

# urity

50% lower than with the conventional handle hub design.

The new handle hub forms part of Saejin's Advanced Security System (ASS) for containers, which comprises the SJ-88 locking gear, the Secura Cam and Keeper and high strength bolt seal.

Saejin's new plant in Taicang, near Shanghai, can produce 1.2M container door gear sets per year. The company claims to hold a 60% share of the global container door gear market.

without leaving clear an attack has taken if the securing bolt om the rear of the handle still cannot rom the hub while sed position, Saejin any estimates that costs will be around

# East

Talke Logistics Services recently took full control of the Hoyer-Talke GmbH dry bulk joint venture by acquiring the 50% cent stake that Hoyer held. Hoyer-Talke was established in July 2001 as a 50:50 joint venture specialising in the transport of granulates and powders in road tankers and containers across Europe.

At the time of the buyout, Hoyer-Talke had built up a fleet comprising more than 300 dry bulk road tankers and approximately 1,000 containers, the latter comprising both dry bulk boxes and silo tanks.

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# Unit45 drives on



Rotterdam-based Unit45 BV is now offering automotive logistics companies in Europe a range of 45ft high-cube containers fitted with the Trans-Rak car transport system. Previously, Trans-Raks have only been installed in 40ft containers for deepsea operations.

Unit45, which focuses exclusively on the development, construction, financing and leasing of 45 ft containers, is currently trialling a number of 45ft x 2.5m palletwide car carrying units with its customers.

According to Unit45 general manager Jan Koolen, with the container's increased length, five VW Polo-sized cars can now be loaded into a single container, while the increased 2.5m width permits more space within the container to work. "Users now have a new and valuable cargo, which can be delivered right to the customer's door. Furthermore the cars are hidden from view adding to the security against damage and theft," he said.

To operate, the retractable Trans-Rak car transport system is fitted inside a Unit45 container and cars can be loaded from ground or trailer deck level. Once the cars are driven out of the container, the Trans-Raks wind up (using a Milwaukee drill) into the

*Five VW-Polo sized cars, or four large cars, can be shipped in a 45ft high-cube Unit45 container fitted with the retractable Trans-Rak car transport equipment*

roofspace of the container, so that it is clear and ready to load general cargo

The 45ft multimodal car container was among a number of new 45ft designs unveiled by Unit45 at this month's Intermodal 2006 exhibition in Hamburg. Others included a diesel-electric 45ft high-cube reefer capable of accommodating 33 europallets or 66 low height pallets loaded on a specially-developed double-deck system. Equipped with Carrier (Vector or Magic), or Thermo King (SL 200 or 400) reefer units, the new design is aimed specifically at rail and inland waterway operations where on board power is not usually available. The units can run for up to five days using their onboard diesel generator.

Also on display were new 45ft high cube palletwide garment, open top, curtainside and bulk containers. With a loading capacity of 89 m<sup>3</sup>, the latter, developed in association with Nijmegen-based Polar Express, is equipped with seven roof hatches and can carry a 40t payload.

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