

Logan wins £14 million contract extension from Kunming Airport for first intelligent baggage transfer system

Logan KSEC has won an additional £14 million contract from Kunming Airport to install what is believed to be the first intelligent destination coded vehicle (iDCV) baggage transit system in China.

The system integrates Logan's unique Tilt Tray Sorter with high-speed, high-throughput DCV technology. This additional contract brings the overall value of the Kunming project to a new total of £40 million for Logan.

"This is a break through application for our intelligent DCV technology. It will demonstrate that where Minimum Connection Time [MCT] is a priority no other technology can provide the speeds and reliability required to achieve their goals. This 10 m/s, 2,840 bags per hour system is already attracting the attention of other airports in China and we know of many other applications worldwide that could benefit from similar systems," says Dave Reynolds, Sales Director, Logan Teleflex.

This is an important contract win for Logan Teleflex and Logan KSEC, which is a Joint Venture company between Logan Teleflex and Kunming Shipbuilding Equipment Company (KSEC). Logan Teleflex recently became part of the Daifuku Group, as part of a three year plan to position airport baggage handling as one of Daifuku's core businesses. China is one of the growth markets that Daifuku is seeking to make advancements in with its baggage handling services.

About the iDCV system for Kunming

The advanced design of the looped system enables transit baggage to travel directly on the DCVs from the main bag hall through dedicated tunnels to remote piers 1 and 2. This local direct delivery of bags to the flight stands will achieve the MCT goals for the new airport, which is China's fourth largest and the main hub for southern China and the gateway to the rest of Southeast Asia.

The system is highly efficient as it automatically routes bags after sorting to the appropriate terminal pier with the DCVs discharging bags to the correct chute. Once all bags are discharged, the DCVs return at high speed to the main bag hall where they are reloaded. This minimizes the number of DCVs required in the system.

"The system has been developed to be the best and most cost effective solution for covering long distances between arrival and transfer terminals. At Kunming, the remote piers are 800 metres away from the main bag hall and bags need to get to the connecting flights as quickly as possible. There are many special features built into the system that enable this to happen. For example, the linear motors are driven through effectively an 'electronic gearbox' which enables the carts to operate effectively through a range of speeds which easily achieves 10 m/s and has the capability to exceed this speed. The relatively high ratio of metres of track to number of carts in this application also makes the iDCV a cost effective solution for this application" adds Dave Reynolds.

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