



Peel introduces G-POS RTLS in Liverpool

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Peel Ports' Royal Seaforth Container Terminal in the port of Liverpool has introduced a new real time location system (RTLS) for its fleet of 34 straddle carriers.

The first phase of implementation saw G-POS system, produced by UK-based International Terminal Solutions (ITS), applied to the road interchange. The technology will be introduced to vessel operations in phases in over the coming weeks.

ITS said that G-POS has assisted in providing benefits equating to a 22% increase in available stacking area as well as productivity enhancements of up to 20%. It added that the benefits of the investments were realised immediately from "go-live" and helped the terminal achieve a 30% improvement in vehicle turnaround times.

G-POS replaced an existing GPS position determination system (PDS) to allow the terminal to meet the operational reliability and advanced connectivity required for a terminal operating System (TOS) upgrade, which happened at the same time.

"Our previous technology didn't allow us to progress with our TOS upgrade requirements," said Gareth Jones, planning and operations manager at Royal Seaforth Container Terminal.

"We were keen to make sure we had 'best of breed' as we wanted to make large technological strides to ensure we not only met our immediate goals, but also had a future proofed solution in place.

"We wanted to select a vendor that not only understood our needs but also had a proven track record in the industry. We chose International Terminal Solutions as they met our requirements and were able to offer a host of operational benefits that hadn't originally featured in our plans."

The ITS implementation is based on the modular G-POS package including the proven ITS middleware message routing system. G-POS allows each straddle carrier to report its location in real time, issuing automatic job step reports that allows the TOS to make strategic equipment utilisation decisions.

Via a colour touch screen, drivers are provided with a real time location as to where the straddle carrier is, the container move instruction and its target destination in either text or graphical formats – the driver can chose which format they prefer, said ITS.

The ITS middleware component allows G-POS on the straddle carriers to connect to the management and supervisory systems. It allows the differential GPS correction data to be transmitted to the straddle carriers without the use of secondary radio frequencies.

The middleware connects to the TOS using the latest XML protocols and is configured to connect to a security and access control system, telemetry server and container movement compliance system.

In addition to a host of other functions such as automatic software and yard map update, G-POS allows remote monitoring and control via the internet. The customer support centre, based at ITS main offices, can rapidly access G-POS and utilise the onboard diagnostics, ensuring high availability of the system.

David Huck, head of port operations for Peel Ports Mersey, said: "The implementation of the new systems took place without even a temporary dip in performance. In fact the port has already seen improvements in productivity in line with our expectations.

"Liverpool is now recording the fastest turnaround times of any UK port, with 95% of truck drivers processed through the port within an hour, and 65% within 30 minutes – a 30% improvement on previous performance."

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