

Port Data Visualisation

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[Click to view >>](#)

Credits

Perspiciatis: Unde Omnis
Iste natus: Accusantium Doloremque
Laudantium: Totam Rem
Aperiam: Eaque Ipsa
Quae ab Illo: Inventore Veritatis
Perspiciatis: Unde Omnis
Iste natus: Accusantium Doloremque

অন্যত্ববৃত্তী শ্রম
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TRANSIT LABOUR
回路、区域、边界
CIRCUITS, REGIONS, BORDERS

**BLOOD &
THUNDER**

Port Data Visualisation

Data Context

About

How to use this visualisation

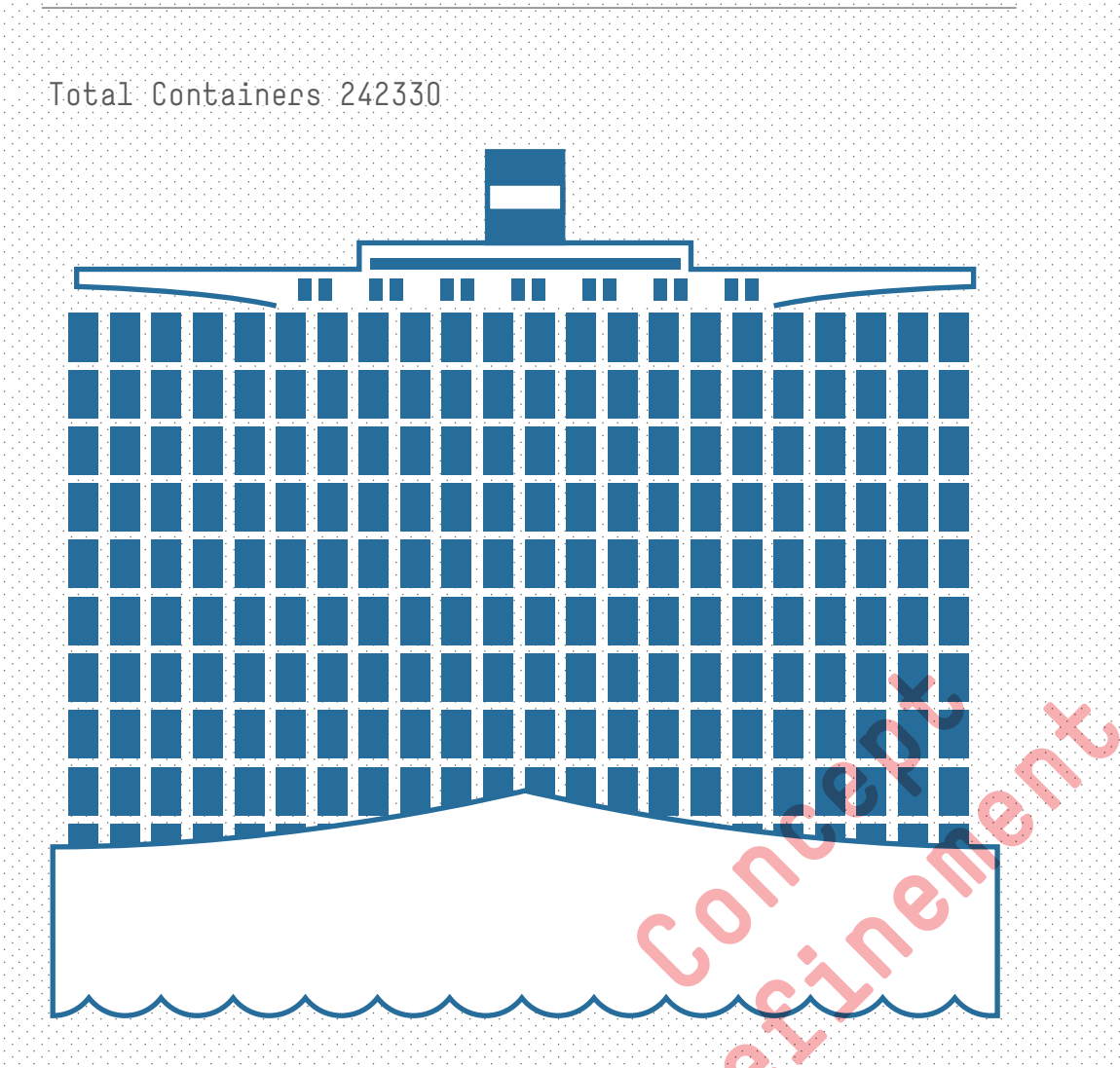
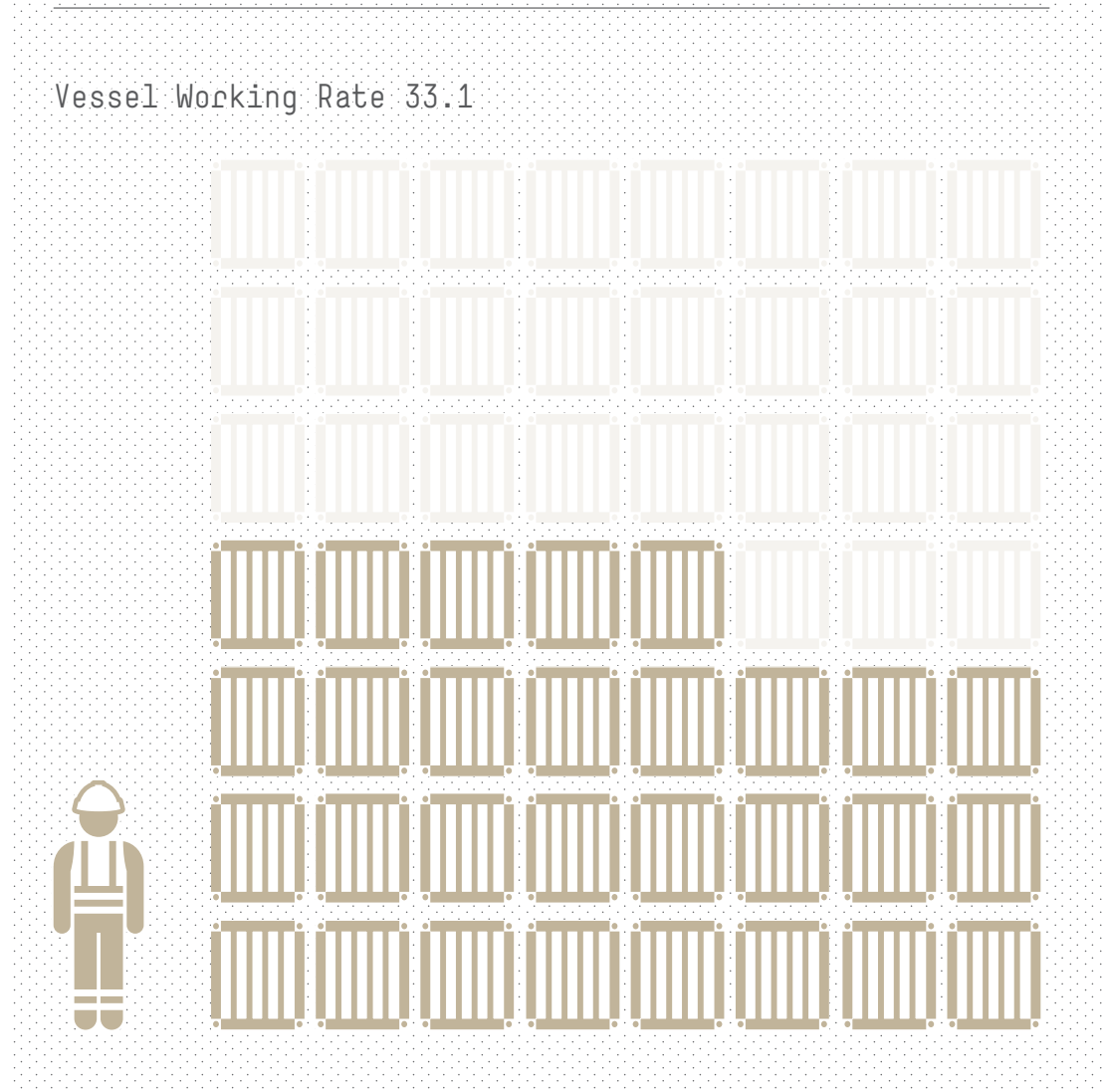
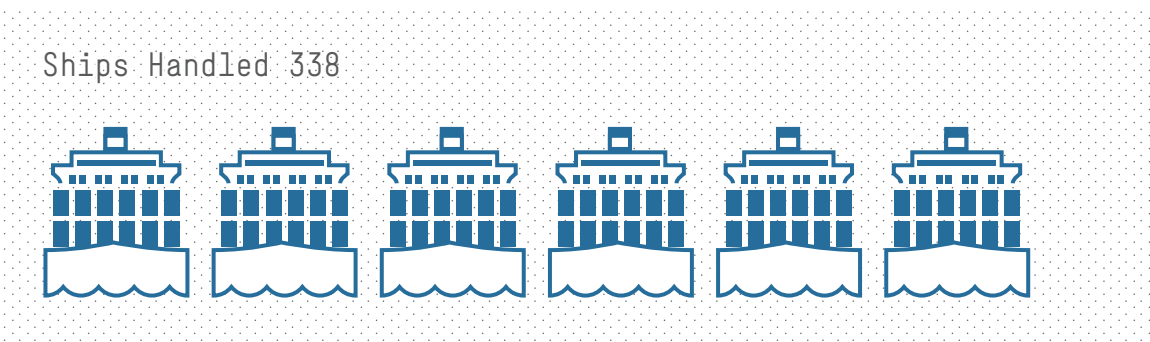
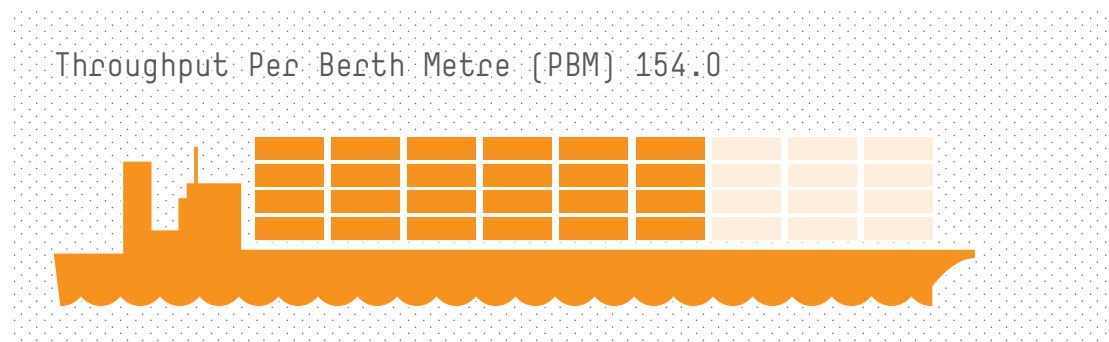
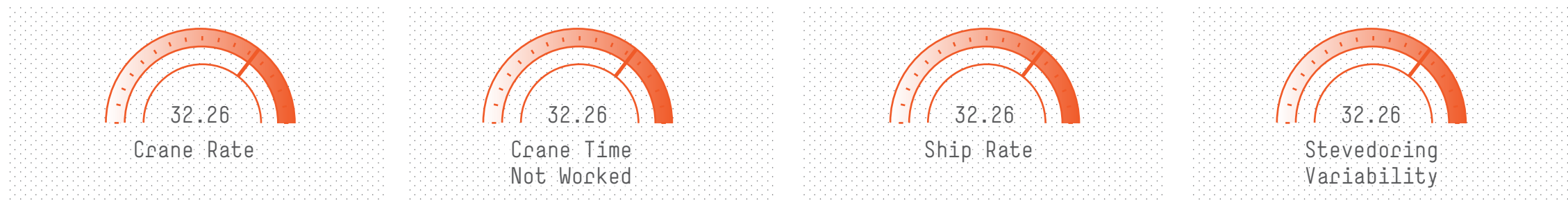
In January 2011, shipping lines CGA CGM and Maersk announce that they will implement emergency congestion charges on some shipments calling in at Port Botany. The congestion surcharge is linked to constant delays on shipments through both DP World and Patrick's terminals, which result in increased fuel costs due to increased sailing speeds. In accordance with PBLIS, stevedores begin reporting on selected operational performance measures on the 1st February 2011. This occurs through the implementation of the Operational Performance System (OPS) by PBLIS. The OPS integrates the stevedores' processing data and the carriers' truck tracking data, to provide an independent and comprehensive data record of the operations of the landside interface. From the 28th February 2011, this data is used to calculate penalties for stevedores and freight carriers. Over this period, freight carriers are required to install RFID tags on all trucks entering Port Botany. These tags record gate-in and gate-out times, and will be used to record truck turn around times, as well as on-time arrivals for vehicle slots.

Data sources

The Australian government releases their National Ports Strategy. This plan aims to improve productivity and container and bulk terminals, as well as at intermodal terminals. The plan is meant to encourage co-operation between terminals as well as across levels of government.

◀◀ 2011:Quarter 1 ▶▶

Wharf Data



Concept Refinement