

# Contents

<b>Resumen</b>	iii
<b>Resum</b>	v
<b>Abstract</b>	vii
<b>Acknowledgements</b>	ix
<b>Agradecimientos</b>	xiii
<b>Contents</b>	xvii
<b>List of Figures</b>	xxi
<b>List of Tables</b>	xxiii
<b>1 Motivation and scope of the research</b>	1
1.1 Motivation of the research . . . . .	2
1.1.1 Containerized maritime trade . . . . .	2
1.1.2 The role of optimization at container port terminals . . . . .	4
1.2 Scope . . . . .	5
1.3 Objectives . . . . .	6
1.3.1 More realistic formulations . . . . .	6

1.3.2	A versatile solution method . . . . .	7
1.4	Outline . . . . .	8
1.5	Scientific contributions associated with this thesis . . . . .	11
1.5.1	Published papers in international journals . . . . .	11
1.5.2	Papers in preparation . . . . .	11
1.5.3	Oral presentations at international conferences . . . . .	12
1.5.4	Oral presentations at Spanish national conferences . . . . .	13
1.5.5	Oral presentations at workshops and seminars . . . . .	13
<b>2</b>	<b>Introduction</b>	<b>15</b>
2.1	Optimization of port terminal operations . . . . .	16
2.1.1	Seaside operations . . . . .	17
2.1.2	Yard operations . . . . .	17
2.1.3	Landside operations . . . . .	18
2.2	Literature review . . . . .	19
2.2.1	Solving the Container Premarshalling Problem (CPMP) . . . . .	19
2.2.2	Related problems . . . . .	22
2.3	Constraint Programming . . . . .	24
2.3.1	Constraint Satisfaction Problems . . . . .	24
2.3.2	Types of constraints . . . . .	26
2.3.3	Particular cases and extensions of CSPs . . . . .	27
2.3.4	Search strategies . . . . .	29
<b>3</b>	<b>A constraint programming approach for the premarshalling problem</b>	<b>33</b>
3.1	CPMP: The Container Premarshalling Problem . . . . .	34
3.1.1	Notation . . . . .	36
3.2	Constraint programming models . . . . .	37
3.2.1	CP2: Constraint programming model with 2 groups of variables . .	38
3.2.2	CP3: Constraint programming model with 3 groups of variables .	40
3.2.3	CP4: Constraint programming model with 4 groups of variables .	43
3.2.4	CP5: Constraint programming model with 5 groups of variables .	45
3.2.5	Solution method . . . . .	47
3.3	Computational experiments . . . . .	48
3.3.1	Technical details of the experiments . . . . .	49
3.3.2	Size of the CP models . . . . .	50
3.3.3	Performance of models CP2, CP3, CP4 and CP5 . . . . .	51

3.3.4	Performance of the algorithm . . . . .	55
3.3.5	Comparison with the state-of-the-art integer programming model and between constraint programming and mathematical program- ming approaches . . . . .	56
3.4	Concluding remarks . . . . .	60
<b>4</b>	<b>Solving the premarshalling problem with an auxiliary bay</b>	<b>61</b>
4.1	CPMP-AB: The Container Premarshalling Problem with an Auxiliary Bay .	62
4.1.1	Notation . . . . .	66
4.2	Constraint programming models for the CPMP-AB . . . . .	67
4.2.1	AB: Model for premarshalling with an auxiliary bay . . . . .	67
4.2.2	ABp: Alternative model with a penalty for inter-bay relocations .	73
4.2.3	Solution method . . . . .	74
4.3	Computational experiments . . . . .	76
4.3.1	Performance of the proposed models . . . . .	77
4.3.2	Differences in the solutions when considering or not an auxiliary bay, and when including or not a penalty for inter-bay relocations . . . . .	78
4.4	Concluding remarks . . . . .	80
<b>5</b>	<b>Premarshalling problems considering crane times</b>	<b>83</b>
5.1	CPMPCT: The Container Premarshalling Problem with Crane Time Mini- mization Objective . . . . .	84
5.1.1	Crane time specifications and notation . . . . .	85
5.2	CPMP-LCT: The Container Premarshalling Problem under Limited Crane Time . . . . .	87
5.2.1	Partial premarshalling solutions . . . . .	90
5.3	Constraint programming models for the CPMPCT and the CPMP-LCT .	93
5.3.1	MCT: A model for premarshalling minimizing crane time . . . . .	93
5.3.2	LCT1: A model for premarshalling under limited crane time . . . . .	99
5.3.3	LCT2: An alternative model for bays where all container priorities differ . . . . .	101
5.3.4	Solution method . . . . .	102
5.4	Computational experiments . . . . .	103
5.4.1	Minimizing crane time: MCT vs IPCT . . . . .	104
5.4.2	Performance of the proposed models for the CPMP-LCT: LCT1 and LCT2 . . . . .	105

5.4.3	Heuristic solutions in short times for the CPMP-LCT . . . . .	107
5.5	Concluding remarks . . . . .	110
<b>6</b>	<b>Alternative approaches for the premarshalling problem under limited crane time</b>	<b>111</b>
6.1	Alternative objectives for the CPMP-LCT . . . . .	112
6.2	Constraint programming models and solution methods for the CPMP-LCT	117
6.2.1	LCT-I: A model and a solution method for minimizing the inaccessible containers . . . . .	117
6.2.2	LCT-IB: A model and a solution method for minimizing the sum of inaccessible and blocking containers . . . . .	121
6.2.3	LCT-BRP: A model and a solution method for minimizing the relocations in the retrieval phase . . . . .	122
6.3	A constraint programming model for the Block Relocation Problem . . . . .	130
6.4	Computational experiments . . . . .	134
6.4.1	Performance of the proposed models and solution methods for the CPMP-LCT . . . . .	135
6.4.2	Differences in the solutions yielded by the three different objectives	136
6.5	Concluding remarks . . . . .	138
<b>7</b>	<b>Conclusions and future work</b>	<b>141</b>
7.1	Reformulating unrealistic assumptions for the premarshalling problem . . . . .	142
7.1.1	Using an auxiliary bay for premarshalling . . . . .	142
7.1.2	Considering crane times and limited availability of the crane . . . . .	143
7.1.3	Future research lines toward a more realistic premarshalling formulation . . . . .	145
7.2	Constraint Programming: An effective and versatile solution method for premarshalling . . . . .	146
7.2.1	Designing constraint programming models . . . . .	146
7.2.2	A versatile and effective solution method . . . . .	147
7.2.3	Future research lines from a solution method perspective . . . . .	148
<b>Bibliography</b>		<b>149</b>