




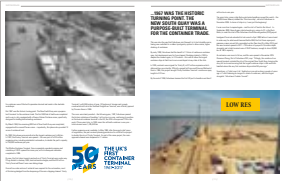








SHIP2SHORE

50
YEARS

THE UK'S
FIRST
CONTAINER
TERMINAL
1967-2017



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SHIP2SHORE

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CEO COMMENT

There is an old saying to the effect that ‘if you want four opinions, ask two economists’. That has never been truer than it is today but, despite there being a good degree of economic uncertainty, the UK’s economy continues to grow at an impressive rate. The UK was the fastest growing economy in the G7 last year and is not yet showing any signs of slowing down that many economists predicted would follow the vote last June to leave the EU.

The relatively strong economic performance of the UK has translated into healthy port volumes in recent months. Looking ahead, the UK Government has published its Brexit White Paper which reaffirms its commitment to developing close trading links with the rest of the world and to maintain its position at the top table of trading nations. We welcome and endorse this Government’s pro-trade policy.

No growth would be possible without the global shipping industry to transport the huge volumes of goods traded internationally each year. Greater recognition of this vital role is behind the ‘Connecting ships, ports and people’ theme chosen by the International Maritime Organisation (IMO) for 2017’s World Maritime Day. It was a significant honour that they chose to announce this initiative at the Port of Felixstowe and we were delighted to welcome IMO Secretary General Kitack Lim when he visited the port to launch the initiative in January.

The IMO initiative will help raise the profile of the industry globally, supporting the clear consensus amongst leaders in the sector that shipping needs to be more visible to the general public. London International Shipping Week 2017 has a similar global reach but a more targeted message focusing on the contribution made by the UK’s maritime industries. Both tap into an important and topical subject. Shipping must continue to raise its profile if it is to attract the top talent necessary to feed an industry which will underpin future economic growth.

Notwithstanding the need to focus on the future, we will be taking time-out to celebrate 50 years of dedicated container operations at the Port of Felixstowe throughout 2017. The country’s first operational container terminal, known originally as the New South Quay but later as Landguard Terminal, opened at Felixstowe in 1967 to herald the arrival of the container revolution in the UK.

There have been huge changes over the last 50 years as container shipping has gone through a succession of ups and downs and that process of change is not over yet. Since I last referred to the flurry of consolidation that has occurred over the last 12 months Maersk has announced the acquisition of Hamburg Süd and it would be a brave person who says that will be the last deal we see in this current round. However the consolidation that has taken place to date, a reduction in new vessel orders and more stable freight rates, may just indicate that the market is entering calmer waters.

As I started by saying, there is no shortage of economic uncertainty in the world, but there may also just be the first signs of improving fortunes for container shipping which would be good news not just for the Lines involved, but for their customers and everyone who relies upon it as well.

CLEMENCE CHENG
Chief Executive Officer

NEWS UPDATES

BERTH 9 GROWS AGAIN

The Port of Felixstowe has announced further plans to increase the capability of its facilities to handle the world's largest container ships.

An extension to the port's Berth 9 was completed in November 2015, the latest expansion will see a further reclamation of land behind the quay to support container operations.

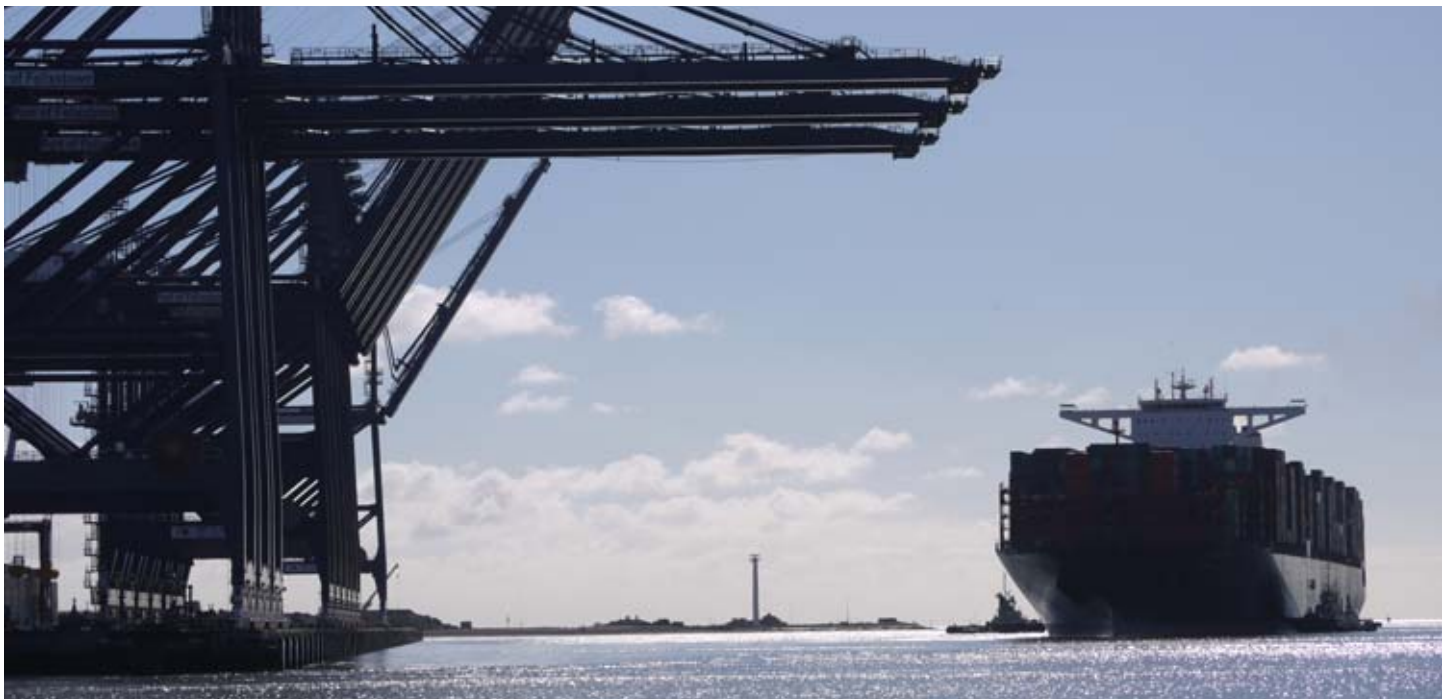
Stephen Abraham, Chief Operating Officer of the port, explained:

"The Port of Felixstowe is the clear UK port-of-choice for the operators of the world's largest container ships. In 2016 we had 137 calls by vessels of 18,000 TEU capacity or above and we expect this figure to increase in 2017.

"Shipping lines choose Felixstowe because of our key location closest to the main ports of North Europe and our proven ability to deliver on their operational needs. Doing this in an ever-changing world demands that we constantly review our infrastructure, equipment and working practices to stay ahead of the game."

The latest development will see the reclamation of approximately 3 hectares of seabed behind Berth 9 to enable the construction and operation of additional land for container storage and stacking. Total storage capacity on Berths 8&9 will increase by nearly 20,000 TEU to 52,500 TEU. Across the whole port, storage capacity will be close to 150,000 TEU.

In addition to creating additional storage capacity, operations at Berths 8&9 at the port are to be further enhanced by the addition of two new ship-to-shore gantry cranes ordered from ZPMC in Shanghai. The cranes will be able to handle the largest container ships afloat and are due to be delivered in 2018.





IMO MARITIME DAY

The theme for the International Maritime Organisation (IMO) World Maritime Day 2017 was launched by the IMO Secretary General, Kitack Lim, during a visit to the Port of Felixstowe.

“Connecting Ships, Ports and People” has as key objectives improving cooperation between ports and ships and developing a closer partnership between the two sectors. It will seek to raise global standards for the safety, security and efficiency of

ports, and for port and coastal state authorities, as well as standardising port procedures by identifying and developing best practice guidance and training materials.

Clemence Cheng, Chief Executive Officer of the Port of Felixstowe and Managing Director of Hutchison Ports Europe, said:

“We are delighted to welcome Mr Lim and to support the IMO in the important work it does to maintain and improve standards across the international shipping industries. Hutchison

Ports is committed to the highest principles of both operational efficiency and environmental stewardship and, in that regard, our philosophy is closely aligned with that of the Secretary General.”

Mr Lim said:

“The maritime sector, which includes shipping, ports and the people that operate them, can and should play a significant role helping Member States to create conditions for increased employment, prosperity and stability ashore through promoting trade by sea; enhancing the port and maritime sector as wealth creators both on land and, through developing a sustainable blue economy, at sea.

“Ultimately, more efficient shipping, working in partnership with a port sector supported by governments, will be a major driver towards global stability and sustainable development for the good of all people.”

The aim of the latest World Maritime Day is to build on the theme for 2016, “Shipping: indispensable to the world”, by focussing on helping Member States to develop and implement maritime strategies to invest in a joined-up, interagency approach that addresses the whole range of issues, including the facilitation of maritime transport and increasing efficiency, navigational safety, protection of the marine environment, and maritime security.

MORE SERVICES, MORE CHOICE

The Port of Felixstowe has emerged as the clear winner following changes to the structure of the main global shipping alliances. From April 2017 the large majority of capacity on the main trade routes will be controlled by three global alliances.

The Port of Felixstowe has been chosen as the main UK port for two of the three alliances and will have 10 calls per week by vessels on the largest Asia-Europe route.

Commenting on the changes, Lawrence Yam, Commercial Director of the Port of Felixstowe, said:

“Felixstowe has advantages for shipping lines by virtue of being the closest UK port to the main ports of Northern Europe and for UK shippers from its unique combination of road, rail and coastal feeder connections. The outcome of this realignment of services recognises these benefits and we look forward to continuing to work closely with all port users to provide the best solution for their shipping and transport needs.”

The OCEAN Alliance of Cosco Shipping, CMA-CGM, Evergreen and OOCL will use Felixstowe

as its main Europe-Asia call in the UK. The NEU1 service will include two calls at Felixstowe both Eastbound and Westbound. In addition the NEU3 and NEU6 services will both call at the port. The services will offer a wide range of shipping options to/from Felixstowe including calls at; Kaohsiung, Ningbo, Shanghai, Taipei, Yantian, Colombo, Hong Kong, Nansha, Shekou and Xiamen with further South East Asian options available

through transhipment over a regional hub.

The 2M alliance of Maersk and Mediterranean Shipping Company (MSC) will continue at Felixstowe with six calls per week on the main Europe-Asia service including a new string, the AE7 (Maersk)/Condor (MSC) service. Hamburg Sud and Hyundai Merchant Marine will also now offer capacity on 2M sailings.



NEW STEEL HANDLING FACILITY FOR LONDON THAMESPORT

London Thamesport has signed an agreement with UK shipping agent and logistics company The Armitt Group for a purpose-built, 120,000 square feet specialist steel handling facility at the Kent port.

Construction of the first phase of 60,000 square feet is well underway. Once completed, the specialist facility will offer unparalleled multimodal connections for breakbulk cargo handled in the South East of England.

The facility will allow the Armitt Group and its customers to take advantage of London Thamesport’s deep-water berths and excellent rail and road links to London, the South East and beyond to the Midlands and North West.

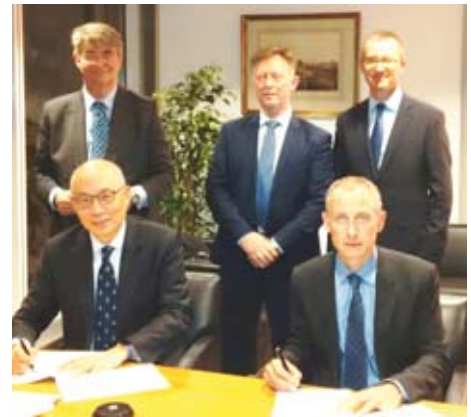
Commenting on the agreement, Clemence Cheng, Managing Director of Hutchison Ports Europe,

owners and operators of London Thamesport, said:

“We welcome this partnership with The Armitt Group at our London Thamesport facility. The investment demonstrates the port’s advantages for multi-purpose, as well as containerised cargoes. As well as a renowned ship’s agency, the Armitt Group is one of the UK’s leading specialists in the handling of steel products and the excellent combination of deep-water and multimodal rail and road connections at London Thamesport will provide it with a platform from which to develop its business.”

Charles Gray, Managing Director of Armitt, added:

“We see this new relationship with London Thamesport as a great opportunity to open up a new supply chain corridor for the Armitt Group to service European and Far Eastern markets and is a critical link in our plans to develop a fully integrated supply chain across the UK.”



The new facility will be operated by the Armitt Group and has been designed specifically for the handling of high quality steel products. The investment is the first in a three stage plan by the Armitt Group to develop similar multimodal facilities in the Midlands and North of the UK within the next three years.

NEW CUSTOMER FOR HARWICH

Harwich International Port has let 5.5 acres of land at its Stour Road facility to Grange Fencing, part of the Stelmet group based in Poland.

Grange, whose UK headquarters are in Telford, will use the facility as a distribution base for wooden garden products made at Stelmet’s production facility at Grudziadz in Poland and imported into the UK. The facility is expected to create 30 new jobs in Harwich and is expected to handle 2.5 million product items in its first year.

Commenting on the deal, Daren Taylor, General Manager of Harwich International Port, said:

“We are delighted to welcome Grange and the Stelmet group to Harwich. The strategic location of the port as a gateway for goods to or from continental Europe, coupled with 4 sailings per day to the Hoek of Holland and Europoort, makes Harwich the ideal location for this type of port-centric distribution model. We look forward to working with Grange to help support their growth over coming years.”

Neil Taylor, Managing Director of Grange, said:

“The new site at Harwich and the excellent supply links to the new Polish manufacturing facility will improve distribution across the board

creating a number of operational efficiencies. It will shorten lead times, enable improvements in customer service and create a stronger distribution network. Recent investment from Stelmet has been extremely positive in terms of sales volume and customer gains. The company is now increasing both its production capacity and its supply chain efficiency in order to ensure it can deliver growth.”

The development of a new distribution centre at Harwich International follows the recent success of the port in achieving Authorised Economic Operator (AEO) status, an internationally recognised quality mark indicating that an operator’s role in the international supply chain is secure, and that its customs controls and procedures are efficient and compliant.



HARWICH INTERNATIONAL PORT SECURES AEO STATUS

Harwich International Port has been awarded Authorised Economic Operator (AEO) status by HM Revenue & Customs (HMRC). The port's authorisation recognises the high standards achieved and maintained in relation to the movement of goods and the application of Customs procedures.

AEO status is an internationally recognised quality mark indicating that an operator's role in the international supply chain is secure, and that its customs controls and procedures are efficient and compliant.

Commenting on the designation, Mark Seaman, HPUK Executive member, said:

"The AEO application procedure is extremely thorough and this certification provides an assurance to shippers that procedures at Harwich are of the highest standard. AEO accreditation can help simplify administrative procedures for goods being moved internationally and helps remove risk from supply chains."

The AEO regime operates under the EU's Union Customs Code and is administered in the UK by

HMRC. AEO status gives quicker access to certain simplified customs procedures and in some cases the right to 'fast-track' shipments through some customs procedures.

The achievement by Harwich International Port follows its sister port at Felixstowe which was the first UK port to receive full AEO status in September 2014.



GREEN AWARD FOR eRTGS

The inaugural Port of Felixstowe Environment Award has been won by the port's 'eRTG project'. The win recognises the positive environmental impact of the conversion of previously diesel powered Rubber

Tyred Gantry cranes (RTG) to electric power.

The conversions have resulted in significantly reduced emissions, which are already reflected in improved air quality standards around the port. In 2016 a reduction of 8% in the Nitrogen Dioxide (NO2)

concentration was recorded on 2015 figures.

Presenting the award, Jessica Briggs, Energy and Environment Manager at the port, said:

"I am very proud to present the Port of Felixstowe Environment Award to the eRTG project, as this project represents significant investment from our business into energy efficiency and carbon reduction. The reduced environmental impact of the converted fleet is already demonstrable, which is encouraging when considering future footprint reducing activities on site"

The Port of Felixstowe Environment Award was created to recognise both the large and small scale projects happening at the port that demonstrate a commitment to reducing the environmental impact of its operations.

The award itself was commissioned by the port from Ecotrophies of Cornwall, one of the only companies in the UK to make trophies using 100% reclaimed materials. It is manufactured from materials found at the port including a length of scrap timber salvaged from a building demolition site, 5 recycled glass coffee jars from ships' waste and a redundant container pin through the top of the award holding everything together. These materials were chosen to represent the diverse range of operations and on-going redevelopments at the port.

50 YEARS

CELEBRATING 50 YEARS OF CONTAINERS

What a difference half a century can make ... in some ways. The Port of Felixstowe's container operations of 50 years ago, involving one 500-foot berth and containers stacked two high, look rather quaint when compared to today's operations involving 3,000 metres of deepwater quay, nine berths, 33 ship-to-shore gantry cranes, 4 million TEU annual throughput, and vessels of 20,000 TEU and beyond.

Some things, however, remain the same. One of them is Felixstowe's location. The port was chosen at the outset for its proximity to the main shipping lanes and main ports of Northern Europe, and that continues to be a vital factor in its success. Another is Felixstowe's position – out in front. Since its beginnings more than 130 years ago, the Port of Felixstowe has led the way in innovation, investments and technology, always ready to expand and develop to meet the needs of its customers. That willingness to invest continues.

Before containerisation took off, Felixstowe was already an innovator, having been the first port in the UK to use palletisation and forklift trucks. In the 1960s,

BEFORE CONTAINERISATION TOOK OFF, FELIXSTOWE WAS ALREADY AN INNOVATOR...

it became the first container port in the UK, with the first purpose-built container berth in the country. It went on to be the first to handle 1 million TEU a year, the first to handle 2 million TEU a year, the UK's first post-panamax facility ... and so on.

This year (2017), the port will be celebrating the 50th anniversary of the start of dedicated container operations at what was then called the New South Quay, later renamed Landguard Terminal.

The port had actually handled containers before 1967 – there are pictures of containers being loaded on to the deck of the Caracao in the Dock Basin in 1962, and a postcard from around 1960 advertising the port lists 'hinterland container service to all parts of Europe'. In the early days, cranes used ▶▶▶



for containers were fitted with spreaders devised and made in the dockside workshops.

But 1967 was the historic turning point. The New South Quay was a purpose-built terminal for the container trade. The first 500 feet of berth was completed and in use in July, equipped with a Paceco Vickers Portainer crane, specifically designed for loading and unloading containers.

By March 1968, the remaining 800 feet of New South Quay was completed, equipped with a second Paceco crane – importantly, this phase also provided 13 acres of reclaimed land.

By 1980, Felixstowe was unrivalled as the largest container port in Britain. In 1981, the Dooley Terminal was opened – this was part of a £32 million expansion plan, including substantial reclamation, to double the port's capacity to 750,000 containers per year.

The Walton Container Terminal, then a separately operated company and subsidiary of OOCL opened the same year, with a subsequent extension completed in 1985.

By now, the first steps toward construction of Trinity Terminal were under way. Piling started in January 1985, land reclamation began, and the £42 million Trinity Terminal Phase II was soon taking shape.

One million cubic metres of material was required for the reclamation, most of this being dredged from the deepening of the main shipping channel. Trinity

Terminal I, with 550 metres of quay, 24 hectares of storage and a newly constructed rail link to the Northern Freightliner Terminal, was officially opened by Princess Anne in 1986.

The room was clearly needed – the following year, 1987, Felixstowe passed the historic milestone of handling 1 million TEU in a year, confirming its position as the busiest container terminal in the UK, the fifth in Europe and 17th in the world. Three years later, in 1990, came the millionth container in one year – total volumes were 1,435,634 TEU.

Further expansion was inevitable. In May 1988, after three-and-a-half years of negotiation, the port received planning permission for a £50 million project to double the size of Trinity Terminal. As part of the same project, the main approach channel was deepened to 11 metres.

50
YEARS

**THE UK'S
FIRST
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1967-2017**

...1967 WAS THE HISTORIC TURNING POINT. THE NEW SOUTH QUAY WAS A PURPOSE-BUILT TERMINAL FOR THE CONTAINER TRADE.

This was also the year that Felixstowe said farewell to its last straddle carrier, having now switched to a rubber-tyred-gantry system to allow easier, higher stacking of containers.

By early 1990, Felixstowe had the benefit of 1.5 kms of continuous container quay, but development was far from complete. Dredging started in 1993 to deepen the channel again, to 12.5 metres – this was to allow the largest container ships at that time to arrive and depart at any state of the tide.

In 1995, contracts were signed for Trinity III, a £27 million expansion which delivered two more berths. Officially opened by Prince and Princess Michael of Kent in 1996, this project brought Trinity Container Terminal's continuous quay length to 2.37 kms.

By the end of 1996, Felixstowe became the first UK port to handle more than 2

million TEU in one year.

Ten years later, came a ship that would make headlines around the world – the 15,500 Emma Maersk, dubbed the 'Christmas ship' by the national press, first called at Felixstowe in November 2006. In terms of ship size, it was just the beginning!

It was soon time to expand again – and for a bit of 'back to the future'. In September 2008, three diggers started working in unison to fill in the Dock Basin, to mark the start of the Felixstowe South Reconfiguration (FSR) project. Landguard Terminal unloaded its last vessel in April 2009 before it was closed to make way for what would become Berths 8&9; the first three super-post-panamax cranes arrived fully assembled on the Zhen Hua 25 in May 2010, and the new terminal opened in 2011 – 730 metres of quay with 16 metres depth alongside and a total terminal area of 35.87 hectares, enough to store 20,000 TEU at 100% capacity.

An extension was soon to follow, and this was opened in November 2015. Clemence Cheng, Port of Felixstowe CEO, says: "Fittingly, the creation of our newest terminal included the site of the original New South Quay, bringing the story full circle and ensuring that the largest container ships in the world are handled where the very first container ships visited 50 years ago."

Sometimes, a T-shirt says it all. Spotted on an online shop a couple of years ago: a T-shirt featuring an image of a stack of containers, with the slogan alongside: 'Felixstowe: Contain Yourself'.



SEVERAL SHADES OF GREEN

Switch off those lights! Don't print out every email you receive! Don't leave the taps running! By now, we should all know (and be acting on) the steps we can take to reduce our personal carbon footprint on the world. In this connection, you may not instantly think of compostable food cartons – but read on ...

Some steps are small – but all of them add up. It's the same philosophy at the Port of Felixstowe, which takes both a 'global' and 'local' approach to environmental protection.

Never has there been so much emphasis, worldwide, on the need to protect our fragile environment. Every day there are alarming reminders, from the images of melting ice in the Antarctic to statistics on the amount of plastic that can be found in the guts of fish and marine life.

The 2015 Paris Agreement, COP21, in which 195 countries agreed measures to limit global warming, came into effect in November 2016, having been formally ratified by the European Union.

A month earlier, the International Maritime Organization made a firm decision on its requirements for vessels to use ultra low-sulphur fuel from 2020, in its

drive to reduce emissions from shipping.

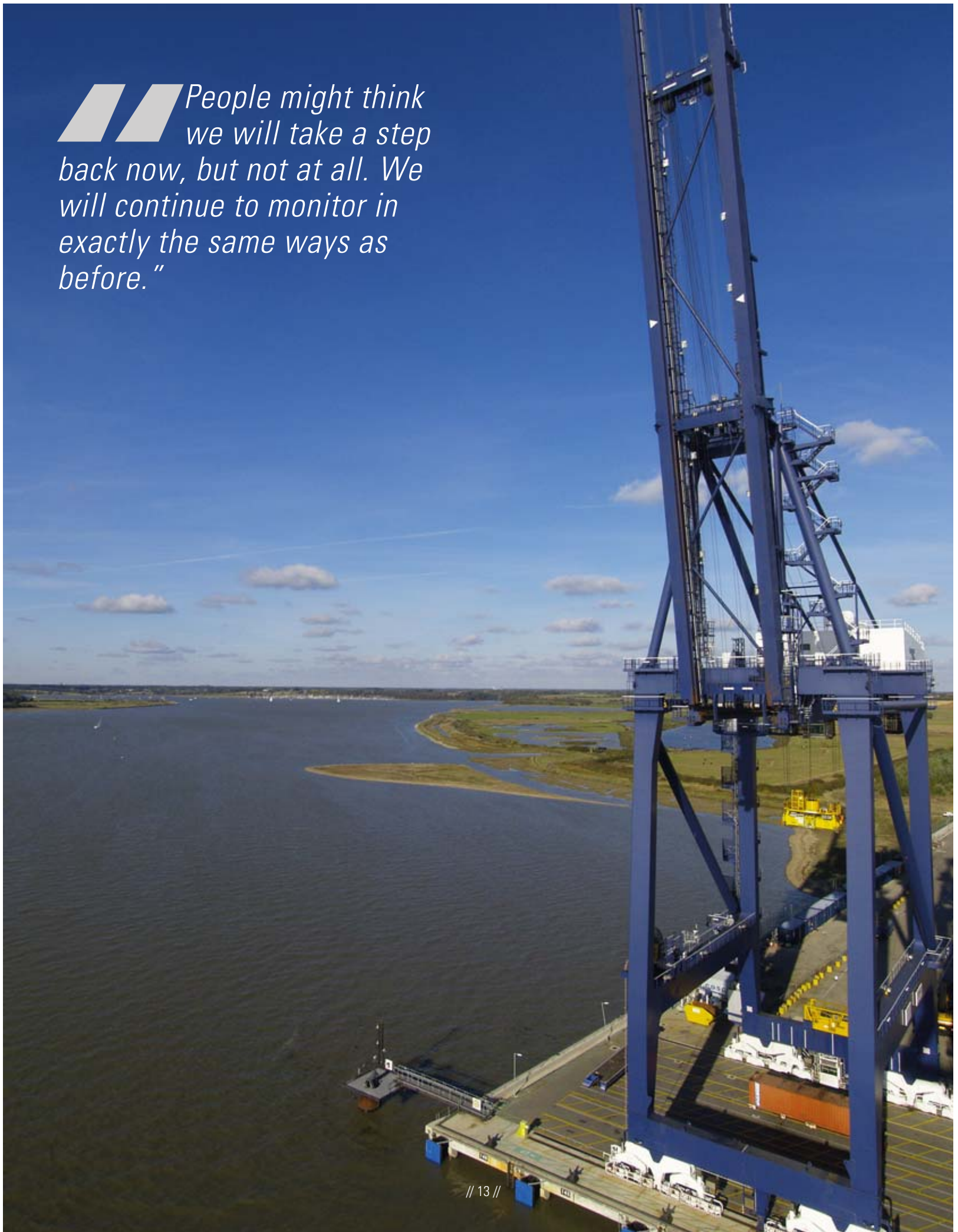
Another very significant headline in October 2016 may have been missed by many, but was highly significant in recognising the efforts made at the Port of Felixstowe. This was the decision by Suffolk Coastal District Council to revoke an Air Quality Management Area (AQMA) relating to areas near the port.

The Felixstowe AQMA was first imposed by the council in 2009, after levels of Nitrogen Dioxide breached statutory limits. An Air Quality Action Plan was created; from that point, the Port of Felixstowe has regularly measured and monitored air quality, reporting these to the council, and both parties have worked proactively together on measures to reduce emissions from activities at the port and from vehicles coming to and from the port.

"The council's decision to revoke the AQMA was a sign that the initiatives and investment that have taken place at the port have produced significant and demonstrable results" says Port of Felixstowe Environment & Energy Manager, Jessica Briggs. "The revoking of the AQMA comes after a lot of hard work and many years of monitoring and data collection. Obviously we will continue to monitor air quality, for NO2, SO2 and PM10 (particulate measurement). Air quality is monitored using diffusion tubes, which are positioned in various locations around the port, to measure the



// // People might think we will take a step back now, but not at all. We will continue to monitor in exactly the same ways as before."



concentration of these gases where people are working and also around the perimeter fencing where it is near residential areas.

“People might think we will take a step back now, but not at all. We will continue to monitor in exactly the same ways as before.”

How has this success been achieved? It’s a case of smarter working, smarter kit and smarter technology, says Jessica. Many of the component parts of this effort might seem small in isolation – but yes, they do all add up, and the Port of Felixstowe is moving in the right direction on all its environmental metrics.

- More efficient, electric rubber-tyred gantry (eRTG) cranes have been converted from diesel-powered models.
- A fleet of stop-start internal movement vehicles has been introduced – they cut out intelligently when the hand brake is applied, when waiting on the quayside or in a queue, so avoiding emissions building up while idling. So far 27 replacement tractor units have gone into operation, and 28 more are on order for 2017, so that a total of 55 IMVs in the fleet will be stop/start ready. Also, AdBlue is being used – this is an additive used to reduce NOX emissions in vehicles equipped with SCR technology, by converting NOX from diesel vehicle exhaust into nitrogen and steam.

Of course, air quality is only one aspect of environmental care, and the port is focusing also on saving energy and water, and reducing waste. More than 2,000 solar panels have been installed in recent years, and these generated 435.31 mWh in 2016. “We have very nearly exhausted every opportunity – the port is covered in solar panels!” says Jessica Briggs.

Reducing waste has been another major success story. An average of 70% of all waste at the port was recycled in 2016. A 2017 target rate for recycling has been set at 76%, which has already been achieved for two separate months, in April and September 2016. The port has achieved ‘zero waste to landfill’, with the exception of asbestos and international catering waste, which have to go to deep landfill by law. Otherwise, all general waste that cannot be recycled goes to Suffolk’s energy from waste plant at Great Blakenham, to be burned for electricity production.

Catering has been another focus area. The port canteen has switched from the ubiquitous polystyrene containers for taking away hot drinks and food, to eco-friendly Vegware, which is fully compostable.

This year, water is a major topic. The port already carries out testing, monitoring and processing of waste water. For example, water used for washing down vehicles contains oil, dirt, metal particles and road grease. It is passed through 12 interceptor tanks in a three-stage cleaning process; the



*// // We have pretty
much exhausted
every opportunity – the port is
covered in solar panels!”*

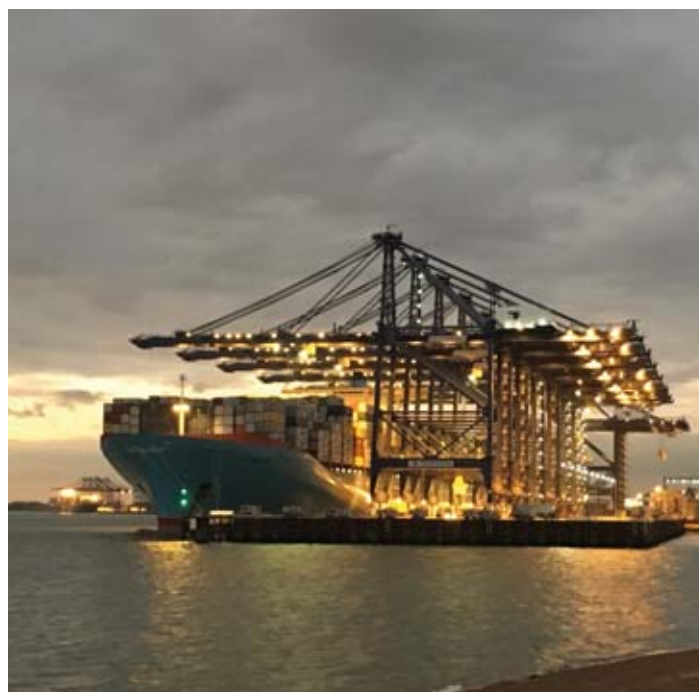
water is oxidised and heated so that oil and scum rises to the top and can be skimmed off to be taken away by tanker, leaving the processed water clean enough to be discharged into the local drainage system.

“This year we are focusing on water saving,” says Jessica Briggs. “The target is a 3% reduction in water use in 2017. Initiatives will include aerating the water in taps and harvesting rain water for washing vehicles and other purposes.”

Felixstowe is also continuing to develop new ideas and initiatives within the ‘Go Green’ project, which was launched by Hutchison Ports in partnership with other global port operators to promote environmental awareness and make a sustainable difference in the communities in which they operate.

During 2016, Felixstowe’s Go Green projects included a Beach Watch, in which a team of volunteers went litter picking on an area of beach. There was also a major project to landscape an area near Dock Gate 2. Railway sleepers were used to support the bank and work was carried out to create a landscaped lawn area which will not only be pleasing to the eyes of those passing by, but also provides a screen to the rail operations beyond it.

The seeds have been sown and the trees have been planted – this project will literally get greener as the months go by!




ON THE RIGHT TRACKS

Freight by rail – it's efficient and effective, it cuts considerable volumes of carbon out of many supply chains ... and it's growing.

The rail freight industry is described as a 'UK success story' in the Government's recently published Rail Freight Strategy, which sets out a vision for the continued expansion of rail freight and identifies opportunities for the broader logistics sector and rail industry to 'collaborate and innovate' in order to help relieve the pressure on the road network.

Rail freight delivers benefits estimated at £1.6 billion per year in productivity gains for UK businesses, reduced road congestion and environmental benefits, says the report; each tonne of freight transported by rail reduces carbon emissions by 76% compared to road, and each freight train removes between 43 and 76 trucks from the roads. "Rail freight has real potential to contribute to reducing UK emissions as well as building a stronger economy and improving safety by reducing lorry miles."

In this broad picture, the Port of Felixstowe comes clearly into view. At a very conservative estimate, the rail option at Felixstowe already does away with more than 100 million road miles per year. Nearly 1 million TEU travels to and from the port by rail every year. To put the matter even further into context, based on its rail operations alone

 *F2N will make an important contribution towards rebalancing the economy and boosting exports."*

Felixstowe would be the UK's third biggest container port.

The past few years have seen very significant investment in rail facilities within the port, as well as in the network serving the port, and Felixstowe continues to expand its rail service offering to serve the major conurbations in the Midlands, North West, North East and Scotland.

There are now more than 30 daily rail freight services linking the Port of Felixstowe with strategic hubs and locations around the UK. Taking both ways into account, that's 66 trains a day to or from the port. The 33rd service, announced in mid 2016 and operated by GB Railfreight, ▶▶▶





links the port with Rotherham. Felixstowe is the only UK port with such a wide scope of destinations and frequency of rail links.

“The introduction of more new rail services out of the port in 2016 was clear evidence of the continuing strong demand for rail,” says Port of Felixstowe CEO Clemence Cheng. “An ever-increasing number of shippers are looking to benefit by integrating rail into their supply chain strategies.

“The range and frequency of rail services offered at the port, combined with the minimum deviation for the latest generation of mega-vessels, makes Felixstowe the logical choice for both shipping lines and shippers looking for quick and sustainable transport solutions.”

The 2013 opening of Felixstowe’s new North Rail Terminal – a £40 million investment – effectively doubled rail capacity at the port. This was the first terminal of its kind in the UK built specifically to handle trains of up to 730 metres in length, delivering greater efficiencies and economies of scale for the rail operators, as it is able to accommodate trains up to 34 wagons long.

Outside the port gates, meanwhile, the connections to and from Felixstowe continue to improve. After much lobbying in recent years, the F2N (Felixstowe to North) is almost a legendary brand in itself, and it has been identified by Network Rail as top priority for further investment and improvement.

At the risk of stretching some readers’ geography, Felixstowe can accurately be described as the largest container port for the North. Every year the port handles approximately 1.5 million TEU of traffic to and from the Northern Powerhouse region. Some 28% of the total number of containers moving through Felixstowe travel to and from the port by rail but when the figures are broken down, the rail proportion jumps to a staggering 50% for boxes to and from the Northern Powerhouse.

“It is logical that F2N is a top priority for improvement,” says Clemence Cheng. “F2N will make an important contribution towards rebalancing the economy and boosting exports. It can play a vital part in developing a post-

IT’S A PORT THAT HAS MORE RAIL TRACKS THAN KING’S CROSS.

Brexit export-led economy based on trade.”

And that’s not all. The Felixstowe Branch Line (FBL) is another critical link, and another priority for Network Rail. A major upgrade project will include part-dualling the line with the construction of a long passing loop near Trimley, to be completed by March 2019. This is a particularly significant project, as it will increase capacity on the line to 47 trains per day in each direction.

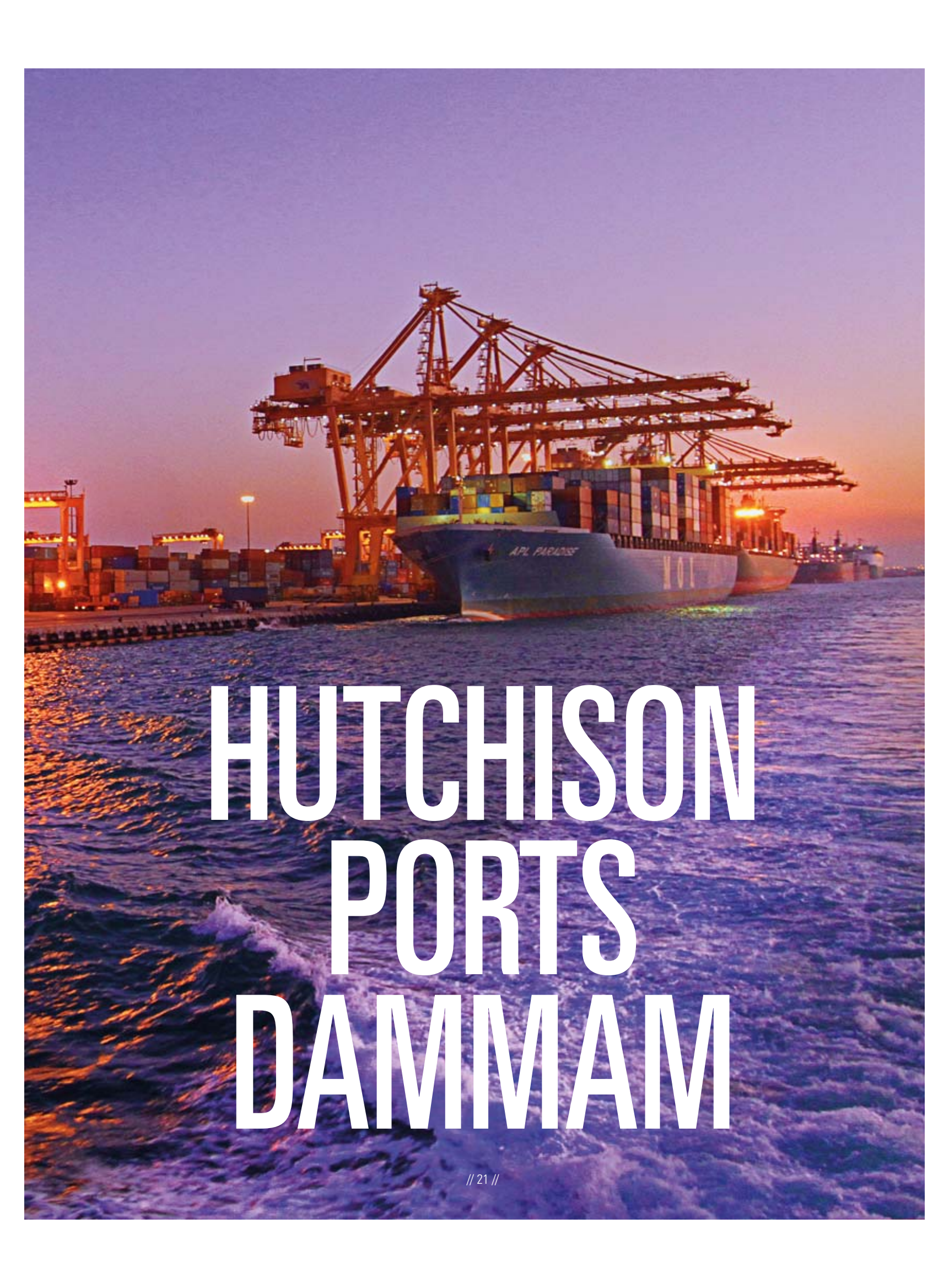
As the world’s container operators continue to move towards mega ships carrying 20,000 TEU and more, so ports are handling fewer ship calls by larger ships. As a direct consequence, the ability to shift large numbers of containers out of the port and into the hinterland, in a short period of time, becomes really vital to shippers’ carefully aligned supply chains. A continuous feed by rail is a major virtue here.

It was a point clearly understood by the Duke of York, when he officially opened the North Rail Terminal in 2013. “Today is about connectivity, using the rail network to connect businesses in the UK with businesses around the world through the import and export of goods and services,” he said. “Coming here today and seeing how Felixstowe is taking the challenge of delivering goods and services for British importers and exporters to the next level is really encouraging.”

Felixstowe is the port with many, many more services and destinations than any other port in the UK. It’s a port that offers choice in terms of connections and operators. It’s a port that has more rail tracks than King’s Cross. And it’s a port where there is so much more to come!







HUTCHISON PORTS DAMMAM



Hutchison Ports Dammam, is a multi-purpose deep-water facility situated at the King Abdulaziz Port, Dammam is in the Kingdom of Saudi Arabia. With seven container berths and two multipurpose berths the terminal specializes in handling containers and Ro-Ro cargo.

Dammam itself is Saudi Arabia's leading East Coast port and the closest to Riyadh, the country's capital city.

The ethos of Hutchison Ports Dammam is summed up by its mission statement: "To serve our clients to the highest possible standards and strive to satisfy their needs at all times"

Jay New, Chief Executive Officer and General Manager explains:

"A cornerstone of our commitment to our Customers' needs is our quality management system which ensures that services we provide meet or exceed our contractual obligations.

"We do this through a process of continually monitoring and analysis of our performance and ensuring we have a keen understanding of our Customers' business. By listening and responding to their needs we ensure that we deliver on any commitment made."

The team at Hutchison Ports Dammam recognises that this is not a task-and-finish job. Jay New continues:

"Establishing an environment where continual improvement ensures we perform at the very highest international standard is central to Hutchison Ports Dammam's success. Constantly communicating with all stakeholders in our business, on the issues that affect them, ensures that we are alive to developments in their operating environments and can react quickly as their needs change."

With deep water of 14m at chart datum alongside and a tidal range up to 2.7m, Hutchison Ports Dammam is able to accommodate container ships of up to 14,000 TEU capacity. The 17 ship-to-shore gantry cranes are able to handle 20 containers across and the constant drive for operational efficiency means that an average 30 quay crane moves per hour (mph), or vessel rates exceeding 150 mph, are achieved.

As evidence of its commitment to strive for constant improvement, Hutchison Ports Dammam was one of the first ports in the world to operate remote controlled quay cranes. Five of the terminals' 17 cranes are controlled remotely



from inside the administration building. Each has a lift height of 44 metres and can extend out to lift at 60 metres. They are capable of being operated either in the traditional way by an operator in a mobile cabin, located on the top of the crane or by an operator located in an office, one kilometre from the vessel.

The crane drivers no longer have to contend with the fast moving cabin motion, or attempting to locate containers, some 40 metres below them. Instead, they can operate with a range of computer screens, from an air-conditioned office, closer to the central planning department.

The use of the latest technology is not restricted to the quay cranes. The development of automated gates for trucks arriving at the container facility has halved the time taken to process vehicles, minimised paperwork scanning and improved truck turnaround times.

The large distances over which many goods have to travel in Saudi Arabia – although the closest port it is still 450kms from Dammam to the capital Riyadh - makes moving goods by rail particularly attractive. Hutchison Ports Dammam has a three-track on-dock rail terminal from which double stack container trains run to the Kingdom's major market.

Although Hutchison Ports Dammam boasts some of the most modern and technologically advanced container handling equipment, its operations are not just about containers. The two x 180 metre multipurpose berths handle a variety of ro-ro traffic as well as general cargoes.

The loading and discharging of Ro-Ro units is also assisted by the latest technology. Units are recorded using Teklogix Mobile devices equipped with barcode scanners which allow the barcode on the unit and driver's ID to be scanned. The Mobile Application on the device verifies the vehicle identification number (VIN) against the manifest. This use of advanced technology ensures accuracy, avoids delays and expedites highly efficient ro-ro operations.

Reefer cargo operations are supported by 2,300 plug-in points for containers, a dedicated team for continuous temperature monitoring, a reefer monitoring system, two cold stores for reefer inspection and storage facilities for conventional reefer cargoes.

*“A cornerstone of our
commitment to our
Customers’ needs is our quality
management system...”*



OPINION

Digitalisation the way forward for competitiveness

NICLAS MÅRTENSSON
CEO, STENA LINE



Everyone talks digitalisation at this moment and it is one of the most influential factors in the development of society. The digital society is a fact and it has a huge impact in our everyday life. It affects how we work, what we work with, how we spend our spare time, how we socialise, how we seek information and, not least, how we purchase and consume products and services.

For us as a ferry company, selling freight and passenger tickets, this development of course has an impact on how we run our business. Digitalisation is one of the strategic cornerstones in our business model and will continue to be so moving forward. The aim is to improve how we deliver customer value, but also utilise digitalisation as a mean to increase our earnings.

From our perspective the main reasons to focus on digitalisation are;

- To enhance customer experience by customising our offers and marketing activities and launch new services. As an example we have during the last few years focused a lot on our online presence and developed both our web sites and mobile apps based on our customer's needs.

- To reach a higher level of efficiency. Both by delivering services at a lower cost by introducing

automation in different areas of our business, but also using digital technology as a mean to increase the efficiency in our business. As an example we are introducing automatic check-in to simplify the check-in process for our customers.

One example of this is that we during the last few years have been working with a Fuel Management System (FMS) onboard our ships that have helped us to optimise our ships performance leading to decreased fuel consumption and lower emissions.

Digitalisation is therefore not only a tool for us to adapt and be relevant to our customers. Digital technology is an increasingly important tool in our efforts achieving our sustainability objectives, which is another strategic cornerstone in our business.

Sustainability has been a prioritised area for us during a number of years and we dare to say that we are leading the development within sustainability in the ferry business in many areas. On the emission side we have a broad perspective. Focus right now is on alternative fuels where our

Methanol project on Stena Germanica is advancing with good results. Recently the fourth and last of the main engines were converted to be able to run on Methanol. On the North Sea we have chosen to install closed loop scrubbers as a way of reducing emissions of Sulphur. We are also looking at other areas such as battery powered ships as a future solution.

Another interesting area for the future is the development of autonomous ships. This is not about replacing our commanders on deck, but by digital technology, inspired by the car industry, introducing digital tools to help us reduce the risk of incidents, hence increasing the safety on our vessels.

The objective for us is to be as competitive as possible both from a customer perspective and from a sustainability perspective. The digital transformation is a very important enabler in our efforts. In this process collaboration with external Port companies as partners is an essential element as the port is an integrated and important part of our customers' total experience.

“Digitalisation is one of the strategic cornerstones in our business model and will continue to be so moving forward.”



CAROL GARRETT

TEAM LEADER, NATIONAL TRADING STANDARDS



- 1975: History teacher at Orwell High School, Felixstowe
- 1979-1985: Took time out to have two sons
- 1985: Returned to teaching at Thomas Mills High School
- 1997: County Education Advisor and Police Education Partnership Coordinator, a strange but very exciting dual role
- 2002: Joined Trading Standards to write and deliver a consumer education strategy, then we restructured and I took on product safety
- 2004 to present: National coordinator of border point controls for the purposes of product safety

Q&A

Q Describe your Role at National Trading Standards

A I lead the UK wide team that provides liaison between HMRC and enforcement agencies at UK border points so that we can intercept unsafe goods before they are available on the UK market. We are responsible for setting and managing the controls to target consignments that pose both the greatest safety risks to end users and also the greatest detriment to genuine and legitimate businesses.

Q What is the Biggest Challenge of your job?

A Always trying to be one step ahead of the "rogues" who find new ways to avoid and evade us. Traders who choose not to comply with the law – we need to think laterally and be canny in how we work.

Q What do you find Most Satisfying about your role?

A The variety and challenges of working with a wide range of agencies, agents and traders. No two days are the same. As a result, we have a level of expertise that is widely recognised and valued across the UK and within the EU.

Q What do you like Best about working at National Trading Standards?

A I work with a team that is wholly committed to what we do and always puts in the extra effort without complaint. they energise me!

Q Describe your Best Day at work?

A When a previously non-compliant business gets its act together and now sources responsibly and finding out that we have prevented a huge number of unsafe products from entering the market place.

Q Favourite film?

A Philadelphia, Tom Hanks is awesome

Q Ideal dinner guest?

A Julie Walters, she's talented, such fun and so modest, well worth reading her autobiography

Q First record bought?

A Dream a little dream of me, The Mamas and Papas

Q Last record bought/downloaded?

A The Gadfly, Shostakovich

Q Favourite book?

A Difficult to say but Long Walk to Freedom, Nelson Mandela autobiography, such an inspirational man

Q Favourite meal?

A Anything with cheese and vegetables!

Q Ideal holiday destination?

A Somewhere with sun and archaeology e.g. Turkey

A DAY IN THE LIFE...

08.00

The day always starts with emails! Checking any concerns/queries from agents and importers, checking with the team to see what's coming in and prioritising work for the day and generally answering questions and queries from colleagues at different border points.

09.00

Working with the IT team on design of the new recording system to automate some of our processes and improve our ability to analyse information.

10.00

Regular teleconference with Regional Intelligence Officers and border authorities to consider tactical assessment analysis to inform future activities/emerging trends and to identify the risks. This helps ensure we continue to focus our activities where there are the greatest risks and which create the most detriment to both consumers and businesses.

12.00

I don't have the luxury of a PA or Secretary so there will inevitably be time spent making travel arrangements for the meetings I attend (that includes representing the UK at EU product safety meetings, developing effective work with other enforcement agencies around the UK and attending national/regional meetings to develop effective liaison with our colleagues inland.) It takes time to try and find the best deal!

13.00

Working on a presentation for visit by Turkish Officials to the Intellectual Property Office.

14.00

Meeting with HSE colleagues to progress joint border work particularly in relation to common threats.

16.00

Managers always have to report on their work so time has to be set aside for preparing quarterly budget reports/narratives for the Governance Board, gathering and editing articles for our quarterly newsletter and preparing media/press releases.

18.00

The day is likely to finish with catching up on more emails, resolving problems and questions that have come in during the day and advising colleagues, plus some personal research/reading to keep in touch with new safety issues/injuries/fires. It's important to be right up to the minute on what's hot in the safety world.



LOGISTICS PARK

Build-To-Suit Distribution Warehouses

1.4m sq.ft within the
Port of Felixstowe

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 **HUTCHISON PORTS**
PORT OF FELIXSTOWE