

Landguard Terminal

Container Operations

Landguard Terminal, the UK's first purpose built deepwater container port, provides a fast, modern, and efficient service for many of the Port's customers with shallower draught vessels, particularly those specialising in servicing South America, East /West Africa and Mediterranean /Black Sea trades.

The 554 metre quay length is equipped with four ship to shore gantry cranes and the ability to handle both conair and electric reefer containers. The latest post Panamax crane came on line in 1996. The terminal is equipped with 13 Paceco RTGs covering over 10,000 TEU of stacking capacity. Its empty container storage park has been expanded through delivery of new handlers increasing empty stacking height and also a 45 tonne reach-stacker to increase the area's handling flexibility.

The implementation of real time crane work programmes and park management systems have brought increased efficiencies to container park control and quayside productivity. These are being continuously developed and broadened.

Considerable plant refurbishment has taken place to ensure the quay cranes and the rubber-tired gantry cranes provide reliable enhanced performance.

Fully connected to the Port of Felixstowe's impressive ISD resource, a full real time inventory system (CHARTS) integrates with the community system (FCPS) and the Navis ship and yard planning system (SPARCS). Full EDI facilities are available for transmission of bay-plans and vessel files.

Conveniently situated adjacent to the terminal is the Port's Southern Rail Terminal. Engineering support is provid-

ed by a dedicated workshop, staffed by Port of Felixstowe employees. Landguard's total staff of around 250 men provide high levels of customer service, 364 days of the year, handling in excess of 450,000 TEU per annum, with additional capacity as new systems come on stream.

There are plans to reconfigure the southern part of the Port, including Landguard Terminal, the Dock Basin and numbers 1 and 2 Ro-Ro. A new state-of-the-art container terminal will be built with 1400 metres of quay and a depth alongside of 16m below chart datum. The redevelopment will increase the Ports capacity by 1.5 million TEU per annum.

