# 2019-2020

# ENVIRONMENT REPORT

HUTCHISONPORTS
PORT OF FELIXSTOWE

# WELCOME TO THE HUTCHISON PORTS PORT OF FELIXSTOWE ELEVENTH ENVIRONMENT REPORT, 2019-2020.

Hutchison Ports is on a journey to create a more environmentally sustainable future. As an industry leader we are committed to upholding our responsibility to protect the environment in which we operate whilst striving to improve our carbon and ecological footprints. Continuous investment in low and zero emission plant and equipment helps to progress our journey towards realising a sustainable supply chain.

The Port of Felixstowe's Environmental Management System remains diligently accredited to the ISO 14001 (2015) Environmental Management System [EMS] and the ISO:50001 (2011) Energy Management System [EnMS]*. Both the EMS, and the EnMS are fully integrated into the everyday operations of the business and are fully supported at the highest levels of the organisation.

# 71%

**of all waste handled recycled**


**The Port of Felixstowe operates a zero waste to landfill policy**

Air quality within the port remains an area of particular environmental focus. We are actively improving our air quality in pursuit of targeted reductions in port emissions. Well established and stringent monitoring practices, coupled with continuous investment in cleaner technologies such as, new electric port vehicles and upgrading of mature assets, are just some examples of our commitment to air quality improvement.

The Government's Clean Air Strategy published in January 2019 commits to developing the Clean Maritime Plan. Included in the Plan is a voluntary provision for Port Air Quality Strategies. Hutchison Ports UK has produced three Port Air Quality Strategies for each of its three UK ports which set out its commitment to reducing emissions from operations whilst supporting reduction of emissions from customers.

Waste management performance remains strong. Over 71% of all waste generated by vessels in the last 6 years has been recycled. The Port of Felixstowe also operates a zero waste to landfill policy, sending non-recyclable waste for energy recovery.

> **"We all have a part to play in safeguarding our environment, awareness of how, as a business, and individuals, we have an impact, remains crucial to our success."**

To achieve our environmental vision we focus on working in collaboration with our customers, suppliers, contractors, other port users and above all our employees to protect our environment.

Globally, Hutchison Ports, in collaboration with members of the international ports and maritime community, participates in the global 'Go Green' environmental initiative. This annual event encourages employees of global port operators to work together in support of environmental protection. Since the launch of the initiative in 2015, the Port of Felixstowe has created green areas within the port to improve and promote wildlife habitats. The port's Travel Plan has been a great success. Many employees have now switched to greener modes of transport with a growing number choosing to cycle to work. The port's Go Green initiative for 2020 was a socially distanced tree planting event; saplings were planted along some of the port's perimeter fencing by volunteers from the workforce.

Encouragingly, our workforce continues to demonstrate a strong commitment to preserving and enhancing our port environment. To recognise our employees' dedication and commitment to raise our standards for environmental performance, an Environment Award was created. Our Employee Environment Group operates at grass roots level to enable staff to participate in activities that make a difference to the port and local environment.

Being the preferred partner to a sustainable supply chain is important to Hutchison Ports UK. Working with, and for our customers, we continue to invest in infrastructure and equipment to keep pace with container vessel size growth, helping shipping lines in their pursuit for supply chain efficiencies, economies of scale, energy and environmental efficiency. Rail is undoubtedly the most environmentally beneficial mode of hinterland transportation, therefore increasing our rail volumes remains a vital component in all our future plans to continue to improve our environmental performance.

**Chris Lewis**
Chief Executive Officer
Hutchison Ports (UK) Limited

*(ISO 14001 is an internationally recognised standard for an Environmental Management System (EMS) ISO 50001 is the international standard for an Energy Management System)

# COMPANY PROFILE

**Hutchison Ports Port of Felixstowe is a member of Hutchison Ports, the port and related services division of CK Hutchison Holdings Limited (CK Hutchison). Hutchison Ports is the world's leading port investor, developer and operator with a network of port operations in 52 ports spanning 26 countries throughout Asia, the Middle East, Africa, Europe, the Americas and Australasia.**

Hutchison Ports owns and operates the Port of Felixstowe, London Thamesport and Harwich International Port. The three UK ports are strategically located across England's east coast and provide congestion-free, fast, frequent and reliable connections to domestic and global markets, delivering best on the needs of the industry and the country.

The Port of Felixstowe is the UK's leading port for container traffic, handling up to 40% of all UK container volume and operates one of the busiest terminals for roll-on/roll-off freight. Boasting 4km of quay dredged to up to 16m, it is well equipped to service the world's largest container vessels.

As Britain's largest intermodal rail facility, the Port of Felixstowe recognises the importance of rail as the most environmentally friendly and efficient mode of transport and continued investment in rail is a vital factor to maintain the status of industry market leader. The range and frequency of rail services offered at Felixstowe, combined with the minimum deviation for the latest generation of mega-vessels, makes it the logical choice for both shipping lines and shippers in search of efficient, fast, and sustainable transport solutions.

Nearly 29% of Felixstowe's UK domestic throughput goes via rail, rising to 50% for markets in the West Midlands and the North. 72 train services per day connect to 16 different inland destinations, and comprehensive rail and coastal feeder services have been proven to significantly reduce the impact of transport upon the environment.

Continued investment in rail infrastructure has delivered capacity growth, and improved environmental performance. This provides an environmentally efficient alternative to road haulage and supports customers who are actively working to save cost and to reduce their carbon footprints.

Cleaner technologies remain key to minimising environmental impacts and protecting the environment. These include investment in electric-powered Rubber-Tyred Gantry cranes (RTGs), solar energy, LED lighting and many other energy saving projects. Additionally, the port actively supports local initiatives with an environmental agenda through engagement with the Stour and Orwell Estuaries Management, Green Suffolk Forum Group, Landguard Partnership, English Heritage, Harwich Haven Authority and a number of voluntary groups with an interest in the Landguard Peninsula and the designated nature reserve.

# GROUP ENVIRONMENT PROGRAMME

**OVERVIEW:**

**Hutchison Ports' 'Our Environment' programme was launched in 2019. The programme will implement a global environmental strategy for the group's 52 ports worldwide. The new environmental vision is focused on working in collaboration with customers, suppliers, port users and above all employees by engaging with relevant parties within the supply chain.**

The need for business to re-shape itself for a more sustainable future is echoed by a changing external landscape;

- **IMO 4th Emissions Study:-**
  - In August 2020, the International Maritime Organisation released the final report of its fourth Green House Gas (GHG) study. The study showed that total GHG emissions from maritime shipping rose around 10% from 2012 to 2018. Most strikingly, this included a 150% increase in methane emissions, which are significant contributors to global warming.
  - Demand for shipping grew twice as quickly as fuel efficiency improved over the study period. GHG emissions from shipping are projected to increase by up to 50% in the next 30 years.
  - These outcomes highlight just how much work lies ahead if the global shipping sector is to meet the IMO's goal of cutting GHG emissions from international shipping by at least 50% from 2008 levels by 2050.
- **Sea Cargo Charter:**
  - In support of the IMO's ambitions, a new global framework for responsible ship chartering has been established. The Sea Cargo Charter sets a benchmark for what it means to be a 'responsible charterer' in the maritime sector, and provides guidance on how to achieve this.
  - Included, is the ambition for GHG emissions from international shipping to peak as soon as possible and to reduce shipping's total annual GHG emissions by at least 50% of 2008 levels by 2050, with a strong focus on zero emissions.
- **COP26 2021:**
  - The 26th Meeting of the Conference of the Parties, known as the 'COP26' event was postponed in 2020 and will convene in 2021. The previous COP25 meeting in Madrid concluded with an agreement made by all parties to devise a plan to cut their Carbon Dioxide emissions.
  - The plans from each country must support the Paris Agreement, an international agreement to tackle climate change, agreed by the leaders of 195 countries in 2015 at COP 21 in Paris.
  - The Paris agreement states that parties must reduce the amount of harmful GHG gases produced and increase adoption of renewable energy. They should have a collective aim to keep global temperature increase "well below" 2C and to try to better this limit further to 1.5C below pre-industrial levels.


The worldwide adoption of more stringent environmental legislation and pressure to embrace cleaner fuels and technologies will impact businesses in the longer term, it is therefore imperative that as a business acts now to make positive changes Hutchison Ports for a more sustainable future.

The Group Environment Committee [GEC] formed in 2019, is co-chaired by two of Hutchison Ports' Executive Committee members. The GEC operates with a business plan of initiatives for 2020 and will expand its scope to become the Group Sustainability Committee, covering additional aspects of the group's social and governance initiatives and reporting. The GEC is supported by the Group Environmental Workgroup, which is represented by environmental co-ordinators from five operational regions. Each port has a nominated Environmental Focal Point (EFP) nominee who is responsible for rolling out the Group's Environmental Strategy in each business unit.

The primary task for the 'Our Environment' programme was to establish an environmental baselining exercise and an annual survey to provide information on current environmental management practices in Hutchison's 52 ports.

EFP nominees have received environmental training to empower them with the knowledge and tools to communicate and implement the new environmental strategy with their local colleagues.

Key performance indicators have also been set to build a global picture of the group's overall carbon footprint. Business Units use an Environmental Information System, launched in 2020, to report data. Hutchison Ports utilises an interactive data management portal to collect monthly environmental information.

Looking forward to 2030: From 2021, each business unit will be required to set medium-term targets and environmental initiatives for the next three years to support the group's emission reduction ambitions. The group's Safety, Security & Environment team will work with Business Units to help focus targets on achievable improvements that benefit their local environments. The Port of Felixstowe has long been setting targets and monitoring its environmental performance and is considered a 'Centre for Excellence' within the Group.

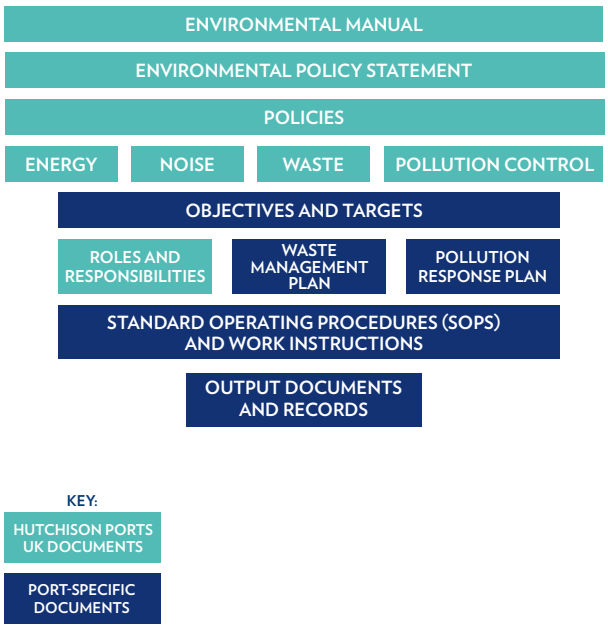
# MANAGEMENT SYSTEMS

**The Environment Management System (EMS) is integral to core business practices. The EMS works to facilitate environmental improvements and manage the environmental risks and impacts presented by port activities, whilst consistently improving environmental performance and compliance with all relevant legal obligations.**

The business successfully achieved re-certification to the latest version of the International Standard Organisation's environment framework, thereby certifying Hutchison Port UK's environmental management activities to the globally recognised ISO 14001 (2015). Regular internal and external audits are undertaken to gauge improvements and to maintain the ISO:14001 Certification.

Hutchison Ports UK also holds a group ISO 50001 Certificate, based on the management system model of continual improvement. Energy management is integrated into all future plans and daily practices to reduce energy usage and decrease carbon output. A five year energy plan and annual carbon review exercise tracks energy consumption and forecasts future demands.

The structure of the port's Environmental Management System is shown below:




## HPUK ENVIRONMENT COMMITTEE:

A strong committed team sits at the core of the HPUK Environmental Management System. Continuous enhancement and good performance baselines are utilised to measure and report improvements in environmental performance. This is key to demonstrating the organisational understanding and management of environmental risks and impacts. The port's Environment Committee meets quarterly to review and determine environmental policy and strategy.

The Committee consists of:

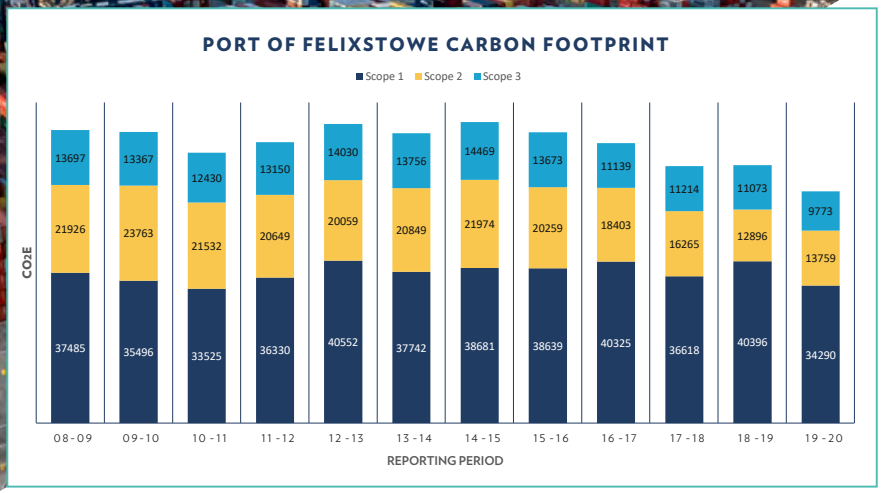
- Chief Executive Officer (Chair)
- Environment and Energy Manager (Secretary)
- Finance Director (Vice Chair)
- Technical Director (Vice Chair)
- General Manager – Harwich International Port
- Operations Director
- Executive member – London Thamesport
- Senior Legal Counsel
- Senior Manager - Human Resources
- Head of Procurement
- Head of Engineering
- Employee representative 1
- Employee representative 2

The Committee interacts with Hutchison Ports' Group Environment Committee [GEC], which sets environmental objectives, monitors Key Performance Indicator's (KPIs) and provides a forum for senior managers to discuss issues of concern, and agree plans for action. GEC also considers new and emerging technologies suitable for business application.

Day-to-day responsibility for environmental and energy matters rests with the Environment and Energy Manager, whose primary role is to ensure compliance with relevant legislation and to update and maintain the port's EMS, Energy Management System [EnMS] and to drive environmental improvements.

The port also contributes to a number of local environmental initiatives. It works with the Landguard Partnership, 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 established under the EU Habitats Directive to manage the environmental condition of this European Marine Site.

# PERFORMANCE




**15% REDUCTION IN SCOPE 1 EMISSIONS WHEN COMPARED TO THE PREVIOUS PERIOD.**

**10% REDUCTION IN OVERALL CARBON FOOTPRINT.**

**20% REDUCTION IN OVERALL CARBON FOOTPRINT IN THE LAST TEN-YEAR PERIOD.**

**37% REDUCTION IN SCOPE 2 EMISSIONS SINCE RECORDING BEGAN.**

**The Port of Felixstowe undertakes a five-yearly energy review, which sets out medium term forecasts on the port's energy demand and the resulting atmospheric emissions. The annual carbon review, and carbon management plan has targeted reductions for GHG and objectives for air quality improvement. Ultimately the target is to build a sustainable future with emission-free terminal operations. The Port Air Quality Strategy [PAQS], available on the Port of Felixstowe website, sets out plans to achieve the goal of a sustainable future.**

The port has implemented various actions to actively mitigate its environmental impact on land, the surrounding habitats, air and water, whilst seeking to reduce its environmental footprint. Utilisation of both voluntary, and mandatory reporting mechanisms for data and climate change adaptation demonstrates how the port is managing its environmental commitments whilst recognising the global effects of climate change. To measure its carbon footprint, the port follows the Greenhouse Gas Protocol for Scope 1 and 2 GHG estimation methodology and categorises energy usage outputs into the following types of emissions:

**Scope 1 (direct)** emissions produced on-site by fossil fuel combustion; mainly by RTG cranes, internal movement vehicles and port vehicles.

**Scope 2 (indirect)** emissions embedded within the energy the port consumes that are not generated on-site. Indirect emissions are typically associated with electricity used to power buildings, workshops, quayside gantry cranes, warehouses and refrigerated containers stored on the port.

**Scope 3 (other indirect)** emissions include, transport by third parties such as, tenants and employees undertaking both business and personal travel.

Hutchison Ports UK is a mandatory participant in the Energy Savings Opportunity Scheme (ESOS), the mandatory energy assessment scheme for organisations in the UK that meet the qualification criteria. The Scheme is administered by the Environment Agency in the UK.

Organisations that qualify for ESOS must carry out ESOS assessments every 4 years. The assessments are audits of the energy used by their buildings, industrial processes and transport to identify cost-effective energy saving measures. Hutchison Ports UK has recently fulfilled Phase 2 of the ESOS compliance scheme. The regulations required large UK organisations such as the Port of Felixstowe to re-evaluate its energy saving opportunities before the compliance date of 5 December 2019.

## ATMOSPHERIC EMISSIONS

The majority of Carbon Dioxide ($CO_2$) emissions generated at the port are produced by diesel fuelled internal vehicles and RTGs. The port has undertaken a series of activities to optimise the efficiency of emissions reduction. By converting the RTG fleet from diesel to electric power and prioritising short journeys through strategic container planning, reduced emissions have been achieved.

Numerous factors can affect the level of $CO_2$ emitted from combustion activities across port machinery, such as, asset maturity and the power required to either lift or transport loads.

In recent years, the port has introduced new internal tractors fitted with start/stop engine cut out technology. This has contributed to lower vehicle idling times, resulting in fuel and atmospheric emissions savings. The port has a small fleet of electric vehicles (EVs) and plans to further grow this as part of its diesel vehicle replacement programme. Within 3 years the port will begin to replace older diesel internal tractors with electric models.

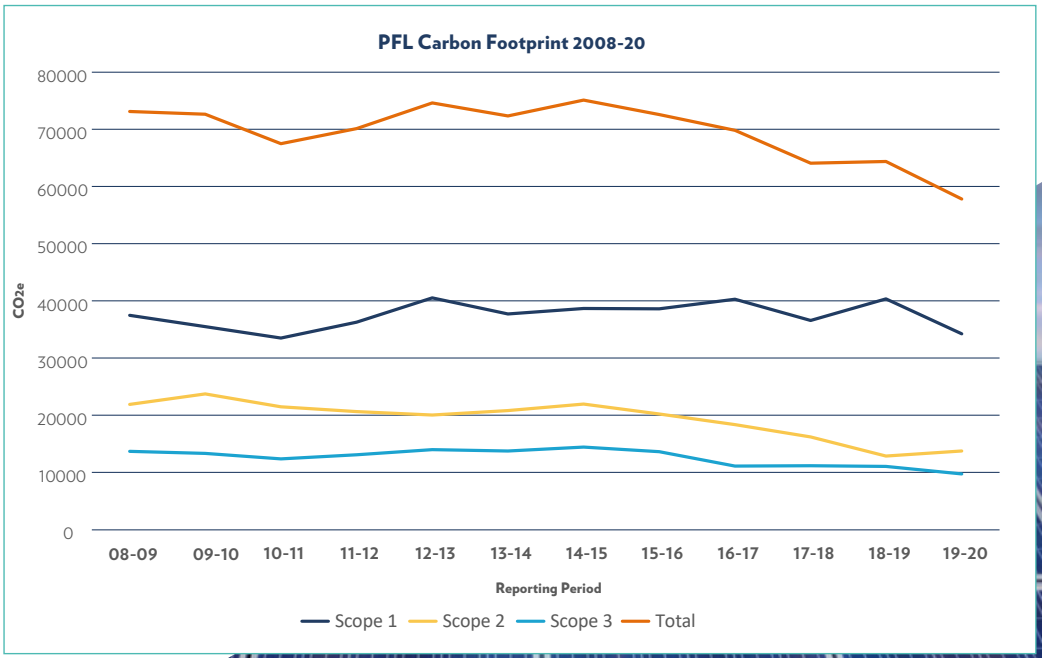
The adoption of emission free technology is part of a wider global project delivered by the Hutchison Ports Group to reduce its ports reliance on diesel fuels.

## SOLAR PV GENERATION

Solar energy generation is an important element in the Port of Felixstowe's ambition to reduce its carbon footprint. Currently, the port has 10 solar photovoltaic (PV) installations which generated 469 MWh of electricity in 2020, the energy was fed back into the port network and building infrastructure to reduce the energy taken from the National Grid.

The port's Temperature Controlled Examination Facility (TCEF), used for the inspection of frozen products runs entirely from solar power during the summer months. In 2019, the solar installations on the TCEF alone, generated 153 MWh of electricity.

The port uses only renewable energy and is supplied power on a green tariff. The port continues to explore opportunities to install further solar panels, increase on-site energy generation and reduce the businesses' carbon footprint.



# AIR QUALITY

## PORT AIR QUALITY STRATEGY

**Improving air quality has been the port's environmental focus in 2019-20 through targeted reductions in atmospheric emissions produced. The UK Government issued new guidance on air quality in 2019 known as the Port Air Quality Strategy [PAQS] guidance. The guidance recommends a requirement for all UK ports in scope to produce a 'Statement of Intent' in line with the Government's new air quality standards. The Port of Felixstowe's 'Statement of Intent' was issued in December 2019 and can be found on its website. A full air quality action plan was delivered in July 2020 detailing actions to be undertaken to improve local air quality by reducing emissions generated by port operations. The PAQS with the plan and a roadmap of progress is published on the port's company website.**

One of the actions from the Air Quality Strategy is to review the port's vehicle portfolio and identify those that can be replaced with electric models. The port's current fleet contains three electric vehicles (EVs) with a further 12 electric vehicles due to be procured.

In the UK, steps to reduce emissions from shipping and ports form part of wider initiatives in the Government's **Clean Maritime Plan** which sets out its future-plans for zero emissions shipping by 2050. Included is an expectation that by 2025:

- All vessels operating in UK waters will maximise energy efficiency.
- New vessels for use in UK waters are designed with zero emission propulsion capability.
- New ships for UK waters ordered from 2025 be designed with zero-emission technologies.
- UK will build clean maritime clusters focused on innovation and infrastructure to achieve zero emission propulsion technologies and bunkering of low or zero emission fuel.

By 2035, the expectation to progress further to:

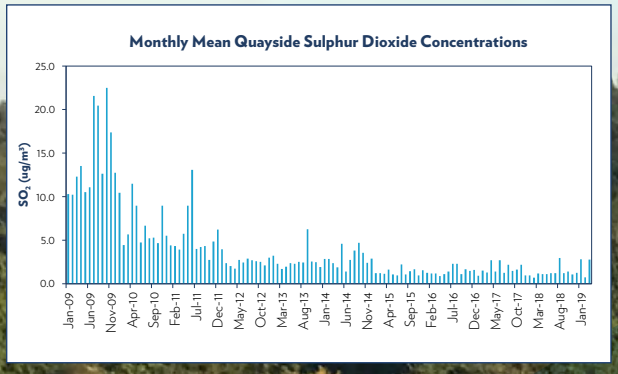
- Build clean maritime clusters in the UK.
- Ensure the UK Ship Register is recognised as a global leader in clean shipping.

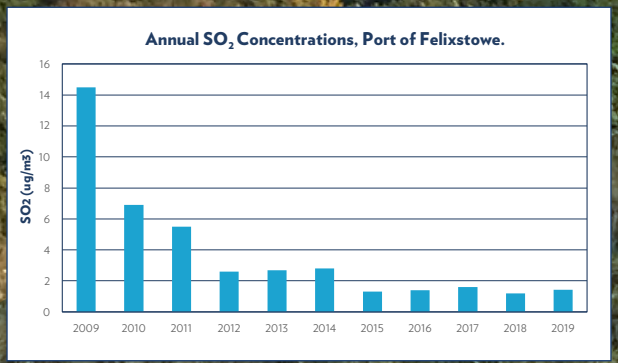
In 2009, an area at the port's Dock Gate No. 2 was designated as an Air Quality Management Area (AQMA).

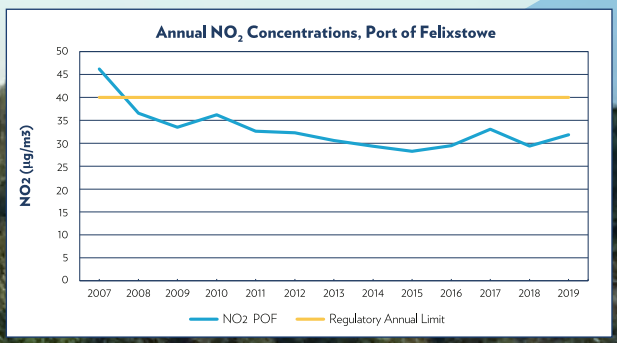
The AQMA was imposed in response to levels of Nitrogen Dioxide (NO2) recorded that breached statutory limits. The port produced an Air Quality Action Plan to monitor concentrations of Nitrogen Dioxide (NO2), Sulphur Dioxide (SO2) and Particulate Matter size 10 (PM10). In collaboration with the local council, stringent measures were introduced to reduce emissions from vehicles entering and exiting the port site.

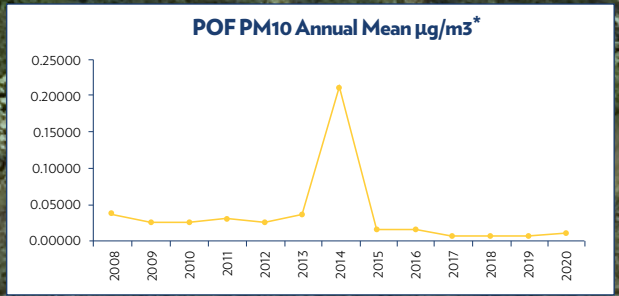
By 2016 the levels of the monitored gases and particulate matter were so improved that the council revoked the AQMA. Air quality remains a top environmental priority for the port and monitoring of NO2, SO2 and PM10 has continued since the AQMA was revoked.

An increase in levels of NO2 recorded in 2019 is being addressed using the Port Air Quality Strategy Action Plan. The Action Plan utilises, short/medium/long term initiatives to address increases in levels of all monitored gases. SO2 levels remain very low throughout the port estate.




*Annual PM10 mean graph for Port of Felixstowe – note that the spike in 2014 was a Saharan dust storm that made its way to the UK and distorted the particulate monitor.

The port monitors air quality using diffusion tubes to measure the concentration of $NO_2$, $SO_2$ and PM10. The tubes are positioned in various locations around the port where people work, around the perimeter fencing and where the boundary is situated close to residential areas. The PM10 monitoring stations are located in areas of high traffic flow to monitor particulate levels in the local atmosphere.

Diesel RTGs were replaced with new electric RTGs following the recent extension of Berth 9 yard, the port continues to grow its electric car fleet.

*Electric - RTG*

**NITROGEN DIOXIDE CONCENTRATION, PORT OF FELIXSTOWE. BIAS FACTOR 0.87**

| | Annual Mean Concentration $NO_2$ (µg/m³) - Adjusted for Bias | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Site ID | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Mallard House (Site 2) | **50.1** | **47.2** | **45.8** | **47.2** | **45.3** | **41.8** | 37.8 | 39.8 | 37.2 | 36.1** | **40.0** | 34.5 | 34.9 |
| Central Eng. / Stores Car Park (Site 3) | **49.3** | **47.7** | **42.8** | **45.2** | **41.8** | 39.1 | 38.2 | 39.7 | 32 | 31.3** | 35.6 | 33.2 | 35.5 |
| Landguard Engineering (Site 4) | ~ | 34.8 | 31 | 36.2 | 32.1 | 33.6 | 31.5 | N/A | N/A | N/A | 30.9 | 27.4 | 30.9 |
| Pier House LT7120 (Site 5) | ~ | 33.7 | 29.8 | 34.5 | 29.2 | 33.7 | 31.9 | 26.4 | 28 | 24.8** | 29.4 | 26.8 | 29.2 |
| (TTY Office) (Site 6) | ~ | 36.4 | 29.2 | 31.4 | 27.9 | 29 | 26.0 | 27.1 | 25.4 | 23.3** | **40.2** | 36.5 | 39.1 |
| 90 Park LT7403 (Site 7) | ~ | 31.9 | 30.4 | 31.5 | 29.4 | 28.9 | 27.1 | 26.7 | 23.1 | 22.9** | 28.2 | 22.6 | 26.8 |
| 90 Park LT7410 (Site 8) | ~ | 30.2 | 27.5 | 28.4 | 27.5 | 25.1 | 25.4 | 24.1 | 23.8 | 21.4** | 27.0 | 23.7 | 26.5 |
| 75 Park LT7402 (Site 9) | ~ | 37.1 | 34.7 | **40.2** | 33.2 | 31.4 | 28.1 | N/A | N/A | N/A | N/A | N/A | N/A |
| 75 Park LT7507 (Site 10) | 34.7 | 30.2 | 30.3 | 31.2 | 27.2 | 28.2 | 29.6 | N/A | N/A | N/A | N/A | N/A | N/A |

* 1 month missing data ** 2 months missing data N/A - no longer monitored

**90%**

**reduction in site wide $SO_2$ levels *** since recording began**

**Covers 2019, not financial year, in line with statutory reporting.**

**30%**

**reduction in site wide $NO_2$ levels *** since recording began**

**SULPHUR DIOXIDE CONCENTRATIONS, PORT OF FELIXSTOWE**

| | Annual Mean Concentration $SO_2$ (µg/m³) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Site ID | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| QC5 - Berth 1 & 2 | ~ | ~ | 13 | 7.4 | 5.8 | 2.4 | 2 | 2.9* | 1.5 | 1.6** | 1.2 | 1.3** | 1.0 |
| QC10 - Berth 3 & 4 | ~ | ~ | 14.3 | 8.7* | 7.1 | 2.9 | 2.9 | 4.1 | 1.5 | 1.7** | 2.2 | 1.4 | 2.9 |
| QC15 - Berth 5 | ~ | ~ | 15.6 | 6.9 | 5.2 | 2.3 | 2.8 | N/A | N/A | N/A | N/A | N/A | N/A |
| QC20 - Berth 6 | ~ | ~ | 16.8 | 7.3 | 5.9 | 2.6 | 2.2 | 2.8 | 1.2 | 1.2** | 1.6 | 1.1** | 1.1 |
| QC25 - Berth 6 & 7 | ~ | ~ | 14.7 | 5.1 | 4.4 | 2.6 | 2.7 | N/A | N/A | N/A | N/A | N/A | N/A |
| QC29 - Berth 7 | ~ | ~ | 12.6 | 6 | 5.2 | 2.1 | 2.2 | 2.1 | 1.2 | 1.1** | 1.4 | 1.3** | 1.2 |
| QC1 - Berth 8 | ~ | ~ | ~ | ~ | 6.7 | 2.9 | 3 | N/A | N/A | N/A | N/A | N/A | N/A |
| QC 4 - Berth 9 | ~ | ~ | ~ | ~ | 3.6 | 2.9 | 3.8 | 3.0* | 1.3** | 1.4** | 1.7 | 1.2 | 1.4 |
| Central Eng. / Stores Car Park (Site 3) | ~ | ~ | ~ | ~ | ~ | ~ | ~ | 2.4 | 1.8 | 1** | 1.2 | 1.2 | 0.9 |

* 1 month missing data ** 2 months missing data N/A - no longer monitored *** All data points are aggregated into a total site value

# WASTE GENERATION AND RECYCLING

The port has recycled

**71%**

**or more of all waste handled by the port**

**Seeking to consistently minimise waste production, the port has adopted sustainable procurement practices, maximised opportunities to segregate the re-use and recycling of waste.**

The proportion of waste available for re-use or recycling depends on the nature of port activities and operations for a particular month. For example, building construction and demolition can produce non-recyclable materials such as asbestos.

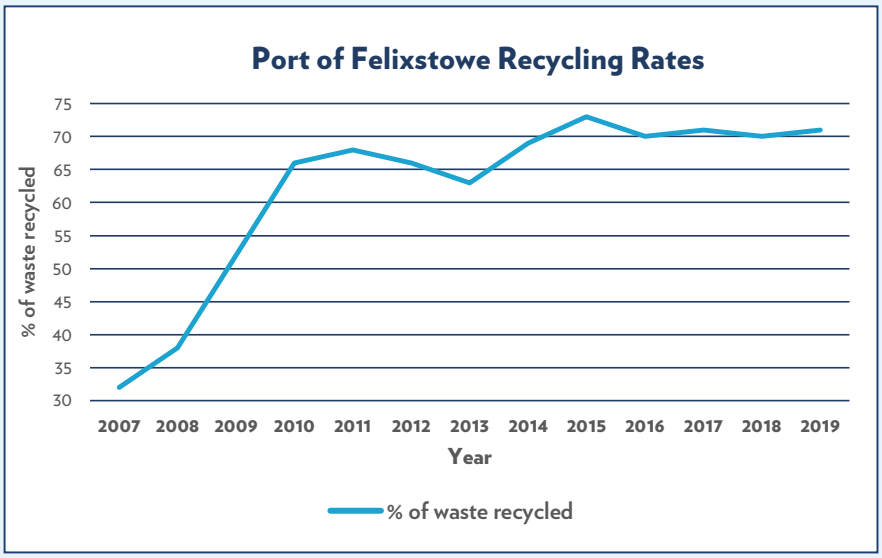
The port has a legal obligation to handle ships' waste which presents unique challenges and opportunities for maximising recovery and recycling. Working with local waste contractors, the port has developed a robust waste management system and a waste management plan that complies with both UK and European legislation, whilst providing a quality service for its customers.

In 2020, the port achieved a recycling rate of 71%, compared to 70% in 2018 for all waste produced on site and from international shipping. The Port of Felixstowe operates a zero waste to landfill policy, all non-recyclable waste is sent for energy recovery. Only international catering waste from vessels and asbestos is landfilled in accordance with the regulatory requirements.

A 2019 campaign to reduce hazardous waste produced from the port's workshops, ensured that resources were used efficiently and that employees were adequately knowledgeable on how to safely re-use items and recycle appropriately to avoid general waste wherever possible.

The Seabin installed in 2018 in a sheltered corner of the quay, in the estuary, continues to recover floating litter from the River Orwell.


*A seabin has been installed to recover marine waste*




*Workshop to raise awareness of safe re-use of recyclable materials*

# ENVIRONMENTAL INITIATIVES

## GO GREEN 2020

The Port of Felixstowe participates in Hutchison Ports annual Go Green campaign, which this year was to plant trees. In previous years campaigns included, litter collection, recycling mobile phones and volunteering in the community.

For the 2020 Go Green initiative, volunteers from the port are planting a total of 100 trees in the neighbouring nature reserve. A mixture of evergreen and deciduous trees, alongside shrubs and bushes will line the soil bund on the port estate boundary, these will form a noise screen for the reserve from the port's activities.

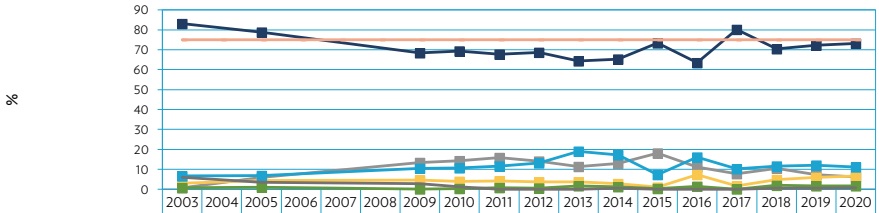
The newly planted trees should sequester 590kg of Carbon Dioxide ($CO_2$) per year in their juvenile years and 2,200kg of $CO_2$ per year when they are fully established at ten years old in 2030. Two planting events involving 30+ volunteers from departments across the port were supported by members of the port's Executive team.

*Volunteers planting trees for Go Green 2020*

## TRAVEL PLANNING

An annual port employee travel survey is undertaken to understand its employees' mode of daily commute to work. The survey identifies areas of improvement and support that can be provided to help colleagues travel more sustainably, such as, a car sharing scheme, public transport, walking and cycling. The port's Travel Plan target is to maintain a figure of under 75% for workers traveling alone by car. This target has been achieved for the past three years, (see table below). The port's car sharing scheme incorporates a guaranteed 'ride home' if an employee cannot get home safely. The scheme has been running for 9 years and continues to be utilised by the workforce, usage has been impacted by social distancing measures this year.


*Travel Plan Survey*




| | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Car solo | 83.1 | | 78.7 | | | | 68.4 | 69.3 | 67.8 | 68.6 | 64.3 | 65.3 | 73.28 | 63.5 | 80.2 | 70.44 | 72.35 | 73.19 |
| Car share | 0.7 | | 6 | | | | 13.4 | 14.4 | 15.8 | 14.1 | 11.4 | 13 | 18.1 | 11.2 | 7.8 | 10.58 | 7.28 | 6.17 |
| Moto | 3 | | 4.3 | | | | 4.6 | 3.9 | 4.2 | 3.6 | 3.6 | 2.7 | 1.08 | 7.3 | 1.7 | 4.74 | 6.03 | 6.6 |
| Bike | 6.7 | | 6.8 | | | | 10.5 | 10.7 | 11.5 | 13.2 | 19 | 17.3 | 7.33 | 16.2 | 10.2 | 11.68 | 12.06 | 11.06 |
| Walk & bus | 0.8 | | 0.9 | | | | 0.2 | 0.4 | 0.7 | 0.5 | 1.7 | 1.3 | 0.22 | 1.5 | 0 | 2.01 | 1.66 | 1.7 |
| Other | 6 | | 3.4 | | | | 2.9 | 1.3 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0.55 | 0.62 | 0.85 |
| Car share target | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 | 75 |

Year

# EMPLOYEE ENVIRONMENT GROUP

*Example of plastic waste collected*

*Go Green 2020 Tree Planting*

The port's Employee Environment Group (EEG)had a re-launch in early 2020 and now boasts over 30 members. The EEG comprises port staff volunteers with a keen interest in protecting the local environment. The EEG meets every two months to provide a platform for employees from all parts of the port to present their thoughts and practical ideas to affect environmental improvements and energy efficiency across the business.


*World Environment Day event 2019*

The pandemic has impacted events in 2020, however, prior to COVID-19 restrictions, volunteers cleared debris at the Landguard Nature Reserve and Trimley Marshes Nature Reserve. The Employee Environment Group continues to have a strong presence at the port and champions environmental best practice, training and the reduction of work-place plastic usage.

*Employee Environment Group - Recycling workshop*

Past projects undertaken by the EEG include;

- Working with port suppliers to achieve a reduction in single use plastics brought onto the port
- New glove vending machines to reduce glove wastage onsite
- Tree and flower planting around the workplace
- The introduction of compostable food packaging to the port canteens
- Annual World Environment Day celebration and education events
- Departmental environmental training events

Volunteers undertake lunchtime gardening and litter picking sessions at the local seafront and the local nature reserves; Trimley Marshes and Landguard Reserve. The Group also spends time clearing litter left by the spring and autumnal tidal surges.

# PORT OF FELIXSTOWE ENVIRONMENTAL AWARD 2019:

The Port of Felixstowe Environmental Award was created to recognise projects and actions undertaken or instigated by employees that demonstrate a commitment to reducing the environmental impact of port operations.

At the core of the award is the environmental ethos of 'recycling'. In keeping with this ethos the actual Award was constructed using materials found at the port. Its structure incorporates a length of scrap timber salvaged from a building demolition site, 5 recycled glass coffee jars from ships' waste and a redundant container pin driven through the top to hold all the components together. The maker of the port's eco-friendly award is Ecotrophies of Cornwall, one of the only companies in the UK to create awards using 100% reclaimed materials. The elements used to create the award were specifically chosen to represent the diverse range of operations and on-going redevelopments at the port.

The 2019 award was won by the engineering team that rebuilt Rubber-Tyred Gantry Crane (RTGC) number 206 following an engine fire. The Team put the crane back together and powered it with a lithium ion battery to make it completely emission free. The crane operates by travelling between high voltage electrical rails in the container parks using power regenerated from resistance braking when containers are lowered. RTGC number 206 is the port's first zero emission RTGC and is also the first one of its kind in operation in the UK.

The delivery of the project, whilst driven by a team of key individuals, was a port-wide win, and secures a further step towards an emission free Port of Felixstowe.


*Norman Churchyard and John Winwood accepted the award on behalf of the project team during the presentation ceremony in January 2020.*

# ENVIRONMENT REPORT 2019-2020