

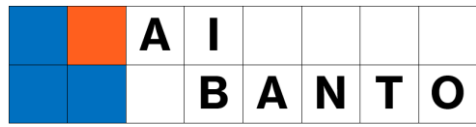
AI services specialized in the maritime industry

AI-BANTO

“User Guide”



2025.7.4 Revision.
(ver.1.2)



Agenda



- (1) What is the role and positioning of AI-BANTO?
- (2) Differences in usage compared to other services
- (3) What is the recommended way to use it?
- (4) What are the tips for mastering AI-BANTO?
- (5) Use with a clear purpose. (CP utilization edition)
- (6) Tips for Effective Use (How to Ask Questions Skillfully)
- (7) Tips for Utilization (Best Practices Edition)
- (8) Tips for Utilization (Email Draft Creation Feature in English)
- (9) Tips for Utilization (Reading Certificates)
- (10) For those concerned about chat wait times. (Bonus Edition)
- (11) I want to provide feedback on service improvements, features, and usability.



(1) What is the role and positioning of AI-BANTO?

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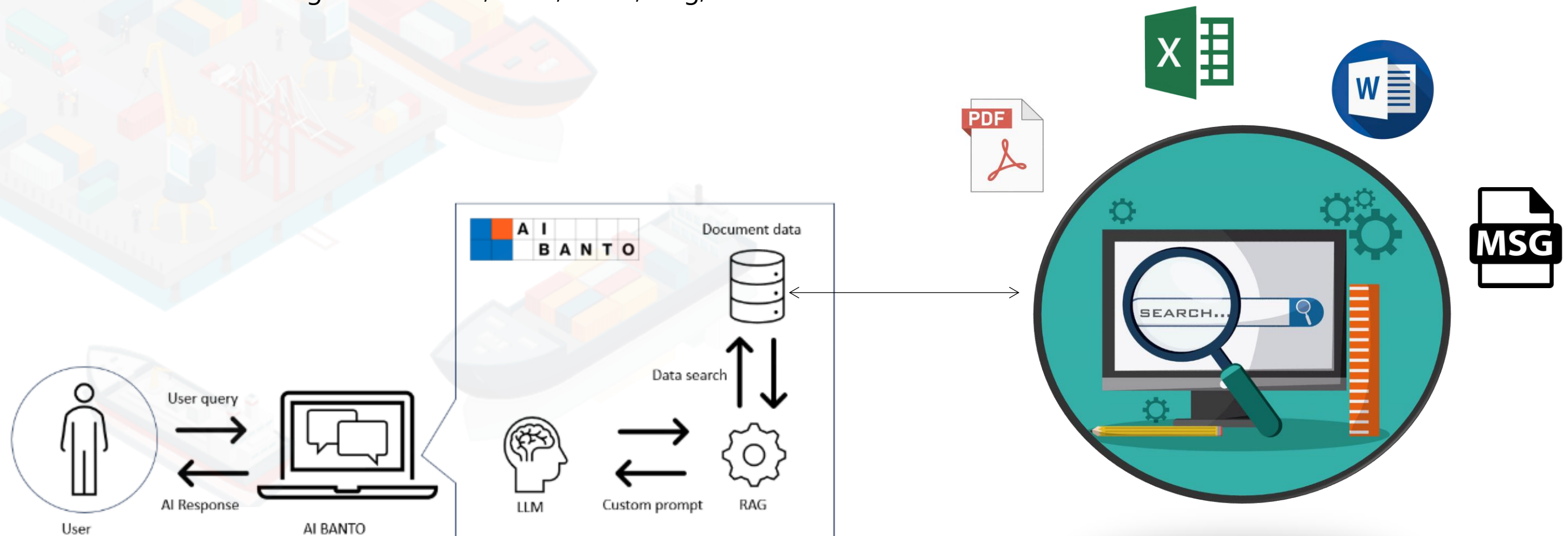
Positioning

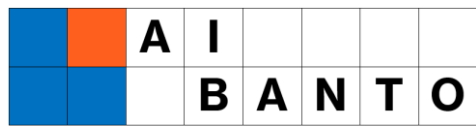
This is an **AI-powered contract and document search service** specifically designed for "maritime and shipping operations."

"Therefore, if used for purposes outside of this scope, it may not meet your expectations."

Role "Just remember these three points!"

1. With AI chat, you can 「search documents」, 「summarize」, and 「translate」 in a conversational manner.
 2. You can store your company's contracts and documents within the AI Assistant (easy with drag and drop!).
 3. Based on the stored data, the AI Assistant can provide answers to necessary information and contract details in a chat format.
- *Supported data formats for storage include PDF, Excel, Word, msg, and others.





(1) What is the role and positioning of AI-BANTO?

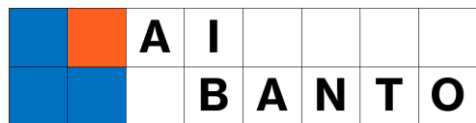


✕Below is the recommended way to use AI-BANTO based on points ① to ③

- ①First, **drag and drop your company's contract documents, files, or any data you want to reference when searching into AI-BANTO !**
- ②After doing so, when you ask a question in the chat format, it will refer to and search through the documents, such as "contracts" or "document searches," that are stored, and display relevant information.
- ③Please note that this is not a "real-time" AI chat service, **but rather a "knowledge accumulation tool for the past contracts and document data your company has used."**



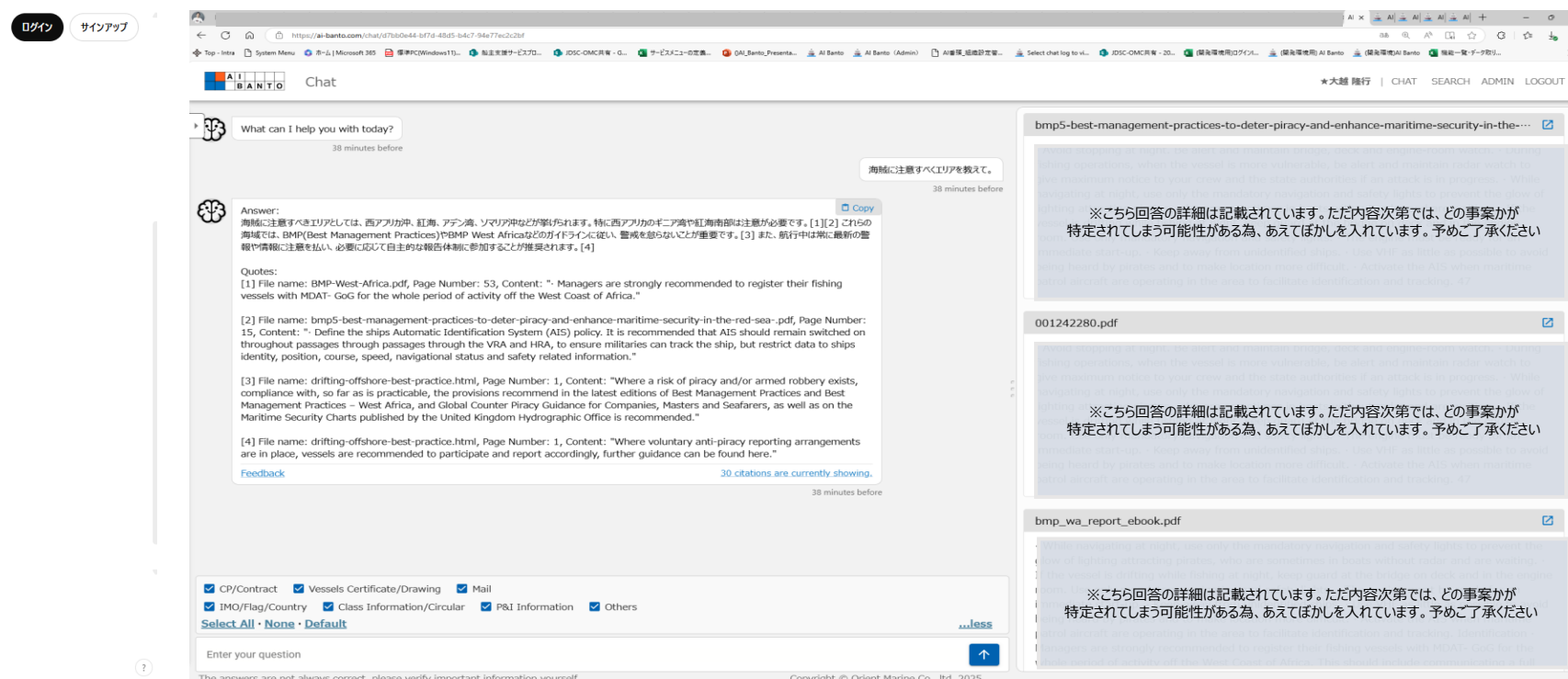
(2) Differences in usage compared to other services



(2) Differences in usage compared to other services (e.g., ChatGPT)



It is often compared, but AI Banto and ChatGPT have clearly different "characteristics" and "uses." Here are the main features: As mentioned earlier, **"AI-BANTO is primarily a document search service specialized for the shipping industry."** On the other hand, ChatGPT, depending on the version, is characterized by its high "real-time capability" and its ability to search and provide answers across a wide range of information, regardless of the industry.



- ① The speed from asking a question to receiving a response is fast.
- ② High real-time capability.
- ③ Information freshness is high, including both past and recent data.
- ④ Searches a broader range and provides relevant content.
- ⑤ Provides neutral and non-controversial answers.
- ⑥ No bias toward any particular genre, supports all industries.
(However, the answer accuracy may be shallow and broad.)



- ① Specialized in shipping operations.
 - ② Provides answers based solely on the imported data.
 - ③ A contract and document search service.
 - ④ PDF, Excel, Word, and .msg files can be stored.
 - ⑤ Eliminates the need to search through past contracts and document files.
 - ⑥ Provides answers based on the content written in contracts and document files.
 - ⑦ Knowledge is passed on regardless of the proficiency level of internal team members.
 - ⑧ Access to both company-specific information and common data held by AI-BANTO.
- (*1) This allows for answers to be highly detailed and in-depth.

*1 : Explanation on the next page.

AI-BANTO is a service designed to replace tasks that your company has previously done manually, such as searching for or asking someone about "contracts," "document data," and other files.

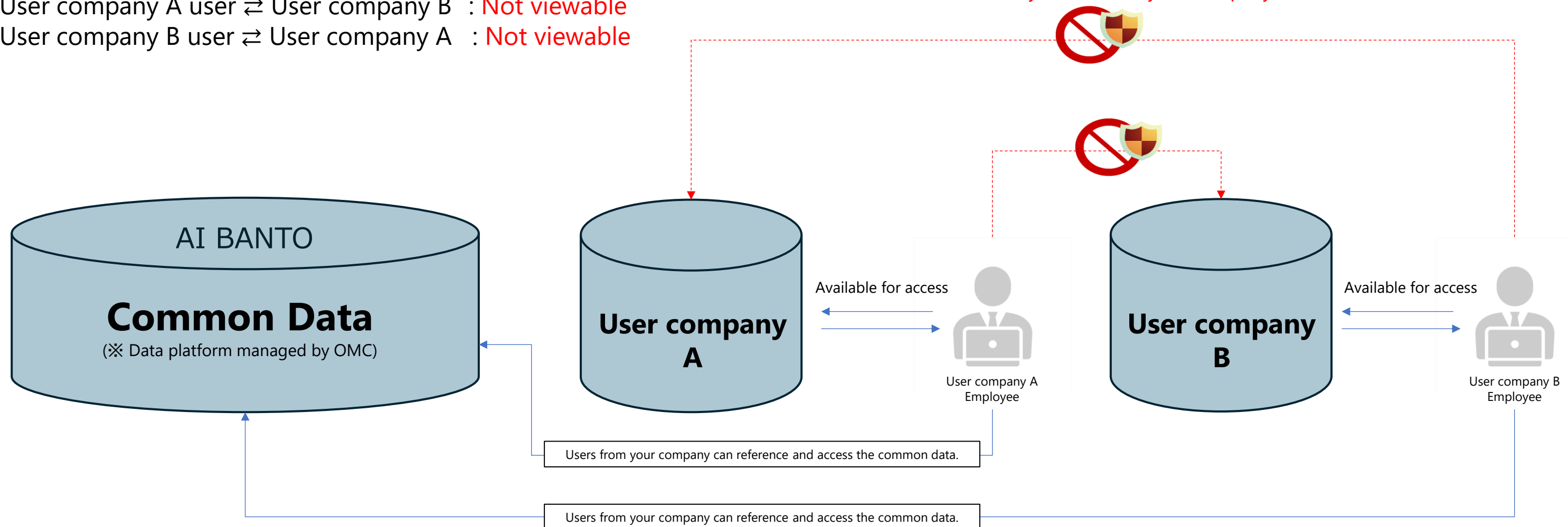
(2) Differences in usage compared to other services

Key Point

Your company's data is designed and operated in such a way that only your company has access to it. Therefore, no one else can view it.

Common data ⇔ All user companies : **Available for reference**
 User company A user → Common data : **Available for viewing**
 User company A user ⇔ User company B : **Not viewable**
 User company B user ⇔ User company A : **Not viewable**

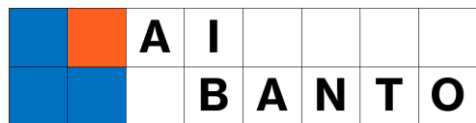
※Access from other companies is strictly prohibited.
 (Access is only available to your company)



Only the "common data" managed by our company can be accessed for reference by all participating companies. However, access is restricted to each company's own account. Therefore, neither our company nor any other company can "view" or "access" data from other companies, as the system is designed to prevent this.



(3) What is the recommended way to use it?



(3) What is the recommended way to use it?



(1) Register the ship (name) before starting the trial or paid usage.
(※Pre-registered by our company)

Work done by
our company

For item (1), the registration work will be done by our company. Therefore, please provide us with all the information of the ships (names) you wish to register in advance, as much as possible.

(※ Please fill out our designated format.)

A request to
everyone

(2) Please ensure the file name you upload includes the corresponding ship name.

As mentioned in item (1), AI-BANTO has a feature that automatically links files when they are uploaded. However, to enable this automatic linking, the file name must include the corresponding ship name. Therefore, please ensure the file name includes the ship name!

(3) Import all the files you want to read, from those used frequently to those checked occasionally, as much as possible.

A request to
everyone

Please upload all the files you feel are necessary to AI-BANTO. This includes not only files used in daily operations but also those that are only occasionally checked. Essentially, consider AI-BANTO as a replacement for anything you used to ask or confirm with someone else.

※For item (1), the pre-registration and work will be done by our company.
Therefore, please fill out the information in our designated format and send it to us in advance.

		A	I				
		B	A	N	T	O	

(3) What is the recommended way to use it?

STEP1) First, upload the file.
Let's try uploading a file related to the ship "ABC MARINE"!

Home > File Upload

Start typing to filter...

AIB

File upload

File edit

File history

Users

Ships

+ Add

Ship organization mappings

+ Add

Organizations

+ Add

Roles

+ Add

Synonyms

+ Add

Chat logs

Chat usage

Search logs

Answer feedback logs

File Upload

This screen allows you to upload files that will serve as data sources. [more...](#)

FILENAME

SIZE

ORGANIZATION

SHIP

TAG

ROLES

PDF, Excel, Word, and MSG files.
(※As an example, let's try uploading a PDF file below.)

ABC
MARINE_
(2025033
1).pdf

DRAG AND DROP FILES

or [click here](#) to select files.

Accepted extensions are .pdf .txt .docx .xlsx

Be careful here.

When uploading a file, please check if the file name includes the corresponding ship name before uploading.
If it does not, please add the ship name to the file name!
(※ Please ensure the file name you upload includes the ship name you want to link.)

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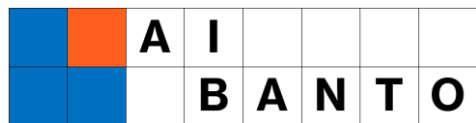
Step 1

Step2

Let's check if the uploaded file is correctly linked to the desired ship name!

Please ensure the file name includes the ship name. In this example, it's OK if the file name contains "ABC MARINE" (the corresponding ship name).

(⊗If it is not linked here, you will have to edit it later, so it is important to have it linked from the beginning.)



(3) What is the recommended way to use it?

STEP3) You can edit or recheck the uploaded files in the File Edit screen.
Let's check if the file containing the term “ABC MARINE” is correctly linked to the ship name.
Also, let's verify what happens to files uploaded without any ship name.

Home > File Edit

Start typing to filter...

AIB

File upload

File edit

File history

Users

Ships + Add

Ship organization mappings + Add

Organizations + Add

Roles + Add

Synonyms + Add

Chat logs

Chat usage

Search logs

Answer feedback logs

File Edit

This screen allows you to edit information for previously uploaded files.
On this screen, you can:
Modify file-related information such as associated ship, data source, and role.
Edit the extracted text content from documents like PDFs or Excel files.
Delete uploaded files if necessary.

Please note the following:
Any changes made will not be applied until you click the Save button in the top right corner.
Ensure all information is accurate before saving your changes.
If you encounter any issues while editing, please contact the system administrator for assistance.

Use this screen to keep your file information up-to-date and maintain accurate records in the system. [...less](#)

2 時間前 1 file completed.

Filename

Organizations

Ship

Tag

File name

Organization

Ship name

	FILENAME	ORGANIZATION	SHIP	TAG	ROLES	UPDATED	CREATED	
<input type="checkbox"/>	ABC MARINE_20250331.xlsx	OMC	ABC MARINE	CP	Everyone	aib_dev@aibanto.com (Auth0)	aib_dev@aibanto.com (Auth0)	<input type="text"/> <input type="text"/>
<input type="checkbox"/>	ABC MARINE_20250331.msg (メール①)	OMC	ABC MARINE	Mail	Everyone	To: Anraku@mitsui.com (receive mail)	To: Anraku@mitsui.com (receive mail)	<input type="text"/> <input type="text"/>
<input type="checkbox"/>	ABC MARINE_20250331.msg (メール②)	OMC	ABC MARINE	Mail	Everyone	To: Anraku@mitsui.com (receive mail)	To: Anraku@mitsui.com (receive mail)	<input type="text"/> <input type="text"/>
<input type="checkbox"/>	ABC MARINE_20250131 (契約関連).pdf	OMC	ABC MARINE	Other contract	Everyone	To: Anraku@mitsui.com (receive mail)	To: Anraku@mitsui.com (receive mail)	<input type="text"/> <input type="text"/>
<input type="checkbox"/>	一般情報.docx	common	common		Everyone	To: Anraku@mitsui.com (receive mail)	To: Anraku@mitsui.com (receive mail)	<input type="text"/> <input type="text"/>

※1

VIEW X

CSV

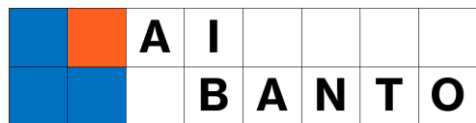
SAVE

When saving, click 'SAVE'.

If there is nothing specified in the file name, it will be categorized under “common”(※1).

If there is nothing specified in the file name, the **ORGANIZATION** and **SHIP** sections will be categorized under “common” (as mentioned above ※1). If you want ‘ABC MARINE’ to be the correct category instead of ‘common’, first change ‘ORGANIZATION’ to your company’s name, then select ‘ABC MARINE’ from the “**SHIP**” flag to read it as “ABC MARINE data”.

Additionally, the File Edit screen can be useful for editing or rechecking uploaded files that are not correctly linked, or for editing ORGANIZATION and SHIP names to appropriate categories."



(3) What is the recommended way to use it?

(1) Avoid using just single words. Be mindful of the 5W1H.

Example of what to avoid) "Contract" (Asking a question with just this word will not provide the desired information.)

Example of what to do) "Regarding the CP signed with Company XX, what is the signing date?"

(The desired information is clear, so the answer will also be clear.)

(Ask more specific questions, such as: ① When? ② Where? ③ Who? ④ What? ⑤ Why? ⑥ How?)

(2) Use it with a clear understanding of its purpose.

For example, if it's a CP, check only CP and try it; if it's an email, check only email. First, focus on one area and try to see if the data comes up correctly and if you get the information you need!

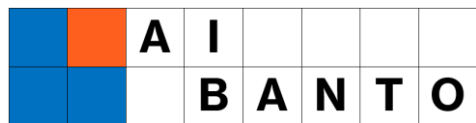
(*If you're unsure of the source or if it's for all data, check all the checkboxes and search.)

(3) The chat involves multiple exchanges.

Through repeated exchanges in the chat, you are more likely to obtain the information you need. As mentioned in (2) below, this is because extracting the desired information requires careful consideration of how to ask the questions.



(4) What are the tips for mastering AI-BANTO?



(4) What are the tips for mastering AI-BANTO?

To master AI-BANTO, keeping in mind the “tips for asking questions” will help you use it more effectively, so definitely give it a try! There are several tips for asking questions, but today, we’ll introduce the following two !

1. Ask specific questions

The more specific the question, the easier it is to get the answer you’re looking for.

For example, let’s say your company receives a loading request for “Direct Reduced Iron (DRI).”

What would you like to know? The properties of DRI, its classification under the IMSBC CODE, provisions in the CP, precautions when loading DRI, and so on—there are many possibilities. If you simply ask “DRI,” AI-BANTO will provide the information it deems most relevant to DRI, but this can result in a broad range of information.

[Key Point]

Here, if you ask “**What are the precautions for DRI transportation?**”, you will receive a more detailed answer.

Alternatively, it's also fine to use a phrase like “**DRI transportation precautions**” with spaces between the words, as shown above.

2. Try rephrasing the words.

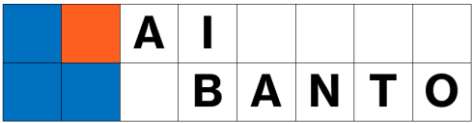
If AI-BANTO does not provide an answer to your question, rephrasing the words in your question may help receive a more appropriate response. Below are examples of word rephrasing.

[Key Point]

1. Abbreviation → Full Name (Example) Example) PO= **Purchase Option**
DRI= **Direct Reduced Iron** etc.

2. English⇔Japanese (Example) Return of vessel = **Redelivery**
BL = **Bill of Lading**
bunker= **Bunkering** etc.

3. Rephrasing to other words (Example) Scrubber = **EGCS**



(4) 3.Ask with a clear purpose : When you want to ask pinpoint questions
(※ Without asking various things.)



When you want to look up something specific in the CP of a particular ship, for example, when you want to claim Hold Cleaning allowance from the charterer, you can easily find out how much it is. (Cases where you often think 'What was that about?' in daily occurrences)

AI-BANTO

Chat

What can I help you with today?

2 minutes before

Response from AI-BANTO.

The Hold Cleaning allowance for the ship XXX varies depending on the type of cleaning. For simple cleaning only, it is \$300 per hold; for cleaning and drying, it is \$400; for lime coating or removal, it is \$350. Additionally, if a large amount of dunnage remains on board after the last voyage, a lump sum payment of \$1,300 is made subject to MARPOL approval.

※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

Just now

The question posed.

How many dollars is the Hold Cleaning allowance for the ship XXX?

Just now

東洋_システム管理 (大船) | CHAT SEARCH ADMIN LOGOUT

Charter Party.PDF

The allowance for such extra works to be paid by the Charterers to the Owners in accordance with following rate: Intermediate hold cleaning by crew Sweeping only including dunnage disposal US\$300/hold
Sweeping only including dunnage disposal US\$300/hold
※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

Charter Party.PDF

Cost of fresh water for washing down of holds to be for Charterers account. Clause 70. Cargo Separation
Charterers have the option to install artificial separations for the purpose of separating different grades of cargo.
※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

Charter Party.PDF

Inspection/survey prior to loading at any load port because of unusual rust and/or unusual rust scale, lack of maintenance or, where the Vessels crew has undertaken to clean cargo holds at Charterers request and as a result of the crews negligence in performing the cleaning operations, the Vessel fails to pass a cargo hold inspection/survey by reason of unclean or unfit hold condition due to cargo residue, lime residue and/or the Charterers previous voyages not caused by lack of maintenance or as a result of the crews negligence in performing agreed cleaning operations, the Vessel shall not be placed off hire and the costs to be for Charterers account.
※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

Charter Party.PDF

The allowance for such extra works to be paid by the Charterers to the Owners in accordance with following rate: Intermediate hold cleaning by crew Sweeping only including dunnage disposal US\$300/hold
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Charter Party.PDF

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Charter Party.PDF

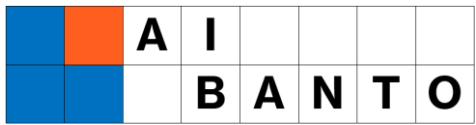
Inspection/survey prior to loading at any load port because of unusual rust and/or unusual rust scale, lack of maintenance or, where the Vessels crew has undertaken to clean cargo holds at Charterers request and as a result of the crews negligence in performing the cleaning operations, the Vessel fails to pass a cargo hold inspection/survey by reason of unclean or unfit hold condition due to cargo residue, lime residue and/or the Charterers previous voyages not caused by lack of maintenance or as a result of the crews negligence in performing agreed cleaning operations, the Vessel shall not be placed off hire and the costs to be for Charterers account.
※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

☒ CP/Contract ☐ Vessels Certificate/Drawing ☐ Mail

☐ IMO/Flag/Country ☐ Class Information/Circular ☐ P&I Information ☐ Others

Select All · None · Default

Enter your question



(4) 3.Ask with a clear purpose : Effective when you want to ask comprehensively.



Example of when you want to look up CP across multiple ships.
When you want to look up or confirm examples of Hold Cleaning allowance settings.

AI

B

A

N

T

O

Chat

What can I help you with today?

1 minute before

Response from AI-BANTO.

The amount for Hold Cleaning allowance after cement loading varies depending on the document. The amount ranges from \$250 to \$1,000 per hold. Many documents indicate amounts between \$300 and \$750. The specific amount seems to vary depending on the ship and contract conditions.[1][2][3][4][5]

[2] File name: Charter Party.pdf, Page Number: 22, Content: "The Charterers may request the Vessels crew to perform hold cleaning paying lumpsum bonus US\$ 750 per hold in addition to regular intermediate hold cleaning fee subject to port authority, local regulations and weather permitting."

[3] File name: Charter Party.PDF, Page Number: 23, Content: "Clean※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance."

[4] File name: SOUTHERN CROSS_CR.pdf, Page Number: 13, Content: "usual hold preparation/cleaning, Charterers to remunerate crew with US\$450 - per hold per each operation of coating and/or removal."

[5] File name: GEIYO K CP.pdf, Page Number: 13, Content: "Charterers shall pay a special holds cleaning allowance after carriage of salt/sulphur/bulk cement/cement clinker/petcoke/borax at the rate of US\$400 per hold in addition to usual crew bonus."

Feedback

5 citations are currently showing.

Just now

The question posed.

Tell me the amount of the Hold Cleaning allowance.

1 minute before

TM LUSTROUS_CP.pdf

FIRST ORIGINAL The Charterers are permitted to load maximum two (2) cargoes of Bagged Cement, Cement in Bulk or Cement Clinker per year which shall not be consecutive voyages and shall not be last voyage before redelivery. If Cement or Cement Clinker is loaded, the Charterers thoroughly clean the Vessels hold to the Masters satisfaction at the Charterers time and expense. The Charterers may request the Vessels crew to perform hold cleaning paying lumpsum bonus US\$750 per hold in addition to regular intermediate hold cleaning fee subject to port authority, local regulations and weather permitting. IN CASE OF LOADING BAGGED CEMENT/CEMENT IN BULK/CEMENT CLINKER, the Charterers shall remain responsible for all costs and time, including deviation, if any, associated with the removal and disposal of cargo related residues and/or liquid washing water and/or residue. Charterers to have option with ample notice to Owners, to cut up to maximum of 3 holes in each hatchcover designated for cargo and shall restore the same at Charterers time, risk and expense.

※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

Charter Party.pdf

FIRST ORIGINAL thoroughly clean the Vessels hold to the Masters satisfaction at the Charterers time and expense. The Charterers may request the Vessels crew to perform hold cleaning paying lumpsum bonus US\$750 per hold in addition to regular intermediate hold cleaning fee subject to port authority, local regulations and weather permitting. IN CASE OF LOADING BAGGED CEMENT/CEMENT IN BULK/CEMENT CLINKER, the Charterers shall remain responsible for all costs and time, including deviation, if any, associated with the removal and disposal of cargo related residues and/or liquid washing water and/or residue. Charterers to have option with ample notice to Owners, to cut up to maximum of 3 holes in each hatchcover designated for cargo and shall restore the same at Charterers time, risk and expense.

※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

Charter Party.PDF

Cleaning for Bagged Cement/ Cement in bulk/Cement Clinker :US\$ 300.00 per hold Cleaning for pet coke :US\$ 250.00 per hold The Charterers shall remain responsible for all costs and time, including deviation, if any, associated with the removal and disposal of cargo related residues and/or liquid washing water and/or residue. Charterers to have option with ample notice to Owners, to cut up to maximum of 3 holes in each hatchcover designated for cargo and shall restore the same at Charterers time, risk and expense.

※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

SOUTHERN CROSS_CR.pdf

ORIGINAL usual hold preparation/cleaning, Charterers to remunerate crew with US\$450 -per hold per each operation of coating and/or removal, (4) Charterers have liberty of carrying max one (1) cargo of cement or cement clinker per each year of charter if exercised on following conditions: (a) Charterers undertake to use the hold in good faith regarding hold preparation considering hold condition and cargo history before fixture of the voyage. 19

※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

GEIYO K CP.pdf

Charterers shall pay a special holds cleaning allowance after carriage of salt/sulphur/bulk cement/cement clinker/petcoke/borax at the rate of US\$400 per hold in addition to usual crew bonus. In case of salt and sulphur, Charterers to have option with ample notice to Owners, to cut up to maximum of 3 holes in each hatchcover designated for cargo and shall restore the same at Charterers time, risk and expense.

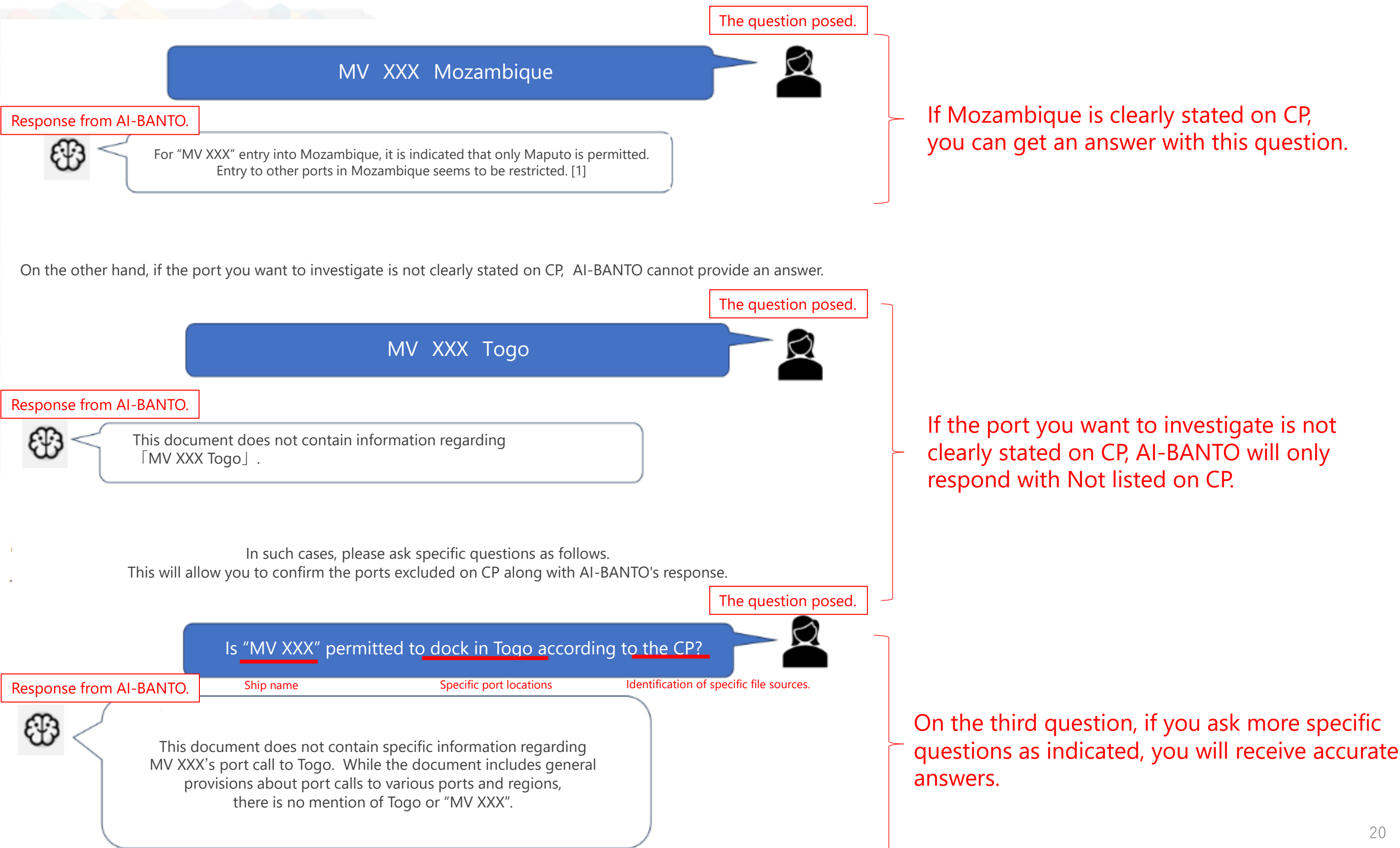
※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.



(5) Use with a clear purpose. (CP utilization edition)

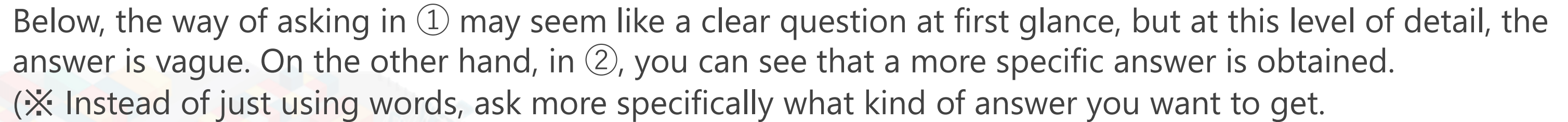
(5) Use with a clear purpose (Check in the CP whether the ship can dock or not")

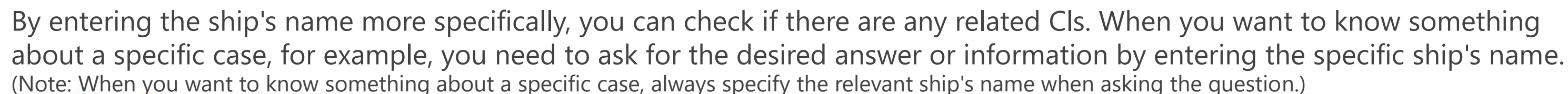
For example, when you want to check in the CP whether a particular ship can dock at a specific port. (Make sure to ask multiple times and include specific elements you want to know or obtain in your questions.)





(6) Tips for Effective Use (How to Ask Questions Skillfully)





(6) Tips for Effective Use (When you want to know detailed information, be specific.)

As shown below, the way of asking may seem usual at first glance, but it actually incorporates three major elements: ① situation, ② context, and ③ whether a judgment is needed. By including more detailed and specific circumstances in your questions, you can obtain the information you want. (※If you want to get a more accurate answer, try to describe the situation more specifically!)

What can I help you with today?

1 hour before

Response from AI-BANTO.

Answer:

The charterer may be held responsible in the following cases:

1. If the charter party explicitly states that the charterer is responsible for avoiding obstacles during navigation.
2. If the vessel was navigating an incomplete route specified by the charterer.
3. If the rope was discarded into the sea due to cargo-related activities by the charterer.
4. If the charterer unjustly interfered with route selection or navigation, resulting in the rope entanglement incident.

However, the shipowner is generally considered responsible for the safe navigation of the vessel concerning common sea obstacles encountered during regular voyages. Therefore, the charterer's responsibility is limited.

The determination of responsibility may vary depending on the specific circumstances and contract terms, so each case should be carefully assessed.

Quotes:

[1] File name: charterers-liability-for-damage-to-vessels.html, Page Number: 1, Content: "The standard P&I cover for charterers reflects the fact that many times charterers are exposed to the same risks as shipowners are. It is, however, well known that charterers are exposed more often to some liabilities and less often to others. The risks in each specific case must be assessed in view of contractual obligations and applicable legal regimes."

※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

[2] File name: charterers-liability-for-damage-to-vessels.html, Page Number: 1, Content: "Charterparty clauses often provide that charterers have responsibility for loading, stowage and/or discharge of cargo and that they will be liable for any loss or damage caused to the vessel as a consequence."

[Feedback](#)

4 citations are currently showing.

①The question posed.

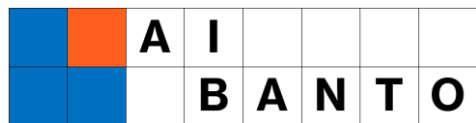
①Situation ②Context

While navigating, a rope floating in the sea got tangled in the propeller.
In what cases would the charterer be held responsible?

③Whether a judgment is needed

Just now

Copy



(6) Tips for Effective Use (Have multiple conversations instead of just one.)



Ex) Making a port call in China.

Tip) By having multiple conversations, you can get better answers. (Instead of expecting a perfect answer in one go, try having several conversations until you get the information you need!)

Response from AI-BANTO.

34 minutes before

中国へ寄港する際には以下の点に注意すべきです:

- 乗組員の健康管理を徹底し、発熱や呼吸器症状がある場合は直ちに報告すること。[1]
- 個人の衛生管理を徹底し、マスクの着用、頻繁な手洗い、生肉を避けるなど注意すること。[2]
- 可能な限り乗組員の上陸を避け、陸上の人との接触を最小限に抑えること。[3]
- 船内の消毒や換気を強化し、特に共用部分の清掃を徹底すること。[4]
- 港での滞在中は甲板や出入口を照明で明るくし、不審者の侵入を防ぐこと。[5]

※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

The question posed.

Response from AI-BANTO.

34 minutes before

中国に寄港する際、COVID-19関連以外で以下の点に注意すべきです:

- 薬物密輸防止のため、港での滞在中は甲板や出入口を照明で明るくし、不審者の侵入を防ぐこと。[1][2]
- 船舶や貨物の安全を確保するため、アンカーチェーンのカバーを閉じ、デッキ上の備品を固定し、宿泊施設の水密ドアを内側からロックすること。[3]
- 適切な見張りを行い、特に霧や夜間はレーダーのガードリングを設定し、宿泊エリアやデッキで定期的な安全巡回を実施すること。[4]
- 不審な船舶が接近した場合、警告信号を鳴らし、船長に連絡し、必要な対応を取ること。[5]
- 特定の港(例: 青島港)では、入出港前に主機関、操舵機、ボイラーなどの安全管理に特に注意を払うこと。[6]

※The details of the response are provided here. However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

The question posed.

		A	I				
		B	A	N	T	O	

(6) Tips for Effective Use (Compare conditions.)

When receiving a request from a charterer, knowing “under what conditions other vessels agreed” is one of the reference points when considering the request. Asking the AI clerk this question can significantly reduce the effort of checking each charter party for each vessel.

Ex.) Let's ask about slow steaming.

Please tell me which vessels allow slow steaming.

The question posed.

Response from AI-BANTO.

Slow steaming is permitted on the following vessels :
MV XXX MV OOO GREEN XXX...

On these vessels, various degrees of slow steaming are permitted for fuel savings. It is possible to operate the main engine within a range of 10% to 85% of MCR. However, it is necessary to consider safety and potential adverse effects on the engine.

The information about the vessel that we wanted to know has been appropriately answered, and we have collected the necessary information.

What are the differences in conditions for allowing slow steaming for each vessel?

In addition to the initial question, there was an additional follow-up question.

Response from AI-BANTO.

"There are several differences in the conditions for allowing slow steaming for each vessel:

- 1.)Engine power range: Many vessels set 50% MCR as the minimum, but some vessels allow down to 30% MCR, 35% MCR, or even 10% MCR.
- 2.)Regular high-power operation: Most vessels permit operation at 75-85% MCR for about an hour daily, which is necessary for cleaning the exhaust system.
- 3.)Safety and performance considerations: All vessels require that there be no safety issues or adverse effects on the engine. Preventing performance degradation after slow steaming is also emphasized.
- 4.)Fuel quality response: Some vessels grant the owner the right to stop operations if slow steaming issues arise due to fuel quality.
- 5.)High-risk area response: Some vessels do not apply slow steaming in high-risk areas or require armed guards on board.
- 6.)Freshwater generation response: Some vessels require the charterer to bear the cost of replenishment due to reduced freshwater generation during low-load operation.

These conditions may vary depending on the vessel's specifications, operating environment, and agreements between the owner and charterer.

In addition to the content answered in the initial question, asking about 'comparison of conditions' resulted in more detailed information being provided by the AI clerk.



(7) Tips for Utilization (Best Practices Edition)

When reviewing SMS, preparing for PSC, or when new regulations are enforced, let's ask AI-BANTO about 'the correct procedures for performing ○○.' Specific ways to ask include 'What are the best practices for ○○?' or 'What are the precautions when performing ○○?' AI-BANTO's characteristic of 'responding based on various information sources' will be utilized. ↓For example, let's ask about 'Entering an Enclosed Space.'

The question posed.

Please tell me the best practices for crew members entering an enclosed space.

Response from AI-BANTO.



- 1.Establish an entry permit system and ensure no entry or exit without the permission of the master or responsible officer.
- 2.Conduct appropriate risk assessments to identify and mitigate potential hazards.
- 3.Ensure adequate ventilation to remove toxic gases and flammable gases.
- 4.Use calibrated multi-gas detectors to measure oxygen concentration and harmful gas levels.
- 5.Wear appropriate personal protective equipment (PPE) and use safety belts and ropes.
- 6.Assign a constant watchman and establish an emergency rescue system.
- 7.Conduct regular training to improve crew knowledge and skills.
- 8.Pay attention to changing conditions and suspend work if necessary.

By thoroughly following these procedures, the risks associated with entering an enclosed space can be minimized.

In addition to the initial question, there was an additional follow-up question.

Please explain in detail the appropriate risk assessment for crew members entering an enclosed space.

Response from AI-BANTO.

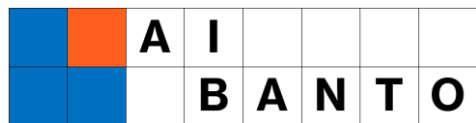


For an appropriate risk assessment when crew members enter an enclosed space, the following points are important:

- 1.Identify all enclosed spaces and review them regularly.
- 2.Conduct a comprehensive analysis of various factors such as the type of cargo, ventilation status, work content, gas composition, tank coating, and the condition of adjacent spaces.
- 3.Consider hazards arising from the physical structure and equipment.
- 4.Take into account the possibility of changing conditions during work and conduct continuous monitoring.
- 5.Consider the difficulty of rescue and pre-plan emergency response measures.
- 6.Implement appropriate control measures based on the results of the risk assessment.
- 7.Evaluate the risks associated with the entry of shore workers and contractors.
- 8.Document the results of the risk assessment and keep them with the entry permit.



(8) Tips for Utilization (Email Draft Creation Feature in English)



(8) Tips for Utilization (Email draft creation)

Can it be used like this...?"

As an example of how you can use the draft feature in emails, you can utilize AI-BANTO for various purposes. For instance, you can use it when considering a response to a charterer.

Example: When you want to respond to a request for the third shipment of salt this year on a particular vessel, you can ask as follows. AI-BANTO will draft the email content for you.

I have been requested to load salt for the third time this year at location MV XXX. Please draft an email in English to decline the charterer in accordance with the CP.

The question posed.



Response from AI-BANTO.

I have drafted an email to decline the charterer as follows.



Dear Charterers,

We regret to inform you that we must decline your request for a 3rd salt cargo loading this year on MV XXX. As per our Charter Party agreement, we are only permitted to load a maximum of two (2) salt cargoes per year. [1] We have already fulfilled this quota for the current year.

Please note that this limitation is in place to protect the vessel's condition and ensure compliance with our contractual obligations. We kindly request that you provide alternative cargo options that align with our Charter Party terms.

We appreciate your understanding in this matter and look forward to continuing our business relationship within the agreed parameters.

Best regards,
[Your Name]
Owners' Representative

In this way, AI-BANTO can create email drafts in the form of templates. You can use the content as a reference.

(Note : Please ensure to review the draft thoroughly before sending it, as there may be expressions that differ from your intended meaning.)

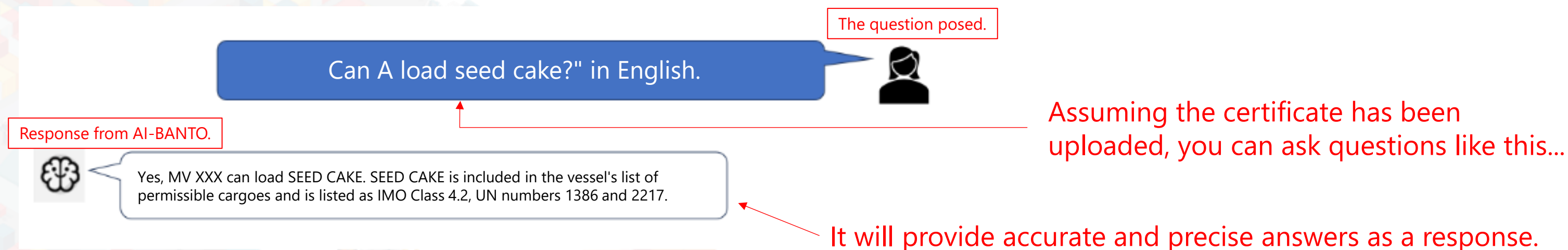


(9) Tips for Utilization (Reading Certificates)

(9) Tips for Utilization (Reading Certificates)

If you upload certificates to AI-BANTO, it will respond as follows.

For example, if you upload an IMSBC certificate to AI-BANTO, you can have the following interaction.



If AI-BANTO responds using a data source other than the certificate, for example, answering the permissibility of loading Seed Cake from the CP, please start a new chat and **check 'Vessels Certificate/Drawing only'** before asking your question again.

☐ CP/Contract
 ☒ Vessels Certificate/Drawing
 ☐ Mail

☐ IMO/Flag/Country
 ☐ Class Information/Circular
 ☐ P&I Information
 ☐ Others

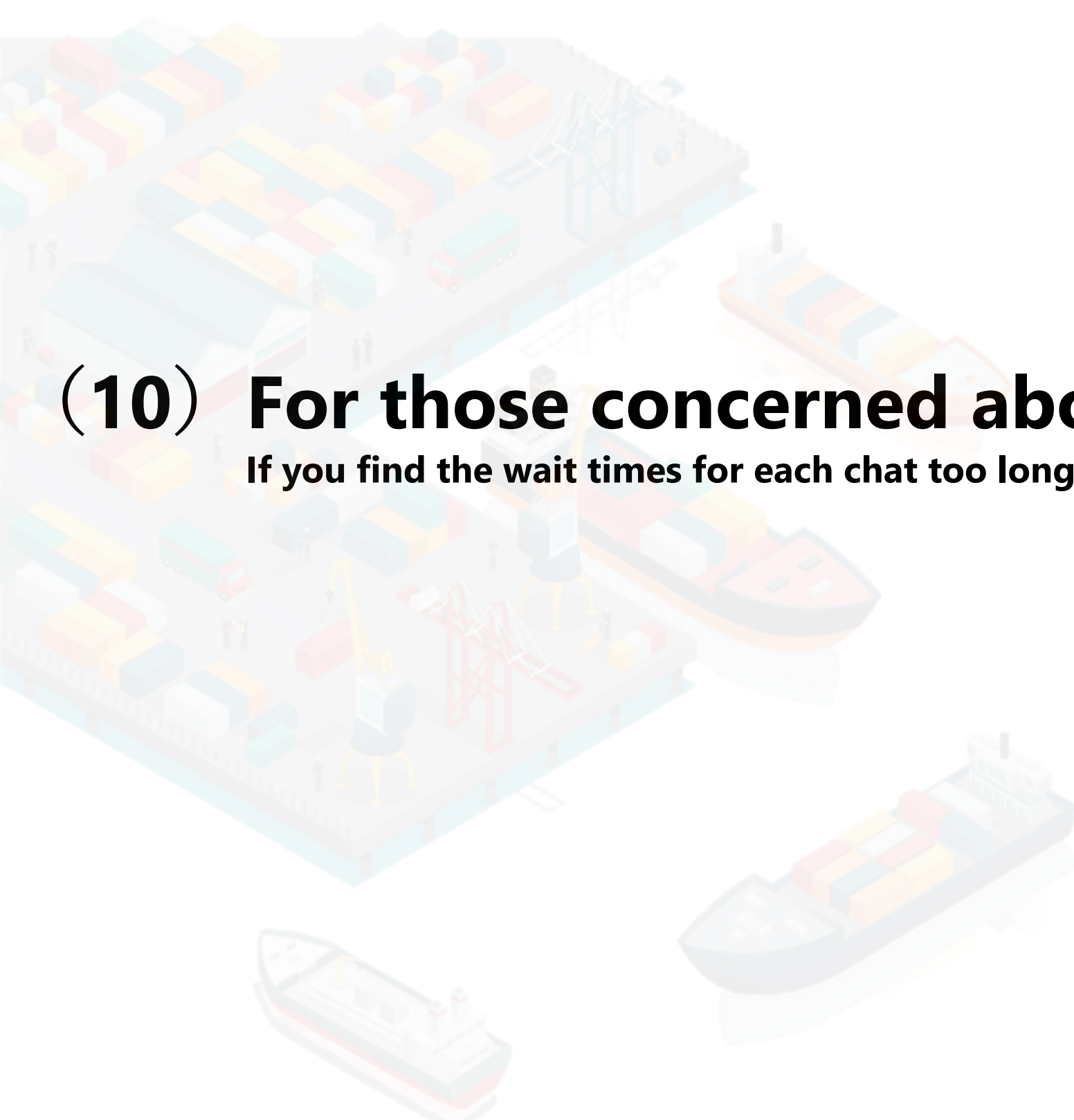
[Select All](#) · [None](#) · [Default](#)

※Note※

AI-BANTO may not accurately read table formats. For example, if you upload a table from the IMSBC certificate, it may not correctly identify the types of ammonium nitrate that can be loaded. The cause is the need for improved accuracy in reading table formats, which is currently under consideration. Therefore, please ensure to review the certificate yourself when making any decisions.

List of cargoes permitted to be carried.

CARGOES	IMO CLASS	UN NO.	NOTE (See following page)
All cargoes of Group A and Group C	-	-	-
ALUMINA HYDRATE	MHB	-	-
ALUMINIUM NITRATE	5.1	1438	-
AMMONIUM NITRATE	5.1	1942	-
AMMONIUM NITRATE BASED FERTILIZER MHB	MHB	-	-
AMMONIUM NITRATE BASED FERTILIZER	5.1	2067	-
AMMONIUM NITRATE BASED FERTILIZER	9	2071	-



(10) For those concerned about chat wait times.
If you find the wait times for each chat too long, try this! (Bonus Edition)



Have you ever felt that asking questions one by one to AI-BANTO in chat is cumbersome when you want to inquire or confirm something?

A I B A N T O

Chat

★大越 隆行 | CHAT SEARCH ADMIN LOGOUT

What can I help you with today?

Just now

The question posed.

Please tell me the areas where I should be cautious of pirates.

Just now

Response from AI-BANTO.

Areas to be cautious of pirates include the waters off West Africa, the Red Sea, the Gulf of Aden, and off the coast of Somalia.
Particular attention should be paid to the Gulf of Guinea in West Africa and the southern Red Sea. In these areas, it is important to follow guidelines such as BMP and BMP West Africa and remain vigilant. Additionally, it is recommended to always pay attention to the latest alerts and information during navigation and participate in voluntary reporting systems as necessary.

Quotes:

[1] File name: BMP-West-Africa.pdf, Page Number: 53, Content: "Managers are strongly recommended to register their fishing vessels with MDAT- GoG for the whole period of activity off the West Coast of Africa."

[2] File name: bmp5-best-management-practices-to-deter-piracy-and-enhance-maritime-security-in-the-red-sea-.pdf, Page Number: 15, Content: "Define the ship's Automatic Identification System (AIS) policy. It is recommended that ships operating in the area of piracy should have AIS transponders on board, course, speed, etc." [3] File name: dmpg-guidance-for-companies-masters-and-seafarers-on-how-to-reduce-risk-of-piracy-and-or-armed-robbery-exists, compliance with, so far as is practicable, the provisions recommend in the latest editions of Best Management Practices and Best Management Practices – West Africa, and Global Counter Piracy Guidance for Companies, Masters and Seafarers, as well as on the Maritime Security Charts published by the United Kingdom Hydrographic Office is recommended."

※The details of the response are provided here.

However, depending on the content, there is a possibility that the specific case may be identified, so I have intentionally blurred the details. Please understand in advance.

☒ CP/Contract☒ Vessels Certificate/Drawing☒ Mail☒ IMO/Flag/Country☒ Class Information/Circular☒ P&I Information☒ Others

Select All · None · Default

...less

Enter your question

↑

The answers are not always correct. please verify important information yourself.

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Source Details

· Avoid stopping at night. Be alert and maintain bridge, deck and engine-room watch. · During fishing operations, when the vessel is more vulnerable, be alert and maintain radar watch to give maximum notice to your crew and the state authorities if an attack is in progress. · While navigating at night, use only the mandatory navigation and safety lights to prevent the glow of lighting attracting pirates, who are sometimes in boats without radar and are waiting. If the vessel is stopped or moving slowly, use additional lights to make location more difficult. · Activate the AIS when maritime patrol aircraft are operating in the area to facilitate identification and tracking.

47

Source Details

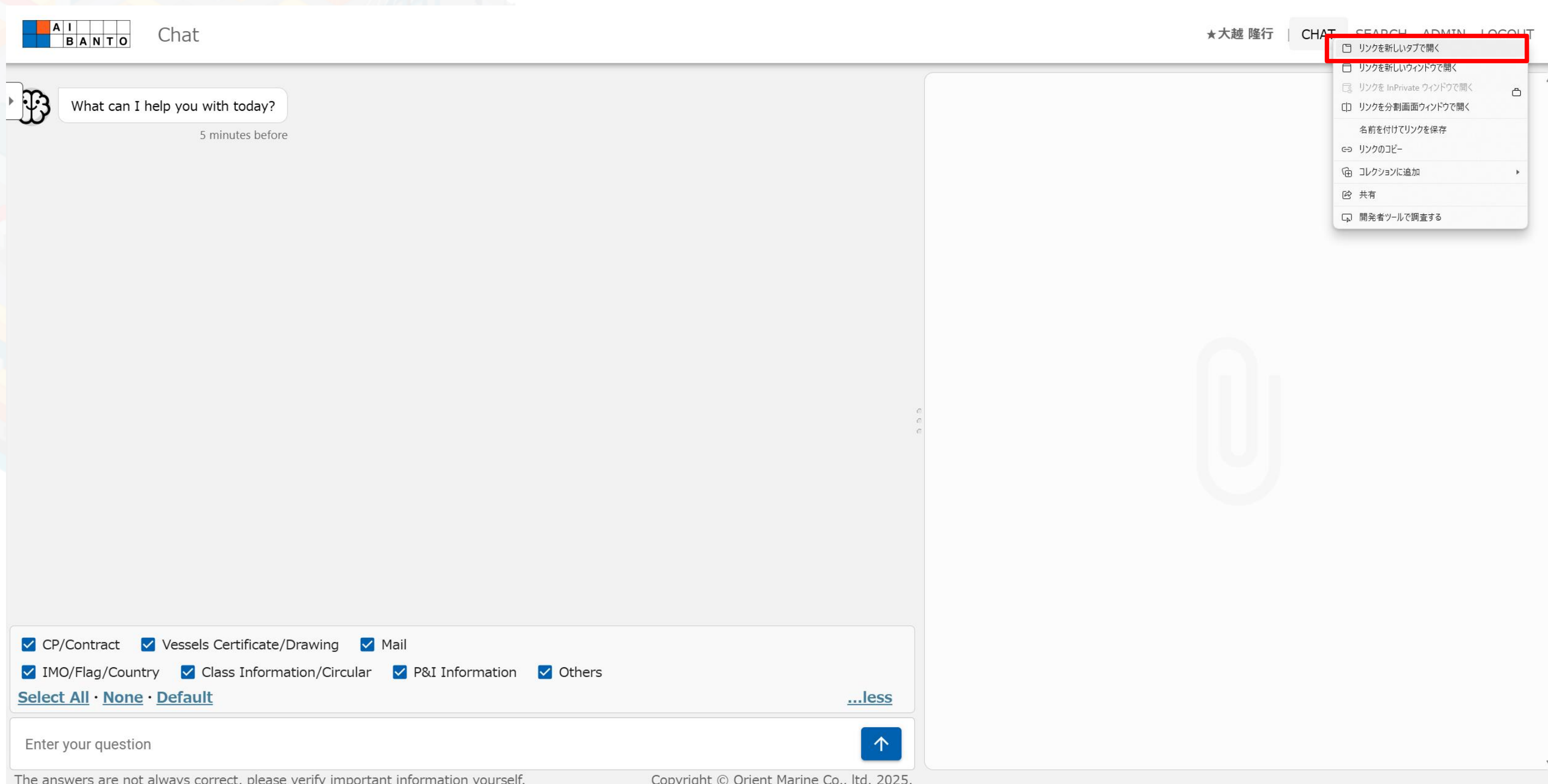
· Avoid stopping at night. Be alert and maintain bridge, deck and engine-room watch. · During fishing operations, when the vessel is more vulnerable, be alert and maintain radar watch to give maximum notice to your crew and the state authorities if an attack is in progress. · While navigating at night, use only the mandatory navigation and safety lights to prevent the glow of lighting attracting pirates, who are sometimes in boats without radar and are waiting. If the vessel is stopped or moving slowly, use additional lights to make location more difficult. · Activate the AIS when maritime patrol aircraft are operating in the area to facilitate identification and tracking.

47

Have you ever felt that while waiting for a response to one question, you actually want to ask other questions as well? If so, here's a recommended method for you.

(10) For those concerned about chat wait times.

Hover your mouse over the 'CHAT' tab below and right-click.
Then, select and click on the 'Open link in new tab' option in the red box.



The screenshot shows the AI BANTO chat interface. At the top, there is a navigation bar with the BANTO logo, the word "Chat", and user information "★大越 隆行". To the right of the user name are tabs for "CHAT", "SEARCH", "ADMIN", and "LOGOUT". A right-click context menu is open over the "CHAT" tab, with the option "リンクを新しいタブで開く" (Open link in new tab) highlighted in a red box. Other options in the menu include "リンクを新しいウィンドウで開く", "リンクを InPrivate ウィンドウで開く", "リンクを分割画面ウィンドウで開く", "名前を付けてリンクを保存", "リンクのコピー", "コレクションに追加", "共有", and "開発者ツールで調査する".

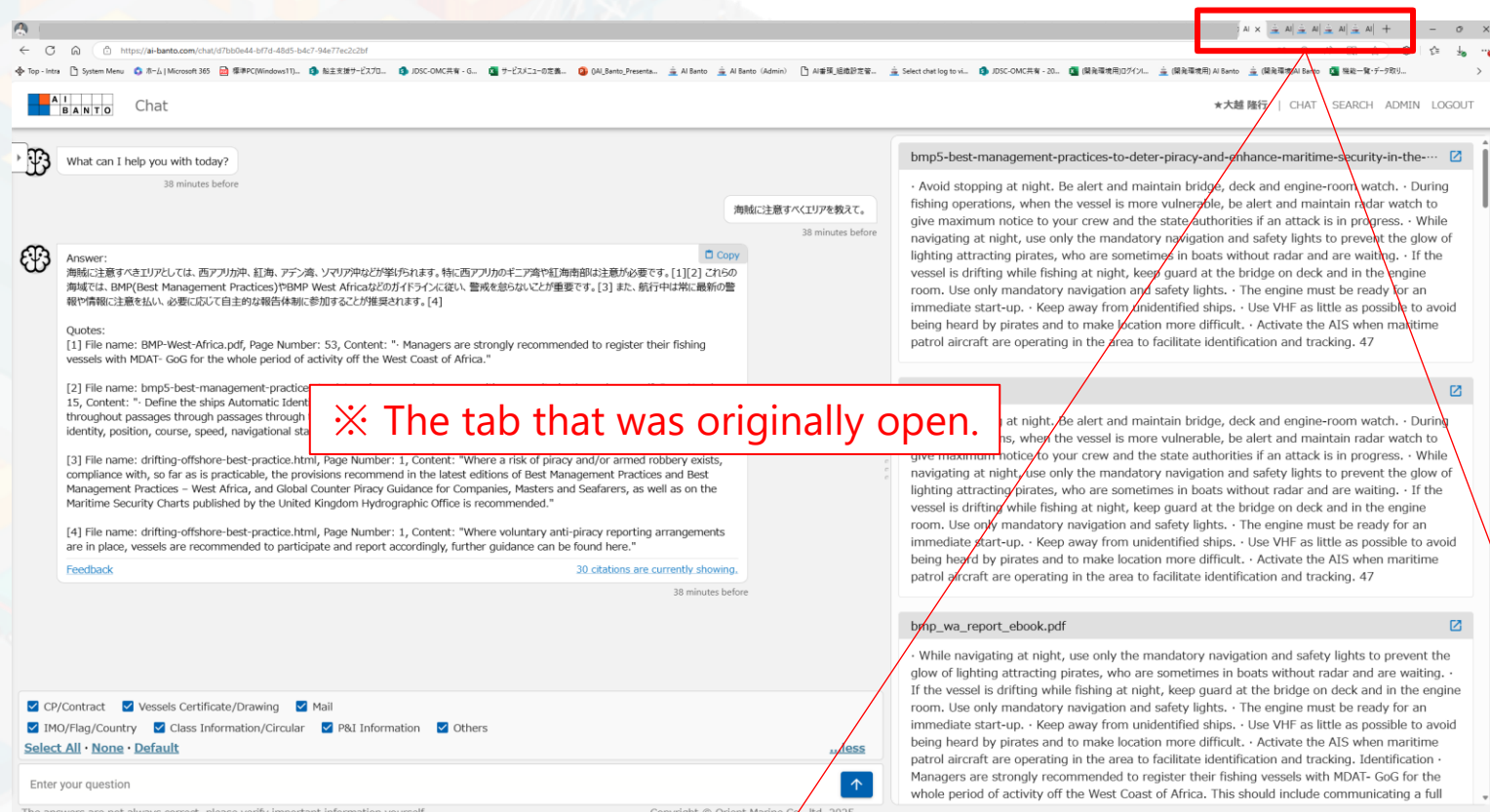
Below the navigation bar, the chat area displays a message from BANTO: "What can I help you with today?" followed by "5 minutes before". At the bottom, there is a list of topics with checkboxes: CP/Contract, Vessels Certificate/Drawing, Mail, IMO/Flag/Country, Class Information/Circular, P&I Information, and Others. Below this list are links for "Select All", "None", and "Default", and a "...less" link. At the very bottom, there is a text input field "Enter your question" and a blue button with an upward arrow.

The answers are not always correct, please verify important information yourself.

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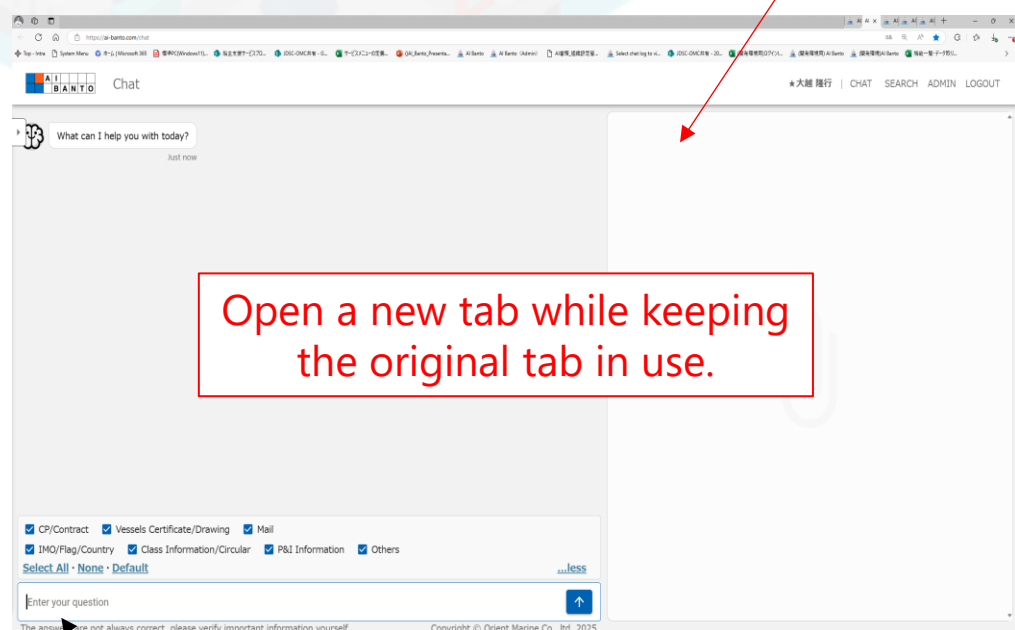
If you find the wait times for each chat too long, try this!

This will open a new tab in your browser as shown below.
Then, in the new tab (not the original one where you asked the question), you can ask your new questions

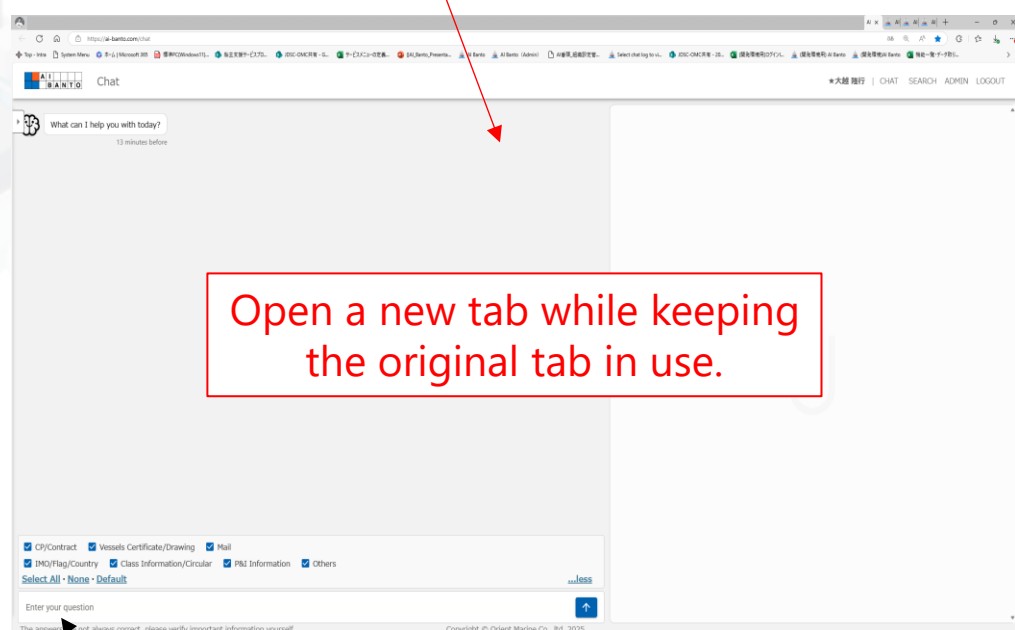


※ The tab that was originally open.

In this format, you won't be limited to asking one question at a time. Instead, you can navigate through multiple tabs and ask as many questions as you want!



Open a new tab while keeping the original tab in use.



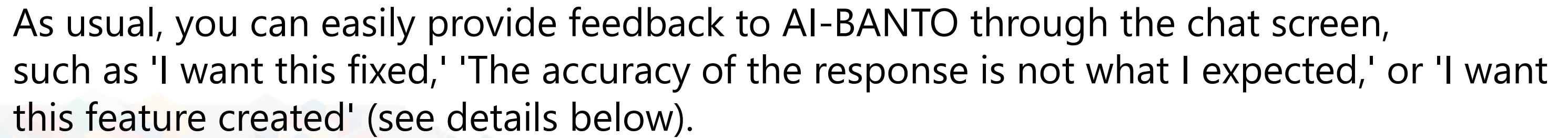
Open a new tab while keeping the original tab in use.

Let's ask something new that you want to know!

Let's ask something new that you want to know!



(11) I want to provide feedback on service improvements, features, and usability.



Feedback
2 citations are currently showing.
1 minute before

Your feedback is invaluable to us! Help us improve by sharing your thoughts, suggestions, and experiences.

☆ ☆ ☆ ☆

SEND ➤

☒ CP/Contract
☒ Vessels Certificate/Drawing
☒ Mail

☒ IMO/Flag/Country
☒ Class Information/Circular
☒ P&I Information
☒ Others

[Select All](#) · [None](#) · [Default](#)

...less

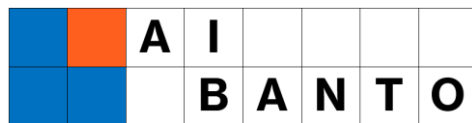
Enter your question

↑

The answers are not always correct, please verify important information yourself.
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On this 'Feedback screen,' please rate your satisfaction and usability of AI-BANTO with stars. Feel free to leave any comments regarding the service, and click 'SEND.'

Feel free to provide feedback on any aspect of the service, such as 'I want this fixed,' 'I want this feature created,' or 'It's difficult without a mechanism or feature like XX.' Please share your thoughts here. (The more feedback we receive, the more seriously we will take it and strive to improve daily.)



(Other) You can ask questions in any language.



Chat

What can I help you with today?
20 minutes before

Chat

What can I help you with today?
22 minutes before

Chat

What can I help you with today?
18 minutes before

What can I help you with today?
31 minutes before

☒ CP/Contract ☒ Vessels Certificate ☒ IMO/Flag/Country ☒ Class Information
[Select All](#) · [None](#) · [Default](#)

海賊に関する情報を教えて。

Japanese/日本語

☒ CP/Contract ☒ Vessels Certificate/Drawing ☒ Mail ☒ IMO/Flag/Country ☒ Class Information/Circular ☒ P&I Information
[Select All](#) · [None](#) · [Default](#)

Please provide information about pirates.

English/英語

☒ CP/Contract ☒ Vessels Certificate/Drawing ☒ Mail ☒ IMO/Flag/Country ☒ Class Information/Circular ☒ P&I Information
[Select All](#) · [None](#) · [Default](#)

من فضلك قدم لي معلومات عن القرصنة

Arabic/アラビア語

☒ CP/Contract ☒ Vessels Certificate/Drawing ☒ Mail ☒ IMO/Flag/Country ☒ Class Information/Circular ☒ P&I Information ☒ Others
[Select All](#) · [None](#) · [Default](#) [...less](#)

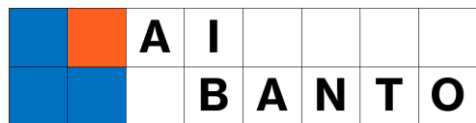
אנא ספק מידע על פיראטים.

Hebrew/イスラエル語

You can ask questions in any language!

Since the UI (user interface) of AI-BANTO is entirely in English, some of you might feel that you have to do everything in English. But don't worry! You can type everything in Japanese without any problem!!

Note: The language depends on your browser settings. Therefore, please check what language your browser is set to before using it.



Contact Information



Feel free to contact us with any inquiries or questions.
AIBANTO-SUPPORT-TKZOM@dg.mitsui.com

