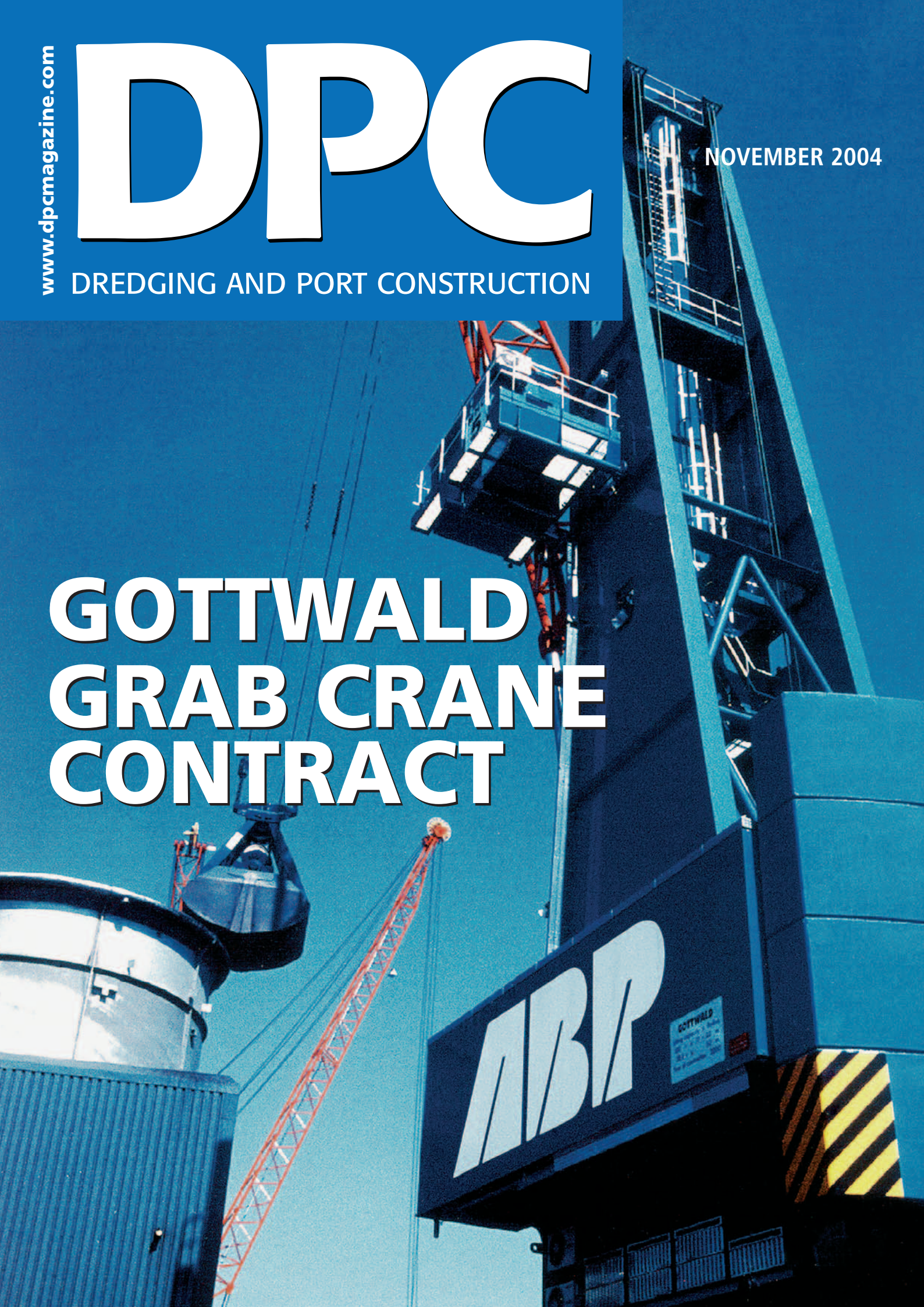


DPC

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DREDGING AND PORT CONSTRUCTION

GOTTWALD GRAB CRANE CONTRACT



The River Humber, located about halfway along Britain's east coast, will see £150M spent on a series of expansion projects over the next few years, writes DPC correspondent DAVID ROBINSON

Four of the five projects are being undertaken by Associated British Ports (ABP), the UK's biggest port operator and owner of Hull, Immingham, Grimsby and Goole on the river.

The fifth project, the *Humber Sea Terminal* ro-ro facility, is already operating and being further developed by the **Simon Group**.

ABP's port expansion focus has shifted firmly to the Humber following the UK government's rejection of its £600M *Dibden Bay* scheme on Southampton Water. Of the group's four riverside projects:

- ◆ Two are at Immingham, both of which have been approved and are moving ahead, and
- ◆ Two are located at Hull, of which the *Quay 2005* short-sea container terminal awaits government approval while the second project's still being evaluated.

UNDERWAY

Of the four, ABP's largest project is a £44.5M coal import terminal at Immingham – a single-berth extension to the existing *Humber International Terminal* (HIT). Its annual capacity will be 7.5M tonnes with the coal being supplied under three long-term contracts that ABP's concluded with **BHP Billiton, Drax Power and EDF Energy**.

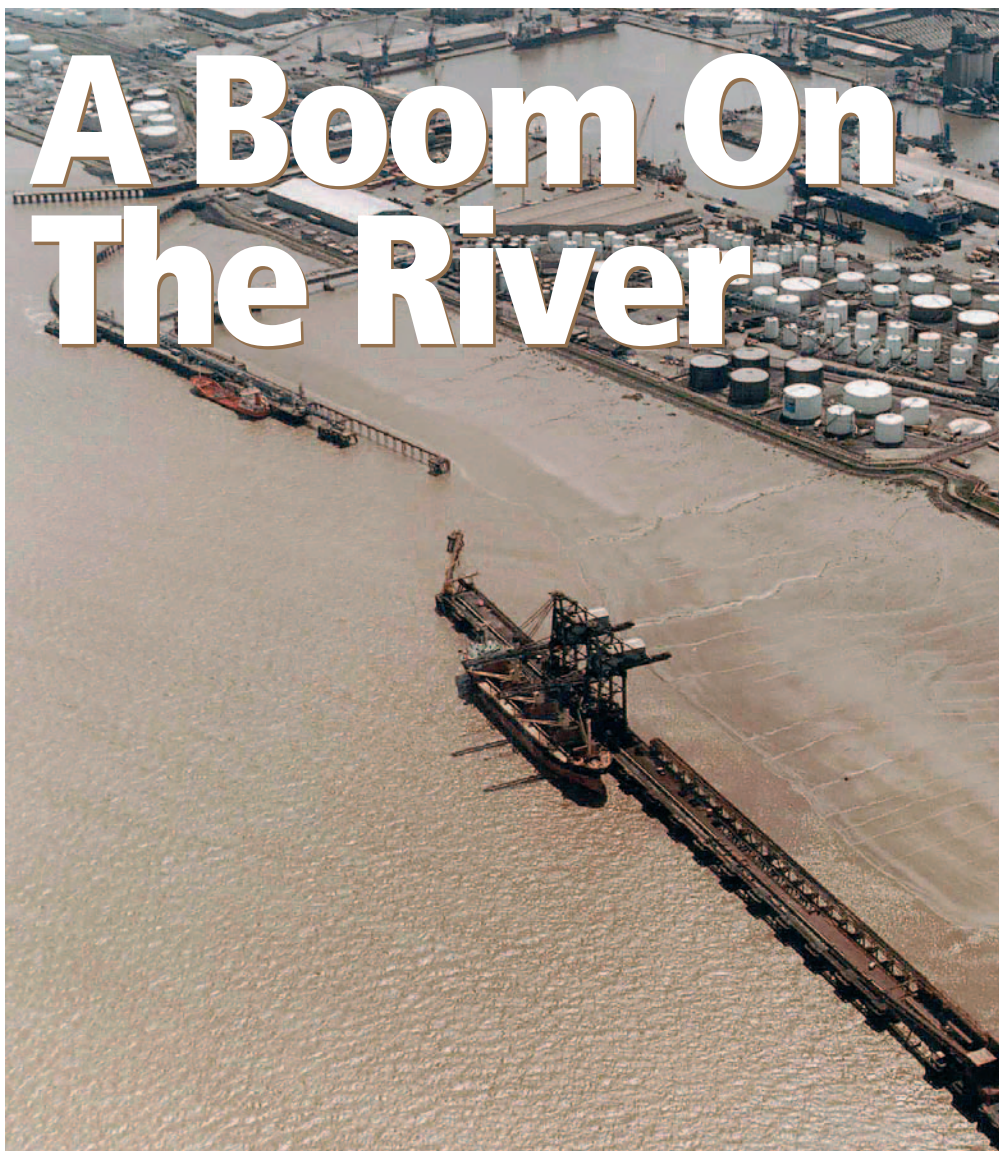
The terminal, which will be able to accommodate vessels up to 200,000dwt, is due to receive its first shipments by mid-2006 and construction's already underway. The move comes amid continuing strong demand for imported coal, which accounts for about one third of the UK's energy requirements – 52M tonnes were used for power generation in 2003.

"We're delighted to have reached agreements with some of the UK's major energy suppliers, enabling us to develop this new facility," said ABP CEO Bo Lerenius. "Our investment will alleviate the existing capacity shortage for imported coal."

That shortage has caused ABP to pay annual demurrage costs of around £2M...

ROLLING ON

In between HIT – which celebrated handling its 20-millionth tonne this June after four years' operation – and the river bank, a new £35M ro-ro terminal's being developed to handle the UK, Scandinavian and continental Europe services of **DFDS Tor Line**.



A Boom On The River

▲ Immingham at present, showing the area that will be dredged

Known as the *Immingham Outer Harbour Project* (IOHP), it's being developed under a 25-year contract between ABP and DFDS Tor Line, Immingham's largest customer. A Harbour Revision order was applied for in 2003 and approval came through in July. Of the £35M cost, ABP will invest £27.5M and DFDS the remainder in equipment and infrastructure.

The facility will provide three ro-ro berths for vessels up to 225m long, 35m wide and of 10m draft. Construction's underway as you read this and initially two berths will be developed – taking about 18 months to complete – that will offer sheltered, riverside moorings, plus the benefit of not having to transit the locks.

The IOHP will serve as an extension to DFDS' in-dock *Nordic Terminal*, adding 50 acres to provide trailer storage and other



▲ Artist's impression of how Immingham outer harbour will look

facilities. Once complete, DFDS' terminal will extend to 160 acres, six ro-ro berths and two lo-lo container and steel berths. The company handles about 35 sailing a week and over the past decade since the *Nordic Terminal* opened, cargo volumes have almost doubled.

It's growth that's led DFDS to build its *Flower* class ro-ro vessels, which will operate on the company's 'AngloBridge'



Gottwald Grab Crane Contract



The Düsseldorf-based manufacturer will supply two HSK 360 EG four-rope grab cranes to ABP's new Humber International Terminal

ABP experts travelled to the Chinese Port of Qinhuangdao, where HSK 360 cranes are used to handle iron ore, to assess their suitability for the Humber port.

Grimsby & Immingham port director Nick Palmer told DPC: "It's a vital investment in the future of the port's coal business and the two new cranes will make an important contribution."

"Our excellent experience with our existing nine Gottwald cranes has encouraged us to rely on the same technology for the terminal extension."

▲ HMK 280 EG mobile harbour cranes unloading coal at Humber International Terminal

Due for delivery in April and June 2005, the HSK 360 EGs are the biggest and most powerful HSK cranes ever built by Gottwald and have a lifting capacity of 50 tonnes at 40m. With handling rates of up to 1,500tph, the cranes will feed a conveyor system that will transport the coal to the stocking ground where a stacker-reclaimer will take over.

A delighted Giuseppe Di Lisa, Gottwald's sales director, commented: "We've gained an important reference order that will further strengthen our reputation as a provider of dedicated coal handling equipment."

More info at www.gottwald.com



▲ Berth 3 development at Simon's Humber terminal



and 'BritanniaBridge' services to Gothenburg and Esbjerg. Six ships are on order with three already named – *Magnolia*, *Petunia* and *Primula*. Each is 32,289grt, 1,998.8m long and 26.5m wide with a service speed of 23 knots. They have 3,831 lane metres of space, making them the largest freight ro-ros on North Sea routes – and they'll add nearly 40% capacity.

To Hull

...Where ABP's awaiting the go-ahead for the Quay 2005 short-sea container terminal – expected before the end of this year, though there was no decision as we went to press.

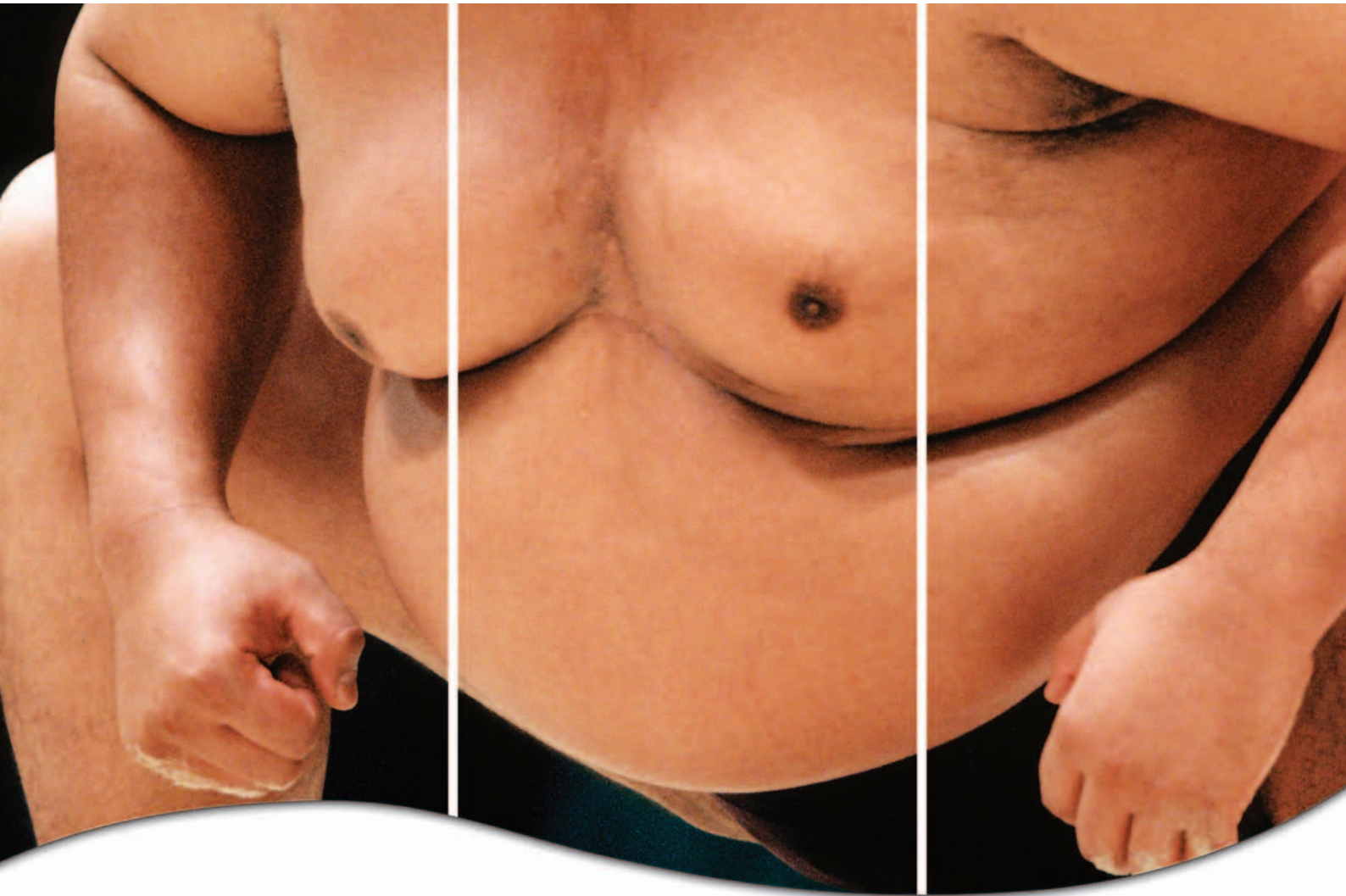
"The terminal will cost between £30M and £40M, depending on the final specification," project manager Mike

Stacey told DPC. "It involves transferring the present in-dock container terminal – which can accommodate vessels of up to about 400 TEUs – to a new riverside site."

That will allow ABP to handle the larger box ships now in service on intra-European routes, such as the new 809 TEU Geest North Sea Line vessels.

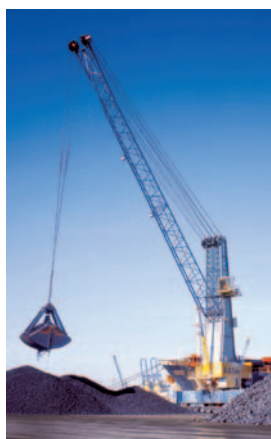
Once approval's given, construction will take between 18-24 months. Quay 2005 will have an area of about 10ha, of which 7.5ha will be reclaimed from the river to provide the new, 411m quay, giving up to three berths with 11.5m alongside depth and served by three gantry cranes. The terminal's annual throughput capacity will be about 250,000 boxes – "I say 'boxes' rather than TEUs," said Mike Stacey, "because we get several 45ft-high cube boxes in Hull."

"Moving the terminal to the riverside," he continued, "will open the option of expanding the in-dock *Finland Paper Terminal*, which is now very short of space as traffic volumes steadily increase. That said, however, there's no direct relationship between the container terminal and expanding the Finland terminal."



Up to 1,500 tonnes per hour

With over 850 cranes already sold, Gottwald Port Technology stands unchallenged as the heavy-weight champion in the field of state-of-the-art Mobile Harbour Cranes – which also makes us the most reliable weight-lifter in professional bulk handling. Gottwald's four-rope grab cranes are a force to be reckoned with when it comes to bulk handling. With capacities of up to 1,500 tonnes an hour, these gentle giants



move coal, ores, agribulk, gravel or scrap rapidly and cost-effectively. Bulk-handlers such as ABT, CBM, ABP Immingham, Port Autonome de Bordeaux and Port of Qinhuangdao make full use of these performance levels on a daily basis.

If you want to move more in professional bulk handling, it's time to make a move in our direction. Contact Gottwald Port Technology.

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