

SHIP2SHORE



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Commercial Enquiries
Commercial Department
Tel: (01394) 602591
E-mail: enquiries@frc.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

Published by:
Hutchison Ports (UK) Limited
Tomline House, The Dock
Felixstowe, Suffolk
IP11 3SY
United Kingdom



INTRODUCTION



The last few months have seen a number of exciting developments at Hutchison Ports and within the wider shipping industry. At the Port of Felixstowe, we became the first UK port to pass the 70 million TEU mark, and in the last few weeks have become the first port in the country to handle an 18,000 TEU vessel, the biggest container vessel afloat today.

Amongst the world's major shipping lines we have seen signs of further cooperation with the announcement by Maersk, MSC and CGM-CMA of the P3. With a combined fleet of 255 vessels and over 2 million TEU slot capacity, P3 will represent a step-change in the demands upon port operators.

The emergence of this new alliance will inevitably result in a number of winners and losers within the ports sector. The larger number of containers exchanged per vessel will exacerbate the spikes in demand for port operations and ports will need to up their game to provide the necessary levels of service.

The news that the P3 will be headquartered in London has provided a timely boost for the British shipping industry and for the UK as a centre of maritime excellence. It follows the success of the inaugural London International Shipping Week in September which we were proud to support.

Separately, I was delighted to recently chair a business forum at Felixstowe involving a number of leaders from shipping lines and logistic industries as well as end users, with the Rt Hon Patrick McLoughlin MP, Secretary of State for Transport, as our guest of honour. The Secretary of State was keen to hear from key voices in the industry how Government can help ensure the right facilities and climate is created to ensure the smooth and efficient operation of the supply chain.

The sound bites from the Forum were useful from our perspective, allowing us to work closely with our partners to constantly change, innovate and improve to ensure that we remain the operator of choice for shippers, forwarders and shipping lines serving the UK.

CLEMENCE CHENG
Chief Executive Officer

LATEST DEVELOPMENTS

FELIXSTOWE WINS RAIL FREIGHT AWARD

The Port of Felixstowe has won again at the Rail Freight Group's annual award ceremony. The port, which has twice been named Rail Business of the Year, was recognised for its new North Rail Terminal.

The new terminal is equipped with a Traverser, the only one of its type at an intermodal terminal in the UK, which shunts locomotives sideways between tracks to allow them to exit the terminal after pulling in a full train. The initiative to design and fit the traverser won the Technical Development of the Year award. The North Rail Terminal itself was runner-up in the Project of the Year category.

Commenting after collecting the awards, Andrew Harston, Port Development Director, said:

"The new North Rail Terminal is the first terminal of its type designed for trains of over 30 wagons in length. It will double rail capacity at the port and the awards recognise both the scale of the

ambition the port has for rail, and the innovative solutions we have introduced to ensure that Felixstowe stays well ahead of the game. We offer our customers a frequency of service and a range of destinations that are not available anywhere else."

The level of rail traffic being moved through Felixstowe means that over 50% of containers moving to the West Midlands and North-West now go by rail, saving millions of tonnes of CO₂ every year.





PORT OF FELIXSTOWE PASSES 70M TEU MILESTONE

The Port of Felixstowe has passed another milestone with the handling of the 70th million TEU since container operations began at the port in the mid-1960s.

The landmark container was loaded aboard the 13,800-TEU MSC Bettina by the Rt Hon Patrick McLoughlin MP, UK Secretary of State for Transport, driving a huge container crane under the guidance of one of the port's crane driving instructors.

Commenting on the port's achievement, Clemence Cheng, Chief Executive Officer of Hutchison Ports (UK) Limited, owners of the Port of Felixstowe, said:

"Passing this latest milestone underlines the Port of Felixstowe's position as the Port of Britain and highlights its long record of achievement. Felixstowe has been the UK's leading container port for over 30 years and we have the pleasure of having the Secretary of State for Transport, the

Right Honourable Patrick McLoughlin, celebrating this achievement with us today.

"Our continued commitment to investment has ensured that we have the capacity to support the economic growth of this country, and the equipment and operational excellence to provide our customers with a fast and efficient service."

Transport Secretary Patrick McLoughlin said:

"I'm proud to help celebrate this milestone for the port – 70 million containers is a truly staggering amount and is a testament to the important role Felixstowe continues to play in driving growth.

"Shipping and maritime are big business for the UK – the sector is already worth up to £14bn per year to the economy and, most importantly, it is steadily growing.

"The Greenwich Meridian makes us, quite literally, the centre of the shipping world and our central time zone means we can do business with both sides of the world in one day. Our

rich maritime history, supported by key financial services and a productive partnership between government and industry, has helped make shipping a real success story for Britain – the volume of goods coming through UK ports has tripled in the past ten years.

"It is fitting for Felixstowe to reach this landmark in the run up to London International Shipping Week, when the shipping world's attention will be focused on us. Shipping is an engine for growth and we want to ensure the UK builds on its position as a global leader."

As a critical piece of national infrastructure, the Port of Felixstowe has a key role to play as the UK moves towards economic recovery. Whilst at the port the Secretary of State met with key players in the logistics industry and users of the port to get a first-hand understanding of how important the Port of Felixstowe is in facilitating UK trade with the rest of the world. (see page 18-19)

The Port of Felixstowe handled a record 3.7 million TEU in 2012, over 40% of all containers moved through UK ports.

BG FREIGHT LAUNCHES NEW LONDON THAMESPORT SERVICE

B.G. Freight Line B.V. has launched a new service providing an additional weekly feeder link between London Thamesport and Rotterdam.

The new service provided by the 800 TEU containerships Doris Schepers & Jork Ruler calls at London Thamesport each Friday.

Commenting on the commencement of the service, Andrew Harston, Chief Operating Officer of London Thamesport, said:

“London Thamesport specialises in offering its customers a highly efficient tailor-made service and we look forward to working with BG Freight line. The introduction of their new service complements the range of deep-sea and short-sea connections we already provide at the port offering a greater range of options to importers and exporters.”

London Thamesport is one of the UK's leading deep-sea and short-sea container ports. Situated just 35 miles from London, it boasts a depth of 15 metres of water alongside, and the 655 metres of quay provides 2 operational berths equipped with 8 ship-to-shore gantry cranes, allowing high intensity operations and excellent operational performance.

FELIXSTOWE OFFERS CHEAPER GATEWAY INTO UK SAYS STUDY

A new study undertaken by specialist consultants MDS Transmodal has confirmed that Felixstowe continues to offer the cheapest Gateway in the South East of the UK.

The consultants found that “considering both inland and maritime costs together, Felixstowe has an overall cost advantage of £26 per container”.

The consultants said “the inland distribution of import cargoes is based upon the location of large warehouses and not population”, with most of the big warehouses located in the Midlands or the North. London and the South East have only 11pc of such warehouses, despite accounting for 30pc of the population.

“London is itself effectively served via warehouses that themselves can lie up to 200km north of the capital” MDS found, adding that some alternatives on the Thames faced extra costs from road congestion around the capital.

Felixstowe has a further advantage, MDS said, in that it can offer economies of scale for onward transport by rail. The port has 30 different rail services each day to a total of 17 inland destinations.

Taken together, the consultants calculated that inland transport costs from Felixstowe per one-way container were £312 versus £321 via London Gateway and £322 via Southampton.

To that £9 differential, the consultants added another £17 for the “diversion costs” to London Gateway for the key Benelux shipping lanes — an extra 76 miles.

Basing calculations on a 10,000TEU mega-ship unloading 2,200 boxes at a UK port, the consultants said such diversion costs were a key factor because “without exception, deep-sea ships serving the UK also call at a Benelux port”.

In terms of maritime access, the consultants said: “We estimate that Felixstowe offers a £17 advantage per container handled over London Gateway and a £7 advantage over Southampton.”





FPCS EXPANDS SERVICES

Felixstowe Port Container Services (FPCS) have diversified into bespoke container conversions, demonstrating that the versatility of the steel shipping container knows no bounds. FPCS are taking advantage of the growing market by converting containers into anything from basic storage to hot shower blocks and changing rooms.

Among the many uses of containers are as offices, storage units, garages, laboratories, sheds, café/restaurants, site offices, club houses, canteens, shower blocks, changing rooms, workshops, conference rooms, classrooms, stables and exhibition stands.

The skilled, on-site, fabrication team, supported by contract tradesmen, work closely with customers to deliver unique container conversions from initial design conception, through to completion of the unit.

Depot Manager Barry Capon said:

“From only a few dozen simple conversions in 2012, this sector of our business has grown significantly throughout 2013. With enquiries coming in daily, by the end of this year we expect to have carried out over 200 successful conversions.”

In addition, FPCS also provide facilities for container and reefer damage inspection and repair; application of anti-condensation coatings; re-sprays and decal renewal/replacement; empty container storage; document storage; as well as reefer monitoring and pre trip inspections.

For more information and a quotation please contact Depot Manager Barry Capon at FPCS on 01394 602741. E-mail – caponb@fpcsl.co.uk



SLOMAN NEPTUN CELEBRATES 10 YEARS AT HARWICH

A ceremony has been held to mark the tenth anniversary of the commencement of services by Sloman Neptun Shipping & Transport GmbH from Harwich International Port.

The Bremen-based company first called at the port on the 18 August 2003 with a call by the 8,000-ton Sloman Trader. Sloman continues to offer regular sailings from the Essex-port with four modern multi-purpose vessels to ports in Morocco, Tunisia, Algeria and Libya.

To mark the event, Captain Victor Kolomarenko, master of the Sloman Producer, was presented with a framed photograph of the vessel at the port.

Speaking after the presentation, Andrew Harston, Chief Operating Officer of Harwich International Port, said:

“We are delighted to mark this important anniversary of the relationship between Sloman Neptun and Harwich International Port. Both are multi-purpose operators catering to a wide variety of cargo types and both are committed to providing their mutual customers with the highest levels of service and cargo care that is second-to-none.”

In addition to serving North Africa, Sloman vessels call at Leixoes in Portugal and Cartagena in Spain en route which provides the opportunity for UK shippers to load cargo north- or south-bound to Spain and Portugal.

SHORT BUT SWEET

THE MARITIME ADVANTAGE

Hard facts and real figures – difficult to argue with. And in a major cost analysis study by leading consultants MDS Transmodal, the conclusion is clear. Felixstowe offers the lowest cost gateway solution of all the south-east UK container ports, for imports and shipping lines. Felixstowe, without question, has the marine advantage.

This is a report with real attention to detail. Both marine side and land side costs were rigorously calculated, analysed and compared, and the results confirm the unbeatable advantage of Felixstowe's location.

The figures? "Taking into account all inland and maritime costs, we estimate that the Port of

Felixstowe offers users a mean cost advantage of £25 per container per direction relative to London Gateway, rising marginally if fuel prices increase," says MDS Transmodal.

And it concludes: "In so far as maritime access costs are concerned, Felixstowe has a significant advantage."

The facts speak for themselves. Deepsea container ships serving the UK also call at key mainland European hubs – including, without exception, a Benelux port. These ships are on tight schedules and looking for the minimum deviation from their route – time is money and so, of course, is any additional fuel burned.

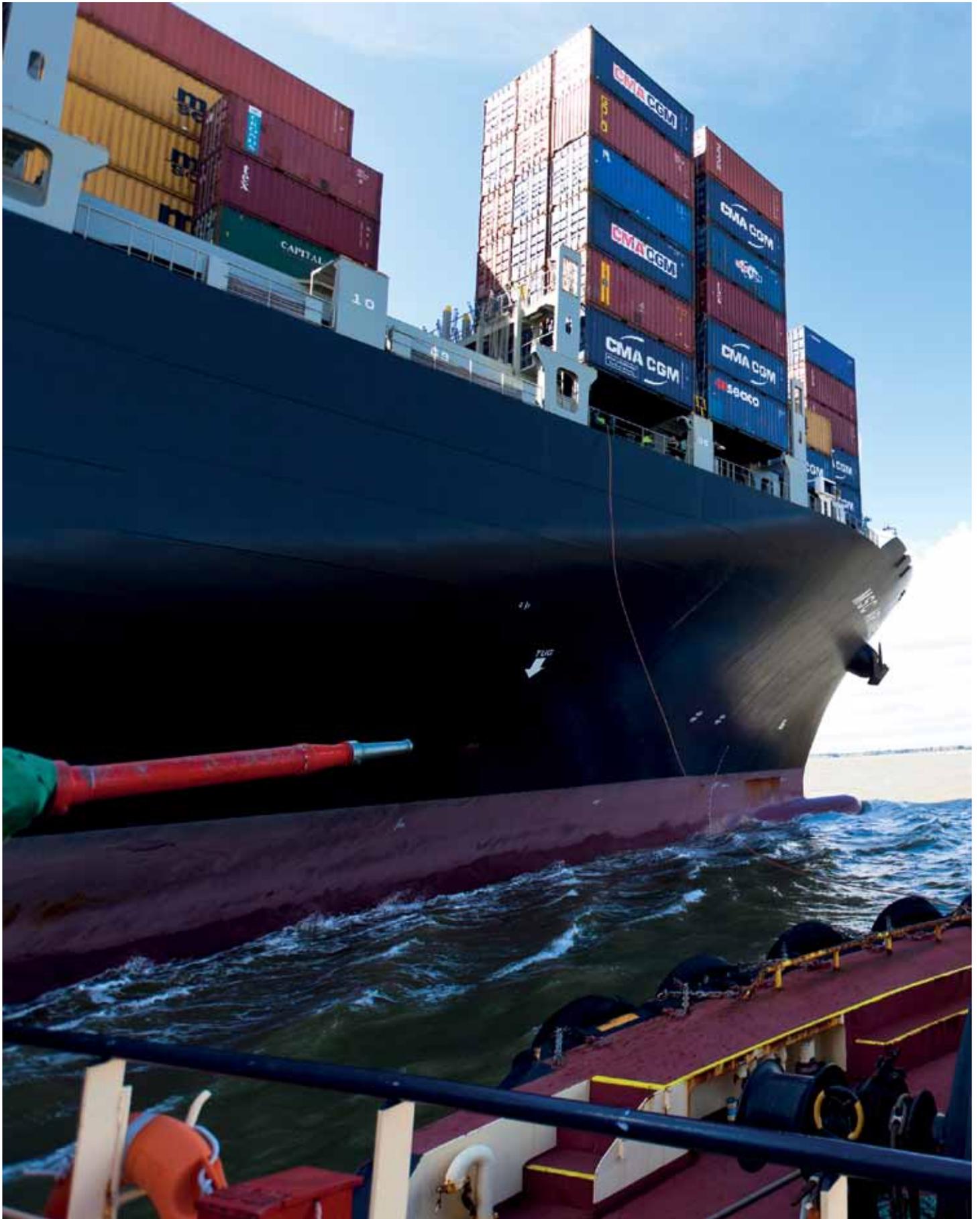
Felixstowe, by far the largest UK container port, is also the closest port to the main shipping lanes.

Imagine you are on a huge container ship that

has just arrived at the Sunk pilot station out in the North Sea – this is where the deepsea pilot climbs aboard, ready to guide your vessel to its designated berth. From the ship's bridge you can actually see Felixstowe's ship-to-shore cranes. At this point, you can take advantage of Felixstowe's short approach channel and get quickly to your berth – or you can add another 76 miles of steaming (and 76 miles of pilotage), if you were to choose London Gateway instead.

How does that translate into real costs? The report compares the marine costs of using Felixstowe, Southampton and London Gateway. Ship's dues (conservancy and navigation) and also pilotage charges in the Solent or the Thames are much higher than in the Haven to reach Felixstowe, it says. There are further potential delays in reaching London Gateway because of tidal restrictions or the risk of missing a tide.







**What's
important
is our ability to turn
round vessels very
quickly."**

"The net result is that for a 10,000 TEU container ship exchanging 2,200 containers at a UK port, we estimate that Felixstowe offers a £17 advantage per container handled over London Gateway, and a £7 advantage over Southampton."

Considering both inland and maritime costs together, the Port of Felixstowe has an overall cost advantage of £25 per container, compared to London Gateway, says MDS. And even if a shipping line were to offer a shipper the same quay-to-quay rate, the shipper should still make a saving of £8 per container on inland costs, it adds.

"An overriding priority for the major container shipping lines is that they don't want to be unnecessarily diverted," says Paul Wallace, Hutchison Ports UK Commercial Director. "Felixstowe's huge advantage is its proximity to the international shipping lanes, and that is even more the case with ever-increasing bunker prices. The last thing shipping lines want to do is add extra costs by adding longer steaming distances, higher pilotage charges and higher conservancy costs.

"Vessels want to get in and out of port as quickly as possible. Any way that they can reduce their time in port and get on with their journey at sea is a way of increasing efficiency and saving money. It doesn't make sense to add an extra six hour round-trip when you don't need to."

The Port of Felixstowe has focused strongly on productivity and performance to ensure that once vessels are berthed, they are unloaded, loaded and sent on their way again as quickly as technical and safety considerations allow.

"There's a popular belief that our position nearest to the international shipping lanes has to be balanced with our exposure to the weather," says Paul Wallace. "But in fact, the port is rarely closed for wind and if we do get

into any kind of weather delay, we can depend on the speed and commitment of our workforce to get back on schedule. We have disconnected our yard operations from our quayside operations to ensure no knock-on delays. It's fair to say that all ports, because of their proximity to the sea, are subject to weather issues at some point. What's important is our ability to turn round vessels very quickly."

"Wind delays are, in reality, very few and far between and when they do happen they are usually limited to a few hours. Diverting to another port could add at least 6 hours delay to every call."

THE INLAND FACTORS

The inland distribution of import cargoes is based upon the location of large warehouses and not population, MDS emphasises. The great majority of import containers are destined for national distribution centres generally located in the Midlands and the North.

"Felixstowe's location of being some 100 kms from the M25 is not a handicap because London is itself effectively served via warehouses that themselves can lie up to 200 kms north of the capital."

Added to that is Felixstowe's unrivalled strength in terms of rail facilities and connections – currently the port is served by 30 trains in and 30 trains out, every day. That scale is important, offering choice and cost-effectiveness.

Road congestion is another issue; the MDS says a detailed survey of more than 1,000 road haulage trips showed that congestion and other factors adds half an hour to the journey time of containers from the lower Thames than from Felixstowe. And with quantity comes even more choice, with Felixstowe offering a higher chance of a container being back-loaded, because of a high number of potential export loads – reducing haulage costs even further.

KEEPING IT DEEP

MAINTAINING NAVIGATION CHANNELS

Providing the vessel traffic services (VTS) function in a busy harbour has been likened to running air traffic control operations at a busy airport – but with massive tidal changes and currents thrown in, just to add a bit of interest.

But what about the

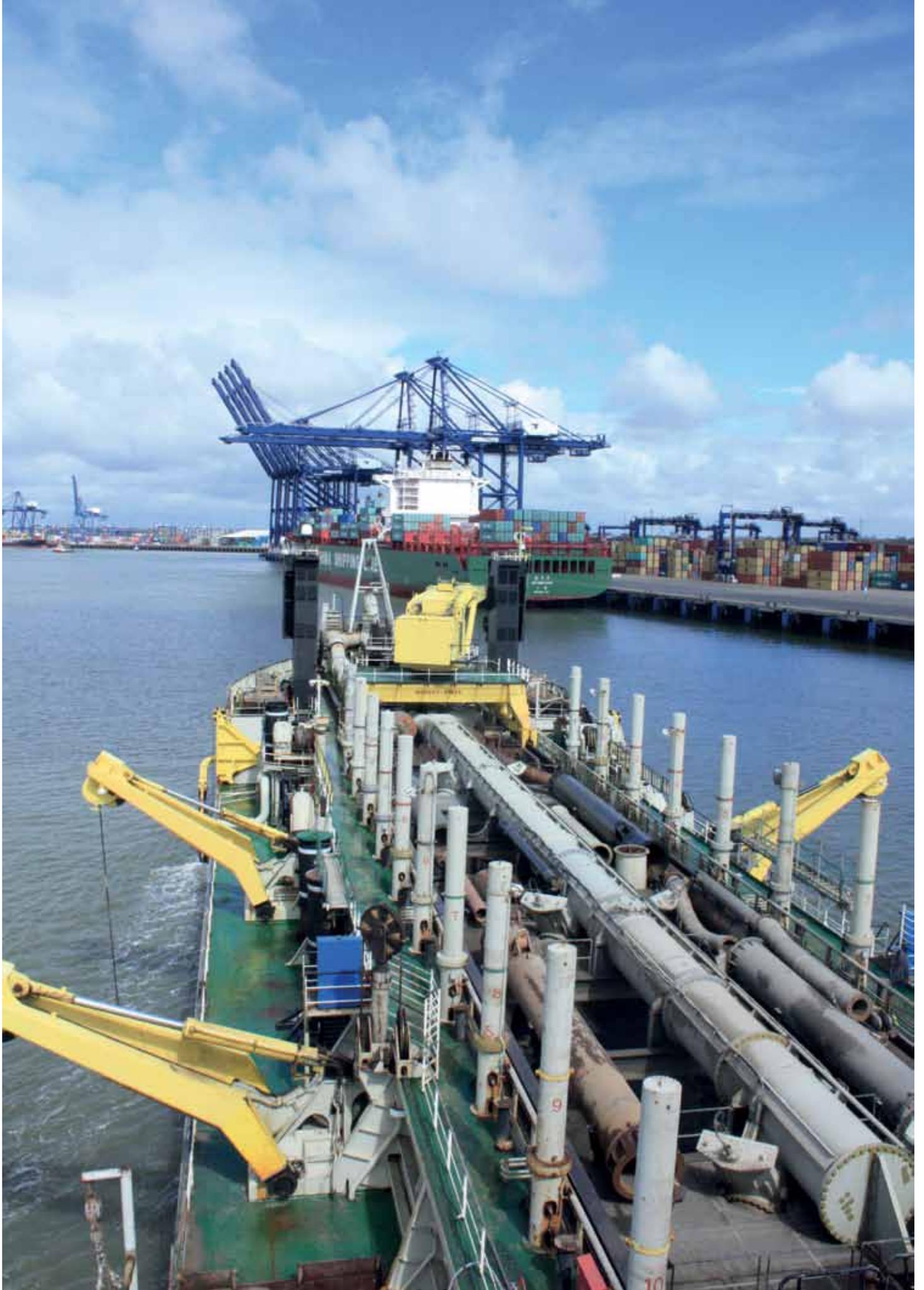
infrastructure? Airport runways tend to stay where you put them. Marine access channels have a habit of shifting, thanks to day-to-day siltation, storms and tides, amongst other factors.

“The deepwater channel we maintain is like the runway and approaches for the ports – the big difference is that our ‘runway’ is moving all the time,” says Harwich Haven Authority’s

Chief Executive, Stephen Bracewell. “We work strategically with partners to deliver the critical infrastructure – the marine access – just as others plan for road or rail maintenance.”

It is Harwich Haven Authority’s responsibility to keep the channels and berths within its jurisdiction clear for commercial traffic. To achieve this, regular maintenance dredging is required, and that involves removing ▶▶▶





as much as three million cubic metres of silt a year. This work is carried out by a joint venture between two major dredging companies – Boskalis Westminster and Van Oord UK – in a contract that has been running since January 2009.

The Authority's Harbour Engineer, John Brien, is responsible for ensuring that these dredging operations are carefully planned and managed throughout the year, as efficiently and cost-effectively as possible.

There are two distinct sides to the programme.

First there are the major works, which involve dredging in the approaches and berth pockets to Felixstowe and Harwich, and disposal of the dredged material at the Inner Gabbard

disposal ground. The volume dredged each year is usually around 2.5 million cubic metres, and there are usually four or five campaigns throughout the year.

Each campaign takes approximately three weeks, with a trailing suction hopper dredger (TSHD) of around 10,000 cubic metres capacity on site for a significant period. Put simply, a TSHD pumps up soft mud from the seabed through a suction pipe, then carries the load out to sea for disposal. A plough vessel is used to bring material from the berth faces to a location that can be accessed by the TSHD and to assist in maintaining Harwich International, Harwich Navyyard, Mistley and other port channels and jetties. The trailer dredgers are also occasionally deployed in the outer sections of the approach channel.

**“WE WORK
STRATEGICALLY
WITH PARTNERS
TO DELIVER
THE CRITICAL
INFRASTRUCTURE”**





Second, there are the minor works – the Beneficial Sediment Replacement Scheme designed to feed mobile sediments back into the estuary and rivers to maintain the natural ecological balance. The material is generally dredged from the Felixstowe berths and approaches, for disposal at two locations on the River Stour and two on the River Orwell.

In a very strictly timed and monitored programme, the works are carried out using a shallow draft THSD over the winter period (November to April), to minimise any disturbance to wildlife.

In another facet of the works, WID – water injection dredging – is used in restricted, shallow areas, where space is tight and there’s a need to dredge close to structures.

Surveying during the dredging campaigns is a very intensive exercise, say the joint venture partners. The main dredge area, stretching over about 1.5 million square metres, is surveyed every day. The survey information, including that of adjacent areas, is updated and supplied to the dredger, plough vessel and Harbour Engineer every afternoon.

While it’s vital to maintain the required depths for the commercial shipping accessing

the harbour, this must also be balanced with defending the unique environment, wildlife and habitats of the Stour and Orwell estuary. The entire dredging programme is subject to some very tight restrictions and monitoring in order to achieve this.

How, where and when the dredged material can be disposed of is controlled and licensed by the Marine Management Organisation. One of the conditions is to ensure that all reasonable precautions are taken to prevent the disposal of manmade debris at sea. The Authority carries out a wide range of environmental monitoring to assess any impacts on the habitats and species in the estuaries and this monitoring is reported to a group of regulators and advisors every year.

It probably goes without saying that effective coordination is at the heart of the entire dredging programme. The dredging operators have daily contact with Harwich Haven Authority, to ensure the smooth execution of the works. They must also coordinate with the ports and other shipping activities in the channel, to ensure safe working practices while also being able to access the areas of the port and channel that it needs to dredge, to avoid delays to the programme.

Boskalis Westminster and Van Oord both

*Felixstowe
is one of the
busiest ports in which
to operate in the UK”*

operate all over the world with extensive fleets of vessels which are highly flexible and versatile – and this wide-ranging experience is shared and implemented in Felixstowe and Harwich.

“Felixstowe is one of the busiest ports in which to operate in the UK,” they say. “When carrying out operations in the port and channel, the captains and crew need to maintain full concentration during the dredging whilst navigating around commercial traffic and pleasure crafts. The JV is continuously investing and developing new methods and technology, which in turn increases the efficiency and effectiveness of the operations.”

TOWING THE LINE

TUGS AND TECHNOLOGY

When did you last *really* notice a tug? Perhaps when it was involved in some sort of celebration, taking centre stage to spray water fountains

while fireworks went off behind? Well, it's only right that our tugs and their crew catch the limelight sometimes. Most of the time, they are distinctly in the background, eclipsed by the enormous ships they guide to and from their berths.

"It's the old story of going about your daily business unnoticed," says Kevin Boyd, Managing Director South East UK for Svitzer Europe. "Quite a lot of the time our tugs are overlooked as something in the background – but, in fact, they play a critical part. If the tugs weren't there, the ships couldn't berth. We are one of the vital cogs in smooth berthing and departing."

Svitzer has a fleet of four tugs based at Felixstowe, providing a 24-hour service throughout the year. A total of 36 crew members work on a roster system that ensures round-the-clock availability while also complying with the European Working Time Directive, that requires flexibility and expertise all round.

"We operate with three-man crews on our tugs – a master, mate and chief engineer. A lot of our mates are qualified to take over from the master. The crew do a week on / week off rotation and we have flexibility built in; if we have gone to the maximum hours per crew, we need to be able to call in others on duty. All crew are trained to work on all four tugs. Even though two of the tugs are identical sister boats, they still have their own quirks – so all crew must have familiarisation throughout the fleet, so they can jump in and get to work straight away."

The Felixstowe fleet comprises three tugs built by Damen Shipyards and one built at Kangawa Dockyard in Japan. 'Dynamic berthing' means the tugs push and pull together, an operation that requires expert handling and coordination



It's the old story of going about your daily business unnoticed"

between crews. The actual manoeuvres they carry out are pretty much the same whatever the vessel size – what's important is excellent communication with all those involved.

"It is a case of liaising with the pilot on board and discussing the power needed and the number of tugs," says Kevin. "We are there to optimise the vessel's turnround. The faster the ships can get in and out of port, the more they are able to exercise 'slow steaming' between ports, saving money, fuel and emissions. It is all about availability, slots and timing – to get it right is vital."

While today's tugs are far more technically advanced than just a few years ago, towage itself remains a fairly traditional operation, he says. "And in that, you need real experience and expertise. A lot of our crew have been in the business for a very long time. I find it isn't uncommon to be handing out 40-year service awards." ▶▶▶



Often, new recruits have previously worked on fishing vessels, wind farm support boats and other smaller vessels. "We train them onboard and at college. They have to complete a lot of sea time and achieve their qualifications under the international Standards of Training, Certification and Watchkeeping (STCW). All training must be signed off by a registered nautical college – and even after that you have to sit in front of a Maritime and Coastguard Agency (MCA) examiner and do an oral exam, which is very tough."

Interestingly, another 'traditional' aspect of the towage industry is the high level of family involvement. "There are a lot of old-fashioned elements to this job and you can trace many families back several generations," says Kevin. Based at Svitzer's Gravesend office, he is the fifth generation of his own family to be involved in towage on the Thames.



SECRETARY OF STATE

ROUND TABLE





The Secretary of State for Transport, the Rt Hon Patrick McLoughlin MP, visited Felixstowe recently to mark the 70 millionth TEU handled at the UK's leading container port (see page 5). Whilst there, he took the opportunity to meet with a number of logistics industry leaders at an event hosted by Hutchison Ports.

Senior executives from shipping lines, haulage companies, train operators, retailers and port users met with the Minister to discuss their transport policy priorities and to give him direct feedback from the freight operators' perspective.

The meeting was chaired by Clemence Cheng, HPUK Chief Executive, who opened by presenting Mr McLoughlin with a pictorial history book of the Port of Felixstowe which contains a photograph of his previous visit to the port as a junior minister in 1990.

During an open and honest exchange of views, the following key points were raised:

- Although there is an appreciation of the work Government and Network Rail are currently undertaking to improve rail connections at the port, there is a need for further improvements to the Felixstowe to Nuneaton route. Work has been identified as part of the rail planning process and it is important that Government delivers on these schemes. Future electrification was seen as a priority.
- Both train operators and retailers would like a longer regime for the revenue support grants scheme than the current three year period to help business planning. Seven years was proposed as a more realistic timeframe.
- The proposals to tackle the bottleneck on the A14 at Cambridge were warmly welcomed but there is concern about the impact of the proposed tolls on the freight industry.
- The proposals by Defra to designate certain areas as Marine Conservation Zones are causing some uncertainty. Government must ensure the correct balance is struck between the environment and the economy.
- Management of the road network is a concern for the haulage industry. Greater planning of road use, similar to that which occurred in London during the Olympics, could facilitate smoother and quicker journeys.
- The industry is looking at ways to decarbonise the supply chain. Any assurances on the tax position of alternative fuels, or even Government support for the adoption of low-emission fuels, would be very helpful.
- The shipping industry is still affected by the imposition of Light Dues in UK ports. Comparable charges are not paid at Continental ports and can render calls by certain services in the UK as not viable.

“I HOPE HE FOUND THE EXCHANGE OF VIEWS HELPFUL”

Commenting after the meeting, Clemence Cheng said:

“We were very pleased that the Secretary of State made time in his schedule to discuss these issues with people who are at the coal-face of the transport industry day-in and day-out, and that he recognised the importance of this area to the UK transport network. I hope he found the exchange of views helpful and that they will be reflected in future transport policy.”

ALWAYS LOOKING AHEAD

BY STEPHEN BRACEWELL, CEO, HARWICH HAVEN AUTHORITY

This year Harwich Haven Authority is celebrating 150 years since it was set up by Government to secure, maintain and improve access to Harwich Harbour, in recognition of the strategic value to the nation of this important location

So, 2013: A cause for celebration?

Of course! An excuse to look back with pride on the Authority's achievements? Definitely! Time to talk about how much our role has changed? Well, not exactly.

Yes, the scale, size and speed of today's shipping activities would stagger our forefathers but, in essence, our core job remains the same as it was in 1863. And just like our forefathers 150 years ago, we are still looking forward, as we anticipate and plan for the future needs of all our stakeholders.

The current main approach channel serving Felixstowe and Harwich is 14.5 metres deep, takes just one hour to transit and is already handling the largest vessels planned and in service, including Maersk's most recently introduced 'Triple E' vessels. Its proximity to the main ocean trading routes has long been recognised as one of the major attractions to port developers and shipping lines.

In recent months we have embarked on a series of major studies as we plan for another major channel deepening – to prepare for future generations of vessels and to improve accessibility.

There are four activities to be undertaken in what is effectively a pre-planning application.

- A complete modelling of the water flows, tidal levels, waves and sedimentation;
- Site investigation operations and seismic survey analysis;
- Soils testing and investigation;
- Environmental studies, including a full detailed environmental impact assessment – encompassing water sediment water quality, ornithology, coastal processes, noise, vibration, air quality and archaeology.

The physical work has been largely completed. What sort of ground structure and substance lies beneath the current channel bottom? The only way to find out is to dig down and take a look.

A barge fitted with backhoe dredger has dug 117 'trial pits' in pre-determined locations along the entire 12-mile length of the navigational channel, from the outer limits through to the berths.

In this process, material extracted is brought up by the

dredger to the surface, where geotechnical surveyors photograph, record and take samples, so that a full detailed report can be delivered.

All of these studies will cost up to £1.5 million in total and take until the end of 2014 to complete. We applied to the European Commission for financial support from the TEN-T programme and are delighted that funding of 50% of the total cost is being recommended.

After completing the pre-application, a full planning application could be ready for submission early in 2015, leading to consent in the same year.

And the work itself? Of course we need funding in place – and we will be seeking further support through the TEN-T regime. But we also need to engage dredging contractors with the availability of time and suitable equipment to handle this significant job. We estimate it will take 20 months to remove in excess of 20 million cubic metres, to achieve the likely improvements to the channel.

Bearing in mind the planning timeframe, we need to act now. We must make sure we are in a position to deliver any necessary enhancements to the harbour and its approaches. Over the decades, the foresight and planning of Harwich Haven Authority has been critical in maintaining the harbour's leading role as a hub port for global shipping lines. We intend to keep it that way.



**"2013: A CAUSE FOR
CELEBRATION"**

MEL GLENDINNING

HARBOUR MASTER AND MARINE MANAGER, HARWICH HAVEN AUTHORITY



- 1973: Started a career at sea which took me absolutely all over the world, working my way up to Master. I served on a variety of ships, including cargo ships and container ships, and latterly anchor handlers, survey vessels and others in the offshore support sector.
- 1990: Came ashore as a pilot at Lowestoft.
- 1998: Joined Harwich Haven Authority as a pilot, later becoming senior pilot, bringing in some of the biggest ships being handled at Felixstowe at that time.
- 2009: Became Deputy Harbour Master (Operations).
- 2011: Appointed Harbour Master and Marine Manager.

Q&A

Q Your role in the Haven ports?

A As Harbour Master, I bear functional responsibility for the safe navigation of vessels within Harwich Haven Authority's statutory area. Essentially, that boils down to ensuring that the Authority's operational procedures comply with statutory requirements – encompassing personnel, resource issues and equipment. In this respect, the Authority places the highest emphasis on compliance and good practice as per the Port Marine Safety Code. I have overall responsibility for pilotage, vessel traffic services (VTS), surveying, marine engineering and marine services. We have regular meetings with all the stakeholders, including the ports of Felixstowe, Ipswich and Harwich. Each port has its own operational procedures, so it's important to discuss operational and communication issues to make sure our operations dovetail and there is no clash.

Q Biggest challenge of your job?

A Meeting the needs of all port users and providing the services that ensure ships arrive and depart safely and on time – and, the overriding thing, in all weathers. Essentially it is all about making sure our operation moves vessels as slickly, efficiently, expeditiously and safely as possible, whatever the weather throws at us.

Q Most satisfying about your job?

A Spend some time at the new viewing point at Landguard Point, and you can expect to see the world's largest containerships, most glamorous cruise ships and most efficient ro-ro ferries making their way to and from the Haven ports. But all of that doesn't just happen! I head up the 'backstage team', all the people who work every day to make sure this busy estuary is a place of safety, efficiency and environmental protection. To put it into context, last year there were about 18,000 vessel movements within Harwich Harbour. It is almost a cliché but coming in in the morning and hearing that there is nothing to report is really the best report you can get.

Q What do you like best in your role?

A That is easy to answer – it's the variety. I interact with a whole spectrum of people in my job, from speaking to the owner of a leisure craft that has got in the way and impeded a container vessel coming in, to liaising with Port of Felixstowe operational managers, all the way up to delivering presentations to shipping ministers. There is no such thing as a boring day! But actually, I consider myself incredibly fortunate in that every job I have ever done I have loved doing. Going to work has never been a problem – it has always been exciting and challenging.

Q Favourite Film:

A The Shawshank Redemption

Q Ideal Dinner Guest:

A Boris Johnson. Whatever you think of his politics, he'd keep the conversation flowing!

Q First Record Bought:

A Slade Alive, by Slade – how embarrassing!

Q Last CD Bought:

A An album by Seasick Steve, an American blues musician.

Q Best day?

A A busy day when everything goes smoothly and everything goes to plan – even though the plan can change regularly!

Q Favourite Book:

A A book about Lord Cochrane, probably the real 'Horatio Hornblower'.

Q Favourite Meal:

A Anything spicy

Q Ideal Holiday Destination:

A Anywhere with plenty of sunshine and half decent wine – preferably by the sea

A DAY IN THE LIFE...

08:00

Arrive at work – I cross to Harwich by launch from Felixstowe. My first port of call is the ops room, where I touch base with the duty officer and check on the night's work, find out about any incidents or delays, check on the status of the launches, pilots, etc., and check whether there are any problems with the weather.

08:30

Dealing with the day's emails and letters and with any unfinished business.

09:30

Chairing a meeting of the Navigational Safety Committee (NavSafCom), which brings together all the marine departments and considers all aspects of navigational safety. Topics could include the arrival of a new class of vessel and how we are going to deal with that, or recent CPD and simulator studies, proposed changes to buoyage, or recent changes in legislation and how it might affect our operation.

11.00

Internal marine team meeting. We'll discuss progress on the construction of our new pilot launch number four, dredging and any areas of notable siltation, and VTS updates, amongst other things.

13.00

Lunch at my desk while I catch up on phone calls and emails. A halfway check in the ops room.

14.00

Reading through papers and doing prep for two meetings tomorrow – the Port Marine Safety Code steering group and the Port Skills & Safety steering group which is looking at certificates of competence for marine pilots. It is enjoyable being involved in policy and procedure development.

15.00

Chairing the watch coxswains' meeting, discussing operational matters, any difficulties, etc. We might have a particular vessel presenting problems with pilot ladders – we discuss how we are going to deal with that. And we always remember a pat on the back for a good job done.

16.00

Checking on the expected vessel movements overnight, looking at the duty roster and the weather forecast. Are we expecting bad weather or fog and how are we going to deal with that? The weather is a constant theme for us. Are there any vessel conflicts – for example, when several large vessels are due to be moving at the same time – and how are we going to plan for this?

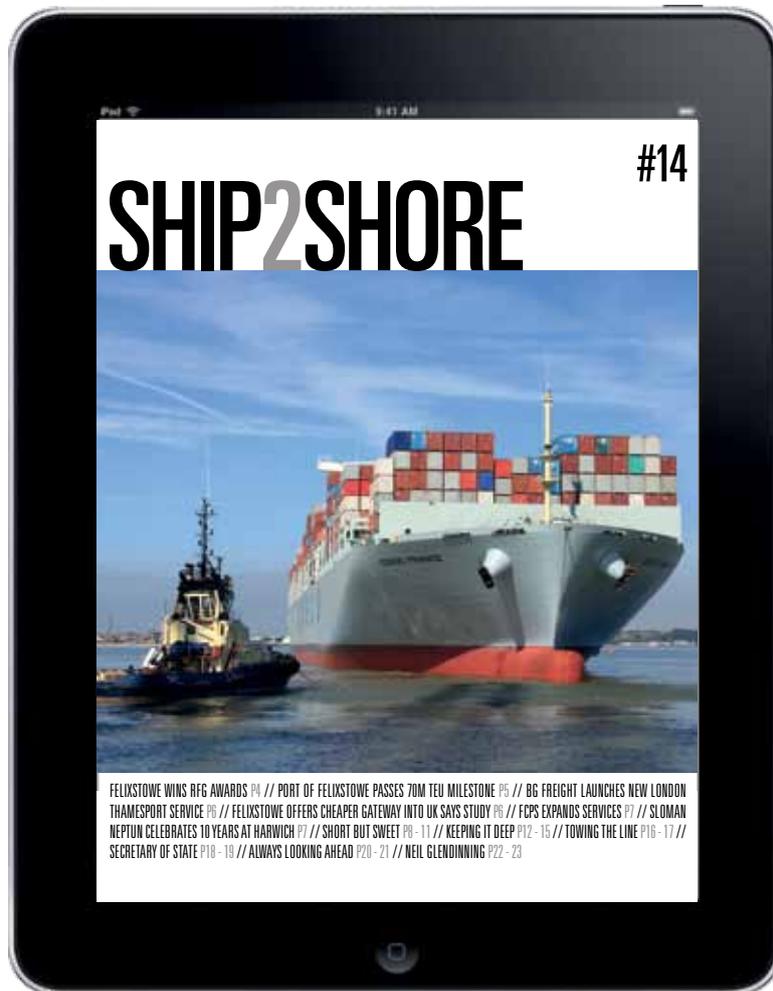
17.00

Meeting with Deputy Harbour Master Operations, when we discuss the progress of our latest two VTS recruits and consider any VTS issues.

LATER ...

I am always on call so it won't be unusual to get a call in the night if there are any issues to be resolved or there's something I need to know about. After a career at sea, I'm used to that. It goes with the job!

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