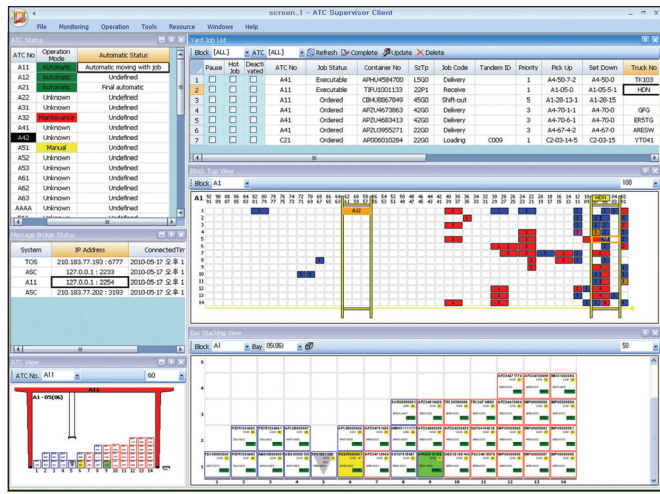


TSB bags Piraeus deal

Korea's Total Softbank (TSB) has won a contract to install its CATOS terminal operating system at Cosco Pacific's Piraeus Container Terminal (PCT) in Greece.

Last year Cosco Pacific won a 35-year concession to operate Piers 2 and 3 at Piraeus under which it has six years to upgrade Pier 2 to a capacity of 1.6MTEU/year and to construct a new terminal at Pier 3 to handle 2.1M TEU/year. The project includes automated stacking cranes, which PCT plans to use with straddle carriers at Pier 2. The final design of Pier 3 has yet to be made known.

TSB will install the CATOS system, including its web-enabled operation management, EDI and statistics modules, plus its ATC Supervisor system for the monitoring and control of unmanned



TSB will implement its ATC Supervisor system at Piraeus Container Terminal

equipment, comprising the ATC Supervisor Server (ATCS) and ATC Supervisor Client (ATCC).

ATCS creates job schedules considering required moves and the status and position of equip-

ment in the yard. ATCS is interfaced with the TOS, crane PLC and the ATCC to enable users to cope with unexpected or urgent situations effectively.

At this point it is not known exactly what level of stacking crane automation will be implemented at Piraeus or, indeed, whether all of the cranes are to be automated. TSB's ATC Supervisor system can select unmanned cranes automatically in situations where they are used together with manually (or remotely) controlled machines.

"This cutting edge solution has been successfully implemented at the Korea Express Busan Container Terminal since 2005 and was recently deployed at the Kao Ming Container Terminal, operated by Yang Ming in Taiwan," said TSB.

PCT will be TSB's sixth customer in Europe, following terminals in Bilbao, Malaga and Va-

lencia, Spain, which are operated by Dragados using CATOS, the Port of Gothenburg, which uses the PLUS web-based port community system, and the new Skandia Container Terminal at the same port. The latter facility uses CATOS and TSB's rail and truck pre-notification application.

TSB supports its European customers from a regional office in France. The latest project in Greece will require a relatively large project team as it is more challenging, involving replacing an existing TOS, converting the yard system at Pier 2 and controlling a wider range of equipment.

TSB will interface CATOS with ABB's automation software and CAMCO OCR equipment and other in-house systems. It will also provide a training programme for supervisors from each operational department and system administrator training for IT administrators. □

Freeware confusion

Australian TOS supplier RBS is having a hard time convincing the market that its statistical and data mining visibility tool, Terminal View, is available as a freeware application.

As reported in the April 2010 issue of *WorldCargo News* (p4) Terminal View is a web-based application that lets terminal management see a real time overview of terminal operations, including berth productivity, equipment performance and gate activity levels, from any PC connected to the Internet.

RBS managing director Harry Nguyen decided to offer Terminal View as freeware to showcase the RBS software to a new audience, but says he has had trouble convincing terminals that the product really is free. This is unusual, but Nguyen stresses it is a genuine offer.

So far two terminals in Vietnam have installed Terminal View and RBS is optimistic that a terminal in China will be the third.

Meanwhile RBS continues to develop its core TOPS TOS where it is working on a series of "strategy tools" that let users define a yard strategy, vessel strategy and terminal strategy.

Nguyen says that these tools will enable terminals to "focus on the bigger picture," manage their overall operation in the most effective way and create detailed planning information from a strategic viewpoint. □

Terminalstar on at CTB

Hamburg Port Consulting (HPC) and INFORM GmbH have pioneered a phased implementation approach to bring container operations at HHLA's Container Terminal Burchardkai (CTB) in Hamburg progressively under the control of Terminalstar.

Terminalstar is an integrated control system that interfaces with HHLA's own Container Basis System (CBS), Navis SPARCS, the Kalmar crane management system and the position detection system (PDS) on each straddle carrier. It was developed to bring more advanced optimisation and equipment control to HHLA's operations as it migrates from a straddle carrier terminal to an automated RMG yard with straddle carriers

at the quay-to-yard interface.

HHLA's decision to bring the new yard blocks on stream in stages while keeping CTB operational made it extremely challenging to change the terminal's core yard planning strategy and implement new methods to improve operational efficiency.

To minimise the risk of TOS-related downtime and operational disruptions, INFORM and HPC, in collaboration with CTB, developed a novel approach that lets CTB run both Terminalstar and its existing TOS in parallel. Since August 2009 HHLA has been running both applications, synchronised to update each other automatically. This allows CTB users to get experience with

Terminalstar while reverting to the old TOS if necessary.

In the third quarter of 2009, CTB began to use Terminalstar in a live environment, beginning first with smaller ships and then gradually progressing to larger vessels at times requiring up to 30 straddle carriers serving different ships simultaneously.

In April this year, all of CTB's empty container operations were migrated to Terminalstar and it is now an integral part of CTB's daily activities. The next step is to bring in all quayside operations followed by the yard planning aspects. "This will enable the HHLA maritime terminal to manage all handling orders between the quayside and yard, as well as the configuration of

its yard, in one system. Furthermore, it will enable the roll-out of Terminalstar to the live steering of the new fully automated RMG storage areas, which are located in the same CTB confines," said Udo Niessen, senior vice president, Logistics Division, at INFORM.

INFORM and HPC claim their approach enables terminals to avoid the "go live" problems, experienced in trying to implement a new TOS, that have badly affected several terminals. One area where other terminals have run into trouble is the difficulty of switching every user over to a new system at once.

CTB's approach allows users to see the same yard in both applications, come to terms with how the new TOS works first hand and then be switched over gradually in stages. During the migration phase, it is possible to serve one ship with both

systems, with each controlling some of the cranes over the vessel.

A "go live date" is replaced by a "migration phase," which makes the risks associated with changing to new software much more manageable. This is especially important when terminals are trying to do something as difficult as convert the yard to RMGs and implement automation, or migrate a large terminal from one TOS to another.

Niessen says the experience at CTB can be replicated at other terminals. "This novel approach, allowing CTB to have maximum flexibility in their activities, has been made possible thanks largely to the go live process introduced by INFORM GmbH and HPC and is setting the standard for a seamless transition at maritime terminals, while only encountering negligible downtime" he said. □