

NAVIGATION

HOME

DEFINITIONS

FINDINGS

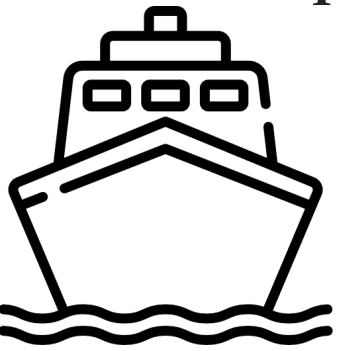
INSIGHTS





Shipment Dashboard

Full Insights



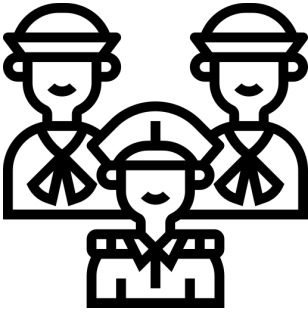
TOTAL SHIPS

985



NATIONALITY

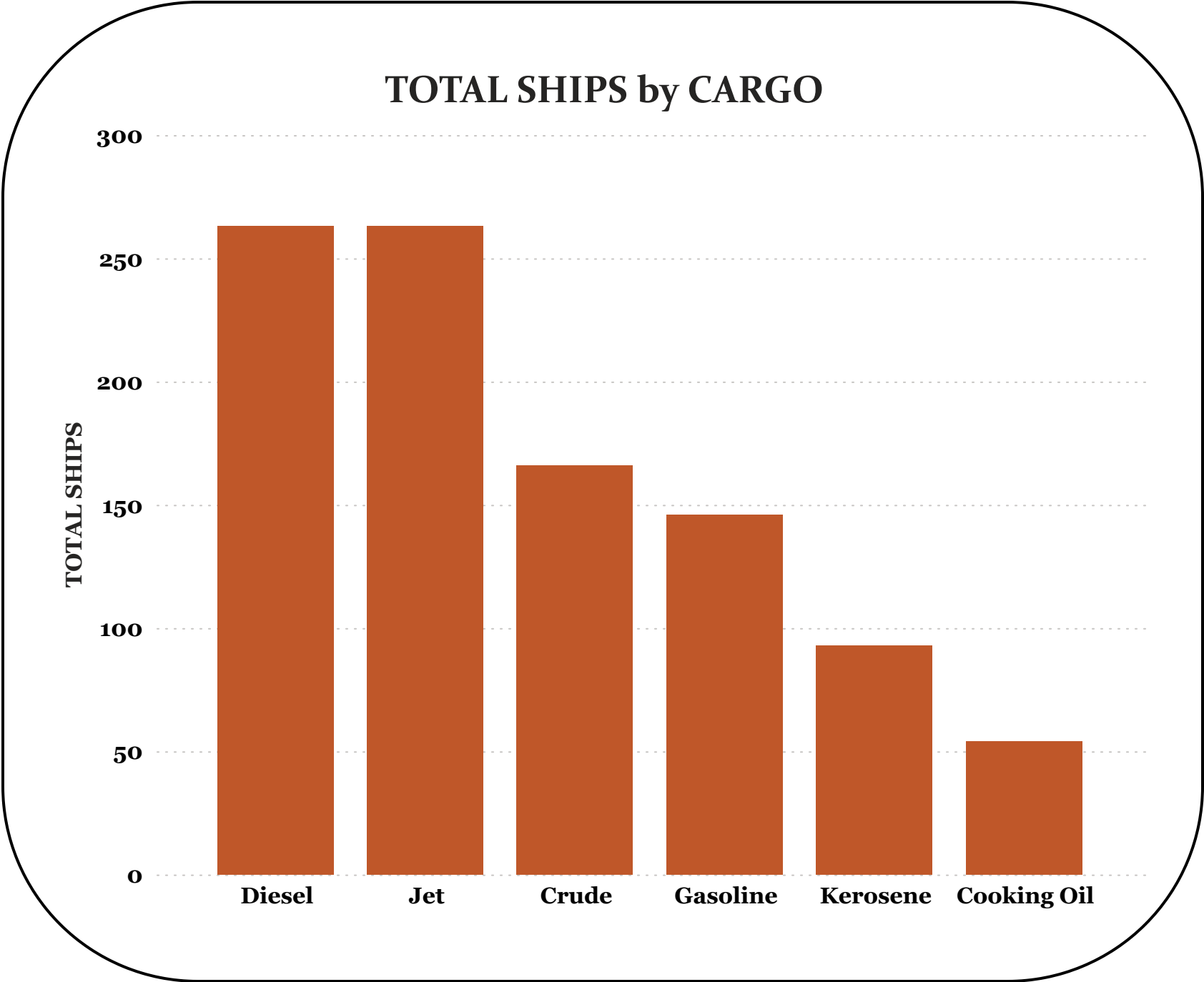
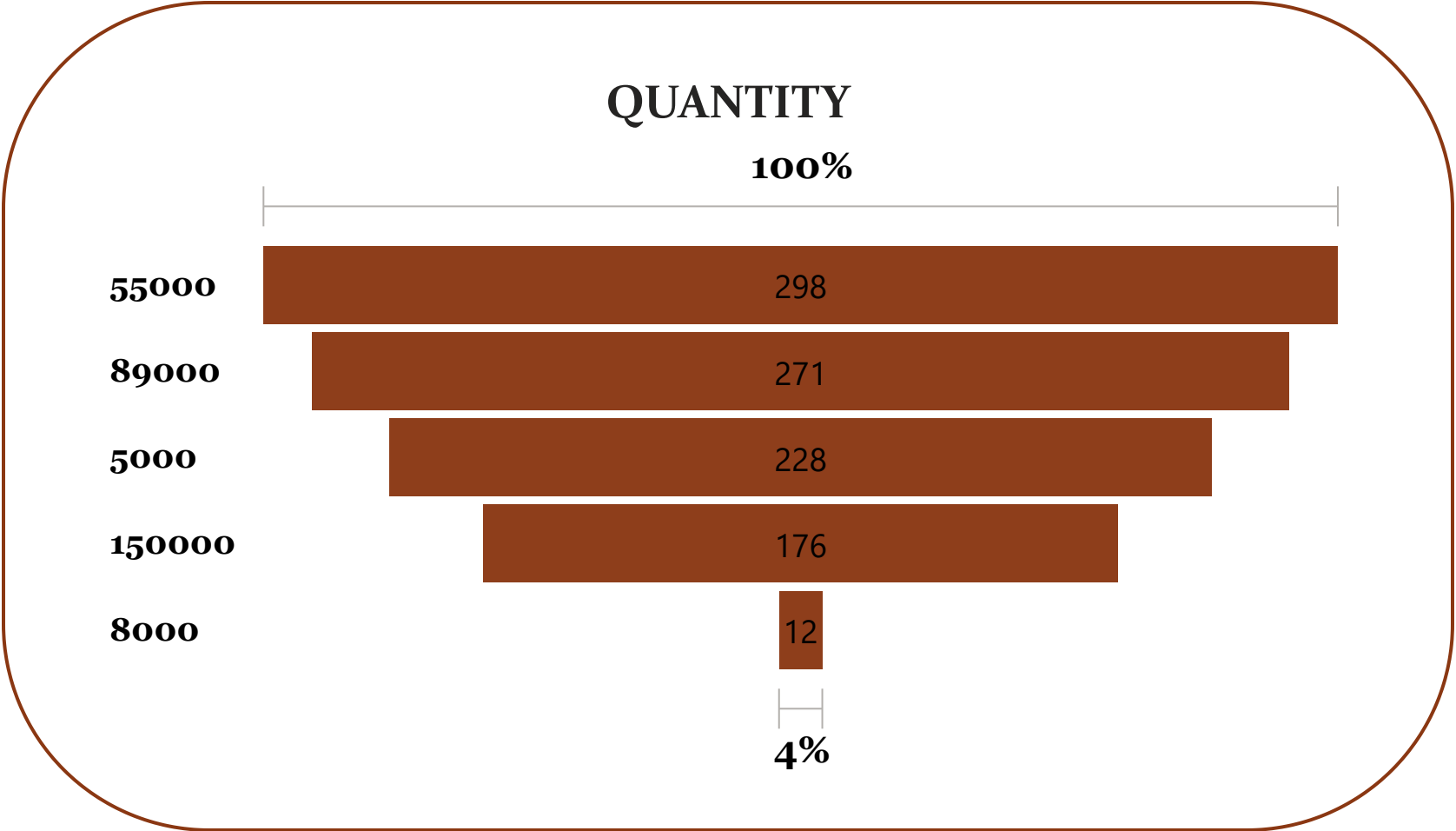
All



CREW

19K

BERNER	CADOGAN	GROVE	HAIM	ROTC
264	278	26	138	279



LOA

Length Overall (LOA) refers to the total length of a ship's hull measured at the maximum length. It is one of the key dimensions used to describe a ship's size.

- LOA is used to determine a ship's capacity, cargo space, and maneuverability.
- Ports and terminals have maximum LOA limits based on their infrastructure and channel dimensions.
- Shipowners must ensure their vessel's LOA is within the limits of their intended ports of call.

STS

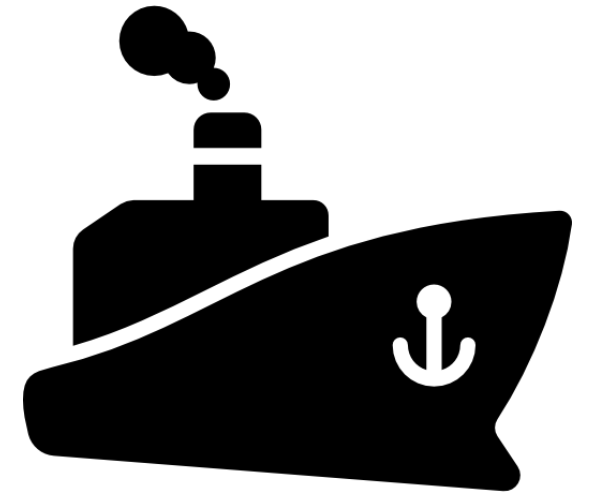
STS stands for "Ship-to-Ship" in shipping. STS providers are companies that offer services for transferring cargo between ships positioned alongside each other

- STS providers receive licenses or concessions from port authorities to operate within a port.
- They assume responsibility for the ship-to-shore cargo handling operation.

DAYS IN LOME

"Days in Lome" likely refers to the number of days of free storage allowed for containers at the port of Lome, Togo.

Many ports provide a certain number of free storage days for containers before demurrage fees apply.



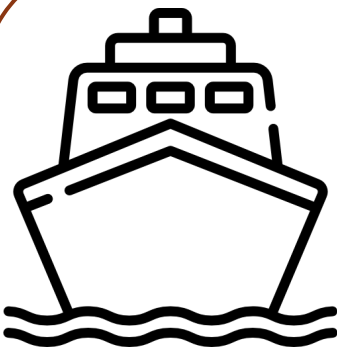
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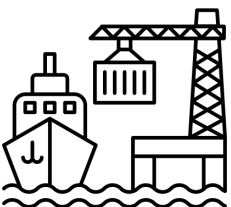
FINDINGS

INSIGHTS



TOTAL SHIPS

985



CARGO

All



NATIONALITY

All



DAYS IN LOME

All



CREW

19K

BERNER

264

CADOGAN

278

GROVE

26

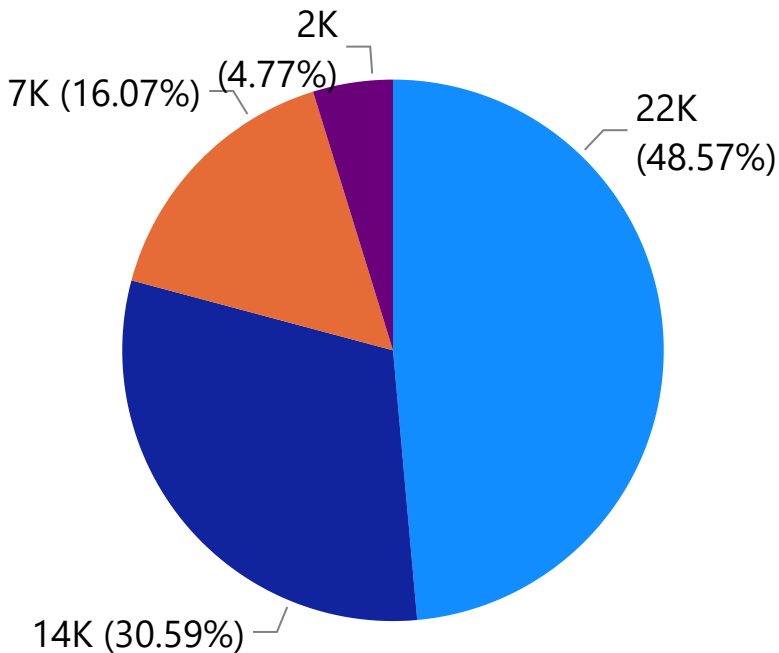
HAIM

138

ROTC

279

LOA



LOA

- 270
- 180
- 125
- 220

SHIPS

Aaron Francis	Adler Alexander	Aitana McBride	Alessand... Day	Alivia Fuller
Abdullah Hood	Adonis McKinney	Alaia Montes	Alessia Rollins	Aliyah McFarland
Ace Olsen	Adrian Fleming	Alana Cain	Alex Villanueva	Aliza Robbins
Ada Moody	Adriana Soto	Alanna Rubio	Alexa Black	Allison Hudson
Adalee McClain	Aila Short	Alaric Rice	Alexia Solis	Allyson Baker
Adan Mays	Ainhua Atkinson	Alayah Parra	Alfred Tanner	Alma Glover
Adelynn Bowman	Aisha McMillan	Alec Contreras	Ali Parrish	Alonso Scott
Adelynn Nunez	Aislinn Adkins	Alec Welch	Aliana Copeland	Alyssa Barrera

In my research on delays affecting ships' arrivals, I've identified key issues at the Port of Lomé, a crucial maritime hub. The port, primarily designed for container traffic, has two smaller bulk terminals with fewer berths, leading to frequent congestion for bulk carriers.

This congestion surpasses levels in Tema and Dakar and resembles Abidjan's. The issue stems from simultaneous berthing needs of numerous bulk carriers.

My dataset covers ships carrying 5,000 to 150,000 tons of cargo, often forced to wait for available berths to load or unload, causing delays. Crude oil, the heaviest and densest petroleum product, is a major cargo transported in quantities up to 150,000 tons.

Consequently, Ship-to-Ship (STS) providers face significant delays due to the persistent congestion at the Port of Lomé.

STS providers must notify the relevant government department at least 48 hours in advance, providing operation details, vessels involved, type and quantity of oil, location, expected start time, and duration. They must also confirm having an approved STS operations plan by the region.

Also, these could be other reasons as to why the ships were late to their destination and they include;

1. Weather Conditions
2. Mechanical Issues
3. Incorrect or Missing Documentation
4. Late Container Returns
5. Global Emergencies
6. Pirates

These factors, ranging from external disruptions to operational challenges, can collectively contribute to delays in a ship's arrival at its destination, underscoring the complexities and various issues that can affect maritime logistics and shipping operations.