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COURSE BROCHURE

Port Management and Operations Performance Training Course

15 – 19 March 2027
Madrid

Port Management and Operations Performance Training Course

Ref: 447_16118 **Date:** 15 – 19 March 2027 **Location:** Madrid **Fees:** 6200 GBP

Port Management and Operations is a 1-week training course for port operations supervisors, terminal planners, harbour masters and port commercial staff, in which each participant builds a port operations performance improvement plan. Larger ships and tighter liner schedules leave every berth hour and yard slot under scrutiny. Jupiter Prime Training delivers this course on port management and operations.

Why Port Management and Operations Matters Now

Three groups press on port operations: shipping lines bringing larger vessels and expecting fixed berth windows, cargo owners judging a port by truck turnaround and dwell time, and authorities granting terminals to operators under concessions with performance clauses. A port that plans berths, yards and gates as one flow keeps lines calling; one that does not sees anchor queues, congested stacks and lost services. The course draws on the World Bank Port Reform Toolkit for governance models and on the UNCTAD Port Performance Scorecard PPS approach to measuring port results.

Who Gains Most from Port Management and Operations

- Operations supervisors responsible for quay cranes and vessel turnaround
- Terminal planners responsible for berth windows and yard allocation
- Harbour masters responsible for pilotage, towage and safe vessel movements
- Commercial staff responsible for tariffs and service levels promised to lines

A terminal gains most when its marine, yard and commercial staff attend together, since a berth delay often starts in one area and lands in another.

Port Management and Operations Capabilities

Participants connect quay, yard and gate decisions to the indicators and tariffs by which a port is judged.

- Assess berth occupancy and waiting time — for berth window decisions
- Design yard stacking and gate appointment rules — for yard and gate supervisors
- Calculate port performance indicators from vessel records — for management reviews
- Weigh landlord, tool and service port models — for authority and operator leaders
- Apply tariff structures and service level terms — for commercial staff
- Specify port community system data exchanges — for agents and hauliers

Key Port Management and Operations Terms

- Berth occupancy — the share of available berth time a berth is occupied by vessels, a main congestion signal.
- Landlord port — a model in which the authority owns land and quays while private operators run terminals.
- Container dwell time — the time a container stays in the yard between discharge and departure.
- Gross crane rate — container moves per quay crane per working hour, a standard measure of quay productivity.
- Port community system — a shared platform exchanging cargo, vessel and clearance data among port users.
- Truck turnaround time — the time a truck spends inside the terminal between gate entry and exit.

Port Management and Operations Day by Day

Day 1: Port Roles, Models and Traffic

- Port Functions and Cargo Flows — Mapping Quay, Yard and Gate Links
- Landlord, Tool and Service Port Models — Allocating Roles Between Authority and Operator
- World Bank Port Reform Toolkit — Framing Concession and Governance Choices
- Liner Services and Vessel Size Trends — Effect on Berth Demand
- Container, Bulk and Ro-Ro Terminal Cases — Comparing Operating Priorities

Day 2: Berth and Marine Operations

- Berth Allocation and Window Planning — Matching Vessel Schedules to Quay Length
- Quay Crane Assignment and Sequencing — Shortening Vessel Time at Berth
- Pilotage, Towage and Mooring Coordination — Safe and Timely Vessel Movements
- Anchorage Queues and Arrival Management — Reducing Waiting Before Berthing
- Stowage Plan Exchange With Lines — Aligning Ship and Terminal Planning

Day 3: Yard, Gate and Hinterland Links

- Yard Block Layout and Stacking Rules — Controlling Rehandles and Congestion
- Gate Appointment Systems — Spreading Truck Arrivals Across the Day
- Container Dwell Time Controls — Free Time and Storage Charge Settings
- Rail and Inland Depot Connections — Moving Boxes Beyond the Quay
- Equipment Planning for Yard Cranes and Straddle Carriers — Matching Fleet to Volume

Day 4: Indicators, Tariffs and Port Community Systems

- UNCTAD Port Performance Scorecard Indicators — Benchmarking Port Results Over Time
- Berth Occupancy, Crane Rate and Turnaround Measures — Building a Dashboard
- Port Tariff Structures — Vessel, Cargo and Storage Charges in Balance
- Service Level Agreements With Lines — Berth Window and Productivity Terms
- Port Community System Data Flows — Linking Agents, Customs and Hauliers

Day 5: Practising the Port Operations Improvement Plan

- Baseline Indicator Review — Applying Scorecard Measures to a Case Port
- Berth and Yard Bottleneck Analysis — Applying Planning Methods to Delays
- Gate and Hinterland Improvement Options — Applying Appointment and Dwell Controls
- Tariff and Service Level Adjustments — Supporting Operational Targets Commercially
- Port Operations Performance Improvement Plan — Completing Targets, Owners and Indicators

Applying Port Management and Operations After the Course

- Calculate a month of berth occupancy, gross crane rate and truck turnaround figures for one terminal against the course targets.
- Review yard stacking and gate appointment rules with yard supervisors and main hauliers to find the largest source of truck delay.

Port Management and Operations Questions FAQ

What is port management and operations, and why does it matter now?

Port management and operations is the planning and control of berths, yards, gates and tariffs that move ships and cargo through a port. It matters now because larger vessels leave little room for berth delays or yard congestion.

Which roles gain most from port management and operations training?

Operations supervisors, terminal planners, harbour masters and port commercial staff gain most. You will link your own area to the indicators lines and authorities use to judge the port.

How does port management and operations training differ from a port strategy or terminal automation course?

It is a core course on daily operations and performance across berth, yard and gate. Port strategy courses focus on investment and master planning, and automation courses on equipment and control systems.

What do you bring back from port management and operations training?

You bring back an improvement plan for a port or terminal. It sets indicator baselines, names bottlenecks, assigns owners and links commercial terms to operating targets.

Port Management and Operations: The Way Forward

The port operations performance improvement plan first informs which bottleneck to attack, whether berth windows, yard rehandles or gate queues. Terminal managers, harbour masters and commercial leads use it to agree targets and track indicators monthly. After its first use, the tariff and service level section deserves a fresh look, because it shapes how lines and hauliers behave more than any operating rule.