

STS Provider

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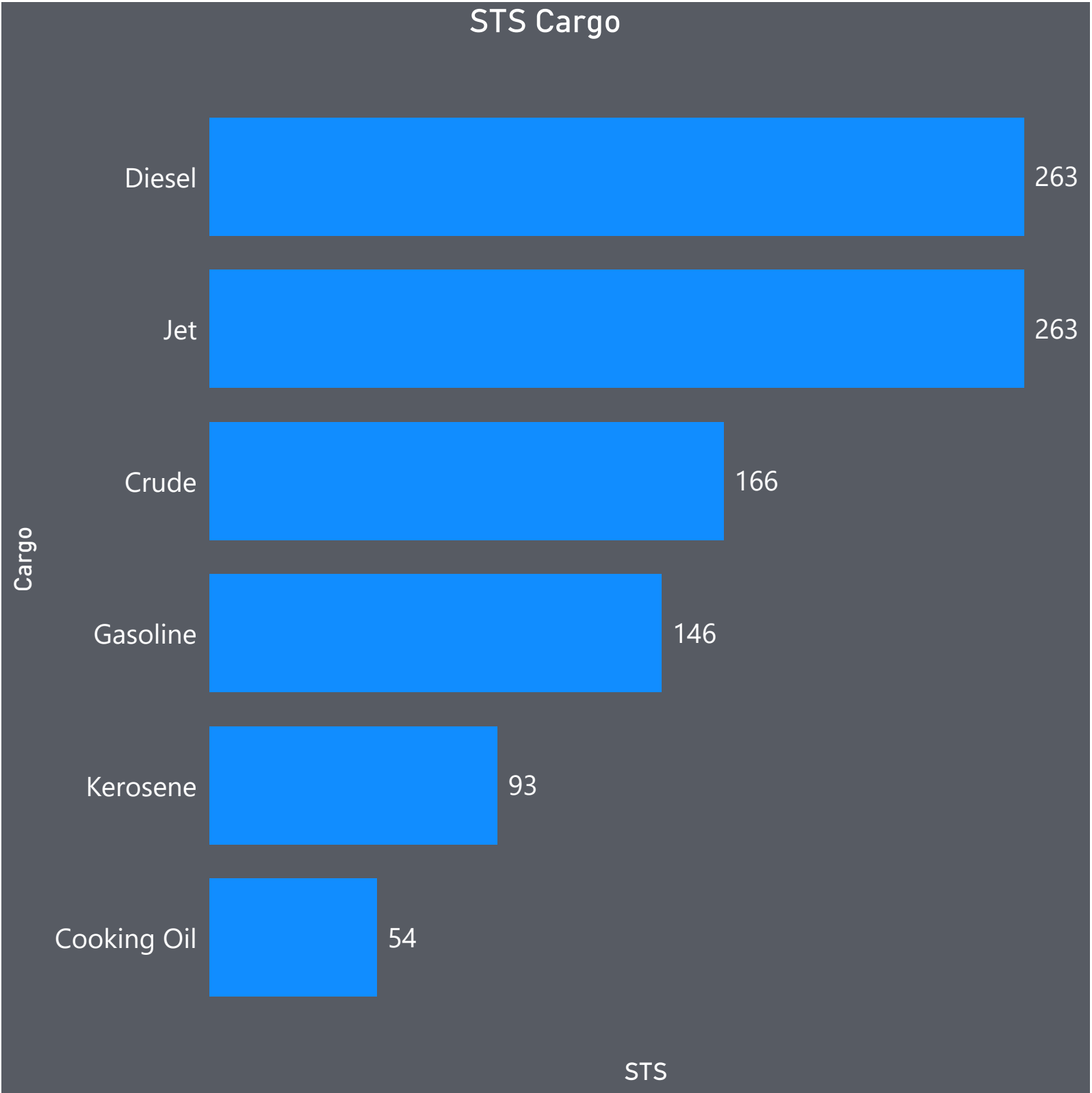
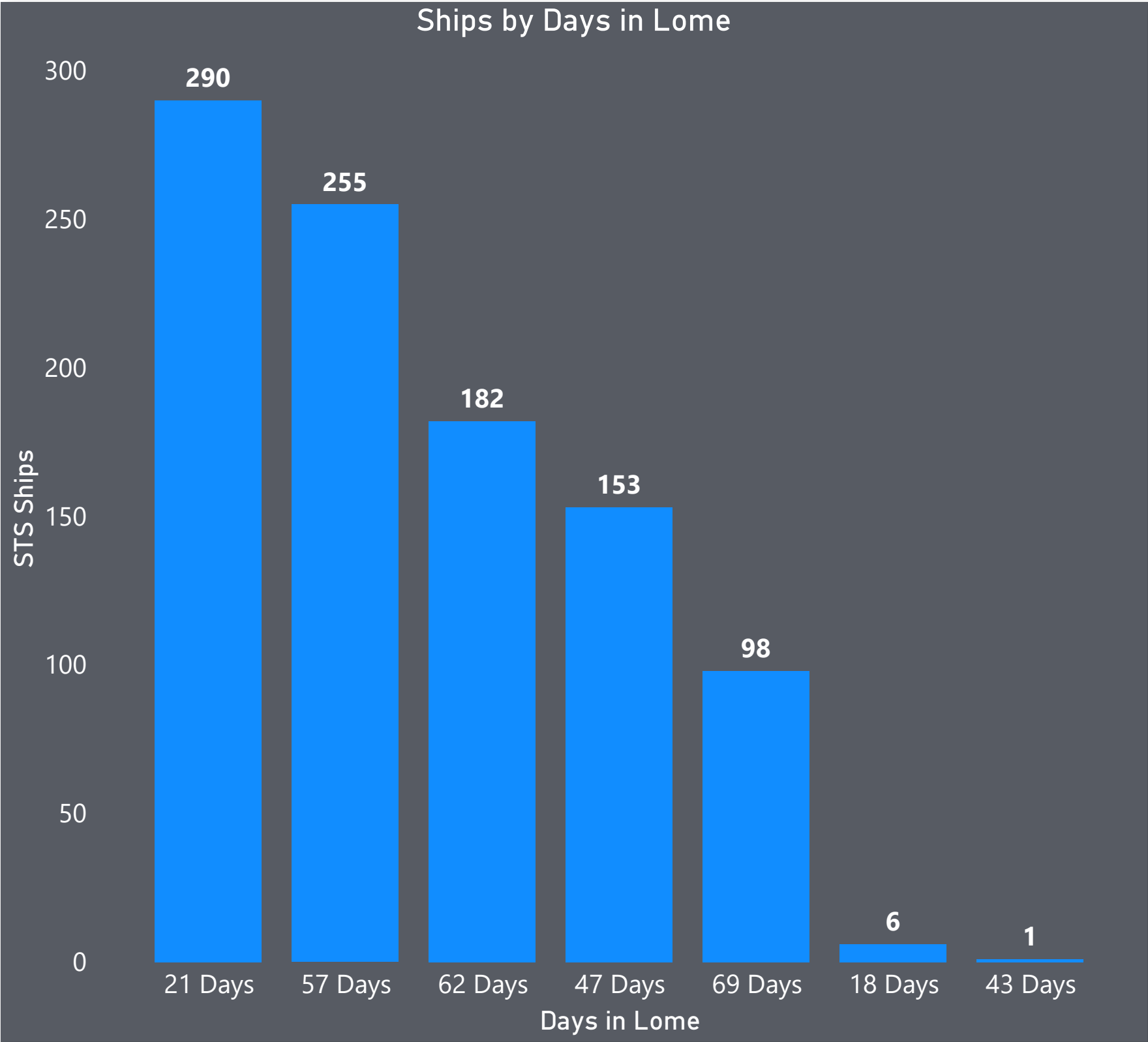
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LOA

Length Overall (LOA) represents the total length of a ship from end to end, measured at it's longest point.

Measurement - It extends from the frontmost point of the bow to the rearmost point of the stern, incorporating the hull, superstructure, stern overhang, and bulbous bow if present.

Importance - It is used to assess a ship's capacity, cargo space, and handling abilities.

Ports and docks have maximum LOA restrictions based on their facilities and channel dimensions.

Shipowners must ensure their vessel's LOA fits within the limits of the ports they plan to visit.

STS

STS stands for "Ship-to-Ship" in shipping. Companies specializing in transferring cargo between two ships positioned next to each other.

Authorization - STS providers are granted licenses or concessions by port authorities to operate within a port.

Duties - responsible for overseeing the ship-to-shore cargo transfer operations.

Common Cargo - Typically includes vehicles such as cars, trucks, buses and heavy machinery.

DAYS IN LOME

"Days in Lome" likely refers to the allotted free storage time for containers at the port of Lome in Togo.

"Storage Charges" Fees are applied after the free storage period ends.

Example - Full containers might have 15 days free, with charges of \$20 per TEU per day.

The revised summary offers a distinct explanation of LOA,STS providers, and the concept of free storage days at the port of lome.

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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.