

RisGa to be tested on RTGs

The Port of Felixstowe is to test the RisGa fuel reduction system from Control Techniques, part of Emerson Industrial Automation, to be supplied as a retrofit package on some existing RTGs.

The trial is part of a commitment by Hutchison Ports (UK) Ltd to cut carbon emissions at its three sites, Felixstowe, Harwich and London Thamesport, by 10% during 2010. As well as the RisGa retrofit, new RTGs on order for Felixstowe South from ZPMC will be fitted with the Eco-RTG system from Siemens.

RisGa was developed specifically by Control Techniques to provide a fast RoI (typically 1-2 years, depending on local diesel fuel costs) for operators of diesel-electric cranes, such as RTGs or mobile harbour cranes.

When the crane is idling, the diesel generator automatically goes into stand-by mode. However, the operator is able to retain auxiliary power at the right level for lighting, radio, telephone, PLC, aircon/heating, etc.

Based on results in Spain, fuel use during idling was typically reduced from 15 l/h to 7.1 l/h after RisGa was fitted. Control Techniques estimates an overall saving over the whole cycle of some 20%.

As previously reported, Italian crane maker OMG (MGM) worked with Control Techniques to retrofit 12 Reggiane RTGs at Marvalsa, Valencia, 10 RTGs (five Kalmar RTGs and five Paceco España Transtainers) at ATM Bilbao, and two Kalmar RTGs at OPSCA Las Palmas.

In 2005, another Spanish operator, APM Terminals Algeciras, was the first in the world to adopt the Siemens Eco-RTG drive.

ZPMC sells first auto terminal



ZPMC has signed a "framework agreement" with the Tangshan Caofeidian Industrial Zone Administrative Committee to install its zero emission automated container handling system at a new terminal in the port of Caofeidian, Hebei province.

A full-scale pilot of the system has been on display at Changxing Island since late 2007, but ZPMC had not been able to convince several terminals that it is a better option than automated RMGs.

As previously reported, SSA Marine surprised the industry late last year when COO Ed DeNike announced that the company was considering the system for two berths at Pier J in Long Beach, where it needs to reduce the labour costs associated with its RTG yard.

The Caofeidian agreement means that the first installation will be in China, where it is normally thought that relatively low labour costs leave little incentive for this level of automation. Caofeidian will install the system in 2011 over

ZPMC's automated terminal test facility on Changxing Island

two berths with a total capacity of 750,000 TEU. The first phase of construction will see two cranes supported by six lifting trolleys that run on elevated rails and six automated RMGs.

In a statement, ZPMC said the order marks the transition of its energy saving, high efficiency, all-electric automated terminal technology from "the experimental stage to the product stage." It said that Caofeidian will achieve a "sensational effect" in pushing the international and domestic terminal handling industry towards a low carbon era.

● Although ZPMC's parent, China Communications Construction Company, has not yet released its 2009 results, it announced to the stock exchange that on preliminary estimates ZPMC's net profit fell by 60-70% last year. It said both demand and price had fallen in the wake of the financial crisis.

Triton tests the water

China International Marine Containers (CIMC) and coatings manufacturer Valspar have teamed up to carry out the successful application of a new waterborne protective coating system on a production run of 100 x 40ft high cube containers built for Triton Container International at CIMC's Taicang plant.

The product of five years of research and development, Valspar's Aquaguard single component, two-coat, waterborne system is touted as an alternative to two component, three-coat, solvent-based, zinc-rich coatings predominantly in use in the container industry today.

According to Jack Bostock, Valspar vice president of sales, the water-based coating system reduces solvent emissions by more than 75% compared to the current market standard coatings.

In place of zinc and epoxy resin, Aquaguard contains proprietary polymers and state-of-the-art anti-corrosive materials that chemically bond to the metal substrate and prevent corrosion by restricting water and oxygen permeability through the coating.

Valspar says laboratory tests have shown that Aquaguard provides corrosion resistance that is consistent with, or better than, existing solvent-borne coatings. The product has passed IICL test requirements at the KTA-Tator laboratory in the US and scored 65 to 70 points in the corrosion evaluation cycle.

An added benefit is that Aquaguard coatings weigh 43% less than zinc-rich coatings, which translates into less weight on containers, lightening the overall load and reducing fuel use and cost.

The waterborne product also eliminates costs associated with a third coat, removes pot life concerns and mix ratio mistakes, decreases waste and minimises disposal hazards, odour issues and employee



Triton is planning to perform more trial applications with Valspar's Aquaguard

exposure to harmful amines, isocyanates, solvents, lead or chrome, Valspar adds.

One of the paint lines at the Taicang factory has been modified to facilitate the application of waterborne coatings. CIMC says that the modifications allowed Aquaguard to be applied in a procedure similar to that for solvent-borne coatings and good quality of the paint film to be achieved.

"Until now, we haven't seen a waterborne coating product that was capable of application in a container factory environment," said John Williams, director of engineering for Triton. "I admit to being somewhat sceptical when Valspar approached me with a non-standard product - no zinc and a two-coat system rather than a three-coat

zinc-rich paint system - but we saw no problems with the system.

"In our laboratory tests, Aquaguard performed as well as, or in some cases better than, current coatings and we'd like to get more units into service to fully analyse the field performance of this product. Plans are for Triton to perform more trial applications with Valspar Aquaguard," Williams said.

CIMC, which has been studying waterborne coatings and their suitability for use on high-speed container production lines since 2003, says the application of qualified waterborne coatings across the entire container manufacturing industry would result in a 90% reduction in the use of Volatile Organic Compounds (VOCs), or around 125,000t of VOCs, per year.

Cronos takes UES Intermodal fleet

In the latest round of consolidation in the container leasing industry, Cronos Ltd has taken over the management of the majority of the 220,000 TEU operating lease fleet that was previously managed by Hamburg-based UES Intermodal AG.

The deal moves Cronos up three places in the leasing company rankings to seventh position with a combined owned and managed fleet of over 650,000 TEU of standard, reefer, tank and dry freight special containers.

The specials component of the

UES Intermodal fleet was excluded from the transaction and UES will now focus on the leasing of specialised equipment in line with its long-term strategy.

Prior to the takeover by Cronos, the predominantly KG fund-owned UES Intermodal fleet had been marketed alongside that of its majority shareholder GVC (HK) Ltd under the UES International (HK) banner. It is understood that GVC will continue to manage and market its fleet of around 250,000 TEU independently.

Efficient handling of most types of dry bulk cargoes. Ship to shore, shore to ship in no time at all.



www.multidocker.com

Visit our website and explore how to get the job done or where to find your local dealer.

info@multidocker.com | +46 (0)11 196 245

MultiDock®

IN THIS ISSUE

NEWS	Tough for France's GPMs	29	
Cranes from Vietnam	2		
First for "Rescue One"	4	CARGO HANDLING	
Guaymas tender imminent	6	Spreader questions tackled	31
Three vie for Steinwerder	10	Big trucks update	33
CGT's 20-20 vision	14	Terex goes centre stage	35
		Cargotec restructures	36
ICT FOCUS		Breakbulk investments	37
Low cost RTLS technology	17	Parallel lay in Busan	39
Integrated approach to VR	18		
Free yard planning tool	19	INTERMODAL	
New thinking in Sweden	20	Hupac packs a punch	40
OCR remains on track	21		
TOS suppliers scale down	23	DREDGING	
		Big projects under way	41
CHINA REVIEW		Rising from the sea	42
Towards modern logistics	25		
PORT DEVELOPMENT		CONTAINER INDUSTRY	
Russia picking up	28	100% scanning postponed	43
		Reefers ride the storm	47

valspar

if it matters, we're on it.®



Valspar Aquaguard™ *Green paint technology for the container industry.*

Finally.
A Zinc-Free, Low-Emission Solution for Containers.
Valspar Aquaguard™.

Looking for a product with an improved environmental profile? Compare Aquaguard™ to the industry standard high-VOC, solvent-based, zinc-rich container coatings. Our next generation Aquaguard™ is 100 percent water-based and can be applied in just two coats. It provides better corrosion protection and dramatically reduces solvent emissions by more than 75 percent as compared to three-coat zinc systems. As a single-component system, this catalyst-free alternative eliminates pot life concerns and mix ratio mistakes while decreasing waste from hardened paint.

Learn more today.

valsparaquaguard@valspar.com

www.valsparaquaguard.com

