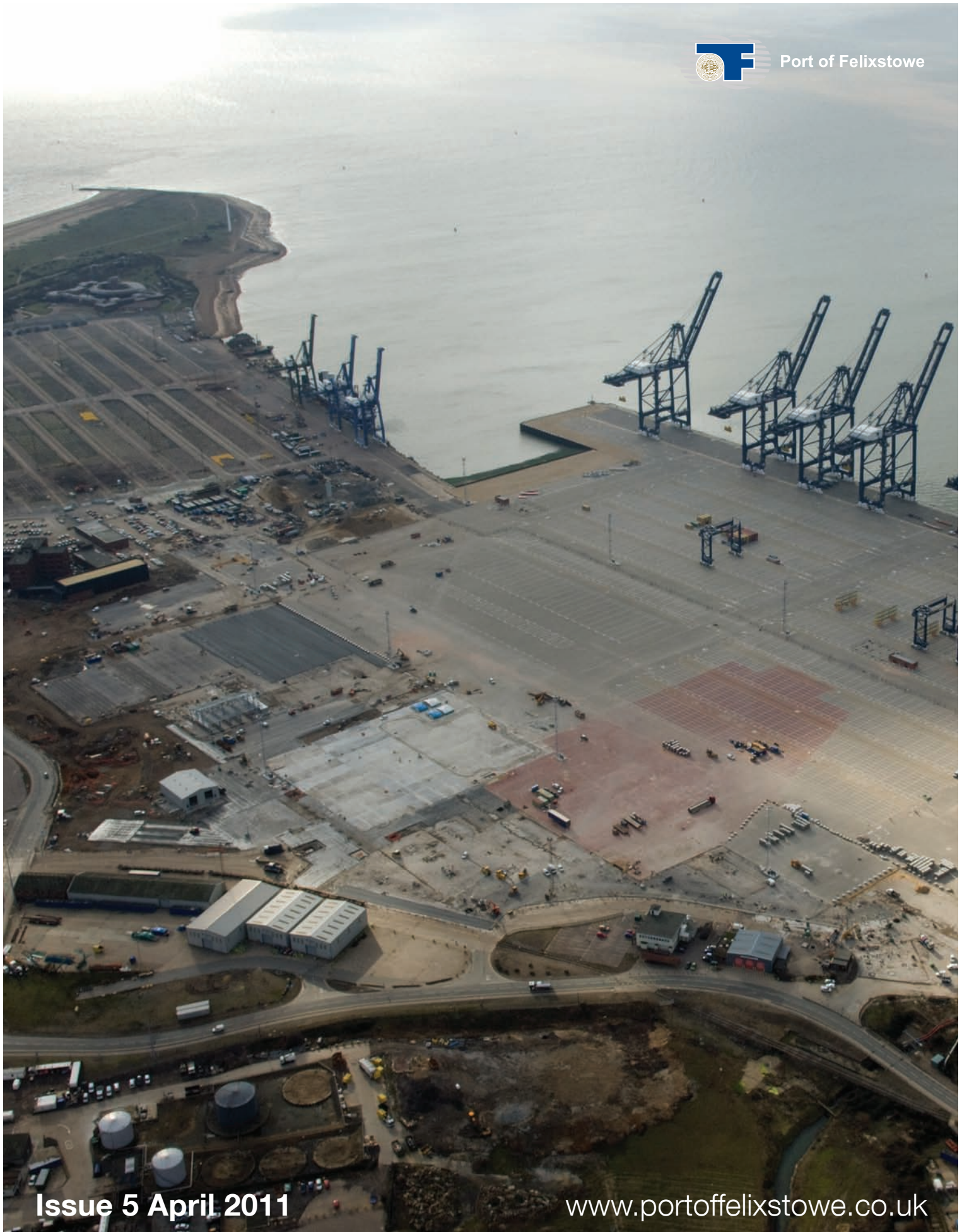


FELIXSTOWE  
SOUTH

# Berths 8&9 Update



Port of Felixstowe





*The South Rail Terminal has benefitted from significant investment*

## Primed for Action

The new Berths 8&9 at the Port of Felixstowe are nearing completion. The 730 metres of deep-water quay is ready, the first area of the container storage yard is ready, and three of the massive quayside gantry cranes are ready.

A further two gantry cranes are in position and will soon be formally handed over by the manufacturer. The final two for the first stage of the Felixstowe South project are under construction in China.

The focus of attention now is completing the remaining yard area, including a new haulier out-gate complex, and testing the operational IT systems that will be crucial to the efficient operation of the terminal.

Berths 8&9 will open with 730 metres of quay, the development will eventually be extended to 1,285 metres in total. Initially dredged to 16 metres alongside, but capable of being deepened to 18 metres, the new facility is the only one in the UK able to accommodate the largest container ships on order.

The new terminal will also offer shippers significant environmental benefits. The state-of-the-art equipment, married with the economies of scale achieved at the UK's largest container port, will result in some of the lowest carbon footprints per unit available.

These advantages combine with the carbon savings offered by the Ultra-Large Container Ships that will call at the facility, and the unrivalled options at Felixstowe for sustainable on-carriage by rail or coastal feeder, to provide substantial carbon savings throughout the supply chain.

The Port of Felixstowe has two existing rail terminals, with a third to be built as part of the overall expansion project. The South Rail Terminal has already been upgraded in preparation of the opening of Berths 8&9.

The most recent development came when Minister of State for Transport, Rt Hon Theresa Villiers MP, formally inaugurated the latest new crane to be installed at the terminal in January 2011.

The new crane is the latest of a series of investments made by Hutchison Ports at the South Rail Terminal. These have included extending the length of the terminal to accommodate longer trains, replacing older handling equipment and relaying some of the tracks.

The New North Rail Terminal to be built at the port will be equipped with six rail mounted gantry cranes spanning eight tracks. At 729 metres in length, it will be the longest rail terminal at any UK port and the only one designed to handle 30-wagon trains. Longer trains offer more operational and environmental benefits than standard units, helping to secure even greater operational and environmental efficiencies at the UK's newest container terminal.



*The Transport Minister, Theresa Villiers, inaugurates the latest crane at the South Rail Terminal*

# All Systems Go!

Andy Free, HPUK Head of Information systems, explains the Information Technology needed for Berths 8&9...

## What are the main systems that are being installed on the new terminal?

There are a number of new system initiatives that we are bringing into play on the new terminal providing everything from access control to sophisticated equipment scheduling systems. All Container Handling Equipment on the new terminal will be tracked for location and workload using high speed wireless networks linked to in-cab data terminals, and with every move scheduled through the systems we aim to achieve the highest levels of productivity possible on this state-of-the-art terminal. Starting afresh with a new terminal has also given us the opportunity to install the latest infrastructure so the whole terminal is covered by a fibre optic network with high speed network switches linking devices on the terminal back into the ports' data centres which are located in different parts of the port for resiliency.

There will also be some significant changes in the new Gate Complex where we are moving towards Self Service consoles with biometric based security checks and automatic number plate recognition cameras to reduce handling times for drivers as they enter or leave the new terminal.

## Are these systems developed in-house at the port?

Most of these systems have been developed in-house by our highly experienced team who have been working very closely

with our operational colleagues to deliver the applications and services required. When we were initially looking to design the new systems our aim was to ensure that personnel could easily move between terminals so wherever possible we've used the existing 'front end' systems from our other terminals and this has been very successful in reducing the level of re-training required.



Andy Free

## What testing will be required before the systems can 'go live'?

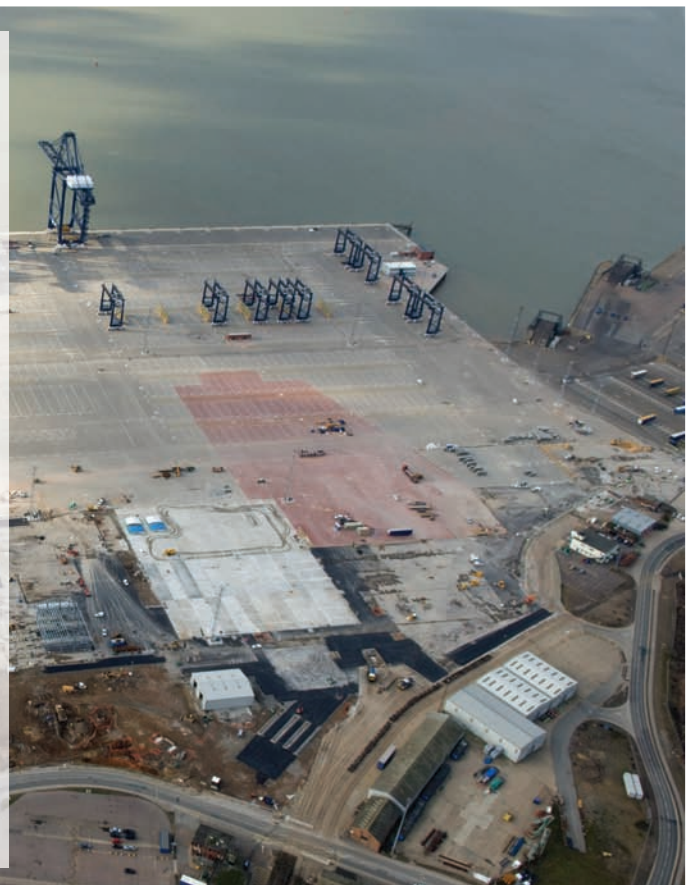
As with any new system or significant change to an existing system, the level of testing required has to reflect the complexity and criticality of the systems involved. For the new terminal the testing has been carried out in a number of stages starting with internal tests, carried out by the development teams using simulation tools, right through to terminal-wide trials using an actual vessel and carrying out limited load and discharge operations to fully prove out the new applications, the communication links and the back office servers. So far, our testing has been very successful and we are looking forward to seeing more trial vessels on the new terminal over the coming weeks.

# Dock Basin Etched Into Landscape of New Quay

As the regeneration project of Berths 8&9 nears completion, a reminder of the 'old' quayside has been permanently etched into the ground of the new development.

The area of the former Dock Basin has been paved with red blocks to commemorate the founding site of the Felixstowe Dock and Rail Company. Work on the original Basin commenced in 1882, and the first vessel was worked in 1886, exactly 125 years ago.

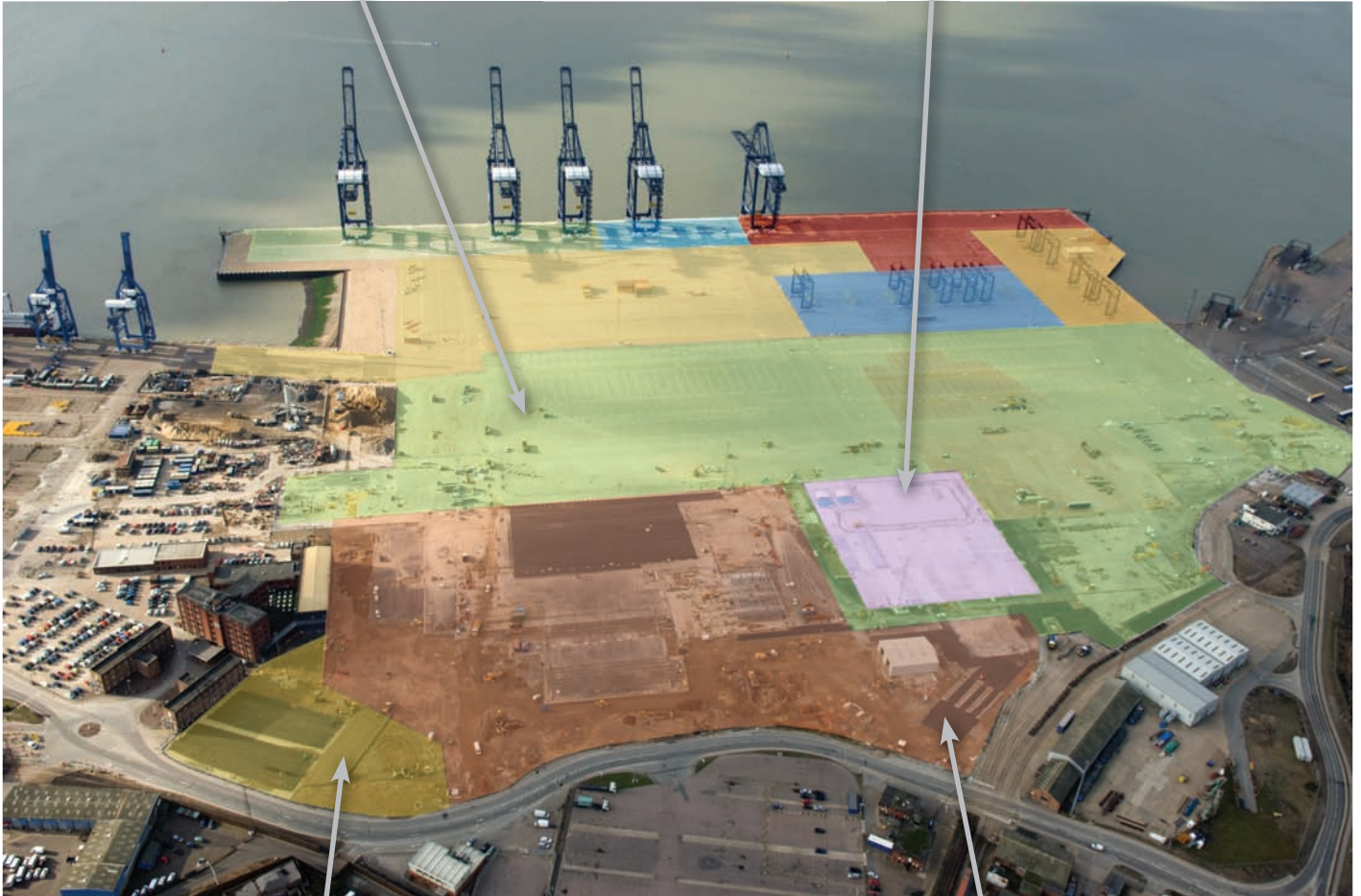
The number of red blocks used has been calculated at a staggering 1,162,600 – enough to tile over 5,000 average-size garden patios!



# Achievements and upcoming targets

Container Yard areas CY3 and CY4:  
A combined area of 135,000m<sup>2</sup>


Rubber Tyre Gantry Crane  
maintenance slab: 10,800m<sup>2</sup>



Car Park: 6000m<sup>2</sup>

Out Gate Area: A combined  
area of 56,000m<sup>2</sup>



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