PORT OPERATIONS

IN THE MIDDLE

(some say MUDDLE)

OF EVERYTHING
OPERATIONS INVOLVES

- Operation of Facilities
- Marketing
- Transportation
- Accounting & Finance
- Governmental Relationships
- Tennant Relationships
Operations is Every One’s Best Friend

MARKETING
“You told them we could do that?”

ENGINEERING
“How do we make that work?”

ACCOUNTING
“No, we couldn’t get three quotes at 3 am Sunday.”

HUMAN RESOURCES
“We won’t need the people a month from now. The job will be over.”

SECURITY
“Do you have any idea how many badges that is?”

COMMUNICATIONS WITH OTHER DEPARTMENTS IS ESSENTIAL
TRANSPORTATION

- Shiplines
- Vessel Scheduling
- Rail Roads
- Rail Operations
- Trucking
Governmental Relationships

**USCG** – MTSA (Security Plans)
- Vessel Boardings

**CBP**
- Vessel Clearance
- FTZ Regulations
- Quarantine Issues

**USDA** – Quarantine Issues
- Inspection Procedures
- Warehouse Examinations

**FDA**
- Potable Water

**EPA**
- Air Quality
- Water Quality
Security Impacts

- Background Checks
- Access Control
- Cargo Movement
Improving Port Efficiency

Examples

• HMO and Billing System
• VTIS
• Railroad Switching & Interchange
Harbormaster Traffic System
Traffic System Provides

- History of Vessel Activities
- Cargo Activities
Vessel Activities

- Inbound Times
- Docking Times
- Shifting Times
- Cargo operation Times
- Standby
Cargo Operations

- Specific Cargoes
- Loading
- Unloading
- Shed Use
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<th>Vessel</th>
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Billing System
Background

Provides integrated & enhanced capabilities to the following:

✓ Dockage
✓ Wharfage
✓ Building & Land Rental
✓ Bulk Terminal
✓ Cold Storage Facility
✓ Salomon P. Ortiz International Center
• Allows for simultaneous reporting & processing of tonnage and revenue
• Provides on-line inquiry capabilities
Vessel Traffic Information System

Background

• Operational Harbormaster Office (HMO) since 1932
• All personnel are Port employees
• HMO monitors vessel traffic on a 24/7 basis
• HMO monitors all inbound and outbound vessels, as well as vessels shifting within the Port
• Vessel monitoring was initially done utilizing a Card System and VHF Radio communication
• Participation in system is voluntary; however, Port has 100% participation
• Predominate traffic is tank ship and tank barges
• Card based traffic system was converted to Computerized system in early 1990’s
• Mid 1990’s Voice Recording was added
• Late 1990’s added CCTV monitoring of Inner Harbor
Evaluation of Adding VTIS
Began in 1995

- Necessary to Improve Vessel Traffic Management and Safety
- Reviewed state of the art technologies
- Reviewed Capabilities Being Developed by USCG for Their VTS. (radar, closed circuit television systems & vessel transponder technology)
- Project Budget was Developed
1999 the USCG Developed a Port Assessment Process Utilizing a Port Risk Model to Identify the Level of Vessel Traffic Services (VTS) Needed

Results showed Federally Manned USCG VTS Not Needed, but a VTIS Would Provide the Needed Benefits
9-11-2001 Aftermath

- Caused a Shift in Focus to Security and the Pursuit of Security Grants
- Elements of VTIS Have a Strong Security Component
- Pursuit of Funding Moved to a New Level
- August of 2003, Port Received a Special Appropriation of $3.6M for the VTIS
VTIS Project Funding

- Administered through the USCG

- Port as a Designated Sole Source Contractor will Provide VTIS Services to the Local USCG Office for (3) Years

- VTIS is the First Port Owned and Operated Service in the Nation
Technical Aspects

- (2) shore based radars
- Daylight and night vision (infrared) TV cameras
- Automated Identification System (AIS)
- Enhanced VHF-FM radio communications
- All signals are received at the HMO.

- Radar coverage reach is (12) miles offshore
- Covers all of Corpus Christi Bay encompassing the Corpus Christi and La Quinta Ships Channels
- Gulf Intracoastal Waterway (GIWW) is also monitored.
Integration

Harbormaster’s office equipped with computerized charts receive all of the Radar and AIS feeds and is integrated via software with the current traffic information system.
Camera Feeds

- Feeds go to the HMO
- Equipped with alert notification and automatic slewing to the target upon detection
- Feeds are sent to the USCG and to the Port’s Security Center
- HMO is able to receive camera feeds from the Port’s Security cameras that go to the Security Center
Bid / Award Process

- Placed on competitive bid and was awarded in April 2004
- Tideland Signal Corporation, in conjunction with Norcontrol, was successful bidder
- Became operational April 2006
Railroad Switching and Interchange
Thank You