WorldCargo news

Konecranes reports new STS/RTG crane orders

Konecranes has reported new ship-to-shore and RTG crane orders from three different customers in Lithuania, Russia and Nigeria.

Earlier this month. the company booked an order for three post-Panamax STS cranes and seven RTGs from JSSC Klaipedos Smelte in Lithuania, for delivery in 4Q/2012. The existing container cranes in Klaipeda, supplied a number of years ago, are also from Kone. Klaipedos Smelte is part of the container terminal network controlled by Terminal Investment Limited (TIL), the Dutch-based company.

The Klaipedos Smelte container terminal was opened in 2006 and throughput has risen steadly. Current capacity is 200,000 TEU and the longer term target is to become a 1M TEU/year TEU transhipment hub facility. The main customer today is MSC, which is TIL's major customer worldwide. TIL has a close working relationship with MSC, but has refuted reports that it is affiliated to the giant carrier.

The STS cranes, which Konecranes claims will be the biggest in the Baltic, have an SWL of 65t (twin 20), an outreach of 51m (18-wide deck stow) and a lift height above rail of 42m. For the record, this is the same outreach as the existing Liebherr cranes at DCT Gdansk, which have a lift height above rail of 34m. Cranes on order for DCT Gdansk have an outreach of 53m (19-wide) and an above rail lift height of 36m.

The RTGs for Klaipedos Smelte are 16-wheelers with a 40t SWL and they have 6+1/1 over 6 x 9ft 6in high dimensions. They will be fitted with Konecranes' fuel saving system and are prepared for a switch to electric mains supply in the future. DGPS-assisted autosteering and real-time container positioning connected to the TOS are included, along with Autostop, a driver assistance feature that automatically stops the crane in the correct position for the target container or slot.

All the equipment comes with remote access technology, for remote diagnostics and the maintenance services that are available in the Konecranes' "Truview" system.

In August, Ports and Cargo Handling Services Ltd (PCHS), the port operations arm of Nigeria's Sifax Group, booked 10 50t SWL, 7+1/1 over 5 RTGs for delivery to its facility on Tin Can Island in Lagos by the end of 2012.

The company is making the transition from reach stackers to RTGs. "Konecranes' RTG experience and its local presence played a big role in our selection process," said Dr Taiwo Afolabi, Sifax's executive vice president.

Konecranes already has 22 RTGs in operation in ports in West Africa. The machines will feature the new Konecranes operator cabin and DGPS-assisted autosteering and container positioning.

Finally, in July, Konecranes received a repeat order for a cable reel RTG from NUTEP, Novorossiysk, for delivery next February. This, too, is a 16-wheeler with a 50t SWL and a 7+1/1 over 5 profile.

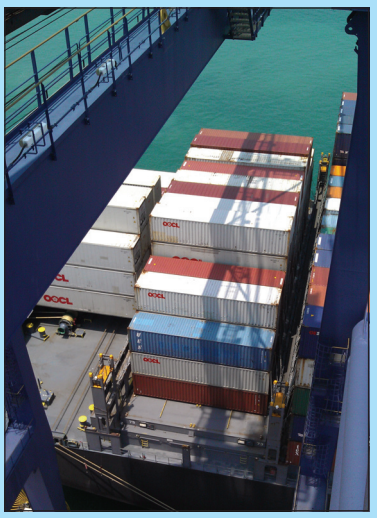
Anti-collision from Lase

Germany-based laser technology and automation specialist Lase GmbH has installed an anti-collision system on a ship-to-shore crane in a leading Chinese container port.

This laser sensor system provides topography detection, that is, it profiles the container stack after each move and updates the crane control system, preventing the risk of a spreader being run into the side of the stack due to a misjudgement of the height of the stack and/or the length of the falls by the crane driver, high up on the trolley.

There have been cases of containers being knocked off at a number of ports worldwide over the years, often involving loss of life as shipboard or quayside personel have been crushed,and considerable property damage as well as losses due to crane or ship downtime.

The system consists of two Lase 2000 D-LRS laser scanners (two dimensional), mounted on crane boom and one Lase control unit for processing the measured data within the CEWS application framework. Fitting two scanners provides redundancy for ships up to 20-wide deck stow.



The Lase system is designed to prevent the crane operator crashing a container or empty spreader into the stack

Star Alliance for Santos

Santos Brasil SA Terminal is to deploy APS Technology process automation solutions delivered through the Navis Star Technology Alliance.

Santos will use APS's Quay Crane OCR and Matchmaker systems to identify containers underneath the quay cranes and match them to terminal trucks during the discharge cycle. and for vessel loading, APS's Sure Stow will verify the container number and the actual slot on the vessel where the container is to be placed.

APS's quay crane OCR system is sold through the Star Technology Alliance as Navis Marine Telematics Automated Vessel Load and Discharge. Navis will integrate the APS products with the terminal's TOS, which is SPARCS 3.7.

"We chose the Navis Star Technology Alliance solution because it provides a proven, fully-tested, fully-integrated solution, allowing us to seamlessly increase efficiencies and in turn deliver a significant return on our investment," said Washington Flores, terminal manager at Santos Brasil.

According to Navis, the systems will provide a projected US$1.5M annual return on investment.