

Kalundborg relocates two cranes and orders new larger Gottwald crane

The New West Terminal at Port of Kalundborg has welcomed A.P. Møller Terminals (APMT), part of the Maersk group. Port of Kalundborg has relocated two cranes to the new deep water New West Terminal and has ordered a new larger Gottwald Konecranes mobile harbor crane.

Earlier this year, APMT moved its container operations from CMP Copenhagen to Port of Kalundborg's new deep water New West Terminal expecting over 30 % of the total container handling in East Denmark. The new location lies spot-on the major north-south shipping-lane through the Great Belt, close to the ports of Aarhus and Fredericia.



The Port supports APMT's operation by moving two existing 100 ton capacity mobile harbor cranes to the New West Terminal (Gottwald GHMK 6708 and Fantuzzi MHC 130). Finnish Ro-Ro vessel Meri moved both cranes at the end of February.

In addition, Port of Kalundborg has ordered a new 150 ton capacity Konecranes Gottwald GHMK 7608, complete with a VDL twin lift spreader (see picture below). Both will be operational by May 2021.

“With the increased activity at Port of Kalundborg, the new crane makes perfect sense. We have a good long-lasting relationship with the port and are happy to be a part of their journey,” said Peter Muller, Managing Director at Port-Trade about the changes at Port of Kalundborg.

The new diesel-electric Konecranes Gottwald crane will be the largest mobile harbor crane in Denmark dedicated to container operations and enables the port to increase both capacity and productivity on ever-larger feeder vessels. With three cranes, the port also achieves some redundancy.

Port-Trade, who represents both Konecranes Gottwald and VDL in most Nordic countries, has supported Port of Kalundborg for many years and has expanded its service capability with additional back up, to assure high reliability and availability of the cranes.

Professional container handling with Gottwald mobile harbor cranes

For many years, customers of Port-Trade professionally have handled containers with Gottwald mobile harbor cranes. Among them ADP Port of Fredericia, Eimskip at 4 locations in Iceland, Faroe Ship in Torshavn and SCA in Sundsvall. Most of these cranes operate on a 'green' external power supply; several operate >2000 hours annually. Earlier this year Port of Skelleftea ordered a fully electric Konecranes Gottwald mobile harbor crane ([read more](#)).

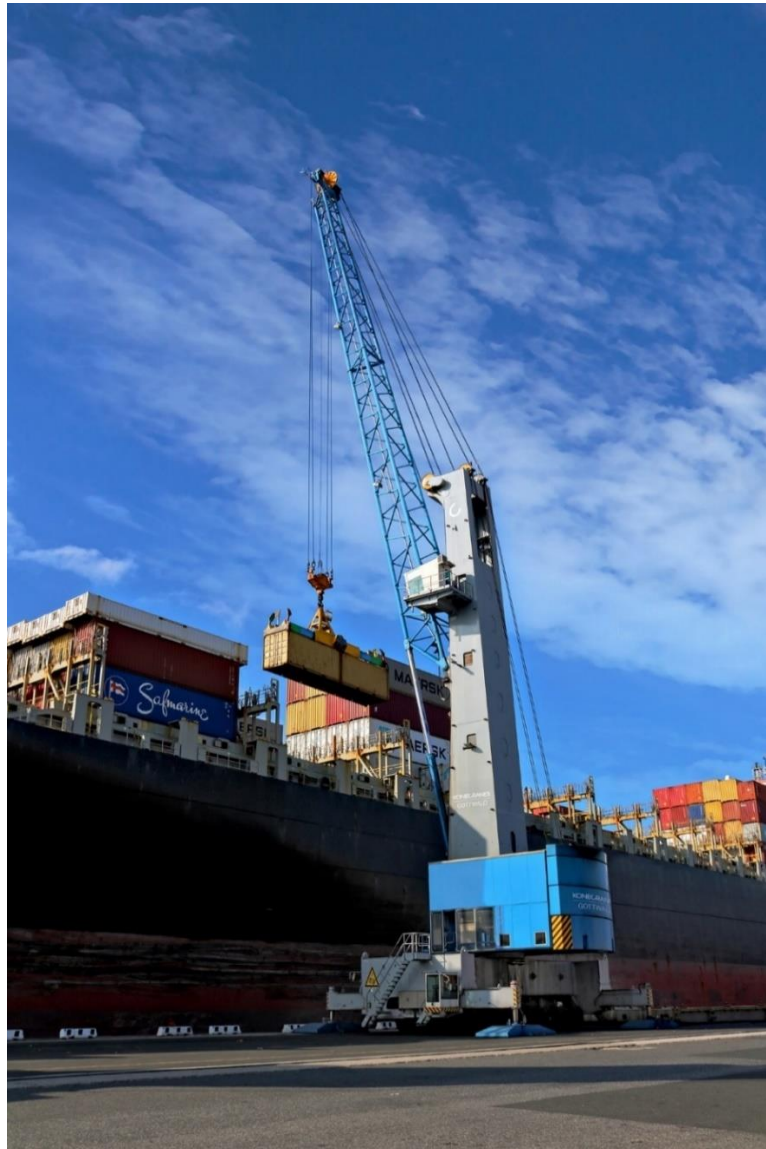
Easy external power connection of diesel-electric Gottwald mobile harbor cranes

Connecting a diesel-electric Gottwald crane to a medium voltage external power source (e.g. 10 kV) is a straightforward matter and entails a simple bypass of the on-board power pack of the crane.

No additional electric motors or splitter gearbox are required, and the high efficiency of electric drive system remains. Surplus electrical energy from braking and lowering motions is either used on the crane or fed back into the power grid.

Usually, a cable reel on the undercarriage enables the crane to travel 100-250 meters along the quay.

Fredericia, 18.03.2021



A Konecranes Gottwald GHMK 7608 operating with a twin-lift spreader in Livorno, Italy

Links:

[Kalundborg Havn \(portofkalundborg.dk\)](http://portofkalundborg.dk)

[Open deck carrier Meri - Meriaura](#)

[Home - APM Terminals](#)

[Mobile harbor cranes | Konecranes](#)