



Making New Ground at FSR



February 2009

As is obvious to anyone driving past the site, progress on Felixstowe South phase 1 is continuing apace. The area of the former P&O Ferry terminal and the old Dock Basin is a hive of activity with huge tracked cranes, large earth moving machines and other construction plant constantly moving around the area.

Work on the main quay wall piling is complete with all 274 tubular piles in place along the 730 metres of the quay. The piling of the return walls at either end of the quay is nearing completion, and only a short length remains to be completed on the rear crane rail beam.

Dredging work to the main channel has been completed. The new configuration moves the main channel westwards, away from the Felixstowe South quay. The change maintains the unrivalled access Felixstowe has for the largest container vessels.



June 2009

The land reclamation is virtually complete with most of the 3 million cubic metres of fill now in place and, after 123 years, the Dock Basin - or what was the Dock Basin - is now solid land once again.



August 2009

Meanwhile, over in Shanghai, construction work continues on the ship-to-shore gantry cranes and rubber-tyred gantry cranes (RTGs) for the new terminal. The first of the 22 RTGs on order arrive in April followed by the first three of the ship-to-shore gantry cranes.

The new cranes will be bigger than anything in the Port at the moment. Designed to be able to handle containers stowed 24-wide on vessels, the 7 cranes for Phase 1 will have a 45 metre lift height above the quay and a 100-tonne lift capability.



December 2009

FSR remains the only fully committed new container terminal in the UK that will be capable of handling the world's largest container ships when it opens. It will put Felixstowe in a unique position to serve the needs of UK trade.

Tanks for the Memories

The 'Felixstowe tank' was built by William Neil & Son Ltd for Phillips Petroleum in 1964/65 and has remained a prominent Felixstowe landmark ever since. Bought by Calor Gas Ltd in 1976, it has a liquid capacity of just over 59,000m³ and can hold up to 30,000 tonnes of fully refrigerated Propane.



Graham Lockwood hands over the Calor tank to Nick Orbell in July 2009

When the Felixstowe South Reconfiguration was envisioned, it was decided that the tank farm complex, including the 'Calor tank' and its associated oil jetty would need to be decommissioned to provide container storage capacity.

Decommissioning of the pipeline located on the oil jetty commenced in July 2008, with the jetty itself disappearing in September 2008. However, temporary pumps had to be installed so that sea water could be pumped ashore to keep the cooling system for the Calor tank operational, until all the Liquid Petroleum Gas (LPG) had been removed.

Following the removal of the LPG from the tank, decommissioning of the tank was carried out in March and April 2009, and gas-free certificates were issued in May 2009. In order to remove all residual gas from the tank, it was necessary to introduce nitrogen gas at the top of the tank to push the heavier propane gas from the outlet in the base of the tank to the 'flare', where it was disposed of by burning. The tank was then officially handed over to the Port by Calor in July 2009.

A contract was let in November 2009 to Dreamrange Ltd for the demolition of the Calor tank and the associated plant and pipework. Demolition commenced in January 2010 and will be finished by May 2010.



The tank farm in its heyday

Paving the Way

35 Hectares of block paving will be laid on the Felixstowe South Reconfiguration between now and the end of 2010. That is an area equivalent to approximately 70,000 garden patios!


Before laying the paving blocks, the ground is prepared by laying a 375mm foundation of cement bound material (CBM). Over 19 million blocks will be used on the project. During the construction of Felixstowe's

Trinity Terminal, the majority of the paving blocks were laid by hand. The new blocks will arrive on site in packs, already in their herring-bone pattern, so that this time they can be mechanically laid.



February 2010

May 2008



Work commences with the demolition of existing structures

September 2008



Construction of the UK's newest terminal commences

Felixstowe South Reconfiguration Timeline

February 2009



Quay wall construction begins with the installation of massive 38 metre long steel piles

February 2011



Phase 1 of the Felixstowe South Reconfiguration operational

September 2009



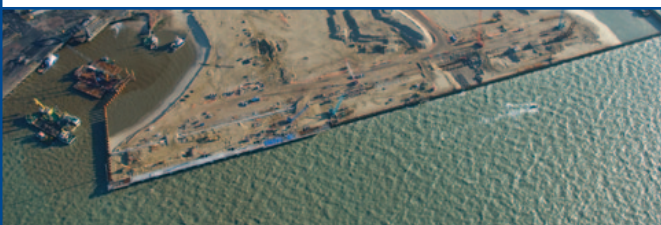
Concrete units weighing between 20 and 80 tonnes (manufactured on site) are placed on the quay wall

October 2010



730m of quay completed and ready for operational trials

October 2009



Piling of main quay wall completed

