



Noatum runs real-time dynamic lighting system tests in its Valencia terminal

- The pilot, developed by engineering company Ingeniería de Aplicaciones Energeticas SLU, has been undergoing tests at the Noatum Container Terminal Valencia since September
- Initial results show that the forecasted savings from the TDI System would be around 80% of current energy use and costs associated with lighting

Valencia, November 4, 2015. The pilot developed by Ingeniería de Aplicaciones Energeticas SLU (EDAE), as part of the European SEA TERMINALS project, began in early September at the Noatum Container Terminal Valencia, by testing a Dynamic Lighting System (Terminal Dynamic Illumination - TDI). This system facilitates the intelligent and efficient management and reduction of energy consumption in lighting.

The operation was launched in new facilities adapted to work with LED technology and a dynamic management system, with the testing stage lasting for 1000 hours. Initial results show that the forecasted savings of the TDI System would be around 80% of current energy use and costs. These savings would be achieved with a return-on-investment period of under two years (internal rate of return above 35% and net present value of triple the initial investment).

The response times of the TDI system help ensure the safety conditions required in terminals and the lighting levels necessary for proper port operations. In addition, users of these facilities have reported improved levels of visual quality, with reduced glare and light pollution.

The SEA TERMINALS project team is collecting detailed information in order to produce the profitability report for this system. The results will be presented on 26th November, during the "**SEA TERMINALS Valencia Demo Day**" that will be held at the facilities of the Port Authority of Valencia and at the Noatum Container Terminal Valencia. During this event, attendees will witness a live demonstration of this dynamic lighting system. Additionally, demonstrations will be carried out of the other pilots tested at this terminal as part of the SEA TERMINALS project: the **real-time Operational Management System (SEAMS Platform)**, as well as three machine prototypes — a **100% electric terminal tractor**, developed by Terberg; a **Reach Stacker** and a **forklift for empty containers**, both equipped with fuel saving and CO2 emission reduction systems, developed by Hyster; and lastly, a new **hybrid generator for RTG cranes** based on super-capacitor storage technology. At the event, attendees will be able to see these eco-efficient systems for themselves in a real-world environment.



SEATERMINALS



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SEA TERMINALS Project

The aim of this project, spearheaded by the Valenciaport Foundation and financed by the European Commission's Ten-T Programme, is to fast-track the transition of the port industry towards more efficient operational models, incorporating the energy variable as a key improvement factor in Port Container Terminals (PCTs).

The guiding principles behind the SEA TERMINALS project come from the lessons learned in the GREENCRANES project, the results of which showed that the efficient management of energy consumption and the use of alternative fuels is viable and generates major benefits at all levels of the PCTs.

The SEA TERMINALS project partners are the Valenciaport Foundation (coordinator), the Port Authority of Valencia; Noatum; Amplía Soluciones, S.L.; Ingeniería de Aplicaciones Energéticas SLU, (EDAE); Technological Institute of Energy – ITE; NACCO Materials Handling BV; Terberg Benschop B.V.; Italian Ministry of Transport - MIT and Baltic Ports Organization. Also participating in the project as MIT collaborating partners are: the Port Authority of Livorno, Global Service, Scuola Superiore Sant'Anna (PERCRO) and OLT Offshore LNG Toscana S.p.A..

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