

SARENS REARRANGES PORT

International container terminal operating company APM Terminals has taken delivery of four new gantry cranes at North America's second-busiest port facility – the Port Elizabeth terminal in New Jersey. According to APM Terminals, the new gantry cranes, manufactured by ZPMC, will enable it to better serve larger ships. The cranes reach 23 containers across the vessel beam and are part of the facility's USD \$200 million infrastructure investment plan scheduled for completion this year.

Heavy lift and transportation specialist Sarens was commissioned to relocate the 1,700 tonne cranes once they arrived at the port. To do this, Sarens used 132 axle lines of Kamag 2400 SPMT and six large power packs. To make room for the new cranes, Sarens first had to move four existing cranes to a new location. It then picked up each of the new STS cranes, moved them away from the quay, rotated them by 90 degrees, moved them to their new location and lowered them into place. A video of the operation can be seen here:

<https://bit.ly/2H31inh>

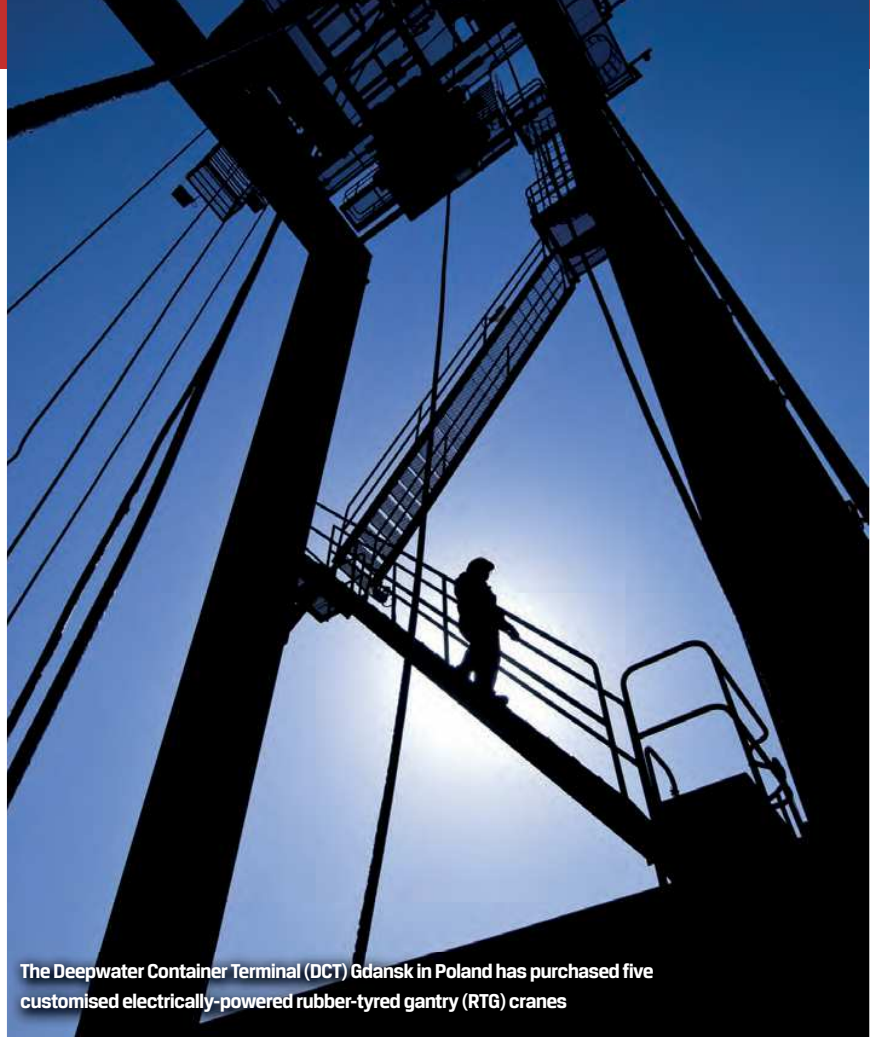
In related news, Sarens has formed a joint venture (JV) with Turkish shipping and logistics agency Makzume. In port Makzume provides services from stevedoring to custom clearance services for containers and even car carrier giants. The JV will make cranes, SPMT, and barges available for rent and for special projects. Markets served include Romania, Turkey, Georgia, Azerbaijan, Turkmenistan, Uzbekistan, Syria, Lebanon, and Libya.



its shuttle and straddle carriers now share common electrical components and technical solutions, making maintenance easier and more cost-efficient for customers operating both types of machines.

Automated solutions

Kalmar is also introducing an electric automated guided vehicle (AGV) solution for transporting containers between quayside and landside operations: the Kalmar FastCharge AGV. It is constructed on a steel platform which can carry one or two 20-foot containers, one 40- or 45-foot container, and handle loads



The Deepwater Container Terminal (DCT) Gdansk in Poland has purchased five customised electrically-powered rubber-tyred gantry (RTG) cranes

of up to 70 tonnes. The AGV's electric power system uses lithium-ion batteries.

Leading Chinese container and bulk cargo handling machinery manufacturer ZPMC has also been developing new products and new markets, with a focus on automation.

At the end of 2017 the Shanghai Yangshan Phase IV Automated Container Terminal opened for trial

operation. According to ZPMC, it is the world's largest and most automated terminal. It was built by ZPMC and Shanghai International Port Group (SIPG).

ZPMC provided 10 automated STS cranes, 40 automated rail mounted gantry (RMG) cranes, 50 AGVs, and 58 automated RMG cranes, as well as all associated software. It also supplied a new product: an automated double-container RMG.

At the end of 2017 ZPMC completed its work at the Singapore Port Authority, where it provided 130 automated RMGs ahead of schedule. ZPMC has also won a contract to automate the Tianjin Wuzhou International Terminal Container Terminal in China.

ZPMC says it has also developed an

autonomous unmanned container straddle carrier. The carrier doesn't need any magnetic guides and can avoid objects, slow down, brake, and plan the optimal route across a terminal for the transportation of containers. ZPMC says the potential market for autonomous driving straddle carriers is huge and it hopes to sell the equipment to ports and terminals around the world. ■

FASTER STEEL

Argentinian hoisting and load securing specialist Ortiz Fischer designed a rig for faster loading of steel coils at the Ingeniero Buitrago Port in Argentina.

Ortiz Fischer used two Modulift spreader beams allowing two coils to be lifted at once. Mod 24 and 34 beams were combined in a narrow rig with slings and other equipment. The two 12 tonne coils were lifted together, using a 30 tonne crane, halving the time taken to complete loading operations.

Ortiz Fischer also provided grade 10 chains, wire rope slings, and Green Pin shackles.

