Trends in Marine Terminal Operations Management

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Port of VA
Performance/Forecast

*9% Annual Growth 2005 – 2007*
Terminal Efficiency

- The Port operates 3 Marine Terminals and an Inland Port.
  - All operations are grounded with Live Gate Straddle Carrier formats
- Cargo Velocity is key to productivity, service and revenue for the future.
- Cargo Velocity is defined as the ability to handle maximum volume with maximum efficiency
Cargo Velocity Enhancements

- Empty Benchmarks
- Empty Container Yard – Off Terminal
- ES Lots on Terminal
- Chassis Pool Portwide
- IT Initiatives
- Equipment Reliability
- Trucker Support
- Off Terminal Loaded Lot
- Container Demurrage Penalties
Empty Benchmarks

- Limits empties on terminal, by shipline, based on historical export need
- Improves vessel and transfer zone productivity and trucker turntimes
- Relieves overall terminal congestion
Empty Container Yards (CY)
Empty Container Yard

- The Port established, in 2004, two off-dock Empty Container Yards
- Together, both yards remove from the terminals, over 6,000 empty containers
- Reduces Gate Queue/Quicker Trucker Turn Time/Reduces Terminal Congestion
**Empty Container Yard**

- Removes 700 gates/transfer zones transaction per day from marine terminal
- Adjacent to or within 1.5 miles of Terminals
- Port EDI visibility to customers
- ILA Labor supported
Empty Storage (ES) Lots

- On terminal empty container storage for vessel exports
- Allows trucker to go directly to ES Lot, bypassing transfer zone
- Live lift operation – shorter turntimes
Empty Storage (ES) Lots

- Lessens demand on the transfer zone
- Saves stack area for vessel loads
- Average inventory is 2,000 containers with a capacity for 4,000
Port-wide Chassis Pool
The Port establishes the first port-wide chassis pool in October 2004.

Over 5000 chassis are eliminated and removed from terminal facilities.

Over 25 acres of land are reclaimed due to reduced chassis on facilities.
Port-wide Chassis Pool

- M&R is standardized for all chassis.

- Motor Carriers can use the same chassis for multiple moves thus reducing dwell time.

- Utilization during 2005 Peak Season – 81.4%.

- HRCP II increased chassis use from 32.6 moves per year to 41.7 moves per year.
**IT Initiatives**

- Off Terminal Container Services (OTCS) for Virtual Empty Yard – “Street Turns”
- Navis Prime Route and Expert Decking for Transfer Zone
- Drayage Automation to “Top Pick”
- TIR Automation
- Website Tracking Enhancements
OTCS Virtual Empty Yard

Interchanges Occur Off Terminal

- The Port feeds OTCS website
- Truck interchanges occur in their website
- OTCS feeds the Port interchange
- The Port feeds shipline interchange in EDI
Equipment
Reliability
Equipment Reliability

- Measure downtime against preventive maintenance
- Transitioning from calendar based to meter based preventive maintenance
Trucker Support
Trucker Support

- Include in decision making process
  - Advisory Committee
  - Tidewater Motor Trucking Association
  - ITC – Inland Transportation Committee
Trucker Support

- Create/Improve Service Tools
  - Truckers’ web page – container tracking
  - Phone call-up system – container status
  - Chassis Pool – Good/Bad Corrals
  - Chassis Repair Support on and off terminal

- Dedicated Staff Liaison Position
  - Quick, constant, complete communications
Labor Relations
The Employer’s Group, Hampton Roads Shipping Association fosters the relationship between Management and the I.L.A.

- Monthly meetings between Union Officials and Management
- Safety Programs and Incentives
- Semi-Annual Presentation to the rank and file
The Future
Craney Island
Marine Terminal Phase I - 2017

Road and Rail Connector to Route 164