



Port of Felixstowe

Environmental Report

November 2006

“The Port of Felixstowe is committed to protecting the environment”

We acknowledge that ports have a significant impact on the communities in which they operate, and that they have a ‘duty of care’ to these communities to minimise the effects of their activities wherever possible. As such, the Port of Felixstowe is committed to mitigating both the short and long-term impacts of its operation, and makes every effort to be a responsible and considerate neighbour.

In recognition of its environmental responsibilities, the Port of Felixstowe fully supports the EcoPorts project. As part of this initiative, the Port is committed to the Ports Environmental Review System (PERS), an independent environmental accreditation scheme developed by the EcoPorts Foundation* and Lloyd’s Register.

However, whilst we are proud of our environmental record, we recognise that there is scope for us to improve our environmental performance. We will continue to consult with all our stakeholders to develop solutions to environmental issues, and will do all we can to ensure that the Port of Felixstowe makes a positive contribution to both local and national initiatives.



Chris Lewis
Chief Executive Officer
Hutchison Ports (UK) Limited



* The EcoPorts Foundation is a network of ports and port-related stakeholders sharing environmental experience and expertise. A non-profit organisation, the Foundation was established in 1999 by European ports for the benefit of ports and port communities.

Introduction

Hutchison Ports (UK) Ltd ('HPUK') is a member of the Hutchison Port Holdings ('HPH') Group, a subsidiary of the multinational conglomerate Hutchison Whampoa Limited. HPH is the world's leading port investor, developer and operator, with interests in 21 countries throughout Asia, the Middle East, Africa, Europe and the Americas. HPUK operates the Port of Felixstowe, Thamesport (London) and Harwich International Port.

The Port of Felixstowe is the UK's premier container port, handling in the region of three million TEUs (Twenty-foot Equivalent Units) per annum. Its 2.9 kilometres of container quay are dredged up to a depth of 15 metres, allowing the Port to accept the largest container vessels currently at sea. The Port of Felixstowe's status as the UK leader for container traffic, and amongst the busiest for roll-on/roll-off freight, makes it even more aware of its environmental responsibilities.

This report has been prepared to record the Port's environmental commitment.

Environmental Policy Statement

A copy of HPUK's Environmental Policy Statement can be viewed on the Port's website www.portoffelixstowe.co.uk.



Environmental Aspects, Impacts and Performance

Following a thorough analysis of the Port's activities, a Register of Environmental Aspects has been compiled. Each aspect has been allocated one or more impacts (or environmental effects), which are then risk-assessed to determine the aspect's significance.

A summary of the significant aspects and current performance/ongoing actions is provided in the table below.

Aspect	Main Activity	Current Status	Action
Releases to air – gases and fumes	All mobile plant and vehicles	Subject to ongoing monitoring by Local Authority	Investment in new plant with lower emissions/better engine management. Investigation into shore supplies for Rubber-Tyred Gantry cranes ('RTGs')
Energy use – petrol, diesel, fuel oil	All mobile plant and vehicles	Consumption remains fairly static as fuel prices rise	Investment in new plant with better engine management. Investigation into shore supplies for RTGs
Energy use – electricity	Ship loading and unloading; lighting	Consumption remains fairly static as prices rise	Ongoing management of floodlighting
Waste – effluent	Sweeping and cesspit emptying	Improvements required to current arrangements	Contract out to tender; internal decision required on discharge arrangements
Noise	Container handling	Low level of complaints	None planned
Releases to air – heat	RTG energy dissipation systems	High energy wastage	Awaiting reliable new technology – future issue
Releases to land – oils	Tenants' spray washing units	Non-compliant activities	Liaison with Anglian Water
Water use – potable water	Domestic water use; supply to ships	Some leakage is likely; ship demand needs to be managed	Liaison with Anglian Water regarding leak detection and ship supply rates
Waste – hazardous waste	Engineering and ships	Engineering waste well managed; further work needed on ships' waste segregation	New arrangements planned for ships' waste
Nuisance – light pollution	Quay cranes and site lighting	Low level of complaints	None planned
Refuelling	All plant	Fuelling point compliance issues	Action plan agreed for 2006-7

Environmental Management Organisation



The Chief Executive Officer chairs the Port's Environmental Committee, which meets every quarter to discuss and agree environmental policy and strategy. The Committee includes Heads of Department from Engineering, Marine, Corporate Affairs and Safety functions. It sets environmental objectives, and provides a forum for the Port's Senior Managers to discuss issues of concern and agree plans for action.

The Environmental Committee is supported by an Environmental Working Group, which meets every two months to provide a forum for consultation with the workforce. The Group consists of Management and Trade Union representatives, plus other interested parties from across the Port.

Day-to-day responsibility for environmental matters rests with the Environmental/Safety Manager, who reports to the Head of Health and Safety, both of whom sit on the Environmental Committee. The Environmental/Safety Manager's primary role is to ensure environmental compliance and drive improvements. The role works across all Port functions, and has a wide-ranging remit to liaise with the necessary parties to affect the changes required.

The Port also contributes to a number of local environmental initiatives. It holds a seat on the Landguard Forum, a management body comprised of Local Authorities, English Heritage, Harwich Haven Authority, Town Council officials and voluntary groups, who control or have an interest in the Landguard Peninsula, most of which is a designated Nature Reserve.

The Port is also a member of the Stour and Orwell Estuaries Management Group, a collection of relevant authorities set up under the EU Habitats Directive to manage the environmental condition of this European Marine Site.

Environmental Projects

The Port believes that the expansion of its facilities can be undertaken in an environmentally sensitive context. It has worked closely with environmental organisations, such as English Nature, the Royal Society for the Protection of Birds, and Suffolk Wildlife Trust on a comprehensive package of mitigation measures for the extension of its Trinity Terminal. Most recently, it has succeeded in reaching agreement with these bodies on its plans for the Felixstowe South Reconfiguration.

The previous expansion of Trinity Terminal is evidence of the Port's commitment to the environment, as it balanced the loss of bird habitat by fully funding the creation of Trimley Marshes Nature Reserve, and contributes to the costs of its ongoing management by Suffolk Wildlife Trust.

No fewer than 84 hectares became a varied habitat, which includes a freshwater lake, three lagoons, meadows and reed beds. Ornithologists acknowledge the Reserve to be one of the most successful on the East coast, giving a home to many breeding pairs of avocets and other birds that had been rare in this country.

In addition to this extensive facility, the Port, in conjunction with Harwich Haven Authority, has created a further 16.5 hectares of new intertidal habitat, including mudflats and salt marsh, along the River Orwell at Trimley Marsh. This provides a valuable habitat for juvenile fish, birds and wildlife.

The Port worked closely with Harwich Haven Authority to improve sea defences and coastal erosion by beneficial use of dredging material from the deepening of the approach channel in March 2000. This has enabled the creation of new underwater habitats for oysters and lobsters.

To reduce light pollution, the Port has also made the transition from 'white' lighting to more gentle sodium lamps on its lighting towers and quay cranes.

In 2006, the Port of Felixstowe has undertaken several improvement projects with the aim of lessening its environmental impact locally and within the wider area:



Better Waste Management

The Port has undertaken a review of its waste streams and the way in which they are managed, leading to a rationalising of the number of contractors employed and a partnership approach with those that remain. This, in turn, has led to the provision of bespoke waste management services that comply with the latest legislation, whilst allowing the Port to maintain its operational effectiveness. The next stage in this process is to develop a comprehensive knowledge of the make-up of waste within the skips that leave the Port, in order that better recycling processes can be implemented, either at the Port or within the vicinity. These actions, both individually and in combination, will continue to reduce the amount of waste sent to landfill.

Gloves

A problem with litter and general housekeeping has been exacerbated by discarded gloves. The Port purchases upwards of 250,000 pairs of general purpose gloves per year, many of which were being dropped on the ground after use, rather than placed in a bin. Used gloves are typically contaminated with oil and grease, and therefore constitute hazardous waste. To address this problem, plastic boxes labelled 'Soiled gloves for recycling' were placed in the crew buses used by the stevedore gangs, who are the most significant users of gloves on the Port. When full, these boxes are emptied into collection drums placed at the stevedores' welfare facilities. The drums are collected periodically by the Port's hazardous waste contractor, and the contents disposed of as hazardous waste.

RTG fuel use

Rubber-Tyred Gantry cranes ('RTGs') are the principal means of moving containers in and out of storage stacks. Each year, they use more than half of all diesel fuel consumed by the Port. Much of this fuel is used up when the machine is 'idling', since RTGs must not be switched off without being plugged into electrical 'shore supplies'. Some shore supply points are available on the Port, but more are required that are suitably located for operational needs.

A joint initiative will be progressed with Engineering and Operations Departments, the remit of which will be to identify shore supply needs and suitable locations, identify gaps and provide additional supply points, as required. This will enable RTGs to be switched off when left parked, saving fuel and consequently reducing emissions.

Carbon Trust

The Port undertaking a joint initiative with the Carbon Trust, to reduce electricity and gas consumption across its building stock. Carbon Trust figures suggest that most businesses can achieve savings of 5-15% on energy costs and reduce emissions significantly. The Port is looking forward to being able to benefit from this process as well as further reducing its environmental footprint.

Summary

The Port continues to strive to lessen its environmental impact. We recognise that improvements can always be made to processes and conditions, and will aim to achieve these improvements where practicable. The systems put in place as part of the EcoPorts and PERS projects will form the basis of a growing environmental management system, and will drive higher levels of environmental performance.

Contact Information

For further information please contact:

Corporate Affairs Department
Port of Felixstowe
Tomline House
The Dock
Felixstowe
Suffolk
IP11 3SY