



Terminal Process Mapping as a contributor to optimal resource utilisation

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- Benefits to the Port, Imports and Exporters and to Government Agencies

Tivoli Container Terminal



Optimal Resource Utilisation

- Resources to be optimised (Terminal):
 - Quayside
 - Compound Layout and Utilisation
 - Gantry Cranes – ship to shore operations
 - Straddle Carriers – ship and transport implications
 - Manpower – deployment, planning and utilisation
 - Work practice guidelines
 - Supporting systems (software and procedural)
 - Compound space utilisation
 - Energy – ship operation
 - Fuel – general operations and ship operations

Beneficiaries of optimal Terminal operations

- Beneficiaries of optimal Terminal operations
- Ship Operations
- Transport Operations
- Ship Agents / Line Operators / Customers
- Government Agencies / Revenue / C.S.O.
- Emergency Services

Pre 1999

- Manual Terminal Management
- Largely based on trust
- Receipts - Interface - Control
- Verification – Invoices
- Monitoring – Operations – Handling
- Reporting – Turn Around – Dwell Times
- Analysis – Sock – Equipment Control

2000 – 2011

- 2000 Port Community based Container Terminal Management System introduced.
- Progress communications from dedicated lines, to radio, to internet.
- Links to Deep Sea Operators facilitated
- Real-time updates of units arrival and departure.
- Daily transfer of units through the gate.
- Electronic confirmation of arrival and departures.

Utilisation, Cost and Frequency

- 2009 - Port, Ship, Transport Costs suppressed
- Utilisation of resources key to costs control
 - Ship costs reduced by vessel / slot sharing agreements - reduced frequency of services
 - Tighter operating schedules reduced flexibility
 - Impact on Port Operations - delay - higher costs
 - Change in work profile – resource utilisation – cost
 - Conflict of needs / door to door / deep sea
 - Higher Costs and reduced frequency – opportunity for additional competition from RoRo

Importer and Exporter

- Cost Control Considerations
 - Imports – delivery schedule – quay time
 - Reduction in additional handling
 - Reductions in allocated ground space required
 - Shipping units loaded for export
 - Ship Planning – Container arrival – Overtime Costs
 - Transport Planning – vehicle utilisation – unit cost
- Appreciation of cost implication of each stakeholders' action in context of the total movement cost per unit
- Information – power – withheld – shared - effect

Ship Utilisation

- Ship sharing is the norm since 2010
- Increases the size of the feeder vessels
- Reduced frequency
- Volume of lifts per vessel increased
- Vessels calling Saturday and Sunday increased
- Cost of labour increased
- Cost to the port increased
- No increase in port charges
- Waiting for cargoes – pressure on schedule

Planned Developments

- Introduction of an updated Port of Cork Container Terminal Management System
 - Windows based
 - Internet based communications
 - Remote off-site access
 - Individual report creating facility
 - Information sharing facility using e-mail
 - Opportunity to provide added value / service

2011 - National & EU Systems

- Safe Seas Ireland
- Customs Revenue and Enforcement
- Government Departments – Agriculture
- State Regulatory Agencies - TFS
- Central Statistics Office
- IMDO

Process mapping

- Understanding the workings of Tivoli Container Terminal as an integral part of supply chain management in South West
- Each stakeholder plays a part in keeping process optimisation and cost reduction
- Map the workings
- Make changes with the understanding of the overall impact

Benefits

- In the absence of a Win–Win outcome
 - No Contribution
 - No Commitment
 - No Co-Operation
- The bitterness of poor service far outlasts the sweetness of low price.

Thank you

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