

AUTO GATE – Q&A

GENERAL

- 1) What is Auto Gate – At its simplest it negates the need for drivers to have security process the truck in / out of the terminal and removes the need for the driver to go to R&D clerks to process their paperwork.
- 2) How will it work – Each truck will have a small transponder (Tag) fitted to it. This continuously sends out a UHF signal with a unique ID. This signal is picked up by Antennas in the ground at various locations around the terminal. This tells the Terminal Operating System (TOS) where the truck is and the VBS system tells the TOS what containers the truck wants. Once a truck reaches its exchange lane, the Tag tells the TOS and the containers are exchanged.
- 3) What are the benefits –
 - a. Improved and more consistent turn times as drivers no longer need to wait for security or R&D to type in their data
 - b. Less congestion on Coghlan Road as trucks can be processed faster by security
 - c. Improved safety for drivers as they no longer need to cross traffic coming / going to the R&D station.

TRUCK RFID TAGS

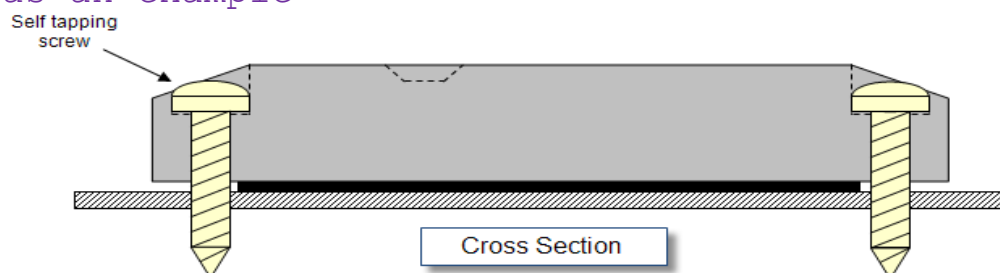
- 1) What are RFID Tags – Very similar to the E-tags used for toll roads and the like. They have a unique ID which is signalled to the terminal when the truck arrives / departs. When the Tag ID is signalled to the terminal we look up the rego associated with it in the terminal's database and then know what containers the truck is delivering or receiving as the rego and containers are pre-advised via the VBS System.
- 2) How big are the Tags – Approximately 130mm long x 30mm wide x 30mm deep.

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Below is a picture of a Tag (Blue) mounted correctly on the rear bumper in the middle of the Prime Mover. NOTE – Tag must be mounted centre & vertical for best results.



- 3) Will trailers require a Tag – No, only the Prime Mover
- 4) Will DP World provide Tags free – The first Tag will be provided free to eligible Prime Movers
- 5) What are the eligibility requirements – Any Prime Mover that has visited the terminal from the 1st of May to the 19th November 2010 can receive one Tag free. **This offer expires 15th January 2011.** Alternatively a Transport Company can substitute one Prime Mover for another (e.g. one truck has been retired and a new has replaced it).
- 6) What if I'm not eligible – Any request for exemption will be judged on its merit but stocks are limited.
- 7) How long do the Tags last – Battery life is approximately 5 years.
- 8) How much are Tags – \$80 plus GST.
- 9) How are the Tags fitted – Usually with a couple of self tapping screws. More detailed instructions will be provided with delivery but as an example



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- 10) Can the Tags be changed from one vehicle to another – **No**. If it becomes required (extended breakdown, sale, etc.) you must advise the terminal of the new rego and the terminal will need to amend the database.
- 11) Will the new Auto Gate work where subcontractors are working for different companies – **Yes**. The tags are associated to the truck rego not a company. The truck can do one VBS booking for company x at 0700hrs and another for company y at 0800hrs.
- 12) Can we give out temporary Tags for 1 month only when hiring extra driver resources – **No**. Any truck company wishing to use the VBS System needs to apply for a Tag for their truck.
- 13) What happens when we renew Tag – Tags should last approximately 5 years. We will advise when battery life is drawing to a close at which time the owner will need to purchase a new Tag @ \$80.
- 14) I use Sub Contractors. Will I need to get Tags for them – **No**. Sub Contractors are responsible for acquiring their own Tags.
- 15) I am a Sub Contractor. Do I need to get a Tag – **Yes**.
- 16) How do I order the Tags – Just send (preferably in an Excel spreadsheet) the Rego's of the truck's you require to be issued with Tags to jai.alexander@dpworld.com. We will confirm eligibility and forward.
- 17) Will I still be able to use the VBS System without the Tag fitted to my truck – **Until 17th January 2011 at which time only trucks fitted with RFID Tags will be able to use the VBS System.**
- 18) Will I still be able to use the Stand-By lane – At this stage no plans are in place to remove the Stand-By lane however a review of manual processing will take place in the New Year.

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VBS SYSTEM UPGRADE

- 1) Why the changes – A basic requirement of any Automatic Gate System is that containers need to be pre-advised before arrival. This is achieved through the PRA system.
The next fundamental requirement is the pre advice of containers that the truck requires. This is achieved through the VBS system which our system currently can't handle.
In addition our VBS system currently can't enforce appropriate compliance from carriers which is disadvantaging the majority.
- 2) Why doesn't the current system enforce greater compliance – The goal with the introduction of the VBS System in 2003 was to reduce the peaks and troughs experienced when everyone came during the popular times in the day and improve consistency in turn times. While it may not seem so at times it is generally agreed to have been a significant improvement on the prior practice of 'just turning up at the gate'. However the current system was designed on an honour system and is not robust enough to eliminate abuses by the minority who continue to 'just turn up at the gate'. These abuses result in significant delays and costs to the vast majority of transport operators.
- 3) Will we still book slots as in the past – Yes. Slots will be released as previously and carriers will log on and purchase as before.
- 4) What's new – Once slots are purchased carriers will go to a second screen and enter truck rego and container details. **Please see the [VBS MANUAL Nov 2010](#) download available on the home page of our Web for more detailed instructions.**