

SEACON

Carrylift prides itself on developing the right solution for the right application.

Solutions which often blend equipment types and brands to deliver high levels of flexibility and productivity, and a reason why our loyal customers return to our business for the same service provision over many years.

Founded in 1955, Seacon began life as Sea & Continental Waterways Transport Ltd, offering it's customers door-to-door transport solutions for over half a century.

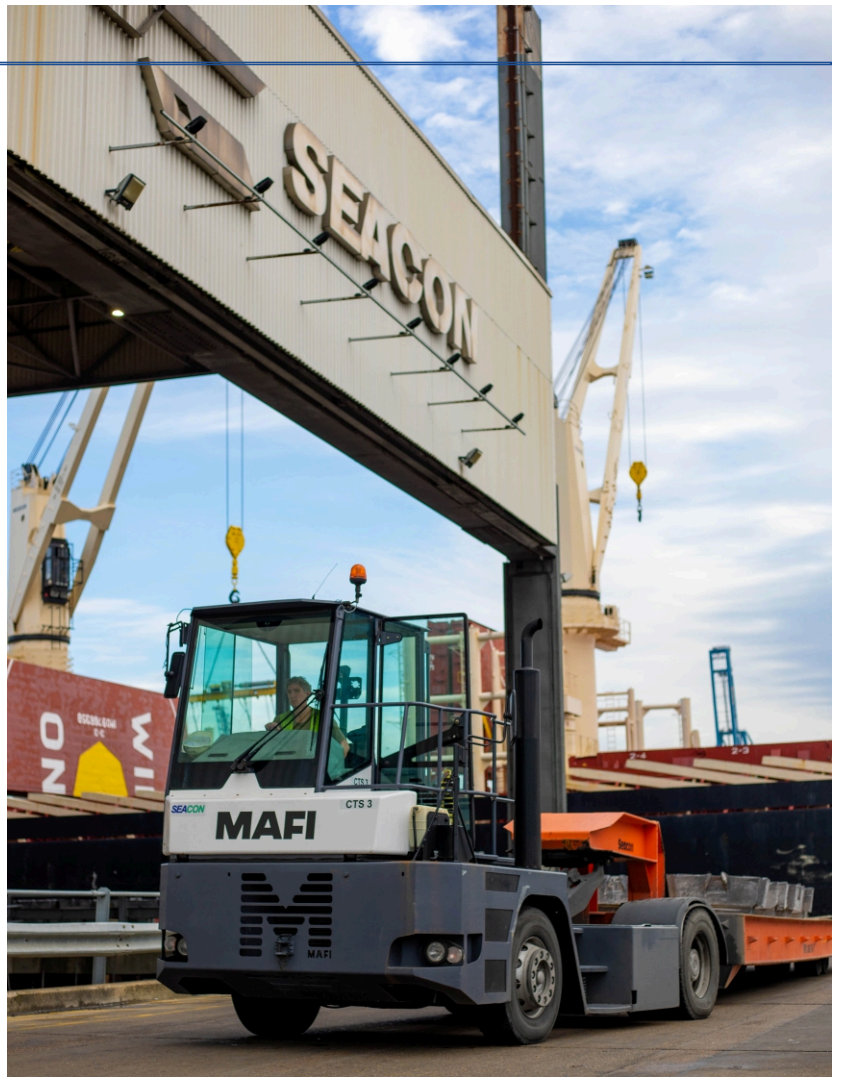
Today, the family-owned business prides itself on offering the complete discharging, warehousing, transportation and loading services for shippers of neo-bulk cargoes such as steel, metals and forest products.

These commodities benefit from the combination of specialist ships and handling facilities at Tower Wharf, Northfleet, in the Port of London.

There the haulage of forest products, and steel coils, plates and sections, are carried out via a fleet of 40 purpose-built trailers and 19 modern vehicles which are all capable of carrying up to 28 tonnes.

Workflows can be erratic, but even so the site is busy seven days a week with different loads requiring different handling techniques, as forest products manager Ashley Baldwin explains:

"Forest products represent about 25% of the cargo throughput at Tower Wharf, where we have over 30,000 square metres of warehousing available. We specialise in the handling of such products from the near continent, by offering customers a 'mill to delivered' service, helped by the excellent road links to the A2 and



M25. We operate our own 2,000-tonne coasters and the terminal is equipped for handling all types of forest products."

The MAFI terminal tractors are key to the operation. Flexible enough to handle the varied requirements, the tractors also have the pulling power to handle metals, often steel and four tonnes lead blocks from Australia, or Russian-made ingots, which are craned off the ships directly onto the trailer beds and destined for a nearby refinery.

The Most Efficient Way

"Steel coils come out of the hold and straight into stock by gantry crane or the MAFI's pull cassettes of metals as required," says Ashley, "but pretty much all forest products require the MAFI trailers, travelling across the quay and down the ramp. There's less weight on the paper side, reels of paper will weigh less than tonnes of lead, but this is the most efficient way to handle either products in bulk."

Ashley notes that craft paper destined for 'Amazon-type packaging' has also overtaken newsprint, which the dock used to be renowned for 25 years ago. Steel then became important, imported from nearby European countries.

Steel is shipped from diverse sources. On the day this case study was completed, 11,000 tonnes of Brazilian steel is on route and will soon be heading down the ramp via the MAFIs.

"We rely on our MAFI tractors every day," says Operations Manager, Mark Newman. "It's a system that has served us well for





“It's clear the equipment is precisely right for the application.”



years, at least since we purchased the previous fleet from Carrylift 15 years ago. That equipment was so durable that we knew we wanted the same this time.”

MAFI terminal tractors are used worldwide to move containers and trailers and to load and unload RoRo ships. The history of MAFI can be traced back to 1957. Initially, the company specialized in the production of drawbar and low-bed trailers for industry, cargo handling and seaports. Today, the company is part of a steel and manufacturing group that employs over 400 and builds airport ground support equipment.

“We have to be open-minded,” says Carrylift's Sean Roberts. “It's not always easy to source quality refurbished equipment. In this case we found three units that do the job



for the same cost of a single new model. Seacon have great onsite maintenance and it's clear to see here that the equipment is precisely right for the application, so much so that it's almost part of the furniture.”

“We have our own maintenance team,” adds Mark, “but we stay on friendly terms with Carrylift's technicians and the support is greatly appreciated.”

The MAFIs work around eight hours a day on a single shift operation between 7am and 5.30pm. Even as the demands on the company change, the MAFI fleet has remained fit for purpose.

“As a freight forwarding company we have 20 waggons travelling around the country plus the option to outsource in the North and Scotland,” says Ashley. “That said, our location is important, we can offer local container work, we have ships, warehousing and transport and we're a reliable option.”

Thames Regeneration

That sentiment was obviously endorsed by one new important customer, Tideway.

“Over 30,000 segments of concrete blocks for the new Tideway super sewer have been produced. We pull them up by road – air suspension protects the concrete – and ship them by river.”

At the heart of the Tideway project is the fact that London relies on a 150-year-old sewer system built for a population less than half its current size. As a result, tonnes of raw sewage spills, untreated, into the River Thames each year.

The effect on the river's fish, birds and aquatic mammals is profound. Ammonia found in sewage harms many of the Thames's inhabitants, while the bacteria that feed on the sewage deplete the river of oxygen, suffocating many of its fish.



Work began in 2016 on a 15 mile Super Sewer under the Thames to intercept spills and clean up the river. Tideway is the company delivering the Thames Tideway Tunnel, owned by a consortium of investors, and more than two million pensioners via UK pension funds managed by those investors.

More than 400 highly experienced professionals are employed by Tideway to deliver the project, working alongside the company's four main delivery partners.

Construction is now underway at 24 sites in London with the project expected to be completed in 2024 at a cost of £3.8bn.

The project is also opening up the river. Previously everyone was trucking loads, but now using the river is seen as a good way to avoid traffic and reduce carbon emissions.