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Crane inspection services a key competitive advantage for port and terminal operations

CES Managing Director Halfdan Ross discusses cost savings from proactive asset management at TOC Europe 2011 event

Antwerp, Belgium- Though a small fraction of the purchase cost of an STS Crane or RTG, third-party inspection and review services in support of new equipment orders can provide significant cost savings, yielding an important competitive advantage for port and terminal operations, according to Crane & Engineering Services (CES) Managing Director Halfdan Ross. This principle is an increasingly important operating cost factor as global port and associated infrastructure investment increases to accommodate larger containerized trade volumes and the larger vessels now entering into service in the global containership fleet.

Addressing the Terminal Operations Conference & Exhibition (TOC) Europe 2011, Mr. Ross pointed out that the total cost of crane ownership is not reflected only by the purchase price, but is comprised of several functions, including expenses associated with late delivery, operational performance, running costs and design specifications which may vary from the original ordered parameters.

“The cost of third-party inspection services ranges from 0.8% to 3.6% of the purchase price of an STS Crane, but the cost of terminal downtime resulting from malfunctioning or improperly installed cranes can run as high as \$35,000 per day” cautioned Mr. Ross. Other unfavorable consequences of operating delays caused by crane handover following delivery by the manufacturer for ports and terminals included penalties mandated by concession contracts and lost business opportunities as vessels are redirected and reputations tarnished.

Crane issues can be plotted graphically as a “Bath Tub” curve, Mr. Ross pointed out, with most defects and problems occurring in the initial phase of implementation, and toward the end of the equipment’s lifespan, with minimal problems during the crane’s expected operating career. This critical operating phase of the crane lifecycle can be extended through the use of expert crane inspection and commissioning supervision, he explained.

CES, which is a separate business unit within APM Terminals, has managed the inspection and commissioning of more than 150 STS Cranes and more than 300 stacking cranes, including the newest cranes capable of accommodating the world’s largest container ships. This expertise is available to assist ports and terminals globally.

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About APM Terminals

– providing the port and inland infrastructure to drive global commerce

APM Terminals is taking a leading role in addressing the critical issues facing the transportation industry. With our customers and business partners, we've designed the world's leading port and inland network to meet the shipping community's needs today, tomorrow and in the future. With more than 60 ports and 131 inland facilities in 64 countries – our goal is to offer the market more solutions than ever before to help companies and countries achieve their ambitions. Media can download high resolution photos and more information at www.apmterminals.com

2011 Port projects underway:

Asia

Cai Mep, Vietnam	New terminal; opened March 2011
Qingdao, China	Expansion of terminal

Africa

Apapa, Nigeria	Expansion of terminal
Pointe-Noire, Republic of the Congo	New terminal being built
Port Said East Phase II, Egypt	Expansion of terminal
Luanda, Angola	Expansion of terminal
Monrovia, Liberia	New project; implemented March 2011

Europe

Rotterdam, Netherlands	New terminal being built
Vado, Italy	New terminal being built
Wilhelmshaven, Germany	New terminal being built

Middle East

Aqaba, Jordan	Expansion of terminal
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Latin America

Santos, Brazil	New terminal being built
Moin, Costa Rica	New terminal being built
Callao, Peru	New terminal project, including expansion.

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