

ELECTRIC RUBBER-TIRED GANTRY CRANES (eRTG)

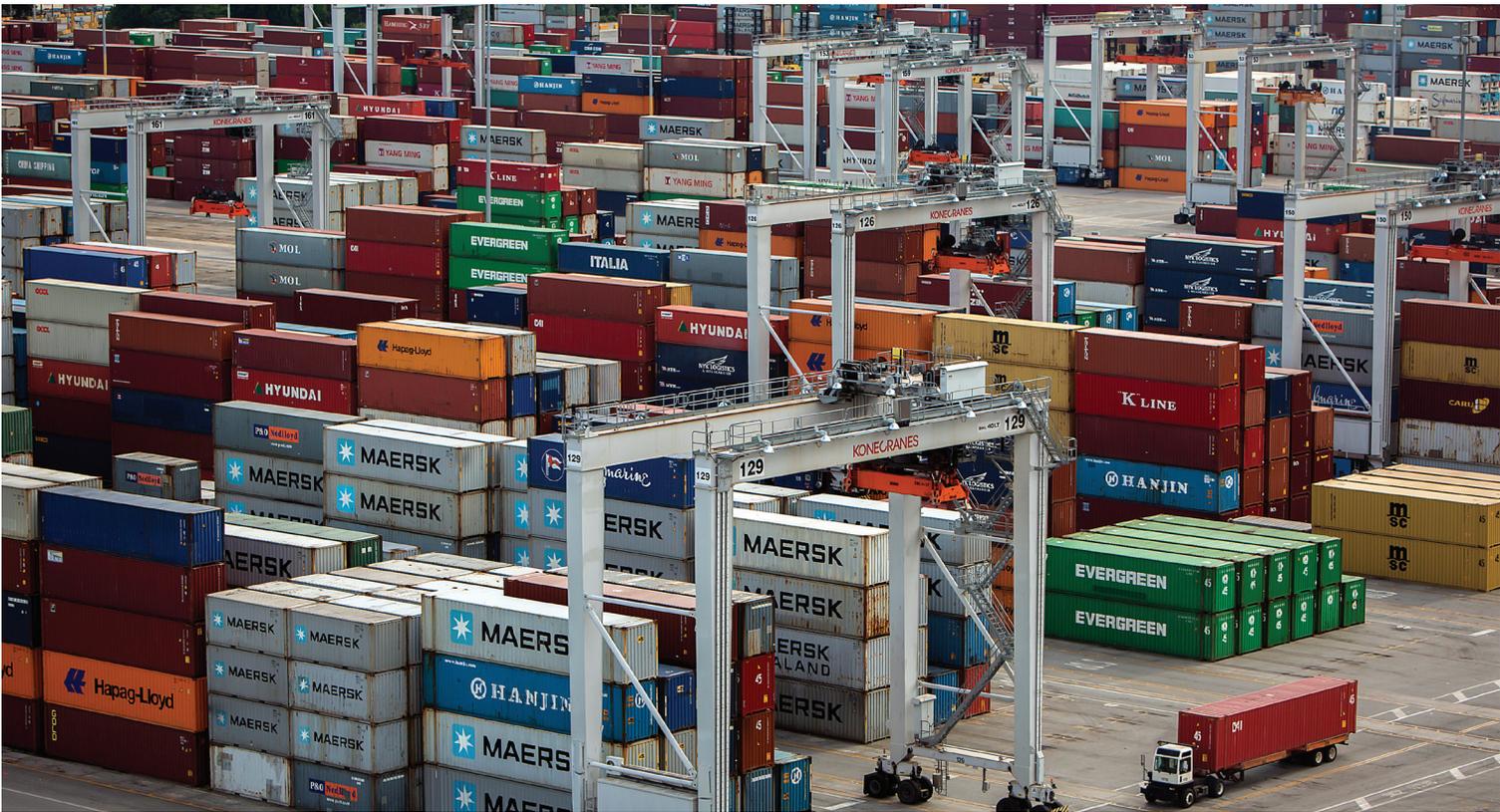


NEW TECHNOLOGY REDUCES FUEL CONSUMPTION BY UP TO 95 PERCENT

DESIGN PROVIDES CROSS-TERMINAL MOBILITY

REGENERATES POWER WHILE LOWERING BOXES

FIRST OF ITS KIND AT A NORTH AMERICAN PORT



The Georgia Ports Authority's electrified rubber-tired gantry cranes (eRTGs), the first of their kind in North America, represent a cleaner and more efficient method of operation. The eRTG system was developed with the help of partners Konecranes, Conductix-Wampfler and Georgia Power which provided the cranes, the new power system, and electrical system respectively.

CLEAN POWER

While relying on cleaner, shore-based power to handle containers, Georgia Ports Authority's eRTGs feature the ability to automatically switch to diesel generators.

REDUCED CONSUMPTION

The new technology reduces fuel consumption by up to 95 percent.

LOWER OPERATIONAL COSTS

ERTGs are more reliable than diesel-powered versions, with less downtime. Fewer hours of diesel-powered operation mean reduced maintenance costs and extended diesel life.

INNOVATIVE EFFORTS

Custom built to a GPA design, the eRTGs are powered through 480-volt conductor rails installed on the container yard.

LESS IS MORE

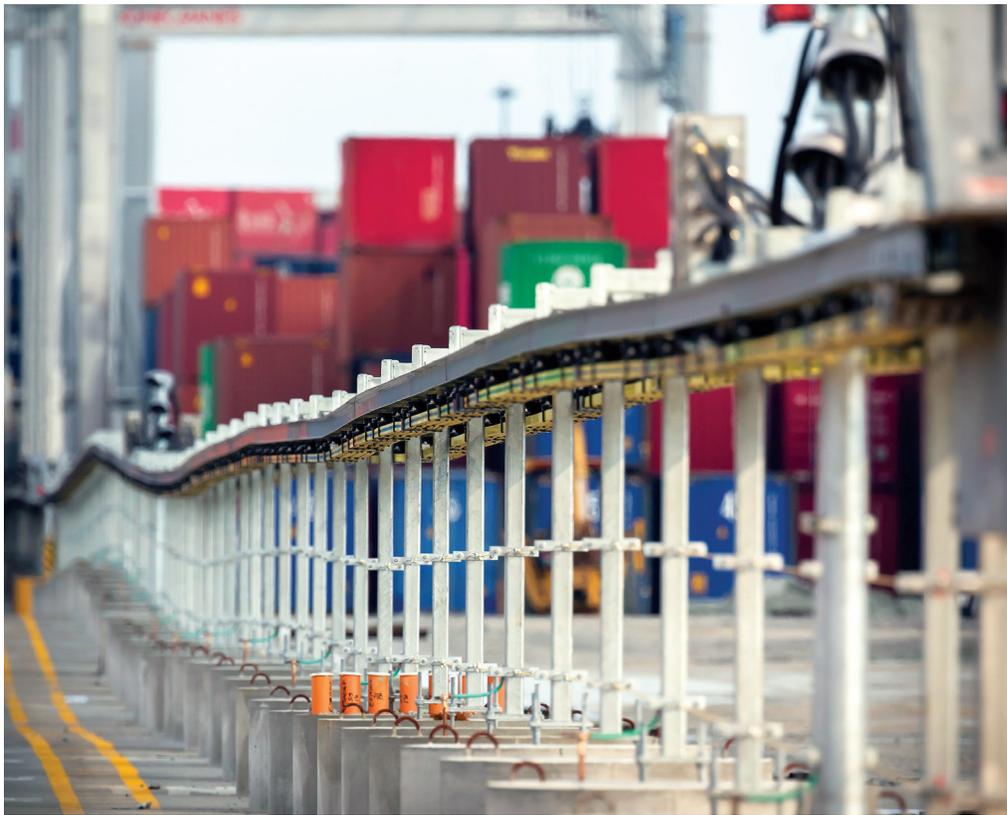
The RTG-mounted electrical equipment and retractable arm linkage to the conductor rails are compact and lightweight.

HIGHER CAPACITY

Garden City Terminal's RTG fleet will number 170 by 2026. Long-term plans call for retrofitting the entire fleet of diesel-powered RTGs to use shore power.

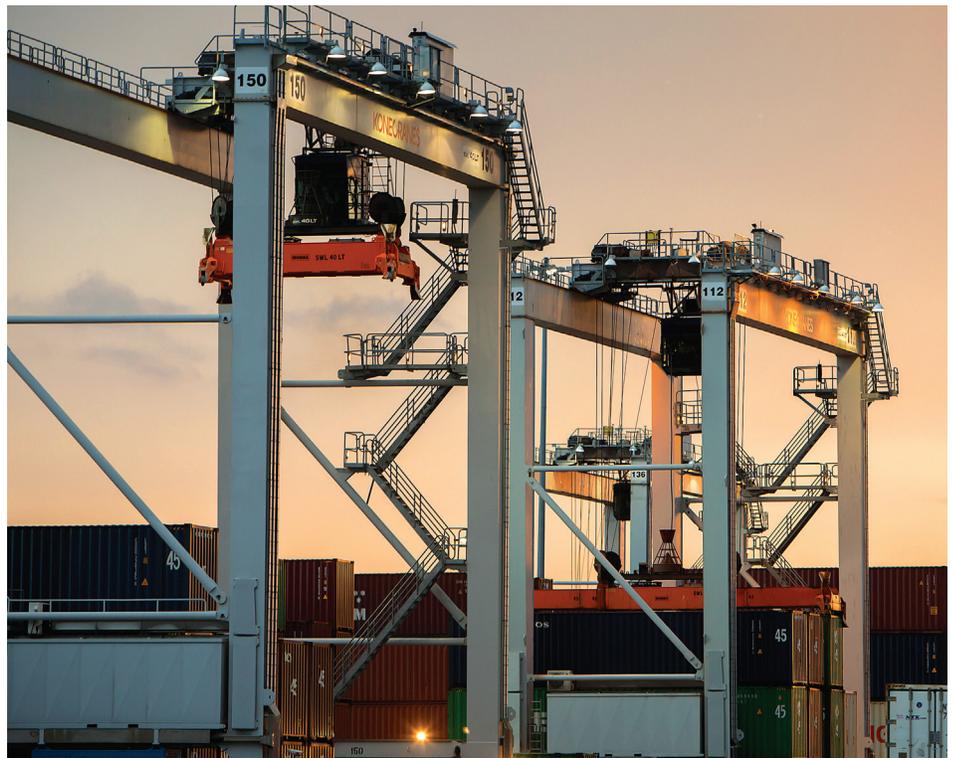
EFFICIENCY

This innovative system has the capacity to regenerate power back to the electrical grid, powering itself for an estimated 18 minutes each hour.

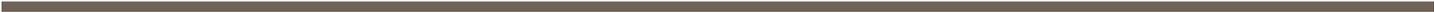


GPA'S
**ELECTRIFICATION
EFFORTS**
AT THE
**PORT OF
SAVANNAH**
AVOID THE
USE OF MORE THAN
**7.5 MILLION
GALLONS**
OF DIESEL ANNUALLY.

The eRTG project is the latest in a series of GPA initiatives designed to increase the productivity and capacity of the port in environmentally responsible ways. Through efforts such as electrifying ship-to-shore cranes and refrigerated container racks, the Port of Savannah avoids the use of more than 7.5 million gallons of diesel annually.



Garden City Terminal features dedicated CSX and Norfolk Southern rail service at on-terminal facilities, warehouse space located near the port, 146 RTG cranes to keep cargo moving, and a world-class rate of nearly 40 ship-to-shore moves per crane, per hour.



gaports.com 

Georgia Ports Authority 

@GaPorts 

Georgia Ports Authority 

Georgia Ports 