

SHIP2SHORE



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CEO COMMENT

The word “logistics” in Chinese is represented by two characters - 物流. When translated literally into English the two characters mean “things flow”. For goods to “flow” through the supply chain, it implies agility, adaptability and flexibility in its movement.

Ports are, by definition, part of the supply chain. And, as logisticians, port operators need to be mindful of preceding and subsequent links in that chain when planning and delivering their services to allow cargo to flow. No wonder port operators are paying attention to the development of their hinterland connections.

On a normal day most people do not give a second thought to logistics but it is a good job for them that others do. The recent Alliance for European Logistics Summit in Brussels, at which I was invited to speak, focused on the opportunities and challenges brought to the EU by the digital economy and e-commerce, as well as infrastructure, investment and competitiveness.

The development of cross-border B2C e-commerce represents an exciting opportunity for ports. The introduction of many smaller parcels that need to reach their final destination will undoubtedly revolutionise supply chain management. The current system does not provide for a general framework that allows clearance at the cargo destination.

Currently, most retailers have their national distribution centers close to the population they cater for. However, when cross-border B2C e-commerce truly takes off, this model will most likely have to change. E-commerce retailers/shippers may prefer to do the sorting of parcels in the port premises. As a result, the port area will have to be extended and ports and terminal operators will have to adapt to meet this demand.

We are already doing that at the Port of Felixstowe. The 1.4m square-foot Port of Felixstowe Logistics Park, and the 500,000 sq.ft. warehouse development by Uniserve at the port, are both ideally located to service this emerging market. Both also benefit from being located at a point where extensive road, rail and maritime networks intersect.

The logistics sector is the single biggest industry sector in the EU, generating €900 billion of revenue and employing over 7 million people. The companies that survive and thrive in this ever-changing landscape will be those that adapt and innovate to stay ahead of the game.

CLEMENCE CHENG
Chief Executive Officer

NEWS UPDATES

MORE CAPACITY FOR THE BIGGEST SHIPS

Work on the Berth 9 Extension at the Port of Felixstowe remains on schedule to be operational by the end of the year.

The 190-metre extension to the Berths 8&9 complex will give Felixstowe greater flexibility to berth the world's largest containerships.

Commenting on the progress of the works, Clemence Cheng, the port's CEO (pictured right with David Cameron on a recent visit to the port), said:

"Construction of the extension began in April 2014 and the main civil works will be complete in the fourth quarter this year. The main quay wall piling has been completed, the majority of the fill is in place and the rear crane rails are currently being piled ready for the cranes arrival in September.



"The Port of Felixstowe is the clear port-of-choice in the UK for the latest generation of mega-vessels and this latest quay extension will enhance our ability to berth a greater number of large capacity containerships simultaneously."

The extension comes just four years after Felixstowe opened the first container facility in the UK designed to handle the latest generation of 18,000+ TEU vessels. Clemence Cheng added:

"Our position closest to the main ports of North Europe, and the absence of a long river passage minimises delay and cost for all ships but these benefits are magnified for the largest vessels. Taken together with unrivalled road and rail access which avoid congested urban centres, it means that, whichever way you look at it, Felixstowe is the obvious first choice for shipping lines, receivers and exporters."

BOXRELOAD; CUTS COSTS, CUTS EMPTY MILES, CUTS CARBON

Hutchison Ports has launched a ground-breaking new web-based tool to allow road hauliers to reduce costs and cut emissions.

Boxreload helps trucking companies of all sizes to combine loads with the aim of replacing two journeys by two trucks, each with an empty leg, by one return journey (backload) with a single truck; a 'boxreload'. Boxreload focuses on cooperation between trucking companies to share certain information and enable better planning.

Andy Barker, General Manager of Boxreload, explains:

"The beauty of Boxreload is that it allows both trucking companies to protect revenues and cut costs. The advantage increases the more trucking

companies get involved as more and more opportunities to reduce costs can be identified.

"It is not just about reducing cost. Boxreload allows better utilisation of equipment, trucks and drivers, reduces road miles, minimises the environmental impact of transport and can help cut congestion."

Boxreload, co-financed by the European Union's Trans-European Transport Network (TEN-T) programme, is being launched in the Benelux area.

"The concept has been proven in a pilot with several Rotterdam-based trucking companies. We are now launching the project with 12 companies. We expect many more trucking companies to join boxreload.com in the coming months. Based on the pilot and feedback so far, Boxreload will cut costs and carbon emissions on 5,000 additional reloads in the first year." adds Barker.

Boxreload is a neutral platform which any trucking company can join. The secure structure ensures that each trucking company's sensitive customer information is kept private. Users can only cooperate with other trucking companies if they are connected as 'friends' on the Boxreload system.

Boxreload has been developed by the PARIS Optimal Transport Planning division of Hutchison Ports. PARIS has extensive experience delivering multimodal optimisation solutions for its clients which include some of the world's largest shipping lines.

Boxreload
Powered by Paris technology

MSC OSCAR DEBUTS AT FELIXSTOWE

The latest vessel to hold the title of world's largest container ship, the 19,224 TEU MSC Oscar, made its maiden call at the Port of Felixstowe in February 2015.

The 192,237 gross tonnage ship, operated by Mediterranean Shipping Company (MSC), is 395 metres long, 59 metres wide and has a draft of 16 metres. It operates on MSC's new East-West trade routes between Asia and Europe.

Commenting on the call, Clemence Cheng, Chief Executive Officer of the Port of Felixstowe, said: "We are delighted to welcome the MSC Oscar to Felixstowe on its maiden voyage. Our relationship with MSC dates back to the 1980s and over the last 30 years we have grown together and continue to work in close partnership to provide the best possible service to UK importers and exporters.

"The MSC Oscar represents the third weekly service to call at Felixstowe with ships of 18,000 TEU or more. As the size and number of mega-vessels continues to increase, we are continuing to expand our facilities to meet them. The extension to Berth 9 will be complete later this year. Together with three new ultra-large container cranes it will boost our ability to handle these very large ships."

Dan Everitt, Managing Director of MSC UK Ltd, added:



"The first UK arrival of the MSC Oscar is a truly special moment for us. The introduction of this fantastic new vessel complements our recently announced, newly enhanced East-West services to our customers. Delivering increased weekly sailings, more direct port pairs, improved efficiencies and strong relationships with our terminal partners, our services have been developed in line with our aspirations to deliver the ultimate customer experience and are delivered by our dedicated, local UK-based teams. We are confident that our

improved fleet and personal service, together with the great partnership we share with the Port of Felixstowe, will continue to help us to improve our shipping services for the UK market in the future."

The MSC Oscar was built by Daewoo Shipbuilding & Marine Engineering in South Korea and is the first of seven similar sized ships that will be delivered to MSC in 2015. It has a total of 18 ships in the 19,000 TEU class on order for delivery over the next few years.

HARWICH ON THE UP

Roll-on/Roll-off freight volumes are continuing to surge ahead at Harwich International Port. 2014 was a record year at the leading North Sea ferry port with a total of over 300,000 freight units carried on services to Esbjerg, Rotterdam and the Hook of Holland.

Commenting on the achievement, Mark Seaman, HPUK Executive member with responsibility for Harwich, said:

"Harwich offers a choice of connections to the continent via Holland in cooperation with Stena Lines. The Superferries on the Hook of Holland route offer the most direct way to the Netherlands and Germany from the south of England. The advantage of grabbing a rest en route is seeing record volumes of both passenger and freight traffic using these new ships.

"Unaccompanied trailer traffic on the Rotterdam service also grew last year and volumes on both services have continued to climb in 2015 underlining the benefits, for using Harwich."



The Stena Britannica and sister ship, Stena Hollandica, operate on the Hook route and are the two largest Superferries in the world. Each is 240 metres long and fully loaded has the average capacity for 210 accompanied vehicles, 90 trailers as well as 1,200 passengers and 300 cars.

In addition to ferry traffic, Harwich International Port is the UK's leading offshore wind turbine facility as well as handling, grain, break-bulk, tankers, cruise liners and project cargo.

2015 CRUISE SEASON SETS SAIL FROM HARWICH

Fred. Olsen Cruise Lines' 929-guest ship, Braemar, kicked-off another busy cruise season at Harwich International Port in April. The initial seven-night 'Easter City Getaway' cruise was the first of five cruises being offered by Fred. Olsen from the Essex port this year.

In addition, 2015 sees the return to Harwich of Holland America Line for 15 cruises from the port as well as regular calls by Royal Caribbean, Voyages of Discovery, Transocean Tours and Costa Cruises.

Commenting on the start of the season, Mark Seaman, Finance Director of Hutchison Ports (UK) Limited, owners of Harwich International Port, said:

"Harwich International Port is firmly established as one of the UK's leading cruise ports. With a railway station on site, convenient parking adjacent to the terminal and within easy reach of millions of consumers, it has numerous attractions for both passengers and vessel operators. Although many operators choose to start and finish cruises at Harwich, the proximity to London, Cambridge and Constable Country has also made it attractive as a transit port for cruises beginning elsewhere."

Nathan Philpot, Sales and Marketing Director for Fred. Olsen Cruise Lines, added:



"Braemar's cruise season from Harwich builds upon Fred. Olsen Cruise Lines' already-close relationship with this convenient, regional port. Braemar enjoyed a successful cruise season from here for the first time last year, which is why we have increased our cruise calls from three to five for 2015."

Harwich International Port has invested heavily in its cruise facilities. As well as a modern cruise building, the port is able to berth ships over 300 metres long and has a state-of-the-art air-conditioned passenger boarding bridge.

ON TRACK TO DELIVER

Rail freight facilities at the Port of Felixstowe, the Port of Britain, have expanded further with the commissioning of two new Rail Mounted Gantry cranes (RMGs) at the port's North Rail Terminal.

Commenting on the latest developments, Clemence Cheng, Chief Executive Officer of the Port of Felixstowe, said:

"The Port of Felixstowe already has greater rail capability than any other port in the UK. In 2014, we handled 890,000 TEU at our three rail terminals on the 60 arrivals or departures we have every day. Volumes by rail are continuing to grow and are now over 20% higher than before we opened the North Rail Terminal in 2013.

"The frequency of services we can offer makes rail a much more reliable and viable alternative to 17 destinations in the UK helping to reduce road congestion and allowing customers to strip carbon out of their supply chains. The new cranes will help us to move even greater volumes by rail in future."

The new cranes are manufactured by Liebherr and have been co-financed by the European Union Trans-



European Transport Network (TEN-T) programme. In total, Felixstowe has nine rail cranes and 16 working tracks at its three terminals making it the largest intermodal rail facility in the UK.

Leading rail freight companies Freightliner, GB Railfreight and DB Schenker all operate rail services

at Felixstowe. Regular rail services are run from Felixstowe to Birmingham, Manchester, Trafford Park, Scunthorpe, Hams Hall, Daventry, Wakefield, Bristol, Doncaster, Ditton, Liverpool, Selby, Leeds, Tilbury, Teesport, Burton-on-Trent and Coatbridge.

MEGA-SHIP CENTRAL

With maiden calls from the CSCL Globe and the MSC Oscar already under its belt in 2015, the Port of Felixstowe is firmly established as the go-to port in the UK for the latest generation of mega ships. At 19,100 TEU and 19,224 TEU respectively, the Globe and the Oscar are the latest two ships to hold the title 'World's Largest Container Ship'.

Commenting on the growth in container ship size, Lawrence Yam, Commercial Director of Hutchison Ports (UK) Limited, said:

"The size of container ships has grown rapidly in recent years. The 9,449 TEU Cosco Ningbo was the world's largest container ship when she first called in Felixstowe in 2006. In less than 10 years ships have doubled in size and we now have regular calls from 19,000 TEU vessels.

"These mega-ships offer lower slot-costs and improved emissions per TEU. The investments we have made at Felixstowe in Berths 8&9 as well as the



latest quay extension, has ensured that these ships are able to call in the UK. Felixstowe's ideal location closest to the main ports of northern Europe, and its unrivalled road and rail connections, make it the port-of-choice for these massive vessels."

By the end of April, Felixstowe had already handled over 130 calls in 2015 by ships of over 13,000 TEU

capacity; a rate of more than one per day!

With over 100 ships of similar size on order for delivery between 2015 and 2019, these behemoths are set to become even more regular visitors to Felixstowe, underlining its position as the Port of Britain.



LONDON THAMESPORT'S STEELY RESOLVE

London Thamesport is strengthening its growing reputation for the transportation of steel and project cargoes. Since early December the Kent based port has serviced 7 vessels and handled over 70,000 tonnes of steel.

Recently, Midland Steel Reinforcement Supplies, the fastest growing reinforcing fabricator in the UK and Ireland moved its UK Head Office and Main Depot to the Isle of Grain port. It has also leased a warehouse and 3 acres of park to fabricate reinforcing products for the construction industry on site.

Simon Mullett, Chief Operating Officer of London Thamesport, said:

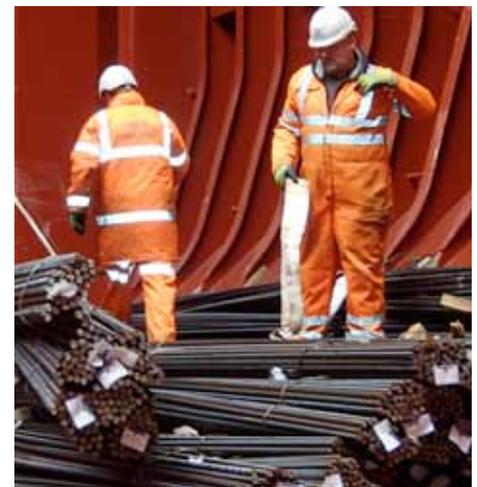
"The nature of the traffic using London Thamesport has evolved as we refocus activities to reflect our

advantage serving London and the South-East. We are still handling short-sea containers for companies such as MacAndrews and A2B Online, but we are getting more and more enquiries from companies wanting to take advantage of our location for break-bulk, semi-bulks and project cargo."

The steel being handled at London Thamesport is distributed from there to destinations throughout the South East. The port has also established itself as a hub port for larger vessels for transhipment of steel by feeders to Ireland.

Break-bulk and project cargoes handled recently have also included special room pods manufactured by Polish company Pol Com for construction of a hotel near Tower Bridge in London.

(The JS Columbia, a 63,400 t bulk carrier registered in Singapore, discharging 10,373 bundles of steel reinforcing bar, weighing over 20,000 tonnes)



FROM MAP TO APP —

NUMBER ONE FOR ROAD HAULAGE

No man is an island', wrote John Donne in 1624. With apologies to that eminent poet, may we suggest that 'No port is an island', either!

A thriving port needs thriving connections — and providing the winning mix is

a vital part of the Port of Felixstowe's success. It's not that anyone should take for granted the deepwater quays, state-of-the-art ship-to-shore cranes and latest terminal equipment inside the gates. But the efficiencies don't stop there. Beyond the gates, Felixstowe offers unrivalled options for overland transport throughout the UK.

Felixstowe, the UK's largest container port, is also home to the UK's largest concentration of container transport companies, which means that customers benefit from choice and reliability, backed by years of experience and highly professional operators.

There are around 1,500 trucks based in and around Felixstowe and Hutchison Ports UK has worked closely with the haulage community to provide the right mix of security, safety, efficiency and speed when it comes to picking up and dropping off containers at the port.

Felixstowe Ports Users' Association road haulage representative and Managing Director of Goldstar Transport, Matthew Ashworth, says: "I think Felixstowe in general has always assisted the support industries — there has been land available for depots and lorry parking. Other ports have been reluctant to give up land for this type of facility.

"Felixstowe is well connected by road — the A12 to London, the A14 to the Midlands and North. If you look at the big players in the container haulage industry, their head offices are here. Goldstar has depots at other locations in the UK but our head office, and the main focus of the business, has always been Felixstowe.

"Another factor is the quality of transport staff. Because the Port of Felixstowe has been around for so long and is so big, there has been a good apprenticeship structure and early learning curve and certainly it has always been easier to find transport-related people in Felixstowe than in other ports."

Indeed, he notes, if you are living in Felixstowe, there's a strong chance that you already have someone in the family working at the port or in transport.

"It is almost a hereditary thing! At Goldstar, we have been very keen to recruit youngsters, taking people as young as 16 straight from school with

no experience. They tend to have transport/dock-related backgrounds coming through the generations. These skills are in real demand and being able to find the right people is a big advantage.

The haulage industry across the UK is suffering from an aging workforce and a shortage of drivers. Like many of the haulage firms based in Felixstowe, Goldstar is being proactive in addressing these challenges.

"We have our own drivers' academy, which is located on our 30-acre site at Woolpit, where we also have off-dock storage," says Matthew Ashworth. "We have an indoor training facility, two instructors and two training vehicles.

"Obviously our main incentive is to train for our own company but we also provide third party training. We train people 'from the street to the truck' — we have people licensed to drive the largest HGVs for us, who turned up with only a car licence."

It would be impossible to overstate the importance of road haulage for Felixstowe. Yes, the number of containers heading to and from the port by rail is increasing, but trucks are vital for reaching the parts that rail can't . . . or just for finishing off a journey from railhead to final destination.





// // *Another factor is the quality of transport staff."*



Indeed, several local haulage firms work in partnership with rail, putting containers on to trains out of Felixstowe and then positioning trucks to collect them at the inland terminal for the final road leg of the journey.

So, to some figures. Week 11 was a new record for the Port of Felixstowe; 20,235 hauliers delivered/collected 36,119 containers. The new Port of Felixstowe Logistics Park will add a new dimension to the need for reliable, secure, flexible road transport options.

Ensuring that the port teams are ready with the right container for the right haulier so that he/she can make a swift turnaround requires very clever coordination.

In 2007, Felixstowe was the first port in the UK to introduce a Vehicle Booking System (VBS) in which hauliers book a specific time slot for a specific collection and/or delivery.

This high-spec internet-based booking system is vital for managing the arrival patterns of the haulage industry, controlling peak time congestion and offering hauliers a more consistent level of service.

Before VBS, 40% of the trucks handled at the port were arriving, without a booking, within a six-hour period, leading to long afternoon queues outside the gates. Today, more than 40% of all VBS slots are overnight. The port has seen a rapid increase in night work as hauliers set up dedicated overnight operations to ensure that goods arrive at their customers' warehouse or distribution centre first thing in the morning.

The Port of Felixstowe's VBS and Customer Service teams maintain close communications with the haulage operators, providing real-time information and reacting to their needs – for example, offering extra Bank Holiday opening hours.

In another innovative move, Felixstowe introduced its RHIDES (Road Haulage Identity System), in response to the requirements of the International Ship and Port Facility Security (ISPS) Code.

All drivers must have a RHIDES card to gain access to the port's terminals; chip card technology stores the driver's name and a hand-scan and the system also offers an additional layer of security and deterrent to theft.

And, of course, no list of innovations would be complete without an App. Hutchison Ports UK has recently launched the MyPortApp, which provides users, including hauliers, with an excellent source of data on the status of loads.



NEW CONNECTIONS, NEW OPPORTUNITIES!

Rail freight contributes an estimated £1.6 billion of benefits to Britain's economy every year, according to a new report from the Rail Delivery Group (RDG). That staggering statistic includes productivity gains for businesses, as well as congestion and environmental benefits.

Each freight train removes up to 76 trucks from our roads, resulting in 1.6 billion fewer HGV kilometres a year, and each tonne transferred by rail rather than road cuts carbon emissions by up to 76%, says the report.

There has been a 30% rise in the movement of containers by rail since 2006 – and the Port of Felixstowe has played a major role in this achievement. Last year the port chalked up another record, with 890,000 TEU travelling to or from Felixstowe by rail, saving approximately 185 million road kilometres. In a busy week, more than 12,000 containers will be loaded to rail.

Indeed, the port's rail volumes alone would be enough to make Felixstowe one of the UK's top three container ports! The port's vision is that 30% of its domestic container throughput should travel to and from Felixstowe by rail,

and present volumes are not far below this target. Felixstowe operates the biggest intermodal terminal in the UK, and is meeting increasing demand for rail solutions from shippers looking for reliability, cost and environmental benefits.

As the RDG report points out, there have been significant investments in all aspects of rail freight operations in recent years. Among these, Hutchison Ports UK opened Felixstowe's new £40 million North Rail Terminal in 2013, more than doubling the port's rail capacity.

But of course, when the loaded container trains leave the Port of Felixstowe, it's important that there are facilities to match at the other end of their journey! Felixstowe is connected to a number of strategic, well-established inland terminals in key locations around the UK. These include, amongst others, Daventry International Rail Freight Terminal (DIRFT), the Mersey Multimodal Gateway (3MG) and Hams Hall Railfreight Terminal.

There has been substantial investment in upgrading and expanding a number of rail connected warehouse developments in recent years. And now, as the push for more rail freight continues, the level of planned or ongoing investment in new facilities is dramatic.





*// East Midlands Gateway
will provide large-scale
warehousing capable of supporting
a wide range of economic sectors."*





All of them play to Felixstowe's proven strengths as the UK's leading intermodal rail port. As Kate Bedson, Senior Development Director at Roxhill Developments, a specialist industrial and distribution developer, explains: "East Midlands Gateway will provide large-scale warehousing capable of supporting a wide range of economic sectors. Its intermodal rail freight interchange, working with rail connected ports such as Felixstowe, will provide the facilities to enable large volumes of freight to be transferred from road to rail."

So, where are the major rail-connected warehouse developments going to take place in the coming years:

DIRFT III

Prologis's plans to extend Daventry International Rail Freight Terminal have been approved and the first buildings are expected by the end of next year. This expansion will provide a rail link to a new rail terminal with the capacity to handle 500,000 containers a year. The expansion includes 8 million square feet of distribution space.

EAST MIDLANDS GATEWAY

Roxhill (Kegworth) Ltd has submitted plans for the East Midlands Gateway, a Strategic Rail Freight Interchange (SRFI) on a site north of East Midlands Airport, in Leicestershire. The proposals include an intermodal freight terminal handling up to 16 trains a day, more than 550,000 square metres of rail-served warehousing and other buildings, and a new rail line connecting the terminal to the Castle Donington branch freight-only line, giving access to the national rail freight network – and, of course, to Felixstowe.

In simple terms, says Roxhill, East Midlands Gateway would operate as an inland port, 'forming part of increasingly significant flows of international cargo movements'.

IPORT, DONCASTER

Verdion's plans for iPort, Doncaster, comprise a 337-acre Greenfield development with outline planning consent for up to 557,400 square metres of warehousing.



The project is designed to incorporate a 35-acre dedicated strategic rail freight terminal, with direct access to the South Yorkshire Joint Line, and sidings for 775-metre trains with Euro gauge containers. A new direct road link to Junction 3 of the M18 is part of the plan.

G. PARK ASHBY DE LA ZOUCH

Gazeley has acquired an 86-acre rail-connected site at Ashby de la Zouch, for development in a joint venture with UK Coal. The plans are for up to 850,000 square feet of sustainable industrial/distribution units, with build-to-suit facilities from 100,000 square metres. The actual development is a joint venture between Gazeley and Harworth Estates.

FOUR ASHES

Kilbride has signed up land options on a 465-acre site at Four Ashes, a site at Junction 12 of the M6. Plans are being considered for 6 million square feet of warehousing and a large-scale intermodal rail terminal.

The site is unique, according to Kilbride, thanks to its excellent road and rail infrastructure and the scale of developable land, which could deliver warehouse units from 200,000 square feet to more than 1 million square feet. The rail access will enable the largest containers to be moved to the terminal.

EAST MIDLANDS INTERMODAL PARK (EMIP)

Goodman and the Shepherd Group are progressing plans to develop a Strategic Rail Freight Interchange on a 63-acre site south-west of Derby.

East Midlands Intermodal Park (EMIP) would be connected to the rail network by a new railway line, and the proposals include up to 557,400 square metres of distribution units and a new road access off the A38/A50 junction.

BABY IT'S COLD INSIDE . . .

Pears and pomelos from China, satsumas from South Africa, mangoes from Gambia, potatoes from Israel, oranges from Egypt ... just a few examples of the huge variety of fresh produce that is finding its way to the UK's supermarket shelves via the Port of Felixstowe.

Let's hear it for globalisation! Without the shipping and ports industry, our winter shopping trips might look bleak. You may well like parsnips, turnips and cabbage, but imagine the supermarket shelves without the fantastic array of colourful fresh produce, not to mention fresh flowers, that we have come to expect all year round.

The volumes of fresh produce being imported through Felixstowe continue to grow. That reflects not only consumer expectations and demands, but also a worldwide phenomenon – a dramatic change in the way that fresh produce is transported across the oceans.

Not so very long ago, fresh produce was pretty much all shipped in specialist break-bulk refrigerated (reefer) vessels. That meant boxes and crates of fruit and veg loaded on pallets straight into the hold at the country of origin, for shipping to an import port with the equipment and cold store facilities to handle this very un-unitised cargo.

Today, the story is so different. Fresh produce of all types is being moved in specialist reefer containers of standard sizes, loaded on scheduled container services that offer swift, predictable and more frequent connections.

Last year (2014), the transport of fresh produce by sea exceeded 100 million tonnes – reaching an estimated 101.1 million tonnes, according to Dyanmar's annual Reefer Analysis report. An incredible 74% was transported in containers, compared with just 52% a decade ago and none at all 40 years ago.

It has been reported that only one new conventional reefer ship is being built for delivery this year – and that will be the first since 2011. Meanwhile, the number of reefer containers in the global fleet increased by 5% last year, to 2.5 million TEU, most of these being 40-ft high-cube containers.



"As break-bulk becomes less and less popular, companies are not renewing their vessels. That means the break-bulk fleet's average age is increasing. And as the vessels get older, they become less fuel efficient, a fact that is even more noticeable when compared to the fuel efficiencies of vessels like the Triple-E class," says James Hammond, Business Development Manager, perishables, for forwarding and logistics specialist Damco. "This is a definite trend that won't be reversed."

What, then, are the key benefits of transporting fresh produce in containers? First, there's consistency of temperature control. "You will generally get 20 pallets of apples, grapes, citrus or other product in a container. If you had some sort of problem with one reefer container, you might lose a maximum of 20 pallets. If you had a problem with a break-bulk ship, you could lose hundreds or thousands of pallets," he says.

"But in any case, it is easier to maintain a good steady temperature in an individual container and much more difficult to guarantee a steady, very specific temperature across an entire ship."





// // An incredible 74% [of fresh produce] was transported in containers, compared with just 52% a decade ago and none at all 40 years ago."



Temperature requirements are becoming more and more specific, depending on the product in the container, James Hammond points out. By way of example, take New Zealand lamb. If chilled at a very specific temperature – minus 1.7° – a shelf life of up to nine weeks (from kill of the animal in New Zealand) can be achieved. Allow that temperature to drift either way and the practical shelf life comes down by a day for every tenth of a degree from the required set point.

Super-freeze reefer containers go as low as minus 60° and are in demand for extremely expensive products – most notably tuna for the Japanese market – that needs this level of deep-freezing. Dehumidification systems are a vital part of preserving some containerised fresh produce, and some reefer boxes incorporate atmospheric controls that prevent bananas from ripening on the journey.

Moving produce in containers is also dramatically reducing the risk of damage or deterioration. “A study compared the number of times pallets of fresh fruit were handled between packing and supermarket shelf, when shipped break-bulk or containerised,” says James Hammond. “The answer was that break-bulk, the product was touched 36 times before it got to the supermarket. Containerised, the number was just seven. The more times you handle such products, the more potential there is for damage – shaking around, moving by forklift, fumes, and so on. That is radically reduced in a container.

“What’s also crucial is that the produce is under temperature control from the time it is loaded in the container to the time it arrives at its destination maybe five weeks later. With break-bulk, the produce is moving from a truck to a cold store at the port, then from cold store to vessel – maybe in direct sunshine. Clearly that can impact on shelf life.”

Containerisation also offers the advantages of a multitude of regular services to and from destinations all around the world. That allows importers to build a supply network based on a variety of source countries – another way of ensuring a reliable, year-round flow of produce to our shelves.

Damco handles fresh produce either directly or indirectly for all the major UK retailers. James Hammond says there are those who suggest we should eat seasonal produce only – but they are definitely a very small minority. “There are certain products – bananas, grapes, apples, oranges – which people will buy every week,” he says. “The days when we only expected to eat strawberries around the Wimbledon fortnight are long gone.

“Not to have those products on the shelf is a disaster for a supermarket. If a consumer goes to a supermarket and finds it is regularly out of oranges, they

won’t just buy their oranges from somewhere else – they will buy their entire shop elsewhere. Shelf availability is a key driver for retailers and reliable, efficient transportation of fresh produce is a vital part of that.”

Fruit, vegetables, salad, fresh flowers – they are not called perishables for no reason. Reefer containers offer an unbroken cool chain that ensures we can depend on the ‘best before’ dates we see on our shopping.

At the Port of Felixstowe, investment is continuing in order to provide the best facilities and service for fresh produce importers. The port is ideally located for serving the food processing cluster in Norfolk and Lincolnshire, as well as the retailers’ RDCs in the ‘golden triangle’.

This year Hutchison Ports UK will open new state-of-the-art examination facilities, for statutory inspections of non-EU products coming into Felixstowe. This new building will be split into two clean room environments to enable both fruit and potato examinations to be done at the same time. When the potato season is over, the second room can be used for full fruit inspections as well.

“This facility will be open in July and forms part of a £4 million investment in Port Health facilities,” says Rob Kirk, the port’s Examination Facilities Manager. “In conclusion, it should be said that temperature-controlled transport is not only for fruit, vegetables, fish, seafood and meat but is also vital in some less predictable supply chains. From the transport of sensitive medical supplies by pharmaceutical companies to the movement of valuable works of art across the world, the reefer container is in demand!”





BEST BY NAME, BEST BY NATURE

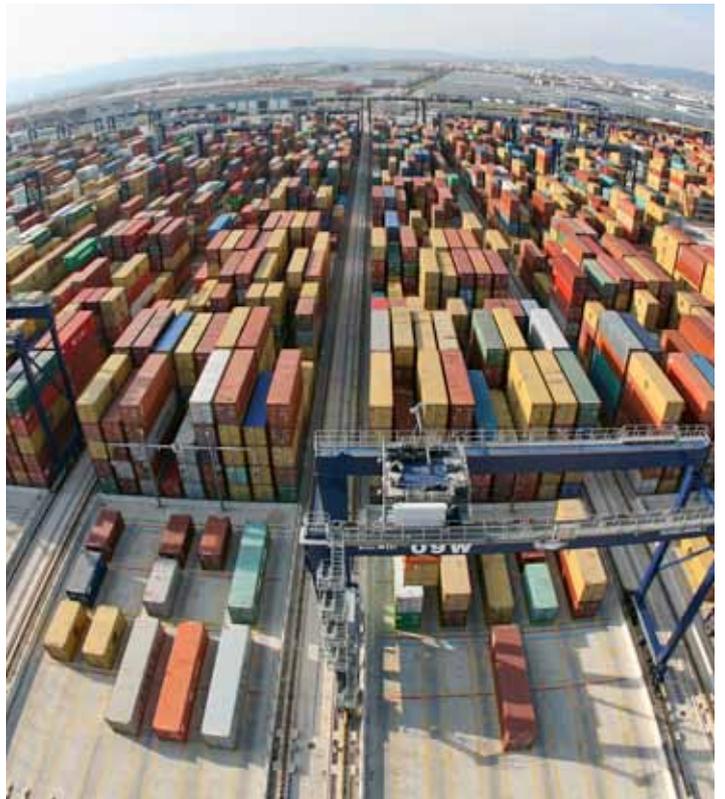
The HPH network of port operations comprises 319 berths in 52 ports, spanning 26 countries throughout Asia, the Middle East, Africa, Europe, the Americas and Australasia. In this series of articles we will look in each issue at a different HPH port operation from around the globe.

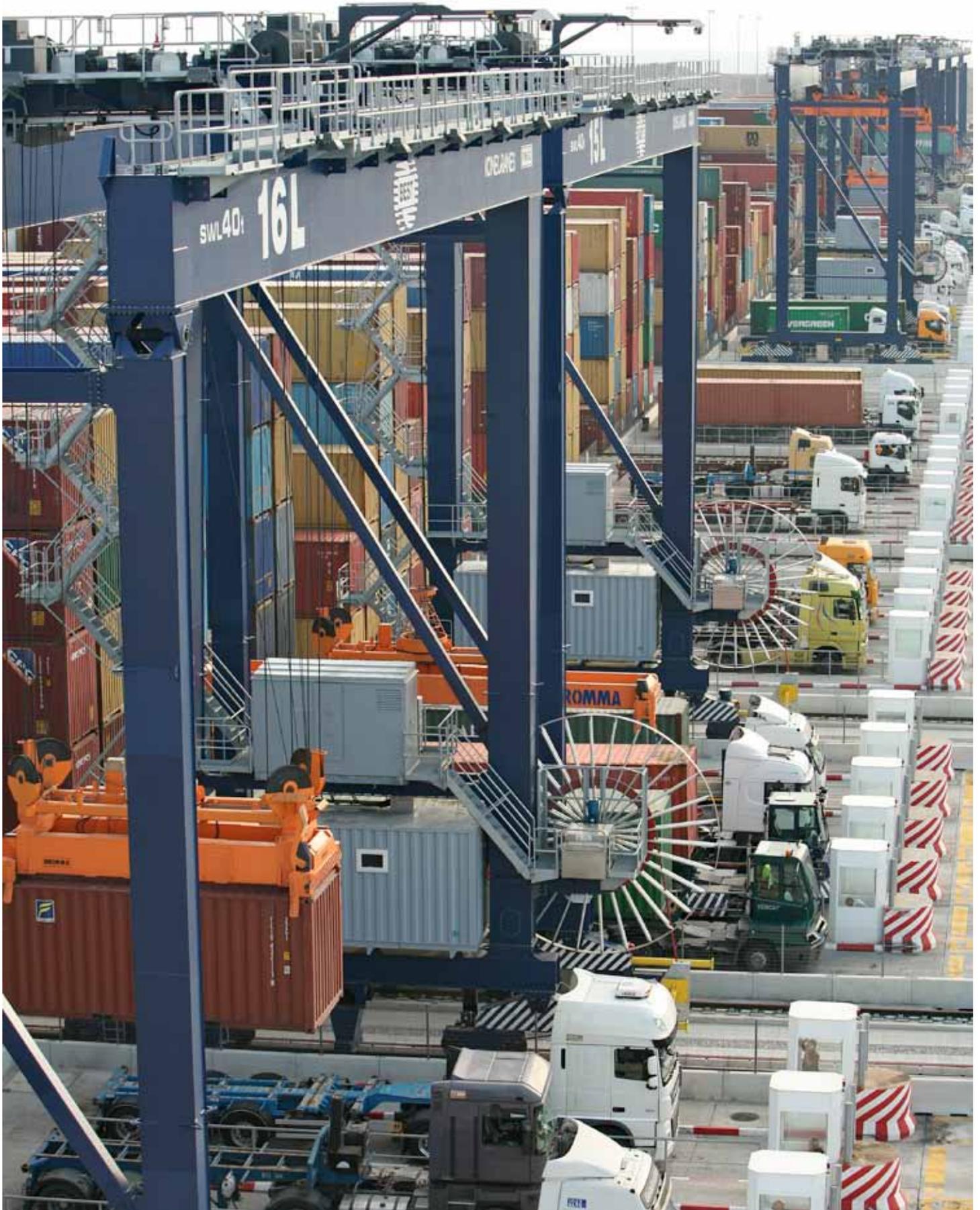
Barcelona Europe South Terminal (BEST) is one of the newer terminals in the HPH group and was the first semi-automated container terminal developed by the world's leading port investor, developer and operator. The concession to operate the terminal was awarded by the Port Authority of Barcelona to HPH in 2006 and the terminal formally inaugurated in a ceremony attended by the King of Spain in September 2012.

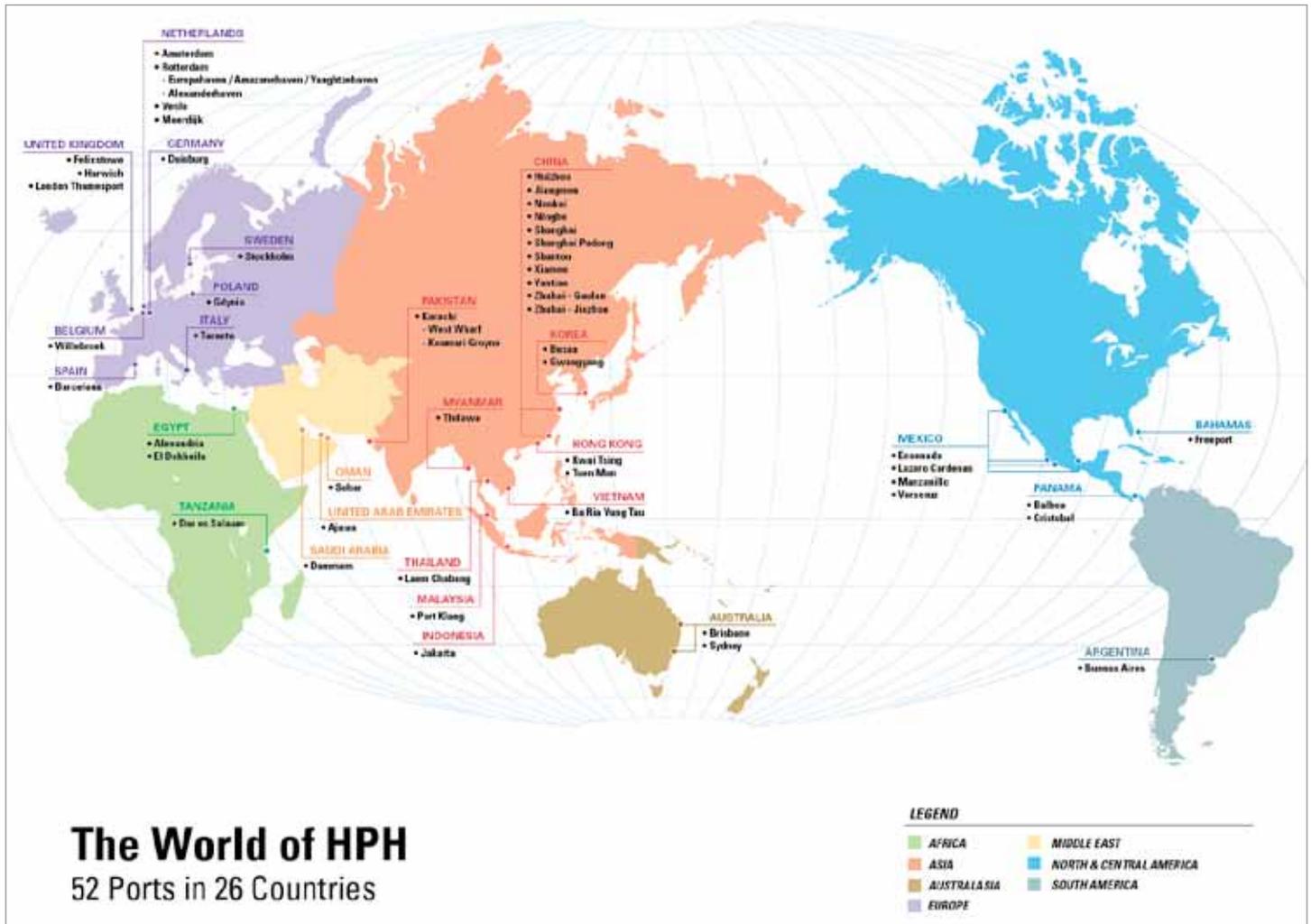
Today, BEST is one of the most modern and most efficient terminals in Southern Europe. It has eleven super post-Panamax quay cranes, 36 automatic stacking cranes (ASCs) and 26 shuttle carriers operating along a 1,000 metres berth with a draft of 16.5 metres.

Speaking about the development of the terminal, Guillermo Belcastro, General Manager of BEST, said:

"BEST is the newest and most modern semi-automated terminal in Spain and the only one in the Mediterranean to be equipped with 11 ship-to-shore gantry cranes large enough to handle the latest generation of mega-vessel. With the latest equipment, a state-of-the-art terminal and a dedicated workforce, we have demonstrated that we are not just BEST by name but also the best when it comes to offering shipping lines a quick turnaround for their vessels.







“We are immensely proud of the facilities we have and the way we apply the latest technology to container terminal operations. Given the strategic location we enjoy, BEST offers shipping lines and shippers and the most efficient way of accessing markets in Spain and Southern France.”

As well as the latest equipment, BEST employs some of the most advanced technological systems available anywhere. This has been made possible by the terminal operating system developed by HPH called nGen (Next Generation Terminal Management System). This management system, which complements the functional design of the terminal, makes it possible for BEST to deliver high productivity rates, even when servicing multiple mega-vessels simultaneously.

Since its official opening BEST has proven itself as one of the most productive terminals in the region. Rates in excess of 220 container moves per hour are achieved per vessel and an annual average per crane of over 40 moves per hour, gives it one of the highest rates of productivity in Europe.

The terminal also has one of the most modern entry/exit gate complexes in Europe to service the 2,500 trucks each day that deliver goods throughout the region. In addition to road haulage, BEST boasts an eight-track rail terminal with mixed gauge (Iberian and UIC), connecting it daily to many different destinations in Spain and Southern Europe.

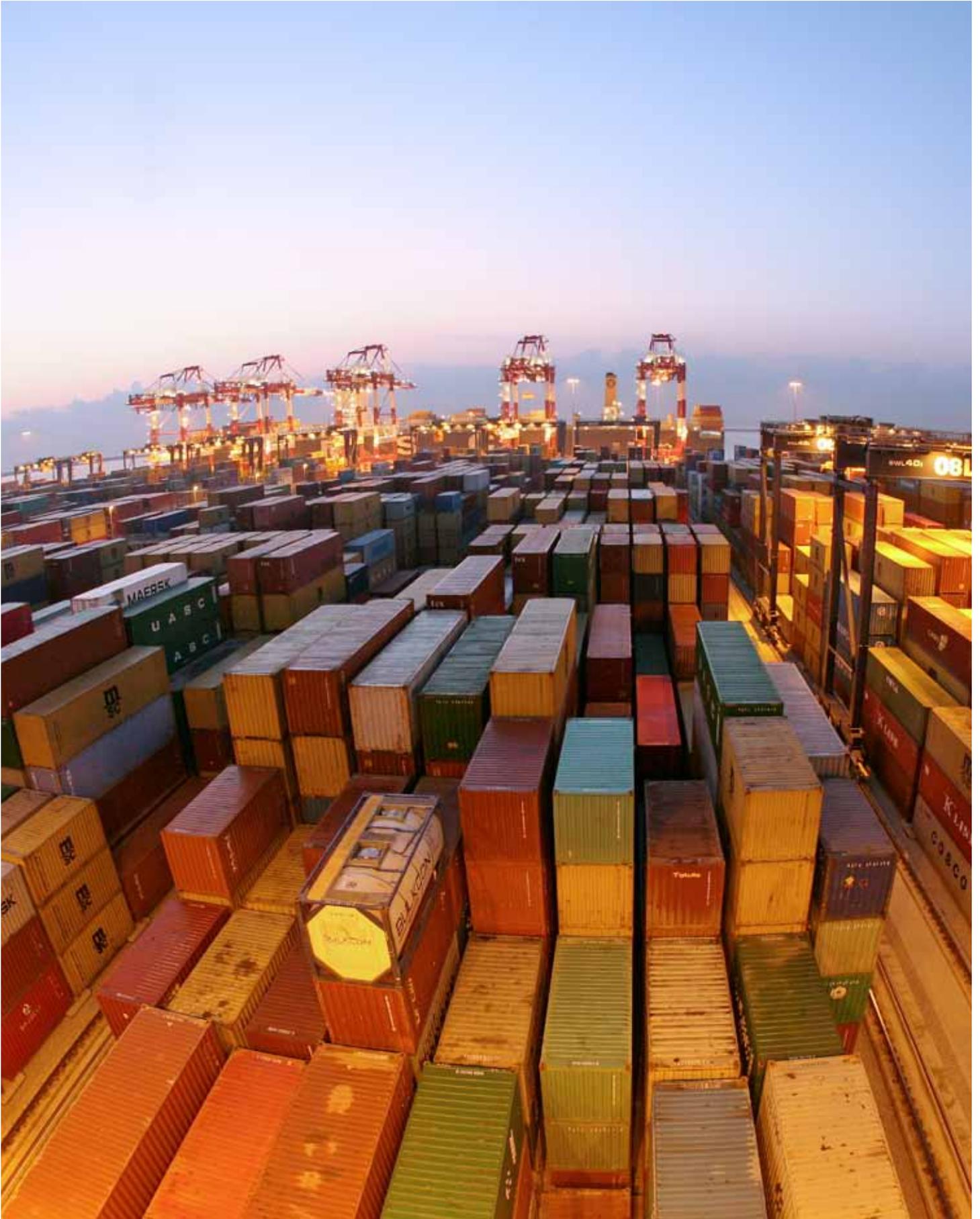
Although the facilities at BEST are all very new, the terminal is not standing still. The next phase of the terminal’s development is already underway and will increase the terminal area from 60 to 79 hectares. When it becomes fully

“We are immensely proud of the facilities we have and the way we apply the latest technology to container terminal operations.”

operational in mid-2015, the enlarged facility will have 48 ASCs with a 1,500 metres berth and a draft of 16.5 metres.

Located in Catalonia in North-Eastern Spain, the Port of Barcelona is at the centre of the country’s most important economic region. It has excellent road and railway connections with the main highway and railway network of Spain and the rest of Europe and a strong network of maritime connections with the closest ports. The development of these routes, along with Barcelona’s privileged and strategic location makes BEST the main gateway of entry of goods in the European market.

For more information on BEST please contact Jorge Moreno at jotge.moreno@best.com.es.



OPINION

BY ANDREW HARRISON,
Managing Director, London Stansted Airport

London Stansted Airport is one of four airports owned by Manchester Airports Group (M.A.G). Following our acquisition of Stansted in February 2013, we set our sights on competing with the major London airports. We have ambitious plans for Stansted, we want to create an airport that airlines and passengers enjoy using, as well as being an asset that the communities we serve can be proud of.

We have made good progress; Stansted now serves over 170 destinations and provides more scheduled routes into Europe than any other UK airport. It is this connectivity that continues to drive our rapid passenger growth, along with the strength of our thriving catchment area at the heart of the growing and increasingly successful Eastern region.

Although the worlds of air and sea ports are different there are obvious similarities. Firstly, like the Port of Felixstowe, Stansted plays a pivotal role in keeping the UK's trade moving. This is not just the 21 million passengers that travelled through the airport, but also the 230,000 tonnes of cargo that we processed over the last 12 months. Stansted is London's premier pure cargo airport, it is FedEx's main UK hub and supports several late London services for UPS, TNT and the UK's Royal Mail.

Secondly, both Felixstowe and Stansted are key enablers of economic growth and jobs in the Eastern Region, which is one of the strongest areas in the UK for the ports and logistics sector. We are aware of the importance of the airport for the national economy, but we also want to use our success to benefit the local community and regional businesses.

The next few months promise to be some of our most exciting since our acquisition, we will complete an £80 million project to transform our terminal and passenger facilities, deliver an £8 million upgrade to the Satellite One departures area, open a new Escape passenger lounge as well as launch a £500,000 education centre, aimed at inspiring a generation of young people to think about a career in transport or aviation.

Our focus going forward is to build on our success and continue to support the growth ambitions of the region by offering richer mix of destinations and improved frequency to key business hubs. We have spoken to over 100 companies about their travel needs and have listened to what they have said about the need for long haul connectivity from the airport. Our aim is to attract new airlines that will provide long-haul routes that the region demands and businesses value.

With London's runway capacity becoming increasingly sparse, a transformed Stansted will continue to be one of the fastest growing airports in the UK. It is ideally positioned with available capacity and world class infrastructure in place to support the UK's growth over the next decade. Personally, I am excited about not only seeing the airport fulfilling its long term potential, but the entire Eastern Region growing and attracting inward investment too. This will of course be fuelled by the ability to connect with the rest of the world by both air and sea.

// // This is not just the 21 million passengers that travelled through the airport, but also the 230,000 tonnes of cargo that we processed over the last 12 months."



PART OF M.A.G



GARY BRADFORD

MASTER (CAPTAIN) – SVITZER TOWAGE



- 2008: Promoted to Master – Svitzer Towage.
- 2002: Certificated to Master (Adsteam Towage)
- 1992: Promoted to Mate (Alexandra Towing – Howard Smith 1996), with responsibility to cover the captain's duties in his absence, including making sure the cook didn't burn the pies.
- 1984: Promoted to Deck Hand, promotion only happened when someone either retired, or died, (hence the term "dead man's shoes").
- 1979: Joined Alexander Towing Company as a Deck Boy/Cook. I can still remember that first day, going over to Harwich on the Sauria, taken ashore and shown where to get the stores for the day.

A DAY IN THE LIFE...

08:36

Relieve off-going crew, get updates on shipping in or out of Felixstowe needing tugs. Sign into tug computer and official log book.

09:00

Tea and bacon sandwich, talk through with the crew any drills that are required.

09:40

Complete paperwork – update on-board navigation charts with the weekly Notice to Mariners, file any other reports from the office.

12:00

Lunch – another sandwich.

13:00

If no bunkers or fresh water ordered, we go through and complete a couple of drills, using the H.M.S (Harmonised Management System) on the computer and a couple of safety drills that form part of the safety system regime which all crews need to complete over the course of the month; man overboard, abandon ship, fire, engine failure, loss of steering etc. Ensure all contractors have the right PPE (personal protection equipment) and have signed in.

Review the risk assessment for the job and inform Harwich Harbour Authority if we are out of service, nature of the work and for how long it will take to be operational, also let Felixstowe Dock Tower know that we may just need slow passing from other vessels.

16:00

Tea, then run-through of any problems that may have arisen whilst doing drills. Record details and recommendations into on-board computer.

16:30

Final check of emails from the office, hopefully we won't be called out during dinner. "Watch" handed over to No.1 boat; the next tug on the rota for the day. We then become No.2 tug, at 0300Hrs we become No.3 tug until 0800Hrs when the new crew working the next 24Hrs arrives.

ANYTIME

In the event that a ship needs towing, then all the above is placed on hold whilst we tow the ship in or out of Felixstowe.

Q Describe your role at Svitzer:

A I am a Captain with Svitzer, working usually onboard the tug Intrepid, but during the course of the week I can be on any one of the other four tugs we have in Felixstowe.

Q What is the biggest challenge of your job?

A To make sure that my crew does not run out of hours. If we are on radio watch, to ensure that the other three tugs attend to inbound or outbound ships at the correct time and place.

Q What is most satisfying about your role?

A On a day to day basis, I am my own boss.

Q What do you like best about working at Svitzer:

A I like that I am still working with the same men after 35 plus years.

Q Describe your best day at work:

A Hot weather, light winds, not my turn to cook.

Q Favourite film:

A Godfather Part II

Q Ideal dinner guest:

A Sir Les Patterson

Q First record bought:

A Tiger Feet - Mud

Q Last CD bought:

A Cure – Greatest Hits

Q Favourite book:

A Books by Lee Childs or Vince Flynn at the moment.

Q Favourite meal:

A Italian food or a good steak

Q Ideal holiday destination:

A Family holidays in the sun or USA bike tour

SHIP2SHORE & MYPORT FREE TO DOWNLOAD



Access the latest news, insights, vessel and container information on your mobile devices to keep up-to-date with the latest activity at the Port of Felixstowe, the Port of Britain.



Port of Felixstowe

