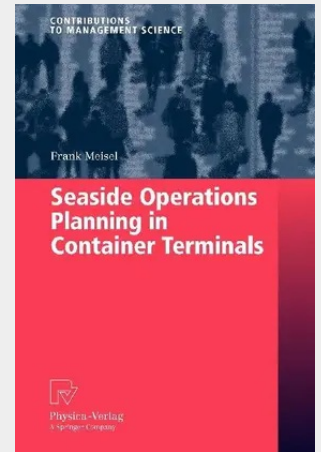


Seaside Operations Planning in Container Terminals

1. 1 Motivation and Scope of Research Container terminals in seaports constitute interfaces between sea and land transport of goods in global transport chains. These logistics facilities face an increasing demand of service capacity, as is reflected by a tremendous growth in the worldwide container transshipments per year. For example, the top 20 terminals in the world showed an average relative increase of 14% with respect to the number of handled container units from 2006 to 2007, see Port of Hamburg Marketing (2008). In spite of this development, competition is high among container terminals within the same region. A terminal's customers, first and foremost the vessel operators, expect a high level of service quality where reliability is one of the most important dimensions, see Wiegmann et al. (2001). Regarding the service of a vessel, reliability means to realize all transshipment operations within its projected service time interval. The reliability of terminal operations impacts the reliability of vessels in meeting their liner schedules. According to Notteboom (2006) unexpected waiting times of vessels before berthing and unexpected low transshipment productivity at terminals are responsible for about 86% of liner schedule disturbances, see Fig. 1. 1. Currently, many terminal operators counteract this situation by extending their transshipment capacities. They build new terminals or enlarge existing terminals and purchase new or upgrade existing equipment. Ilmer (2005) provides an overview of current projects for building terminal capacity in northern Europe.

1. 1 Motivation and Scope of Research Container terminals in seaports constitute interfaces between sea and land transport of goods in global transport chains. These logistics facilities face an increasing demand of service capacity, as is reflected by a tremendous growth in the worldwide container transshipments per year. For example, the top 20 terminals in the world showed an average relative increase of 14% with respect to the number of handled container units from 2006 to 2007, see Port of Hamburg Marketing (2008). In spite of this development, competition is high among container terminals within the same region. A terminal's customers, first and foremost the vessel operators, expect a high level of service quality where reliability is one of the most important dimensions, see Wiegmann et al. (2001). Regarding the service of a vessel, reliability means to realize all transshipment operations within its projected service time interval. The reliability of terminal operations impacts the reliability of vessels in meeting their liner schedules. According to Notteboom (2006) unexpected waiting times of vessels before berthing and unexpected low transshipment productivity at terminals are responsible for about 86% of liner schedule disturbances, see Fig. 1. 1. Currently, many terminal operators counteract this situation by extending their transshipment capacities. They build new terminals or enlarge existing terminals and purchase new or upgrade existing equipment. Ilmer (2005) provides an overview of current projects for building terminal capacity in northern Europe.



106,99 €
99,99 € (zzgl. MwSt.)

Lieferfrist: bis zu 10 Tage

Artikelnummer: 9783790825862
Medium: Buch
ISBN: 978-3-7908-2586-2
Verlag: Physica
Erscheinungstermin: 21.10.2010
Sprache(n): Englisch
Auflage: Softcover Nachdruck of hardcover 1. Auflage 2009
Serie: Contributions to Management Science
Produktform: Kartoniert
Gewicht: 295 g
Seiten: 168
Format (B x H): 155 x 235 mm

