

Truck Marshalling Area
Congestion Management System
Port Community Consultation
October Presentation

Requirement

- Four main requirements
 - Inform Drivers of Congestion
 - Register Driver Destination Intentions on Arrival at TMA (Accepted as Fair – First Come First Served)
 - Call in Drivers in Appropriate Order at Appropriate Time
 - **Optional:** Recognises congestion
- Finally, how to handle “In-Betweeners”

Considerations

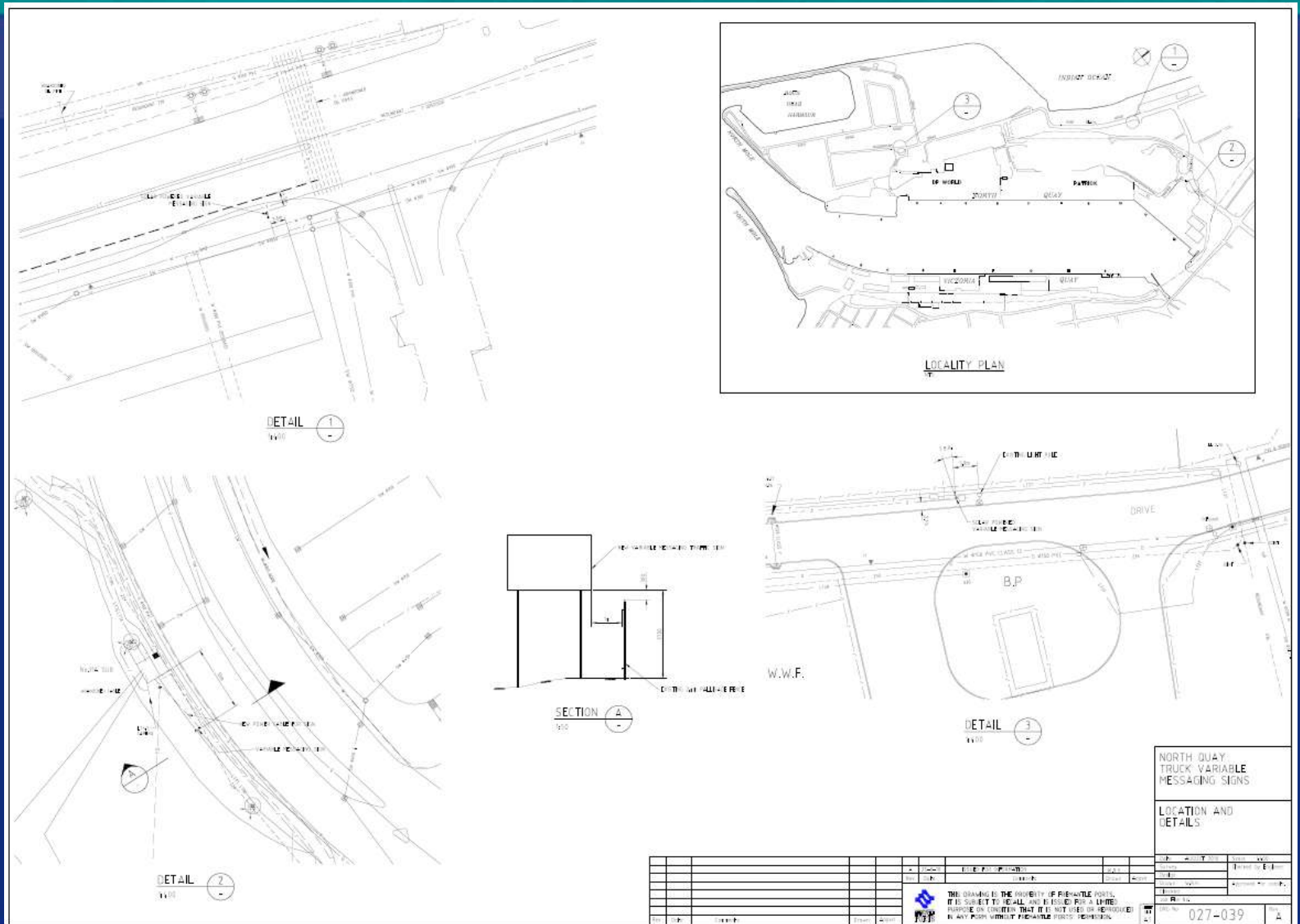
- Enhances Safety – Satisfies Port Community's Responsibilities
- Efficient – Best Manages Land Area set aside for Interim TMA
- Operates only as Required – Congestion/Emergency diverts Driver
- Simple (Understand/Operate), Fair, Robust (Tampering/Vandalism)
- Causer Self Managed
- Expandable, Flexible, Transportable
- Cost Effective – Purchase/Ongoing Operation
- Synergies – Multiple Uses (Traffic Flow Statistics / VMS for Traffic Management / F.Ports = Cameras linked to Security Project)

Progress

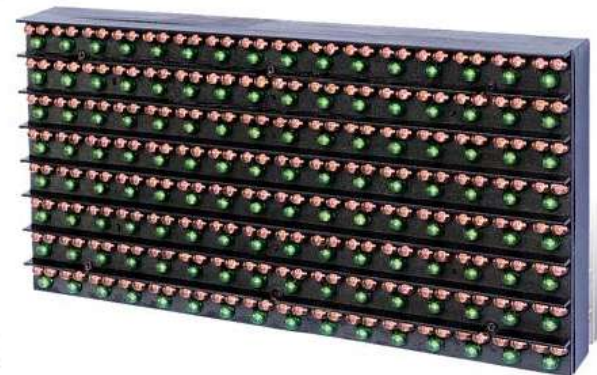
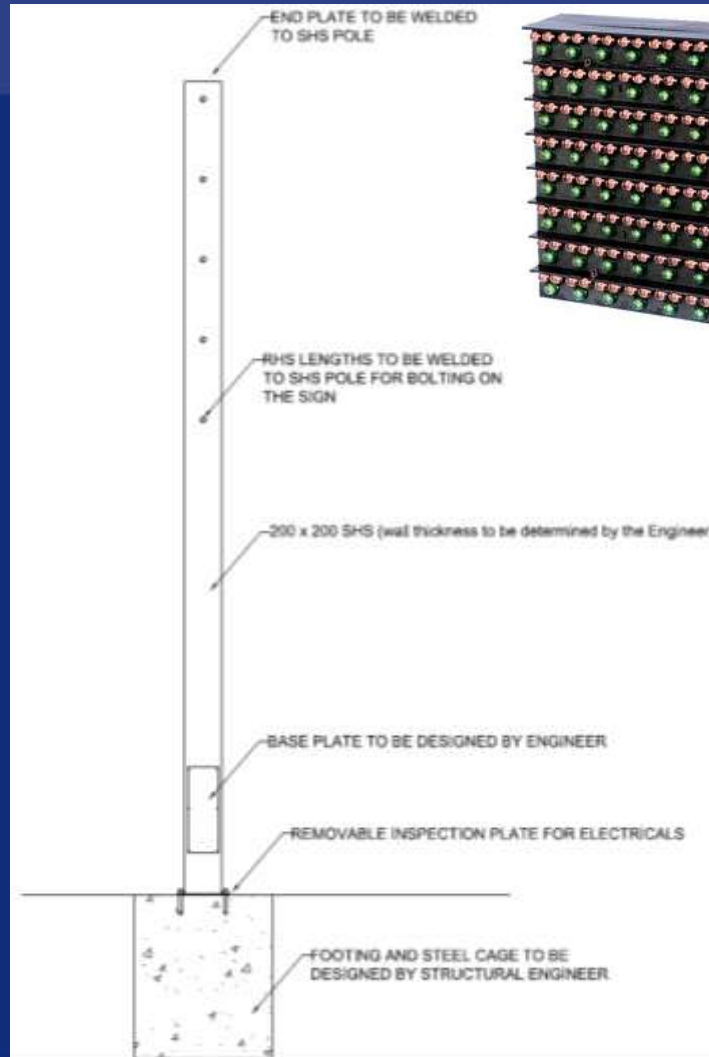
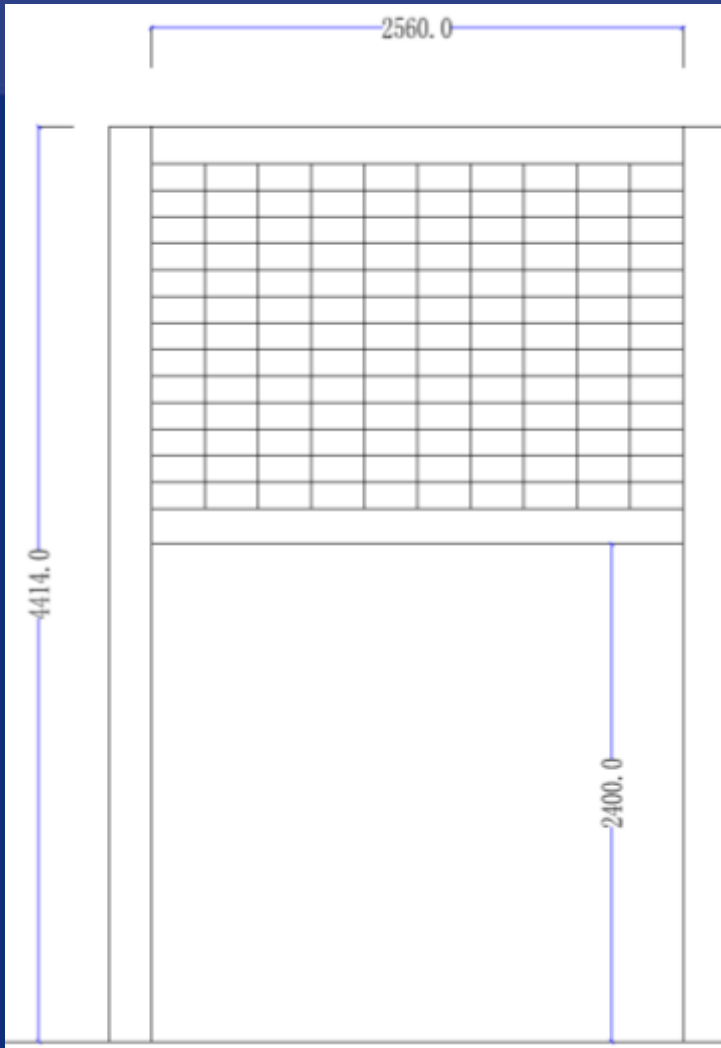
- Steel Reo Footing for the signs are complete and we are making templates today to make sure they are all positioned correctly. We plan to ship these on today with installation in the week starting Mon 11th Oct.
- LED Mounting Poles are complete except for galvanising and painting.
- Solar panels are in and batteries organised for delivery directly to WA.
- Kiosk PC (hardware) is built with custom case and camera pole to be built in this week
- LED Signs will be complete mid this week
- Software Specification is complete and the programming is due for completion and final testing including LPR by the end of this week week/early the following week



External Sign Locations



Sign Dimensions



External Sign Locations - Views



Tydeman Road
before Napier St.



Port Beach Road
outside AWH



Rudderham Drive
before North Mole
Drive

Site Operation – Identifying Congestion

- Definition (Port Operations – Defined Port Ops and Sites)
 - Vehicles impeding access to any site entrance
 - Congestion cannot be cleared within 5 minutes on
 1. Rous Head Road; and
 2. Birksgate Road
 - Anytime on major roadways include:
 1. Port Beach Road; and
 2. Tydeman Road
 - Alternatively, Port Operations Discretion (Situation Based)
- Identification
 - Site Observation (Manual/CCTV facilitated, etc.)
 - Port Operations Notification (i.e. as a result of community request or Traffic Management observations)

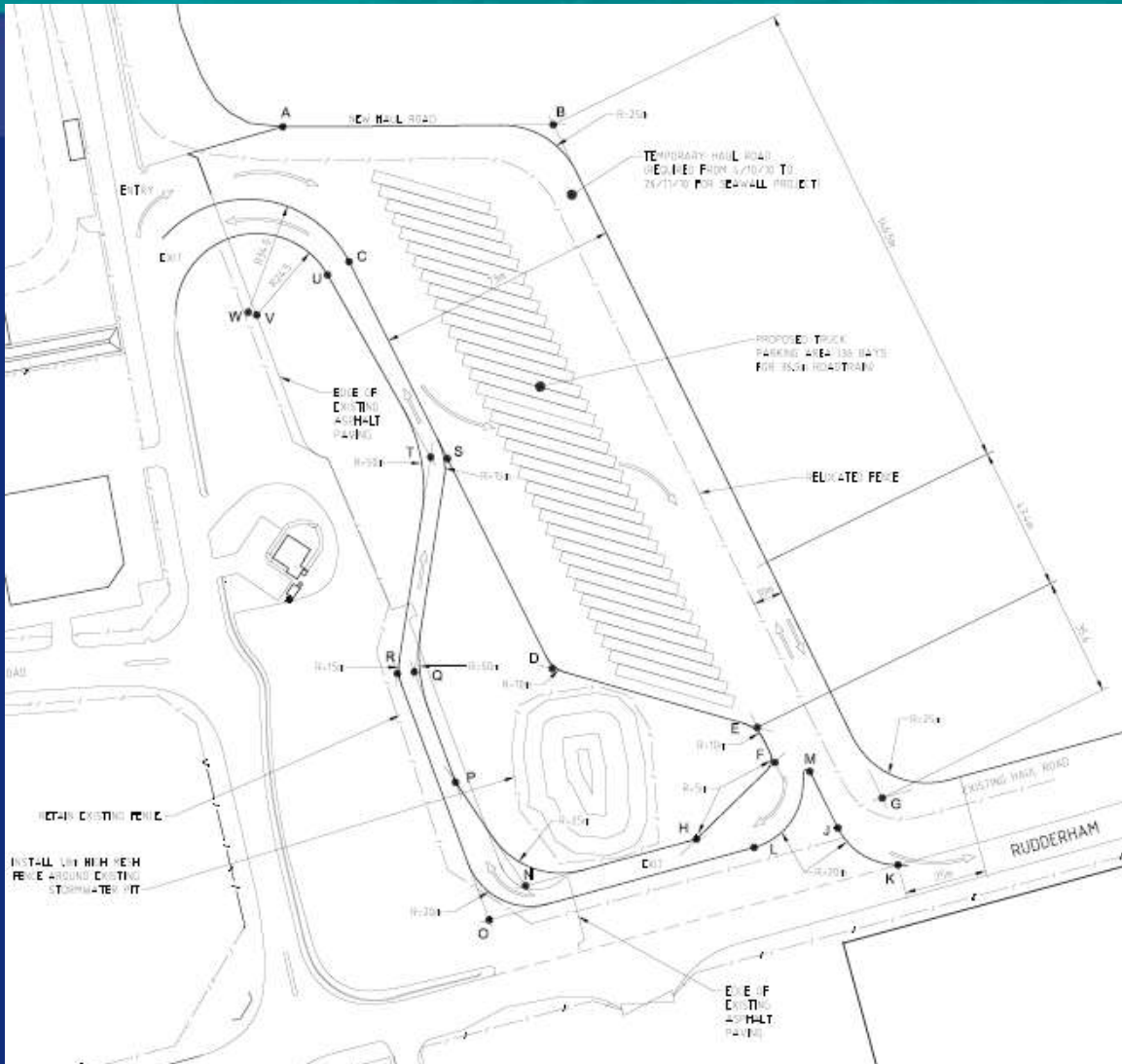
Site Instructions – System Initiation

- On detecting congestion, the site will enter the system via the Fremantle Ports website;
- By logging on, the signs will be activated (see flowchart);



- On diverting to the site, vehicles will register themselves.

TMA Layout - Access, Parking, Egress



Kiosk - Confirming Identity (Rego)

Please confirm your registration details as shown below the photograph



652HJV

**LICENCE PLATE
CORRECT**

**LICENCE PLATE NOT
CORRECT**

WRONG PICTURE? GO BACK

Kiosk - Selecting Site

Please confirm your registration details as shown below the photograph

P
R
E
V
I
O
U
S

P
A
G
E

DP World

Luckens

POTA Central

Berths 1&2

POTA Tydeman

Berths 11&12

POTA Rous Head

ICL2

N
E
X
T

P
A
G
E

BACK

**CAN'T FIND MY
DESTINATION**

Kiosk - Time Slot

Please select your time slot

13:00

+

-

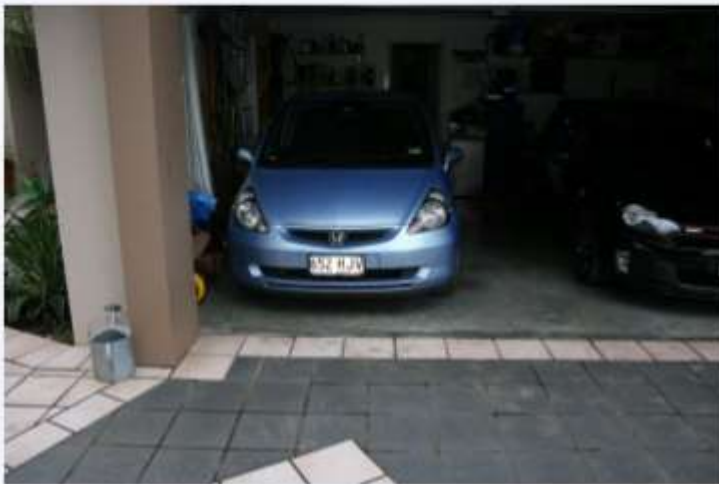
If you are trying to register for a time slot +/- 2 hours from the default time slot you are either too early or too late. Contact your depot for further instructions.

BACK

TIME SLOT CORRECT?

Kiosk - Confirmation

Your details



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**4 TRUCKS AHEAD IN
QUEUE FOR
POTA Tydeman**

13:00

REGISTRATION SUCCESSFUL ✓

ATTENTION:

WATCH SCREENS FOR YOUR CALL UP

Site Instructions – Monitoring & Call Up

- Sites with Time Slot controls, will receive a slightly different screen, allowing them to call up all trucks per Time Slot as well.

The screenshot displays a web browser window titled "Site Management - Mozilla Firefox" with the URL "http://localhost:57523/TMSWeb/SiteManagement/SiteManagementView.aspx". The interface includes a navigation menu with "Site Management" selected and a "Log Out" button. Below the menu, the "SIGN NETWORK STATUS" is shown as "TYD_MAIN PBEACH RUDD TMA_1 TMA_2". There are three buttons: "Call all trucks for next slot", "Call next truck", and "Add truck".

The main content area is divided into two columns: "Queued Trucks" and "Called Trucks".

Queued Trucks: Shows a photo of a blue truck. Details include: Registration 652HV, Time in 20/10/2011 1:23:01 PM, Wait time 01:46:55, and Status: Queued. Buttons for "Call" and "Remove" are present.

Called Trucks: Shows two photos of trucks. The first is a blue truck with Registration 652HV and buttons for "Arrive", "Recall", and "Cancel". The second is a black truck with Registration 803MKZ and buttons for "Arrive", "Recall", and "Cancel".

At the bottom, there are four panels for different sites: TYD_MAIN, PBEACH, RUDD, and TMA_1. Each panel shows a "POTA TIDE" status and a "PROCESSED TO TMA" message. The TMA_1 and TMA_2 panels also display a table of truck registrations and their status.

Registration	Status	Registration	Status	Registration	Status		
803MKZ + POTA TIDE	803HV	803KZ	803AS	803MKZ + POTA TIDE	803HV	803KZ	803AS
803AS + TEST	TO	TO	TO	803AS + TEST	TO	TO	TO
	POTA TIDE	POTA TIDE	TEST		POTA TIDE	POTA TIDE	TEST

Site Instructions – Call Up Overview

- Sites call through vehicles as they wish:
 - Next vehicle
 - Individual vehicle
 - All Vehicles
 - All vehicles for a time Slot
- As vehicles come to their destination they are either checked out as “arrived” (which cancels them from the screens) or left, in which case they disappear from screens 30 min. after call up
- Sites have photo of vehicle in order to check that correct vehicle has arrived (as registered), if they wish
- While system on, only called up trucks allowed in. Site assistance with maintenance of queue integrity will ensure system success.

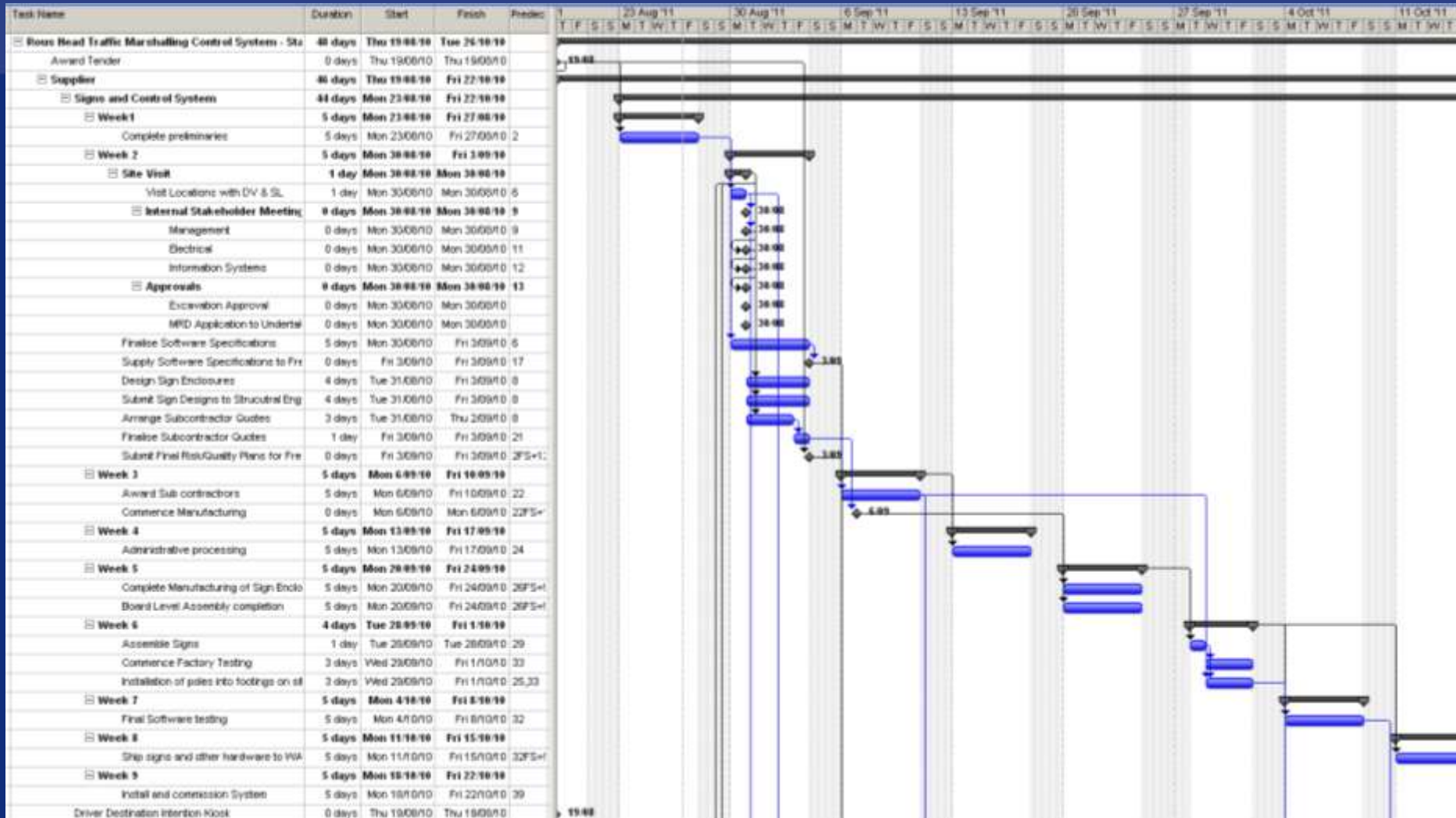
Site Instructions – Cessation

- Site will determine when congestion is clearing/had cleared
- Site will log off system, which commences Cessation Phase
- Main (external) signs will continue to show standard divert message for a given period of time (e.g. 5 – 10 minutes – to be determined by site)
- TMA signs will show “Cessation” message asking remaining trucks to proceed to site in given order. New trucks will circuit straight through TMA and proceed to site.

Site Assistance

- Sites can assist the process by considering:
 - Providing the names of those who will operate the system;
 - How they intend to identify congestion;
 - How, once the signs have been turned on, the site intends to ensure that only TMA registered trucks are allowed in;
 - In addition, how to preserve “First Come First Served”;
 - Under what circumstances congestion has been cleared, so that the signs can be turned off;
 - What options the sites intend to pursue if congestion persists (i.e.: trucks on the road are not a congestion issue, rather an ongoing volume-induced site land usage issue)

Project Plan (Signtronics)



Way Ahead – Near Term

- Complete Electrical Works - TMA
- Transport and Installation of VMS Boards
- Installation of Software (including Checking of Comms)
- Finalisation of Static Signage (Conditions of Use, etc.)
- Continue Education Process
 - Drivers
 - Emergency Services
 - Sites
- Test System (Actual Site Testing)
- Test Actual Operational Process (Live Truck Flow Through)
- Plan for Initial Operations