



PRESS RELEASE

GOTTWALD PORT TECHNOLOGY ADDS WSG WIDE SPAN GANTRY CRANES TO ITS RANGE OF PRODUCTS

SUCCESSFUL LAUNCH – DÜSSELDORF-BASED COMPANY SUPPLIES FOUR WIDE SPAN GANTRIES TO BASEL AND LUDWIGSHAFEN

Düsseldorf (Germany), 31 March 2003 – Gottwald Port Technology, the world's leading supplier of Mobile Harbour Cranes and pioneer in the design of integrated solutions in the field of Port Technology, has now added WSG Wide Span Gantry Cranes to its portfolio. This expansion exemplifies the company's uncompromising commitment to providing well-proven and innovative products and services to round off its comprehensive range of port handling equipment. The new product is the responsibility of the Automated Port Technologies business unit which includes, inter alia, unmanned Automated Guided Vehicles, Automated Container Stackers and services such as consulting and developing complete terminal layouts.

Gottwald has developed its Wide Span Gantry Cranes, intended for intermodal and trimodal cargo handling between ship, rail and road truck or for managing extensive stack yards, on the basis of its production experience and innovative approach gathered from over 800 Mobile and Portal Harbour Cranes already supplied. Since the end of 2002, Gottwald Port Technology has also been in a position to call on 45 years of experience within Kranservice Rheinberg (KSR), which itself was a continuation of the Aumund tradition.

Evidence of the successful market launch of this new range is provided by two orders received in March covering a total of four Wide Span Gantries for delivery to COBI Container Terminal AG in Birsfelden near Basel, Switzerland, and the Ludwigshafen am Rhein GmbH in Germany.

Features that were decisive in the choice of these cranes were the sophisticated Wide Span Gantry engineering concept based on a combined lattice and box-girder design and with a central arrangement of key electronic assemblies in a single electrics room. The concept is further refined through a number of special features such as the lift for easy ascent and optimum access to all relevant areas or the superordinate storage maintenance system.

First Wide Span Gantry Made by Gottwald to be in Operation by End of 2003

The first Wide Span Gantry made under the Gottwald label was ordered by COBI Container Terminal AG in Basel, Switzerland, and, by December this year, should be in commercial operation. Equipped with a state-of-the-art software package, which enables not just crane management, path recording and remote diagnostics but also a semi-automatic stack yard management facility, the crane will operate in a new riverside container terminal covering 15,600 m² with a storage capacity of 2,000 TEU. The crane's overall span is 63 metres, the riverside cantilever is 32.5 m and the land-side cantilever is 20 m. The lifting capacity is up to 52 t on the ropes. The lifting height has been designed to enable a container to be lifted over five high-cube containers.

Joachim Kröll, Manager of the Automated Port Technologies business unit at Gottwald Port Technology, commented on the company's first success in this new field of business: "We are grateful to COBI Container Terminal AG for placing their faith in Gottwald and we are pleased to provide the second-largest city in Switzerland with all the features and functions that our product range has to offer: economy of use, maintenance friendly design, safe, accurate and environmentally friendly operation."

Additional Start-up Planned in Ludwigshafen in Spring 2004

Hafenbetriebe Ludwigshafen am Rhein GmbH is currently building the *Container Terminal Kaiserwörth-Hafen* which will be one of the largest container handling terminals along the Rhine at their location in Ludwigshafen. The company has ordered a number of Gottwald's Wide Span Gantries for operation at this terminal. While two of a total of three gantries will be used as quayside cranes for loading and unloading Rhine barges, the third will take over the task of managing the stack yard and loading and unloading road trucks and trains. The order includes the logistical integration of the gantry functions with regard to each other and the interface with the stack yard management and freight forwarder management systems.

The two quayside gantries have a total span of 50 metres each and lifting capacities of 67 tonnes (container twin-lift). The quayside cantilever on each crane is 37.5 metres, which will even enable ship-to-ship loading between the two largest barges on the Rhine, the *Jovi* and the *Amistade*. The cantilever on the landside is 20 metres in both cases. As in the Basel design, these quayside gantries will also enable one over five lifting capacity with high-cube containers. The stack yard gantry has a lifting capacity of 57 tonnes. Its total span is 31 metres and its cantilevers are 6.5 and 9 metres respectively. The lifting height has been designed to enable a container to be lifted over three high-cube containers.

These three gantries in Ludwigshafen are expected to be in commercial service by spring 2004.

Dr. Mathias Dobner, Manager of Terminal Planning at Gottwald Port Technology, commented: The gantries for Ludwigshafen will feature the same functionality as the one in Basel. In addition, with the new Gottwald Wide Span Gantry technology, Hafenbetriebe Ludwigshafen am Rhein GmbH will benefit from the extensive experience which we have gathered over forty years of supplying products to marine ports all over the world.”

Gottwald Port Technology

Gottwald Port Technology GmbH in Düsseldorf, Germany, offers a broad spectrum of tried-and-tested, innovative products and services around the world to provide practical solutions for cargo handling. On the one hand, the company is the world's leading-edge supplier of Mobile Harbour Cranes and, on the other, a supplier of integrated solutions for port logistics.

With the launch of its Wide Span Gantries at the beginning of 2003, Gottwald has taken another stride along the path to becoming a supplier of the full range of port technologies and has thus demonstrated once again its commitment to healthy growth. The company presently has a workforce of around 600 employees in Düsseldorf and the turnover for the financial year 2001/2002 (as at Sept. 30) was over €170 million.

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