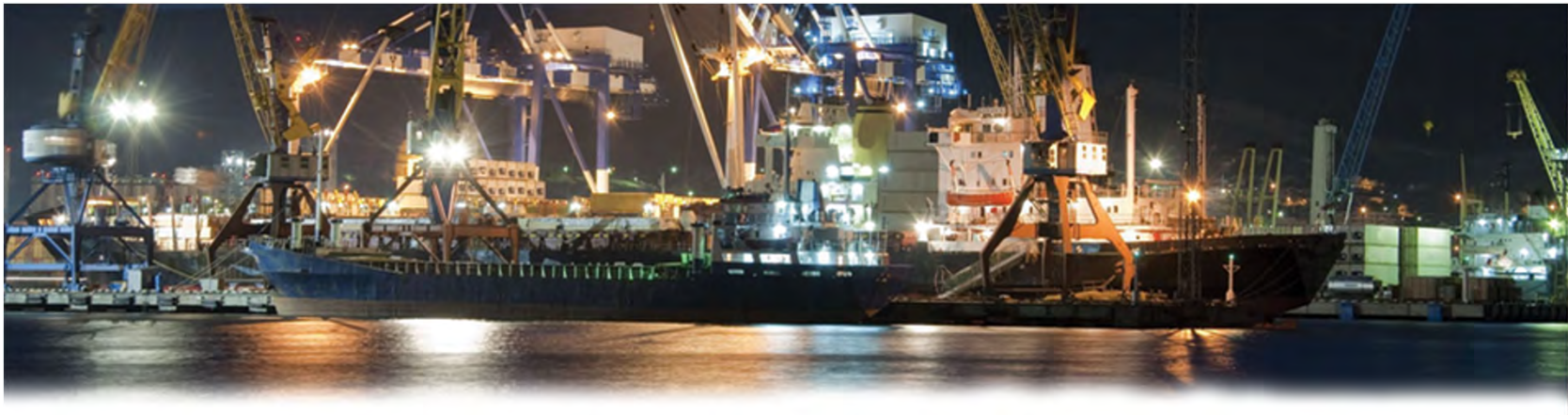




SolonPort Software



Solon Software

since 1989
Istanbul

SolonPort

1999
port automation software
specialisation

Solon R&D

2014
Research and Development

Corporate Office



R&D Cell



Partners

Microsoft®



- Solon successfully carries out common projects with Oracle.

- Solon is a partner of Microsoft Solution Provider and Microsoft Development and Design.

Software Technologies used in Solon Software



ORACLE
SOFTWARE POWERS THE INTERNET™

Visual Studio

- C#
- WCF
- WPF

Delphi

DataBase

- MS-SQL
- ORACLE

Microsoft®
Visual Studio

Microsoft®
SQL Server

Standards and Certification



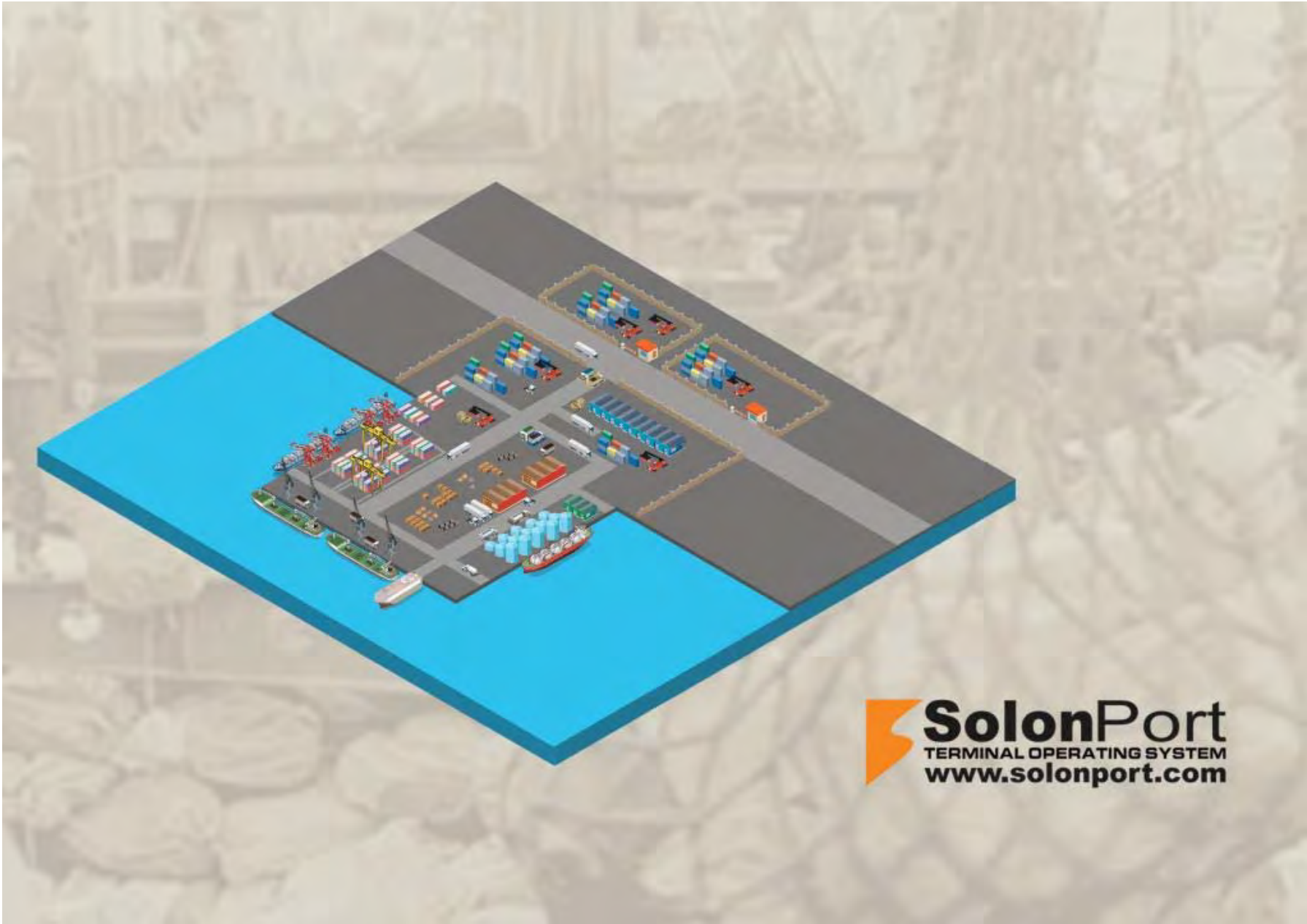
• Our company's focus on software, development, support and sustainability is managed under international certification criteria.

• ISO/IEC 20000 : IT Service Management

• ISO 22301 : Business Continuity Management

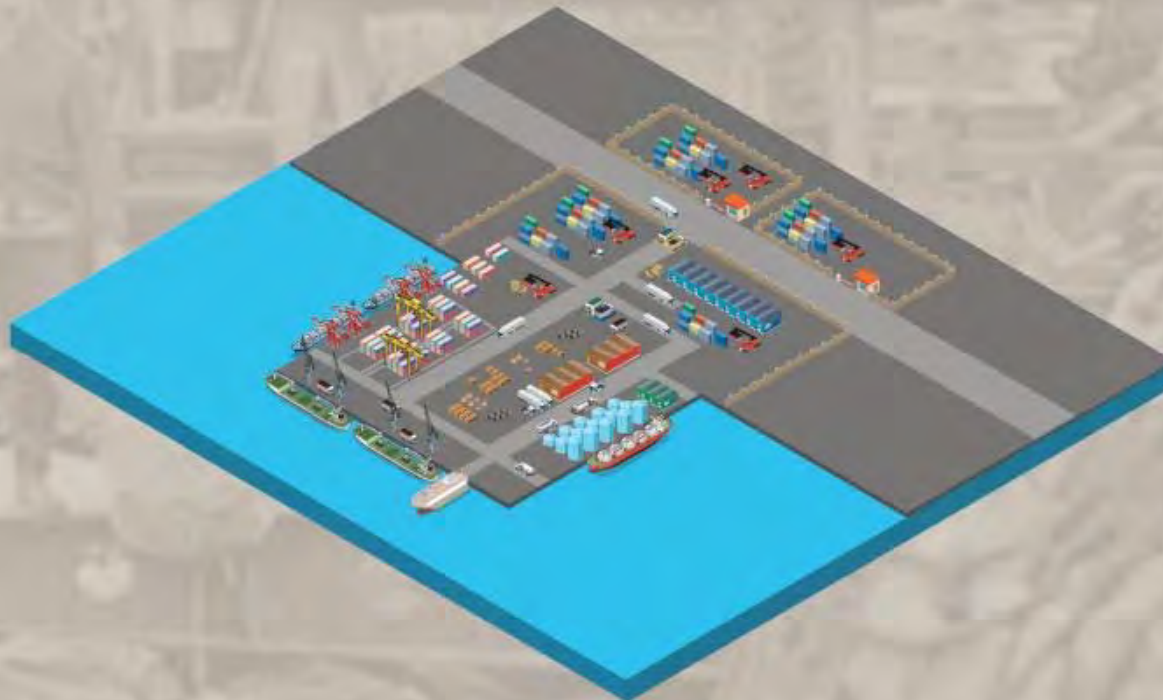
• ISO 27001 : Information security management

• ISO 9001 : Quality Management



 **SolonPort**
TERMINAL OPERATING SYSTEM
www.solonport.com

Expansivity



• Within the scope of SolonPort Port Automation the following special modules are available for the following operations:

- Container
- General Cargo
- Bulk Cargo
- Storage of Liquid Cargo
- Delivery of Liquid Cargo
- RoRo
- RoRo Ferry
- Railway
- Ports, thus, perform and manage expanding and changing cargo handling operations under a single integrated automation framework.

CONTAINER Gate Entrance



- Automatic Vehicle and Container Identification System (OCR).
- Driver Recording System (Driver Camera)
- Admission Ticket Issuance, Interactive Communication Screen (Kiosk)
- Barrier
- Entry records are made automatically,
 - a) • The vehicle and container that will enter are automatically identified by the system:
 - automatic area designation and exact address determination (optimization).
 - automatic RTG work order.
 - automatic weighbridge work order.
 - b) • If a container will be taken from the port when leaving:
 - automatic determination of the container to be taken (optimization).
 - automatic gate entrance ticket issuance.

Weighbridge 1st Pass



- Automatic Vehicle Identification System (OCR)
- Driver Recording System (Driver Camera)
- Interactive Communication Screen (Kiosk)
- Barrier
- Before going to the designated area, the vehicle is automatically weighed together with the container.
- Integrated gate and designated area operations.
- All weighbridges are capable of working with each other in an integrated manner.
- Container weighing lists can be received automatically.
- Vehicle tonnage excesses can be tracked automatically.

Leaving Container In A Designated Area



- Vehicle goes to the designated area.
- RTG puts the container in the exact address determined at the gate by optimization according to the incoming automatic work order.

Weighbridge 2nd Pass



- Automatic Vehicle Identification System (OCR)
- Driver Recording System (Driver Camera)
- Vehicle returning empty from the designated area is automatically weighed.
- Weighbridge ticket is issued for the container which has been left in the designated area.
- Interactive Communication Screen (Kiosk)
- Barrier

Taking Container From A Designated Area



- Vehicle goes to the designated area.
- RTG takes the container from the designated area and puts it onto the vehicle; determined by optimization according to the incoming automatic work order.

Weighbridge 2nd Pass



- Automatic Vehicle Identification System (OCR)
- Driver Recording System (Driver Camera)
- Vehicle returning from the designated area is automatically weighed together with its container.
- Weighbridge ticket is issued for the container which has been taken from the designated area and will leave the port.
- Interactive Communication Screen (Kiosk)
- Barrier

Gate Exit



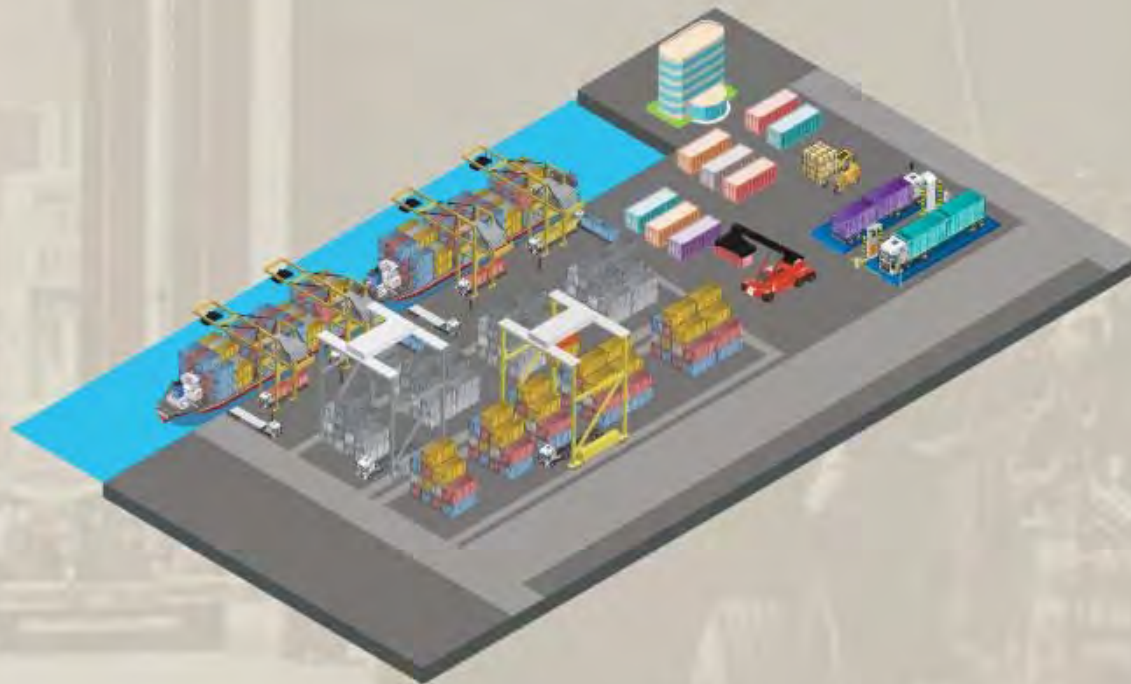
- Automatic Vehicle and Container Identification System (OCR).
- Driver Recording System (Driver Camera)
- Interactive Communication Screen (Kiosk)
- Barrier

Discharge



- Planner carries out discharge planning by creating frames according to the vessel bay plan before the operation.
- Container to be discharged is taken from the vessel.
- Tallyman enters the container number into the hand terminal.
- Tallyman performs operational and visual controls.
- Tallyman approves the discharge process.
 - Automatic designated area and exact address are determined (optimization).
 - Automatic YTT work order is sent.
 - Automatic RTG work order is sent.
 - Automatic weighbridge work order is sent.
- In a case when the vessel requests weighbridge weighing for the container:
 - YTT driver sees, from the work order on his screen, that he should go to the weighbridge.
 - Weighing process is performed.
 - Automatic YTT work order is sent.
 - YTT driver sees, from the work order, the designated area and exact address to where he will take the container.
- Operator places the container in the designated area and exact address.

Loading



- Planner carries out loading planning by creating frames according to the vessel bay plan before the operation.
- YTT driver sees, from the incoming work order, the container to be taken and its designated area and exact address.
- Operator takes the related container from the designated area and puts it into YTT according to the work order and YTT.
- YTT driver brings the container to the related vessel and frame.
- Tallyman enters the container number into the hand terminal.
- Tallyman performs operational and visual controls.
- Tallyman approves the loading process.
- Operator puts the container into the designated bay in the warehouse.

GENERAL / BULK CARGO

Gate Entry



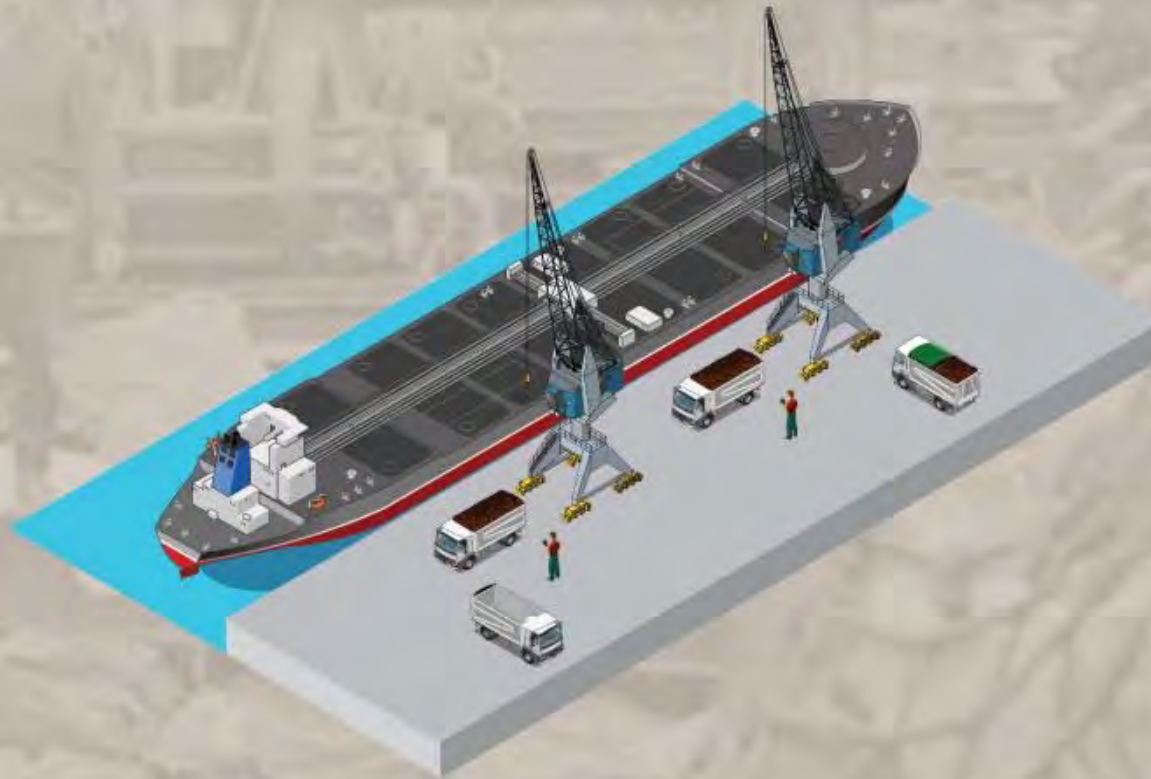
- Automatic plate recognition (OCR)
- Driver record system (Driver Camera)
- Entry ticket printing, interactive contact screen (KIOSK)
- Barrier
- Vehicles entering and leaving the port's gate are identified by the system.
- Entry records are created automatically.
- Entry ticket is printed automatically

Weighbridge 1st Pass



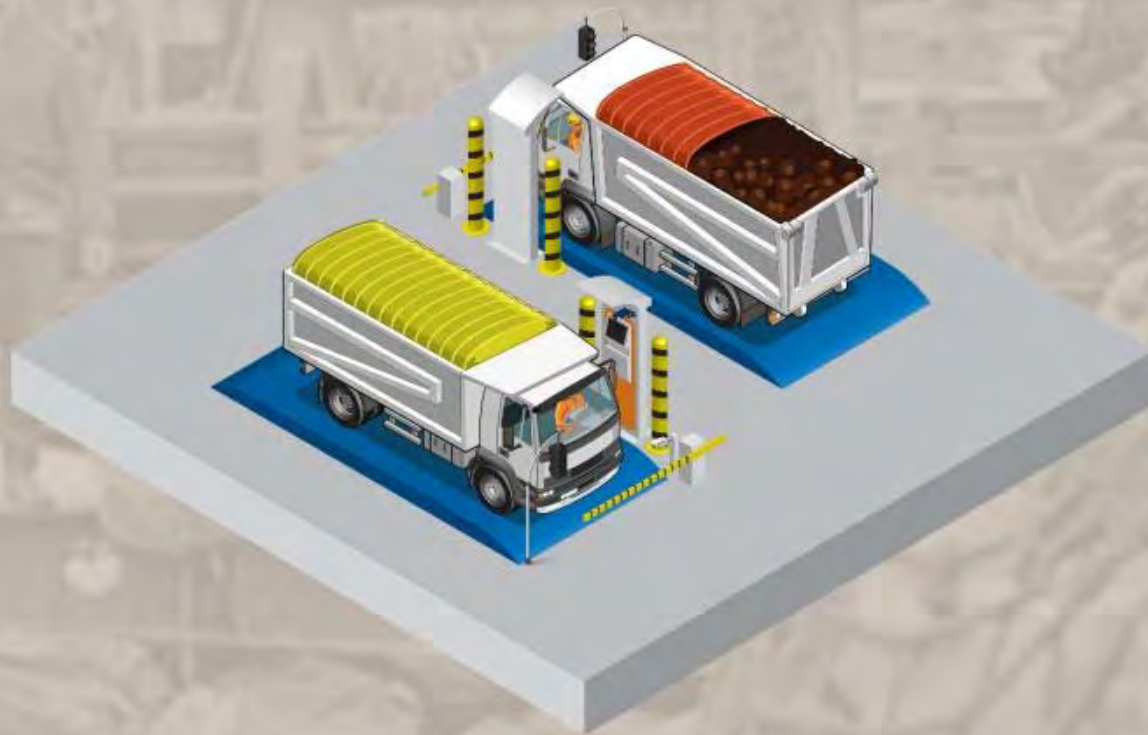
- Automatic plate recognition (OCR)
- Driver record system (Driver Camera)
- Interactive contact screen (KIOSK)
- Barrier
- All weighing operations in the port can be implemented within the system.
- Loading & discharging scores can be filled out automatically.
- Weighbridge operation can be integrated with Gate – Yard – Vessel operations.
- Weighbridge can be integrated to operate with each other.
- Packing list, free weighing container warehouse weighing lists can be printed out.
- Vehicle's over-tonnage can be followed up automatically.

Vessel Loading & Discharging



- Tallyman
- Handheld Terminal
- Tallyman operations;
 - a. Plate
 - b. Bill of lading
 - c. Quantity (for General Cargo)
 - d. Gang's idle time
 - 1) Charged
 - 2) Free of charge
- Loading & discharging operations can be executed on the basis of draft survey and scoring.
- Loading & discharging operations under tackle and yard status can be conducted.
- Loading & discharging operations can also be accomplished by using handheld terminals and tallyman.
- Operations made with handheld terminals can be integrated with the weighbridge. They can also be used without weighbridge integration.

Weighbridge 2nd Pass



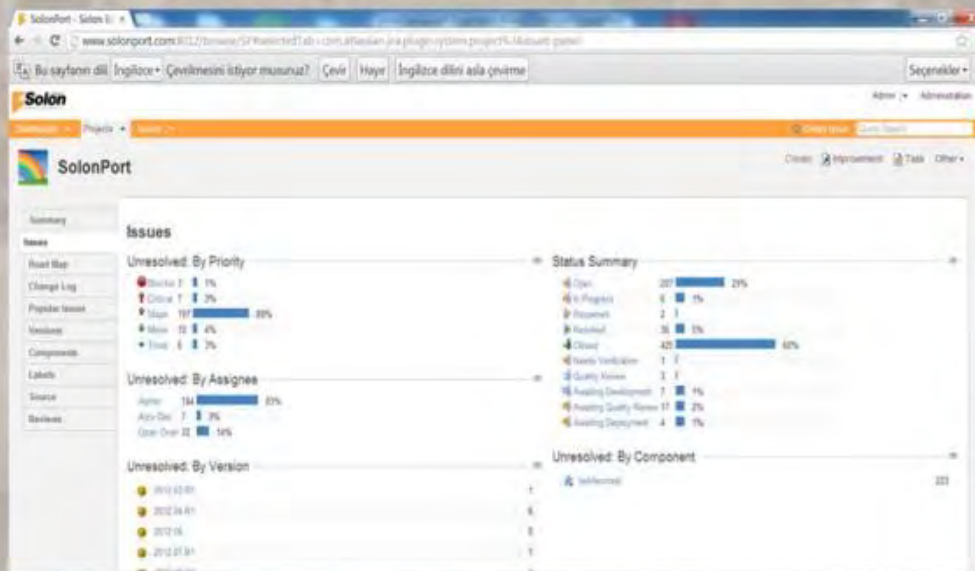
- Automatic plate recognition (OCR)
- Driver record system (Driver Camera)
- Weighbridge ticket printing, interactive contact screen (KIOSK)
- Barrier

Gate Exit



- Automatic plate recognition (OCR)
- Driver record system (Driver Camera)
- Interactive contact screen (KIOSK)
- Barrier

SolonPort Support



- Ports can monitor their issues and road map via Web Support instantly. They can also enrich their issues with more documentation and keep track of the adaptation and development process and can thereby attain improved results.

Take control
of operations
to maximise gain

SolonPort

Port Automation System

Advantages

Vessel Specs

- Line
- Agent
- Vessel Name
- Voyage No
- Length
- Gross Ton
- Draft
- Berth No

Time Table

- Date and Time of Arrival
- Date and time at Anchor
- Date and Time of Pilot on Board
- Date and Time at Rope (berthed)
- Date and Time of Gangway Down
- Date and Time of 1st Move
- Date and Time of Last Move
- Date and Time of Lashing Complete
- Date and Time of Pilot off Board
- Date and Time of Departure (sailing)

Delays

- Customer Delay & Non-port Delay
- Port Delays & Breaks
- Total Delay Time

Durations

- Port Total Time
- On-berth Time
- Gross Working Time
- Actual Gross Crane Working Time
- Net Working Time
- Anchorage Time
- Berth Occupancy Figure

Quay Cranes

- Number of Cranes (in work)
- Crane Intensity
- Crane 1
- Crane 2
- Crane 3 etc

Performance

- Port Production rate
- Berth Production Rate
- Vessel Production Rate
- Actual Gross Crane Production Rate
- Actual Crane Production
- Actual Crane Average Productivity

Preview

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QUAY Operations Performance

Date : 25.01.2015 - 06.02.2015

#	Agent	Vessel Name	VESSEL SPECS					TIME TABLE										STATISTICS										SUMMARY			DELAYS			On Berth Time 2222						
			Voyage No	LOA (mtr)	Gross Ton	Draft	Berth No	Date and Time at Arrival	Date and Time at Anchor	Date and Time Pilot Onboard	Date and Time 1st Rope (Berth)	Date and Time Gangway Down	Date and Time 1st Move	Date and Time Last Move	Date and Time Lashing Complete	Date and Time Pilot On Board	Date and Time of Departure (sailed)	Loading		Discharging				Shifting (on board)		Shifting (via quay)		Limbo		Total CRANE Moves (inclg shifting) Number of Crane Cycle+Handling	Total Cntrs Moves (inclg shifting)	Total Hatch Covers Moves (for portoon h. covers)	Total TEUs		Customer Delay and Non Port Delay	Port Delay and Break	Total of all delays times	Port Total Time 1111		
			20" Full	40" Full	20" Empty	40" Empty	20" Full	40" Full	20" Empty	40" Empty	20"	40"	20"	40"	20"	40"	20"	40"																						
1	CMA CGM SOUTH TURKEY GEMİ ACENTELİĞİ AŞ.	HANSA OLDENBURG	0046/15	175.49	18334	9.5	6	02/02/2015-07:00	02/02/2015-09:42	03/02/2015-08:55	03/02/2015-09:40	03/02/2015-09:45	03/02/2015-10:24	03/02/2015-21:00	03/02/2015-18:30	03/02/2015-21:25	03/02/2015-21:25	127	9	0	0	51	66	190	70	0	0	0	0	0	0	529	513	0	658	.0	1.0	1.0	38.4	11.
2	ARKAS DENİZCİLİK VE NAKLIYAT A.Ş.	MARIO A	0043/15	183.92	17687	9.5	6	31/01/2015-11:30	31/01/2015-11:50	31/01/2015-12:20	31/01/2015-12:25	31/01/2015-13:42	01/02/2015-06:11	01/02/2015-06:36	01/02/2015-08:15	01/02/2015-08:15	403	25	0	13	16	39	545	0	0	0	0	0	0	0	1057	1041	0	1118	.0	2.3	2.3	20.8	18.	
3	MSC GEMİ ACENTELİĞİ	MSC FLORIANA	0042/15	187.78	21648	9.5	6	30/01/2015-08:15	31/01/2015-06:36	30/01/2015-08:55	30/01/2015-09:00	30/01/2015-09:44	31/01/2015-05:17	31/01/2015-05:10	31/01/2015-06:36	31/01/2015-06:36	636	11	0	0	0	0	585	0	0	0	0	0	0	0	1278	1232	0	1243	.0	3.0	3.0	21.3	19.	
4	MSC GEMİ ACENTELİĞİ	MSC GIOVANNA	0039/15	178	27103	9.2	6	27/01/2015-18:18	27/01/2015-19:55	27/01/2015-20:35	27/01/2015-20:30	27/01/2015-21:32	28/01/2015-14:34	28/01/2015-15:10	28/01/2015-16:45	28/01/2015-16:45	651	14	0	0	54	57	0	0	0	0	0	0	0	0	811	776	0	847	.0	3.4	3.4	22.5	19.	
5	CMA CGM SOUTH TURKEY GEMİ ACENTELİĞİ AŞ.	POLLUX	0036/15	159	14241	10.2	6	26/01/2015-04:45	26/01/2015-05:05	26/01/2015-05:45	26/01/2015-10:20	26/01/2015-06:21	26/01/2015-15:58	26/01/2015-15:55	26/01/2015-16:30	26/01/2015-16:30	319	0	0	0	13	7	135	0	0	0	0	0	0	0	490	474	0	481	.0	2.4	2.4	11.8	10.	
6	CMA CGM SOUTH TURKEY GEMİ ACENTELİĞİ AŞ.	POLLUX	0049/15	159	14241	10.2	6	03/02/2015-23:30	03/02/2015-00:05	03/02/2015-00:48	03/02/2015-08:15	03/02/2015-08:15	03/02/2015-09:35	03/02/2015-09:35	03/02/2015-09:35	03/02/2015-09:35	215	0	9	2	4	16	125	0	0	0	0	0	0	0	0	371	0	389	.0	3.2	3.2	0	8.8	

Preview

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QUAY Operations Performance

Date : 25.01.2015 - 06.02.2015

TABLE	Date and Time (st Move)	STATISTICS														SUMMARY			DELAYS			DURATIONS					QUAY CRANES					PERF							
		Loading				Discharging				Shifting (on board)		Shifting (via quay)		Limbo		Total CRANE Moves (inclg shifting) Number of Crane Cycle+Handling	Total Cntrs Moves (inclg shifting)	Total Hatch Covers Moves (for pontoon h.covers)	Total TEUs	Customer Delay and Non Port Delay	Port Delay and Break	Total of all delays times	Port Total Time 1111	On Berth Time 2222	Gross Working Time 3333	Actual Gross Crane Working Hours 4444	Net Working Time 5555	Anchorage Time	Berth Occupancy Figure	Number of Cranes (attended)	MHC's working hours					Crane Intensity	Port Production Rate 1111	Berth Production Rate 2222	Vessel Production Rate 3333
		20" Full	40" Full	20" Empty	40" Empty	20" Full	40" Full	20" Empty	40" Empty	20"	40"	20"	40"	20"	40"																MHC 1	MHC 2	MHC 3	MHC 4	MHC 5				
115-03/02/2015-	03/02/2015-10:24	127	9	0	0	51	66	190	70	0	0	0	0	0	0	529	513	0	658	.0	1.0	1.0	38.4	11.0	10.6	10.6	9.6	23.2	3.0	0	8.1	8.7	9.9	2.5	13.4	46.6	48.4		
115-31/01/2015-	31/01/2015-13:42	403	25	0	13	16	39	545	0	0	0	0	0	0	0	1057	1041	0	1118	.0	2.3	2.3	20.8	18.5	16.5	16.5	14.2	0	3.0	0	25.4	18.6	22.6	4.0	50.2	56.1	63.1		
115-30/01/2015-	30/01/2015-09:44	636	11	0	0	0	0	585	0	0	0	0	0	0	0	1278	1232	0	1243	.0	3.0	3.0	21.3	19.8	19.6	19.6	16.5	0	4.0	28.1	3.4	13.8	25.6	3.6	57.8	62.1	63.0		
115-27/01/2015-	27/01/2015-21:32	651	14	0	0	54	57	0	0	0	0	0	0	0	0	811	776	0	847	.0	3.4	3.4	22.5	19.2	17.0	17.0	13.6	0	4.0	22.1	22.1	.5	16.5	3.6	34.6	40.4	45.6		
115-26/01/2015-	26/01/2015-06:21	319	0	0	0	13	7	135	0	0	0	0	0	0	0	490	474	0	481	.0	2.4	2.4	11.8	10.1	9.6	9.6	7.2	0	3.0	0	10.7	7.6	8.3	2.8	40.3	46.8	49.3		
115-04/02/2015-	04/02/2015-00:48	215	0	9	2	4	16	125	0	0	0	0	0	0	0	371	371	0	389	.0	3.2	3.2	0	8.8	8.4	8.4	5.3	0	3.0	0	11.1	7.8	11.5	3.6	Infinity	42.3	43.9		

Start TR 16:20 06.02.2015

Preview

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QUAY Operations Performance

Date : 25.01.2015 - 06.02.2015

Date: 06.02.2015 16:15

MARY	DELAYS				DURATIONS						QUAY CRANES					PERFORMANCE						IDLE TIME (Hours)				General Explanations (Pls Explain the reasons of LOW Productivity,Delays,Awaiting...etc and other important things to be reported)	FILE OF VESSEL				
	Moves (for pontoon h. covers)	Total TEUs	Customer Delay and Non Port Delay	Port Delay and Break	Total of all delays times	Port Total Time 1111	On Berth Time 2222	Gross Working Time 3333	Actual Gross Crane Working Hours 4444	Net Working Time 5555	Anchorage Time	Berth Occupancy Figure	Number of Cranes (attended)	MHC 1	MHC 2	MHC 3	MHC 4	MHC 5	Crane Intensity	Port Production Rate 1111	Berth Production Rate 2222	Vessel Production Rate 3333	Actual Gross Crane Production Rate 4444	Net Production Rate 5555	INTERNAL USE Actual Crane Production Rate		Actual Crane Average Productivity	ANCHOR - POB	ARRIVAL - POB	BERTHING - START OPS	END OPS
0	658	.0	1.0	1.0	38.4	11.0	10.6	10.6	9.6	23.2		3.0	.0	8.1	8.7	9.9		2.5	13.4	46.6	48.4	48.36	53.4	55.1	21.8	23.2	25.9	.7	.4	*	04/02/2015 - 08:36
0	1118	.0	2.3	2.3	20.8	18.5	16.5	16.5	14.2	.0		3.0	.0	25.4	18.6	22.8		4.0	50.2	56.1	63.1	63.13	73.2	74.3	18.4	.0	.3	1.3	2.1	*	01/02/2015 - 08:37
0	1243	.0	3.0	3.0	21.3	19.8	19.6	19.6	16.5	.0		4.0	28.1	3.4	13.8	25.6		3.6	57.8	62.1	63.0	62.97	74.5	77.3	21.3	.0	21.3	.7	.0	*	01/02/2015 - 10:30
0	847	.0	3.4	3.4	22.5	19.2	17.0	17.0	13.6	.0		4.0	22.1	22.1	.5	16.5		3.6	34.6	40.4	45.6	45.56	57.0	59.6	16.6	.0	1.6	1.0	2.2	*	28/01/2015 - 16:43
0	481	.0	2.4	2.4	11.8	10.1	9.6	9.6	7.2	.0		3.0	.0	10.7	7.6	8.3		2.8	40.3	46.8	49.3	49.30	66.0	68.2	24.6	.0	.3	-4.0	.5	*	27/01/2015 - 09:07
0	389	.0	3.2	3.2	.0	8.8	8.4	8.4	5.3	.0		3.0	.0	11.1	7.8	11.5		3.6	Infinity	42.3	43.9	43.93	70.6	.0	.0	.0	.0	.0	.0	*	04/02/2015 - 10:32

Web Access



- Before the operation, customers can provide licence plate information for their trucks that will transport their cargo.
- Customer can monitor all operational processes.
- Berthed or barge-connected vessels can be monitored visually and as scaled.
- The state of continuing operations can be followed up instantaneously according to available gang performances, completion time of remaining discharge, and loading operations can be displayed after being calculated by the system.
- Vessels arriving at the port and berthed ships can be monitored instantaneously with Web Access.
- Weighbridge and general placement operations and their data can be monitored online.

11.3.2015 13:14:39

Vessel Name / Voyage	CHELSEA-6 / 0024/15
Flag	MALTA
GRT / NRT	5216 / 2764
Loa	137,62
Agent	TEKİN DENİZCİLİK
Declaration Tonages	5.721,643 TON
Weighbridge Tonages	5.726,080 TON
Departure Port	
Waste Collection	Atık Alınmamıştır!

Berth No	3
Date & Time at Anchor	0
Date & Time Berthed	9.2.2015 16:30:00
Date & Time Opr. Started	10.2.2015 08:29:00
Date & Time Opr. Ended	12.2.2015 10:37:00
Date & Time Departured	12.2.2015 11:45:00
Berth Occupancy Figure	67,15 SAAT
Operation Duration	50,08 SAAT
Delay in Operation	29,00 SAAT
Net Operation Duration	21,08 SAAT

DELAYS	DISCHARGING	LOADING
YEMEK/POSTA DEĞ.	2,00 SAAT	0,00 SAAT
MESAI DIŞI	27,00 SAAT	0,00 SAAT

DISCHARGING OPERATION				ALONGSIDE			LAND			TOTAL			WORKING EQUIPMENT				CUSTOM DECLARATION			
Firm Name	Goods Type	Custom Tonages	Cus. Qty.	W/B Tonages	Wt/h Qty	Veh. Coun.	W/B Tonages	Wt/h Qty	Veh. Coun.	W/B Tonages	Wt/h Qty	Veh. Coun.	Firm	Location	Equipment	Tonages	Hour	Qty	Delivered Time	Date / Number
AK KÖMLER	KÖMLER(DÖKME)	5.721,643	0	5.726,080	0	248	0,000	0	0	5.726,080	0	248	SOLOPORT	3.RİHTİ	STFA 10 TONLUK	2.583,000	0,00	0		
													SOLOPORT	3.RİHTİ	STFA 10 TONLUK	2.853,000	0,00	0		
													CINER		... TAHLİYE İŞÇİLİĞİ	0,000	0,00	0		
													CINER		HAPLAMA İŞÇİLİĞİ	0,000	0,00	0		

Discharging Notes :

Loading Notes :

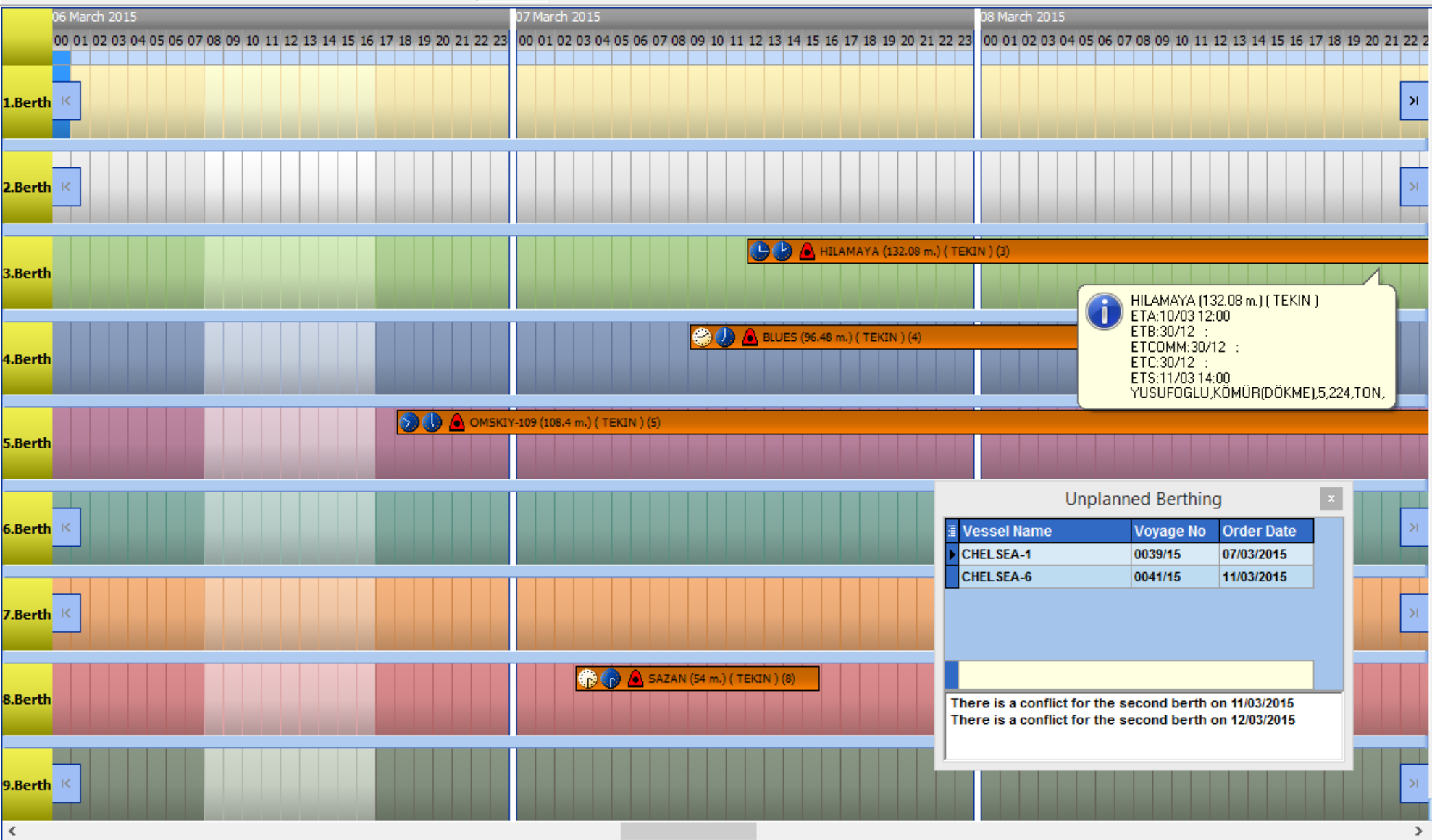
AVERAGE DISCHARGING PER HOUR			
Net Opr. Tonage	Opr. Started Ended Tonages	Net Opr. Quantity	Opr. Str. End. Quantity
271,636	114,339	0,00	0,00

AVERAGE LOADING PER HOUR			
Net Opr. Tonage	Opr. Started Ended Tonages	Net Opr. Quantity	Opr. Str. End. Quantity
0,000	0,000	0,00	0,00

PREPARED

CHECKED

APPROVAL



HILAMAYA (132.08 m.) (TEKIN)
 ETA:10/03 12:00
 ETB:30/12 :
 ETCOMM:30/12 :
 ETC:30/12 :
 ETS:11/03 14:00
 YUSUFOGLU,KÖMÜR(DÖKME),5,224,TON.

Unplanned Berthing

#	Vessel Name	Voyage No	Order Date
▶	CHELSEA-1	0039/15	07/03/2015
	CHELSEA-6	0041/15	11/03/2015

There is a conflict for the second berth on 11/03/2015
 There is a conflict for the second berth on 12/03/2015

March 2015

M	T	W	T	F	S	S
9	23	24	25	26	27	28 1
10	2	3	4	5	6	7 8
11	9	10	11	12	13	14 15
12	16	17	18	19	20	21 22
13	23	24	25	26	27	28 29
14	30	31				

April 2015

M	T	W	T	F	S	S
14		1	2	3	4	5
15	6	7	8	9	10	11 12
16	13	14	15	16	17	18 19
17	20	21	22	23	24	25 26
18	27	28	29	30		

May 2015

M	T	W	T	F	S	S
18				1	2	3
19	4	5	6	7	8	9 10
20	11	12	13	14	15	16 17
21	18	19	20	21	22	23 24
22	25	26	27	28	29	30 31
23	1	2	3	4	5	6 7

Berth Period

Show Detail.
 Show Big Picture.

08:17 Time Remaining

Dashboard > Solon Port

INVOICE AMOUNT
\$63,571



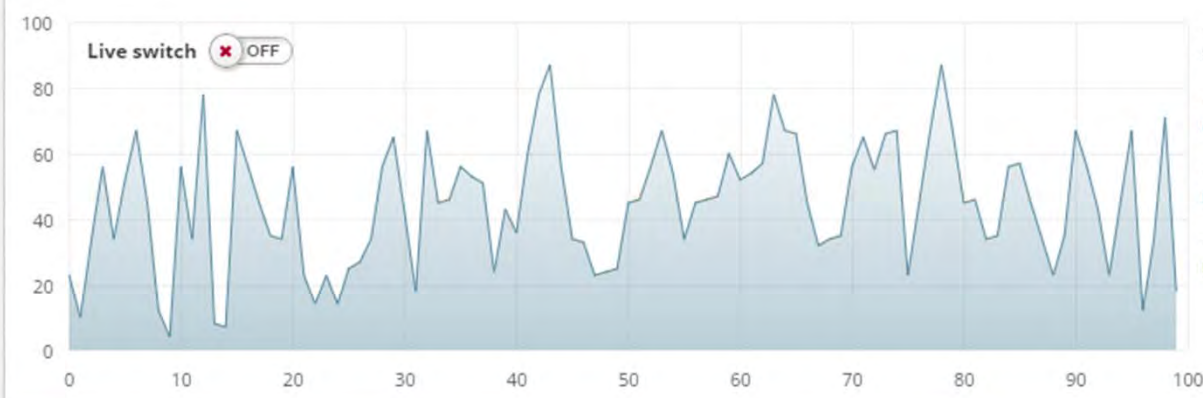
SHIPS IN PORT
3



INCOMING SHIPS
10 + 2

Live Feeds

Stats Production Rate Revenue



Quantity Of Vessel At The Port	395/400
Quantity Of Unsealed Record	502/15
Quantity Of Made Tally	120/400
Quantity Of Invoice	48/100

21% BERTH OCCUPANCY -180 +51

0 BERTH PRODUCTION -0.006 +0

100% DELAYED FILES -4204 +37

100% DELAYED OPERATIONS -2199 +25

Port Status Display Realtime YES



Pending Ships Realtime YES

Vessel Name	Agency	ETA	ETD	Charterage
KAPTAN ERGUN	TURKON KONTEYNER TAŞ	1/26/2009 12:00:00 AM	7/7/2007 12:00:00 AM	KONTEYNER
NEPTUNE THELISIS	AKMAR DENİZCİLİK	1/26/2009 12:00:00 AM	7/19/2007 12:00:00 AM	RORO
NOVOROSIYSK	BELSTAR	1/26/2009	7/14/2007	KONTEYNER

Dashboard > Solon Port

INVOICE AMOUNT
\$63,571



SHIPS IN PORT
3



INCOMING SHIPS
10 + 2

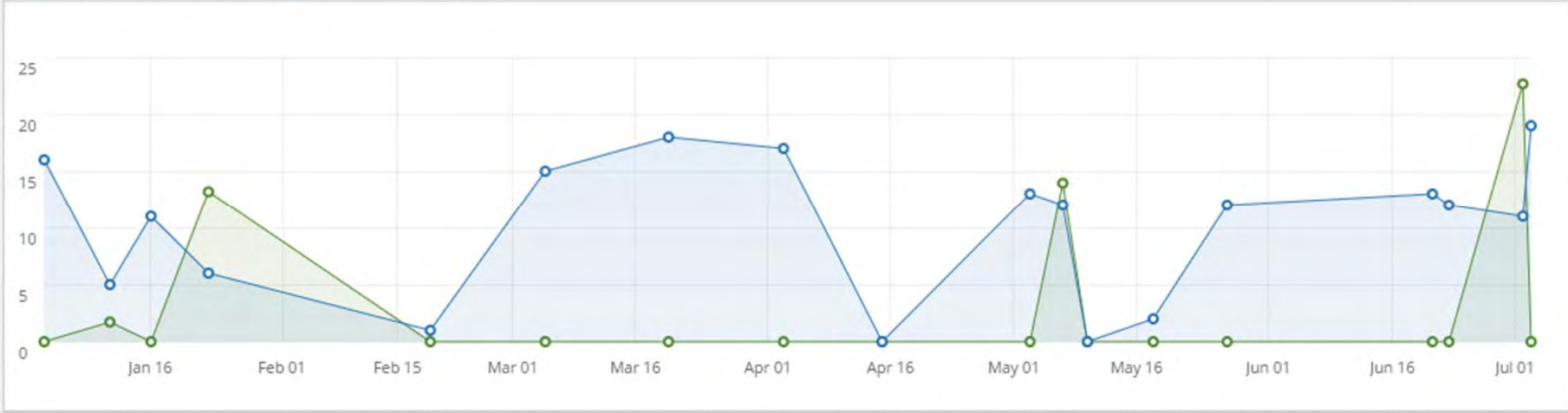
Live Feeds

Stats

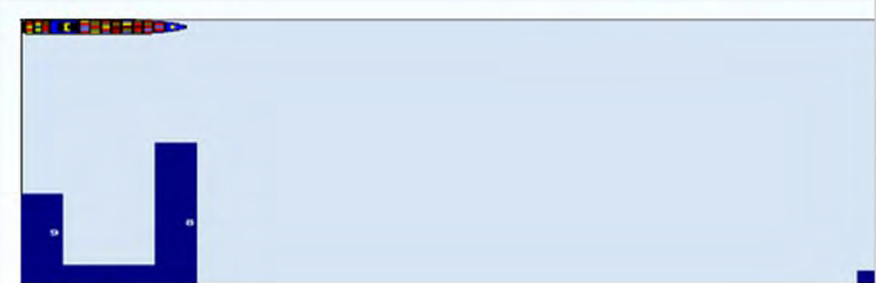
Production Rate

Revenue

- Port Production Rate
- Berth Production Rate



Port Status Display [Realtime YES]



Pending Ships [Realtime YES]

Vessel Name	Agency	ETA	ETD	Charterage
KAPTAN ERGUN	TURKON	1/26/2009	7/7/2007	KONTEYNER
	KONTEYNER	12:00:00	12:00:00	
	TAŞ	AM	AM	
NEPTUNE	AKMAR	1/26/2009	7/19/2007	RORO
	THELISIS	12:00:00	12:00:00	
		AM	AM	
NOVOROSSIYSK	DELSTAR	1/26/2009	7/11/2007	KONTEYNER

Dashboard > Solon Port

INVOICE AMOUNT
\$63,571



SHIPS IN PORT
3

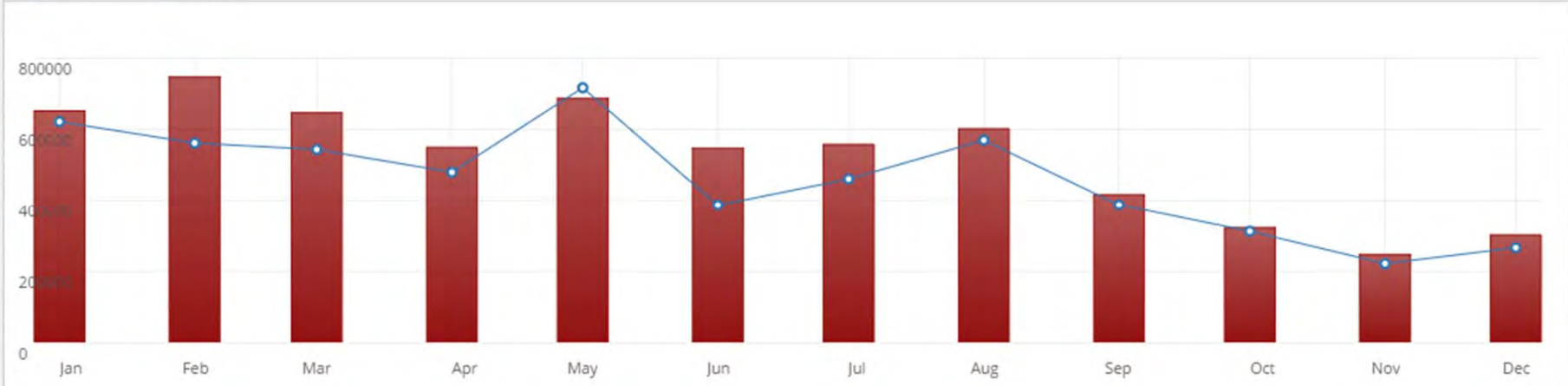


INCOMING SHIPS
10 + 2

Live Feeds

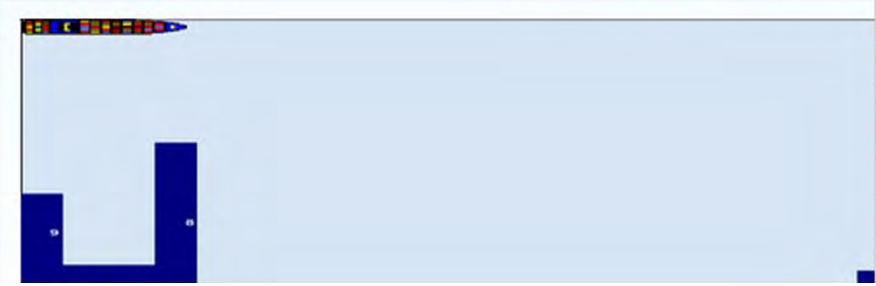
Stats Production Rate **\$ Revenue**

Target Actual



Port Status Display

Realtime **YES**

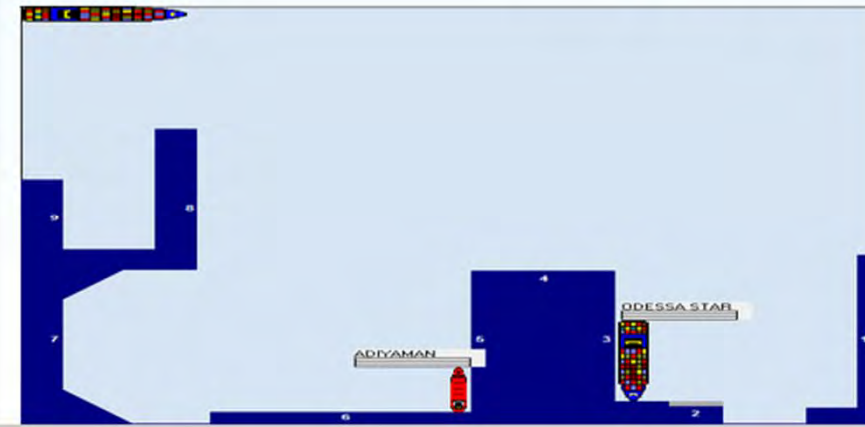


Pending Ships


Realtime **YES**

Vessel Name	Agency	ETA	ETD	Charterage
KAPTAN ERGUN	TURKON	1/26/2009	7/7/2007	KONTEYNER
	KONTEYNER	12:00:00	12:00:00	
	TAŞ	AM	AM	
NEPTUNE	AKMAR	1/26/2009	7/19/2007	RORO
	THELISIS	12:00:00	12:00:00	
		AM	AM	

Port Status Display Realtime YES

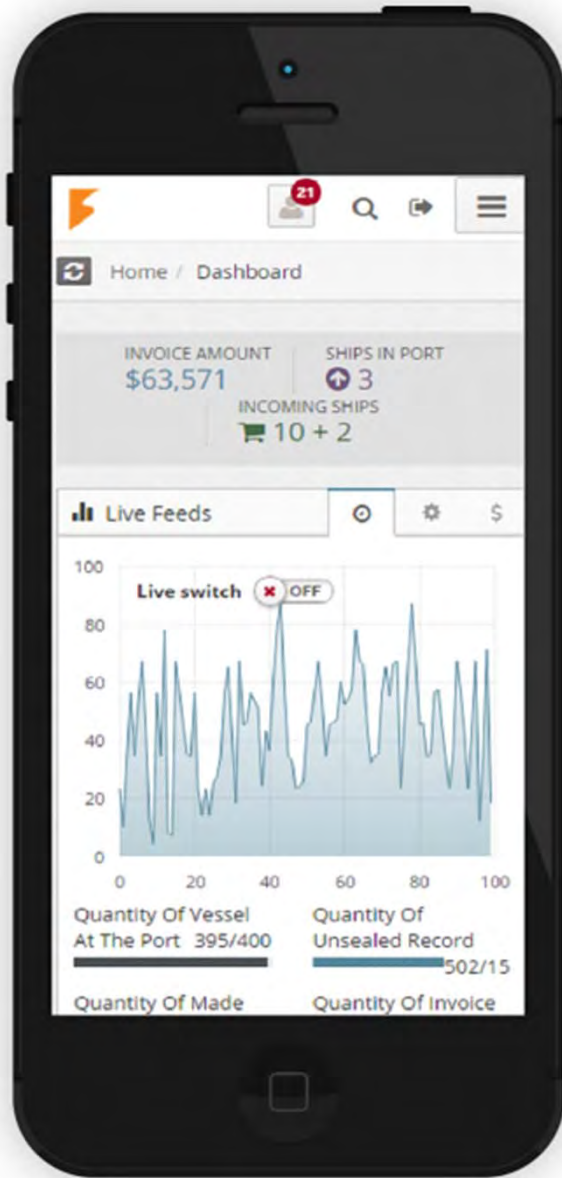


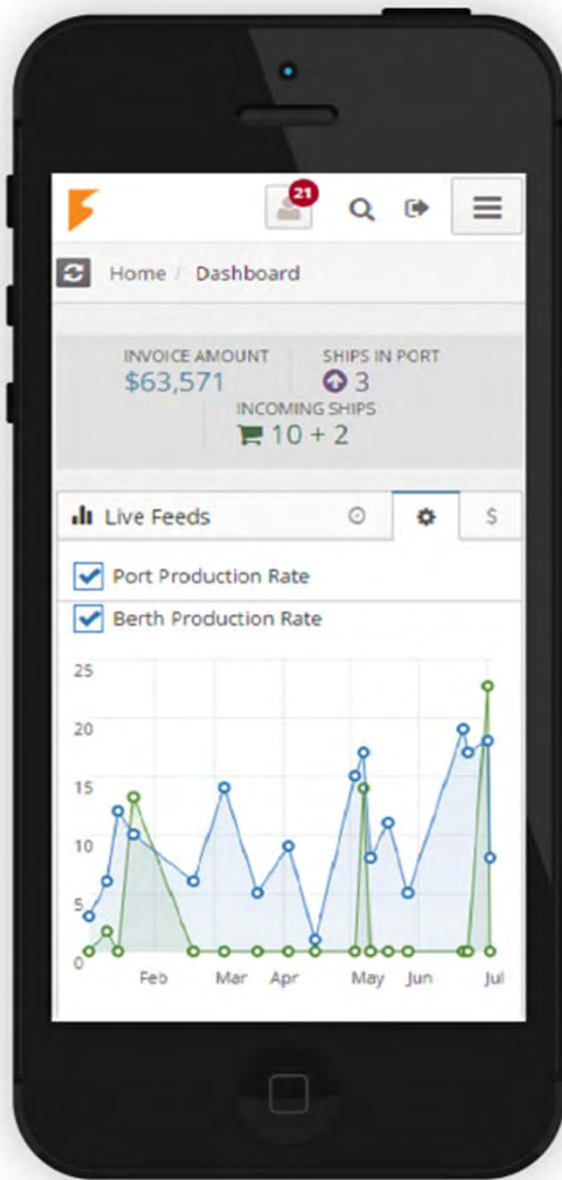
Ships In Port Realtime YES

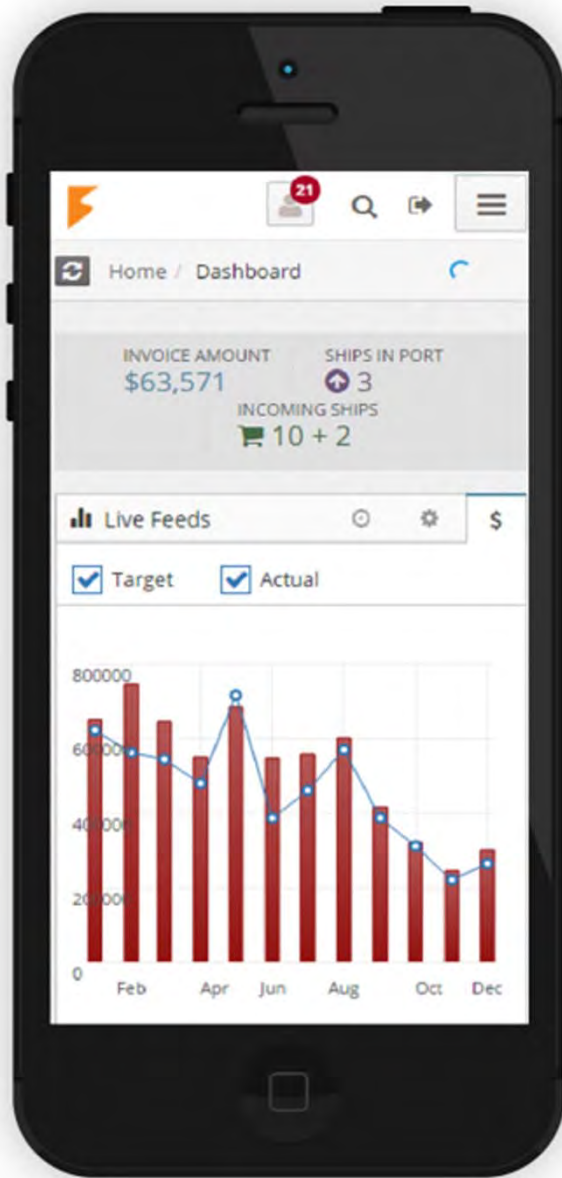
Vessel Name	Agency	Date of Berthing	ETD	Charterage
 ODESSA STAR	BELSTAR DENİZCİLİK V	1/29/2009 12:00:00 AM	1/30/2009 12:00:00 AM	KONTEYNER
 ADIYAMAN	MAERSK DENİZCİLİK A.	1/12/2015 12:00:00 AM	1/2/2012 12:00:00 AM	GENEL YÜK
 ODESSA STAR	BELSTAR DENİZCİLİK V	12/25/2014 12:00:00 AM	11/25/2014 12:00:00 AM	KONTEYNER

Pending Ships Realtime YES

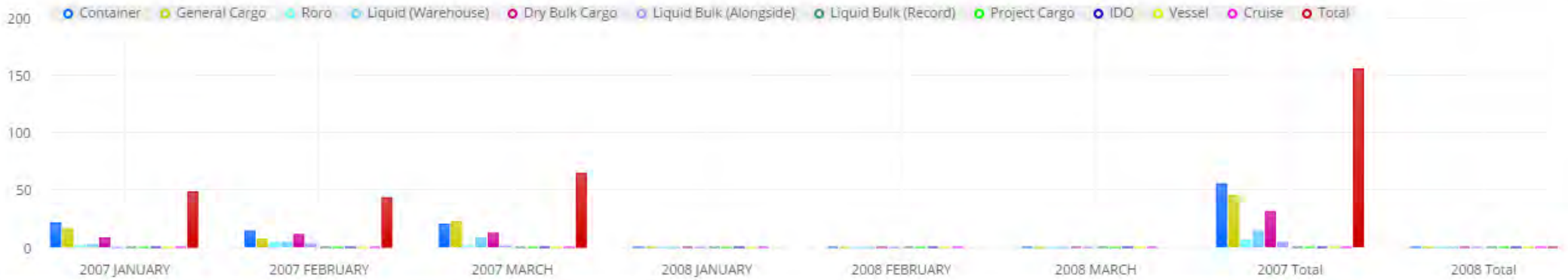
Vessel Name	Agency	ETA	ETD	Charterage
 KAPTAN ERGUN	TURKON KONTEYNER TAŞ	1/26/2009 12:00:00 AM	7/7/2007 12:00:00 AM	KONTEYNER
 NEPTUNE THELISIS	AKMAR DENİZCİLİK	1/26/2009 12:00:00 AM	7/19/2007 12:00:00 AM	RORO
 NOVOROSIYSK STAR	BELSTAR DENİZCİLİK V	1/26/2009 12:00:00 AM	7/14/2007 12:00:00 AM	KONTEYNER
 BESİRE KALKAVAN	TURKON KONTEYNER TAŞ	1/26/2009 12:00:00 AM	7/14/2009 12:00:00 AM	KONTEYNER
 BESİRE KALKAVAN	TURKON KONTEYNER TAŞ	1/26/2009 12:00:00 AM	7/28/2009 12:00:00 AM	KONTEYNER
 CHEMBULK SINGAPORE	BAYRAM VAPUR ACENTEL	4/8/2009 12:00:00 AM	4/10/2009 12:00:00 AM	SIVI YÜK
 NEPTUNE AEGLI	AKMAR DENİZCİLİK	4/1/2011 12:00:00 AM	4/1/2011 12:00:00 AM	RORO
 KAPTAN ERGUN	TURKON KONTEYNER TAŞ	4/2/2011 12:00:00 AM	4/3/2011 12:00:00 AM	KONTEYNER
 ADRIATIC WIND	A & Z DENİZCİLİK TİC	7/1/2012 12:00:00 AM	7/2/2012 12:00:00 AM	SIVI YÜK
 MSC ANNICK	MSC GEMİ ACENTASI	8/2/2012 12:00:00 AM	8/2/2012 12:00:00 AM	KONTEYNER
 ADNAN KAPTAN	BELSTAR DENİZCİLİK	1/22/2015 12:00:00	1/22/2015 12:00:00	GENEL YÜK







JANUARY-MARCH CHARTERAGE VALUES



Value

Realtime YES

Charterage	2007 JANUARY	2007 FEBRUARY	2007 MARCH	2008 JANUARY	2008 FEBRUARY	2008 MARCH	2007 Total	2008 Total
Container	21	14	20	0	0	0	55	0
General Cargo	16	7	22	0	0	0	45	0
Roro	1	4	1	0	0	0	6	0
Liquid (Warehouse)	2	4	8	0	0	0	14	0
Dry Bulk Cargo	8	11	12	0	0	0	31	0
Liquid Bulk (Alongside)	0	3	1	0	0	0	4	0
Liquid Bulk (Record)	0	0	0	0	0	0	0	0
Project Cargo	0	0	0	0	0	0	0	0
IDO	0	0	0	0	0	0	0	0
Vessel	0	0	0	0	0	0	0	0
Cruise	0	0	0	0	0	0	0	0
TOTAL	48	43	64	0	0	0	155	0

KEY POINTS

Design and functionality – tailor made

Integration and harmony with port equipment

Software and hardware packages available

Customs integration

e-invoicing integration

Full support




Web access

SolonPort Port Automation

covers the modules listed below:

1. Main Programme
2. Billing
3. Automatic Billing
4. Customs
5. Port, ship and approach plan
6. Agents
7. Gate
8. Weights
9. Ship bay plan
10. Ship bay plan EDI Import/Export (Baplie)
11. Yard Management System (YMS)
12. Summary Declaration
13. Summary Declaration EDI Import
14. Jobs
15. Terminals
16. Reports

Main Advantages of Port Automation

-  efficiency savings
-  manpower savings
-  reduced idle times



SolonPort Software

www.solonport.com

