

OPERATIONS

ITS launches LoadVIEW

Building on its expertise in crane-to-load vehicle alignment and trailer positioning systems, port systems specialists International Terminal Solutions (ITS) have now developed LoadVIEW, a new solution for straddle carrier and truck alignment systems. The technology is an addition to its existing operations - ATPS for multi-trailer operation, STRAPS for straddle and truck operation, and STRAPS II with an on-board vehicle display.

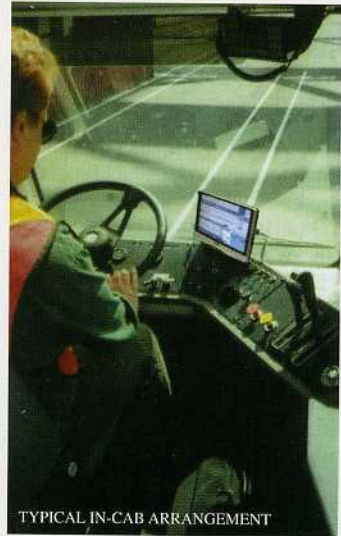
The ITS LoadVIEW system allows the driver of a truck, trailer train or straddle carrier to view the vehicle in relation to the stopping position. In simple terms, it offers a "computer-augmented" bird's-eye view. Unlike most systems, with LoadVIEW the driver gets a real-time view of the container or vehicle in relation to the stopping position. Most existing systems use

a light, or series of lights, to show the driver the stopping-point, making it difficult to judge the exact position. The LoadVIEW system allows the driver to adjust his speed to suit, as he is able to see the exact distance to the stopping point. With LoadVIEW, there is no need for him to look sideways to the crane, as he can look forward - with obvious safety benefits.

"LoadVIEW is rapid to implement and very cost effective," reports ITS, "and it does not require an external operator. It can be configured to load and unload any combination of containers - 20ft, 40ft, 45ft, twin-20's. The system can even align two empty or loaded chassis side by side simultaneously for a Tandem lift. The system can also position empty chassis with twistlocks. The LoadVIEW system also does this without additional hardware or an operator or complex, expensive software."

The system works by positioning cameras on the crane pointed at the loading area, both under the crane and in the back reach. Target markers are overlaid on the image and the composite image transmitted to the vehicle driver. The driver has a wireless display and selector enabling him to display the images from the appropriate crane. A patent application on the system has been filed by ITS.

One question often asked about this type of system, notes ITS, is: what is the accuracy? "With LoadVIEW," it explains, "the



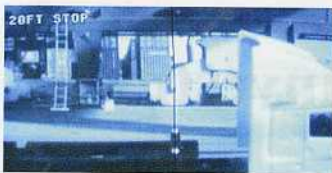
TYPICAL IN-CAB ARRANGEMENT

answer is literally: 'it is as accurate as the accuracy to which the driver can stop his vehicle'."

In the load and discharge operation of a vessel, it is most efficient to have an empty chassis waiting to receive a container or a container ready to be lifted on the vessel. To achieve this, systems are used to place the container or vehicle directly in line with the spreader, removing the need for crane gantry motion or vehicle shuffling as the crane waits. A terminal that can save 10 seconds per move on ship load or discharge could move from 30 moves per hour to nearly 33 moves per hour and could save over 8 percent in equipment running time and consequent fuel, labour, and maintenance savings. "The new LoadVIEW system can help achieve this," claims ITS.



TYPICAL SPLIT SCREEN VIEW FOR A 20FT AND 40FT/45FT FT CONTAINER



TYPICAL SCREEN VIEW FOR AN EMPTY CHASSIS WITH TWISTLOCKS