



ely held west coast plashes out



g an impressive
wing at stand ???? is
Port of Astakos-
e's only private port.
g exhibit serves both
mers as well as
s west coast port,
ly, given its location,
er steaming time-wise
nal than Greece's
of Piraeus. It is three
to Athens and two to
rder. The port is
erport, and enjoys
status.
ns include a ro-ro
nd general cargo
container terminal.
area is 1,910,000sq
wall length of
d with a sea depth
mtr down to -14.5mtr

A spokesman for the port maintains that it is the only one in Greece which is not surrounded by congested city areas.

Astakos-NAVIPE was also the first Greek port to be ISPS- and ISO-certified. There are significant state grants for investments in the comparatively under-developed region reaching up to 55% of the total cost.

A new container terminal, capable of handling the latest generation of super post-panamax, has been designed in a position opposite to the existing one, with a length of 600mtr, draft of 16mtr and a yard area of 80,000sq mtr.

The port will go on full stream this autumn with perhaps its single greatest attraction being that it is not publicly run.

COMMERCIAL SOLUTIONS FOR SHIPS

Veson Nautical has been expanding and enhancing its range of software solutions for the organisation and management of commercial shipping operations.

Newest product is VELAS (Vessel Evaluation and Safety), a web-based tool supporting tanker vetting, which draws its information from collaborations with databases such as that held by Intertanko in Q88.com. "We believe there really is a need for a tool to pull together all the data sources for vetting," says John Veson, president of Veson Nautical, "but without taking decisions about ranking."

Earlier this year, the company brought out a shipboard version of its Integrated Maritime Office System (IMOS). A more "lightweight" application, it can be integrated with the IMOS Chartering and Operations module to give officers onboard and



Md John Veson offers new tool for tanker vetting

operators ashore immediate access to vital operations data.

A latest reference for IMOS is Moran Towing of the US. Moran will utilise Veson's chartering, operations and accounting solution for its Dry Bulk and Petroleum Divisions, incorporating a fleet of 30 barges. A new vessel type for Veson, "it demonstrates how flexible IMOS is," says John Veson. Find out more at stand 240/1

June 2006 www.elnavi.gr No 390

E N A V I

MO REVIEW

Posidonia

ΣΥΝΕΝΤΕΥΞΕΙΣ
Καπ. Ιωάννης Σαμαρτζής
Νικόλαος Βαφειάς
Κώστας Λυμπουσακης
Καπ. Γεώργιος Χαρηπής

Γυναίκες στη ρότα της ναυτιλίας
Μαρία - Χριστίνα Κτιστάκη

Shipping tomorrow

g on costly fuel

ices continue to climb
loser to unprecedented
figure territory, naturally
esses have become

brake horsepower by at least 4%, all
by conditioning the engine with a
molecule-thick coating that
reduces the