

Safeport

Future prospects

Current situation

- ECDIS is highly advanced
- VTS is used widely
- Ships are getting bigger
- Ports are getting smaller relative to the increasing size of ships
- Experienced and skilled personnel are a becoming a scarce resource

Problem areas

- Time lag between a vessel carrying out a manoeuvre and VTS operator getting that information electronically
- Direction of vessel on the screen may appear mis-leading due to weather and tidal conditions
- Availability of standard plug-in for PPU
- PPU set-up incorrectly
- Set-up time for pilot on board vessel

Future needs: Ships

- Ships to have “Bird’s Eye View” Monitor with all relevant port data
- Ships must be fitted with plug-in port which is:
 - Certified
 - Compulsory
 - Standardised
 - Agreed frequency for different ports in Europe

Future Needs: Ports

- VTS to provide more accurate “Bird’s Eye View” of controlled area with distances from all Quay Walls
- More information for pilots and VTS Operators
 - Accurate database of ships
 - Alarm systems to provide early warning of potential incidents

Legal Complexity

- Liability for incidents (Master V Pilot) is not widely tested in case law
- “VTS operator controls the space; Master controls the ship”
- A ship in port is operating to the Master’s orders and the Pilot’s advice

Conclusion

- To be fully effective the technology must be capable of replicating the spatial awareness of the pilot or ship's master
- The technology is very useful in:
 - Reduced visibility (due to fog)
 - Situations where presentation screen is distorted due to insufficient ship board radar system e.g. close proximity to quay wall