Kalmar has won a tough competition to land an order from Libra Terminals S/A of Brazil for 13 ContChamp DFR reachstackers to be delivered to its container terminal facilities in the Brazilian ports of Santos and Rio de Janeiro. The machines will have a lifting capacity of 45 tons and can stack containers 6 high.

**Brazilian breakthrough**

Delivery of the first batch of five ContChamps will arrive at Libra’s Terminal 37 and Terminal 35 at the Port of Santos this August. The remaining eight units will be delivered in two batches of four, in October and November, to replace other brand-rented reachstackers at both Santos and Libra’s Terminal 1-18 in Rio de Janeiro.

The generation F ContChamp is the market leader in reachstacker technology and, along with Kalmar’s reliable workhorse, the ContMaster, has become increasingly popular in Latin America. Kalmar has completed recent deliveries of the Hi-spic ContChamp DFR to Mexico and Venezuela.

Libra Terminals is a well-respected and rapidly growing terminal operator in the Brazilian market and, as such, its decision to invest in the ContChamp DFR serves as an excellent reference to the machine’s performance and quality, explains Per Rosenberg, Product Manager of Kalmar reachstackers.

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**Demand for double handling ECH rockets**

Kalmar has delivered the first of three DCE 100-45 E6 empty container handlers (ECH) – specifically designed for lifting two containers at once – to intermodal specialist BTS Kombiwagen Service GmbH in Kornwestheim, near Stuttgart in Southern Germany.

The sales of Kalmar DCE 100, empty container handler, has surpassed all expectations by exceeding 50 units. Launched one year ago, the machine was created to satisfy growing demand of empty containers, its double-handling technology has proved so successful that the machine has already penetrated in substantial number of markets around the globe, from South America and Europe to Asia and Australia. The BTS Kombiwagen order gives the product a foothold in the important market of Germany. According to Dan Pettersson, the attraction of the new machine is due to its dedicated application design.

“The DCE 100 is persuading more and more customers that a machine purpose-built for the double-handling of empty containers is ideal for their logistical needs and can help them increase overall port equipment productivity and lower terminal costs”, Pettersson says.

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**Patrick Stevedores confirms a service contract with Kalmar**

Patrick Stevedores has confirmed a warranty/service contract with Kalmar for its automated straddle carrier fleet at its Fisherman Islands terminal in Brisbane, Australia.

The contract includes scheduled warranty/preventive maintenance and servicing, service parts, and weekly checks, including regular cleaning and inspection of the optical sensor. The contract covers the 14 automated Kalmar ESC units delivered this year and also the newly ordered four additional automated straddle carriers that will be delivered this year, in order to boost the efficiency of its automated terminal even further. Patrick will install the automated ESC straddle carriers with Kalmar’s Remote Machine Interface (RMI) which has become an essential part of the service scope offered under all Kalmar rental and contract maintenance services.

Kalmar developed RMI as a tool for remote machine monitoring, maintenance scheduling and reporting. Its main advantages are centralised follow-up of the fleet, easy-to-read reports and clear format analysis. It also offers remote support by Kalmar factory experts over the internet.

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**Marrying green values with handling and fleet management technology**

Within just six months of its launch, the market’s first all-electric RTG, E-One, has already attracted orders for nearly 50 units from across the globe.

Besides opting for environmental values, customers have also chosen to fit their equipment with Kalmar’s pioneering handling and fleet management technology in order to boost their operations: Smartrail® autonomous and container position verification and Remote Machine Interface (RMI) (see page 3 for more about RMI). Recent orders for the E-One RTG include Montreal (Canada), sheva. GTI has specified that all of these new E-One RTGs should be fitted with Smartrail®.

The Port of New York and New Jersey (NY/NJ)’s Global Terminal & Container Services, Inc., an OCL Group company, is again leading the way in RTG crane technology with an order for two E-One RTGs to strengthen its existing fleet of 16 Kalmar RTGs.

This is not the first time Global has assumed a pioneering role. In 2001 it became the first North American operator to adopt intelligent in container handling equipment with the purchase of RTGs equipped with Kalmar’s Smartrail® and RMI systems.

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**Providing extra power**

Kalmar has received an order from Stevedco Oy in Kotka, Finland for nine TRX-252 tractors to be used to move 95-tonne Stora Enso cargo units (SECUs) in the port.

Handing of the SECUs is due to begin in July at Stevedco’s Hietaniemi terminal in the Port of Kotka. The SECU container concept has been developed to improve efficiency in transporting paper via Gothenburg to Zeebrugge, Tilbury and Immingham. The empty SECUs arrive back in Kotka from Gothenburg and are re-loaded with cargo in the terminal and then shipped back.

Kalmar has already delivered 11 TRX-252 tractors to Otostogo, Harri All in the Port of Gothenburg and to the Sea-Ro Terminal in Zeebrugge. These terminal tractors are already employed in the movement of SECUs.

When loaded, SECUs weigh around 95 tonnes and feature a heavy casing to protect goods from weather and wind. These containers are the heart of Stora Enso’s North European logistics system.

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**Crane modification challenge**

Patrick Archambeau, pleased with the performance of refurbished cranes at GMP Terminal in Mannheim.

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**Grand ambitions**

The Port of Antwerp is on a major growth track, with the main terminal operators in the port putting massive investment into ensuring future capacity.

Continues on page 4
Kalmar's Remote Machine Interface (RMI) meets the challenge of efficient fleet management, allowing Kalmar customers to optimize the productivity of their handling equipment.

RMI is a tool for remote machine monitoring, maintenance tasks and reporting suitable for use with all Kalmar equipment. The system is designed for easy installation and minimal interruption to the operator of the fleet equipment. It is a useful tool for terminals trying to cope with an ever-growing fleet of equipment. It is also an essential part of the service scope offered under all Kalmar rental and contract maintenance services.

Centralised follow-up of the fleet

One of the main advantages of RMI is that one operator in the terminal control room can, at a glance, view the real-time status of the terminal’s entire fleet. This not only enables quicker and more accurate information flow, but also enhances safety by minimising the number of maintenance calls required in the terminal operating area.

Reporting and analysing the fleet

Another benefit for the customer is that RMI produces easy-to-read analyses. These can be utilised not only for the terminal maintenance staff, but also by operations management, which might find it useful for gauging the number of containers handled or measuring other key performance indicators. RMI continuously collects vast amount of data, analyses that data and presents it in a clear format with the use of simple graphics where appropriate.

Kalmar Intelligence & Automation

Kalmar Intelligence & Automation focuses on the marketing and development of on-board smart features for container handling equipment, integrated systems and remote maintenance products in co-operation with customers and partners. In addition to RMI, Kalmar Intelligence & Automation products, systems and services for the container handling industry include:

- Development of the world's first fully automated straddle carrier terminal at Fisher mar's Island, Brisbane, Australia, developed in cooperation with Patrick Technology & Systems Pty.
- SmartPath® autosteer and container position verification system for RTGs.
- SmartPath® container position verification system for straddle carriers and RTGs.
- Automatic stacking cranes (ASC).

Remote troubleshooting and instant support

RMI provides customers with the option of instant support from Kalmar experts: selected machines can be accessed over the internet, analysis of that machine can be performed and the appropriate action can be taken. In effect, RMI gives customers access to Kalmar’s expert knowledge and experience quickly and cost effectively.

The RMI system includes GPS satellite location, which is especially useful in larger terminals as it allows the terminal operator to view the location of each machine and use the information to direct efficient daily allocation.

Kalmar Intelligence & Automation

Kalmar Intelligence & Automation is part of Kalmar’s comprehensive offering of remote support products, services and systems.

Key benefits

RMI offers Kalmar customers a range of operational advantages, including:

- quick and accurate information flow and enhanced safety;
- well-planned maintenance and fuelling;
- minimised downtime through immediate specialist service support;
- real-time machine location for terminal operations; and
- simple graphics display to help operators make optimal decisions.
A new life

Crane refurbishment projects usually entail raising crane heights and extending booms. At Le Havre, however, Kalmar has recently finalized a unique crane modification challenge which has so far seen the complete restoration of two 15-year-old cranes, owned by Europe Atlantique Terminal (EAT) and operated by Generale de Manutention Portuaire (GMP).

As a result of the extensive work, terminal operator Generale de Manutention Portuaire is expecting an additional ten years of life and one million cycles from these newly modernized giants. The challenging project involved the replacement of the cranes' trolleys, which are now 40% lighter than before, and their entire booms and backstays, as well as the upgrading of their electrical control systems to current standards. A third crane currently undergoing the same modernisation process is due to be back in operation at the terminal in September 2005. According to Edward Atichian, GMP’s head of projects, early experience with the modified cranes has been positive. “We’re all amazed at how well these old cranes are now performing,” he said. “Due to cracks in the main steel structure of the cranes, the old operating speeds had to be cut back significantly. Thanks to the Kalmar refurbishment, these cranes can now finally operate on their original design-speeds.”

Edward Atichian explains that the decision to opt for refurbishment rather than buying new cranes was based on timing. “It can take up to two years to bring a new crane into operation and with the growing volumes of cargo we’re seeing, we needed a faster solution to provide the performance improvement we require.”

Given such rigorous operating demands, the project, which started in June 2004, was scheduled to cause the least disruption possible to the terminal’s container handling activities. A two-hectare site separated from day-to-day terminal operations was established, along with necessary reinforcements, for the temporary location of the cranes.

Kalmar’s Casper Langeveld, who managed the project, outlines the amount of engineering skills that were called upon in the course of the refurbishment.

Challenges were formed by the allowable ground pressures that called for special measures during transportation and stacking of the cranes. Not only was a special truck ordered from the Netherlands for a soil investigation, but also a satellite-life controlled ditch had to be crossed during transportation containing acid lines for seven oil companies.

In winter time, winds up to 12 Beaufort are common in the Normandy area. No imagination needed that when no tie-downs are available on a building site without a quay-ordination, this also calls for special measures.

Wear and tear

The three cranes (not Kalmar-made) under renovation were built around 1990. A few years after the cranes were taken into operation, problems began to occur. Severe cracks appeared in the steel structures on various spots such as the boom, forestay, backstays, pylon and pylon head, and portal construction. Eaton says: “The years many repair jobs were executed in order to keep the cranes safely in operation. We asked an engineering company to run calculations on the residual life time of the cranes and the conclusion was that several spots had passed the theoretical end of their lifetime based on the crane classification and usage expectations. Finally, we asked Kalmar to propose a plan which would allow the cranes to be modified in such a way that the residual design life time would be approximately 500,000 to 1,000,000 crane cycles and electrical installation would be modified in order to reach acceptable maintenance levels. The trolley rails and rail transition points also needed to be replaced to offer acceptable operator comfort.”

Kalmar’s proposal was to reduce forces in the cranes in order to increase the calculated residual lifetime by employing a lightweight trolley design. Eaton says Langeveld: “We proposed a new design trolley with a weight of approximately 45 tons, more than 40% lighter than the original design, which was around 80 tons excluding the load. We also made a design proposal for a new boom, which has about the same weight as the existing boom but is built as a trapezium-shaped box construction, resulting in a more rigid and torsion-stiff construction and thus able to better withstand eccentric loads.”

Electrical installation was also undertaken to meet current standards and to achieve lower maintenance costs.

Teamwork

Says Langeveld: “A total of 11 parties involved in this project. The overall success of this project is thanks to the excellent teamwork and close cooperation. Not to forget the Kalmar crew from Rotterdam that spends a full year in France: they really make things work in France.”
Rotterdam prepares for a flood of giant container vessels

Kalmar has been working on two separate refurbishment contracts in the port of Rotterdam, one concerning the Delta Multi User (DMU) Terminal and the other the Dedicated Delta North (DDN) Terminal. A total of 72 cranes were involved and all have been raised by 8m and had their outreach extended to 56m.

Every week seems to see more post-Panamax vessels calling at Rotterdam. The Port of Rotterdam’s ECT called in Kalmar to assist with this trend by modernising five existing cranes and building nine new ones to handle these giant vessels. Kalmar’s main site in Rotterdam has been busily working on the contracts since the beginning of 2004, and currently 38 of these cranes are under construction at Kalmar’s yard at Eemshaven.

To justify the cost, ECT needed to extend the life of these cranes to provide each with another ten years of service. In order to achieve this, Kalmar inspected each crane, calculated what reinforcement of the structure was required and then carried out the necessary work. Further work involved installing a stacker platform between the front legs and replacing the old type S5 PLC with the latest type S7-400 PLC control system.

Inevitably, modernising 20-25 year-old cranes involved a lot of special maintenance work too, such as a standard overhaul of all electric motors and changing the oil in all of the crane gearboxes. Finally the cranes had to be re-located to the Delta Dedicated North (DDN) Terminal. In line with the contract, Kalmar delivered three modernised cranes at the end of 2004 while the remaining two were handed over at the end of April 2005.

The seven cranes on the DDN Terminal were slightly larger and built in the early 1990s but the work carried out was quite similar. The cranes were again raised by 8m but this time from 32m under the spreader to 40m under the boom. The boom length was increased from 52m to 56m, matching the outreach of the DMU cranes. Again, a stacker platform was installed between the front legs of each crane.

ECT required the lifting extension to be carried out too. Modernisation is only economically viable if the main steel structure of each crane has an adequate residual life. These cranes now have around 2.5 million moves and ECT was looking for a total life-time of 3 million moves. In order to achieve this, various reinforcement work had to be undertaken.

Although these cranes were intended to stay on the same terminal, each crane had to be transported to a special construction site and back so as to avoid interfering with the day-to-day operation of container vessels.

Removal of the boom head is achieved by using a hoisting crane. Once it has been repositioned by 8m, the boom of the boom crane will then be hoisted back into position using the same hoisting crane.

DDN’s seven

The seven cranes on the DDN Terminal were slightly larger and built in the early 1990s but the work carried out was quite similar. The cranes were again raised by 8m but this time from 32m under the spreader to 40m under the boom. The boom length was increased from 52m to 56m, matching the outreach of the DMU cranes. Again, a stacker platform was installed between the front legs of each crane.

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ECT’s strategy is to create a global network of ports: “We now have container ports in 32 different locations. P&O Ports has also traditionally focused on general cargo, which has always been a very important market for Antwerp.

Antwerp Gateway will be the first facility on the east side of the new Deurganckdock container terminal,” explains Mr Noterman. “Its initial phase will comprise six Kalmar super post-Panamax cranes and a straddle carrier operation.”

Antwerp Gateway will be prepared for future tandem lifting, the handling of two 40-foot containers side by side, with a maximum load of 100 tonnes on the ropes.

“Antwerp Gateway is on a major growth track, with the main terminal operators putting massive investment into ensuring future capacity. Antwerp realises its grand ambitions

The Port of Antwerp is on a major growth track, with the main terminal operators putting massive investment into ensuring future capacity.

The newest expansion – Deurganckdock, on the left bank of the River Scheldt – will commence Phase I operations in July when P&O’s Antwerp Gateway opens for business. Meanwhile, across the River, the Antwerp Noord Hoek Harbour (PSA HNN) is busy preparing its new terminal, scheduled to welcome its first ships in November.

At the Deurganckdock, MSC Home Terminal is occupied with a combined terminal refurbishment that has recently received five Kalmar super post panamax cranes capable of handling increased volumes.

During the last two years, MSC Holland BV has ordered 15 cranes from Kalmar, five of which are already delivered and in operation. The remaining ten will be delivered every two to three weeks until mid-2006. All of these operators have chosen Kalmar as a key partner in securing future growth. P&O Home, Mid-life Upgrade Director, Eric Noterman, explains why: “Antwerp is famous for its productivity and we didn’t want to take any risks with this application. If you want crane productivity of up to 35 containers per hour, you need reliability. That is why we chose Kalmar cranes and straddle carriers.

Once completed, the Deurganckdock development will add a minimum of 4 million TEU of new capacity to the Port of Antwerp by the summer of 2007. The new total dock is the most ambitious expansion project in the Port’s history. It will cover an area of 255 ha. With nearly 5,3km of wharf, Deurganckdock will double Antwerp’s existing container capacity.

Deurganckdock’s key competitive advantage is its location. Situated on the left bank of the River Scheldt, outside of the locks, it provides direct access to the river thereby reducing vessel sailing time.

Antwerp Gateway boosts P&O box volumes

P&O Ports first arrived in Antwerp five years ago. According to Managing Director, Eric Noterman, the company’s strategy is to create a global network of ports: “We now have container ports in 32 different locations. P&O Ports has also traditionally focused on general cargo, which has always been a very important market for Antwerp.

“Antwerp Gateway will be the first facility on the east side of the new Deurganckdock container terminal,” explains Mr Noterman. “Its initial phase will comprise six Kalmar super post-Panamax cranes and a straddle carrier operation.”

Twenty Kalmar ESC 7th generation straddle carriers and three Kalmar ship-to-shore cranes are currently being installed in time for the commencement of operations in July. Three additional ship-to-shore cranes will be delivered end of August.

The Kalmar super-post-Panamax cranes for Antwerp Gateway will be prepared for future tandem lift, the handling of two 40ft containers side by side, with a maximum load of 100 tonnes on the ropes.

“The first phase of the development will comprise 2,650,000 box capacity, with a ca-
Kalmar’s super post-Panamax cranes

All the Kalmar cranes recently delivered to or currently being installed in the port of Antwerp are super post-Panamax cranes. They incorporate the latest Kalmar ship-to-shore crane technology and design successfully introduced at Uniport Rotterdam and the Port of Rouen.

With an outreach of 51m, these high-speed, heavy-duty cranes are capable of handling ships over 20 containers wide.

The merits of Kalmar’s latest ship-to-shore crane design are
- Extremely stiff crane structure by the use of a double box girder and the so-called delta forebay which provides continuous support over the greatest length of the boom.
- Designed for eccentric loads, which applies when handling twin lifts.
- Simplified rope support system, offering a longer rope lifetime and allowing the use of “normal ropes”.
- Full rope trolley for maximum speed and acceleration and safe performance during the most harsh weather conditions (no risk of wheels slipping during rain or ice).
- Minimal maintenance with all components under one roof, allowing inspection and maintenance without interruption of terminal operations.

Kalmar has been a busy year since the launch of the first Kalmar super post-Panamax cranes in the Port of Antwerp. The new 51m outreach cranes in Antwerp, together with the new PWK containers, will enable the Port of Antwerp to deliver the required capacity to the customers.

The Kalmar super post-Panamax cranes are specifically designed to handle the large vessels that call at the Port of Antwerp. They are capable of handling ships over 20 containers wide, with an outreach of 51m and an overall height of 55m. The cranes are equipped with Kalmar’s latest EDRIVE® technology, which provides continuous support over the greatest length of the boom. This ensures safe and efficient operation, even in the most adverse weather conditions.

Kalmar has also been delivering Kalmar super post-Panamax cranes to other ports around the world, including the Port of Rotterdam and the Port of Rouen. The cranes are designed to handle the large vessels that call at these ports, providing the required capacity to the customers.

In conclusion, Kalmar’s super post-Panamax cranes are the perfect solution for the increasing demand for port infrastructure around the world. With their advanced technology and design, they are capable of delivering the required capacity to the customers, while ensuring safe and efficient operation.
Together with Stora Enso Timber (SET), Kalmar Industries is pioneering an operational lease scheme, which allows its customers to transfer full responsibility for their mobile cargo handling equipment to the supplier.

In July 2004, Kalmar’s Austrian subsidiary, Kalmar Hebefahrzeuge, assumed ownership of most of the forklift trucks and log handlers deployed at SET’s seven sawmills in Austria, Germany and the Czech Republic. Under the agreement, Kalmar bought back almost 120 units along with the existing spare parts stock. These units are now being leased out to SET with Kalmar responsible for all maintenance work.

“Essentially our customer has been able to transfer a great deal of risk onto us,” explains Jürgen Wurzer, Managing Director of Kalmar Hebefahrzeuge. “It is now our responsibility to make sure that the machines are in full working order at all times.”

Flexible approach

The rental scheme gives SET a high degree of flexibility. It can increase or reduce the number of forklift trucks and log handlers in line with production requirements at relatively short notice, since the machines are hired out individually on a three-month term. Maintenance and repair work is charged per hour.

The new set-up means that employees from both companies are now working alongside each other on site.

“Kalmar has deployed permanent service mechanics in some of the sawmills where a high level of maintenance work is required,” says Mr Wurzer.

“We are also building up our own consignment stocks on site, utilising parts of SET’s warehousing capacity.”

The evolution from pure equipment manufacturer to one-stop-shop for fleet services has required Kalmar Hebefahrzeuge to bolster its organisation. Besides employing additional service technicians, the company has had to set up a fleet management unit and strengthen its bookkeeping department.

“We are also conducting driver training courses now because we need to make sure that our equipment is being treated with care,” adds Mr Wurzer.

Significant savings

Fleet outsourcing offers customers three major benefits, according to Mr Wurzer. Firstly, it allows companies to re-allocate a substantial amount of capital, previously tied to equipment, to other strategic investments. This extra capital can be spent on acquisitions, research and development or raw materials.

Secondly, outsourcing allows for a reduction in head-count, which itself can result in substantial cost savings.

Finally, operational risks can be reduced because the supplier is responsible for the proper condition of the machines and has to provide back-up equipment in the case of unforeseen downtime.

Step by step

Although the objectives are always the same, not every fleet outsourcing project has to follow the same course. SET, for example, adopted a piecemeal approach: instead of selling off all forklift trucks and log handlers in one go, it only outsourced its Kalmar-manufactured equipment in the first phase of the procedure. All the remaining machines from other suppliers are still maintained by SET’s own personnel.

“However, as the years go by, they will all be replaced by Kalmar units,” explains Mr Wurzer. He estimates that, in five years’ time, the whole fleet will be harmonised and under the full management of Kalmar Hebefahrzeuge.
Hamburg’s biggest container terminal operator, HHLA, has set ambitious targets for its Burchardkai Terminal on the River Elbe. Plans to automate the stacking area while the terminal remains in full operation will mean that the existing straddle carrier system needs to deliver maximum performance.

“By the end of the year, MCT’s entire yard operation is dependent on a fleet of straddle carriers – an interesting phenomenon in a transhipment operation of such scale,” says Mr Halhead. “But for shorter runs, the operation also requires a lot of sorting and shuffling within the yard. For example, it is highly probable that containers discharged from one vessel will be intended for transshipment onto several other vessels. Inevitably, the containers destined for transshipment on a particular vessel will also be situated at various points along the quay. Time constraints coupled with high berth occupation means that absolute precision in container ‘housekeeping’ is not always possible – particularly when the working area is almost always restricted. Therefore, the feasibility of a straddle carrier to operate within a randomly distributed box environment is ideal.

Efficiency under the crane

“Our clients continually demand ‘economies of scale’ and high levels of operational velocity and productivity,” explains Mr Halhead. “We believe straddle carriers are the key to supplying a dynamic operation because they improve the performance of the ship-to-shore cranes, which are able to discharge and stack containers directly on to and from the quay. This is much more time effective than placing containers on a chassis.”

MCT’s cornerstone in the Mediterranean

MCT has a long quay – 3,300 metres – and often has to trans- ship boxes from one end to the other. Naturally, for these long movements we use trailer trains,” says Mr Halhead. “But for shorter runs of around 500 to 600 metres or two vessel lengths, which form the majority of movements in the terminal, we use straddle carriers – not least because using the same machine for the container’s entire movement reduces the risk of damage.”

Sorting and shuffling

In addition to short runs, the operation also requires a lot of sorting and shuffling within the yard. For example, it is highly probable that containers discharged from one vessel will be intended for transshipment onto several other vessels. Inevitably, the containers destined for transshipment on a particular vessel will also be situated at various points along the quay. Time constraints coupled with high berth occupation means that absolute precision in container ‘housekeeping’ is not always possible – particularly when the working area is almost always restricted. Therefore, the feasibility of a straddle carrier to operate within a randomly distributed box environment is ideal.

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The latest batch of 32 straddle carriers delivered to Medcenter Container Terminal (MCT) in Gioia Tauro, southern Italy, has brought the terminal’s total Kalmar straddle carrier fleet to 100.

This March, the terminal held a party to mark the landmark event.

Mr Halhead, Medcenter

“Automatic processes tend to be slow down if man interference with them,” Mr Rostmann points out.

HHLA needs a telematic solution that will guide the drivers of the straddle carriers at the right time to the right point of the interface area for picking up and dropping off containers. It will shortly carry out the first tests on a stretch of land, which has recently been cleared as part of the restructuring effort.

More automation?

Looking further ahead, there is also an argument for automating the remaining horizontal movements carried out by straddle carriers. “However, no firm decision has yet been made,” says Mr Rostmann.

Whatever the company does decide, one certainty is that the conventional straddle carrier system will continue operations in Berths 8 to 10, which are located outside the dock basin right on the River Elbe and which cannot be served by the automated storage blocks. These docks will continue to rely on Burchardkai’s traditional work-horses.

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MCT is a subsidiary of the Contship Italia Group, which is itself owned by EUROKAI (6.6%) and EURO- GATE (53.4%). Despite having commenced operations just 15 years ago, Medcenter recorded a container throughput of almost 3.2m TEU in 2004 and is looking at a further significant volume increase for 2005.

Flexibility

MCT’s entire yard operation is dependent on a fleet of straddle carriers – an interesting phenomenon in a transhipment operation of such scale. Asked why MCT is ‘bucking the trend’ by operating straddle carriers rather than RTGs or MKGS, Mr Halhead, Medcenter’s COO, explains that it is all down to terminal specifics. “For our terminal, the majority of container throughput is transshipment traffic, particularly for the central Mediterranean area. In fact, 95% of the volumes we handle are ship-to-ship and in this situation only straddle carriers can give us the flexibility we need.”

“We opted for straddle carriers from the very first day and so suc- cessful have they been that, even today, we are still investing in these machines with the latest batch of 32 units from Kalmar,” Mr Halhead continues.

“These machines will be part of our continuing fleet upgrade, which will see some of the older machines earmarked for retire- ment. Our intention is to end up with an operating fleet of around 100 machines – the vast majority of which will be Kalmar.”

As the largest container termi- nal in the Mediterranean, MCT has a long quay – 3,300 metres – and often has to transship boxes from one end to the other. Naturally, for these long movements we use trailer trains,” says Mr Halhead. “But for shorter runs of around 500 to 600 metres or two vessel lengths, which form the majority of movements in the terminal, we use straddle carriers – not least because using the same machine for the container’s entire movement reduces the risk of damage.”

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Like all types of handling equipment, straddle carriers do have operational disadvan- tages, although according to Mr Halhead, these tend to be far outweighed by flexibility and other advantages.

MCT has consistently or- dered machines that lift one over two containers high and incor- porate single lift spreaders. “So it could be argued that the stack- ing density in the yard is not very high,” admits Mr Halhead. “But then you have to remember that we do not have a traditional im- port-banker terminal in which the import boxes stay in the yard for eventual delivery inland. The boxes at MCT are moved from one ship to another,” he explains.

“We believe that a highly in- tensive sophisticated tranship- ment operation can be sustained with straddle carriers from the point of view of density, given the operational flexibility of the machines.”

The future

“Today’s concept may be obsolete as such but we will always operate a straddle carrier system at MCT,” says Mr Halhead. “That is not the way to go. If there is one thing that we have learned being the terminal’s future handling strategy, it will come to a time, as in any terminal operation, when the demand for volume over the quay becomes so high that the yard area starts to be a constraint.”

Although this is probably a long time ahead of us yet, we are already giving some thought to the future. One option, for example, might be to go for two or three straddle carriers, but we would need to be sure that this would be the right step to take.”

In the meantime, however, Mr Halhead says that MCT is very satisfied with Kalmar’s straddle carriers and the refine- ments made to them over the years. “If I had to select an area for future improvement, it would be reliability,” he says. “Straddle carriers are hellishly complicated but they are a vast improvement on what they used to be just a few years ago and it is not often nowadays that we have many reliability problems,” he con- cludes.
In the 24 years since it was founded, Marseilles-based Compagnie Maritime d’Affrètement has grown from a modestly sized company that chartered in all its vessels to become CMA CGM, France’s biggest and the world’s fifth-ranking containership owner. It is also expanding its business to become a port terminal operator and in March secured a 15-year co-operation agreement with China for container terminal facilities at the Chinese port of Chiwan.

CMA CGM currently operates 182 vessels of an average nine years old, all of them owned, with a total capacity of 401,538TEU. This fleet calls at 212 ports in 136 countries worldwide.

Between this year and 2006 it expects to take delivery of 55 more vessels, 29 of which will be fully owned. The new ships include an order made last year for 21 vessels, a combined capacity of 130,000TEU for delivery by 2007. This order valued at 1.5 billion euros, is the largest single investment ever made by a French shipowner. The new vessels will be primarily deployed on Asia routes, most of them flying France’s Kerguelen service flag. They are all being built in South Korea either by Samsung or Hyundai, although the group is contemplating building in China in the future. After 10 years in the group Rodophe Saadé, 34, was last year named CMA CGM’s Chief Executive Vice-President of the North/South lines – the unofficial No 2 to his father, Jacques Saadé, the operator’s founder and its present chairman and CEO. In an exclusive interview with our KAE correspondent, he described 2004 as a “very good year”.

The group’s year-on-year consolidated net income shot up by a spectacular 400% to 202 million euros. Turnover increased by 20% to 3.2 billion euros and the number of containers transported rose by 13% to 2.8 billion TEU. Mr Saadé expects these figures to rise further to more than 4 billion euros and 3.9 million TEU respectively in 2005.

The latest spate of orders is not an end to CMA CGM’s growth, according to Mr Saadé. “We have not reached a level where we want to stop. We firmly believe in grasping opportunities and always have plans to expand.”

“Our aim is not to be the world’s ‘number one’ but to have ideas, carry them out and keep growing. We have developed strongly in Asia, Europe and on the Asia-US routes and we believe the market will grow even more than capacity, especially on the Asia-West Europe trade. Cabotage is not an issue on China routes but we are developing routes from China to South East Asia and in November we inaugurated a China-Indonesia link in partnership with other carriers.”

In August 2004 we received the “CMA CGM Hugo”, our first 8,200 TEU container carrier and now our trans-Pacific fleet is almost complete. For the time being we need to absorb the tonnage we have ordered but this does not mean that we will simply sit back and relax. The race is on today for bigger and bigger ships.”

Interesting times

For Rodophe Saadé, 2004 was “extremely good for all shipping lines”, “With China still booming it will continue to be good this year. By the end of 2005 we believe there will be more newbuildings on stream. Freight rates will be affected but I do not think there will be a major decrease. 2006 could be somewhat different, but I do not have a crystal ball. We are living in very uncertain times in the shipping business. Many new markets are emerging and CMA CGM is now a global operator with other strings to our bow in addition to our core business, enabling us to provide new services to our customers”.

Jeff Ayers

Kernier is involved in CMA CGM’s container moves in the ports of Calais (container lines and crane terminal), Trouville (straddle carriers) and Le Havre (straddle carriers). Two of the 12 Kernier straddle carriers delivered to the Port de la Seine container terminal can be seen in the background of this photo taken during a CMA CGM container crane circumnavigating ceremony in Marseilles at the beginning of 2004.
Logiseine moved 48,000 TEU between Paris and Le Havre in 2004, making it the largest inland shipping operator on the River Seine. Every week the company dispatches 4x 176 TEU barges with the objective of providing its customers with just-in-time port-to-door services that avoid the heavily congested highway from Le Havre to Paris and respect the environment.

Among those companies reaping the benefits of working in partnership with the barge operator are major distributors such as Carrefour, explains Logiseine’s Director, Michel David:

“Large companies are certified for their environmental policies. Smart shippers are choosing barge operator Logiseine for on-transport of their cargo from the Port of Le Havre to Paris, thus avoiding adding congestion on France’s major highways while at the same time doing their bit for the environment.

Mr David also points out that some of the time lost through barge transportation is offset by the fact that all customs clearance can be done on-board the barges during transport.

The boom nose elongation for negative handling is achieved by placing an extra beam between the spreader and the boom, effectively lowering the spreader so it can pick up containers from the barge’s third row.

Reachstacker versatility

While some barge operators use cranes for loading and unloading cargo, Logiseine has opted for Kalmar’s ContChamps.

“We came to the conclusion that our volumes were perfect for reachstacker operations,” says Mr David. “We also realised that the terminal would benefit from a more versatile machine with the ability to load barges as well as perform other container handling tasks such as stacking, sorting and loading in the storage area, as well as other duties in the terminal.”

Tailor-made for barge handling

Kalmar delivered a DRF 45075/555 ContChamp reachstacker to Logiseine in August 2003 for barge handling operations. The 91-tonne, 12.7m long machine features a 7.5m wheelbase, a turning radius of 9.4m, boom nose elongation for negative handling and hydraulic jacks to the front for an outreach of 8m when lifting 28 tonne containers from the barge’s third row.

The statistics aren’t surprising. It is 286km by road from Le Havre to Paris while along the River Seine the distance increases to 300km because of the river’s winding course. This distance combined with the slower travelling speed of a
Concern over unfair competition brought about by European ports’ inconsistent implementation of environmental rules was a major factor behind the creation of the Ecoports Foundation. Since then, support for the organisation has steadily increased, not just out of competition anxiety but out of a very real desire to implement and encourage greener port operations. As a result, Ecoports is about to take its first steps towards becoming a truly European Institute.

Ecoports was set up to develop and implement environmentally management tools and to stimulate self-regulation and an improved environmental performance in the maritime ports sector. Its mission statement is “To create awareness, develop knowledge and exchange best practices.” While these are all commendable causes, Ecoport’s existence was also born out of the need to counter the lack of a level playing field in Europe in terms of port-related environmental issues. Exports claims the organisation’s Chairman, Herman Journée, “It is the result of consultations with about 40 ports in Europe about the need to develop tools to enable engine manufacturers to operate in an extensive market area as possible.

The growth of traffic, notably road transport, is a problem for anyone attempting to develop an attractive alternative to road transport. Diesel engines, although the burning of diesel emissions in Europe, are still a source of debate, and the environmentalists are still a long way from being able to fully regulate the use of diesel engines. The problem is not only one of environmentalism, but also of economics. The cost of developing and implementing environmentally friendly engines is high, and many ports are unwilling to accept the economic repercussions of such measures. The Ecoports Foundation was established in 1999 by nine European seaports in order to create a level playing field in Europe for petrol-related environmental issues. The founding fathers were the ports of Amsterdam, Antwerp, Barcelona, Bordeaux, Dublin, Gdansk, Hamburg and Rotterdam and the British Ports Association (BPA).

Ecoports today has 15 European seaports using the toolkit that has acquired the Ecoports Field certificate. Issued under the auspices of Lloyd’s Register, certification confirms that the requirements for the environmental organization have been evaluated and met. However, with about 800 seaports in Europe, there is still a long way to go, which is why Ecoports wants to transform itself into a pan-European public/private initiative that it is now into a fully-fledged professional European institute. With 800 ports in Europe there is enormous potential,” Journée says.

Ecoports currently supplies seven work packages that are subdivided into 30 separate tasks. Everything is about to be transferred to the 24 partners to the Ecoports Foundation as the organisation aims to centralize the management, marketing and proliferation of its projects and tools.

Growth potential

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Environment

Exhaust from diesel engines is considered a problem and its injurious effects on human health have been well documented. Research professor Juha Pekkanen, who works for the Department of Environmental Health of the Finnish National Public Health Institute says that the carcinogenic effects of exhaust gas are no longer a matter of dispute. Diesel oil burns incompletely in the engine and generates plenty of carbon-containing substances, which people are inhaling. A key disease resulting from exposure to these substances is lung cancer. Diesel exhaust gas also causes problems to the heart and blood circulation system, and there is evidence to suggest that it could play a role in the development of allergies. Exposure to diesel fuel is always risky, according to Mr. Pekkanen, butstudies into the subject have yet to determine a safety limit. The higher the amount of inhaled hazardous carbon particles, the greater, of course, is the risk of disease. The rate of exposure depends on where and how many transfers are involved, there is nothing like an ‘easy’ answer. The emission load of river boat transport is naturally different, but the greater, of course, is the risk of disease. The rate of exposure depends on how much reloading and how many transfers are involved. The emission load of river boat transport is naturally different, but the greater, of course, is the risk of disease. The rate of exposure depends on how much reloading and how many transfers are involved. The emission load of river boat transport is naturally different, but the greater, of course, is the risk of disease. The rate of exposure depends on how much reloading and how many transfers are involved. The emission load of river boat transport is naturally different, but the greater, of course, is the risk of disease. The rate of exposure depends on how much reloading and how many transfers are involved.

However, much can be done and has been done to stave off the risk of disease through diesel particle emissions. For example, in an effort to reduce exposure to diesel emissions in Europe, new cars will soon have to be equipped with particle traps, which catch hazardous particles from the exhaust. The traps are already obligatory in Germany, and the standards are soon to be adopted throughout Europe.

tighter limit values for emissions

The European Commission in its presentations referred to the need to come up with a common EU-wide solution, with the results of which are treated confidentially. Subsequently, there were several successful environmental solutions that need to be developed and adopted. The result will be an EU-wide solution, providing the market and, according to recent data from the five universities, there is nothing like Ecoports anywhere else in the world. Significantl, some African and Asian organisations have also been mentioned that they confirm European standards to American ones. A small price to pay

Europe-wide support for Ecoports

The Ecoports Foundation was established in 1999 by nine European seaports in order to create a level playing field in Europe for petrol-related environmental issues. The founding fathers were the ports of Amsterdam, Antwerp, Barcelona, Bordeaux, Dublin, Gdansk, Hamburg and Rotterdam and the British Ports Association (BPA). Ecoports today has 15 European seaports using the toolkit that has acquired the Ecoports Field certificate. Issued under the auspices of Lloyd’s Register, certification confirms that the requirements for the environmental organization have been evaluated and met. However, with about 800 seaports in Europe, there is still a long way to go, which is why Ecoports wants to transform itself into a pan-European public/private initiative that it is now into a fully-fledged professional European institute.

The newest of the ten ports that make up the foundation’s board, the organisation had, until recently, no members – in part due to the lack of a fee system. Now that the blueprint is there, Journée does not think the fee will be an obstacle.

It is cargo-tonnage related and ranges from 500 euros annually for the smallest ports to 2,000 euros for the largest. The certificate will cost just 800 euros.

Joining Ecoports and implementing its environmental management packages is a simple process. Any port aspiring to member status can be given the same set of rules, steps to follow as the 15 ports that have been certified so far. It begins with the self-diagnostic method of filling in an extensive questionnaire, the results of which are treated confidentially. Subsequently, there were several successful environmental solutions that need to be developed and adopted. The result will be an EU-wide solution, providing the market and, according to recent data from the five universities, there is nothing like Ecoports anywhere else in the world. Significantl, some African and Asian organisations have also been mentioned that they confirm European standards to American ones. A small price to pay

Model organisation

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Hands-on training for Asia

Kalmar has opened a training centre in Shekou, China to provide its customers in Asia with professional support to operate its range of port equipment. The purpose built facility enables operational staff from ports and terminals in the region to have access to hands-on training from Kalmar’s international engineers and training staff.

“Kalmar’s Training Centre is part of our strategy of providing continuous learning which we would like to extend to our customers. With the advances in technology there is a need for frontline terminal staff to continue to learn about the best way to operate the equipment,” said Ken Loh, President, Kalmar Asian Operations. The centre which is a one hour journey from Hong Kong will provide both academic and practical training. During the Centre’s phase one development, two replica models of the market leading 45klb and 6klb reach stackers have been installed, providing trainees with the opportunity to operate the equipment and understand more about how the functions of the electronics, electrical and hydraulic systems work on a real machine. A simulator is also to be installed.

40 trainees can attend training sessions at any one time and facilities include three class rooms and a workshop. The modular construction of the Centre provides for facilities to be expanded to six-classrooms and two workshops.

In the driving seat

RTGs go East

Kalmar is further strengthening its position in Asia, and in particular, China, with rubber-tyred gantry crane (RTG) orders from China National Technical Import & Export Corp and Yangzhou Yuanyang International Ports Co.

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Kalmar has been particularly aggressive towards increasing its share of the market in China since 1989 and is currently the number one supplier of reachstackers, terminal tractors and heavy container stackers to the country’s ports and terminals. Its significant market share in these sectors puts the company in an ideal position to penetrate the market further with other handling solutions, including RTGs.

www.kalmarind.com/newsroom

In the driving seat

The training centre incorporates a simulator to provide enhanced training for RTGs and reach stacker operators. The device allows drivers to refine their performance in five handling scenarios, which they can select from the main menu.

Each of the five options presents the trainee with a different container handling task, for example, loading/unloading a container onto a trailer, stacking up to five containers high or picking up a container in a confined space.

Trainers can track their performance by means of an on-screen menu, which records how long it takes for each task to be completed and an excellent rating function, which calculates the level of damage sustained by the container during each procedure.

The simulator allows operators to perfect the execution of both regular and problematic container handling processes with new equipment while in a secure virtual environment. And by taking advantage of the simulator, terminal operators can ensure that their own equipment spends less time tied up in training sessions and more time performing commercial-operating tasks.

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www.kalmarind.com/newsroom
New RTGs rise above Thailand’s premier port

Thailand is not only a home to Southeast Asia’s largest origin destination port, but the country’s economic growth levels are second only to China’s when compared with the rest of Asia. In a country attracting significant levels of foreign investment, Thailand’s port terminal operators are also ready to invest in the best equipment to support the Kingdom’s rapid development.

Anil Singh is General Manager of LCB Container Terminal 1 Ltd (LCB1), operator of terminal B1 at Thailand’s premier Laem Chabang Port some 120 kilom- 
tres east of the country’s capital city Bangkok. “Thailand is experiencing rapid growth in its container business. LCB1 handled 604,000 containers in 2004 and this year we plan to expand our throughput to 680,000 TEU. To achieve this increase we have committed to advanced technology, adding faster and more efficient machines, and Kalmar offers the features and reliability we need to meet our goals.”

Indeed, LCB1 recently took delivery of three new Kalmar rubber tyred gantry cranes, each capable of a 1+6 stacking height.

First in Thailand

“Our Kalmar RTGs are the ‘First’ in Thailand capable of stacking containers this high, further helping to support the productivity improvement. Most of the equipment at LCB1 is designed to offer twin lift capabilities as part of our initiative to maximise our capacity. To achieve this capability, Kalmar RTGs offer excellent features including a GPS based Smartrail for container positioning, auto steering and remote maintenance (where technology based innovations are essential),” Anil observes.

To understand why a leading terminal operator chooses Kalmar above the competition, Anil explains “We have a strong partnership link with Kalmar, having purchased two RTGs in 2001. It is a brand which is well-supported with a global reputation and outstanding after-sales service.”

One of seven private-sector container terminal operators at Laem Chabang Port, LCB1 places great emphasis on meeting the stringent requirements of vessel operators looking for a fast turnaround time, particularly at a time when Thailand is experiencing a boom in container trade. LCB1 serves both Maersk Sealand and MSC, the world’s two top ocean carriers.

“Being the giants of container services, our customers place quality, safety and reliability above all else and so they certainly keep us on our toes,” Anil notes. “As their reliable service supplier we must meet their standards and Kalmar equipment supports this objective. LCB1 has just been simultaneously awarded ISO 9000:2000, ISO 14000 and OSHAS 18000 indicating our corporate responsibility to global standards of quality, environment and operational safety.”

PTP’s Smartrail® project ends on a high note

The Port of Tanjung Pelepas (PTP) and Kalmar celebrated the completion of the innovative Smartrail® system at the port’s container terminals in Malaysia with a party in April 2005. Guest of honour at the event was Malaysian Minister of Transport, Dat’ Sri Chan Kong Choy, who was greeted by the event’s host and Chief Executive Officer of PTP, Datuk Mohd Sidik Osman.

Ali of rubber tyred gantry (RTG) cranes in operation at the lead- 
ing Malaysian hub port have been retrofitted with Smartrail® during the last 15 months and have played a major role in improving the container terminal’s efficiency and productivity.

Because Smartrail® does not require civil works, buried wires or transponders, Kalmar was able to retrofit PTP’s cranes with the new system without interfering with day-to-day terminal operations.

PTP spokesperson commented: “Although PTP presently handles the world’s largest con- 
tainer vessels, current yard layout orders by the major carriers are increasing today’s vessel sizes even more, which subsequently intensifies the pressure on ter-
inal operators with the real-time location of each box, including when it is placed in a stack or moved from one location to another.

This is complemented by the Smartrail® container posi-
tion verification system, which is activated each time the spreader twofold box span or close. The yard management system is automati-
cally updated and the new position of the container is recorded. Smartrail® reduces the down-time spent looking for misplaced or lost containers and improves efficiency and productiv-
ity.”

While this particular retrofit project involves RTGs originally built by other manufacturers, the majority of Kalmar RTGs ordered over the past two years have also been fitted or retrofitted with the Smartrail® system. These include cranes delivered to terminals in New Jersey, Oslo, Dublin, La Spezia, Durban, Livorno, Kupmer and St Petersburg.

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