AAPA: IT, Operations and Safety
Terminal Automation
Ready Today. Building for Tomorrow.

Bill Sutton
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PORT OF SAVANNAH:  Between 1999 and 2010, Savannah has Grown 245%

Port of Savannah Container Throughput
12-year History by Calendar Year

In Thousands of TEUs

Source: GPA Marketing / EIS (loads & empties)  Note: Updated 7.31.10 / CY2010 Estimated *
Goals:

• Achieve the 2 S’s
  – Safety
  – Sustainability

• Densification
  – More Volume / Same Foot Print
  – RTG over TopLift
  – Compressed Stacks
Redefining the pace of trade.

**ATAMS (Automated Terminal Asset Management System)**

- PreAdvised Transaction
- Trucking Company
- Container Number
- Export Booking Number
- RFID (Radio Frequency Identification)
- OCR (Optical Character Recognition)
- PDS (Position Detection System based on DGPS)
Benefits

• Increase gate efficiency and accuracy by automatically populating data fields during the pre-gate process.

• Increase gate efficiency by automatically populating data fields during the in-gate process.

• Increase yard efficiency by promoting the current truck to the top of the operator’s work list.

• Increase yard efficiency and accuracy by automatically recording RTG moves.
Major Components

• OCR (Optical Character Recognition)
  – Cameras read container numbers as trucks enter the terminal and store the information automatically.

• RFID (Radio Frequency Identification)
  – Trucks are equipped with unique identifiers that mark their positions and can be read by radios at various locations.

• PDS (Position Detection System)
  – A combination of GPS and onboard crane data is used to track the movements of all GPA equipment and accurately identify each individual container slot at GCT.
Results:

- More Gate Volume / Fewer Hours
- Improved Moves / Hour
- More Production Moves During Prime Shift = Less Over Time