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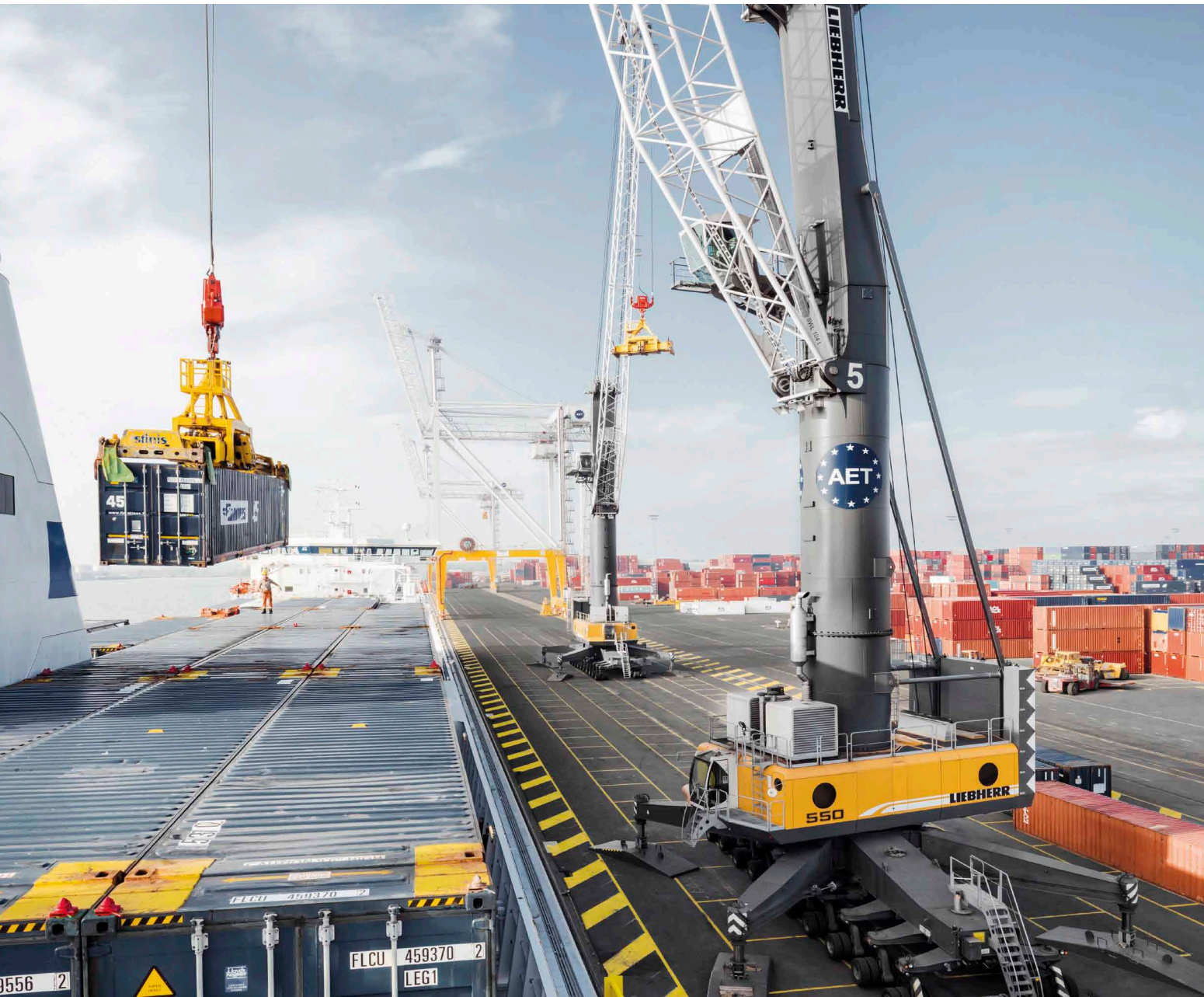
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red-hot port matters

Photo: www.metsa.com

Mantsinen 300 goes live in Vuosaari

The material handling machine, said to be the world's largest, has begun taking care of Metsä Fibre's exports coming from the company's new plant in Äänekoski located some 300 km north of Helsinki. The crane came in parts to Helsinki's harbour in Vuosaari back in November 2017. Following assembly and deployment, the 38 m max outreach and 50t max lifting capacity Mantsinen 300 started its operations recently, loading break-bulk ships with Metsä Fibre's pulp (the company's brand-new terminal in Vuosaari was receiving 11 trains with pulp per week last year).

Brittany Ferries' project guaranteed by EIB

The agreement signed between European Investment Bank (EIB), Société Générale, and Brittany Ferries provides €49.5m for constructing a newbuild. The money will allow Brittany Ferries to build a new dual-fuel ferry, to be operational in mid-2019. The ship will be 185 m long, able to accommodate 1,680 passengers, and offer 2,600 lane metres of cargo capacity. The vessel will be sailing between Caen and Portsmouth.

Source: Promyskat

New ro-ro service from Vigo

Wallenius Wilhelmsen Logistics launched a new monthly Atlantic Ocean ro-ro service at end-January. The exact rotation comprises Vigo, Baltimore, Galveston, Veracruz, Manzanillo, Cartagena, and Santa Marta.

Antoine de Saint Exupery joins CMA CGM's fleet

The new flagship, the world's biggest vessel sailing under the French flag, is the first in a series of three of the company's 20,600 TEU container ships. The 400 m-long and 59 m-wide ship entered into service on the French Asia Line 1 (FAL 1) on February 6th. *Antoine de Saint Exupery* is equipped with a Becker Twisted Fin (which improves the propeller's performance by reducing CO₂ emission by 4%), a new-generation engine (that reduces oil consumption by one-quarter and CO₂ by a further 3%), as well as a ballast water treatment system.



Photo: CMA CGM

DFDS says goodbye to its terminal in Esbjerg

The shipping company has decided to close its ferry terminal in the Danish port, in result moving its operations onto the facility of Blue Water Shipping. The 100k m² terminal was in the past used to serve DFDS' two services connecting Denmark to England – to and from Immingham and Harwich. The latter was closed a few years ago, while the former calls at Esbjerg once a day, providing limited demand for stevedoring. "The critical mass is simply missing. The terminal is significantly larger than we need, and also it is not possible to utilise the workforce in an efficient manner when loading and unloading only takes place for approximately four hours a day. Nor will it be possible to ensure a reasonable return on necessary investments in modernising the terminal and equipment," Lars Hoffmann, Freight Director in Denmark, DFDS Seaways, commented. He also added, "We are sorry, especially since many employees have been with us for many years. However, the development has removed the basis for operating our own terminal. We will simply be better equipped to develop and future-orient our customer service by switching to an external terminal, which we do in all the ports that have roughly the same pattern of ships calling as Esbjerg."



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Port of Thessaloniki sold

On December 21, 67% of shares in the Greek port were sold for nearly €232m to SEGT consortium consisting of Deutsche Invest Equity Partners, Belterra Investments, and Terminal Link SAS. The agreement is waiting to be ratified by the parliament; the purchase is expected to be concluded in Q1 2018. However, it does not include port infrastructure, which has been leased to the Thessaloniki Port Authority via a concession until 2051. The total value of the agreement amounts to €1.1b and, apart from the shares acquisition, includes mandatory investments amounting to €180m within the next seven years, as well as expected revenues from the Concession Agreement for the Hellenic Republic, estimated at over €170m. The total value also includes the expected dividends receivable by the Hellenic Republic Asset Development Fund for the remaining 7.22% of shares and the estimated investments (in excess of the mandatory ones) until the end of the 2051 concession period.

P&O Cruises to have a new vessel

Carnival Corporation has contracted Meyer Werft to deliver a cruise ship running on liquefied natural gas (LNG) to its Southampton-based subsidiary P&O Cruises. The GT 180k ship, scheduled for delivery in 2022, will be able accommodate approx. 5.2k guests; in 2020, her sister ship will be commissioned. "We are seeing the momentum in awareness of cruising both across the media and in our national psyche as ever-increasing numbers of people see first-hand the value for money, unrivalled service and extraordinary on-board experience. These two next-generation ships for delivery in the next four years are real and tangible evidence of our absolute optimism for future growth," Josh Weinstein, President, Carnival UK, said.



Photo: PR Newswire

Kalmar-PSA contract signed

The agreement between Kalmar, part of Cargotec, and the PSA Corporation covers maintenance and repair of mobile equipment for the next three years. The contract supports the overall maintenance effort of a fleet of up to 700 prime movers and trailer sets at PSA's Pasir Panjang Terminal. "We have been working with PSA on the maintenance of their equipment for more than 11 years. This contract is a testament of the work we have delivered to PSA during the past years. PSA Singapore, being one of the busiest container ports in the world, runs at 24/7 and it is crucial for them to maintain a healthy fleet of equipment. As one of the leading original equipment manufacturers for mobile equipment, we are happy that PSA has awarded us this tender. While we provide new cargo handling solutions to our customers, it is also our ambition to be involved in the total life cycle of their equipment," Peter McLean, Senior Vice-President, Kalmar Asia-Pacific, said.

Marittima Spedizioni bought by Grimaldi

The shipping agency is the owner of Savona Terminal Auto in the Port of Savona, as well as concessionaire and terminal operator of the Ligurian airport. Savona Terminal Auto has 120,000 m² storing capacity, of which 10,000 m² is covered, making it possible to take care of 250,000 vehicles annually. "Today, Savona is one of the main Italian centres for sea traffic related to the automotive sector. We therefore chose to expand our presence along the entire logistics chain, investing in the port of Savona, to support our traffic flows and offer our customers not only shipping but also integrated logistics services," Emanuele Grimaldi, CEO, Grimaldi Group, said.

Tractors for Onorato Armatori Group

Kalmar, part of Cargotec, is to supply nine terminal tractors to the Italian shipping operator Onorato Armatori Group. The delivery will take place in Q2 2018. The new equipment will be used for loading and unloading of wheeled cargo to/from ro-ro vessels. Seven of the machines will operate at the company's Livorno Terminal Marittimo (LTM) and two at the CPS terminal in Catania. Kalmar's local team of service engineers already supports Onorato Armatori with equipment maintenance services at both locations. "Kalmar was the natural choice for us when renewing our terminal tractor fleet because of the excellent working relationship we have built up over many years of partnership. We already operate machines at our terminals, and we have been extremely satisfied with the service support provided by their skilled local team," Matteo Savelli, CEO, LTM, said. "Ro-ro operations place extremely high demands on equipment, and our industry-leading terminal tractors have a proven track record of reliable performance at terminals around the world. Our relationship with Onorato Armatori has gone from strength to strength, and we are delighted that they have chosen Kalmar to support them with the renewal of their terminal tractor fleet," Marco Tosi, Market Area Director, Kalmar Italy, said.



Photo: Kalmar

LaseTLP installed at Sun Kwang Container Terminal



Lase Truck Lifting Prevention systems are officially working at eight automated rail-mounted gantry cranes in Sun Kwang Container Terminal in Incheon, South Korea. Two 2D-laser scanners, out of the LASE 2000D-11x series, are mounted on the side of the gantry with a vertical scan plane, whereby the general difficulty of measuring above/through a fence with a height of 1.0m could be solved – by using 2x2D-Laser scanner. The mounting position of both laser scanners is in the middle of the crane at a height of approx. 1.5 m facing the truck lane. In the case that a truck is in front and the hoist lifts up the container, the measurement system detects whether the trailer is still connected to the container by any locked or jammed twistlock – and stops the operation. The biggest advantage of LaseTLP is the fast detection of the trailer lift. Other methods mostly use horizontal scan planes and look whether the wheels are up in the air or not. But just one connected twistlock makes it possible to lift up the truck cabin to a height of 4 m until the wheels are lifted up, therefore the systems have a poor performance. Severe injuries as well as huge damage claim costs will be prevented by the LaseTLP.

Photo: LasteTLP

Piraeus port's network infrastructure to be modernized



Photo: Piraeus Port Authority

The Shenzhen-headquartered Huawei Technologies has won the open tender to redesign and replace the network infrastructure used by the Piraeus Port Authority (PPA). The scheme comprises requirements analysis; designing of project implementation; supply, installation, and adaptation of equipment (incl. internet routers, firewall protection, and switches) as well as transition, training, and support. By modernizing its network infrastructure, the PPA, which is run by the Chinese COSCO Shipping, will enjoy network services of guaranteed availability and high-speed data rates from 20 Gbps up to 80 Gbps, capable of supporting any future needs as well as shielding against network threats. "PPA SA with this important cooperation with Huawei is taking another step towards a new era of providing high quality services, using the most advanced IT communication solutions," Fu Chengqiu, CEO, PPA SA, said. Mr. Chenle, Managing Director, Huawei Greece, added, "We are very pleased that Huawei Greece will actively contribute to the modernization of Piraeus Port Authority, the largest port of the country. In accordance to the range of the operational

sectors of PPA, namely container, cruise, passengers and cars, and the particular demands in the areas of performance, reliability, and security of its network infrastructure, Huawei will provide solutions based on the best international design practices and the group's latest technology products in order to meet PPA's operational demands."

USPA receives ESPO observer status

The Ukrainian Sea Ports Association (USPA) is now an official observer to the European Sea Ports Organization (ESPO). The USPA will now have the right to delegate one of its representatives to the ESPO General Assembly, to attend and participate in the work of all of the Organization's technical committees, to have access to ESPO's internal database with the latest information on EU policies (in the field of investments and grants) as well as the opportunity for individual requests for information through the Secretary-General of the Organization. In addition, USPA will take part in the 2018 ESPO Conference, held in Rotterdam on 31 May-1 June. "The entry of the USPA into ESPO is an important step in Ukraine's integration into international transport infrastructure. Ukraine is now officially part of the European port community. In addition, membership in the ESPO will enable us to adopt the best European practices of port operations. This step is also important from the point of view of implementation of the roadmap on the implementation of EU regulatory documents in the field of maritime transport, approved by the Cabinet of Ministers of Ukraine," Raivis Veckagans, Head of the USPA, said.



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PORT OF  TALLINN
The Port of Good News

“Tesla of the canals” to set sail

What's said to be the world's first electric and potentially also unmanned container barges will start plying between the ports of Amsterdam, Antwerp, and Rotterdam as of this August. Each of the five 52 m-long and 6.7 m-wide barges, constructed by Port Liner, will be able to carry 24 TEU, weighing up to a total of 425t. They'll be fitted with a power box with energy for about 15 hr of operation. In the future, six larger barges (110 m/270 container) will run on four battery boxes capable of providing 35 hr of autonomous navigation. Although they are designed to operate without a crew, the barges will be manned during their first period of operation. Autonomous shipments will start once the proper infrastructure is erected along the inland waterways the barges serve. About 23k trucks are expected to be removed from the roads as a result of deploying the barges.



Photo: The Guardian

Coral EnerglCE receives its name

On 25 January, in the Port of Turku, Aino-Maija Luukkonen, Mayor of Pori, named the 18k m³ of capacity tanker, which will be used by Skangas to supply Finland with liquefied natural gas (LNG). The 164 m-long Ice Class 1A Super *Coral EnerglCE* – constructed by Neptun Werft in Rostock, owned by Anthony Vader, and chartered by Skangas – has been specifically designed and constructed to operate in the northernmost parts of the Baltic Sea. The ship will feed the import terminals in Pori and Tornio. The vessel's hull is reinforced to break through 1.0 m thick ice, with the engines and generators designed to give the tanker extra power when sailing through thick ice and in harsh winter conditions. The ship has a dual-fuel engine, using boil-off gas as a fuel for its main and auxiliary engines. *Coral EnerglCE* features a number of on deck innovations for safer operations, too. There's a cap on the deck, which protects the equipment and prevents icing outside. The vessel also has additional shelters on the deck with warmer platforms for the crew members' feet. Heat tracing on the doors ensures that they will always open, no matter how harsh the conditions might be. The construction of the ship was funded with what's said to be the first sustainable shipping loan, fully certified in accordance with the Clean Shipping Index Guidelines by Bureau Veritas, which also verified the sustainable credentials of the transaction. “Skangas helps its customers reach their environmental and operational targets by offering efficient and stable LNG deliveries. The new vessel supports our goal to develop the Nordic LNG infrastructure and gas market. This way, we can offer the end users in the maritime and industry sectors an even more competitive product,” Kimmo Rahkamo, CEO, Skangas, said. Jan Valkier, CEO, Anthony Veder, added, “*Coral EnerglCE* is the third LNG carrier we have delivered to our long-term customer Skangas in the past five years. The high-tech vessel is capable of serving the northern Finnish harbor of Tornio all year around, even when temperatures reach as low as -25 Celsius degrees. To ensure that it's a comfortable and friendly place for our crew to work, we engaged an ergonomic engineer to look closely at the accommodation design. I am extremely proud of the end-result.” Raimon Strunck, Managing Director, Neptun Werft, summed up, “Following the successful delivery of *Coral Energy* in 2012, we were delighted that Anthony Veder awarded us the construction of *Coral EnerglCE*. The new vessel's design is based on *Coral Energy*, enhanced with technological innovations and construction adaptations for extreme cold weather conditions, thereby giving her the 1A Super ice class classification.”



Photo: Skangas



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Photos: www.pexels.com

STENA LINE'S BELFAST FERRY TRAFFIC:

514k ro-ro cargo units carried in 2017 (+3% yoy)

The company also noted new records for passengers and their cars – both figures advanced by 2.5% year-on-year to 1.5m and 360k, respectively. “Whilst Stena Line has delivered a record performance in 2017, we will continue to focus on providing even higher levels of customer service in 2018 which is why we will be investing a further £500k in the upgrade of our onboard passenger facilities this spring,” Paul Grant, Stena Line’s Trade Director (Irish Sea North), commented. He also said, “Belfast Harbour’s on-going success is supported by another record year for Stena Line. We have been partners for more than 20 years and have seen their business here grow significantly during that time. 2017 is no different with increases in passengers, freight, cars and coaches. This is down to their vision and hard work as well as adapting to the market and we look forward to continuing to support them and the growth of their business in the coming years.” Stena Line offers three services from its hub in Belfast – to Cairnryan, Liverpool, and Heysham. These routes are served by seven vessels, which altogether offer 22 daily sailings.

RUSSIAN SEAPORTS:

786.97mt handled in 2017 (+9% yoy)

Last year, the Azov-Black Sea (+10.4% year-on-year to 269.5mt) became the country’s biggest trading basin, surpassing the Baltic’s long-lasting dominance (+4.6% yoy to 247.5mt). Out of the 786.97mt total, the turnover of liquids made 414mt (+7.2% yoy), including 253.2mt of crude oil (+11.1% yoy), 141.5mt of oil products (+0.5% yoy), and 14.7mt of liquefied gas (+8.8% yoy). Dry bulk and general cargo handlings accounted for the remaining 372.9mt (+11.1% yoy). Here, coal transshipment dominated the breakdown, rising by 13.4% yoy to 154.4mt. It was followed by 48.2mt of containerised cargo (+13% yoy), 47.8mt of grains (+34.7% yoy), 28.2mt of ferrous metals (-0.1% yoy), 17.6mt of mineral fertilizers (+9.2% yoy), and 3.1mt of refrigerated freight (-0.3% yoy).

Apart from the Azov-Black and Baltic seas, Russian ports of the Far East basin made 191.7mt (+3.3% yoy). Arctic ports handled an additional 74.2mt (+49.1% yoy) while Caspian 3.9mt (-34.1% yoy).

P&O FERRIES:

210,533 trucks & trailers carried on the Larne-Cairnryan service in 2017 (+1.3% yoy)

This result is the highest volume of freight traffic on the route served by the sister ships *European Highlander* and *European Causeway* since 2011. “These outstanding volumes illustrate the vital importance of our service to the thousands of businesses and millions of consumers who rely on the efficient and reliable transportation of goods across the Irish Sea,” Neal Mernock, P&O Ferries’ Sector Director for the Irish Sea, said.

PORT OF ZEEBRUGGE:

37.12mt handled in 2017 (-2.3% yoy)

However, both container and ro-ro traffic, Zeebrugge’s main business areas, rose last year. In total, the port handled 1.5m TEU, noting an increase by 8.7% year-on-year. Measured in tonnes, containerised freight amounted to nearly 15.38mt (+6.5% yoy). At the same time, wheeled cargo made over 14.96mt (+4.3% yoy). The port’s finished vehicle logistics sector saw an increase, too, up by 2% yoy to 2.83m vehicles.



Photos: HLA/TPC



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featured article

Photos: HHLA/Thies Ratzke

Driverless equipment at ports

by Jānis Mihelsons

The report, entitled *Container Port Automation* and produced by the Port Equipment Manufacturers Association (PEMA), intends to provide a worldwide overview of the container terminal automation. It specifically focuses on automated stacking cranes (ASCs).



The process of robotisation has already begun – at the moment more than 1,100 autonomous cranes operate worldwide. This number shows that such equipment is not rare; on the contrary, it is a standard product offered on the market. The whole story dates back to 25 years ago, when the first automated facility, ECT Delta in the Port of Rotterdam, was opened. Since that time, approx. 35 automated terminals have been launched around the world. The pace has accelerated especially within the last few years. Since 2012, more than 15 new terminals have been launched around the world.

Why automation?

The popularity of autonomous solutions is growing, because they bring along “reliability, consistency, predictability and safety of operations, plus reduced environmental impact,” the report says.

However, the strongest motivation behind automation is reduction in cost per handled container in the terminal while ensuring a high level of productivity. In addition, the deployment of automated stacking cranes (ASCs) results in better land utilisation and more environmentally friendly operations in general. Finally, originally

introduced in countries with high labour costs, e.g. Germany and the Netherlands, automation is used in a number of countries with varying costs for labour, electricity, land, fuel etc.

Success factors for automation

The report lists a few factors that, if considered and implemented properly, can contribute to success in making the terminal more automated. First of all, one needs to adapt the design to the prevailing conditions and to define those conditions – for instance, to the abovementioned labour costs. Then, it is worth to think ahead, and plan the new facility so that it's competitive in the future and easy to modernize. Another point on the list is to cut the cloak according to the cloth – sometimes an unchecked appetite can cause delays and overruns. The investors should also remember about adapting the production schedule to the capacity of the mechanical supplier and to how the delivery should be organised. Finally, confirming the design of cranes by the use of simulators can be very helpful, too. It could prevent bad decisions by providing detailed visualisation of the project. Last but not least, automation needs the integration of various IT systems that are in use at the terminal.



State of play

In mid-2016, there were more than 1,100 ASCs operational in Asia, Europe, United States, Middle East, and Australia. Yard blocks using ASCs are served by automated guided vehicles (AGVs), trucks, and straddle and shuttle carriers. What's more, new concepts are presently being studied and simulated around the world while autonomous shuttle carriers are already in use in the USA.

"Remote and automated operation of quay cranes are evolving too from a novelty, with first commercial operations in Panama and Rotterdam, to a more standard option as part of major fully-automated operations. In addition technology to enable the automatic handling of twist-locks – one of the biggest hurdles to full automation of vessel handling – is now being introduced," the report reads. ■



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How to invest sustainably?

by Anna Rzhevkina

Logistics is one of the main drivers of the European economy and a key element for the growth of industrial activities and trade. Efficient logistics contributes to EU GDP growth and creation of new jobs. This makes establishing maritime legislation crucial to overcome market inefficiencies and add legal clarity.

FEPORT foundation, which represents the interests of private port operators, has elaborated proposals for improving existing EU maritime legislation. More specifically, FEPORT suggests creating a framework for private investors, calls for digitization, and stresses importance of sustainability and innovation. These measures don't require fundamental changes in current legislation as they would improve already existing practices.

An enabling framework

All actors in logistics chain are linked by nature. Building an effective logistics chain requires from each actor an effort and commitment to reach common objectives. Thus, EU maritime logistics policy should be inclusive, beneficial for all actors, and ensure effective integration of maritime industries in the wider supply chain.

The role of private port operators in logistics chain should not be underestimated. They understand well the needs of the market standards and constantly innovate to remain competitive. Moreover, private operators handle 74% of the EU's trade carried by sea. Providing them with an enabling framework would encourage involvement in the projects and investments in transport sector.

The Trans-European Networks (TENs) Guidelines Regulation, adopted in 2013, has been a big step for infrastructure development and better circulation of cargo. A legal framework for private investors would complete TEN-T by defining rules and available financial programs.

Private investors need legal clarity for decision making. Currently, there is no consistent definition of public infrastructure at EU level. Differences in the definition among member states impact application of rules for State Aid distribution. Case by case approach to State Aid, however, creates much uncertainty for investors. Elaborated rules for port contracts and operating of intermodal terminals are also missing. Finally, there is a need for a clear division of roles between private and public port stakeholders.

FEPORT suggests establishing clear governance rules for European ports, taking into account the role and managerial expertise of private port operators. Also, private port operators should be consulted about the design of additional facilities.

Better targeted investments are crucial to respond to market demands both on the seaside and the hinterland side. This would help to avoid capacity underutilization. One solution offered by FEPORT is a detailed market studies evaluating

hinterland needs, cargo flows, costs and benefits. Another measure is to enhance award criteria used by Innovation and Networks Executive Agency and the European Commission. More specifically, FEPORT proposes to allocate weighting coefficients to better prioritize the projects. According to the foundation, hinterland connections and multimodal projects, including ports, should be given priority.

Reasonable timeframe for permitting procedures (i.e. two or three years maximum) is crucial for successful project implementation. Otherwise, investors risk losing a market opportunity and could be discouraged.

Other suggestions for a framework include better classification of TEN-T funding procedures and further clarification of the roles between the European Commission and the European Investment Bank. These measures would enhance promotion of existing financing opportunities.

Digitization and trade facilitation

Digitization is an effective tool to improve communication and ease administrative processes. Industry actors already use various web-based systems. However, national authorities should still get involved to create a methodology for effective cross European e-communication.



“Currently, port operators face a problem of fragmented approach to research and innovation. Establishing “Innovation framework for logistics” would help to distribute funding and better support projects aimed at efficiency of logistics chain.

One of the steps is improved data-sharing for business-to-business, business-to-government, and business-to-government-to-business. Its implementation requires an agreement on which information to pull and share. For example, sensitive data, which are not needed for cargo movement, should not be required.

FEPORTS points out some good EU initiatives, such as CORE project and the ALICE platform. Lack of coordination between projects and platforms, however, may eventually diminish the role of these initiatives. In contrast, regular updates and discussion would stimulate further developments.

Difference in national regulations create another barrier for development of digital

solutions and imply extra costs. This calls for cross-border cooperation regarding mutual recognition of freight documents.

Further measures include regulations on who needs access to certain type of information. Limiting access would ensure data security and protect operators from overflow. Not all information needs to be accessible to all parties.

Last but not least, successful development of digitized systems requires a clear picture of sector needs and significant resources. To accelerate digitization and development of interconnected ICT systems, the EU needs to demonstrate its commitment and support. Providing sufficient TEN-T funding for soft infrastructure would be a straightforward way to do that.

Sustainability and innovation

Private port operators already make efforts to be environmentally friendly.

Terminal operators, for example, developed a common methodology for calculating carbon emissions. Yet, port operators have to balance between commercial interest and going green. For instance, terminals usually invest with a long-term vision of up to fifty years. This urges environmental legislation to apply long-term and pragmatic approach.

One of the best-practice examples is Non-Road Mobile Machinery (NRMM) Regulation which helps terminals to understand engine requirements for the foreseeable future. It also sets a transitory period for replacement of engines, given that the lifetime of a vehicle and the lifetime of an engine are not the same.

FEPORT supports EU initiative to revise some current regulations rather than introducing new obligations. In addition, European Commission needs to ensure that international and European laws are consistent with one another.

Currently, port operators face a problem of fragmented approach to research and innovation. Establishing “Innovation framework for logistics” would help to distribute funding and better support projects aimed at efficiency of logistics chain. The framework should also encourage projects related to intermodality, connectivity, greening and digitalization.

Finally, FEPORT highlights importance of EU funding for environmental projects. Terminals present various innovative ideas such as shifting to cleaner modes of transport or deployment of a green fleet, but all of them require significant investments.



Photo: www.pexels.com

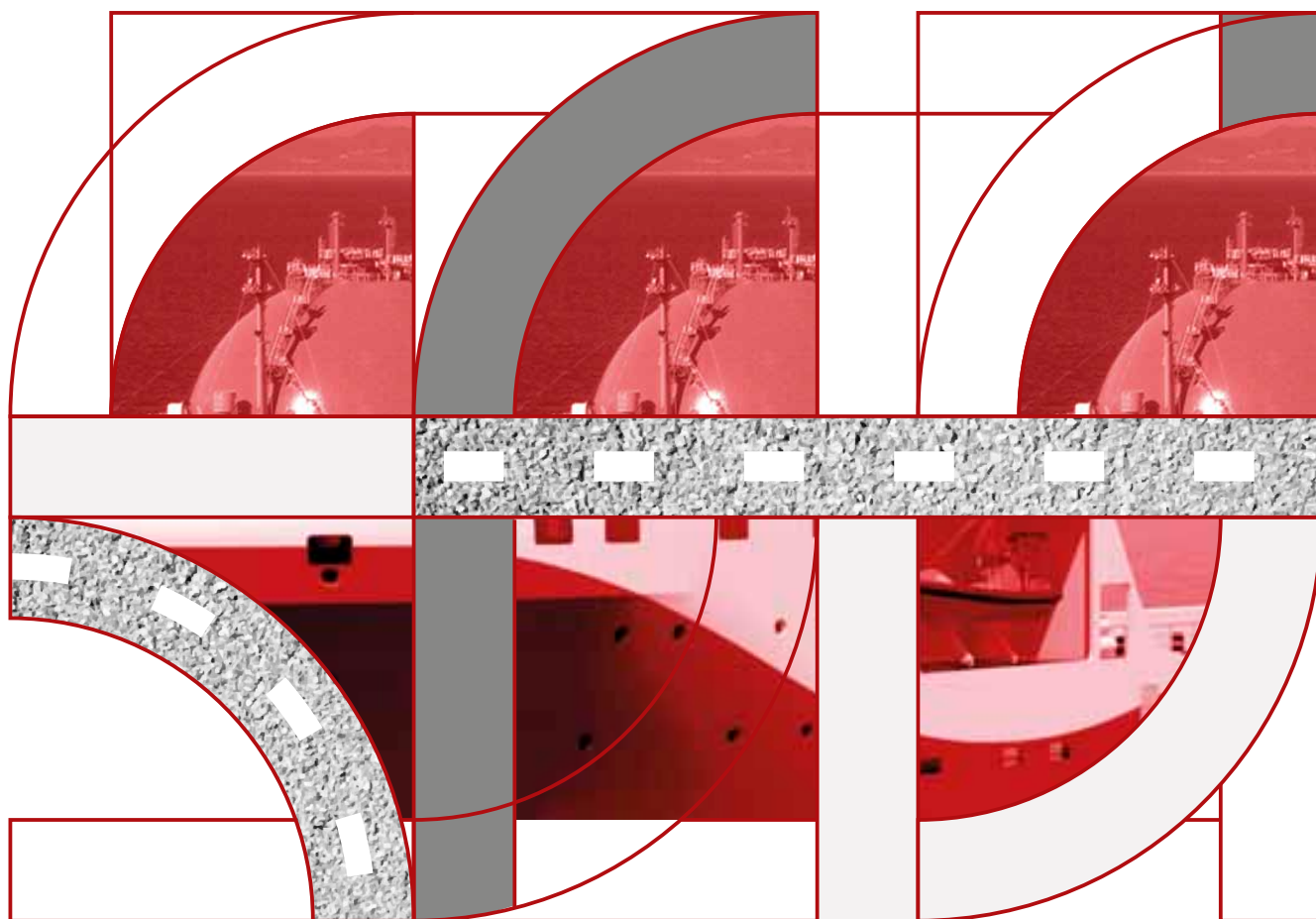


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case study

Photos: Combilift/Eillogistik

Combi-SC for Eillogistik

by Liz Townsend

COMBiLiFT
LiFTING INNOVATION

Combilift is a specialist forklift & straddle carrier manufacturer producing a wide range of customised handling solutions, all of which are designed for the safe, space saving and very productive handling of the long and bulky loads. Find more info at: www.combilift.com

Transport, haulage and storage specialist – Eillogistik – offers a wide range of services from its base next to the Port of Rostock on the Baltic Coast. These include express freight, warehousing, and the loading and unloading of sea containers. With a large vehicle fleet, comprehensively equipped logistics premises, and a young dynamic team, the company is ideally placed to react to the varying requirements of its business partners.

The latest addition to its fleet is a straddle carrier (Combi-SC) from the Irish handling specialist Combilift. It was acquired to help cope with the growing demand for project shipments from customers in various sectors, particularly in the wind power industry.

Marco Broening, Managing Director of Eillogistik, explains the extent of the company's services: "We can take over the preparation, storage and packing of tools and transport racks which often need to be made available or delivered on a just-in-time basis, and we can pack and ship containers directly from our premises. We also accept incoming import containers, unload the contents and, if required, we can then check the goods and order pick on behalf of the customer."

Better own than rent

Eillogistik previously used rented cranes or its own fixed overhead cranes in the warehouse to offload incoming containers from heavy goods vehicles (HGVs), but these methods were either very costly or inflexible, according to

Marco Broening: "Rental costs amounted to €35,000 a year, and that was for just five days operation a month. We also had to exactly synchronise the use of the cranes with the arrival of HGVs and this proved impossible at times. I had seen very large straddle carriers at work in the ports and I thought there must be smaller versions of these available somewhere and when I came across Combilift's products I knew this was the ideal solution. The permanent availability of our Combi-SC gives us a much higher level of flexibility which has made a massive difference in our operations. We can now work to our own schedule and have total control over when we offload and this is very beneficial for our clients too."

Technical data

The Combi-SC offloads the containers when they arrive on site and places them wherever is convenient. This speeds up handling procedures, removes the need for truck ramps, and enables a quicker turnaround with minimal standing and waiting times whilst also ensuring the safety of the



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loading personnel. Eillogistik's model has a 35t capacity and thanks to its telescopic function it can double stack containers for space-saving storage. Its dimensions also allow it to operate inside the warehouse, and a restructuring of this area is planned so that personnel can work under cover in the winter months.

The relative light own weight of around 16t as well as the resulting low ground pressure and large flotation tyres enable the Combi-SC to work on uneven and poor surfaces without the need for costly ground reinforcement improvement. This is a further advantage for Eillogistik, as the combined weight of the container and

other heavy handling equipment, such as reach trucks, would make operation on its unpaved areas impossible.

The team at Eillogistik is a flexible one. “We are allrounders and are qualified for any job required,” said Marco Broening, adding that, “everyone appreciates the Combi-SC's manoeuvrability and straightforward operation – it is amazingly easy to operate after just a short initiation training. On reflection, we should have gotten it a lot sooner: we have made massive savings on rental costs for cranes. The investment in the Combi-SC will pay for itself very quickly, and it has allowed us to expand our business activities.” ■

 The advertisement features a background image of a diverse group of professionals in business attire. Overlaid on this is a network diagram with nodes and connecting lines. The central text reads "solutions hub" in large orange letters. Smaller orange circles with the words "events", "consulting", and "projects" are integrated into the network. At the top, it says "putting personality back into professionalism". At the bottom, it says "creativity for hire". The Actia Forum logo is in the top right, and the website "www.actiaforum.pl" is in the bottom left. A vertical hashtag "#solveit" is on the bottom right.

putting personality back into professionalism

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