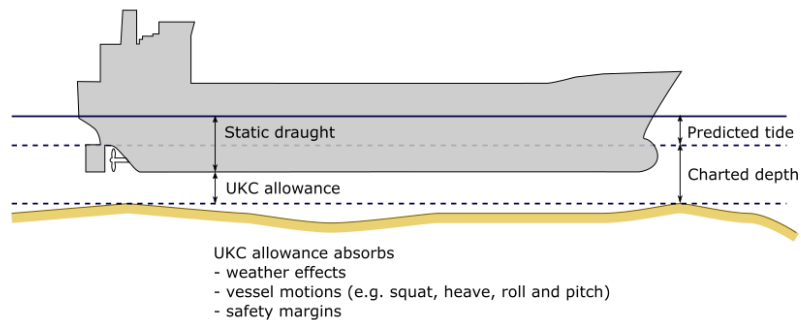


Result of S-129 Project Team discussion on definitions of static and dynamic UKCM (17 and 18 Sep 2018)

1. Use of the words “static” and “dynamic” was agreed as being readily understandable due to the existing uses of the words.
2. The S-129 PT further developed definitions of Static and Dynamic Under Keel Clearance Management as follows:
 - a. Static Under Keel Clearance Management — A method based on rules that uses a vessel’s static draught measurements and predicted tidal or water level information to estimate a vessel’s under keel clearance when underway in a depth constrained waterway. Static Under Keel Clearance Management approaches do not involve real-time interaction between vessels and shore-based service providers.

Static Under Keel Clearance



- b. Dynamic Under Keel Clearance Management System — A system that typically involves interaction between vessels and shore-based service providers and which calculates a vessel’s under keel clearance. Dynamic Under Keel Clearance Management Systems use sophisticated models and real-time met-ocean inputs to produce vessel-specific services (e.g. tidal windows, routes, no-go and almost no-go areas) to ensure minimum under keel clearances are maintained.

Dynamic Under Keel Clearance

