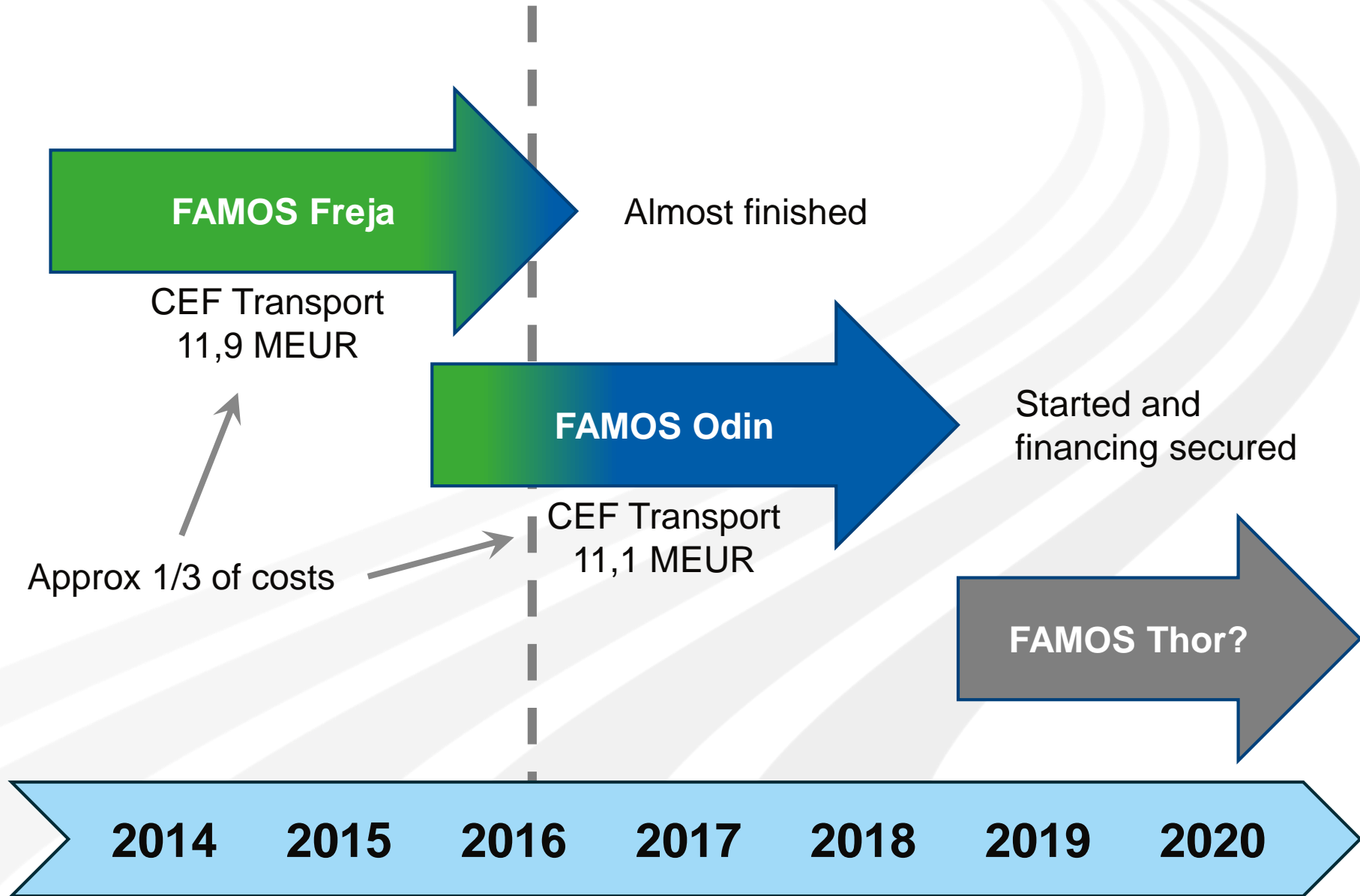


FAMOS project status report

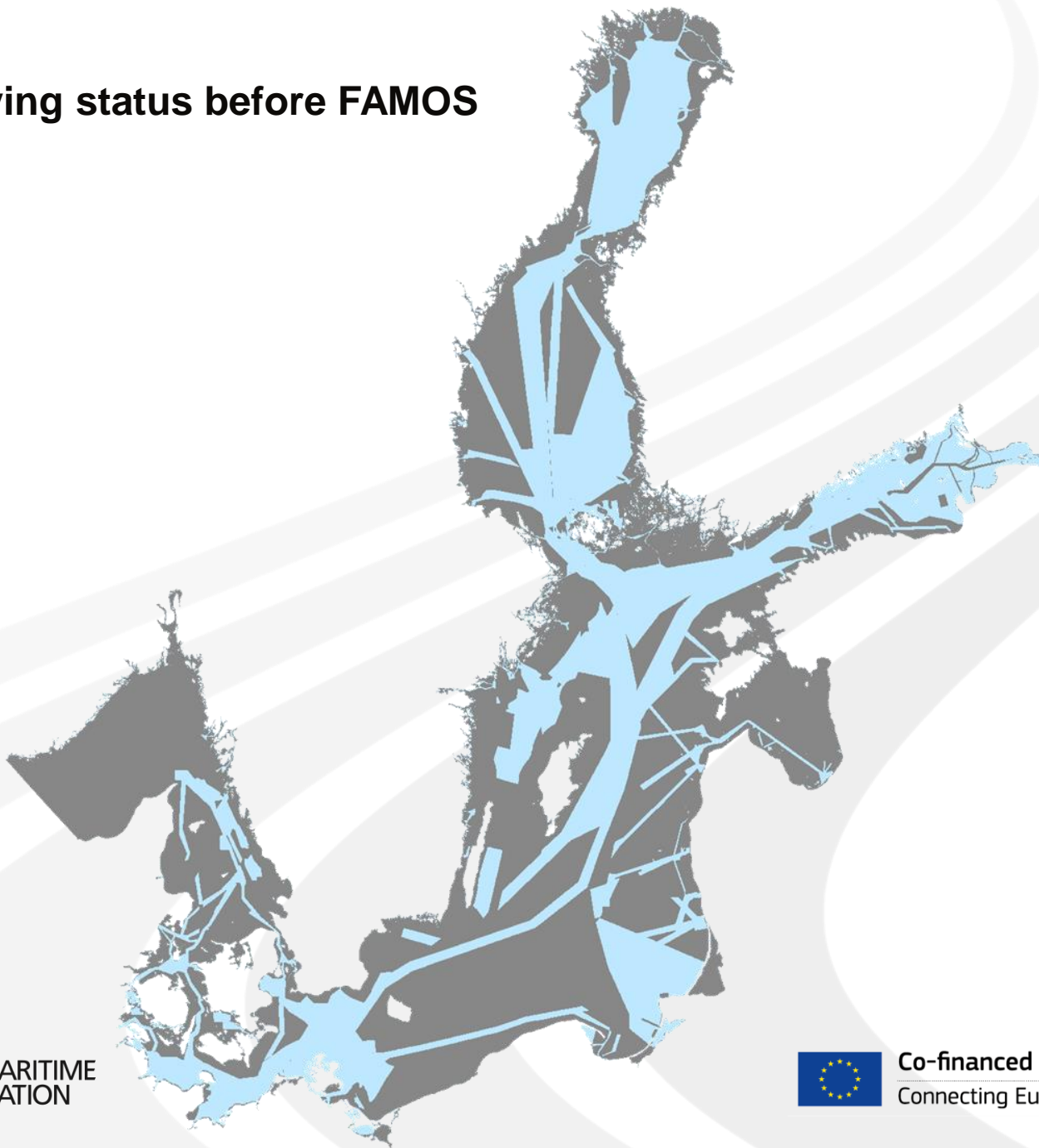
Benjamin Hell, Swedish Maritime Administration



Co-financed by the European Union
Connecting Europe Facility



Surveying status before FAMOS

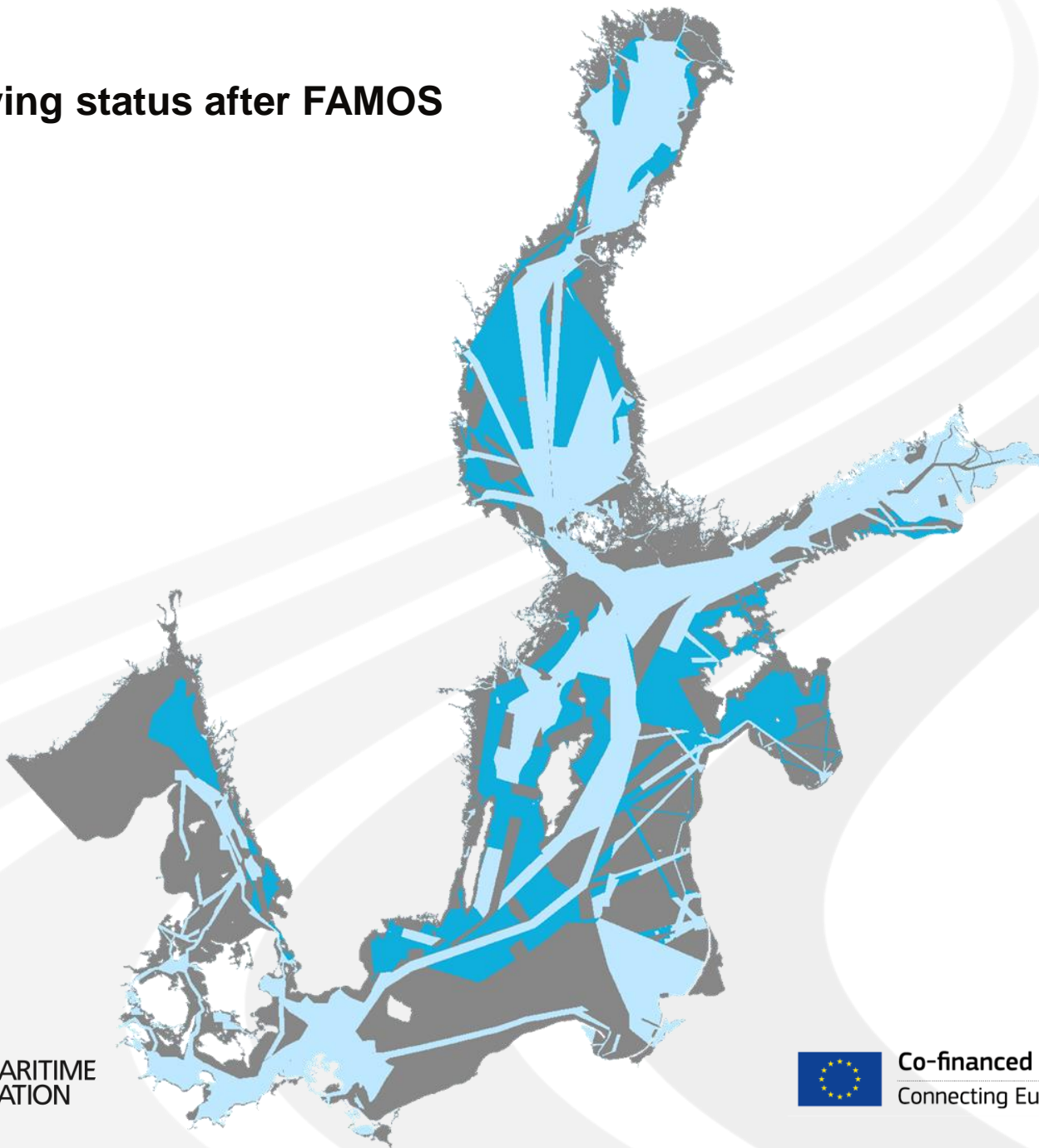


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Surveying status after FAMOS



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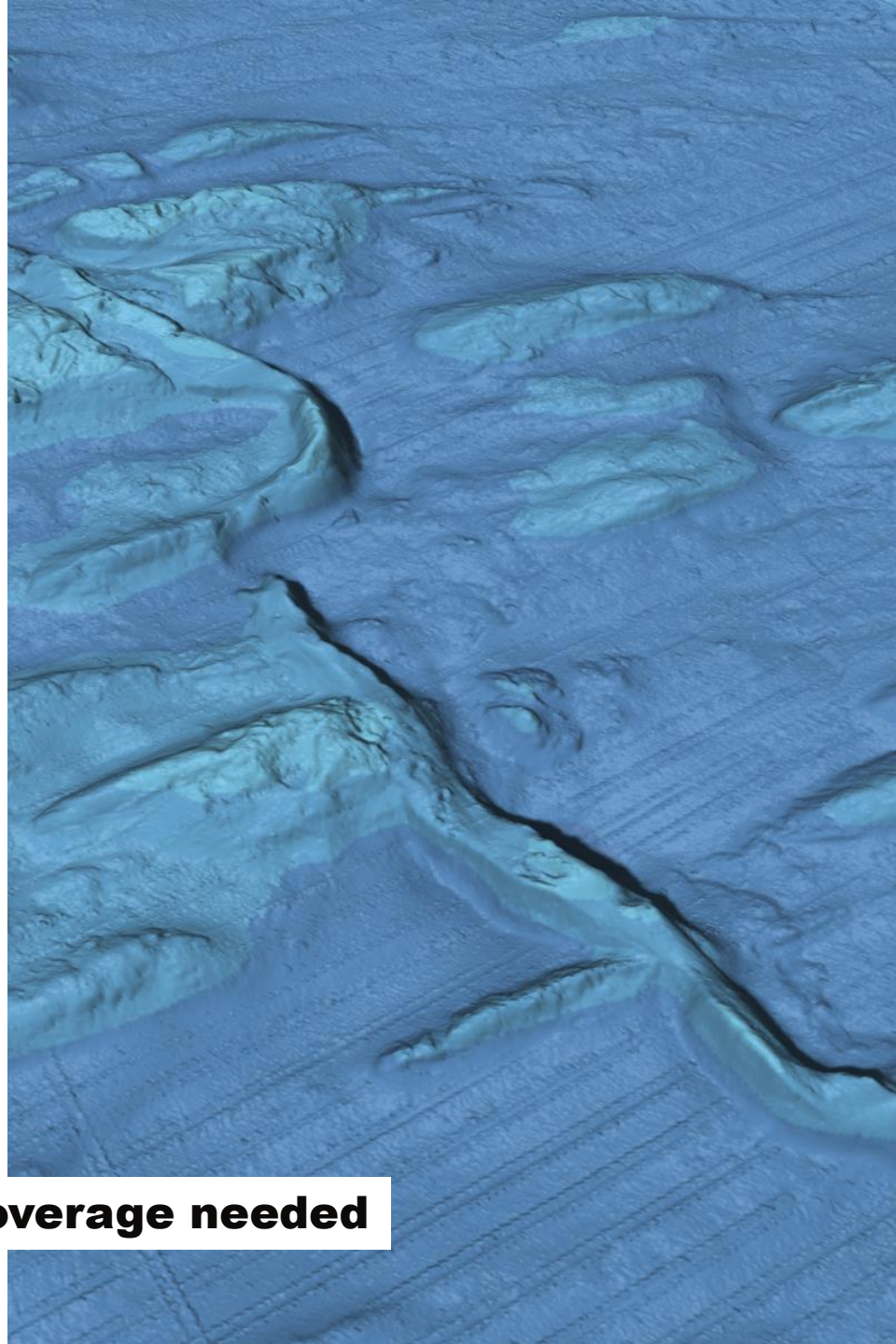
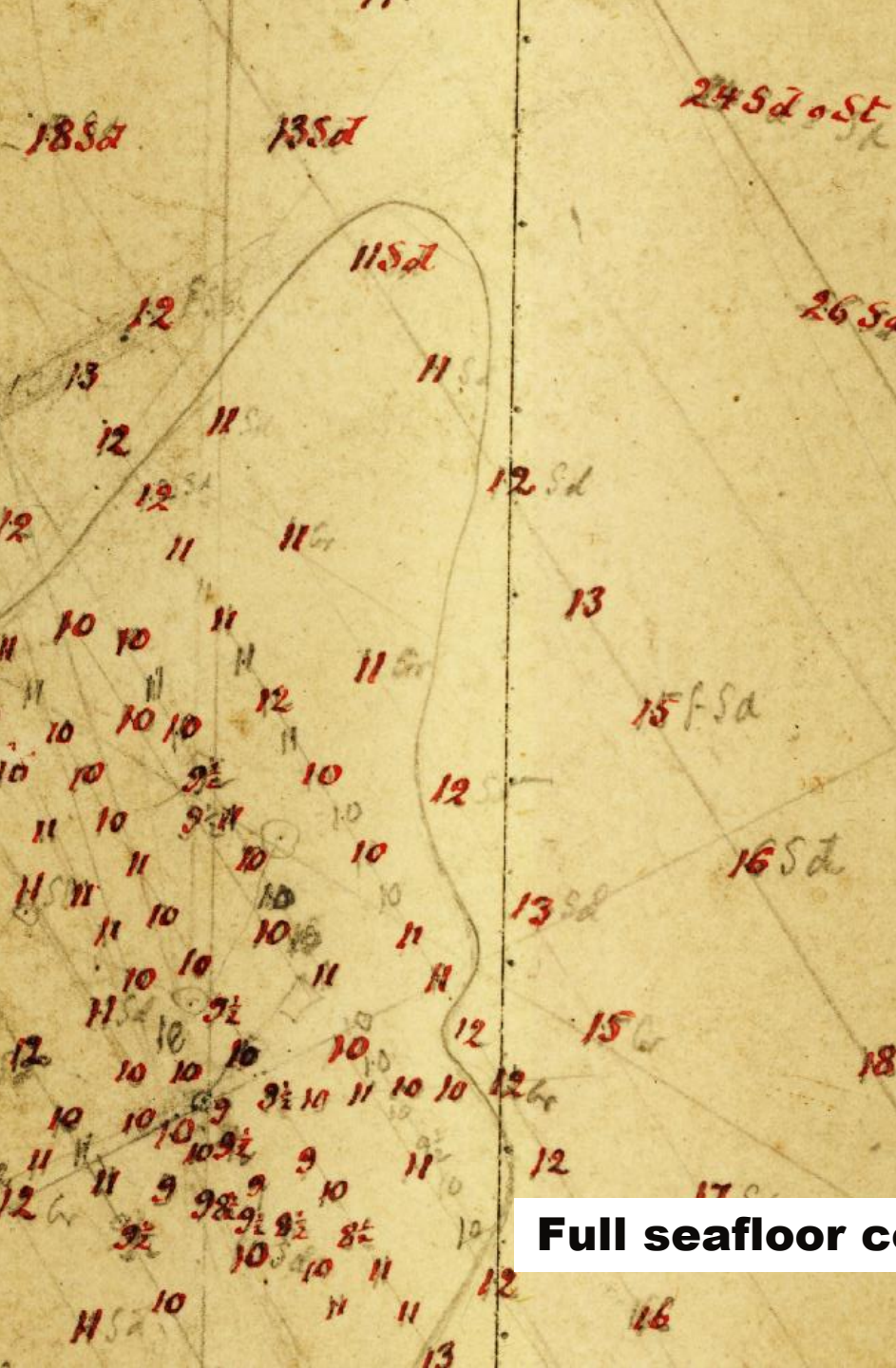


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Surveying by FAMOS project

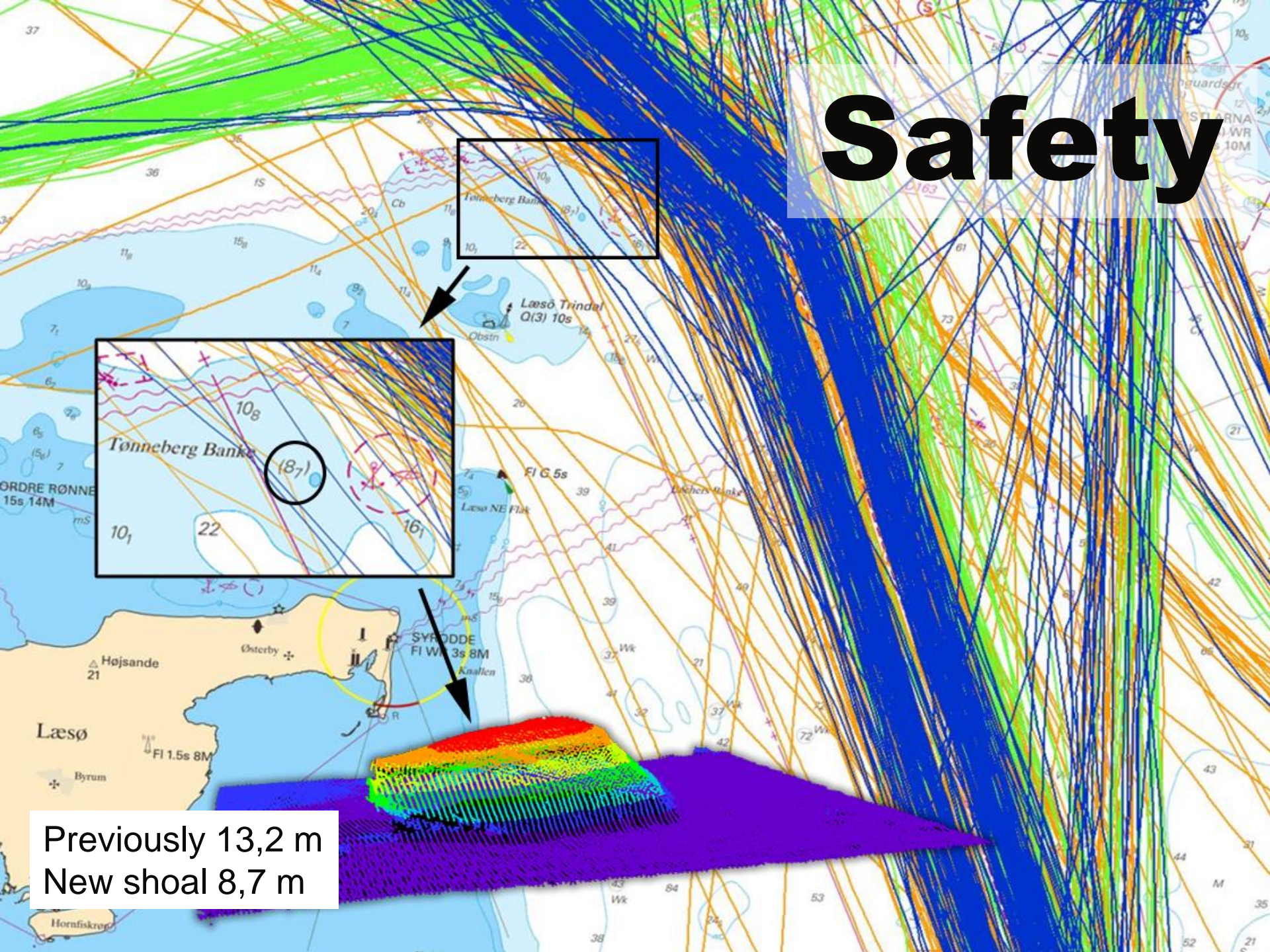


Why?



Full seafloor coverage needed

Safety

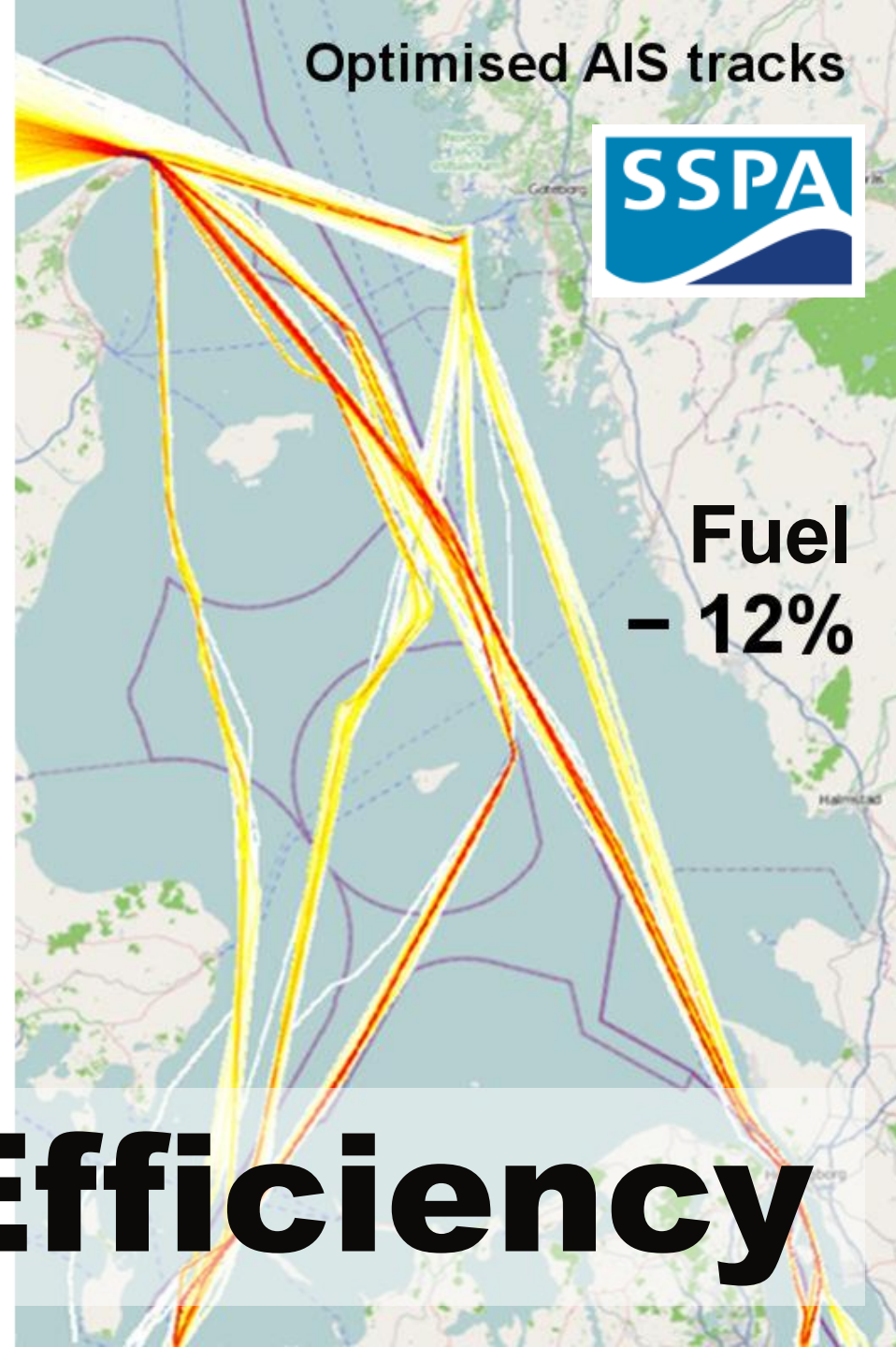


Previously 13,2 m
New shoal 8,7 m

Real AIS tracks



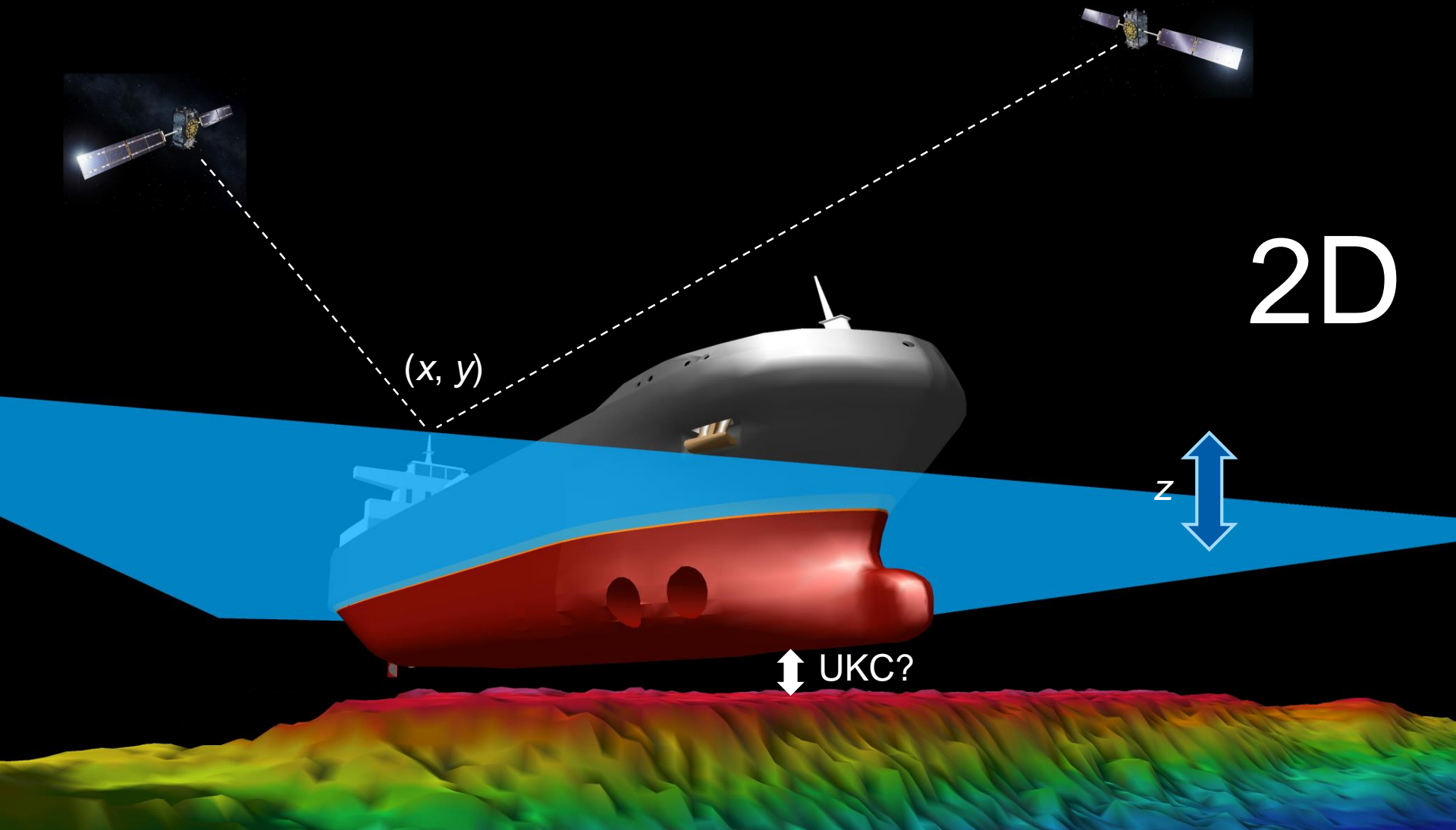
Optimised AIS tracks

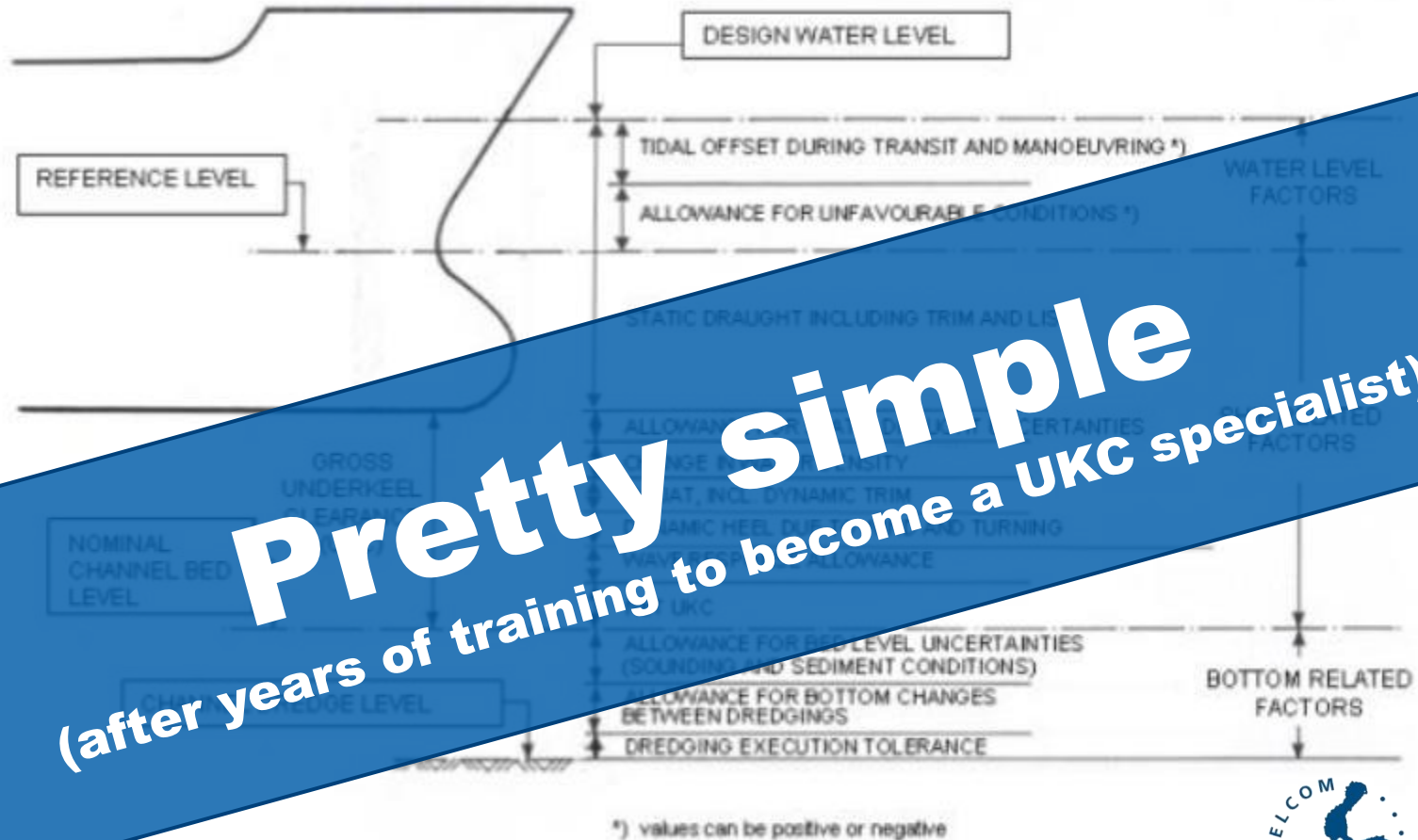


**Fuel
– 12%**

Efficiency

Accuracy





Pretty simple
 (after years of training to become a UKC specialist)



4. Calculating under keel clearance

The determination of UKC should be done as part of the detailed voyage plan, as is described in IMO

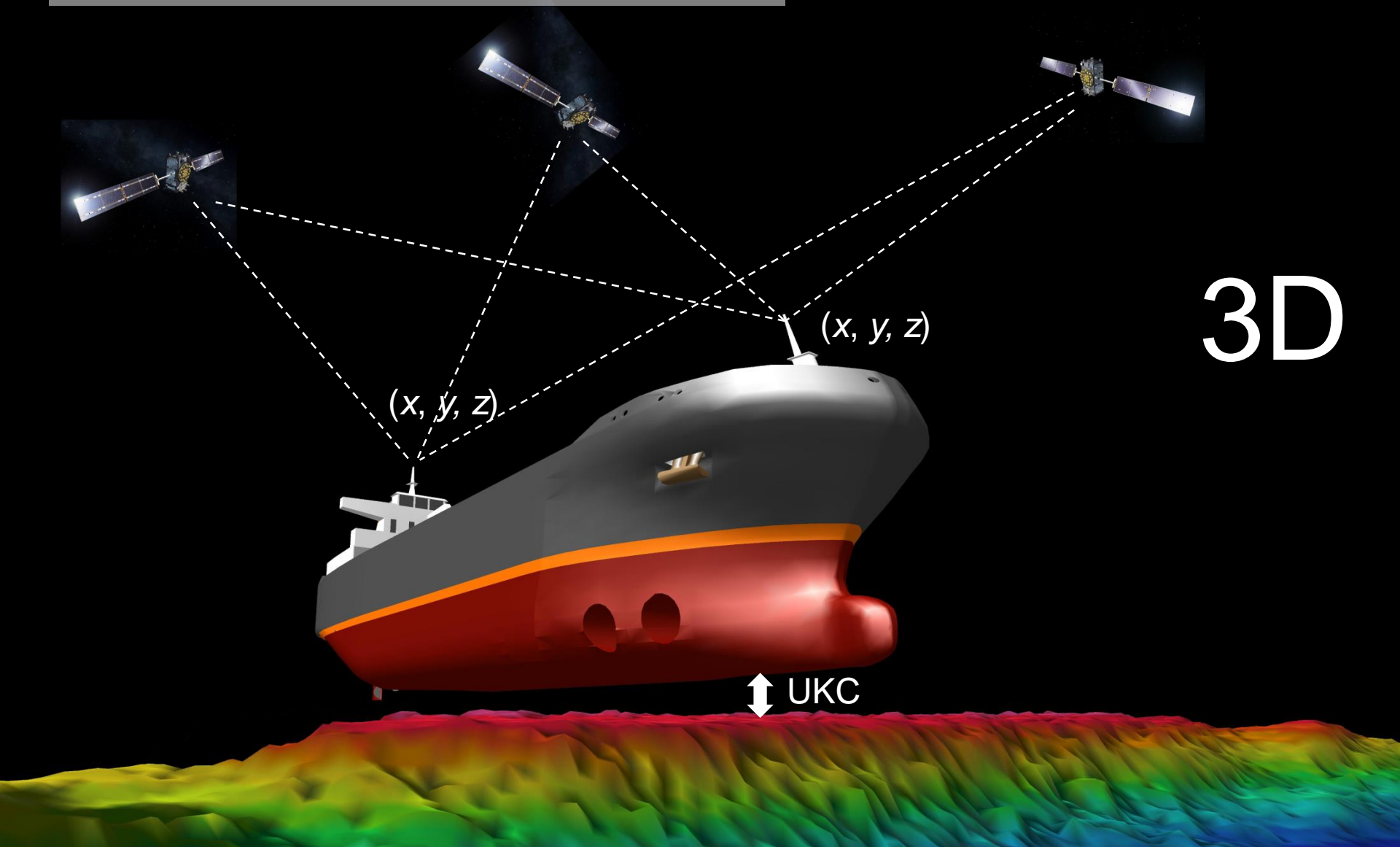


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Accuracy



± 10 cm

(vertically, at sea)



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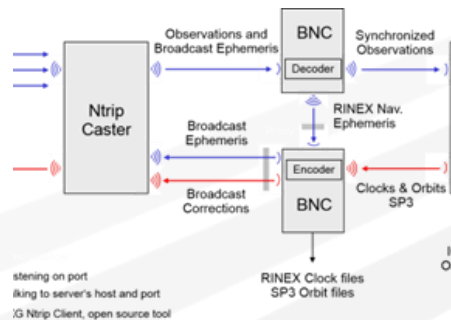
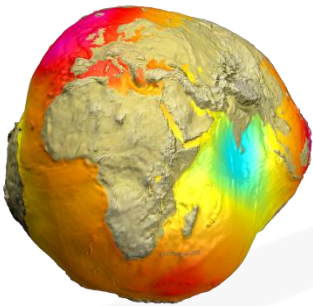


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+ 10 cm draft → + 20 kUSD profit
(per port call)

assuming typical Aframax tanker, 3 USD profit per barrel

How do we get there?



Charts and soundings fully compatible with GNSS

Real-time positioning *at sea* with sufficient precision, reliability and accessibility

Vessels equipped with advanced GNSS capabilities

International standardisation (and lobbying)