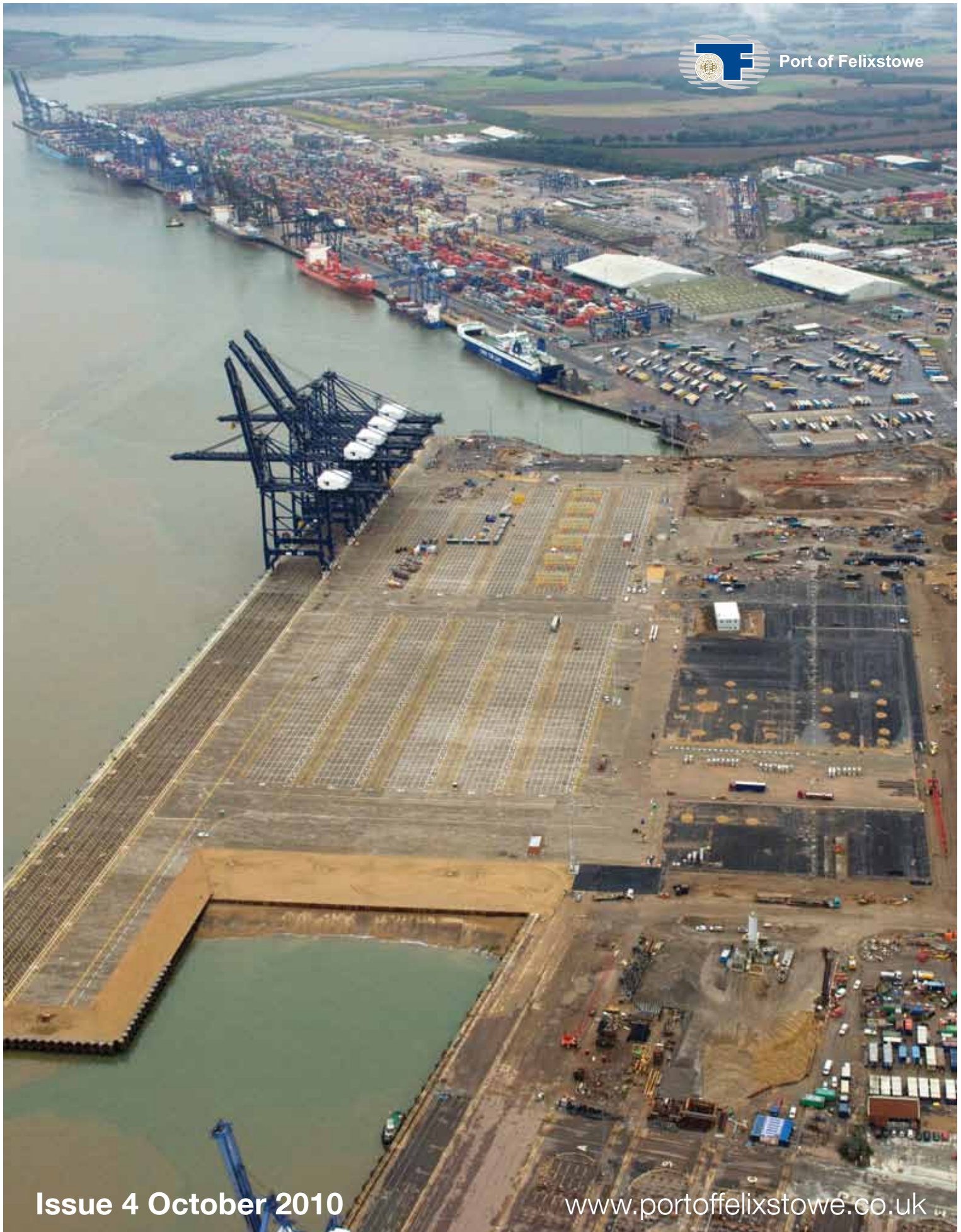


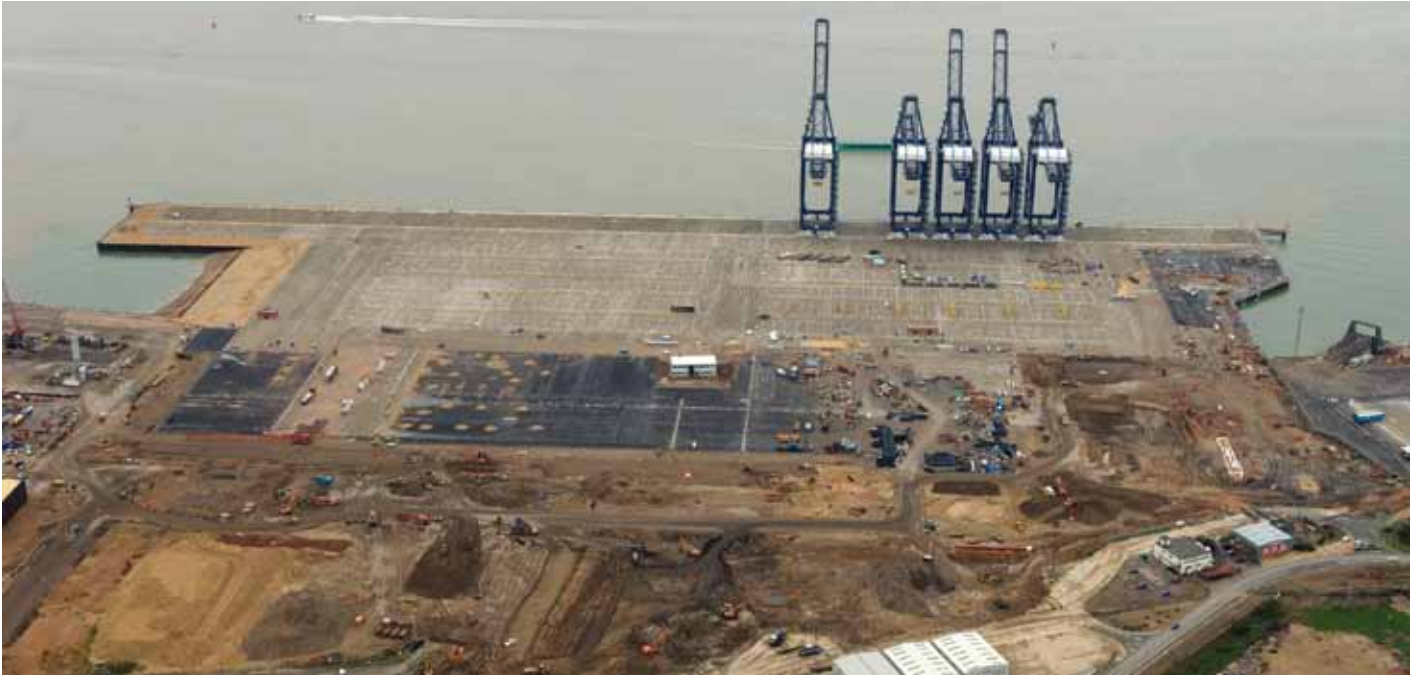
FELIXSTOWE
SOUTH

Berths 8&9 Update



Port of Felixstowe





Berths 8&9 Take the Stage

A casual visitor to the Port of Felixstowe could be forgiven for thinking that progress is slow on the new Berths 8&9 at Hutchison Ports' Felixstowe South development; but that's not the case...



.. although the perimeter of the site is still occupied by large earth moving machines, anyone sailing past on the River Orwell or, even better, flying overhead will get a much better view of progress. The 730 metre quay wall is now complete as is the dredging which has deepened the water alongside the quay to 16 metres depth - although the terminal has been designed to allow this to be increased to 18 metres when required.

The container yard behind the quay is also beginning to look like the finished article. The first 5 rows of the storage yard, which will eventually accommodate 20,000 TEU, are virtually complete, and the first of the reefer gantries, that will supply power to refrigerated containers stored on the quay, are in place.

The first phase of the development will be equipped with 7 of the world's largest ship-to-shore gantry cranes. Designed to handle ships with containers stowed 24-wide on deck, they are significantly larger than any other cranes available in the UK. The first 5 cranes are already in place with the next 2 due to arrive in 2011.

Three more Rubber-Tyred-Gantry Cranes (RTGs) were delivered by ZPMC of Shanghai in August 2010. The RTGs, 12 of which have now been delivered, are designed to stack containers 5-high in the container yard and are fitted with variable-speed engines and the possibility of additional energy storage systems to minimise operating costs and CO₂ emissions.

Work is continuing to complete the final sections of container yard and on the installation of utilities and control systems. Berths 8&9 will take Felixstowe's existing capacity well beyond anything else currently contemplated for the UK and reinforces its position as the port of choice for UK shippers.

Phase 2 of the development will increase the quay length to 1,285 metres and will be equipped with a further 6 ship-to-shore gantry cranes.





Reefers provide additional storage on Berths 8&9

The first of the new reefer gantries have been installed on Berths 8&9 as the project progresses.

The reefer gantries installed in Phase 1 will provide a total of 336 plug in points (6 gantries with 56 plug in points per gantry) taking the total at the Port of Felixstowe to 2,474, further enhancing the facilities for the importers of chilled and frozen goods.

What a View (Point)!

As part of the Section 106 agreements relating to Berths 8 & 9, the Port of Felixstowe has fully funded improvements to View Point Road.

This has included increased car parking spaces, widening of the carriageways, clearance of vegetation to improve visibility, new signage, line markings and speed bumps to improve safety. There is now also room for buses to turn, meaning tours and tourists can visit the fort, museum and John Bradfield Viewing Area with greater ease.



Before



After



Way Up High

With a lift height of 46 metres, and an ability to span ships with containers stowed 24-wide on deck, the new cranes at Berths 8&9 are the largest of their type in the world.

As well as being big, they are amongst the most technologically advanced. Cranes of this size demand maximum concentration from the highly-skilled crane drivers. Landing a container on pins the size of a milk carton quickly and safely time after time after time, is no easy task.

The use of semi-automatic systems to provide an 'auto-pilot' capability increases reliability and productivity. The cranes are equipped with other cutting-edge technology to aid performance.

A large container suspended from a crane is always going to be susceptible to swinging as a result of the movement of the crane or external factors such as wind. Correcting these actions quickly and effectively is essential to achieve high productivity. The camera assisted sway and skew control provided by Siemens allows performance to be maintained in a variety of weather conditions.

Loading containers to or from the Port's fleet of Internal Movements Vehicles (IMVs) presents a separate set of challenges. To optimise speed, safety and predictability of each loading cycle, it is important that the IMV stops in precisely the right place. The Simocrane Truck Positioning System (TPS) uses high-tech scanning technology to recognise the vehicle and trailer type and guides the IMV into the best possible position for fast and safe loading.

The skill and experience of the crane drivers remain indispensable tools in the Port's armoury, but an ever-increasing range of technological aids can improve both the safety, and efficiency, of operations.

Achievements and upcoming targets

QDCC and CY1a: 340 metres of quay and 35,000m² of container yard have been completed and handed over to the Port ready for crane commissioning.

TBA1 (Tug Berth): 15,000m² of paving including the remainder of the north return wall completed in September 2010.


CY1b and CY2 (Container Yard): A combined area of 85,000m² of container yard completed in September 2010.



QD1 (Quay Deck): A further 100m of quay that has been completed and was handed over in May 2010.

QD2 (Quay Deck): The remaining 290 metres of quay and south return wall completed in September 2010.



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