

Johor Port adds new STS quay crane to boost performance

by HARIZAH KAMEL

JOHOR Port Bhd, a member of the MMC Group, has acquired a new ship-to-shore (STS) quay crane to continue improving services and efficiency at its container terminal.

CEO Md Derick Basir said the purchase of the new crane is a long-term investment to ensure that Johor Port's competitiveness is in line with the rapid changes within the port and logistics industry and to meet the growing demands of customers.

"The new quay crane will be an addition to the existing eight quay cranes in operation at our port. With the additional crane, we can further improve on our operational productivity by delivering faster turnaround time for vessels at our Johor Port Container Terminal," he said in a statement recently.

Built by China's Shanghai Zhenhua Heavy Industries Co Ltd, the STS quay crane has a safe lifting capacity of 40.6 tonnes and is capable of handling containers over



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15 rows across post-Panamax size vessels with an outreach of up to 10 high on deck.

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The purchase is part of Johor Port's Refurbishment and Infrastructure Upgrading Programme, which also includes the upgrading and expansion of the container yard from the current 32 blocks to 36 blocks.

"It is a clear demonstration of the port's commitment to increase its container handling capacity to ensure future growth and further underline its position as the Southern Gateway Multi-Purpose Port," it added.

Johor Port is an integrated multi-purpose port facility located at the southern tip of Peninsular Malaysia, providing a comprehensive range of port services to meet individual needs of its customers.

Commencing operation in 1977 as the original Southern Gateway Multi-Purpose Port in the country, it currently operates a total area of 405ha, of which 267ha are designated as a free zone.

As the first port in Malaysia to be accorded with free zone status, Johor Port is the appointed Free Zone Authority for the management of its free zone area.

The port is the largest palm oil terminal in the world and was designated as an approved London Metal Exchange (LME) location in 2004 and is currently ranked No 3 out of 37 in LME Cargo.

Additionally, it is also one of the largest discharging points for rice and cocoa in Malaysia as well as being one of the biggest terminals for fertiliser and cement.