

World Class Cargo Handling Systems

AT DUBE TRADE PORT



A 3-D graphical representation of the cargo handling system showing the roller decks, the ETV's and the cold storage area



Site Manager for ICM Airport Technics, **Mario Noetzold**

The essential function of an airport is safe transport - not only of people, but baggage and cargo too. Site Manager for ICM Airport Technics, Mario Noetzold spoke to us about the cargo handling systems at KSIA's Dube Trade Port.

The cargo handling system was contracted to ICM, a German based engineering company specialising in airfreight cargo. A completely automated system, it is made up of a number of modular pieces that were manufactured internationally and assembled on site. The complex mechanical parts like the elevating transport vehicles (ETV's) and the complete courier facility were manufactured in Germany, while the mechanical and steel work was done in China. "We spent a year working on the design in Germany before moving onto site in November 2008," explains Mario. "We have begun testing the system and will be ready for handover by the end of January 2010."

The system is designed to facilitate the handling of airfreight pallets and containers, which are called unitized loading devices (ULD's). It consists of over 200 roller decks for storage and two ETV's that move the ULD's into the storage. There are also 68 motor-powered roller decks to transfer the ULD's in six lanes between Landside and Airside.

The ULD's are packed and unpacked in one of the 6 work stations that form part of the overall cargo handling system, which is designed to handle an average of 130 000 tons of cargo per year. There is also a facility for express cargo as well as a sorting system that runs in a loop between landside and airside.

The entire cargo handling process is controlled by an inventory control system (ICS) that has been developed and installed by Unitechnik from Germany. The ICS ensures that each individual piece of cargo can be tracked and traced at any stage of the transportation process.

"The system is one hundred percent up to date and comparable with those at other international airports.

Our team, which in some instances has been as many as 60 people, is working hard to ensure we are ready for handover," explains Mario.

"To be a part of this project and see how a complete new airport develops from scratch is a great experience I won't forget. I would like to thank the whole team on site and in Germany that have worked hard to make it a success," says Mario. 🇩🇪



The ETV's were manufactured and engineered in Germany