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CONTAINER MANAGEMENT
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Could a new port herald a bright future for Auckland?

Denmark

NT Group delivers its first Novatech bolted terminal trailer

Novatech delivered the first unit of the new bolted version of its terminal trailer to a container terminal in December 2019, aiming to offer cost effectiveness and flexible maintenance to customers.

The 65 tonne trailer was assembled by a local team at a US West Coast terminal supervised by NT Group's engineers and was configured according to customer specifications with short guides and spring suspension.

A new batch of terminal trailers, which are 53 ft long and with a capacity of 40 tonnes, with short guides and one axle, have been delivered and are being assembled.

The bolted terminal trailer is designed to provide the same operational efficiency for loading and unloading containers as the traditional full welded units.

The unit can be disassembled to fit into a container, enabling direct deliveries of the product to container terminals rather than an extended and often costlier journey via a roll-on roll-off (ro-ro) facility.

Poul Nordby Jensen, director of special projects at Novatech, said: "Normally, you need to truck the trailers by road to the container terminal and that is very costly. As we are doing it now, we can ship it directly in to the end user.

"It can be extremely expensive to transport them by ro-ro in areas like the US West Coast, the West Coast of South America and Asia, whereas containers are much more affordable to transport."

According to Jensen, a major saving in transportation costs is possible when utilising container transport for the bolted trailer on the US West Coast.

Going forward, containers will be loaded with bolted terminal trailers at the factory before heading to either Gdynia, where the nearest container terminal is located, or other northern European options such as Antwerp, Hamburg and Bremerhaven, to be shipped towards their final destination.

The bolted trailer is meant to be easy to put together, with assembly done by the end user, while NT Group will normally provide a supervisor to oversee the process for new customers.

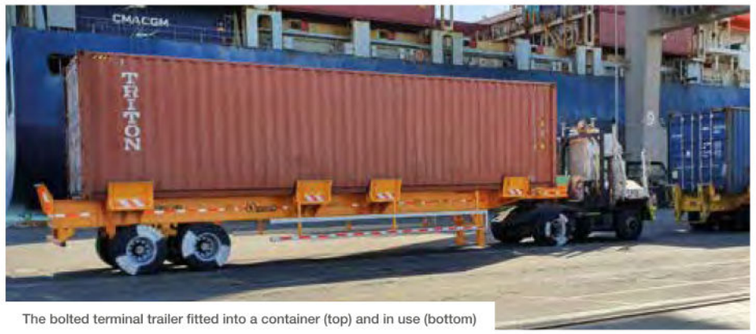
The unit, which consists of the chassis body, suspension, landing legs and container guides, can fit lengthwise into a container because the main beams are divided and the guides are taken off.

While the idea to have bolted terminal trailers is not actually new, NT Group's ingenuity is in deciding to transport them in containers.

The new setup should make maintenance and repair a much easier process, as damaged or worn parts can be replaced without hassle.

Jensen explained: "If you see old terminal trailers or bomb carts, they are really knocked – everything is bent and broken and parts are just temporarily repaired because it's too costly to properly repair them.

"With the bolted terminal trailer, those parts which are at risk of damage during operation are easy to replace. Components such as bolted guides, bolted back bumpers and bolted landing legs mean you can just buy spare parts and put them on again." ●



The bolted terminal trailer fitted into a container (top) and in use (bottom)