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Some of the engineering challenges building the UK's deepest container terminal



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Careful planning and state-of-the-art equipment combine at the UK's premier port

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Welcome to this, the ninth edition of Hutchison Ports (UK)'s magazine *ship2shore*. Once again, we hope you will find the latest news on developments at our UK ports; the Port of Felixstowe, London Thamesport and Harwich International Port, useful, and the feature articles stimulating.

ship2shore

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Commercial Enquiries

Commercial Department
Tel: (01394) 602040
E-mail: enquiries@fdrc.co.uk

Editorial

Corporate Affairs
Department
Tel: (01394) 602064
E-mail:
ship2shore@hpuk.co.uk

For further information on any of the three HPUK ports, please visit:
www.hpuk.co.uk

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United Kingdom



Construction of the new Berths 8&9 at the Port of Felixstowe commenced on 1 September 2008 following a site preparation programme that had started earlier that year. We are extremely proud that, after a construction and testing period that has gone very much to plan, we are now formally opening the UK's newest container terminal.



In this edition we are unashamedly focussing on this new development. As well as being the newest container terminal in the country, it is the only one capable of berthing the largest container ships on order. This fact is critically important for UK shippers.

Latest figures indicate that over 50 container ships of 10,000 TEU or larger have been ordered since the beginning of 2011, bringing to 158 the total number of ships of this category currently being built.

Ships of this size offer significant economies of scale to their users and Berths 8&9 will help ensure these benefits can be accessed by UK importers and exporters. Our first feature looks specifically at this trend towards ever-larger ships and asks how far can it go?

Our other features consider the civil engineering challenges of building the deepest water container terminal in the UK and, finally, we take a look at some of the high-tech equipment needed to operate a terminal of this scale.

I hope you enjoy the magazine.

David Gledhill

Chief Executive Officer



Port Welcomes Cosco Glory on Maiden Call

The Port of Felixstowe welcomed the maiden call of the Cosco Glory, the newest and largest vessel in the Cosco fleet, on Sunday 10th July 2011.

The Cosco Glory and sister ship Cosco Pride were constructed by Hyundai Heavy Industries Co. Ltd, measure 366m in length and weigh in at 140,542 tons apiece. Capable of carrying 13,100 TEU, they are the flagship vessels of the Cosco container ship fleet.

David Gledhill, Chief Executive Officer of Hutchison Ports (UK) Ltd, said:

“We are very pleased to welcome the Cosco Glory to the port on her maiden voyage and are proud to be one of the only UK ports to be able to berth the increasingly large ships entering the market. With the current expansion at the port, we will be able to handle more of these super post-panamax vessels simultaneously, and with the UK’s best road, rail and coastal feeder services to support our operations, our customers can be sure of unparalleled advantages when using the UK’s number one container port.”

The Cosco Glory is currently employed on the NE3 service, for which the port rotation is:

Rotterdam, Felixstowe, Hamburg, Antwerp, Nansha, Hong Kong, Xingang, Dalian, Qingdao, Ningbo, Yantian and Singapore.



Rail Freight is Child’s Play for GBRf

There has been a rather colourful visitor to the Port of Felixstowe in recent months. The reason; GB Railfreight have the first ever freight loco livery to be designed by a six year-old. Emily Goodman, the now seven year-old daughter of GBRf’s Whitemoor-based Yard Shift Leader, won the Design a Livery competition in Autumn 2010, run on one of the company’s annual Family Days. Her two colourful designs of night and day were chosen by a panel of judges including MD John Smith.

Her father, who is training to become a train driver, said “It is a delight to think that I could soon be driving a loco up and down the country with her design on its sides!”

The colourful loco, 66720 ‘Jayne’ was unveiled by GBRf at a ceremony at the Nene Valley Railway in July 2011. The Class 66 loco was officially named after a GBRf Roster Manager at Doncaster, and maintains GBRf’s tradition of naming its engines after female employees.





Improved Road Access at London Thamesport

Further road improvements are being undertaken that will improve access to London Thamesport.

Work has commenced on building a road bridge over Stoke Level Crossing on the A228 near to the UK's only automated container terminal. The first phase of the project includes extensive work to protect the surrounding environment, including the creation of a habitat for water voles.

Construction work is expected to continue until late 2011. The new bridge will be a single carriageway in each direction to realign the A228 and improve safety. It will also prevent vehicles having to wait while freight trains use the existing crossing.

The improvements are the latest in a series of upgrades to the A228 that have reduced journey times to and from London Thamesport.

Harwich Welcomes MPI Adventure

Harwich International Port has welcomed the maiden call of the MPI Adventure in readiness for its participation in operations at the London Array offshore wind farm project.

The vessel, which arrived from a shipyard in China, is 19,533 tonnes and by far the largest wind turbine installation vessel to enter the port to date. The initial call was a trial berthing prior to the commencement of installation operations for offshore wind turbines.

The vessel will join the Sea Worker which is already installing the towers that will support the turbines for the London Array project.

Daren Taylor, General Manager of Harwich International Port, commented:

"We are pleased to welcome the MPI Adventure, whose call is further evidence of the crucial role played by Harwich International Port in the development of the offshore renewables sector. Having been involved in both the Gunfleet Sands, Thanet and Greater Gabbard projects, we are proud to continue our sterling record within this exciting industry.

"The UK's offshore wind power projects are rapidly expanding, both in the size of wind farm developments and the installation vessels used, and we are pleased to welcome the largest vessel in her class. Sustainable energy sources are of paramount importance, and it is good to know that Harwich International Port is getting involved with projects that will help with the country's future energy requirements, securing a 'greener' future for all in the long term"

The London Array wind farm commenced operations from Harwich in March and will continue with Phase 1 of the project, which represents 175 turbines, and is due to be completed at the end of 2012.



Roundabout Update

As part of the development of Berths 8&9 at the Port Of Felixstowe, Hutchison Ports is funding improvement works to the external highway network. The Copdock and Dock Spur junctions on the A14 are both being upgraded to improve traffic flows.

Engineering work at both roundabouts include the provision of additional entry, exit and circulation lanes, together with full signalisation (incorporation of traffic lights) of the junctions. At Copdock, the upgrade will enable the roundabout to cater for increased traffic flows to and from the port, without having any adverse effects on local traffic movements.

At Dock Spur, as well as catering for increased port-traffic movements, the improvements will reduce queuing on the Candlet Road approach to the roundabout that accommodates the traffic leaving Felixstowe in the morning rush hour.

The port is funding not only the construction cost of the improvements, but also the design work on the roundabouts and the cost of the site-supervisory team. The construction contract was awarded on 12 April 2011 and the works commenced on 23 May 2011. Construction is progressing well and is on target to be completed in late October/early November - well ahead of the contractual completion date in mid-December 2011.



MSC Sizes Up Berths 8&9

During operational commissioning at the new Berths 8&9, the Port of Felixstowe recently welcomed Capt. Raffaele Porzio – MSC Operations Manager, who arrived on board MSC Kalina, which celebrated its maiden call at the new terminal.

Both of Mediterranean Shipping Company's flagship Asia-Europe services, the Lion and Silk Services, will operate from the UK's newest container terminal, and the only facility able to accommodate the next generation of ultra-large container ships.

Paul Wallace, Head of Commercial, Hutchison Ports (UK) Limited, commented:

"It is a great vote of confidence to have MSC transferring their flagship services to our new facilities and indeed a landmark occasion to receive a visit from Capt. Porzio, who was pleased to confirm MSC's long-term commitment to Felixstowe. Our new multi-user berths were created specifically to deal with the next generation of container ships, and the ultra-large container vessels operated by MSC are fine examples of precisely the sort of ship that the new facilities have been designed to handle in future."

The MSC Kalina was the first Silk service vessel to call at the new facility and at 14,000 TEU and 366m in length, is one of the largest container ships in the world today. Pictured above are Paul Wallace (left), Andy Herriott, Senior Commercial Manager HPUK, and Captain Porzio (right).

Team New Zealand Fly Through Felixstowe

The Port of Felixstowe is accustomed to handling unusual and fragile loads, so it was no exception when Team New Zealand's Volvo Open 70 yacht arrived on the deck of the Skagen Maersk.

The one month trip from the team's base in Auckland, New Zealand took them via Malaysia where the yacht was transhipped onto the Maersk vessel to complete the journey to Felixstowe. Whilst in Felixstowe she will undergo preparations for the round-the-world Volvo Ocean Race, which starts on 29th October 2011 from Alicante in Spain.

David Gledhill commented:

"We have worked very closely with Team New Zealand on this shipment and are pleased to have been able to accommodate the yacht in Felixstowe.

"With the additional flexibility gained through our newest cranes offering super heavy lifts of up to 100 tonnes we look forward to continued growth in the area of break-bulk shipments. We wish the Team the best of luck for the race."

The yacht and mast packages were discharged separately and landed safely on the Felixstowe quayside where the yacht was placed, in its cradle, on one of the port's trailers. Inch by inch she was moved along the quayside to a launch site where the port once again lifted the yacht and placed her into European waters for the first time.

The boat stayed in Felixstowe in a specially created berth facility until she sailed for London and the start of a promotional tour in early September.

For more information on breakbulk and project cargo handling at the Port of Felixstowe please visit www.portoffelixstowe.co.uk



Creek Sidings

Rail capacity at the Port of Felixstowe has been further improved following improvements to the Creek Sidings at the port. A new 275 metre length of track has been installed alongside the existing sidings in the area leading into the South Rail Terminal. The new siding was completed in four months and became fully operational in early September.

The development of the new siding will allow trains to be stored off-terminal whilst waiting for their allocated network path departure time or for working space on the South Rail Terminal to become available. Prior to the provision of the new siding, these trains would occupy space on the terminal, taking up valuable working space.

Freeing up this additional space on the terminal will allow two additional trains to be handled per day resulting in a potential increase in rail capacity of around 58,000 TEU. This increase in capacity will, in addition, support the incremental rail volume created at Berths 8&9.

Sizing up:



How big? When the 15,550 TEU *Emma Maersk* first called at Felixstowe in November 2006, crowds gathered to witness the arrival of the world's largest container ship.

BIGGER AND BIGGER SHIPS



How much bigger? Many thought the *Emma* class was pretty much the limit. Surely the 18,000 TEU Malacca-max concept (based on the largest ship able to transit the Straits of Malacca and the Suez Canal) was just that – a concept.

But now it's reality. As the construction of Felixstowe's new deepwater Berths 8&9 moved into its final stages, Maersk Line confirmed in February an order for the largest container ships ever built. The Triple-E class vessels will have capacity for 18,000 TEU – and Felixstowe stands out as the only UK port with large enough cranes and deep enough water to handle them.

“In 1999, when Marco Scholtens created the Malacca-max concept, it was generally considered to be impossible,” says David Tozer, Global Business Manager for container ships at the classification society Lloyd's Register. “Now, just 12 years later, there are ships with this capacity on order. Many of the design details of the ship are different, but certainly the overall capacity was right.”

As he explains, the ever-increasing size of container ships is driven by two key factors – environmental considerations and scale economies.

“As we have always thought, bigger is best on the Asia-Europe run, providing the cargo volumes are there – ships of Triple-E size require something like 2 million TEU of business each year to maintain a string of ships for weekly trade between Asia and Europe,” he says.

When calculating the total annualised cost of container transportation expressed in \$/TEU, the ‘ingredients’ to be factored in include capital costs, insurance, manning, maintenance, fuel, sailing speed, time spent in port, and the number of containers delivered every year.

Astonishingly, fuel can be expected to equal 50-60% of the total costs – and with oil prices expected to go only one way, reducing fuel consumption becomes increasingly the priority.

“As ship size increases up to 18,000 TEU, the cost per TEU is still dropping compared to smaller ships; it is diminishing returns, but it is still dropping,” says David Tozer. “These 18,000 TEU ships are very environmentally friendly in terms of CO2 per container. A lot of that comes simply from the fact that they are so fuel efficient and steam more slowly than previous ships. That means less fuel, less NOx, less SOx.”

“What these 18,000 TEU ships are delivering is very, very fuel efficient transportation. With such big ships, it is economically viable to invest in the best available systems for optimising fuel consumption including,



for example, waste heat recovery, multi-fuel, optimum hull form geometry and flow optimisation devices.”

Maersk has ordered 20 Triple-E vessels so far, with the first due to enter service from 2013. Triple-E is the name chosen to reflect the design of the ships, being built by Daewoo Shipbuilding and Marine Engineering in Korea: Economy of scale, Energy efficiency and Environmentally improved.

The ships are expected to emit 20% less carbon dioxide than *Emma Maersk*. They will consume about 35% less fuel than super post-panamax ships currently in service and, with a maximum speed of 23 knots, Maersk says the Triple-E vessels will cut emissions by 50% on the Asia-Europe route, compared with the industry average.

As the move towards ever-larger container ships gathers pace, Felixstowe continues to handle giants with ease.

In March, two of the world's largest container ships berthed simultaneously at the port; the 15,550 TEU *Eleonora*

Maersk and the 14,000 TEU *MSC Paloma* (above) are both regular callers but usually on different days.

In July, Felixstowe welcomed the maiden call of the 13,100 TEU *COSCO Glory*, the newest and largest vessel in the COSCO fleet (see page 4 for more details).

The world's container lines are ordering and taking delivery of 13,000 and 14,000 TEU vessels – no longer such a remarkable size. CMA CGM has confirmed that three container ships it has ordered will be increased in size from 13,800 to 16,000 TEU.

But there's another factor, too. Until recently it has been a shipbuilders' market; with orderbooks overflowing, the yards produced standard designs and it was a case of 'buy it or not'. Now, in a very different economic climate, it is an owner's market.

“The owner is in a position to have more influence on the design spec of the ships they are going to be buying,” says David Tozer. “So we will see a lot of



new designs – already we are seeing these – to meet the specific needs of different owners.”

What’s clear is that the biggest container ships will achieve their economies of scale through a trading pattern that involves loading/unloading larger numbers of containers at fewer ports. The ports chosen will have to meet obvious requirements – depth of water, berthing capacity, crane size and outreach, high productivity, optimum terminal layout and operational efficiency.

But larger ships have other implications too. Also vital are sufficient feeder and transshipment capacity, and excellent road/rail hinterland connections. With the opening of Berths 8&9, significant investments in rail links and facilities, a constantly expanding choice of daily railfreight services and ongoing road upgrades, Felixstowe ticks all the boxes.

And finally, the obvious question: are there even bigger ships to come? “Technically it is still possible to go bigger – there are design concepts out there for 22,000 and 24,000 TEU,” says David Tozer. “The main issue

with ships getting even bigger is economics. You need sufficient financial justification, effectively a 10% cost saving per box delivered, to justify the next step. And the scale curve is getting flatter. Even if you can demonstrate the economics, you must be confident that there is sufficient volume of cargo to fill the ship.

“And of course, the ship is one component of a complex intermodal process. Bigger than 18,000 TEU, you could have tens of thousands of containers being discharged or loaded on one port call. The challenge for the infrastructure would be enormous.”

Have we reached the limit at 18,000? What about the 22,000 TEU ship? That is the big debate; many hours have been spent discussing that over a beer, says David Tozer, who has worked for Lloyd’s Register for 26 years in a number of roles, including research & development, numerical analysis and design appraisal.

His opinion, then? “Remember the *Malacca-max*. Be careful when you think ‘impossible’. History shows that we will probably be in for a surprise!”

Berths 8&9:



ENGINEERING CHALLENGES



Three years, 3 million cubic metres, 312 piles and 19 million blocks later...

On a September morning three years ago, perfectly synchronised, three earthmovers swung into action next to the old Dock Basin at the Port of Felixstowe. This was 1 September 2008, and the official ceremony to mark the start of construction of Berths 8&9.

Naturally, there was a polite round of applause from the assembled guests who watched as bucketloads of sand were tipped into the water; and, as the sand trickled away without trace, the massive scale of the dredging, reclamation and redevelopment work that lay ahead was very clear.

The construction programme, led by Costain, was to create a brand new deepwater container terminal – 730 metres of quay with 16 metres depth alongside (though capable of being deepened to 18 metres) and a total terminal area of 35.87 hectares, enough to store 20,000 TEU at 100% capacity.

The development area included an old oil jetty and storage tank area, the former P&O ferry terminal and two ro-ro berths, an area of warehousing and the infilled Dock Basin – but a significant amount of the new terminal would be built on land yet to be reclaimed from the sea. The engineering challenges were considerable.

Once demolition work was completed, the reclamation work began in earnest. First, more than 750,000 cubic metres of soft silt and clay, unsuitable for building on, had to be removed from the seabed. This then had to be replaced and built on with the correct blend of sand and gravel, dredged from offshore sites and brought in by sea.

In total, 3 million cubic metres of sand and gravel were required for the reclamation – enough to fill Wembley Stadium from pitch to roof three times or, if you are more of a musical

Berths 8&9: ENGINEERING CHALLENGES (continued)



type, to fill the Royal Albert Hall, to the top, 30 times.

As the sand and gravel was pumped onshore, piling of the front quay wall went ahead in parallel.

“In terms of visible progress of the project, the period February to June 2009 was undoubtedly the most impressive,” recalls Phil Elsdon, Hutchison Ports (UK)’s General Manager, Civil Engineering. “By the end of that period, we had 600 metres of quay wall piled and 2 million cubic metres infilled.”

The construction of Berths 8&9 required some of the biggest piles ever driven in the UK; 312 of them, each one measuring 2.56 metres diameter and 38 metres long, and weighing in at 47 tonnes. These were fabricated in the Netherlands and delivered in batches of 19 per vessel on a weekly basis. Each shipment was worth £1 million.

“These piles were huge, yet needed to be manoeuvred and placed to very tight tolerances of plus/minus 20 mm in one direction and 30 mm in the other direction,” says Phil. “That was quite an achievement. At one stage Costain was piling on two fronts; as they came nearer together, it was a case of constantly monitoring the ever-closing gap. It was a bit of a ‘Channel Tunnel moment’ when they met!”

The piles were fed by supply barge to be driven through a very large ‘gate’, a horizontal steel frame to ensure that eight piles at a time were correctly positioned. Once those eight were driven, the next gate was fixed in position according to the last pile.

Piling methods were chosen to minimise disturbance to local residents and businesses. Each pile was sunk into the seabed 5 to 10 metres by relatively quiet vibratory driving. A more traditional percussion hammer was needed for the final 10 metres, going into chalk, with each pile reaching the required depth in about one hour. Use of the vibro-hammer was restricted to only five hours a day, to minimise noise impact.

Behind the quay wall, a second row of piles was required for the crane rails. Tie rods, each measuring 130 mm in diameter, stretched back 42 metres from front wall to anchor wall. As Phil says: “It is a conventional tied wall but on a much bigger scale than would normally be done.”



The piles were filled with granular material up to 3 metres from the top, with the final three metres filled with concrete. They were ‘finished off’ with 25-tonne pre-cast capping beam units, placed on top of reinforcing cages, and 62-tonne fender blocks installed on every fifth pile. All of these were manufactured in an onsite pre-casting factory set up by Costain in 22 Shed. Even then there were challenges; it wasn’t possible to get a crane with sufficient lifting capacity inside the ‘factory’, so the fender blocks were cast on plinths and transported to the construction site by multi-axle trailer.

Meanwhile, the reclaimed land needed help ‘shaking down’. Vibro-compaction was used close to the quay – a method that sees the ground level go down by 1-1.5 metres. Dynamic compaction was used further back from the quay.

“Next, everything was graded smooth and paved and a myriad of services installed – people forget about water mains, fire hydrants, communication cables, ducts, etc.,” says Phil.

The block paving added up to 19 million 80 mm thick blocks, enough for 70,000 garden patios. This was delivered from the factory on pallets, six layers deep and already in the required herringbone pattern. Mini forklifts placed each layer on to prepared bedding sand. The site of the old Dock Basin, incidentally, is marked out in red paving – a nod of respect to the port’s history.

Wherever possible, there was re-use of materials. That included 120,000 tonnes of crushed demolition material from buildings and paving; 12,000 lorry trips would have been required to remove this from the site. Nearly three-quarters of general waste was recycled and, most visibly, Curlew House was lifted, moved and refurbished for a new life as a marine quay office in the new terminal area.

All in all, says Phil Elsdon, the dredging, reclamation, marine work and construction went exceedingly well. “There were some hiccups, inevitably, on a brownfield site, which was always bound to be challenging. But Trinity Terminal was built in five phases, and in the past 30 years we have created 3,000 metres of quay at Felixstowe – so there is a lot of in-house experience in building. The crucial factor is sorting the detail very early on and planning out how you are going to go through all the sequential stages to build what you want.”

Although the initial depth of Berths 8&9 is 16 metres, making them easily the deepest container berths in the UK, this could be increased to 18 metres later.

“We were designing this quay wall in 2003 and had to specify depths and details for ships that didn’t exist at that point,” says Phil. “We had to use our skill and judgment throughout the job, future-proofing in terms of both civils and cranes. The Triple-E class vessels weren’t even announced until eight years later.”

Equipping



Berths 8&9 will operate with state-of-the-art cranes and terminal equipment. Perhaps that goes without saying – but it certainly doesn't happen without planning.

BERTHS 8&9



The five quayside gantry cranes already in place are the biggest operational quay cranes in the world and two more will be installed soon, within Phase 1 of this important development. When Phase 2 of the terminal is completed, there will be a total of 13 quayside cranes in operation, all of them with a 24-box outreach to handle the world's biggest container ships.

“Our big success as a port is that our cranes have kept pace with vessel size over the years,” says Ken Nixon, HPUK’s Senior Manager, Engineering Services. “We were among the first to order 22-box outreach cranes and we were the first to order 24-box outreach.

“It is very difficult when you are ordering a crane that is to last 30 years – you have to anticipate what will happen in the industry.”

The 2,000-tonne cranes have a 46.5 metre lift height

above the quay, are capable of heightening to 49.5 metres, and have a maximum 88 tonnes lift capacity. The first three were delivered from ZPMC in China in May, fully erected and ready for commissioning. Lashings and other equipment added for the eight-week voyage were removed and then lifts, radio data communication, screens and other accessories were installed onsite.

“We have worked with ZPMC over many years and they have come up with a ‘Felixstowe design’, which they scaled up for Berths 8&9,” says Paul Brooks, HPUK’s Senior Manager, Port Development. “We sent out ten engineers to China while the cranes were being built, and also had two crane drivers at ZPMC overseeing the project. We see it as a partnership to ensure that the cranes are optimised and any issues ironed out. ZPMC sent their team of engineers across to work with our team to get the cranes operational.” The crane rails at Berths 8&9 have been set 35



metres apart, wider than usual, to give extra stability for these huge structures – with the added bonus that this creates more road space underneath, to improve operational efficiency.

The cranes are fitted with the semi-automation system developed at Felixstowe in partnership with Siemens; clever functions include sensors that recognise the trailer underneath, and an active skew system, both useful considering the height of the cranes. The drivers have been through familiarisation training, to get used to the bigger perspective and depths involved when operating the largest cranes in the world.

Backing up the cranes are 22 Rubber-Tyred Gantry cranes (RTGs), each stacking one-over-five. These are semi-automatic, thus avoiding an uncomfortable driving position for the operator, while allowing an efficient system of operation and greater productivity. The semi-automated system gives greater flexibility to match machines to demand across the yard – and

therefore to allocate resources better.

All the RTGs use eco-friendly technology and one has been fitted with an ultra-capacitor which captures the electricity generated as a container is lowered. “This is being tested with a view to rolling out the feature across the fleet,” says Paul.

All other equipment, including tugs, features low-carbon technology. The terminal also benefits from paperless gate systems with number plate recognition, and wi-fi communications across the yard and with Trinity Terminal.

There is also access for internal transfer of people and resources between Berths 8&9 and Trinity, says Ken. “We have a flexible workforce which enables us to allocate drivers to machines and, as needed, to different parts of the port. Ships don’t call in a steady flow through the week and we must be able to cope with the peaks and troughs of ship arrival.”



KEN BAKER

JOB TITLE:

Project Engineer

DESCRIBE YOUR ROLE AT THE PORT OF FELIXSTOWE:

Procurement of new equipment for the Port of Felixstowe beginning with discussions with the end users through to the technical specifications and the production and commissioning of the Equipment. This involves inspection and quality assurance visits overseas. The most recent projects have been in China building ZPMC cranes and RTGs. This is very challenging as the cultural differences are diverse. The relationship between the port and ZPMC has been built up over a ten year period.

WHAT IS THE BIGGEST CHALLENGE OF YOUR JOB?

The biggest challenge when working with overseas suppliers is to keep everyone focused on producing a crane or RTG that complies with our standards and is finished to a high specification. Another challenge was to eat some of the food, for example, live lobster, fish eyeballs, ducks tongues, donkey and goodness knows what else have all been served.

WHAT DO YOU FIND MOST SATISFYING ABOUT YOUR ROLE?

It is most satisfying to hear positive comments about the end product and to listen to the Project Technicians talk about their machines with obvious pride, since they have all put so much effort into the project both here in the UK and in China.

WHAT DO YOU LIKE BEST ABOUT WORKING AT THE PORT?

The best thing I like about working at the Port is the diversity my job gives me. I can be working in China for 10 weeks, then come back to arrange for the demolition of the Quay cranes on Languard. It was particularly satisfying to watch the old Paceco Crane JO446 topple gracefully to the ground when it was demolished.

BEST DAY?

The off-loading of the biggest cranes in the world when they arrived at Felixstowe. It was a very difficult and intense process which once started had to be completed due to tidal influences.

WHAT DID YOU DO BEFORE YOUR CURRENT ROLE?

I have been at Felixstowe for 25 years this year and will be awarded my Gold sovereigns. I started at Landguard as a fitter, then supervisor, eventually taking over as the Terminal Superintendent. I then became one of the shift engineering managers before taking on my current role.

Quick-Fire

FAVOURITE FILM:

Gladiator

IDEAL DINNER GUEST:

Nigella Lawson, but she would have to do the cooking

FIRST RECORD BOUGHT:

Tell Laura I love her

LAST CD BOUGHT:

Adele – 21

FAVOURITE BOOK:

Ken Follet – Pillars of the Earth

FAVOURITE MEAL:

Any food with an oriental influence

IDEAL HOLIDAY DESTINATION:

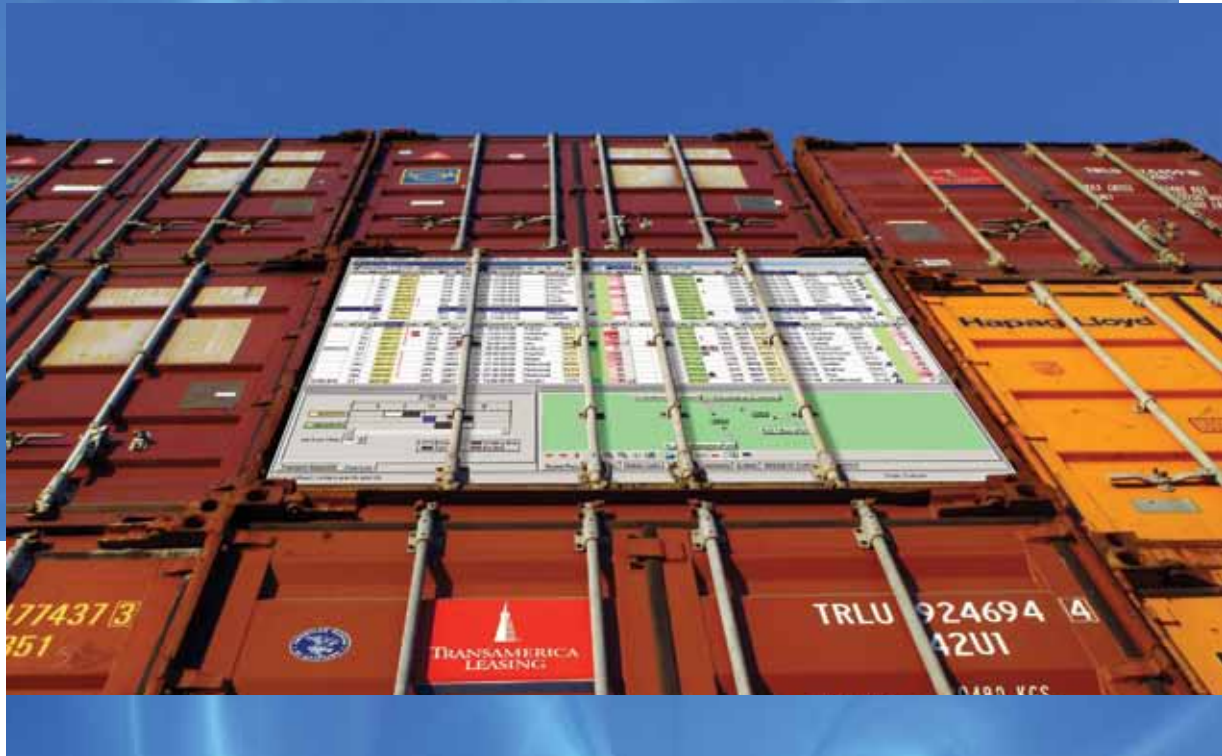
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