Expectations of Port Customers and Clients

American Association of Port Authorities
Marine Terminal Management Training

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W. Patrick Burgoyne

YTI *Yusen Terminals Inc.*

Los Angeles, CA

Vessel Arrival and Discharge

➢Vessels calling USWC average 6000 to 8600 "TEU" (20' equivalents).

➢Vessels average port stay is 3-5 days to fully discharge and load back.

➢Vessel moves are planned and monitored electronically.

➢Future enhancements include OCR on the cranes and automated yard allocation

Free time

➢Imports - 4 days, starts when container is physically discharged from vessel

➢Exports – 6 days, starts when container is received at the marine terminal.

Containers Positioned in Yard

➤Import containers are drayed from the vessel to "first point of rest" in the terminal, either on wheels or grounded.

➤ Export containers are directed to location at the gate, based on vessel, port of discharge, weight, etc... and are decked from truckers chassis.

➤Container locations are input into "TOS.

➤Containers are available to the BCO's trucker once the ocean carrier confirms receipt of "OBL and charges" and cargo has cleared US Customs.

➤All data is transmitted to MTO electronically.

➤ Import availability is accessible online via MTO's website or other 3rd party website.

➤Accurate and timely availability information is critical to the cargo owner and trucker.

In Gate Transactions

➢OCR is utilized at the gate to identify truck information.

➢Information is verified remotely via camera

➢Clean truck status is received electronically from PortCheck.

➢ Trucks with trouble transactions are directed to the Trouble Window.

➢Trucks picking up an available import provide the container number and are issued the container location.

➢ Trucks either arrive with a chassis or go to chassis area to pick up a chassis.

➢ Trucks delivering an export provide Booking data which is verified electronically, then trucks are directed to yard location to offload container.   Once offloaded the chassis may be returned to the chassis area or reused by trucker

In Terminal Transactions
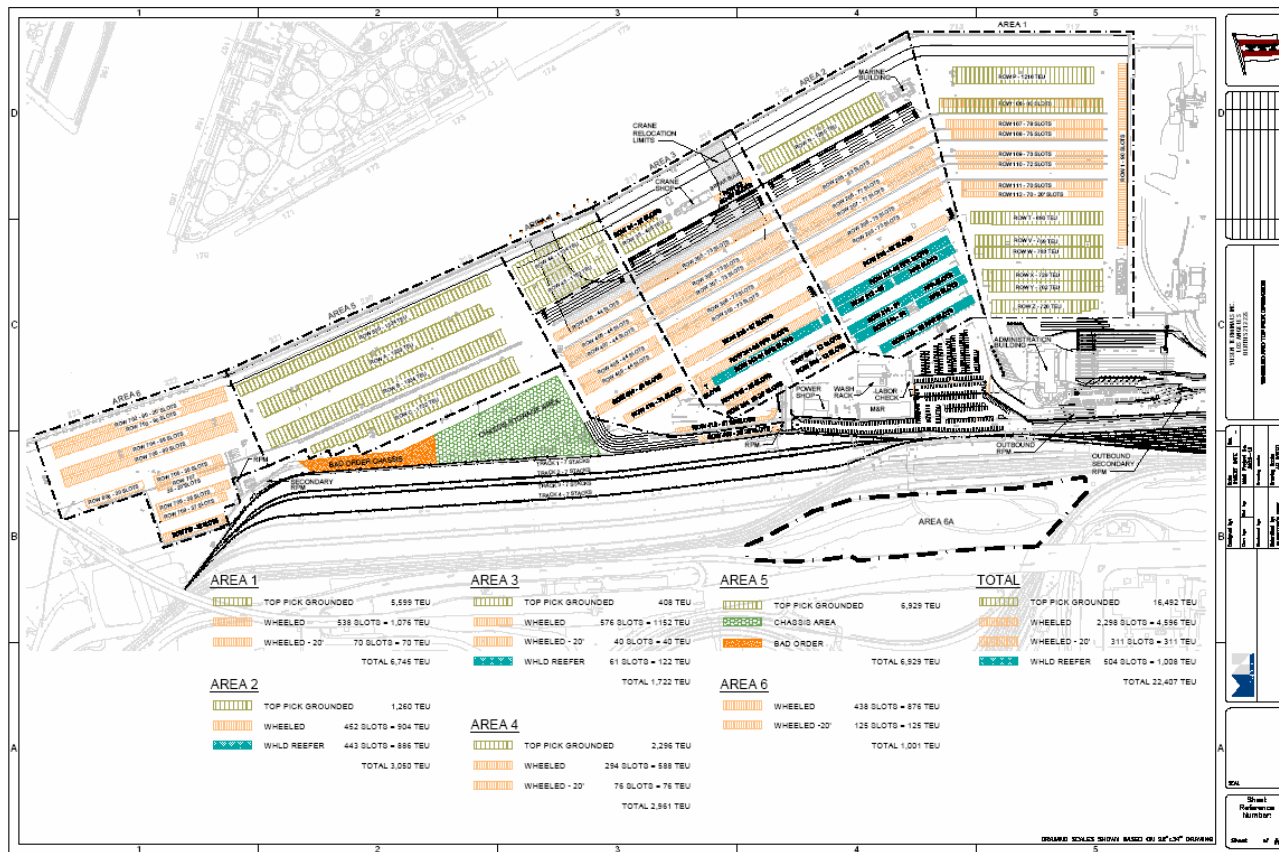
- Chassis pools are common.

- Imports are delivered with transtainers.

- Exports are received with tophandlers.

- Empties are handled with sidehandlers

- Reefers. Haz and OOG cargo is kept on wheels.

- Roadability is available at the Maintenance and Repair Shop.

Out Gate Transactions

➢Trucks departing with an import container must pass through US Customs "Radiation Portal Monitor. Low levels of radiation can be detected on commodities, such as tile, which requires truck to pass through a secondary US Customs inspection.

➢OCR automation at the out gate verifies import container information and raises security arm, allowing truck to depart terminal.

➢Discrepancies are resolved remotely via speaker and cameras.

Trucks that have delivered an export and are bobtail or have their "OWN" chassis depart the terminal via a bypass lane.
Security verifies all departing trucks

TICTF – On Dock Rail

➢ Approx. 30 of all transactions are handled via on-dock rail.

➢ Imports are loaded in Northern and Southern blocks for
BNSF or Union Pacific.

➢ Import train consists are transmitted electronically to rail carriers.

➢ Export booking information is received electronically from the rail carrier.

➢ Export and empty containers arriving on dock provide empty railcar supply for import trains.

➢ Utilizing on dock rail facilities can reduce overall transit time by 24-48 hours.

➢ A full unit train eliminates an average of 240 trucks trips to local off dock rail yards.