket Launch Support Ship
 Log Tipping Ship
 Exhibition Vessel
 Theatre Vessel
 Mission Ship
 Bulk Dry Storage Ship
 Bulk Cement Storage Ship
 Mining Vessel
 Wind Turbine Installation Vessel
 Wind Turbine Installation Vessel (semi sub)
 Wind Turbine Vessel
 Bunkering Tanker
 Vessel (function unknown)
 Sailing Vessel

Inland Waterways Tanker

Chemical Tanker, Inland Waterways
 Chemical/Products Tanker, Inland Waterways
 Oil Tanker, Inland Waterways
 Edible Oil Tanker, Inland Waterways
 Water Tanker, Inland Waterways
 Vegetable Oil Tanker, Inland Waterways

Inland Waterways Dry Cargo/Passenger

Bulk Cement Carrier, Inland Waterways
 Container Ship (Fully Cellular), Inland Waterways
 General Cargo, Inland Waterways
 General Cargo/Passenger Ship, Inland Waterways
 Ro-Ro Cargo Ship, Inland Waterways
 Passenger/Ro-Ro Ship (Vehicles), Inland Waterways
 Passenger/Ro-Ro Ship (Vehicles/Train), Inland Waterways
 Cruise Ship, Inland Waterways

Passenger Ship, Inland Waterways

Inland Waterways Other Non Seagoing

Fishing, Inland Waterways
 Research, Inland Waterways
 Towing/Pushing, Inland Waterways
 Dredging, Inland Waterways
 Other Activities, Inland Waterways

Non Merchant Ships

Houseboat
 Yacht
 Yacht (Sailing)
 Sail Training Ship
 Crane Vessel, Naval Auxiliary
 Crew Boat, Naval Auxiliary
 Replenishment Dry Cargo Vessel
 Hospital Vessel, Naval Auxiliary
 Mooring Vessel, Naval Auxiliary
 Repair Vessel, Naval Auxiliary
 Training Ship, Naval Auxiliary
 Research Vessel, Naval Auxiliary
 Replenishment Tanker
 Unknown Function, Naval/Naval Auxiliary
 Diving Vessel, Naval Auxiliary
 Tug, Naval Auxiliary
 Salvage Vessel, Naval Auxiliary
 Naval Small Craft
 Boom defence Vessel
 Degaussing Vessel
 Minehunter
 Minelayer
 Minesweeper
 Netlayer
 Torpedo Recovery Vessel
 Troopship
 Munitions Carrier
 Submarine Salvage Vessel
 Aircraft Carrier
 Command Vessel
 Corvette
 Destroyer
 Escort
 Frigate
 Cruiser
 Helicopter Carrier
 Attack Vessel, Naval
 Patrol Vessel, Naval
 Torpedo Trials Vessel
 Weapons Trials Vessel
 Submarine Chaser
 Torpedo Boat
 Water Tanker, Naval Auxiliary

Logistics Vessel (Naval Ro-Ro Cargo)
Infantry Landing Craft
Landing Ship (Dock Type)
Tank Landing Craft
Submarine
Training Ship, Stationary
Accommodation Vessel, Stationary
Lightship
Museum, Stationary
Restaurant Vessel, Stationary
Radio Station Vessel
Casino, Stationary
Oxygenation Vessel
Unknown

Non Propelled

Bulk Aggregates Barge, non propelled
Covered Bulk Cargo Barge, non propelled
Bulk Cement Barge, non propelled
Fish Storage Barge, non propelled
General Cargo Barge, non propelled
Bitumen Tank Barge, non propelled
Trans Shipment Barge, non propelled
Water Tank Barge, non propelled
Hopper Barge, non propelled
Cement Storage Barge, non propelled
Chemical Tank Barge, non propelled
LPG Tank Barge, non propelled
Products Tank Barge, non propelled
Chemical/Products Tank Barge, non propelled
Crude Oil Tank Barge, non propelled
Open Bulk Cargo Barge, non propelled
Oil Storage Barge, non propelled
Bulk Dry Storage Barge, non propelled
Deck Cargo Pontoon, semi submersible
Jacket Launching Pontoon, semi submersible
Bucket Dredger Pontoon
Deck Cargo Pontoon, non propelled
Grab Dredger Pontoon
Suction Dredger Pontoon
Dredging Pontoon, unknown dredging type
Water-injection Dredging Pontoon
Crane Pontoon
Electricity Generating Pontoon, non propelled
Grain Elevating Pontoon, non propelled
Sheerlegs Pontoon
Desalination Pontoon, non propelled
Shopping Complex
Steam Supply Pontoon, non propelled
Car Park
Work/Maintenance Pontoon, non propelled
Pontoon (Function Unknown)
Inert Gas Processing Pontoon, non propelled

Jacket Launching Pontoon
Permanent Shore Facility

Non Ship Structures

Air Cushion Vehicle Passenger/Ro-Ro Ship (Vehicles)
Air Cushion Vehicle Passenger
Air Cushion Vehicle, work vessel
Wing In Ground Effect Vessel
Air Cushion Vehicle Patrol Vessel
Air Cushion Vehicle Crew Boat
Air Cushion Vehicle Research
Dock Gate
Floating Dock
Mechanical Lift Dock
Accommodation Platform, semi submersible
Drilling Rig, semi submersible
Diving Support Platform, semi submersible
Pipe layer Platform, semi submersible
Maintenance Platform, semi Submersible
Accommodation Platform, jack up
Crane Platform, jack up
Drilling Rig, jack up
Maintenance Platform, jack up
Supply Platform, jack up (Lift Boat)
Pumping Platform
Production Platform, semi submersible
Supply Platform, semi submersible
Crane Platform, semi submersible
Pipe layer Platform, jack up
Production Platform, jack up
Radar Platform
Mooring Buoy
Terminal Buoy
Linkspan/Jetty
Submersible
Underwater System