Extending the Window of Port Operationality

2. Trelleborg SmartPort Survey
4. AutoMoor modelling, Trelleborg.

Automating procedures supports sustainable returns in areas such as faster turnaround that reduces fuel consumption as well as decreases port emissions to help increase sustainability. Reducing the time, personnel and equipment involved in docking and mooring operations will lower costs, reduce waste and increase profits using environmentally-friendly technology. Using sustainable and effective ways to manage vessel movements and the effects of long period waves can reduce mooring line tensions by as much as 40%.

Dynahydraulics and DynaMoor Trelleborg’s automated mooring solutions, AutoMoor and DynaMoor, are designed to improve the efficiency of port operations by adjusting mooring procedures and then mooring it securely at the wharf during docking and mooring operations. Wharf infrastructure can take place significantly increases the window of operation and decreases wave effects and eliminates passing ship effects. This prevents abnormal impact during docking and mooring. Precautionary limits on vessels can be achieved without significant capital investment and investing in costly upgrades. Protecting existing structures from damage can be achieved without significant capital investment and investing in costly upgrades. Protecting existing structures from damage can be achieved without significant capital investment and investing in costly upgrades.

The system integrates assets like fenders, mooring equipment, and safety equipment to analyze performance and use data to improve decision making. The system captures and relays data in real-time to provide a continuous and thorough monitoring of port safety and security. The system is repeatedly protected and vessels can continue to berth again and again, in a safe and timely manner. Smart solutions are designed to improve the operational safety, efficiency and reliability. Used in product or parting, at a cost of over $34 million. QRHs continuously monitor load, offer remote release and parting, at a cost of over $34 million. The system integrates assets like fenders, mooring equipment, and safety equipment to analyze performance and use data to improve decision making. The system captures and relays data in real-time to provide a continuous and thorough monitoring of port safety and security.