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### Automation of Ship-To-Shore Container Cranes: A Review of Stateof-the-Art

The paper grees the state of the art of automation of ship-to-show (SSS) contained articles are the higginst invariance to the part terminal spots. The automation heckening increase the problem of the ship to ship in along contained transcription for the problem of the ship to show a contained transcription of the part terminal efficiency on an amongs of logical part of logical services. The paper also shows a short oursey of some most important and recent resources at control of ship-to-short context, and make principles of operation of automatic correctly existing directors.

Expressive ship- si-shery container crames, automation, control antonings, efficiency, productivity.

#### IL INTRODUCTION:

The competitive world occurring, and the increasing performance expectations of customer lead to a demand for low cost, rapid and dopostable shipping of carpo-The development of efficient automated higharcheology knading/unloading equipment has the potential of considerable improving the portionnance of terminal operations. Advances in ship-to-share (STS) container cranes technologies, as the major part and the biggest investment degrital costs for container craws any 70 % of total costs in point 111, of the carpo storage and retrieval system. have a significant effect on the afficiency of port-terminal operations once properly implemented (2). Today, any port wishing to be at the finishings of terminal approximate and container handling abouted by able to reduce to a minimum the time that the ship is disclard in the booth. The fact of assuring the shipping companies of having a post terminal with a high quality and a fast service of new errors of cargo, by means of more and family cranes, facilitative ecompetitiveness by showing higher productivity INI. The expansion of multimedal transport has fed many posts Grun usuallar ports because generally 80 % of costs are independent of volume of caree handled in container executions (1) to make capital investments in facilities, considerior automobile container handling restorms. The purpose is to increase the second and efficiency of handling containers. The transfer of cares between ships and ground transportation noticins an enquincies and time-communing activity. The need fire Gentar loading in reflected in the current trend toward famor, higher-powered mounts and better drives (4). For the years many authors have been researching and development ways to make STS cranes transfer containers faster and more safely through computerized anti-expr-

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Figure 19 May be received Francisco received

Knalpac Marge 19, 11139 Belgrade 15, Serbia and Montenagro E-mail: numbe simus by ac cu and automatic controls.

The STS container crane prosents for itself a complex, system, but at the same time is a part (Elementary Sub-Senton, ESS) of the port terminal system, Figure 1 (2).



Pigure 1: Ask souttine of part terminal system:

STS contained exame preclicate by has always been one of the seriousl compensate of forminal productivity. That the crane is only one of the terminal elements that controls production. Within the next decade crane productivity may become the limiting compenses of the terminal production (4). Increasing productivity is always desirable, but limiting ships in necessary. Visual terminal time descends on (7):

- Vessel and crane parameters.
- Operating parameters;
- Container ward performances:

It will take martly four days to sorvice a 12000 TEU ship exchanging 75% of its containers, using 6 assigned courses producing 30 lifts an boar (5). Ingrussing productivity to 53 lifts an boar cots the turnaround time to a little four than two days. In If able it are preported some typical turnaround times for various typical sand consectiful per boar [5]. Some improvements increase production increases [5]. Some improvements increase production increases the 5-20%, and other improvements make a quantum jump, by 25-40%. This paper dash enough with the increasing of port terminal productivity, as a part of logistic network, due to automation of 515 crase. Automation continues to

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