Port Equipment

Rubb upgrade Port Facilities for Maher Terminals

Maher Terminals, one of the world's largest independent multi-user container terminal operators, recently purchased and installed two Rubb BVR structures for their Port Elizabeth, New Jersey facility. As a vital link in the cargo movement chain, Maher are responsible for helping customers compete in the world market place by handling their cargo as expeditiously and economically as possible. This is achieved by the development of innovative cargo documentation and management systems and are constantly enhancing their facilities and upgrading their equipment.

The two new buildings each measure 50' (15.24m) x 83.3' (25.4m) with 19.7' (6m) sidewalls. Placed approximately 200 m apart the buildings are used for equipment and vehicle repair.

The design and quality of the structure provides a safe and ergonomic working environment, with the galvanised steel frame allowing maximum use of the available space and the partially translucent roof providing natural balanced source of light. The configurations of the buildings were based upon specific requirements from the client, with facility number one requiring access for two vehicles simultaneously; it was designed with two separate roller shutter doors side by side allowing for access to the front. Facility number two has one vehicle entrance at the front. Both buildings also have personnel access via a single door at the front and have the addition of external lighting.

Rubb structures have proved to be ideal for port locations. Featuring a high tensile strength flexible PVC coated polyester architectural membrane cladding that does not corrode in marine climates or saline environments. The structures have been so successful that Rubb have been contracted to supply a further three BVR's for general material and equipment storage and a BVE type building to be used for salt and sand storage.

One of the Rubb BVR structures for Maher Terminals' Port Elizabeth, New Jersey facility.

Nexans' new Buflex XPrem's innovative cable solution

Thanks to its thinner and lightweight polyurethane sheath, the Buflex X'Prem reeling cable reduces weight and increases abrasion resistance enhancing productivity of crane operators and OEMs.

Nexans, the worldwide leader in the cable industry, has further extended its Buflex range of polyurethane sheathed reeling energy cables with the addition of Buflex X'Prem, designed to boost the performance and durability of cranes operating at high speeds of up to 150 m/min in general industrial and port and terminal applications. In stringent laboratory tests, Buflex X'Prem has shown that it can increase cable lifetime substantially, compared with conventional reeling cables.

Buflex X'Prem's new design greatly improves the cable in terms of traction and durability, without needing to increase its size. The thinner and lightweight polyurethane sheath enables Buflex X'Prem to offer similar performance to standard rubber sheathed reeling cables, but within a smaller overall diameter and enhanced abrasion resistance. This enables crane operators and OEMs to utilise smaller motorised reels to achieve equal or superior productivity, possibly even with lower powered motors.

With the introduction of Buflex X'Prem, in conjunction with its existing polyurethane sheathed and rubber sheathed cable ranges, Nexans is now uniquely placed to meet the needs of virtually any reeling cable application.

PSA Hesse-Noord Natie (PSA HNN) selects Quintiq

Port operator PSA HNN (PSA Hesse-Noord Natie) has selected the Quintiq planning solution to support its advanced planning and workforce optimisation in the ports of Antwerp, Zeebrugge and Rotterdam. PSA HNN operates an extensive global network of 26 port projects in 15 countries across Europe, India, China, The Americas and East Asia. Hesse-Noord Natie is PSA's largest investment in Europe.

The Quintiq system will replace the existing CADS system (Centralised Automated Dispatch System), which is no longer able to support the complex planning puzzle at PSA HNN. The planning includes all dock workers as well as container and cargo unloading and moving equipment. The port operator selected Quintiq after an extensive survey of possible solutions. This included a Proof of Concept as well as reference visits to two Quintiq clients.

In addition PSA HNN will use the system to improve communication with its employees. It also aims at reducing the manual workload of dispatchers registering absence and at registering actual employee utilisation based upon the forecast planning. This can be compared with the real operations planning. The port operator furthermore wants to manage its equipment professionally, using Quintiq as a tool for availability management, tools planning and real-time visualisation of key performance indicators (e.g. utilisation). The new system will also provide operations management information as well as information on anticipated human resource shortage or surplus. This enables PSA HNN to adjust its planning when necessary.

Quintiq's partner Ordina will implement the solution at PSA HNN. The port operator expects to go live with the system in the second half of 2008.