

Green Scheduling of Container Terminals:

A new approach to enhance the
sustainability of maritime shipping

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- Introduction to Green Scheduling
- The role of container terminals in maritime shipping
- Optimisation problems in container terminals
- The Green Yard Scheduler (GYS)
- Future research directions

Green Scheduling

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- Classical scheduling focuses on performance- and/or cost-oriented objectives
- Green scheduling takes into account the environmental impact of operations as explicit objectives
- In most cases, involves conflicting objectives

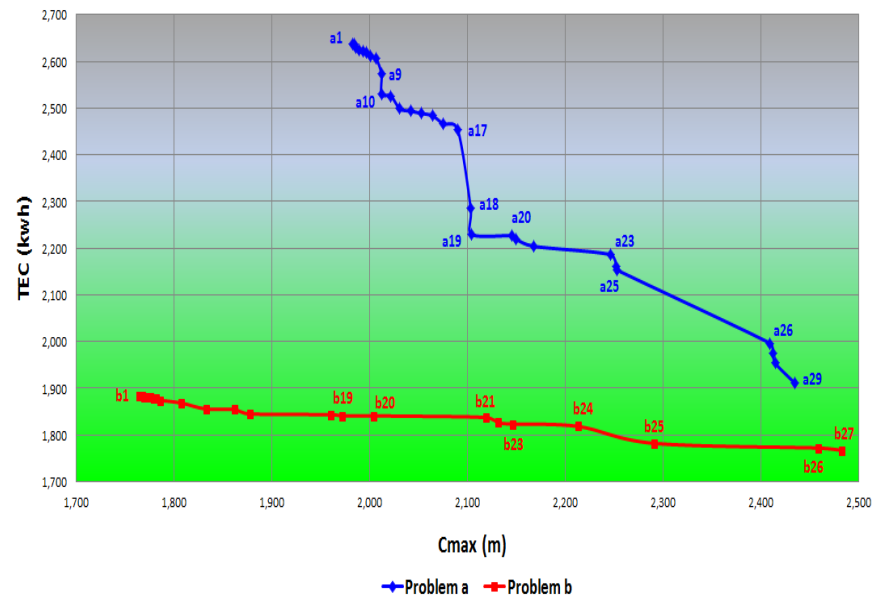


Green scheduling of a two-machine flowshop: Trade-off between makespan and energy consumption



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Maritime Shipping

- 80% of global trade is moved by sea transport
- Ports have environmental impacts (vessels, trucks, cranes)
- Container terminals handle over 60% of the cargo
- Involve complex operations with direct impact on the economy and the environment



Container Vessels

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10k-20k trucks!



~



The Port-City Relationship

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- Ports are mostly integrated with cities:
- Shanghai, Rotterdam, Vancouver, Los Angeles, Barcelona, Genoa, London, Southampton, Liverpool.

Los Angeles Times

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Port ships are becoming L.A.'s biggest polluters. Will California force a cleanup?



CORONAVIRUS, VACCINES AND PANDEMIC >

The Delta variant's biggest danger: 'A pandemic of unvaccinated people'

Nearly 5 out of 6 coronavirus cases were undetected in pandemic's early months

Column: COVID isn't spread by mosquitoes. But the next pandemic might be



PortForward

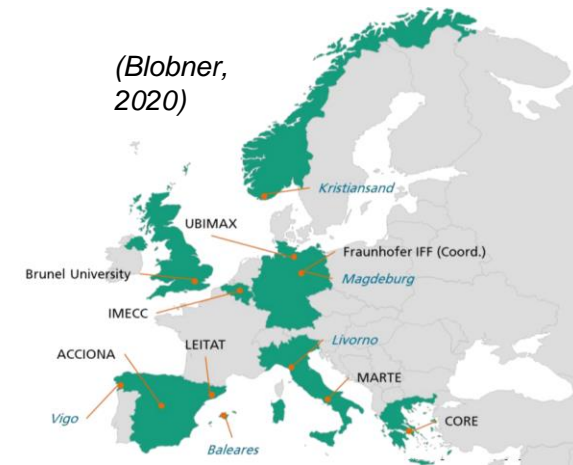
Main objectives

Smart Port Solutions: Employing ICT solutions to improve information flows between ports and port communities

Green Port Solutions: Adopting green technologies to reduce the environmental impacts of port operations and save resources

Interconnected Port Solutions: Combining different modes of transport integrating of different technologies to better monitor and control freight flows

<https://www.portforward-project.eu>



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Port of Vigo

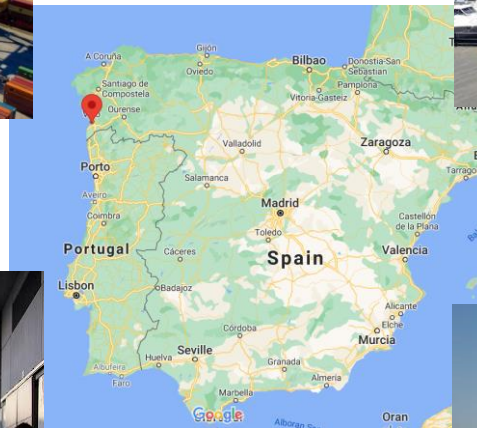
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Container terminal



Cruise terminal



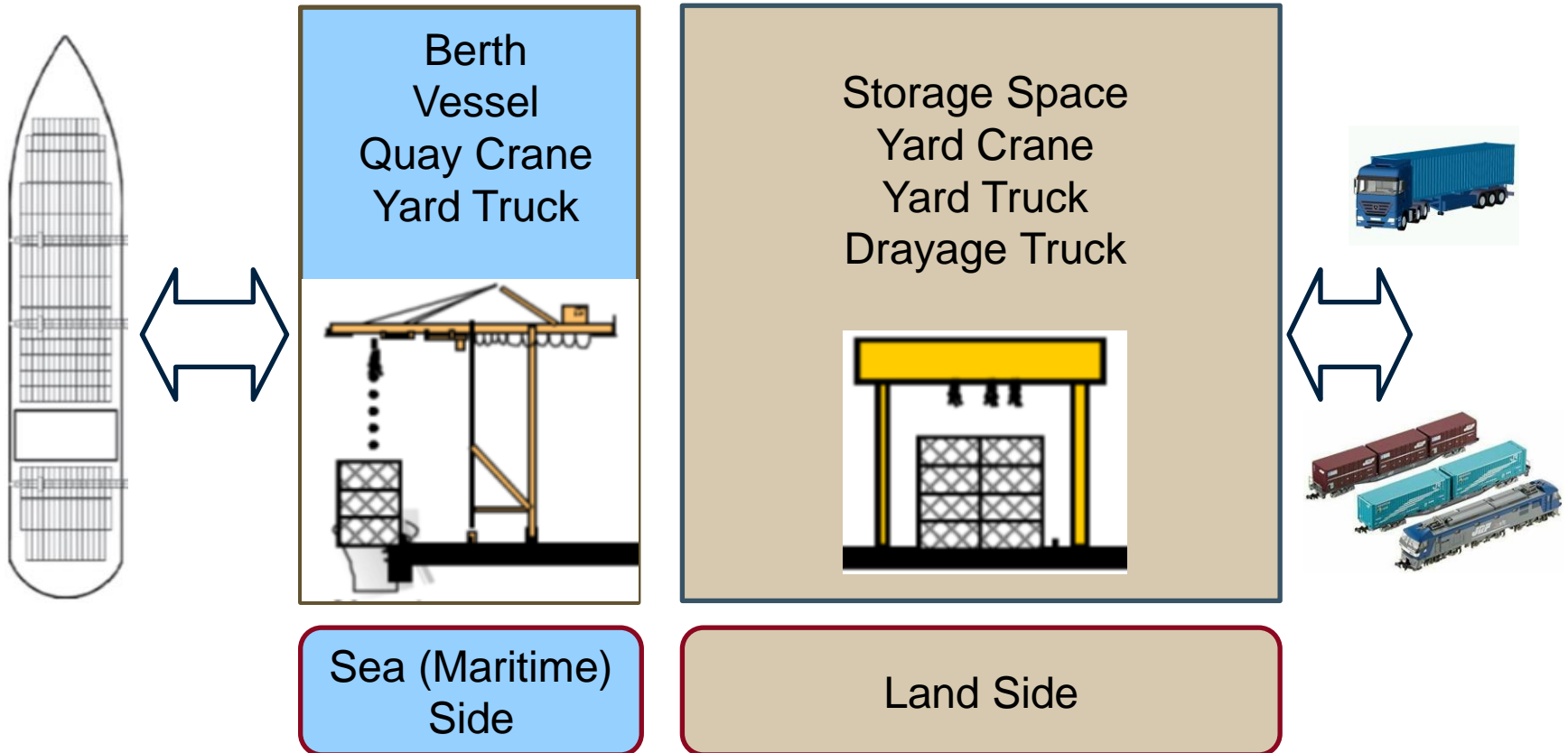
Fishing terminal



Ro-Ro terminal

Container Terminal Operations

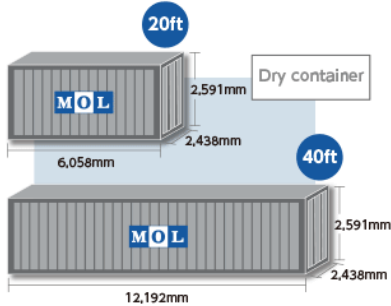
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Preliminary Sustainability Assessment

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Unit of analysis: TEU (Twenty-foot Equivalent Unit)



Carbon footprint: 45.549 kg CO₂ eq. / TEU



21.308 kg CO₂ eq.

14.161 kg CO₂ eq.

4.584 kg CO₂ eq.

4.048 kg CO₂ eq.

1.448 kg CO₂ eq.



47%

31%

10%

9%

3%

Container Terminal Decision Problems

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Seaside problems

Berth
Allocation /
Scheduling

Quay
Crane
Assignment

Quay Crane
Scheduling

Landside problems

Storage
Capacity
Planning

Yard
Layout
Design

**House-
keeping**

**Yard Crane
Scheduling**

Yard Crane
Deployment

Joint problems

Space
Allocation

Path
Planning

Yard Truck
Allocation

**Container
Positioning**

Yard Truck
Scheduling

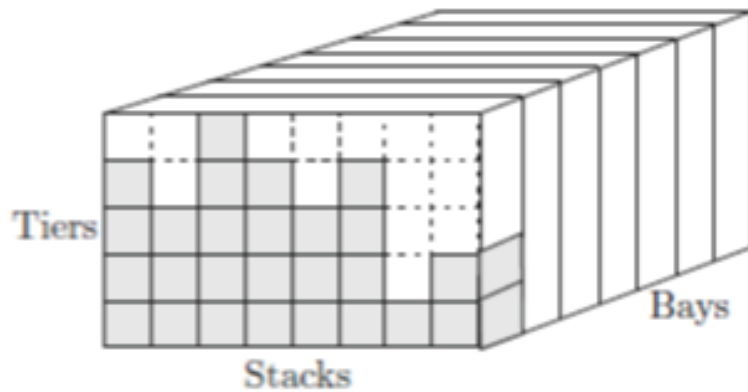
Truck
Appointment

Staff
Timetabling

Container Terminal Terminology

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A container block (Caserta et al., 2011)



Container Terminal Terminology (contd.)

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Rubber Tyred Gantry crane (RTG)



Reach stacker



Internal Movement Vehicles (IMV)



External Truck

The Housekeeping Problem

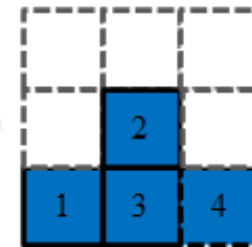
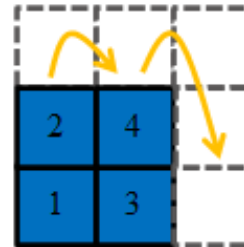
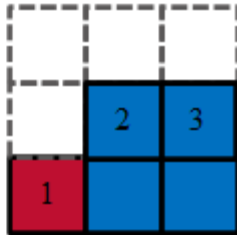
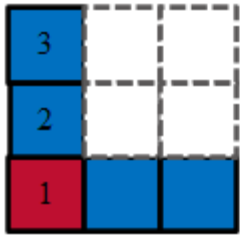
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- Determine the **sequence of container movements** in a bay area selected for pre-marshalling to eliminate any further reshuffles to reduce the vessels waiting time
- **Objectives (KPIs):**
 - 1) Minimise the number of **container movements**
 - 2) Minimise the estimated **energy consumption of the RTGs**
- **Output:** List of container movements



The Housekeeping Problem (contd.)

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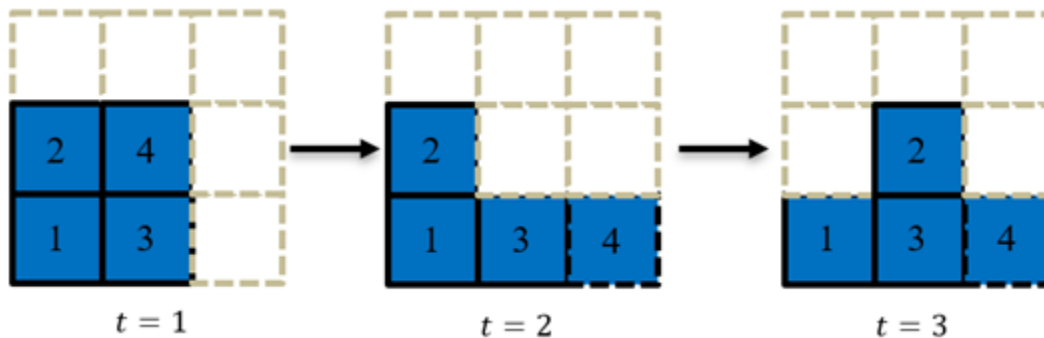
Example of a reshuffle

Ordering of a bay in two moves

Formulation as a Mixed integer Programming (MIP) model

Y_{shkept}

1 if a container of priority p is moved from stack s tier h to stack k tier e at time t , 0 otherwise

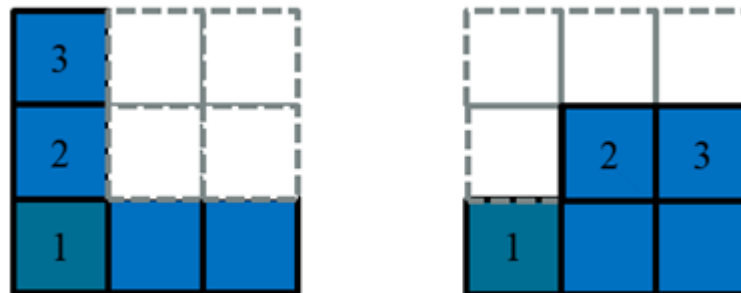


$$Y_{223141} = 1 \quad Y_{122222} = 1$$

Container Positioning Problem

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- **Determine the slot allocations of:**
 - Import containers discharged from vessels
 - Containers coming back from inspection
 - Export containers arrived at the terminal gate
- **Objectives (KPIs):**
 - 1) Minimise the energy consumption of the internal and external trucks
 - 2) Minimise the number of future container reshuffles
- **Output:** List of new container operations with final slot positions



Example of a reshuffle