



# DP WORLD

MEDIA RELEASE

## DP WORLD BRISBANE TERMINAL REDEVELOPMENT GOES LIVE

Thursday, 6 February 2014

The DP World Brisbane terminal redevelopment has gone live with the servicing of the *Kota Lestari* on 5-6 February 2014.

The vessel is the first to be stevedored using a new semi-automated container handling operation.

After five years of meticulous planning, construction and testing, the go-live is a milestone event for DP World Brisbane.

The \$250 million investment by DP World Brisbane positions the Port of Brisbane at the forefront of global practice.

Paul Scurrah, DP World Australia Managing Director and CEO, said: "The new development will provide excellent customer service as a result of higher waterside productivity, more consistent operational performance and additional pickup and delivery flexibility.



“A lot of hard work has been undertaken by the team in Brisbane. They have been well supported by their colleagues nationally to bring this project to fruition, and I’d like to thank them for their commitment towards delivering an outstanding result.”

Mark Hulme, DP World Brisbane Director and General Manager, said: “It’s been a remarkable privilege to have had responsibility for this redevelopment project since inception.

“As I look out my window at the scale of our achievements, I am immensely proud of the commitment and dedication of all who have contributed to our success and in particular the DP World Brisbane team.

“Fine tuning of systems and productivity optimisation are now the challenges that lie ahead.

“With successful delivery of the new infrastructure, the challenge now for DP World Brisbane is to improve on the foundation systems and productivity therefore delivering a world-class automated terminal.”

The *Kota Lestari*, owned by Pacific International Lines Pte Ltd (PIL), is the first ship to be serviced as part of a transition to semi automation in Brisbane by May 2014.

Barry Misiurak, Managing Director for Pacific Asia Express, who act as agents for PIL, said: “PIL is very happy for this brand new vessel to be the first worked under the new system on her maiden voyage to the Port of Brisbane.

“We wish DP World Brisbane every success in this venture and are looking forward to the smooth completion of the transition to semi automation.

“PIL, one of the largest ship-owners in Southeast Asia, is always keen to support new innovation and ideas to ensure continued growth and progress within the industry.”

The existing terminal will remain operational until the full transition is completed.

Under the new system, containers are transferred by manned Shuttle Carriers from the quay crane to a waterside exchange area at the front of a module serviced by (Automated Stacking Cranes) ASCs. Brisbane will have seven operating modules each serviced by two ASCs.

The overall annual capacity of the seven operating modules is around 900,000 TEUs, providing DP World Brisbane with significant future development capability.

The breadth of change is testimony to the DP World Australia philosophy to provide customers with a superior service, the delivery of innovation, creating value and return to shareholders ahead of demand.

The equipment and systems also provide the competitive advantage that will ensure DP World is at the forefront of operational excellence not only locally, but globally.

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## **THE PROJECT**

The Brisbane expansion has been more than a simple combination of civil, electrical and equipment contracts. Over 30 separate contracts were awarded to provide a comprehensive upgrade to systems and services as well as the physical infrastructure. The key elements of the project were:

### **Civil**

- Site surcharge to limit terminal settlement
- Foundations and rail track system for eight ASC modules
- 600 metres of quay apron pavement and drainage

- New truck entry and exits
- New roadway and roundabout
- Miscellaneous buildings including IT, optical container recognition (OCR) sheds, reefer towers and main security office
- New lighting

### **Equipment**

- 14 x 50 tonne capacity Kalmar Shuttle Carriers. Shuttle Carriers are twin lift and have installed a NOW Solutions Position Detection System (PDS) to ensure containers are placed in the right locations both in the waterside interchange zones and under the ship to shore cranes
- 14 ASCs
- Container landing (twist lock) platforms
- Shuttle access platforms or alternatively improved means of access

### **Electrical**

- New HV and LV system with amended connection to supplier
- 23 reefer tower distribution boards combined with 115 reefer tower switchboards
- Energy monitoring system

### **Systems**

- Navis SN4 terminal operating system
- Improved 1-Stop vehicle booking system to provide greater flexibility and transparency to the trucking industry
- CAMCO gate operating system including OCR and electronic signage
- Accuweigh weigh in motion system to measure the axle loads of vehicles leaving the terminal
- NOW Solutions access control and Position Detection System software
- Wi-Fi upgrade to extend and improve coverage
- Security and operational upgrades with 115 additional cameras
- TBA terminal optimisation controls

### **Other**

- Training Simulator
- Workshop redesign to cater for shuttle carriers

### **Key ASC Facts**

- 7 Modules with a capacity of 900,000 TEUs per annum
- 14 Kalmar ASCs (2 ASCs per module)
- Rail span: 9 containers wide
- Stacking height: 1 over 5 containers
- Hoisting speed: 40 metres / min loaded, 70 metres / min (empty)
- Trolley speed: 60 metres / min at rated load
- Gantry speed: 270 metres / min
- Safe working load: 40 tonnes
- Crane weight: approximately 220 tonnes

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### **For media enquiries please contact:**

Nicole Holyer

0409 860 853

[nicole.holyer@dpworld.com](mailto:nicole.holyer@dpworld.com)