

APPENDIX 3 - FREIGHTLINER TERMINALS AT SOUTHAMPTON

Freightliner operates 2 terminals at Southampton:

Millbrook

This was the original terminal that opened in 1967 and this is a freehold site. There are 3 rail tracks, which are accessible by 2 overhead gantry cranes, built in 1967. The cranes are of a O-4-O configuration, spanning the 3 rail tracks (each track can accommodate 16 x 60ft wagons). There is no space for storage of containers at Millbrook terminal; containers are loaded to and from the wagons directly from the lorry trailers. Containers are transferred to and from the berth within the port by lorries using public highways.

Trains up to a maximum of 24 x 60ft wagons can be formed for departure from Millbrook terminal by shunting together 2 sections of the train. To form a longer train, shunting onto the main line would be required and Network Rail will not allow this due to the busy nature of the line with other services.

Maritime

The Maritime rail terminal is located within the dock boundary. The site handles Freightliner trains only at present, with the majority of containers moving to/from the deep-sea container berths primarily (but not exclusively) by straddle carriers operated by D.P. World Southampton (DPWS).

Significant amounts of shunting of containers from different parts of the port complex are also required to serve the terminal each day, which makes the site materially different from any UK Port rail facility. Some 30% of the terminal throughput moves are to non-berth sites elsewhere in Southampton, using lorries on both internal and public highway roads. The vast majority of these moves are to/from the Pentalver site, which is directly adjacent to the DBS Western Docks Terminal.

Freightliner opened the terminal in 1972 and it is a combination of freehold (owned by FL) and long leasehold (sites leased from ABP). It has 4 double-ended tracks, and 3 single ended tracks, where up to a maximum of between 17 and 21 x 60ft wagons can be loaded. These are accessible by 2 overhead gantry cranes, built in 2012. The total available capacity that can be accessed under the cranes is 136 x 60ft wagons or equivalent.

There is 1 further rail track that accommodates 12 x 60ft wagons, and this track together with track 7 is handled by use of a single reach-stacker.

There are 2 further sidings, which are not accessed by any lifting equipment and are solely used for wagon maintenance roads or pre-staging of work for the wagon maintenance shed.

The Maritime terminal contains a wagon maintenance facility where FL's national fleet of 1,925 wagons are maintained. This is a 24/6 facility with a constant throughput of wagons. 12-24 wagons per day are maintained at this facility.

At the west end of the terminal there is also a locomotive fuelling point that fuels 18 locomotives per day. Service checks and examinations of locomotives are also undertaken.

In 2012 Freightliner installed new cranes of 0-10-4 formation and crane rails at Maritime terminal. Together with the related significant ground works, this was at an investment of £9.5 million (details can be shared, with ORR if required). The cranes were built to a height that allowed straddle carriers to pass underneath and the site was redesigned to allow that to occur safely.

During 2014 Freightliner invested in a new reach-stacker at a value of approximately £2. This has a life expectancy of 8 years and is expected to be replaced in approximately 8. The reason for this investment was to increase lift capacity and improve service resilience

In addition, over the last 5 years £2 has been spent on maintaining and improving the roadways in the terminal. This is a continuing programme, with an average spend of £2 per annum.

Loading containers on to the trains

The straddle carriers do not place the containers directly onto the train but place the containers onto the roads underneath the crane or between roads 7 and 8. The terminal lifting equipment then places the containers onto the train.

This is in contrast to the DBS Western Docks Terminal and the Millbrook terminal where containers are loaded directly from the internal vehicles/lorries to the train using sideloaders/the crane. These sites therefore require one less action per container than the site at Maritime to load the train.

Due to space constraints under crane legs, the containers are stacked using chevron stacking. 20 teu (twenty foot equivalent) of container pre-staging can be achieved under cranes using this method of operation. This maximises straddle carrier operation and reduces the risk of collision between the straddles and containers. Parallel stacking operations has a number of draw-backs and disadvantages (see section on response to capacity report)

See Appendix 2 for Maritime terminal plans