Upgrading Terminals for Larger Vessels

V.K. Kumar, BergerABAM
Major Issues and Needs

- Deeper Berths
- Larger and Heavier STS Cranes
- Higher Wheel Loads on Wharf
- Bigger Fenders and Bollards
- Denser Stacking at CY
- RTGs and RMGs at CY
San Vicente Terminal Internacional (SVTI), Chile
Deepening and Crane Retrofit

EL. +4.66

3 000

21 720

Proposed Crane Gauge

New Landside Crane Beam

EL. 0.0 (NRS)

Provide Pipe Piles at 6 000 to Support New Crane

EL. -13.0

Existing Mudline

EL. -15.0

Dredge EL.

Use Existing Piles and Provide Pipe Piles at 5 000 to Support New Crane
Existing Conditions
Breasting Platforms and Dolphins
Infill Structure and Berth Extension

- Phase 3 Berth Extension
- Future Fill
Construction Sequence – Phase 1

Phase 1 Fender Platform
Construction Sequence – Phase 2

Phase 2
Topping and Closure
Construction Sequence – Phase 3
Completed Project
Santa Marta International Container Terminal, Colombia
Wharf and Yard Section

- New Container Crane
- New RTG
- New High-mast Lighting
- Wharf Modifications
- 18-Wide Post-Panamax Vessel
- Future RTG
Wharf Modifications

- Crane Rail
- Existing Wharf 17,950 ±
- New Crane Beam
- Yard Paving
- CIP Transition Slab
- New Piling

Dimensions:
- EL. +1.95
- EL. +0.00
- EL. -14.0 ±

- 3,000
- 23,100
- 3,600
Panama Ports Company Berth 10
Completed Project
Manzanillo, Mexico
Third Rail for 100’ Gauge Cranes

- Hatch Cover Zone
- New High-mast Light Pole
- 15m and 11m distances
- Crane Rail Beam
- Link Structure
Berth Deepening

New Continuous Cap
30 480
New Crane Gauge
4000
Pavers

Relocated Fender

H-Pile

Sheet Pile Toe Wall

EL. -14.0

EL. -16.0

Dredge Elevation

Link Structure

Existing Rock Dike

AAPA American Association of Port Authorities
AAPA Facilities Engineering Seminar
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