# A Fluid Flow Queuing Network Model for Performance Analysis of Bulk Liquid Terminals

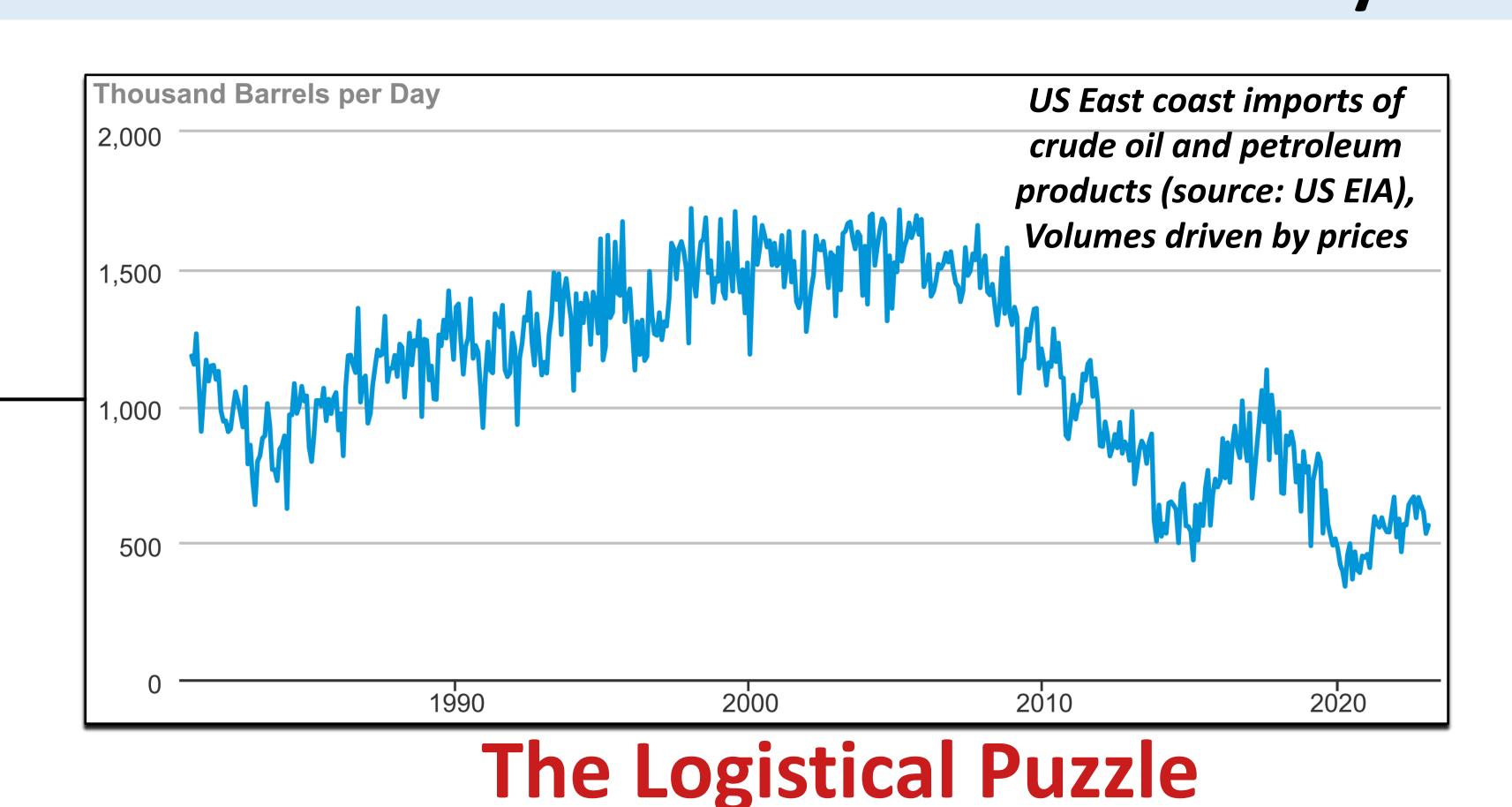


Debjit Roy\*, Werner Scheinhardt\*, Jan-Kees van Ommeren\*

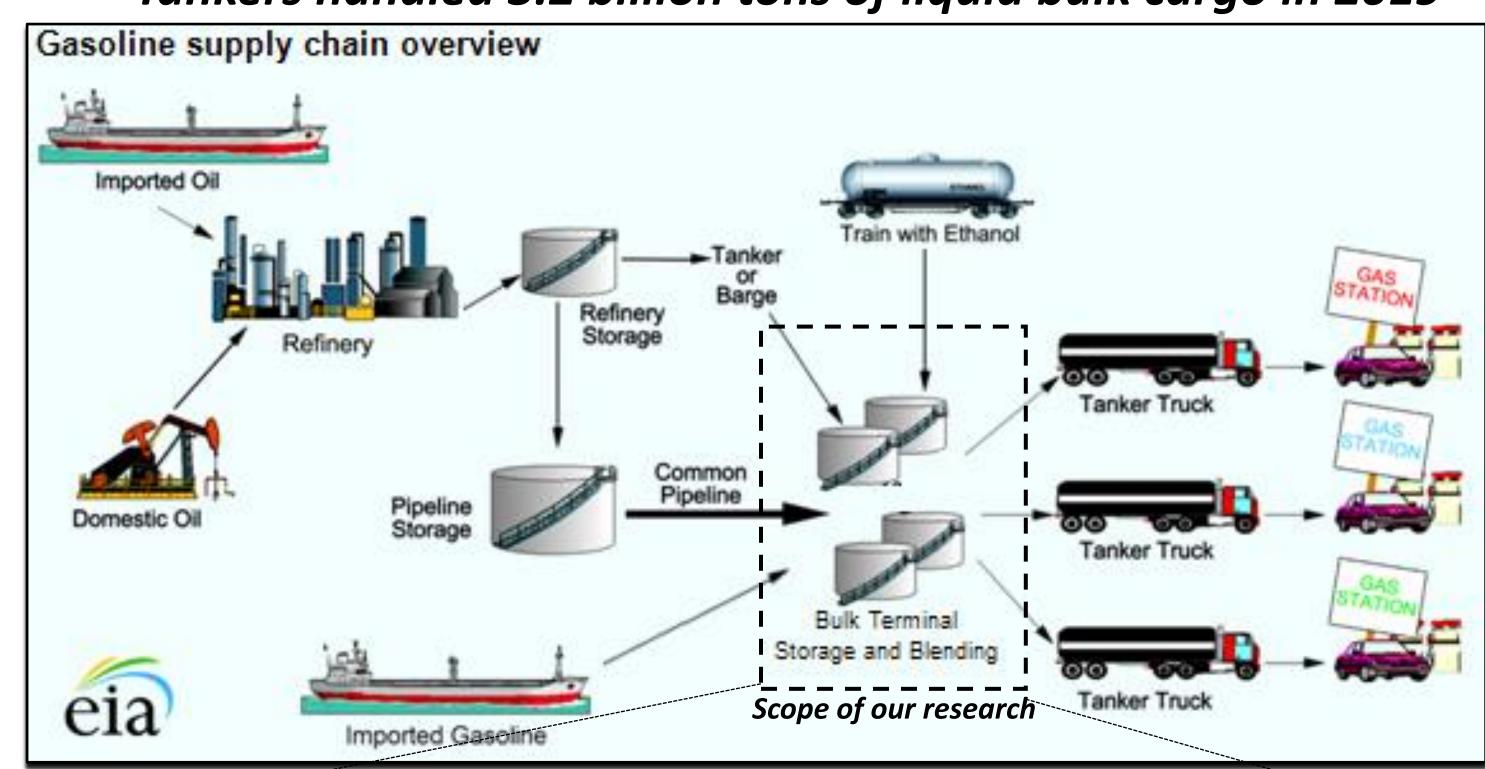
\*Indian Institute of Management Ahmedabad

\*University of Twente

UNIVERSITY OF TWENTE.



Tankers handled 3.2 billion tons of liquid bulk cargo in 2019

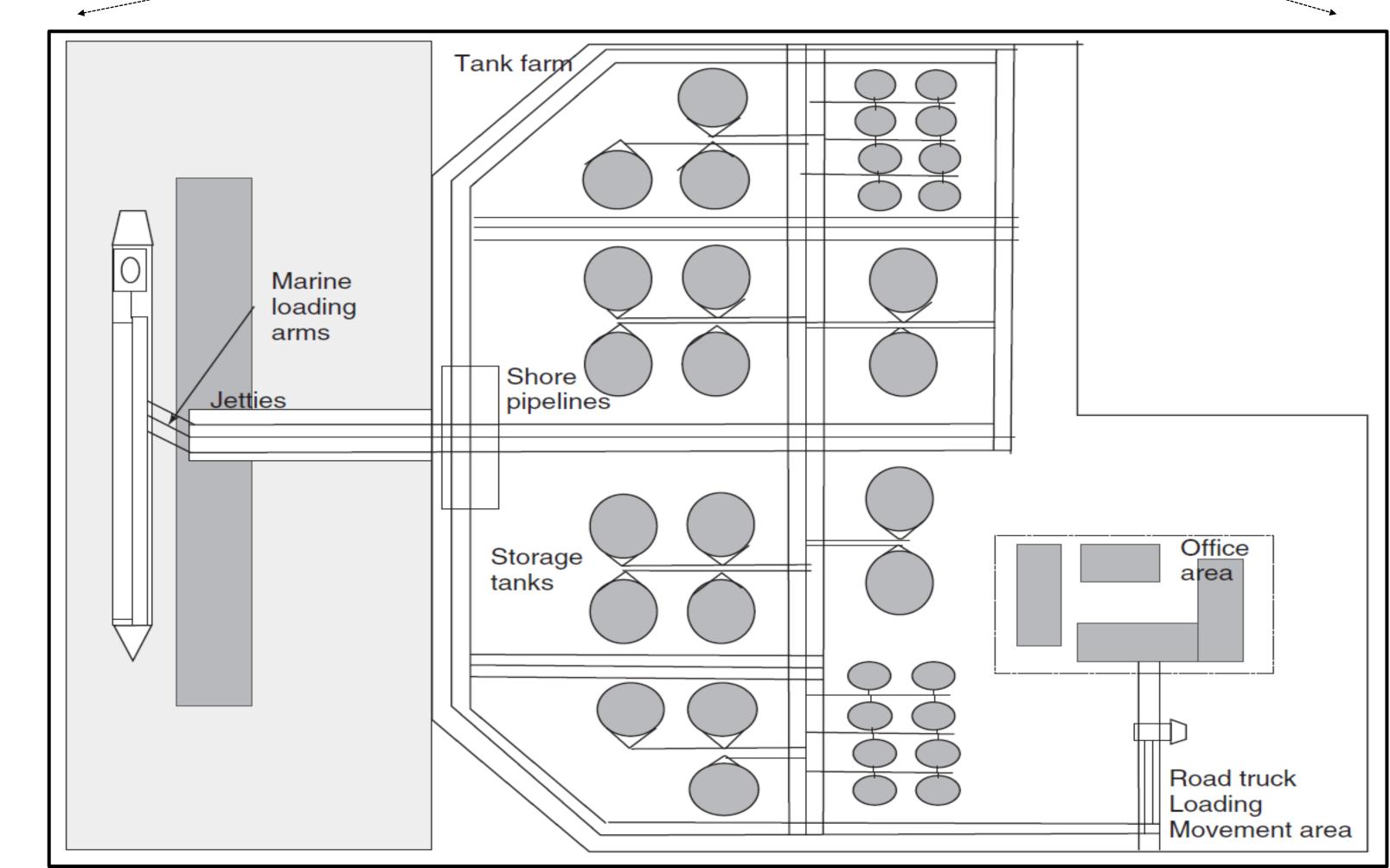


# Terminal Operators

- Efficient use of terminal equipment
- Design choices: Tank farm storage capacity, loading arms (dedicated or pooled), capacity of loading arms, discharge rate from storage tanks, bunching of vessels

## Vessel Operators

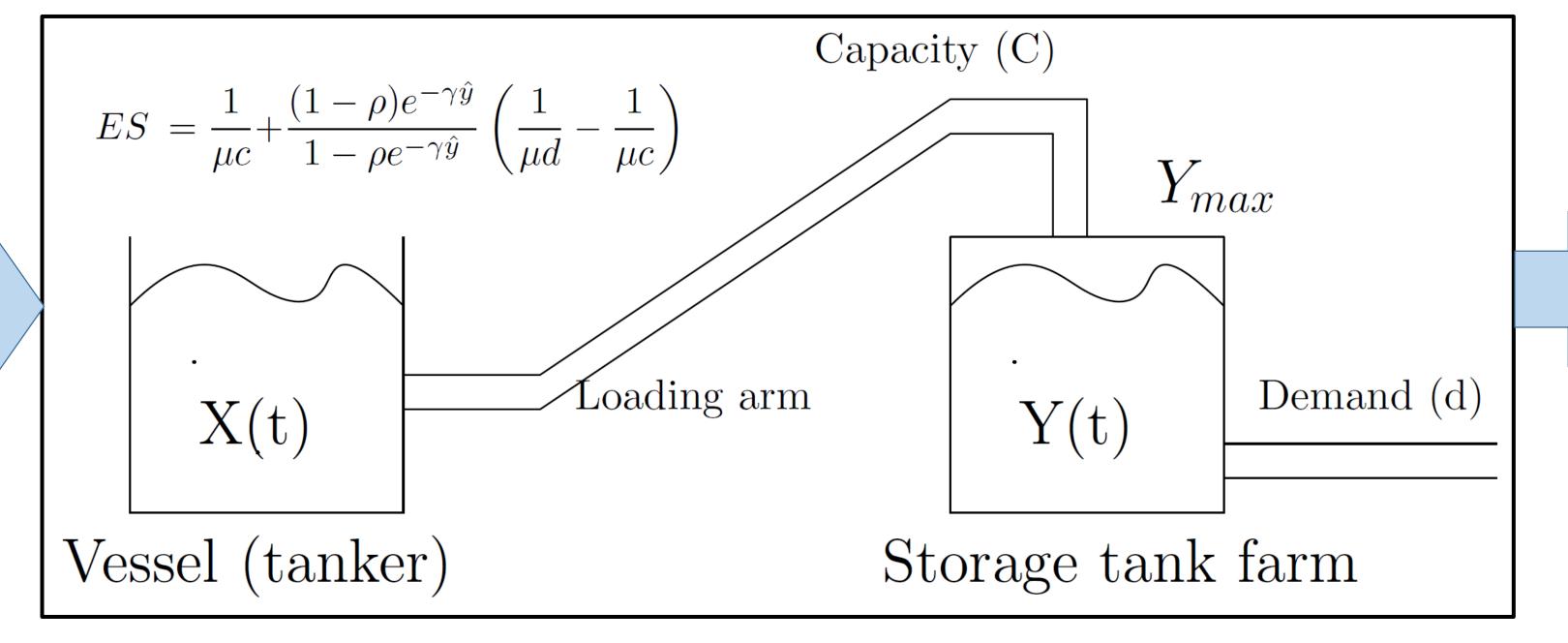
- Reduce turnaround times
- Manage variability (long-term as well as short-term) in vessel arrivals, oil types, tides, pilot availability, vessel size, parcel size



### Inputs

parameter	meaning
lpha	arrival rate of vessels (average)
$\mu^{-1}$	size of vessel load (average)
$\hat{y}$	size of storage tanks (total)
c	capacity of (un)loading arm
d	demand for oil (average, landside)

### Integrated Model



#### Measures

performance measure

average sojourn time of vessels

average sojourn time per m³

(variance of sojourn time of vessels)

probability of blocking

probability of (partly) slow unloading

throughput

prob. of empty storage upon arrival

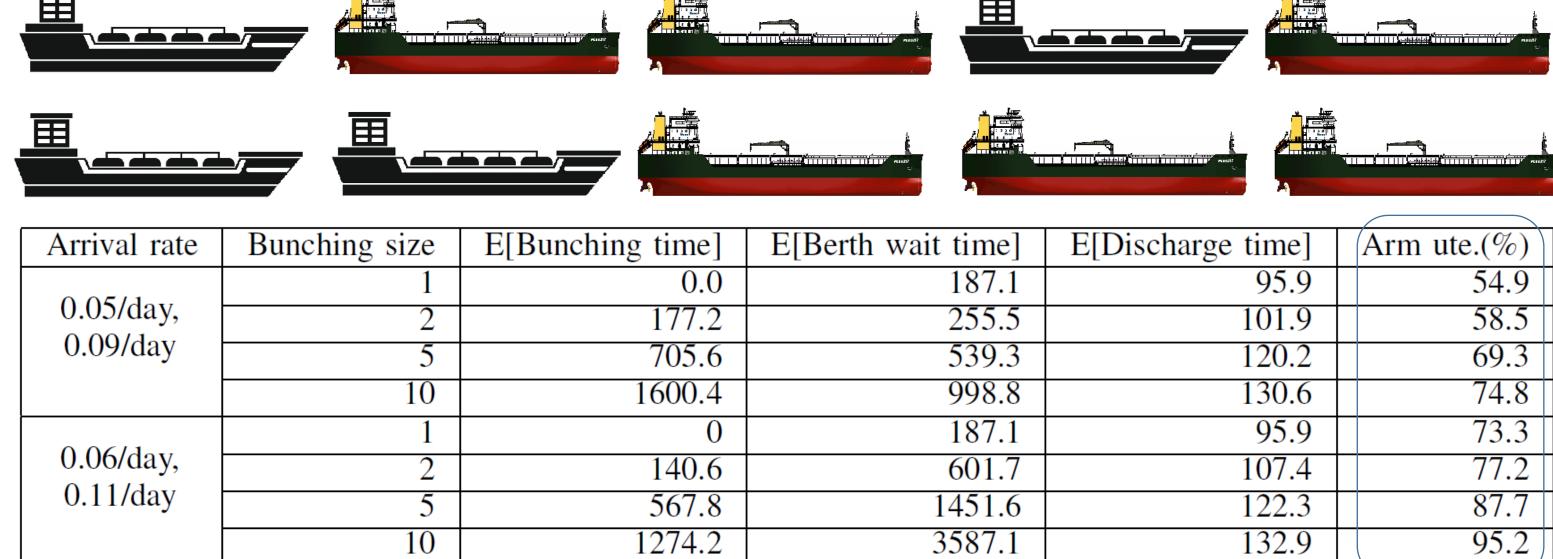
throughput

#### **Model Variants**

Model	Vessels	Stor./Feedb.	Loading Arms	Analysis
Single fluid, basic model	1	$< \infty / \text{yes}$	1	direct approach
Single fluid, extended model	$\geq 1$	$< \infty / \text{yes}$	1	FFQ
Two fluids, no feedback	$\geq 1$	$=\infty$ / no	$\geq 1$	FQ, block matrices
—, Exhaustive				
, FCFS				
—, FCFS look ahead				
Two fluids, partial feedback	$\geq 1$	mixed	$\geq 1$	FFQ, block matrices
Two fluids, approx. feedback	$\geq 1$	approx.	$\geq 1$	iterating model above

#### Vessel bunching as a strategy helps?

Storage tanks capacity: 120,000 KL, All times are in hours Loading arm capacities for two oils are 1400 m<sup>3</sup>/hr and 2800m<sup>3</sup>/hr





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