JGRC Consulting has concluded after analysis of the current Trailer Traffic Control System that most of the system is not being fully utilized. Most of what we have gathered through the interview and research process is that the current system is out of date, and doesn’t mirror the processes of Orenda Marine Engines well. Out of the three major components: Arrivals, Departures, and internal Movements. Loss of time is incurred through a breakdown in communication, which leads to a loss of productivity.

Problems with the Arrivals process for tracking after hours arrivals have surfaced in our analysis. The security guard does not log the parking spot. The dispatcher has to then manually locate the trailer in the lot which requires him to be out of the dispatch office and take time that could be used otherwise. Trailer records being created can also can be a concern. The bill of lading is to be manually entered into the TTCS which could be used for other tasks.

At the heart of this system the main functionality is trailer movements. This is the biggest process in the system. The biggest breakdown in this process would be the loss of time tied to drivers not having a policy in place for when they deliver trailers. In most cases they have the opportunity to wait or to radio on availability. With the dispatcher keeping track of this in their head it can lead to a loss of time by forgetting who is working, and who is waiting for their next job.

Trailer departures can be broken down into two main issues. The first is tracking what trailers are incurring the most late fees, as the rates are different depending on how long you’ve had a trailer. The second is conflict between dispatcher and the shipping company drivers when there are no trailers to release. Drivers generally want to leave with product or with an empty trailer.