

Truck Dock Management



Many complex business processes take place at Cargo Hubs and logistics centres, especially in the yard areas where freight Trucks are loaded and unloaded. Considerable advantages can be gleaned if these processes are optimised by the use of a high-performance IT system. The optional *PSIairport/TDM* (Truck Dock Management) is ideal for this. This *PSIairport/TDM* records and manages freight Trucks as they arrive to load and unload, and displays the loading dock to which it has assigned them. It also assigns the orders or lots that are waiting to be loaded to the available loading docks. When a freight truck arrives, a dialogue function is used to record the relevant data in the *PSIairport/TDM*. Each freight truck is assigned to one or more tasks (loading, unloading, and so on). In the case of recur-

rent tasks, task models can be assigned in the *PSIairport/TDM* so that only the variable data, such as the registration number of the truck in question, need to be entered into the system. All required definitions are already available in the system. The assignment of a specific loading dock normally takes place using a Drag&Drop dialogue. The data of the freight truck available for the task in question is selected using the mouse and "dropped" onto the relevant loading dock. If a freight truck has not yet been assigned to a loading dock, or if the assigned dock is still occupied by another freight truck, the freight truck being processed is sent to a parking dock. This information is issued when the freight truck data is first entered. Once the data entry is complete the system checks whether the required loading dock

is free. If the loading dock is occupied, the *PSIairport/TDM* allocates a parking dock in the parking area of the logistics centre. Then the *PSIairport/TDM* prints out a job slip for the freight truck. This slip contains information on the loading dock or the coordinates of the parking dock. If the relevant loading dock becomes available whilst the freight truck is parked up, the driver gets the information that he can now proceed to the allocated dock. This information can be displayed on large display screens outside the yard or can be sent in the form of an SMS to the driver's mobile phone. The driver proceeds to the specified loading dock and carries out the assigned task. The process is then registered as complete and the system notes that the loading dock is no longer occupied.

The advantages of *PSIairport/TDM* are obvious:

- Minimum effort required for coordinating processes outside the Hub
- Minimum amount of wasted time between processes as a result of real-time assignment of freight Trucks
- Reduced waiting times for freight Trucks, allowing transport providers to maintain favourable conditions

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