

NGOW HOCK COMPANY LIMITED, THAILAND

Empty containers in Thailand

“We really appreciate their attention to detail, especially with regard to environmental issues and fuel efficiency.”

Panu Phusunthorntham
General Manager of 127
Ngow Hock co., Thailand



Since 1929, Ngow Hock Company Limited has provided logistics and container services to customers in Thailand.

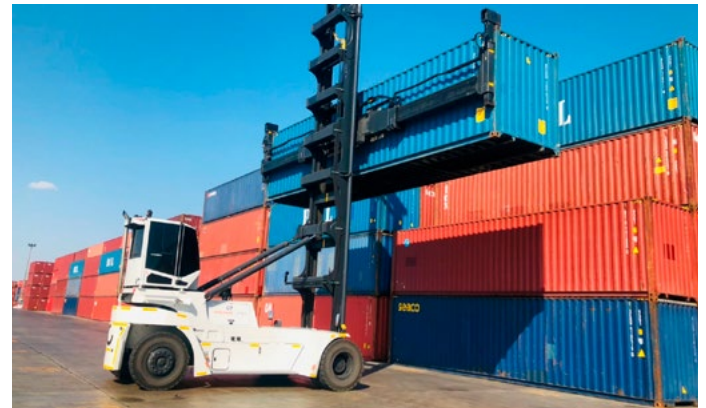
Established in 1989, their subsidiary 127 Co., Ltd. (127) has been offering container depot and transportation services for shipping lines and import-export companies in the capital Bangkok. With excellent shipping connections on the southern Thai coast, 127 operates a busy empty container handling yard of 96,000 square meters, where 60 employees manage up to 225,000 TEU of containers per year.

In 2005, they set up another subsidiary at Laem Chabang, Thailand's largest port, to provide empty container depot and transportation services, including container stuffing and unstuffing. Working at a similar pace, 99CD has 50 employees handling up to 115,000 TEU annually at their 40,000 square meter facility.

Streamlined processes for a modern port

When containers arrive at 127 or 99CD, the majority continue on their way via trucks or railways, but many of them are unloaded on-site. To ensure that tight delivery timetables are met, these empty containers must be moved in and out of storage stacks quickly, and the lift trucks that do it are key to the efficiency of the unloading and loading process. So both sites need dependable, specialist equipment with high handling rates and low operating costs, and as they use it, they want to be mindful of the environment.

The 127 yard in Bangkok currently operates one Konecranes SMV 6/7 ECB90 empty container handler, delivered in 2010, and two of the latest Konecranes Liftace E 7/8 ECC9 empty container handlers, delivered in 2020. The 99CD yard also operates two of the same Liftace machines. With a lifting capacity of 9 tons, the SMV can stack up to 6 empty high-cube containers or 7 standard containers. The Liftace trucks can lift up to 9 tons as well, with a slightly higher stacking ability up to 7 empty high-cubes or 8 standard containers. Designed for the demanding conditions of a modern port, all five lift trucks have a sturdy wheelbase of 4,500 mm and a single box spreader with twistlocks to keep them stable when lifting high.



Fitted with a spacious cabin and ergonomic controls, each lift truck provides drivers with large, lowered front windows without corner posts, for excellent visibility in all directions. Special features such as smart load sensing as well as Electronic Machine Control (EMC) for automatic engine shutdown and speed limit combine for better fuel efficiency, safety, and durability across a long life cycle.

High standardization in the production of Konecranes lift trucks and Liftace empty container handlers meant that all five units could be delivered quickly after ordering.

High standards at the terminal

As subsidiaries of Ngow Hock, both 127 and 99CD specifically requested empty container handlers with highly efficient engines and good safety features. Whenever they've started to use new Konecranes empty container handlers at their terminals, they've noticed that reduced fuel consumption, less need for maintenance, cost savings and productivity were visible almost immediately.

"To compete in our business, we need reliable and cost-efficient equipment with good technical support, and Konecranes has proved that they can fulfill our requirements time and again in the 20-plus years that we've been with them," says Sarayut Teeduang, General Manager of 99CD. Panu Phusunthorntham, General Manager of 127, agrees: "Konecranes provides highly-advanced technology combined with excellent after-sales service at a very reasonable price. We really appreciate their attention to detail, especially with regard to environmental issues and fuel efficiency."

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