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COURSE BROCHURE

Managing Port and Terminal Operations Training Course

7 – 11 December 2026
Singapore

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Registered in the United Kingdom and Saudi Arabia

Managing Port and Terminal Operations Training Course

Ref: 867_32819 **Date:** 7 – 11 December 2026 **Location:** Singapore **Fees:** 9300 GBP

Managing Port and Terminal Operations is a 1-week training course for terminal operations managers, berth and yard planners and shift superintendents, built around one work product: a Terminal Operations Improvement Plan. Larger vessels, tighter liner schedules and pressure on quay cranes, yard blocks and gates mean small planning errors now ripple into vessel delays and truck queues. Jupiter Prime Training runs this course for terminal operators.

Why Managing Port and Terminal Operations Matters Now

Three forces shape terminal work today: shipping line alliances that call with bigger ships and expect fixed berth windows, landside customers who judge a terminal by truck turn time, and automation of equipment and gate processes that changes how shifts are organised. A terminal that plans berth, yard and gate as one flow keeps its berth productivity and its customers; one that plans them separately suffers rehandles, congestion and penalty clauses. The course draws on Overall Equipment Effectiveness OEE for crane and straddle carrier performance and on Plan-Do-Check-Act PDCA for daily control.

Who Gains Most from Managing Port and Terminal Operations

- Berth planners who allocate quay length and crane splits to vessel calls
- Yard planners who decide stacking rules, block allocation and reefer positions
- Gate and landside supervisors who control truck appointments and gate transactions
- Shift and control-room superintendents who dispatch equipment and labour
- Engineering leads who keep cranes, straddle carriers and reach stackers available

Terminal operators that send their berth, yard and gate planners together gain most, since quay, stack and gate decisions feed one another.

Managing Port and Terminal Operations Capabilities

Participants build the skills to plan quay, stack and gate as one connected flow.

- Design a berth window and crane split for a mixed vessel schedule — shipping line agreements
- Specify yard stacking and segregation rules that cut rehandles — yard block allocation
- Calculate gross crane rate and berth productivity measures — terminal performance reporting
- Apply truck appointment and gate process rules — landside congestion decisions
- Assess terminal safety risks in quay and yard interfaces — HSE and shift supervisors
- Build a terminal KPI dashboard — shipping line service reviews

Key Managing Port and Terminal Operations Terms

- Berth window — a fixed, agreed time slot during which a shipping line's vessel has a reserved berth at the terminal.
- Crane split — the distribution of a vessel's container moves between quay cranes to balance their workload.
- Rehandle — an unproductive container move needed to reach a box buried beneath others in a yard stack.
- Gross crane rate — container moves per quay crane per working hour, including delays during operations.
- Terminal operating system TOS — the software that plans and records vessel, yard, gate and equipment activity.
- Truck turn time — the time a truck spends from gate-in to gate-out at the terminal.

Managing Port and Terminal Operations Day by Day

Day 1: The Terminal as a Connected System

- Quay, Yard and Gate Subsystems — Where Bottlenecks Start
- Shipping Line Alliances and Call Patterns — Berth Demand Planning
- Container, Bulk and Ro-Ro Terminal Layouts — Comparing Handling Logic
- Terminal Operating System Modules — Planning and Recording Moves
- Stakeholder Map of Lines, Hauliers and Customs Brokers — Service Expectations

Day 2: Berth and Vessel Planning

- Berth Window Scheduling — Allocating Quay Length to Calls
- Crane Split and Sequence Planning — Shortening Vessel Stay
- Stowage Plan and Bay Plan Reading — Load and Discharge Order
- Lashing Gang and Labour Allocation — Shift Resource Decisions
- Delay Codes and Vessel Performance Records — Line Service Reviews

Day 3: Yard, Gate and Landside Flow

- Yard Stacking Strategies and Segregation Rules — Reducing Rehandles
- Reefer and Dangerous Goods Positions — Special Cargo Decisions
- Truck Appointment Systems — Smoothing Gate Peaks
- Gate Transaction Process and OCR Checks — Truck Turn Time
- Rail and Barge Interfaces — Hinterland Transfer Choices

Day 4: Equipment, Safety and Performance

- Overall Equipment Effectiveness for Cranes and Carriers — Availability Targets
- Planned Maintenance Windows — Balancing Uptime and Vessel Demand
- Quay and Yard Traffic Management — Separating People and Machines
- Gross Crane Rate and Berth Productivity KPIs — Measuring Terminal Output
- Service Level Agreements With Shipping Lines — Performance and Penalties

Day 5: Practising the Terminal Operations Improvement Plan

- Berth Plan Simulation for a Peak Week — Testing Crane Splits
- Yard Block Reallocation Exercise — Applying Stacking Rules
- Gate Peak Case With Appointment Data — Choosing Slot Limits
- PDCA Daily Control Routine — Shift Handover Decisions
- Terminal Operations Improvement Plan — Presenting to a Terminal Board

Applying Managing Port and Terminal Operations After the Course

- Measure gross crane rate and delay codes for ten vessel calls and agree two crane split changes with the berth planners.
- Map rehandles by yard block for one week and test a revised stacking rule on the busiest block.

Managing Port and Terminal Operations Questions FAQ

What is managing port and terminal operations and why does it matter now?

It is the planning and control of berth, yard, gate and equipment activity in a terminal. It matters now because larger vessels and fixed berth windows leave little room for errors that cause vessel delays or truck queues.

Which roles gain most from managing port and terminal operations training?

Berth and yard planners, gate supervisors, shift superintendents and equipment engineering leads gain most, because each controls one part of the quay-to-gate flow that the course connects.

How does managing port and terminal operations differ from a port management course?

It works at terminal floor level rather than port authority level. Port management courses cover governance, concessions and port strategy, while this course covers berth windows, crane splits, stacking rules and gate processes.

What do you bring back from managing port and terminal operations training?

You bring back an improvement plan for your terminal. It sets berth, yard and gate changes, equipment targets and a KPI dashboard you can share with shipping lines and your operations board.

Managing Port and Terminal Operations: The Way Forward

The Terminal Operations Improvement Plan first informs how berth windows and crane splits are set for the busiest services. Berth, yard and gate planners use it together with shift superintendents to align daily decisions. After its first use, the yard stacking rules deserve revisiting, since rehandle counts and truck turn times show quickly whether quay and landside flows are balanced.