ZPMC in port operating JV

This month, China Communications Construction Corporation (CCCC) announced the formation of a new joint venture between three of its subsidiary companies and ZPMC to invest in and operate ports. The new company has a registered capital of US$208M. ZPMC has a 38% stake, China Harbour Engineering Company holds 31%, China Road and Bridge Corporation Company 15%, and CCCC Water Transportation Consultants 1%.

“The joint venture is established to conduct the business of the operation and investment of harbours, which will enable the company to build an overseas platform for the harbour operations, enhance its international competitiveness of the whole industry chain, and thus benefit the profitability of the company by better seizing the policy opportunities,” stated CCCC.

The new joint venture will effectively be able to offer design services, construction, equipment and new terminal operations from one company. Equipment automation, which ZPMC offers as a turnkey service, is expected to be an important part of the offering.

The new joint venture comes to the market at a time when the number of new concessions and greenfield terminals is diminishing compared to previous years. China’s Belt and Road Initiative, however, still offers opportunities that are not open to global port operators and investors from outside China.

While it prepares for a new direction, ZPMC’s core container crane market has suffered something of a downturn. The year’s annual STS crane market survey shows ZPMC’s deliveries have held up in 2019, but this is mainly because a large number of cranes that were scheduled to be delivered in 2019 and 2020 are actually delivered this year which will push down ZPMC’s market share in 2018 and 2020 (see page 14 for full details).

Ironically, forward orders for STS cranes are down, at the same time as ZPMC has booked in second largest order ever, the US$500M deal for 20 STS cranes and 56 ASCs for the Tian Ma Port in Singapore. According to ZPMC’s schedule, the STS cranes are to be delivered in 2022.

Elsewhere, ZPMC has announced an important step in its automation drive with a first RFE order for a customer in Australia. ZPMC has designed what it calls “automatic railway RTGs” for a customer at Port Botany, where the cranes will be used with automated straddle carriers. ZPMC did not name the terminal, but automated straddle carriers are currently operated at Port Botany only by Patrick Stevedores.

Last year, NSW Ports and Patrick announced a major investment into the rail exchange at Patrick’s Botany terminal to increase its capacity to 1.1TEU per annum, including AVM4 from Patrick for new equipment. It was understood this included new RMGs and earlier this year, Qube Holdings (which owns 50% of Patrick) said the cranes would be “new automated rail-mounted gantries”, but it appears that Patrick has changed its plan.

ZPMC said the RTGs would have spary of 21m and a 4.5m container height, and be used to handle containers automatically between trains and automated straddle carriers.

Emporoc, the National Port Company of Santo Tomás de Castilla in Guatemala, has awarded Mecatrónica SA a controversial supply contract worth US$20.43M for 20 reach stackers. Of the four companies that bid, Mecatrónica was the most expensive, and it would be the first time it has sold equipment to the port sector. The contract involves delivering the first reach stacker just 40 days after signing, and the balance by 15 December 2019.

The award has been challenged by Mautentimiento e Instalaciones Mecánicas SA (believed to be representing Kinconesace), which offered to supply the 20 units for just US$14.25M, significantly less than the winning bid. Nevertheless, the Qualifying Board said that Mautentimiento’s bid failed to meet several requirements, while in delivery dates fell outside the stipulated time period.

The other non-compliant bids were even less expensive – from Corporación General de Tránsitos SA (US$11.1M), possibly offering Kalmar machines, and from Distribuciones Agrícolas SA (US$8.9M), possibly offering Hyster machines. It is hard to understand why these could be such huge price discrepancies, and Emporoc has not explained in detail why none of the three losing bids qualified.

However, its general manager, César Meza, did say that the port has two straddle carriers and other equipment that have undergone repairs, but have essentially reached the end of their working life. Given the multi-purpose nature of the port, reach stackers will prove more flexible than acquiring more straddle carriers, with the new equipment being able to stack boxes in five high blocks.

Reach stackers already operate with some success at Guatemala’s other ports of Puerto Quetzal and Puerto Barrios. Meza suggested that, even if four container ships were in the port, the reach stackers would be able to deal with the flow of boxes to and from the CV Currently, in order to cope, parts of operations sometimes have to cease while handling equipment is concentrated on one task rather than handling, with container carriers and terminal operators being able to stack boxes in five high blocks.

Just as the Anaklia Development Consortium (ADC) announced the project to invest in and operate a new port in Georgia last year, it has selected a general contractor for the first stage of the port. The Eiffage-led consortium comprises a number of international and local Georgian companies, in particular ABB and Georgian firm CRF.

Around 1,500 workers, mostly recruited locally, will be employed on the construction works. Eiffage was directly involved in the design of Stage 1, noted ADC.

ADC has already placed orders for STS cranes with Hyundai Heavy Industries, as well as E-RTGs from ZPMC. A joint venture of THC Holding and Conti International. According to Georgia’s foreign deepwater port, more controversial has arisen.

ADC selected France-based Eiffage SA, one of Europe’s largest construction companies, as general contractor for the first stage of the port. The Eiffage-led consortium comprises a number of international and local Georgian companies, in particular ABB and Georgian firm CRF.

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ADC has already placed orders for STS cranes with Hyund-
The Spica® sensor is back in the spotlight!

Reach stackers at ABP Hams Hall...

Cooper Specialised Handling Ltd in the UK has now commissioned two Sany 4540 GC reach stackers at ABP Hams Hall intermodal terminal, which serve the port of Felixstowe. The machines will be used in partnership with ABP that goes back 10 years.

The 4540 GC has a 7m wheelbase and is powered with a Volvo D13 engine driving through a Danas four-speed transmission to a Kessler D106 drive axle. It is equipped with a sliding counterweight to enhance residual capacity without having to slow down the operation down with jacks, though jacks are also supplied for heavy lifts on/ off the second rail.

Road Cooper, executive di-rector of Cooper SH, said: “Delays in deploying jacks, whilst only a matter of seconds down and then having to wait for the jack’s deployment is not an acceptable last resort. The sliding balance wheel and jacks are supplied with the machines and they only use jacks as an absolute last resort. The sliding balance wheel is also equipped with a sliding counterweight to enhance residual capacity without having to slow down the operation down with jacks, though jacks are also supplied for heavy lifts on/off the second rail.”

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Reach stackers are equipped with a sliding counterweight...
Hyster Europe has reported the results of extensive analysis using data from telematics, to offer insights into ways to reduce the cost per tonne moved. The overall conclusion is that productivity has a greater impact on total cost of operation compared to minimising fuel consumption per container.

Konecranes has argued that measuring fuel consumption per operating hour of an RTG is irrelevant, since the real criterion is fuel cost per move.

For example, a less productive diesel-electric RTG with low specific fuel consumption per unit may end up with higher fuel costs and associated emissions per shift, simply because it takes longer to perform the required number of moves.

Of course, Hyster wants to promote its own container handlers, but it will make an important point if it can show that low fuel consumption rates can be achieved without compromising productivity. “Better productivity has a greater impact on the cost per container moved,” said Chris van de Werdt, product strategy manager EMEA Big Trucks, Hyster Europe. “Fuel savings are good to have when the truck is not affecting productivity, as they are also a small percentage of the cost of running a machine.”

“Real-life testing shows that 12% more containers can be moved per truck per hour in many operations, which quickly adds up. Excellent power response and productivity is often much better for operations with seasonal peaks and tight timescales when they need to push harder.”

“Hyster Europe offers fast, responsive machines that can help keep drivers fresh and productive. Slow machines can lead to complaints, poor staff retention and are inefficient, despite marginal savings at the fuel pump.”

Costs per big truck move

Hyster Europe has reported the results of extensive analysis using data from telematics, to offer insights into ways to reduce the cost per tonne moved. The overall conclusion is that productivity has a greater impact on total cost of operation compared to minimising fuel consumption per container and heavy-duty transport by land and sea, alongside warehousing and engineering services for companies worldwide, has been a Goldhofer customer for more than 20 years, and already has 94 Goldhofer PST and THP axle lines in its fleet.

“In view of the continuing high level of demand for construction site logistics services, we decided to order additional vehicles from Goldhofer for handling ultra-heavy loads,” said Charlie Chen, vice president of Sea & Land Integrated Corp. The new PST/SL-E axle lines will be used in Taiwan to transport heavy and outsized plant components for the energy industry and oil refineries.

Elsewhere in Taiwan, another existing Goldhofer customer, Chi Deh Crane Engineering Co, has ordered the FTV 550 blade transporter, to service the country’s growing wind power logistics services requirements. Delivery to Taiwan is expected to take place in August.

The impressive spectacle of a Goldhofer FTV 550 blade transporter in operation at a project in France.

Flow Drive for Alpherium

Konecranes has reported that CCT Alpherium, the inland waterway container terminal located in Alphen-aan-den-Rijn in the Netherlands, has ordered another Flow Drive reach stacker, its third such machine in two years.

Flow Drive is one of three ECOLIFTING concepts from Konecranes Lift Trucks – the other two being Power Drive and Hybrid Drive. Flow Drive uses a combination of hydrodynamic and hydrostatic technology to improve efficiency at high speed, and precision at low speed, aimed at reducing fuel-consumption, emissions and noise. Feedback from the drivers has been very positive, said terminal manager Ivo Hilhorst.

According to Konecranes, Flow Drive gives drivers a smooth ride, with no issues affecting the transmission. Braking and reversing are simpler, and manoeuvrability is excellent.

“In addition, the Alpherium truck ran at a lower noise level that made operating the vehicle at any time more pleasant, and a better choice during night shifts. They also noticed that fuel-consumption was down by around 25%,” stated Konecranes.

Hilhorst said the terminal plans to replace all of its older reach stackers with Konecranes Flow Drive vehicles, and already has an additional order in the pipeline.

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Haifa objections in US Senate

The US Senate is opposing Shanghai International Port Group’s (SIPG) role in the construction of Haifa Port in Israel, despite assurances from Israel’s government that some of its operations will be transferred to Israel. The Senate voted 99-0 to include an amendment in the defense bill that would prohibit the Foreign Military Financing program (FMF) from giving aid to SIPG, which is reported to be involved in a joint venture to build and operate the port for 25 years. The amendment, introduced by Senator Bob Casey (D-PA), targets SIPG’s role in the construction of Haifa Port, which is a step in the process of the Israeli ports’ expansion and development.

Russian deputy prime minister Yury Borisov has instructed the Russian deputy prime minister and the Russian federal government’s Analytical Center (AC), which reports to Israel Ports Development and As- traction of Haifa Bay Port in 2010-2018 period, for example, foreign currency reserves. In the current period, foreign currency reserves are being used to finance imports and, said Board member of the Port of Ashdod, improvements in the port’s financial situation have increased.

Four terminals planned for Manzanillo

Mexico’s Secretariat of Communications and Transportation (SCT), along with API Manzanillo (the port authority) and the State of Colima, is to provide funding for the development of four new cargo handling terminal at the country’s largest Pacific coast port of Manzanillo. The new port facilities, which will be located in the Lagoon of Colima area of the port, will process containers, agricultural commodities, mineral bulk and hydrocarbons (oil and gas) cargoes. Preliminary work for the new terminals has been completed, and a new channel dredged to the development area. While the actualization of the new facilities has not been made public, WorldCargo News understands that the new box terminal will have an annual handling capacity in the 1.7M-2M TEU range. Manzanillo has a need for new terminals as the port’s location in a busy city means that traffic congestion is an issue and cargo movements to/from the port can be very slow. The new facilities are expected to increase the port’s capacity and, said Board member of the Port of Ashdod, improvements in the port’s financial situation have increased.

The Port of Trieste has ratified a contract with the Government of Hungary and two private Hungarian firms, Teseco and Seastock, to develop and operate a multi-purpose terminal in the port’s newly opened area, formerly occupied by the Aquila oil refinery. The investment, including the land estate, clean-up and new infrastructure, has been granted with an aid of €10.0M. In the past three years or so, Trieste has become more important as an outlet for Hungarian shippers, particularly the automotive sector, in competition with Koper. Currently, 14 main pairs a week run between Buda- pest and Trieste. The property in question occupies 320,000 m² including the back area for open and covered storage. The quay is rail-served and has a depth alongside of 15 m. If all goes well with the reclamation works, the terminal should be in operation within two to three years. Next year, a rail connec- tion to Aquilana station will be opened.

Hungarians for Port of Trieste

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Port of Ashdod kits out

Ashdod Port Company has taken delivery of a new STS crane, reach stackers, forklifts and other equipment.

With an outreach of 66 m, suffi- cient for a 23-25 m vessel, the port claims in new ZPMC STS crane is the largest in Israel. The crane, which arrived last month, cost around €9.5M and features optional semi-automatic operation, an OCR system to capture container numbers, and a chassis positioning system. The port operator said it has an option for a further nine cranes.

Some of the reach stackers are fitted with jacks, and one has an extension leg on the spreader for high loads in open-top containers.
BEHIND ONE SUCCESSFUL ENGINEER WAS SOMEONE ROLLING THEIR EYES.

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DP World re-enters Indonesian market

DP World is re-entering the Indonesian market. A deal concluded in the past month will see the world’s third-largest operator of container terminals invest in a new US$1.2B integrated port and logistics complex at Gresik, East Java.

The move comes less than three months after DP World alluded to operational and development concessions at the Surabaya Container Terminal in Surabaya to lapse. The group blamed its decision on Indonesian government’s state port authority (Pelindo III) in this case, claiming that the administration’s “contactor renewal terms did not meet our threshold for continued investment”. Gresik is located just a few kilometres from Surabaya.

Arguably the new Mapson International Container Port (MICP) project is a better fit for DP World’s dual husbandry business model, as the cargo handling complex is to be fully integrated into an 890-acre logistics/industrial park. The port will have the capacity to handle at least 3MTU a year. It is also being backed entirely by private enterprise, with DP World as partner comprising the huge industrial conglomerate Mapson. This group, which, in a partnership with a Singapore-based chemical company, already operates a jetty for handling liquid cargo at the site, will generate some of the cargo for the new terminal. MICP, which will be developed primarily as a gateway for East Java, will also process some intra-island domestic cabotage and transhipment traffic.

Commenting on the arrangement, Sultan Ahmed bin Sulayem, group chairman and CEO of DP World, said: ‘‘This partnership will be a major addition to our global portfolio and a new step in our ongoing expansion. It will also enhance our continuing commitment to Indonesia, one of the most important world economies.”

It is hoped that construction work on MICP will start later this year, with cargo handling activities commencing during H1 2022.

DP World is one of the most active international terminal operators in the world at the current time. Within the past three months, it has, in addition to this latest deal, purchased the offshore oil and gas supply businesses of Topaz Energy & Marine for almost US$1.1B, agreed a series of development projects for Russia’s North Sea (Arctic) Route, signed an agreement with Canadian company Rusal and access tunnel, as well as the aforementioned three additional terminals.

Tejada confirmed that there would be no problems in financing the additional work, and noted that the overall vision is to convert Chancay into a Pacific hub port, bringing cargo directly from Asia, and then distributing it to the relevant authorities by February 2020. This will now have to take account of a track centre and access tunnel, as well as the aforementioned three additional terminals.

Tejada also predicted that changes to the environmental impact assessment governing phase one would be approved by the relevant authorities by February 2020. This will now have to take account of a track centre and access tunnel, as well as the aforementioned three additional terminals.

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ICTSI named for Kribi port

Port landlord Port Autonome de Kribi has awarded ICTSI the Philippines as the preferred bidder for the 25-year concession to operate the multipurpose terminal at the deepwater port of Kribi in Cameroon.

In a statement to the Philippine Stock Exchange, ICTSI said: “Parties will now engage in exclusive concession contract negotiations ahead of final contract signature.” The terminal has a 25m berth and 10 ha of backland, with more land available for industrial, manufacturing, processing and logistics projects.

The concession was originally awarded to French firm Nectran and a consortium of Cameroonian companies called KPMO in 2015, but was cancelled when Nectran’s financial difficulties became apparent. The tender was relaunched, and a list of 10 bidders revealed last July was cut down to a shortlist of five in September. ICTSI beat off competition from South Africa’s Coega Development Corporation and Transnet, a joint venture of Marsa Maroc and AIF3, a consortium of the Port of Antwerp, Conexxion Afrique and Sinotrans, and a partnership between Medley and Wide Resources.

KPMO holds a two-year contract to operate parts of the terminal from 2018 until 2020, but under the current timetable, the new operator is due to be in place by July 2020. China’s Exim Bank has provided a US$600M loan to help finance port improvements and the construction of the multipurpose terminal.

The Port of Kribi was originally built to handle oil exports from the Chad-Cameroon pipeline, and the container terminal was completed last year. The port will be connected to neighbouring Chad and the Central African Republic by a new highway, and it is expected that it will become the main port for the two landlocked states.

More for Chancay

A consortium led by Cosco Shipping Ports (CSP), which is building the Peruvian Port of Chancay, wants to increase investment in the initial stage of the project by US$723M, bringing the total project amount to US$3B. Cosco holds a 60% stake in the aforementioned three additional terminals, but under the current timetable, the new operator is due to be in place by July 2020. China’s Exim Bank has provided a US$600M loan to help finance port improvements and the construction of the multipurpose terminal.

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Mombasa controversy

The Kenyan Government has signed an MoU with MSC and Kenyan National Shipping Line (KNSL) over a concession to operate the new container terminal at Mombasa, but the deal faces opposition from politicians and trade unions.

Kenya's President Uhuru Kenyatta said that the deal would help turn KNSL into a “world-class shipping line” over the next decade. Kenya Ports Authority (KPA) is the main shareholder in the company.

A variety of objects, including the Dock Workers Union (DWU), which is concerned about job losses, petitioned the government had not followed the MoU illegal. DWU secretary Simon Sang said that the agreement is unconstitutional, that the government has not consulted the public, and that too little is known about the MoU. The petition also stated that there have been no problems with current terminal management by the KPA.

On 19 July, the High Court suspended the MoU to give a panel of judges sufficient time to consider the future of the terminal, which was built at a cost of KSh3.0B (US$27.5M), with funding from the Japan International Cooperation Agency (JICA).

Successive Kenyan administrations have considered transferring control of various parts of the port to private-sector operators over the past 15 years, but opposition to privatisation has seen each attempt abandoned.

The United States government has financed security improvements at the Port of Mombasa, including 11 radiation portal monitors. KPA claims that the port is now ISPS Code compliant.

SA-TU Logistics is stepping up its activities in the Port of Vuosaari, where it already provides forest products handling, storage and logistics services. It has signed a Letter of Intent with the port for another 4.8ha site including a hall of 4,000 m², which will be equipped with a 70m ORE crane, a hall of 2,800 m², and an open storage area including a CY.

The new terminal will have access to the port's truck weighing scales.

SA-TU Vuosaari step up

Nikol Plith, CEO of SA-TU, explained that the new facility will be used for handling steel products, various industrial goods and project cargoes. Services on offer will include container stuffing and stripping, forwarding and customs brokerage.

The company has just taken delivery of a new Hyster H.28.00XM-12 lift truck with a short wheelbase for manoeuvrability. It has extra counterweight to increase lift capacity on the forks to 32t.

New Tukan 2000 for Kaliningrad exclude

KMTP, the main stevedore in Kaliningrad, has put into operation a new Tukan 2000 double-level-lifting crane from Kocks Anleger in Germany. The multipurpose crane can be used to work bulkers up to 85,000 dwt. In lock mode, it can lift 80t at 40m outreach, with a maximum load capacity of 19t at 23m.

This has enabled KMTP to attract new business, handling steel slabs weighing up to 80t.

In bulk mode, high productivity is provided through the short rope length and, with the ‘hanger’ option being extended, the port will get two new STS cranes with a 26m outreach.

DP World originally opened Duke Point as a feeder terminal to its main operation in Vancouver, bringing in a used mobile harbour crane to handle barges.

It is not known what will become of the existing STS crane at Duke Point, an ageing M/V Porter design unit with a 44t rail gauge.

Nanaimo gets funding

Canada’s Minister of Transport Marc Garneau has announced that the federal government will invest C$46.2M in the Port of Nanaimo on Vancouver Island to expand its Duke Point Terminal, which is operated by DP World.

Work includes expanding the existing wharf from 182m to 325m, and constructing a new warehouse, administration, and maintenance building, and a new truck gate. The yard area will be expanded and the port will get two new STS cranes with a 26m outreach.

China mulls banning open-loop scrubbers

China’s Maritime Safety Administration (MSA) is planning to extend its ban on the discharge of waste water from open-loop scrubbers to all of its coastal waters within 12 nautical miles of its territory from 1 January 2020.

Since January of this year, restrictions on the use of open-loop scrubbers have been in place on the Yangtze River, the Xijiang River and in the Bohai Bay region of the country.

The MSA’s move coincides with the implementation of the IMO’s new bunker regulation, which will cut the maximum sulphur content of HFO from 3.5% to 0.5%. Scrubbers allow shipping companies to still use high-sulphur fuel, as they cut out the dangerous emissions. Whereas open-loop scrubbers use water to flush out the chemicals, closed-loop versions keep most of the wash water on board the vessels. This is a more expensive option and can reduce ships’ cargo carrying capacities.

In announcing the planned actions, a spokesperson at the MSA said: “This restriction is in line with China’s war against pollution and is part of the obligations of the international convention.”

Meanwhile, the authority is planning even tougher measures in 2022, with operators/owners of ships trading to/from the Yangtze and Xijiang river systems having to use fuel that has no more than 0.1% sulphur content.

Panama draught levels

Continuing drought conditions have led the Panama Canal Author- ity (ACP) to maintain draught restrictions of 448 (13.4m) TFW (tropical fresh water) on neo-Panamanian (NPPX) vessels. This is the fifth reduction in allowance for NPPX vessels since February this year. In addition, in May, the allowable draught in the older Panama locks was cut to 12.04m.

According to Carlos Vargas, ACP’s VP for the environment, water and energy, between Decem- ber 2018 and June 2019 rainfall was just half of the usual amount. The shortage was es- pecially marked in headbuters that supply Lake Gatún and Lake Alajuela, with the former 1.8m lower than it should be, and the latter 3m lower.

The position could have been worse. In June, ACP announced that it planned to reduce the NPPX limit by another 30cm to 445 (13.2m) TFW. Never- theless, it was able to suspend the measure due to an improvement in conditions. Vargas said he was confident that rainfall in July–September will be such that the draught restrictions can be lifted.

In April, the lower NPPX draught led to a US$1.5M reduc- tion in canal revenues. Shipping costs have increased as many ships have to offload cargo at the ports at either end of the canal.

Port/Shipping News
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AND STILL GROWING...
China looks to waterways

A mix of state-sponsored incentives, commercial deployment, and technological innovation is resulting in more general cargo and containers being shipped on river vessels/barges in China.

Since May, China’s National Development and Reform Commission (NDRC) has been granted the authority to subsidise projects that benefit the environment and, specifically, improve infrastructure and connectivity between the river and other transport modes.

NDRC can award so-called green subsidies up to the value of RMB1100M (US$141M) to support new initiatives and projects currently in the planning stages, rather than those nearing completion. Geographically, the Commission will target programmes in the less developed areas of China’s interior including provinces such as Anhui, Jiangxi, Hunan, Hunan, Chongqing, Sichuan, Guizhou and Yunnan. The subsidy programme extends until end-2020.

Increasingly, private and state-controlled shipping companies are reviewing their operations with a view to cutting costs, reducing transit times and improving schedule reliability. Making progress on all of these fronts on the main corridors in China is crucial if river services are to attract cargo from the highways. They also meet the central government’s objective of promoting more environmentally friendly and sustainable freight transport.

Fees are getting on board. Shanghai International Port Group and Sicilin Port Group (southeast Sichuan Province) recently collaborated on the launch of a fast ship service between the two ports. A 350 TEU capacity vessel now completes the voyage in 12 days. This compares with a transit time of 20 days previously.

Meanwhile, considerable research is taking place into the use of automated vessels on China’s rivers. Zhejiang University of Science and Technology (ZJUSI), where Alphaliner has a research partner in this field, has joined up with Zhejiang Port Shipping (ZPS), with a view to installing and testing various technologies and systems on that company’s vessels.

UK logistics sees the cup only half full

According to the latest Barclays Bank/BDO survey on the UK logistics industry, confidence in the sector has reached a record low, scoring just 49.7 marks. It is the first time the group’s Logistics Confidence Index has registered less than 50 points. It signifies that participants in the survey are more pessimistic than optimistic about the future. In H2 2018, the index scored 52.6 points.

In particular, the survey reflected growing unease about Brexit and the country’s short-term economic prospects. A highly significant 47% of respondents said they were either reducing their investment levels or placing decisions on hold. Encouragingly, though, most companies said they had Brexit plans in place and are ready for a range of outcomes. Only 5% claimed they had no plans in place for Brexit.

Other concerns affecting confidence levels included recruitment, with 43% of companies citing driver and logistic skills shortages as a real problem. When asked about automation, most respondents said they were ready to invest in robotics and automation systems in the next five years.

But the results were not all negative. In fact, stockpiling ahead of Brexit and the need to revamp supply chains led most respondents (83%) to forecast a rise in turnover in the next 12 months. Meanwhile, 55% of participants expected their profits to also increase.

Charter market blows hot and cold

There are mixed signs in the container ship charter market at the moment and this is expected to continue. Uncertainties associated with Brexit, future US-China trading relations and the security of cargo and shipping movements in the Middle-East region are affecting demand, while on the supply side, the implementation of the IMO’s 0.5% sulphur cap on bunker fuel is having an impact. Primarily, this is because of vessels being taken out of service for scrubbers to be fitted.

Research by Alphaliner confirmed this situation. “The looming IMO 2020 sulphur rule deadline has spurred the demand for larger ships to fill sailing gaps caused by tonnage being removed from the market to undergo scrubber retrofits,” said Alphaliner. “In early July, a dozen ships over 7,000 TEU [aggregating over 350,000 TEU] were undergoing scrubber retrofits.”

The firm of maritime analysts stressed that the impact on smaller vessels was much lower, and that is why a two-tier pricing regime has emerged. While post-Panamax class vessels, including neo-Panamax units, are enjoying premiums daily charter rates, prices for smaller feeder class and intra-regional tonnage are in the doldrums.

A ship can be out of service for up to two months for scrubbers to be fitted, and it costs an average of US$2.5M to US$5M. In most cases sailors have to be covered, and that means chartering in tonnage.

“So is FLEX-BOX了一会儿”

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OmniTRAX adds WW to its portfolio

US transport and rail logistics company OmniTRAX has signed a deal to acquire Class III shortline operator Winchester & Western Railroad (WW) from current owner Covia Holdings for US$105M. The deal is subject to closing conditions, including Surface Transportation Board review.

WW operates two separate divisions – the New Jersey Division and Virginia Division. The 53-mile Virginia Division operates through Maryland (MD), Virginia (VA) and West Virginia, serving the communities and areas around Gore, VA, Winchester, VA and Hagerstown, MD. The New Jersey Division operates over 47 miles in southern New Jersey, which connects with Norfolk Southern and CSX.

Most of the cargo WW carries is bulk, such as lumber and wood products, minerals, metals, grains, animal products, sand, gravel and chemicals, plus some food products in containers. A spokesperson for OmniTRAX told WorldCarg that it wants to expand WS’s business to include more container traffic. There are two major consumer products shipments that it expects will start using rail and intermodal containers in the next few years. The cargo would be exported from the ports of Baltimore and Camden. Camden is in southern New Jersey, opposite the Port of Philadelphia.

A consortium of Brookfield Infrastructure, Singapore’s GIC and Brookfield Infrastructure’s institutional partners has agreed to pay around US$8.4B to acquire Genesee & Wyoming Inc (G&W), including its debt.

G&W owns 120 shortline railroads, predominantly in North America, with operations also in Europe (Freightliner) and Australia, where it is both a train operator and track manager in South Australia. Through its subsidiaries, it provides transport infrastructure services over more than 26,000 km of track.

The 53-mile Virginia Division for OmniTRAX has agreements for US$105M. The deal is subject to closing conditions, including Surface Transportation Board review. WW operates two separate divisions – the New Jersey Division and Virginia Division. The 53-mile Virginia Division operates through Maryland (MD), Virginia (VA) and West Virginia, serving the communities and areas around Gore, VA, Winchester, VA and Hagerstown, MD. The New Jersey Division operates over 47 miles in southern New Jersey, which connects with Norfolk Southern and CSX.

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OmniTRAX said: “G&W will be a significant addition to our global rail platform and will expand our presence in this sector to four continents.”

A key decision facing Brookfield and GIC as the new owners of G&W is whether it is interested in investing in and repairing around 100 miles of line in Nova Scotia operated by the Cape Breton & Central Nova Scotia Railway, which CN sold to G&W in 2012. The railway links the proposed Novaporte container port in Sydney to Truro, where it connects to the CN network, but around 100 miles of the line have been out of service for several years.

G&W actually applied to Canada’s Ministry of Transport to formally abandon the route, which would be a major blow to Novaporte’s ambitions, but a “preservation agreement” was reached with the Cape Breton Municipal Council, which is now paying for security and other operating expenses to keep the line from closing.

This arrangement runs out in 2020, and the Council is expecting to see a definitive commitment to build Novaporte in the near future. Brookfield and GIC are in talks with Novaporte and other investors to see the project move forward.

Italy-China train trials

Xi invites international Port Aerea Handelburg Logistics Co Ltd and Swiss intermodal operator Hupac have dispatched an intermodal train from Terminal Buto to Arzatino-Gallarate in northern Italy, near the Swiss border, to the city of Xi’an in Shaanxi province, north-western China.

The Milano-Xi’an Freight Express has a transit time of 18 days. The goal of Hupac is to establish a weekly frequency in each direction: For the trial period, the train will run on a monthly or bi-monthly frequency.

Hupac has expanded well beyond its traditional north-south Europe axis. With branch offices in Moscow since 2012 and in Shanghai since 2016, and with the procurement of its own rolling stock for Russian broad gauge, it has prepared the ground for new business areas in the East and Far East. The overall aim is to establish a big channel that connects resources, products and markets between west and east. The new service could benefit from Italy’s recent signing of BRI agreements with China.

Russia moves on BTK line

The Russian Government has offered to build a new, 76 km-long Russian gauge (1,520mm) rail line from Akhalkalaki in Georgia, close to the border with Turkey, to the city of Kars in eastern Turkey. The new track would be part of the Baku-Tbilisi-Kars (BTK) railway and run alongside the European gauge (1,435mm) section of the BTK, which opened in 2017 and is used to transport large volumes of freight.

Currently, trains must switch from Russian to European gauge at Akhalkalaki. The Russian proposal would allow Russian Railways (RZD) and its Belarussian and Kazakh associates to run trains as far as Kars, where a new logistics terminal would be constructed.

Earlier this year, RZD, Turkish Railways and Azerbaijan Railways signed a trilateral Memorandum of Cooperation in Ankara. The goal is to “ensure that cargo from Russia passes through the Caucasus and Anatolia on the way to its destination.”

Via the Trans-Siberian Railway and BTK, Russia’s Pacific harbours would thus be connected with the Mediterranean. RZD’s director general, Oleg Belov, confirmed that the company is prepared to commit 5-6 Mtpa to BTK initially, and up to 17 Mtpa in the future.

The potential of this new corridor is obvious, and it has clear geopolitical and economic implications. Turkey is a key market for Russia’s steel, coal, grain, fertilisers and other exports, traditionally shipped out of the seaport of Rio, Turkey. Meanwhile, would gain a Russian broad gauge connection to the whole of Russia, Georgia, the former republics, Finland, the Baltic Republics, Ukraine, Bulgaria and Iran.

The potential drawback is that the tri-sector rail deal ignores Georgia, one of the “founders” of BTK. Manmika Baklundr, prime minister of Georgia, has stated that the involvement of a “fourth party” (i.e. RZD) in BTK requires all the founders’ consent. He has denounced Moscow’s plans.
Calling time on the TOS

In a presentation at TOC Europe last month, Thomas Van Buskirk, VP of Product Engineering at Tideworks Technology, made a big call when he declared: “The application of readily available, proven software architecture to next generation TOS solutions will make your current TOS obsolete within 5 years.”

Van Buskirk made the case that the amount and complexity of functionality in TOS today has grown to the point where having it all managed through one application is both inefficient and out of step with important trends in IT.

Legacy TOS systems have become “monolithic” and that is not a good thing for any application. As well as being large and complex, maintaining these systems means that every change is going to impact multiple applications. Meanwhile, every new application that is added to the system increases the cost and the complexity of integrating with the TOS. Very little or nothing at all can be changed without impacting the TOS, and the cost and complexity of changing the TOS is a huge barrier to innovation.

The problem is not going to get any better. As terminals are going through their own digitalisation journey, there is a host of new technologies entering the supply chain, including IoT, blockchain, data analytics and 5G communications. What terminal operators need next, said Van Buskirk, is not a better product, but a “platform” that is fit for the wider industry.

Tideworks is not playing all its cards yet, but it is now working on a next-generation platform where functionality is delivered as independent “microservices” rather than as modules to one single application. Microservices are based on much smaller, modular bundles of software that contain all the code and configuration files needed to run a service in one package. They are run and communicated with each other over a lightweight protocol, such as HTTP.

As examples, Van Buskirk listed container or cargo inventory services and gate services. Designed as microservices, each of these could be deployed independently. All the code and functionality would be managed by Tideworks, and the terminal would “use” the application as a service. For Tideworks, developing microservices is a strategic move for the future of port automation.

RBS heading for the cloud

Another TOS vendor that believes the TOS market is on the cusp of major change is Australia’s Realtime Business Solutions (RBS). Speaking with WorldCargo News, managing director Harry Nguyen said RBS is currently working on a project to put 14 terminals, run by one of its customers in Vietnam, in the cloud.

The customer will pay to access TOS services on a “pay-per-use” model, and Nguyen said he believes this will eventually become common to the point where RBS will change its whole business model and “become a service company.”

There are always concerns about connectivity and security whenever cloud-based TOS services are discussed, but Nguyen said there really are no problems, even in Vietnam where it is sometimes assumed that connectivity is a problem. Cloud services including Amazon Web Services (AWS) are available to Vietnam from Singapore, Tokyo and other locations, and “the speed is very fast, even with a modem.”

With regard to security, RBS believes cloud service providers like AWS and Azure are actually more secure for a customer than hosting software and data on site.

The cloud providers offer full data encryption and multiple security layers that are better than most terminals in this respect.

As well as cloud infrastructure, what is really going to drive hosted TOS services, said Nguyen, is how the cloud and 5G connectivity can combine to support delivering complex TOS functionality over the internet to lightweight hardware like tablets and mobile phones without needing to run large applications on the devices themselves. This will improve the whole way TOS applications are delivered and supported, as well as the way users work with them. When TOS applications are installed and running on site, continued Nguyen, customers have to support the hardware and configure and use the applications. Most of the “support” effort required from RBS for customers that are hosting their own software is correcting mistakes in the IT environment, deployment and configuration. With cloud services and the high-speed bandwidth of 5G, Nguyen believes RBS will be able to do this centrally, and the people using the TOS at terminals will be able to run the functionality they require from any browser, anywhere. Nguyen believes this will change the whole market.
Container crane deliveries edge up

The STS container crane market has not been particularly dynamic in the past few years, and annual deliveries have been around the mid-200s range. This year is similar, with the number calculated to be 236. Overall, the market has recovered if you take a longer perspective. In 2011, around 160 cranes were delivered. Given the lead times involved in STS crane supply, the market in 2011 reflected the slowdown in container traffic after the 2008-09 financial crisis.

This year’s results are boosted by significant changes in delivery dates reported by ZPMC, based on the date of the Final Acceptance Certificate. A number of cranes originally referenced for delivery in 2020 have been moved into the 2019 calendar year. At the same time, several orders originally referenced for 2018 delivery were moved into 2019. The details can be seen in Table 2b.

The Chinese company says it is quite common for crane contract terms to be moved forward or back in terms of deliveries. At any rate, the effect of the changes is to boost ZPMC’s 2019 numbers at the expense of its 2018 figures and its forward bookings for 2020.

Table 1 shows 175 cranes for delivery in 2020. This compares with our figure last July of 158 cranes for delivery in 2019. However, it does not follow that 2020 will prove a bigger year than this one.

As noted above, in overall terms, the STS crane market has recovered from the 2008-09 financial crisis, but growth is nothing like in the heady days of the noughties – when container handlers were running to stand still. Moreover, the market is unlikely to get back to those levels for the foreseeable future.

In its latest five-year forecast for the global container terminal sector, Drewry Shipping Consultants is forecasting global growth of 4.4% per annum on average, lifting world container throughput from 744M TEU in 2018 to 973M TEU in 2023.

As Drewry states: “The latest five-year forecast is a far cry from the heady days of the 2000s when forecasts were around 9% growth per annum, until the global financial crisis brought this to a shuddering halt.”

The consultant goes on to forecast that global container port capacity will likely increase at a CAGR of around 2%, based on confirmed additions only. “This is well below the projected demand growth, and reflects the continued casing off from greenfield projects by investors over the last few years. As a consequence, average utilisation at the global level is forecast to increase significantly from 70% in 2018 to 79% by 2023. This remains a comfortable level for operators and customers alike.”

In other words, terminal operators will want to sweat their assets more intensively. Of course, there are still greenfield projects around, the biggest of which is PSA’s Tuas Mega Port in Singapore. However, only a handful of equipment suppliers have the scale to meet the demand there. A further point is that, as PSA ramps up Tuas and closes existing facilities, large numbers of older but well-maintained serviceable container handling equipment could appear on the second-hand market.

Italian mystery

Looking at this year’s count, the most surprising result is that Dalian Haoru Heavy Industries (DHBI) is apparently supplying six STS cranes this year to Medcenter Container Terminal, the new MSC-controlled (THU) transhipment terminal in southern Italy. These cranes will have a 23-row outreach, bringing the number of such cranes at Medcenter to 12.

Our supposition that DHBI is the supplier is based on remarks reportedly made by the Extraordinary Commissioner of the Port of Gioia Tauro a few weeks ago. Of course, we could turn out to be way off the mark.

However, it is known that the cranes are being built in China, and ZPMC – Medcenter’s STS crane supplier for many years – has confirmed to World-Cargo News that it is not involved in the delivery of these cranes.

Table 1: STS crane deliveries summary

| Year    | Total | ZPMC | Mitsui | Liebherr | Others | % of total
|---------|-------|------|--------|----------|--------|------------
| 2018    | 216   | 138  | 37     | 15       | 44     | 64%
| 2019    | 236   | 167  | 30     | 15       | 30     | 64%
| 2020    | 216   | 156  | 30     | 15       | 30     | 64%
| % of total |       |      |        |          |        | 64%

This is very curious, given that one industry source has told WorldCargonews that the cranes “were originally destined for a TIL project in India” TIL’s only disclosed partner in India to date is Adani Ports, and ZPMC delivered two STS cranes to Adani Mundra CT4 earlier this year, while a further six cranes have been delivered to Adani Mundra CT2 this year, according to ZPMC.

In January 2018, WorldCargonews Online reported that ZPMC had signed a general contracting project with Adani Ports concerning the development of

Vizag port. Last year, ZPMC said that it would be supplying eight STS cranes to Adani Vizag in March 2019. However, this delivery has now been put back to March 2021.

This might put Vizag in the frame for the Medcenter cranes, but for ZPMC’s denial that it is involved in the project, and the fact that the rail-span at Vizag is designated as

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**Table 2a: Schedule of ship-to-shore container cranes other than ZPMC since July 2018, Copyright WorldCargonews**

<table>
<thead>
<tr>
<th>Supplier</th>
<th>Location</th>
<th>Notes</th>
<th>No.</th>
<th>Mode of shipment</th>
<th>Year of delivery</th>
<th>SWL spreader (mt)</th>
<th>SWL Beam (mt)</th>
<th>O/R (m)</th>
<th>Rows across</th>
<th>Rail span (m)</th>
<th>B/R (m)</th>
<th>Inside leg (m)</th>
<th>Width O/V (m)</th>
<th>Portal (m)</th>
<th>Lift (m)</th>
<th>Hoist rated mpm</th>
<th>Hoist empty mpm</th>
<th>Trolley mpm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dalian Huarui HI</td>
<td>TIL, Medcenter, Italy</td>
<td>*</td>
<td>3</td>
<td>erect Aug-19</td>
<td>2019</td>
<td>65</td>
<td>75</td>
<td>52</td>
<td>20</td>
<td>25</td>
<td>17</td>
<td>27</td>
<td>15</td>
<td>34/14</td>
<td>60</td>
<td>120</td>
<td>180</td>
<td>180</td>
</tr>
<tr>
<td>Konecranes</td>
<td>Kallpodis Smeke, Kallpeda, Lithuania</td>
<td>2</td>
<td>erect Q4/2019</td>
<td>2020</td>
<td>65</td>
<td>75</td>
<td>52</td>
<td>20</td>
<td>25</td>
<td>17</td>
<td>27</td>
<td>15</td>
<td>34/14</td>
<td>60</td>
<td>120</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sany</td>
<td>BCT, Pila, Latvia</td>
<td>1</td>
<td>erect Q1/2019</td>
<td>2019</td>
<td>45</td>
<td>47</td>
<td>16.8</td>
<td>12.5</td>
<td>34/14</td>
<td>60</td>
<td>120</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Previously reported for 2019 delivery (all suppliers)**

**TOTAL FOR 2019**

**Notes:** *No information received from OEM. **Previously reported for delivery in 2019 (client requested postponement). ***Likely 2021

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**Creative Solutions for Extraordinary Engineering Challenges**

We never do the same project twice because no two projects are exactly alike. We have 50 years of experience solving unusual problems with ingenuity: designing the first container crane structure, adapting structures for new purposes, moving and raising a crane.

Innovation, Experience, Integrity

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**SMÅLAND** - the Swedish county known for its deep forests. This is where ELME Spreader - the world’s leading independent spreader manufacturer, has its roots and heritage.

Founder Gösta Karlsson once stated “the better spreaders we manufacture – the more value we bring to our customers”.

The implication of these words is fundamental: it tells the story about how our spreadsers, all around the world, grease the wheels of global trade. Based on the same heritage and hard work as the world-famous stone walls. ELME Spreaders Born in Småland, Sweden.

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**WorldCargonews**

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Innovation, Experience, Integrity
Table 2b: STS container cranes reported by ZPMC since July 2018 (References as of 12 July 2019)

<table>
<thead>
<tr>
<th>Customer</th>
<th>Delivery Date</th>
<th>No of units</th>
<th>SWL (t) (m)</th>
<th>O/R (m)</th>
<th>Rail Spans (m)</th>
<th>Lift Height above/below (m)</th>
<th>Host rated (mpn)</th>
<th>Trolley empty (mpn)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DSF Ports, UAE</td>
<td>2020</td>
<td>5</td>
<td>90</td>
<td>73.4</td>
<td>35</td>
<td>52.5/20.5</td>
<td>90</td>
<td>180</td>
</tr>
<tr>
<td>PSA Nacordes, Antwerp, Belgium</td>
<td>2020</td>
<td>4</td>
<td>75</td>
<td>35</td>
<td>52</td>
<td>180</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Khalla Port, Abu Dhabi, UAE</td>
<td>2020</td>
<td>1</td>
<td>68.5</td>
<td>38.5</td>
<td>51.5</td>
<td>240</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPW, Ventspils, Latvia</td>
<td>2020</td>
<td>2</td>
<td>68.5</td>
<td>36.8</td>
<td>51.5</td>
<td>240</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hutchison, Stockholm, Sweden</td>
<td>2020</td>
<td>4</td>
<td>68.5</td>
<td>36.8</td>
<td>51.5</td>
<td>240</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPW, NEXT, Nissa, Greece</td>
<td>2019</td>
<td>4</td>
<td>68.5</td>
<td>36.8</td>
<td>51.5</td>
<td>240</td>
<td></td>
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<tr>
<td>Santos, Brazil, Santos</td>
<td>2019</td>
<td>2</td>
<td>68.5</td>
<td>36.8</td>
<td>51.5</td>
<td>240</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CMA CGM, Dunkirk, France</td>
<td>2019</td>
<td>1</td>
<td>68.5</td>
<td>36.8</td>
<td>51.5</td>
<td>240</td>
<td></td>
<td></td>
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<tr>
<td>Vale SA, Vitor, Brazil</td>
<td>2019</td>
<td>5</td>
<td>68.5</td>
<td>36.8</td>
<td>51.5</td>
<td>240</td>
<td></td>
<td></td>
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<td>2</td>
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<td>36.8</td>
<td>51.5</td>
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<td>Fujairah, UAE</td>
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<td>DPW, Ventspils, Latvia</td>
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</tr>
<tr>
<td>ZPMC, Zhoushan, China</td>
<td>2020</td>
<td>5</td>
<td>90</td>
<td>73.4</td>
<td>35</td>
<td>52.5/20.5</td>
<td>90</td>
<td>180</td>
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</tbody>
</table>

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Cyprus delivers for OMG gantry cranes

OMG Cranes, part of Bedeschi Group since 2016, recently delivered two 70t SWL, 45m outreach (23 rows) STS cranes to Eurogate Group in Limassol, Cyprus. All mechanical components were manufactured in-house at Bedeschis’s 70,000 m² manufacturing plant in Padova, before being shipped to the port of Chioggia, near Venice, where Bedeschi operates a large plant for erection and commissioning of port cranes and heavy-duty bulk handling equipment.

Erection of the cranes for Cyprus began in Chioggia in January 2018. Work on the cranes included 15,000 hours of mechanical assembly and 7,000 hours of electrical assembly.

With a self-weight of 1,800t, the cranes are 98m tall with the boom in the operating position. With the boom raised, overall height is 141m. To transport the cranes from Chioggia to Limassol, OMG Cranes charted an Augereta tug (maximum size) and flat-top barge.

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Hyundai-Samho’s inductive reasoning

F

ollowing extensive testing at Mok-

po New Port, the wireless power transmission RTG (W-RTG) is now commercially available, says Hyun-

dae-Samho. The principle is the same as 

road-embedded charging for vehicles, or 

OLEV (online electric vehicles). There is a precedent in the ports indus-

try. Several years ago, TTS Port Equipment AB teamed up with Swiss company Nan-

exia to provide electrical power, using conductors embedded in the runway, to its

ette-AGV (C-AGV) concept. The cables, supplied from underground cable from the grid, would have transmitted electrical energy at set intervals on the travel path to the supercapacitors on the C-AGV's (Hindelgan News, Oct 24, 2008). 

Hyundai-Samho describes the W-RTG as the "third generation" RTG, with the cable-powered RTG being "second genera-
tion" and diesel-powered RTG being "first generation." The long travel length in the Mokpo test bed, where the RTG is used to handle steel bars rather than containers, is around 200m. As Mokpo – which is conveniently close to Hyundai's crane plant – is a test application, the power feed line is installed above the ground to reduce civil costs, although it would be embedded in normal operations.

Installation details would vary according to the situation of different container yards, but the W-RTG is, in principle, suitable for all container port environments that can rely on the grid. For example, extra cooling or heating could be added in the battery room as required. Lithium-ion batteries are used in the Mokpo RTG, although Lithium-stannate batteries are also available. The size of the retractable pick-up arms and rectifier can also be varied from the Mokpo installation, according to the footprint of the electromechanical field, although weight and output capacity are the same at 250 kg and 100 kW respectively.

Short payback

Hyundai-Samho calculates that the payback period is around three to four years, based on a fleet of eight W-RTGs, and that the operator would save around US$5M over a period of 12 years, compared to using cable-powered E-RTGs, due to around 41% overall lower power consumption, according to its kWh measurements in hoist, trolley, long travel and standby modes.

The system is around 90% efficient compared to a cable reef, due to power loss between the embedded magnets and the pick-up arm. More specifically, Cho-Young-Bin, sales manager for Hyundai-Samho Industrial Plant and Crane Department, says the energy efficiency of the W-RTG is around 86% compared to around 93% for a cable reef (i.e. 86/93 ≈ 86% compared to around 93% for a cable E-RTG).

The claimed savings of 41% arise mainly from the fact that the W-RTG is effectively a hybrid-electric RTG, which uses batteries to store energy generated from lowering the hoist and braking. This is then fed back as power to the motors via the inverters. Energy can also be regenerated from long travel braking, although this is not installed on the W-RTG at Mokpo.

Existing energy recovery technology for RTGs, such as supercaps or flywheels, is aimed exclusively at conventional diesel-electric RTGs. This is simply because the cost per lift of a diesel-electric RTG is much higher than that of an E-RTG. The payback for installing energy recovery on a diesel-electric RTG is just three to four years (more if the RTG has a variable speed gear that slashes idling fuel consumption), whereas for an E-RTG it would need to be more than five years.

Hence, for E-RTGs powered off the grid, energy recovery is not an attractive proposition. However, as pressure on pow-

er supplies increases, the grid resilience of hybrid E-RTGs may come more into play (Hindelgan News, May 2018, p56-57).

In any event, Cho-Young-Bin says the W-RTG also provides savings in standby (idling) mode compared to a cable E-

RTG, estimated at 2.5 kW compared to 6.5 kW. In the case of the cable reef, the AC/DC converter continues to operate when the RTG is in standby mode.
Railing for smoother solutions

Gantrex and Grantrail are working on ways to smooth the boom hinge transition point for the trolley rails on STS gantry cranes

A Gantrex trolley rail replacement on an STS crane

Adding Protoflex Q to crane cables

The ultimate aim of Prysmian’s iQ cable development is to improve the service life of the cable, which has become much more reliable in recent years. In an interview with HeavyLift News at VOQ Europe last month, Jana Blechschmidt, Prysmian’s sales director, Cranes, and a related product team from, who heads Prysmian’s Singapore Agency, Bellinsont Technologies, said monitoring is something that can today be done on a regular basis because of the demands of crane applications and the way cables are used and other components are being specified.

The drive power and long travel requirements of the largest cranes are such that higher voltages with smaller cross-section are needed, while data requirements (both volume and increased). Increased cables must not only carry a higher load, but do it with a physically smaller cable.

When it comes to the reeling system, the speed and measuring the height of the reel are the key considerations. With smaller cables, the design and size of the application can get very close to the tensile limits of the cable, and in some cases, Prysmian has added an extra support element to allow some increase to the allowable tensile load.

On ASCs, the market has seen an increase in the demand for a reduction from very high long travel speeds of 1,000 m/min, for a variety of reasons: including reducing the size and cost of drives, energy efficiency and reducing the load on wear components like cables, blocks, etc. This has made it possible to use a smaller cable.

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Durability
In terms of durability both executives claimed that it was perfectly feasible to build and install crane rails that could have a serviceable life of 20 years.

"It largely depends on customers’ budgets and the experience and expertise of suppliers and installers in coming up with the most appropriate materials and corrosion protection systems,” stressed Bygrave.

"It is really hard to give precise figures on rail wear, even averages, as every application presents a different set of challenges. The geographical location can be a huge factor on the resulting service life and, as mentioned before, it is often cornered that presents the biggest challenge."

The marine crane rail market is buoyant and will remain so given the amount of development taking place in building new terminals and refurbishing older facilities. The expected increase in semi and fully-automated terminals is also affecting demand. "These types of facility come with immense challenges,” said Nikolayev, who referred to the civil works associated with ASC operations as being considerable.

Bygrave agreed. "One way in which the desire to improve efficiency is impacting upon crane rails is the increased speed of ASC cranes,” he said. "There is still a lot of work to be done to understand these dynamic forces and how they affect the crane rail system. This is an area of focus for us in the coming years and it will hopefully result in the development of new products.”

The same is true at Gantries, with Nikolayev saying: "The pressure from ports/terms on us [crane rail suppliers and installers] is to come up with solutions that maximise the use of systems that we already have, and minimise expenditure when it comes to installation and maintenance.”

On separate tracks
Gantry Railing (Gantrail) and Gantries have been owned by the same holding company – HF Holding, which is backed by Argos-Witry, a pan-European private equity fund – since June 2017. However, when it comes to products, operations and strategy, it is clear that they are separate companies.

"This [separation] is extremely important as we both have extremely long-standing and respected pedigrees in the design, manufacture and installation of crane rail systems, and we have many loyal customers,” Peter Bygrave, managing director of UK-based Gantry Railing, told WorldCargo News.

"The Gantrail set-up is also different to Gantrex in that our historical business model focused on developing a network of agents and distributors to expand our reach, whereas Gantrex went down the direct sales route, setting up their own offices in targeted regions. Retaining those two routes to market is important, but is not without its challenges.”

He explained that a further differentiation was in progress as Gantrail pulled back from direct installation work to focus on design, manufacture and supply leaving customers to choose who they use for installation.

"We also continue to have entirely separate product lines as it was felt that it would not be beneficial to combine these, due to customer preferences, and it could halt innovation. Our separate research and development departments continue to develop our own unique solutions to industry problems, but where we do agree to communicate is in defining, discussing and agreeing on these problems.”

With that in mind, we have both been working on our own solutions to the booms/hanger joint problems..."
Moving forwards from the side

The key selling point of sidelifter has always been the ability for a truck driver to deliver a container without the need for extra equipment or infrastructure. Only the container is left behind; the trailer, so equipment can be fully utilised, while the driver or importer does not need to have a loading dock or dock leveller. Steelbro, which has been part of Australia-based Howard Porter Pty Ltd since 2015, says it is “going from strength to strength” with its long-established sidelifter business. Last year – the company’s 140th anniversary – it developed some new partnerships, broke into new markets, and came up with some new products.

Steelbro, TransCargoPlus LLC, handling the Caribbean Basin, and Kestrel Liner Agencies LLP, responsible for some new partnerships, broke into new markets, and came up with some new products.

Russian presence

Last year also saw Steelbro dip its toe into the Russian/CIS market for the first time, teaming up with Mora Trading Ltd in St Petersburg. The first unit has been assembled by Russo-German firm Meusburger-Novotruk, based in Velký Novosed near St Petersburg, under the supervision of engineers from New Zealand. The cranes and automation kit were produced at Steelbro’s China factory. The sidelifter will be used by management service company AGI-CDCS Kazakhstan JV, to handle containers at Tengiz, one of the largest post-Soviet oil and gas fields in Kazakhstan, which produces 27 Mtpa of oil.

The sidelifter will handle containers up to 45t and transport them more efficiently than other equipment. Mora Trading has been actively promoting these units throughout its territories – the Russian Federation, Kazakhstan, Belarus, Kyrgyzstan and Armenia – and is reporting growing interest from the chemicals market.

Steelbro recognises that technology must be adapted to meet the needs of the particular market and different customer requirements. “Our product offering is a balance between standard and customised products,” said Peter Dobbs, Steelbro’s general manager. “Continuing innovation calls for heavy investment, and the team is willing to make that commitment to stay ahead of the game. New product development at Steelbro is focused on delivering reduced tare weights, increased speed of operation and low manufacturing costs.”

Whilst variations across the markets may differ, there is still increased competition in the transport market which means customers still need to maximise payloads and improve overall efficiencies. This drives demand for a durable and weight-optimised unit.

Dobbs continued: “Throughout the past year, Steelbro has continued to innovate. This helped the organisation deliver strong growth across its markets in 2018, and this growth has continued into the first half of 2019.”

Steelbro successfully launched its 36t lift capacity sidelifter optimised for rail to the Russian market. This modified sidelifter uses a leg design that positions the stabiliser under the railway wagon, allowing payloads to be optimised, as the leg can extend close to the centre line of the wagon.

The sidelifter can be fitted with an optional top lift frame, ideal for use when containers are stacked closely together where bottom pockets of the container are inaccessible. The top lift frame lifts the container from above, with twistlocks automatically actuating remotely at the press of a button.

The market for sidelifter is said to be growing on a global basis

A new 36t sidelifter (SB362) variant has been launched into the Malaysian market, where the established SB450 model is already popular. “We set out to produce a sidelifter that met the optimum needs of low tare weight, while at the same time delivering proven strength and durability,” said Steelbro.

Strong presence

The SB362 enjoys a strong presence in the commercial road transport market in New Zealand, Australia and in parts of Europe, as it lifts up to 36t, yet meets the gross vehicle weight challenge. Although based on this design, the SB362 in Malaysia has been carefully modified for the local market.

This customised unit has a heavy-duty chassis to cater for the Malaysian environment and conditions, and uses similar running gear to the SB450 for seamless integration with other units in the fleet. The unit is also JP- and Dosh-compliant.
The new Malaysia model is not expected to replace the SB450 unit, but will offer an alternative choice, and in some cases supplement the existing fleet.

Rolling the drum

Innovation is high on the agenda for the other sidelifter manufacturer with global reach, Sweden-based Hammar Maskin AB. A recent innovation is the Hammar 110, with lifting legs and an all-terrain variant, which is also designed in Olsfors, and the firm is now taking market share from Bison.

“Our main customers are importers and exporters, who want to place loads in the ground for stuffing or stripping,” said Fahey. “They’re motivated to ground the containers for a variety of reasons – for example, avoiding chassis demurrage safely (un)loading bulky cargo, or working from sites without a loading dock. Some companies are paying alarming amounts of money for transloading, crane hire or swinglifter services, so they value the cost savings they can achieve by having access to an affordable lift equipment on site.”

Another growth area is the market for mobile container chokers, for storage, pop-up businesses, housing and the like. These businesses, continued Fahey, need to lift containers in production, often in confined spaces, as well as offering lifting services for their customers. Bison is also doing well with the military and project contractors. “They really like the combination of high lift capacity and portability we’ve managed to achieve with our products,” he added.

In the air

While Bison Jacks were designed to get loads out of the ground for (de/stuffing), this does not suit facilities that are built with raised loading docks for this purpose. Fahey said it is possible to leave a container elevated for loading and unloading “providing the operation is designed with consideration.”

This could include loading bulk powders or liquids into a flexible container, and Bison is working with a rubber-cycling exporter in Europe that is considering this. In general, however, “for safety and stability we’d recommend the containers are grounded or placed on suitable stands if a forklift is running in and out of it,” concluded Fahey.
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China eyeing a multimodal future

Faced with rising costs and market challenges, China is focusing on multimodal initiatives to lower its inland logistics costs

There are growing concerns that the trade row between China and the US is having a negative impact on economic output in the wider Asia region and the world as a whole. Imports and exports in several countries are falling, with June figures recently released by Indonesia, Singapore and South Korea showing declines of 9%, 17% and 13.5%, respectively, compared with June 2018.

These countries sell a wide range of goods, but mainly raw materials and semi-assembled products, into China, and so are heavily reliant on that country’s exports of finished products to the US and Europe. But manufacturers in China are struggling and this is also having an impact on consumption and consumer confidence levels as personal disposable incomes come under pressure.

Take the sale of automobiles, for instance. According to data recently published by the German Association of the Auto-

India’s booming China trade

According to Standard Chartered Bank, the China-India trade is booming and is expected to reach US$100 billion by 2020.

The report, released on July 9, 2019, said that the India-China trade has grown at an average annual rate of 12% since 2000, and it is projected to reach US$111 billion by 2020.

The report said that India’s exports to China have grown at an average annual rate of 13% since 2000, and are expected to reach US$56 billion by 2020.

China’s port sector is booming

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Niche ports

In other moves, Zhejiang Seaport Investment & Operations Group, which owns Ningbo-Zhoushan, has signed a cooperation framework with the Shanghai International Port Group (SIPG) to develop the northern part of the Xiao Yangshan port complex. “The northern side of Xiao Yangshan, though not as deep as the southern side, could well be developed into an international transportation hub for the transition of cargo between rivers across the region,” said Fang Huaijin, vice president of SIPG.

The initial phase of the project will result in the construction of a 1,200m quay, creation of back-up land for storage, and the purchase of equipment that will allow 3.5M to 4M TEU a year to be processed.

In addition, smart port concepts and a commitment to use greener forms of energy and electrically driven cargo handling equipment are on the rise as part of the Xiao Yangshan port complex. The group is, though, in the midst of a corporate restructuring: RMB2.378B (US$284M) was transferred to Antong Port, Dongying Port and Wenzhou Port. Meanwhile, China’s state-controlled Avesen Supervision and Administration Commision (SASAC) is in the process of merging the state’s main ports, Qingdao and Weihai.

In a statement, SASAC said: “Both ports have similar principal businesses and their integration will enable the two entities to attract more services and avoid regional competition.” Both ports handle significant volumes of containers, but, whereas Weihai handles mainly feeder/intra-regional ships, Qingdao has emerged as a mainline port with some transhipment potential. In H1 2019, Qingdao handled 10.3M TEU and it was one of the fastest growing ports in China over this period (see table).

China’s freight transport system is evolving, and as imports, internet retailing and e-commerce become profound-ly more important to the economy, new multimodal transport and logistics op-tions need to be developed. This is hap-pening and the next five years will see this scaled-up further.

Containers handled at China’s leading ports in H1 2019

<table>
<thead>
<tr>
<th>Port</th>
<th>H1 2018</th>
<th>H1 2019</th>
<th>Change</th>
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<tr>
<td>Shanghai</td>
<td>20.504M</td>
<td>21.54M</td>
<td>5.1%</td>
</tr>
<tr>
<td>Ningbo-Zhoushan</td>
<td>13.512M</td>
<td>13.91M</td>
<td>2.9%</td>
</tr>
<tr>
<td>Shenzhen</td>
<td>12.128M</td>
<td>12.41M</td>
<td>2.3%</td>
</tr>
<tr>
<td>Guangzhou</td>
<td>10.464M</td>
<td>10.94M</td>
<td>4.5%</td>
</tr>
<tr>
<td>Qingdao</td>
<td>9.381M</td>
<td>10.3M</td>
<td>9.8%</td>
</tr>
<tr>
<td>Tianjin</td>
<td>7.896M</td>
<td>8.33M</td>
<td>5.7%</td>
</tr>
<tr>
<td>Xiamen</td>
<td>5.966M</td>
<td>5.55M</td>
<td>7.4%</td>
</tr>
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<td>Caiian</td>
<td>4.815M</td>
<td>5.36M</td>
<td>11.3%</td>
</tr>
<tr>
<td>Ningbo</td>
<td>3.13M</td>
<td>2.91M</td>
<td>-9.3%</td>
</tr>
<tr>
<td>Lianyungang</td>
<td>2.378M</td>
<td>2.41M</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

Leading 10 ports total

- Total seaports: 126.99M
- % share of leading ports: 84.6%
- Total traffic: 121.044M
- % share of mainline: 96.5%
- % share of transhipment: 3.5%

Notes: All figures in TEU, unless specified. Source: China’s Ministry of Transport
Shanghai Zhenhua Heavy Industries Co., Ltd (ZPMC) is a famous heavy-duty equipment manufacturer which has a fine track record of supplying first-class Ship-to-Shore Container Cranes, RTGs, RMGs, Portal Cranes and Bulk Equipment for turnkey Bulk Terminal operations.

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