

FUTURE DEVELOPMENT TO ENSURE WE CONTINUE TO MEET YOUR NEEDS BEST.

To maintain our position as the Port of Britain, our systems, procedures and people need to be the very best. But we also need to keep a watchful eye on the future and anticipate the shape of our industry in the medium to long term.

OUR INVESTMENT AND DEVELOPMENT PLANS ARE GEARED SOLELY TO INCREASING THE LEVEL OF SERVICE WE CAN PROVIDE TO OUR CUSTOMERS. WE ARE COMMITTED TO DELIVERING INCREASED CAPACITY, THE MOST STREAMLINED CONSIGNMENT HANDLING PROCEDURES AND THE FASTEST TURNAROUND TIMES, TOGETHER WITH COMPREHENSIVE MANAGEMENT INFORMATION SERVICES AND THE BROADEST RANGE OF TRANSPORT MODES FOR ONWARD DISTRIBUTION. IT ALL ADDS UP TO A WORLD-BEATING PORT OPERATION.

CAPACITY IS PLANNED TO DOUBLE BY 2030

The Port of Felixstowe is on target to deliver a container handling capacity of 6million TEUs a year by 2020, and is forecast to deliver an additional 2million TEUs within the Harwich Haven by 2030. With 8million TEUs of capacity per annum, serviced by 51 quayside cranes along more than 5 kilometres of quay, our position as the UK's most significant container handling hub will be maintained.

Opportunities for further significant deep-water capability within the Harwich Haven can be delivered with the development of Harwich International Port Container Terminal at Bathside Bay. The Secretary of State granted consent in 2006 for a port facility with 1,400 metres of quay, 110 hectares of land and a dredged depth alongside of 15 metres. Serviced by 11 quay cranes, the state-of-the-art terminal will have a capacity of 2.14million TEUs a year with a dedicated rail facility.

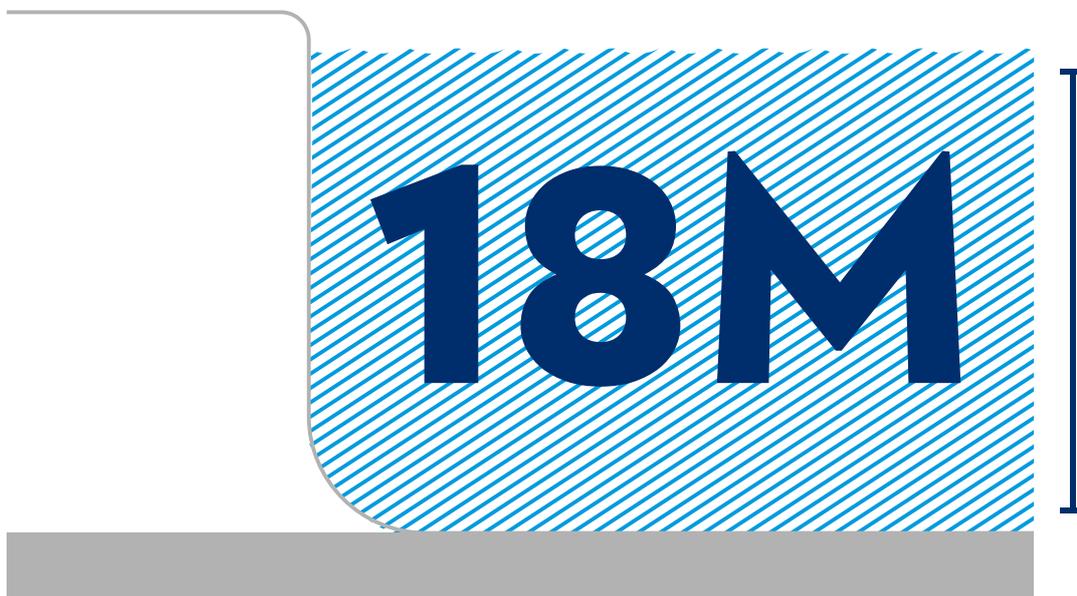
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**INCREASE IN QUAYSIDE CRANES FOR MORE
EFFICIENT AND CARBON FRIENDLY OPERATIONS**

ACCOMMODATING THE MEGA VESSELS OF TOMORROW

The trend towards ever-larger container vessels continues, and already there are ships that can carry over 21,000 TEUs (Twenty-foot Equivalent Units).

With the opening of Berths 8&9, the Port of Felixstowe is well placed to handle these mega vessels. Berths 8&9 are part of our Felixstowe South Development, and are capable of working two of the very largest container mega vessels. With 920 metres of quay, dredged to a depth of 16 metres, they can accommodate multiple mega vessels simultaneously. Ultimately, Berths 8&9 will provide 1,285 metres of quay, with a depth of water alongside of 18 metres.



DRAFT FUTURE-PROOFED FOR THE NEXT GENERATION OF MEGA VESSELS

THE INCREASING VALUE OF RAIL TO OUR CUSTOMERS

All Hutchison Ports' (HP) UK ports are rail connected, and committed to promoting the use of rail transport for its environmental credentials and convenience. The port has seen significant and sustained growth over the last few years, and we are continuing to invest in our facilities, our new North Rail Terminal opened in 2013.

The £40million rail terminal is capable of handling up to 1million TEUs a year helping rail achieve a 28% modal share of traffic at the port and removing some 500,000 lorry movements off the roads. Significantly the terminal provides nine working roads and allows the handling of 30 plus standard wagon length intermodal trains without the requirement to split and shunt. This important rail development is of national significance and was co-financed by the European Union's TEN-T programme.

In addition to the North Rail Terminal, HP is working closely with Network Rail to fund capacity improvements to the Felixstowe Branch Line allowing up to 45 freight trains per day to run in each direction. Works should be completed in 2019. These improvements to the local rail network, coupled with the port's North Rail Terminal, will significantly increase capacity and improve the efficiency of rail transport for our customers.