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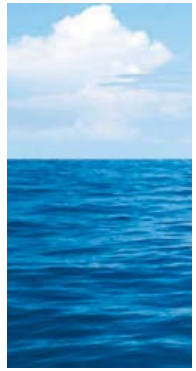

Creating Baseline Analytics and Automated Reporting for Improved Decision Making in the Maritime Transportation System

Jason Tieman, Director of Maritime Solutions

June 26-28, 2012

Better visibility leads to better business decisions.

About PortVision

- AIRSIS founded in 1995
- Maritime technology company
- Core competence in software development and remote asset management
  - Satellite-based tracking and reporting
  - We manage assets for: vessels, barges, buoys, trucks, railcars, generators, radio towers
  - Environmental monitoring for Ports
  - Offshore platform management
  - Modular *AIRSIS Vision*™ platform
- Launched PortVision in 2006
- 2011 Plimsoll Award Recipient
- PortVision Patent: April 2011
  (System and method for harvesting business intelligence from maritime communications)

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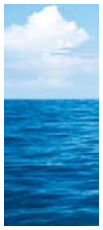

AIS Broadcast Signal Information

AIS unit broadcasts while underway:

Every 2-10 seconds

- MMSI number
- Navigation status
- Rate of turn
- Speed over ground
- Position accuracy
- Longitude
- Course over ground
- True heading
- Time stamp

Every 6 minutes

- MMSI number
- IMO number
- Radio call sign
- Name of ship
- Type of ship/cargo
- Dimensions of ship
- Location on ship
- Type of position
- Draught of ship
- Destination
- Estimated time of arrival at destination

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Underlying Technology - AIS

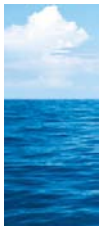
AIS Collision Avoidance Signals

Computing infrastructure for data processing, data warehousing application and web presentation

Web-based service

Maps and Aerial Views of Waterways

Network of AIS receivers



Data Source: October 2011, NASA-Space Station Keeps Watch on World's Sea Traffic

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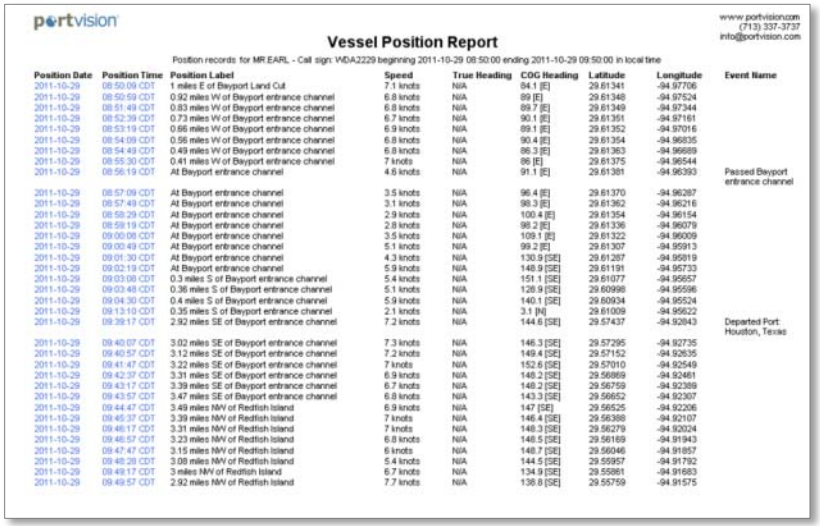
How and Who uses AIS data

- How: Law enforcement, fishery control campaigns, maritime border control, maritime safety and security issues, marine pollution, search and rescue and anti-piracy
- Data and web-based service used in the USA by USCG, USACE, DHS, MARAD, port authorities, maritime organizations /committees, marine service companies, and all major oil companies
- Maritime enterprise systems based on real-time reporting
  - Business Intelligence
  - Terminals and Dock Management System
  - Fleet Management System
- Industry support with incident response, litigation avoidance, and data-based analysis
- Global coverage….



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Vessel Position Report

Position records for MR EARL - Call sign: WDA2229 beginning 2011-10-29 08:50:00 ending 2011-10-29 09:50:00 in local time

Position Date	Position Time	Position Label	Speed	True Heading	COG Heading	Latitude	Longitude	Event Name
2011-10-29	08:50:09 CDT	1 miles E of Bayport Land Cut	7.1 knots	N/A	84.1 [E]	29.61341	-94.97706	
2011-10-29	08:50:59 CDT	0.92 miles W of Bayport entrance channel	6.8 knots	N/A	89 [E]	29.61348	-94.97524	
2011-10-29	08:51:49 CDT	0.83 miles W of Bayport entrance channel	6.8 knots	N/A	89.7 [E]	29.61349	-94.97344	
2011-10-29	08:52:39 CDT	0.73 miles W of Bayport entrance channel	6.7 knots	N/A	90.1 [E]	29.61351	-94.97161	
2011-10-29	08:53:19 CDT	0.66 miles W of Bayport entrance channel	6.9 knots	N/A	89.1 [E]	29.61352	-94.97016	
2011-10-29	08:54:09 CDT	0.56 miles W of Bayport entrance channel	6.8 knots	N/A	90.4 [E]	29.61354	-94.96835	
2011-10-29	08:54:49 CDT	0.49 miles W of Bayport entrance channel	6.8 knots	N/A	86.3 [E]	29.61363	-94.96689	
2011-10-29	08:55:30 CDT	0.41 miles W of Bayport entrance channel	7 knots	N/A	86 [E]	29.61375	-94.96544	
2011-10-29	08:56:19 CDT	At Bayport entrance channel	4.6 knots	N/A	91.1 [E]	29.61381	-94.96393	Passed Bayport entrance channel
2011-10-29	08:57:09 CDT	At Bayport entrance channel	3.5 knots	N/A	96.4 [E]	29.61370	-94.96287	
2011-10-29	08:57:49 CDT	At Bayport entrance channel	3.1 knots	N/A	98.3 [E]	29.61362	-94.96216	
2011-10-29	08:58:29 CDT	At Bayport entrance channel	2.9 knots	N/A	100.4 [E]	29.61354	-94.96154	
2011-10-29	08:59:19 CDT	At Bayport entrance channel	2.8 knots	N/A	98.2 [E]	29.61336	-94.96079	
2011-10-29	09:00:06 CDT	At Bayport entrance channel	3.5 knots	N/A	109.1 [E]	29.61322	-94.96009	
2011-10-29	09:00:49 CDT	At Bayport entrance channel	5.1 knots	N/A	99.2 [E]	29.61307	-94.95913	
2011-10-29	09:01:30 CDT	At Bayport entrance channel	4.3 knots	N/A	130.9 [SE]	29.61287	-94.95819	
2011-10-29	09:02:19 CDT	At Bayport entrance channel	5.9 knots	N/A	148.9 [SE]	29.61191	-94.95733	
2011-10-29	09:03:08 CDT	0.3 miles S of Bayport entrance channel	5.4 knots	N/A	151.1 [SE]	29.61077	-94.95657	
2011-10-29	09:03:48 CDT	0.36 miles S of Bayport entrance channel	5.1 knots	N/A	128.9 [SE]	29.60998	-94.95596	
2011-10-29	09:04:30 CDT	0.4 miles S of Bayport entrance channel	5.9 knots	N/A	140.1 [SE]	29.60934	-94.95524	
2011-10-29	09:13:10 CDT	0.35 miles S of Bayport entrance channel	2.1 knots	N/A	3.1 [N]	29.61009	-94.95622	
2011-10-29	09:39:17 CDT	2.92 miles SE of Bayport entrance channel	7.2 knots	N/A	144.6 [SE]	29.57437	-94.92843	Departed Port: Houston, Texas
2011-10-29	09:40:07 CDT	3.02 miles SE of Bayport entrance channel	7.3 knots	N/A	146.3 [SE]	29.57295	-94.92735	
2011-10-29	09:40:57 CDT	3.12 miles SE of Bayport entrance channel	7.2 knots	N/A	149.4 [SE]	29.57152	-94.92635	
2011-10-29	09:41:47 CDT	3.22 miles SE of Bayport entrance channel	7 knots	N/A	152.6 [SE]	29.57010	-94.92549	
2011-10-29	09:42:37 CDT	3.31 miles SE of Bayport entrance channel	6.9 knots	N/A	148.2 [SE]	29.56869	-94.92461	
2011-10-29	09:43:17 CDT	3.39 miles SE of Bayport entrance channel	6.7 knots	N/A	148.2 [SE]	29.56759	-94.92389	
2011-10-29	09:43:57 CDT	3.47 miles SE of Bayport entrance channel	6.8 knots	N/A	143.3 [SE]	29.56652	-94.92307	
2011-10-29	09:44:47 CDT	3.49 miles NW of Redfish Island	6.9 knots	N/A	147 [SE]	29.56525	-94.92206	
2011-10-29	09:45:37 CDT	3.39 miles NW of Redfish Island	7 knots	N/A	146.4 [SE]	29.56398	-94.92107	
2011-10-29	09:46:17 CDT	3.31 miles NW of Redfish Island	7 knots	N/A	148.3 [SE]	29.56279	-94.92024	
2011-10-29	09:46:57 CDT	3.23 miles NW of Redfish Island	6.8 knots	N/A	148.5 [SE]	29.56169	-94.91943	
2011-10-29	09:47:47 CDT	3.15 miles NW of Redfish Island	6 knots	N/A	148.7 [SE]	29.56046	-94.91857	
2011-10-29	09:48:28 CDT	3.09 miles NW of Redfish Island	5.4 knots	N/A	144.5 [SE]	29.55957	-94.91792	
2011-10-29	09:49:17 CDT	3 miles NW of Redfish Island	6.7 knots	N/A	134.9 [SE]	29.55861	-94.91683	
2011-10-29	09:49:57 CDT	2.92 miles NW of Redfish Island	7.7 knots	N/A	136.8 [SE]	29.55759	-94.91575	

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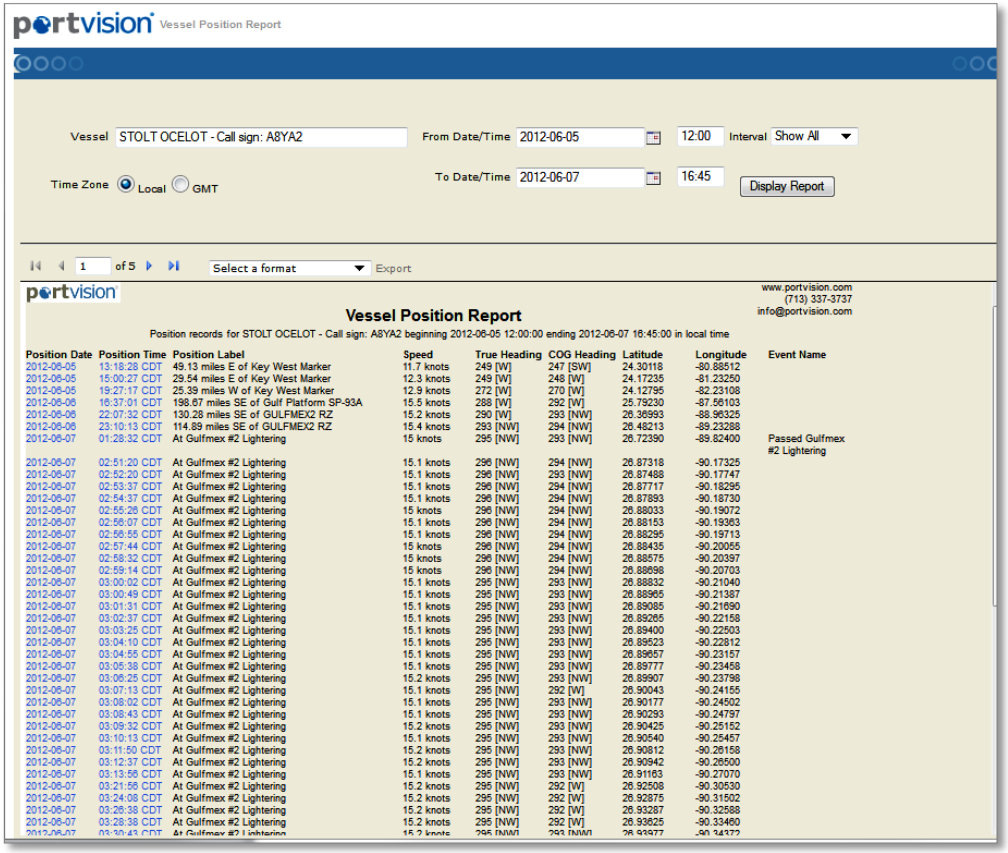
Business Intelligence

- Business perspective rather than vessel perspective
- Interpreting data to identify events and activities
- Comprehensive data warehousing for playback, fact discovery, and operational analysis



portvision Vessel Position Report

Vessel: STOLT OCELOT - Call sign: A8YA2 | From Date/Time: 2012-06-05 12:00 | Interval: Show All
Time Zone: Local / GMT | To Date/Time: 2012-06-07 16:45 | Display Report

1 of 5 | Select a format | Export

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Vessel Position Report

Position records for STOLT OCELOT - Call sign: A8YA2 beginning 2012-06-05 12:00:00 ending 2012-06-07 16:45:00 in local time

Position Date	Position Time	Position Label	Speed	True Heading	COG Heading	Latitude	Longitude	Event Name
2012-06-05	13:18:28 CDT	49.13 miles E of Key West Marker	11.7 knots	249 [W]	247 [SW]	24.30118	-80.88512	
2012-06-05	15:00:27 CDT	29.54 miles E of Key West Marker	12.3 knots	249 [W]	248 [W]	24.17235	-81.23250	
2012-06-05	19:27:17 CDT	25.39 miles W of Key West Marker	12.9 knots	272 [W]	270 [W]	24.12795	-82.23108	
2012-06-06	16:37:01 CDT	198.67 miles SE of Gulf Platform SP-93A	15.5 knots	288 [W]	292 [W]	25.79230	-87.56103	
2012-06-06	22:07:32 CDT	130.28 miles SE of GULFMEX2 RZ	15.2 knots	290 [W]	293 [NW]	26.36993	-88.96325	
2012-06-06	23:10:13 CDT	114.89 miles SE of GULFMEX2 RZ	15.4 knots	293 [NW]	294 [NW]	26.48213	-89.23288	
2012-06-07	01:28:32 CDT	At Gulfmex #2 Lightering	15 knots	295 [NW]	293 [NW]	26.72390	-89.82400	Passed Gulfmex #2 Lightering
2012-06-07	02:51:20 CDT	At Gulfmex #2 Lightering	15.1 knots	296 [NW]	294 [NW]	26.87318	-90.17325	
2012-06-07	02:52:20 CDT	At Gulfmex #2 Lightering	15.1 knots	296 [NW]	293 [NW]	26.87488	-90.17747	
2012-06-07	02:53:37 CDT	At Gulfmex #2 Lightering	15.1 knots	296 [NW]	294 [NW]	26.87717	-90.18295	
2012-06-07	02:54:37 CDT	At Gulfmex #2 Lightering	15.1 knots	296 [NW]	294 [NW]	26.87893	-90.18730	
2012-06-07	02:55:26 CDT	At Gulfmex #2 Lightering	15 knots	296 [NW]	294 [NW]	26.88033	-90.19072	
2012-06-07	02:56:07 CDT	At Gulfmex #2 Lightering	15.1 knots	296 [NW]	294 [NW]	26.88153	-90.19363	
2012-06-07	02:56:55 CDT	At Gulfmex #2 Lightering	15.1 knots	296 [NW]	294 [NW]	26.88295	-90.19713	
2012-06-07	02:57:44 CDT	At Gulfmex #2 Lightering	15 knots	296 [NW]	294 [NW]	26.88435	-90.20055	
2012-06-07	02:58:32 CDT	At Gulfmex #2 Lightering	15 knots	296 [NW]	294 [NW]	26.88575	-90.20397	
2012-06-07	02:59:14 CDT	At Gulfmex #2 Lightering	15 knots	296 [NW]	294 [NW]	26.88698	-90.20703	
2012-06-07	03:00:02 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.88832	-90.21040	
2012-06-07	03:00:49 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.88965	-90.21387	
2012-06-07	03:01:31 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.89085	-90.21690	
2012-06-07	03:02:37 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.89265	-90.22158	
2012-06-07	03:03:25 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.89400	-90.22503	
2012-06-07	03:04:10 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.89523	-90.22812	
2012-06-07	03:04:55 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.89657	-90.23157	
2012-06-07	03:05:38 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.89777	-90.23458	
2012-06-07	03:06:25 CDT	At Gulfmex #2 Lightering	15.2 knots	295 [NW]	293 [NW]	26.89907	-90.23798	
2012-06-07	03:07:13 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	292 [W]	26.90043	-90.24155	
2012-06-07	03:08:02 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.90177	-90.24502	
2012-06-07	03:08:43 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.90293	-90.24797	
2012-06-07	03:09:32 CDT	At Gulfmex #2 Lightering	15.2 knots	295 [NW]	293 [NW]	26.90425	-90.25152	
2012-06-07	03:10:13 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.90540	-90.25457	
2012-06-07	03:11:50 CDT	At Gulfmex #2 Lightering	15.2 knots	295 [NW]	293 [NW]	26.90812	-90.26158	
2012-06-07	03:12:37 CDT	At Gulfmex #2 Lightering	15.2 knots	295 [NW]	293 [NW]	26.90942	-90.26500	
2012-06-07	03:13:56 CDT	At Gulfmex #2 Lightering	15.1 knots	295 [NW]	293 [NW]	26.91163	-90.27070	
2012-06-07	03:21:56 CDT	At Gulfmex #2 Lightering	15.2 knots	295 [NW]	292 [W]	26.92508	-90.30530	
2012-06-07	03:24:08 CDT	At Gulfmex #2 Lightering	15.2 knots	295 [NW]	292 [W]	26.92875	-90.31502	
2012-06-07	03:26:38 CDT	At Gulfmex #2 Lightering	15.2 knots	295 [NW]	292 [W]	26.93287	-90.32588	
2012-06-07	03:28:38 CDT	At Gulfmex #2 Lightering	15.2 knots	295 [NW]	292 [W]	26.93625	-90.33460	

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Ports

- Automate revenue capture (transits, docking, lay berth)
- Increase revenue (identify lost tariff opportunities)
- Dock scheduling, labor assignment
- Compliance, law enforcement, and MDA
- Incident management
- Training
- Negotiation/arbitration/ litigation

portvision

Port of New Orleans

Need

- Needed real-time ETA and vessel schedules
- Compliance
- Capture Revenue of missed vessel passings

Results

- AIS provides real-time visibility of vessels for better dock planning eliminating two vessels arriving at the same time
- AIS historical data provides replay of vessel movements and locations any time
- AIS data provides AIS enabled vessels passing points, times of arrival/departures and length of dockings. Vessels that stopped for anchorage and refueling before traveling to a terminal could now be assessed a harbor fee.

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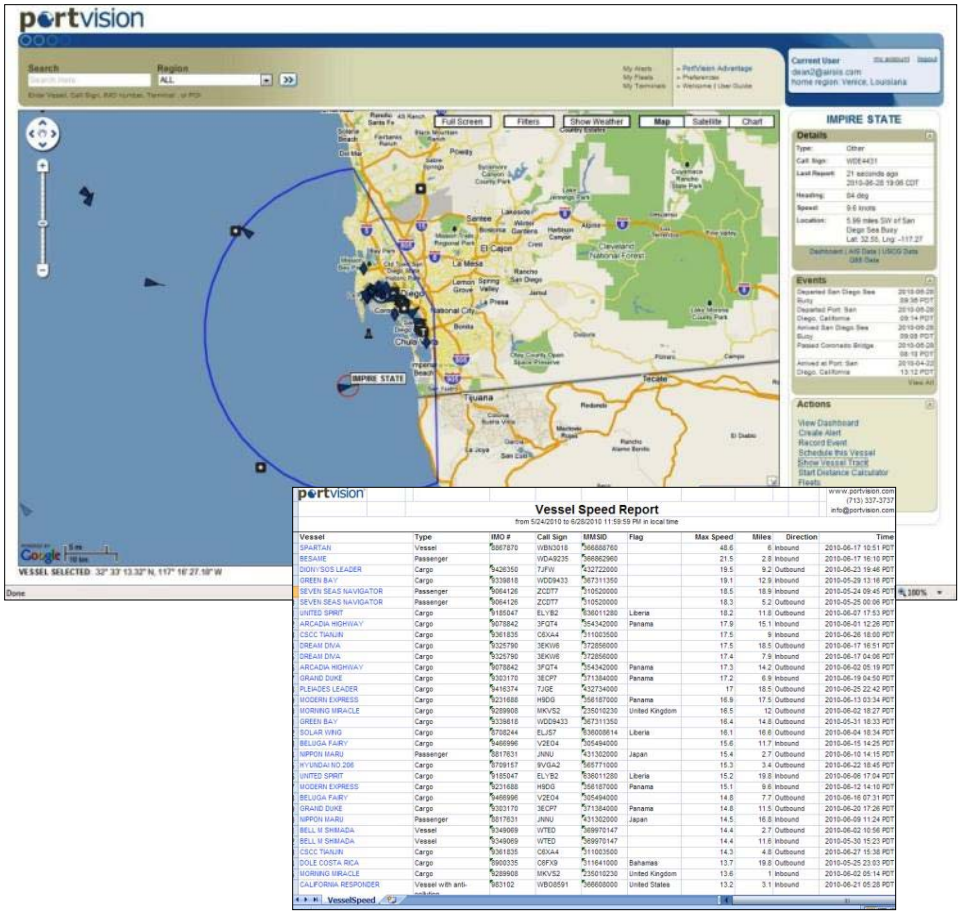
Port of San Diego-Green Port



Need

- Port of San Diego launched a Clean Air Program which voluntary asked vessels entering or leaving the Port to observe the set speed limits within a 20 nautical mile from specific point (VSR zone) to reduce emissions.
- Needed a system to track vessels and speed.

Results

- While in the VSR zone, a vessel's maximum speed is recorded using an AIS Web-based vessel tracking service to determine VSR program participation.
- Vessel operators who achieve 90 percent compliance are recognized for their participation each quarter.
- Program received a 2011 Winner for Comprehensive Environmental Management Plan-WorkBoat Environmental Awards

portvision

Port of Morgan City

Need

- A system to increase efficiency by providing visibility of vessel type, name, origination/destination and commodity onboard.
- Collect tonnage data to acquire dredging monies and ranking in the USACE NDC Waterborne Commerce Statistics Fact Card.

Solution

- AIS data service provided real-time and historical information for all commercial vessel traffic in POMC waterways.
- It captured ship name, call sign, IMO/MMSI numbers, length/beam, ship type, draft, destination and estimated time of arrival.
- AIS reports were accepted by USACE. POMC was ranked #98 in the USACE Top list for 2009.

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Marine Organizations & Committees

- Efficient management of marine areas
- Safety reporting
- Traffic patterns & trends
- Emergency response
- Historical and analytic reporting

Traffic Density Map

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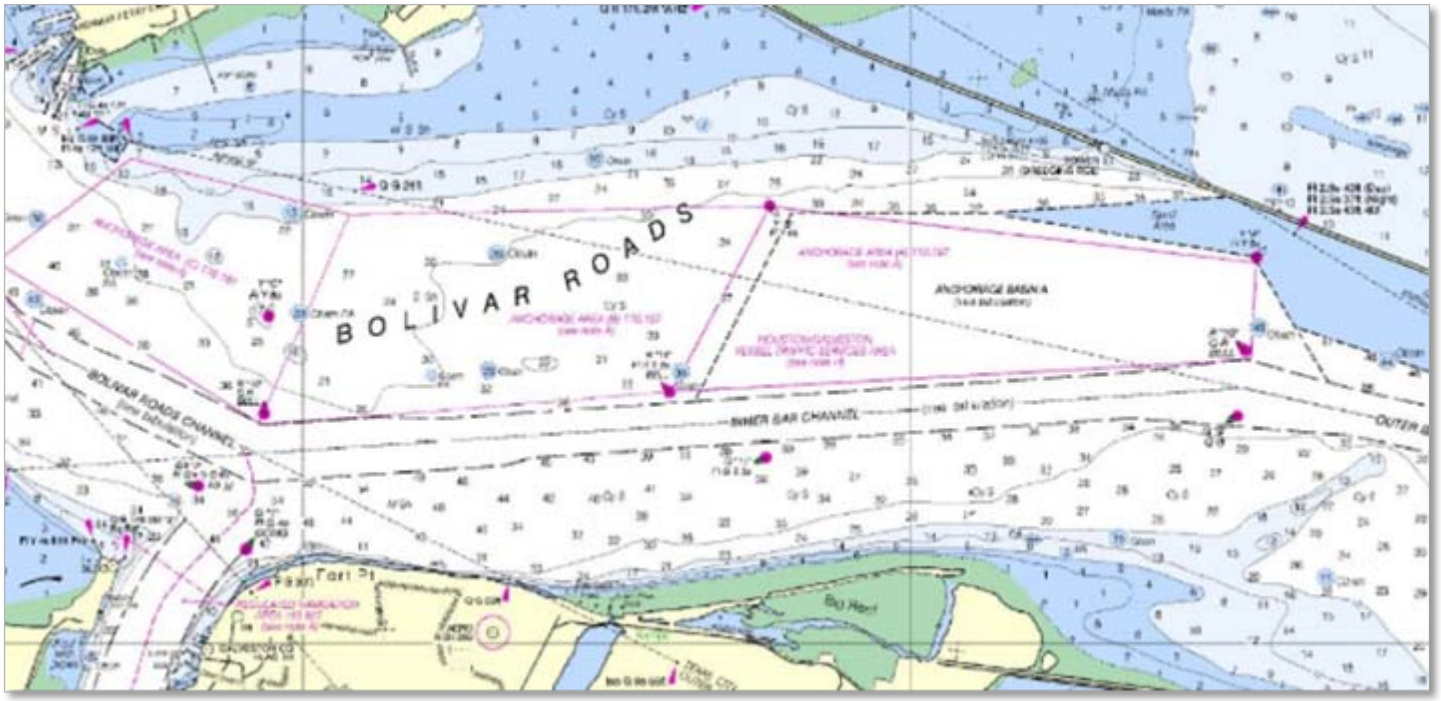
Houston Galveston Harbor Safety Committee



Need

- Needed intelligence of vessel movements, locations, dock usage for analytics and to set guidance
- Better management for utilization of anchorages

Results

- Better data for historical information and analytics
- Improved safety and usage of docks/anchorage areas

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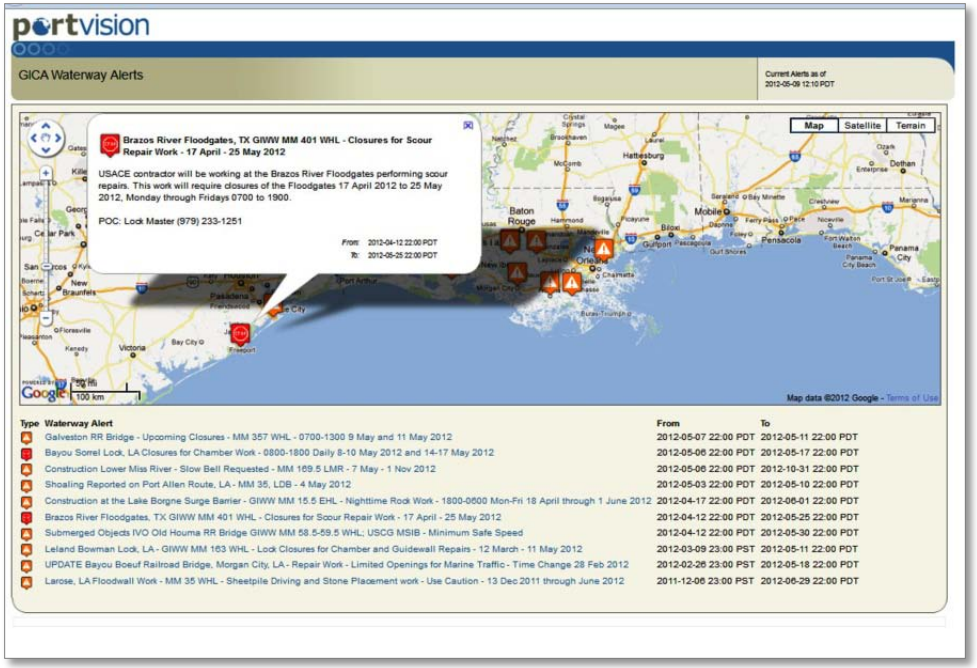
Gulf Intracoastal Canal Association (GICA)

Need

- Support data to show how repairs affect vessel traffic in the waterways
- Federal Funding for major lock repairs and replacements for a better and stronger lock system

Results

- AIS analytics “geo-fencing” of certain areas showed how a lock closed for repairs affected vessel traffic
  - Geo-fencing provided intelligence to show much longer it took a vessel to detour
  - How many vessels had to pass through an alternate route
  - Real costs to the industry



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Terminals

- Remote monitoring of traffic
- Create “Vessel Zones” for placements of spoils, etc.
- Historical data for analysis
- Incident management
- Training
- Negotiation/arbitration/litigation

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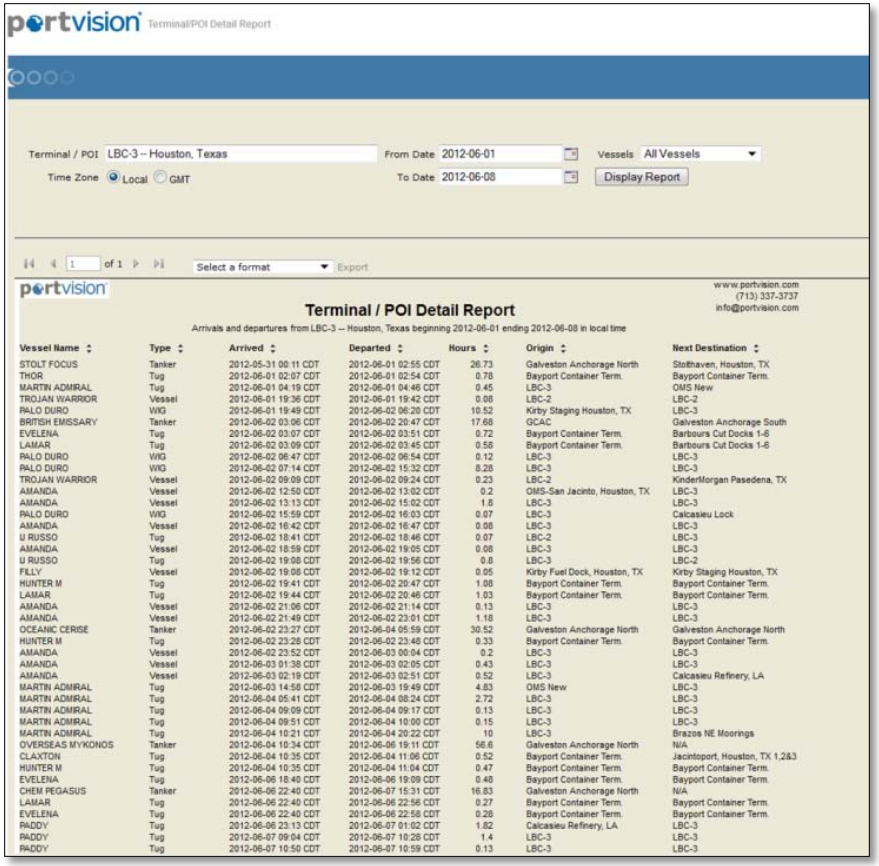
Terminal-Bayport

- Schedule resources based on real-time data
- Better interaction with vendors
- Reduce demurrage
- Incident management
- Training
- Negotiation/arbitration/ litigation



portvision Terminal/POI Detail Report

Terminal / POI: LBC-3 -- Houston, Texas | From Date: 2012-06-01 | Vessels: All Vessels
Time Zone: Local / GMT | To Date: 2012-06-08 | Display Report

1 of 1 | Select a format | Export

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Terminal / POI Detail Report

Arrivals and departures from LBC-3 -- Houston, Texas beginning 2012-06-01 ending 2012-06-08 in local time

Vessel Name	Type	Arrived	Departed	Hours	Origin	Next Destination
STOLT FOCUS	Tanker	2012-05-31 00:11 CDT	2012-06-01 02:55 CDT	26.73	Galveston Anchorage North	Stolthaven, Houston, TX
THOR	Tug	2012-06-01 02:07 CDT	2012-06-01 02:54 CDT	0.78	Bayport Container Term.	Bayport Container Term.
MARTIN ADMIRAL	Tug	2012-06-01 04:19 CDT	2012-06-01 04:46 CDT	0.45	LBC-3	OMS New
TROJAN WARRIOR	Vessel	2012-06-01 19:36 CDT	2012-06-01 19:42 CDT	0.08	LBC-2	LBC-2
PALO DURO	WIG	2012-06-01 19:49 CDT	2012-06-02 06:20 CDT	10.52	Kirby Staging Houston, TX	LBC-3
BRITISH EMISSARY	Tanker	2012-06-02 03:06 CDT	2012-06-02 20:47 CDT	17.68	GCAC	Galveston Anchorage South
EVELENA	Tug	2012-06-02 03:07 CDT	2012-06-02 03:51 CDT	0.72	Bayport Container Term.	Barbours Cut Docks 1-6
LAMAR	Tug	2012-06-02 03:09 CDT	2012-06-02 03:45 CDT	0.58	Bayport Container Term.	Barbours Cut Docks 1-6
PALO DURO	WIG	2012-06-02 06:47 CDT	2012-06-02 06:54 CDT	0.12	LBC-3	LBC-3
PALO DURO	WIG	2012-06-02 07:14 CDT	2012-06-02 15:32 CDT	8.28	LBC-3	LBC-3
TROJAN WARRIOR	Vessel	2012-06-02 09:09 CDT	2012-06-02 09:24 CDT	0.23	LBC-2	KinderMorgan Pasadena, TX
AMANDA	Vessel	2012-06-02 12:50 CDT	2012-06-02 13:02 CDT	0.2	OMS-San Jacinto, Houston, TX	LBC-3
AMANDA	Vessel	2012-06-02 13:13 CDT	2012-06-02 15:02 CDT	1.8	LBC-3	LBC-3
PALO DURO	WIG	2012-06-02 15:59 CDT	2012-06-02 16:03 CDT	0.07	LBC-3	Calcasieu Lock
AMANDA	Vessel	2012-06-02 16:42 CDT	2012-06-02 16:47 CDT	0.08	LBC-3	LBC-3
U RUSSO	Tug	2012-06-02 18:41 CDT	2012-06-02 18:46 CDT	0.07	LBC-2	LBC-3
AMANDA	Vessel	2012-06-02 18:59 CDT	2012-06-02 19:05 CDT	0.08	LBC-3	LBC-3
U RUSSO	Tug	2012-06-02 19:08 CDT	2012-06-02 19:56 CDT	0.8	LBC-3	LBC-2
FILLY	Vessel	2012-06-02 19:08 CDT	2012-06-02 19:12 CDT	0.05	Kirby Fuel Dock, Houston, TX	Kirby Staging Houston, TX
HUNTER M	Tug	2012-06-02 19:41 CDT	2012-06-02 20:47 CDT	1.08	Bayport Container Term.	Bayport Container Term.
LAMAR	Tug	2012-06-02 19:44 CDT	2012-06-02 20:46 CDT	1.03	Bayport Container Term.	Bayport Container Term.
AMANDA	Vessel	2012-06-02 21:06 CDT	2012-06-02 21:14 CDT	0.13	LBC-3	LBC-3
AMANDA	Vessel	2012-06-02 21:49 CDT	2012-06-02 23:01 CDT	1.18	LBC-3	LBC-3
OCEANIC CERISE	Tanker	2012-06-02 23:27 CDT	2012-06-04 05:59 CDT	30.52	Galveston Anchorage North	Galveston Anchorage North
HUNTER M	Tug	2012-06-02 23:28 CDT	2012-06-02 23:48 CDT	0.33	Bayport Container Term.	Bayport Container Term.
AMANDA	Vessel	2012-06-02 23:52 CDT	2012-06-03 00:04 CDT	0.2	LBC-3	LBC-3
AMANDA	Vessel	2012-06-03 01:38 CDT	2012-06-03 02:05 CDT	0.43	LBC-3	LBC-3
AMANDA	Vessel	2012-06-03 02:19 CDT	2012-06-03 02:51 CDT	0.52	LBC-3	Calcasieu Refinery, LA
MARTIN ADMIRAL	Tug	2012-06-03 14:58 CDT	2012-06-03 19:49 CDT	4.83	OMS New	LBC-3
MARTIN ADMIRAL	Tug	2012-06-04 05:41 CDT	2012-06-04 08:24 CDT	2.72	LBC-3	LBC-3
MARTIN ADMIRAL	Tug	2012-06-04 09:09 CDT	2012-06-04 09:17 CDT	0.13	LBC-3	LBC-3
MARTIN ADMIRAL	Tug	2012-06-04 09:51 CDT	2012-06-04 10:00 CDT	0.15	LBC-3	LBC-3
MARTIN ADMIRAL	Tug	2012-06-04 10:21 CDT	2012-06-04 20:22 CDT	10	LBC-3	Brazos NE Moorings
OVERSEAS MYKONOS	Tanker	2012-06-04 10:34 CDT	2012-06-06 19:11 CDT	56.6	Galveston Anchorage North	N/A
CLAXTON	Tug	2012-06-04 10:35 CDT	2012-06-04 11:06 CDT	0.52	Bayport Container Term.	Jacintoport, Houston, TX 1,2&3
HUNTER M	Tug	2012-06-04 10:35 CDT	2012-06-04 11:04 CDT	0.47	Bayport Container Term.	Bayport Container Term.
EVELENA	Tug	2012-06-06 18:40 CDT	2012-06-06 19:09 CDT	0.48	Bayport Container Term.	Bayport Container Term.
CHEM PEGASUS	Tanker	2012-06-06 22:40 CDT	2012-06-07 15:31 CDT	16.83	Galveston Anchorage North	N/A
LAMAR	Tug	2012-06-06 22:40 CDT	2012-06-06 22:56 CDT	0.27	Bayport Container Term.	Bayport Container Term.
EVELENA	Tug	2012-06-06 22:40 CDT	2012-06-06 22:58 CDT	0.28	Bayport Container Term.	Bayport Container Term.
PADDY	Tug	2012-06-06 23:13 CDT	2012-06-07 01:02 CDT	1.82	Calcasieu Refinery, LA	LBC-3
PADDY	Tug	2012-06-07 09:04 CDT	2012-06-07 10:28 CDT	1.4	LBC-3	LBC-3
PADDY	Tug	2012-06-07 10:50 CDT	2012-06-07 10:59 CDT	0.13	LBC-3	LBC-3

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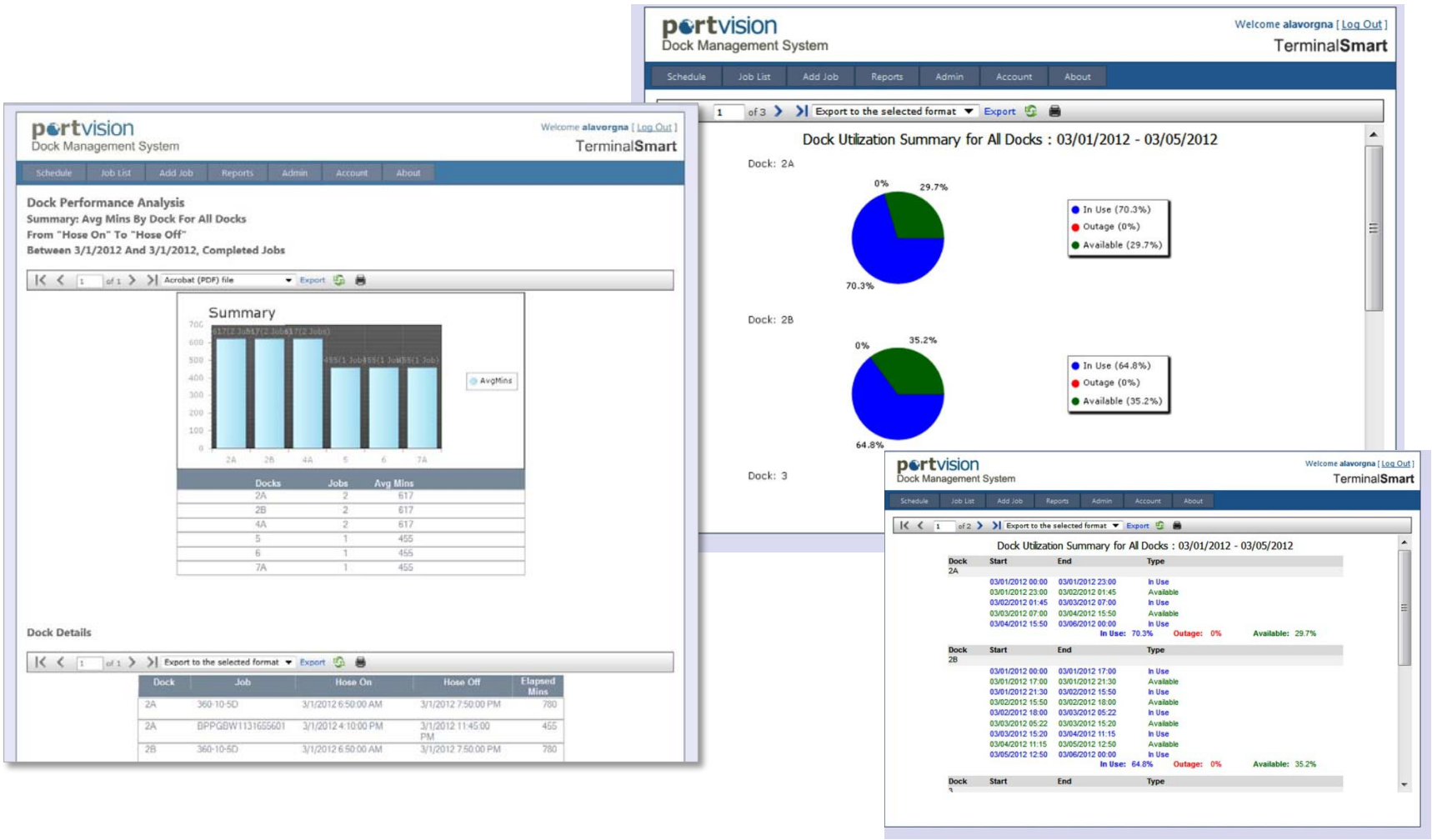
Terminal-Bayport



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Incident Response-Deepwater Horizon

Need

- Effectively allocate and manage: 30,800 personnel, 5050 vessels, dozens of aircraft
- Create a command and control system and a tracking system where they could effectively utilize 2000 vessels of opportunity
- Capability to communicate
- Integrate AIS data for common operating picture

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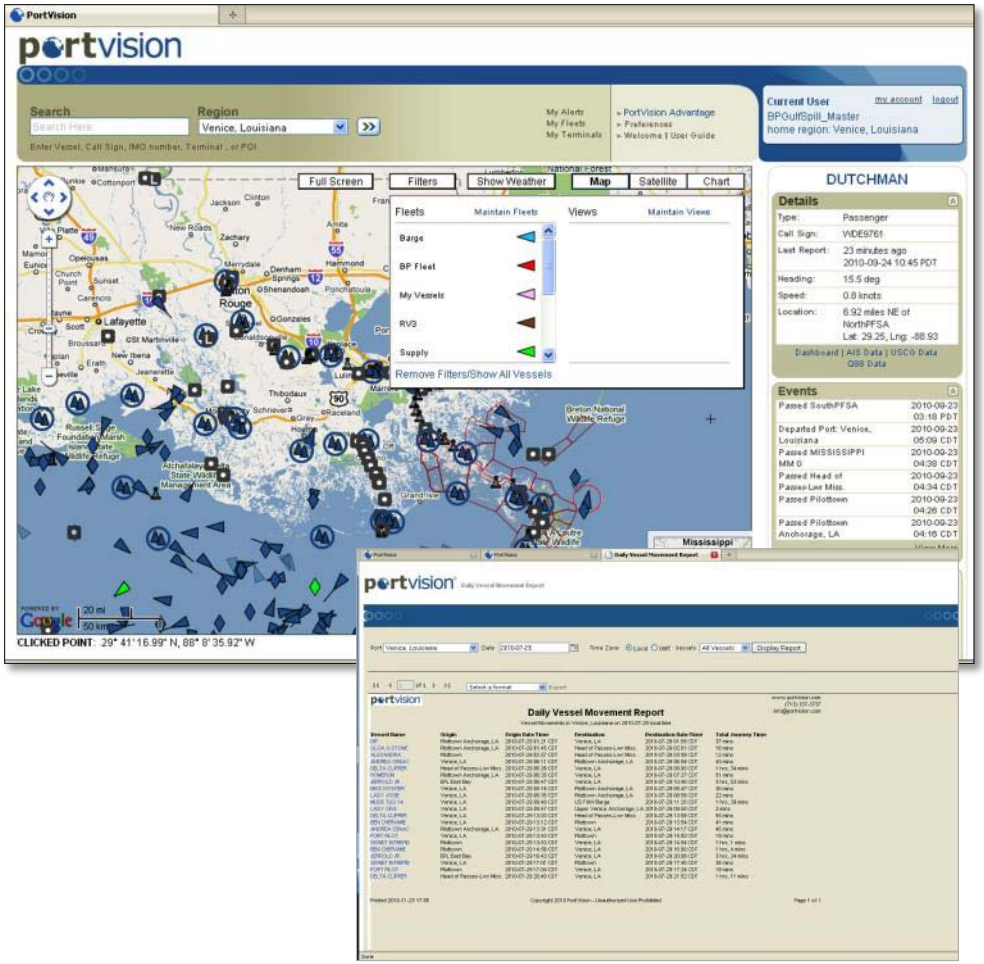
Incident Response-Deepwater Horizon

Results

- Improved safety
  - Work occurred in extremely remote areas with limited communications access.
  - Enabled response team to monitor thousands of personnel, deployed on hundreds of vessels, including “vessels of opportunity”
- Optimized accountability
  - Enforcement of no wake zones.
  - Monitoring vessels not evolved in the response
- Informed decision-making
  - Enabled response team to leverage both real-time and historical vessel information to facilitate better decisions.
  - Enabled response team to create/share detailed reports about activities in all 17 remote, hard-to-reach response divisions.



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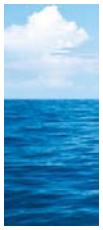

Better Visibility Leads to Better Decisions

- Driving growth through improved decision-making and documentation
  - Resource allocation
  - Productivity improvement
  - Competitive analysis
- Enhancing operations through better accountability
  - Demurrage billing and validation
  - Improved tariff collection
  - Forensic support for litigation or law enforcement
  - Regulatory compliance monitoring
- Protecting personnel and assets
  - Reporting for dock repairs and dredging
  - Vessel speed and wake-reduction monitoring
  - MDA support

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Contact Information

Jason Tieman
Director Maritime Solutions
1.713.337.3737
jtieman@portvision.com

www.portvision.com

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