
"Drive-In" makes green ports a possibility

**New alternative for the electrification of RTGs by Conductix-Wampfler /
"Drive-In" as a system extension for conductor bar solutions /
Reduction in operating costs and environmental protection / Pilot
project in China.**

Weil am Rhein, Germany, May 2009. Conductix-Wampfler AG has developed a new alternative for the electrification of rubber tyred gantry cranes (RTGs). This so-called "Drive-In" solution is a system extension for the conductor bar systems already on the market. In Shenzhen, China, a pilot project for this future-oriented technology has been started.

Idle time, and thus downtime, of gigantic cargo handling systems in ports are an enormous cost factor for ship owners and terminal operators. Another is the energy prices, which have risen continually for years. In part, more than 50% of the total energy consumption of a port is caused by diesel-powered RTGs, which are essential for container handling. Many operators are thus looking for suitable power supply alternatives for this type of crane. With E-RTG™, Conductix-Wampfler has already developed a system enabling the intelligent conversion from diesel to electric power. This includes two solutions one based on motor cable reels and those with conductor bars.

Drive-In, instead of plugging in

In the existing E-RTG™ solution with conductor bars, today's RTGs must be "unplugged" and then plugged back in when switching container aisles. Conversion to E-RTG™ with the new Drive-In solution by Conductix-Wampfler makes this unnecessary. With this system extension, the manual "plugging in" of the RTG crane into the current collector trolley of the conductor bar system is eliminated. Instead, the current collector trolley is automatically steered to the guide rails of the steel structure when the RTG crane enters the aisle, and the current collector is safely guided into the conductor bars. This "Drive-In" solution saves time and energy, increasing the efficiency of a terminal while reducing its environmental burden.

Provision of 32 container aisles in Shenzhen

At Shekou Container Terminal, Ltd., Conductix-Wampfler has started the electrification of a total of 32 container aisles. This port, founded in 1989, was the first international container port in Shenzhen, and its direct access to the Pearl River makes it today's ideal gateway to the South Chinese back country. Shekou currently has eight landing quays, with a yearly cargo handling capacity of 8.5 million TEUs. Another quay is under construction due to rising trade volumes, and will enter production in 2009. "With the electrification of the RTGs, we want to satisfy our responsibility to the environment," says David Wan, Deputy General Manager & COO of the Shekou Container Terminal. But that's not all: The terminal regularly experiences high winds. "Eight typhoons a year are not unusual for us," says Wan. So the Chinese sought a solution which not only saves energy and reduces CO₂, but can also be operated without the risky use of personnel. And when one considers operational noise or noise volume of these stacking cranes, the electrification alternative offers advantages that are impossible to miss. "We are therefore very proud to be able to play a leading role in the introduction of this groundbreaking new technology," says Wan.

Photos:



BU: The "Drive-In" solution by Conductix-Wampfler helps minimize idle time and thus downtime in gigantic container handling systems in ports.



BU: Motor cable reel represent a suitable alternative for the electrification of RTGs.



BU: Conductor bar systems supply electrical power using a current collector trolley that moves back and forth on a steel structure.

Short Profile of Conductix-Wampfler.

Conductix-Wampfler is the world's leading supplier of mobile energy supply and data transmission systems.

With own companies and several partners Conductix-Wampfler is present in nearly all relevant countries. With about 1100 employees across the globe, the group generated sales of about € 222 million in fiscal 2008.

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