

PORT  
of  
TYNE

50 YEARS  
MOVING  
FORWARD  
1968-2018

# CURRENT

YOUR QUARTERLY UPDATE FROM  
THE PORT OF TYNE

JANUARY 2018/ ISSUE 29

**STEEL TOWERS**  
SMULDERS PROJECTS, SERVING  
THE WORLD FROM THE TYNE

**08 IAMP**

The International Advanced Manufacturing Park planned for the North East

**10 FLYING HIGH**

Behind the scenes at the Ford Group, going strong after 107 years on Tyneside

**PLUS OTHER  
REGULAR FEATURES...**

What's Inside? / News round-up / Community matters





# WELCOME...

Welcome to the latest issue of Current, your stakeholder magazine.

In this issue we find out how the Belgian steel firm Smulders has created a thriving offshore construction facility on the banks of the Tyne.

Richard Ballantyne, Chief Executive of the British Ports Association, tells us how the UK ports industry continues to play a fundamentally important role in the country's economy.

Plans are gathering pace for the International Advanced Manufacturing Park near the A19.

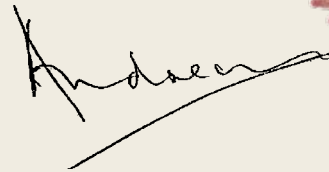
We hear more about the site's potential as a centre of significant national importance.

Geoff Ford, Chairman of the Ford Engineering Group - one of the Port's longest-serving commercial tenants - takes us behind the scenes at its cutting-edge aerospace division at Tyne Dock.

We find out about Maersk Training and its specialist centre serving the offshore sector which is located just a short distance from the Port near the River Tyne in North Shields.

We unveil our new website.

We also bring you the latest business and community news from the Port of Tyne, providing plenty to think about as we start the New Year.



**Andrew Moffat**  
Chief Executive Officer



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# FOUNDATIONS FOR GLOBAL INDUSTRY LAID ON THE TYNE

## THE PIONEERING WORK DONE AT SMULDERS PROJECTS UK ON NORTH TYNESIDE EQUIPS LEADING-EDGE SUSTAINABLE ENERGY.

For anyone curious about cutting-edge innovation in renewables, a visit to Smulders Projects UK's site on the banks of the Tyne reveals ground-breaking work being done in the name of sustainable energy.

Here at this 300,000m<sup>2</sup> site, which the Belgian steel firm took over in late 2016, more than 600 skilled specialists are working to fulfil major contracts for two leading-edge projects – Scotland's biggest windfarm Beatrice Offshore Wind Limited on the Moray Firth, and Vattenfall's European Offshore Wind Deployment Centre (EOWDC) off Aberdeen.

The plant is contracted to supply the Beatrice windfarm with turbine foundations, which will be sunk deep into the seabed to accommodate massive wind turbines at the farm off the coast of Caithness.

It is also assembling 11 pioneering suction bucket foundations for the EOWDC, which is believed to be one of the first UK offshore wind projects where suction buckets will be deployed on a large scale, paired with the world's most powerful turbines. The contracts illustrate the specialist skills at the Wallsend plant.

Here, skilled workers and huge floor space makes the construction of items like these possible.

Smulders Projects UK is part of an international group which also includes Smulders Projects Belgium (Hoboken, Belgium), Iemants (Arendonk, Belgium), Willems (Balen, Belgium), and Spomasz (Poland).

Smulders, which specialises in unique and challenging projects in the offshore wind, oil and gas sectors, has invested in lifting capacity at its Wallsend plant, including two gantry cranes which can each lift up to 600 tonnes. In addition, it has installed a large ring crane with a lifting capacity of 3,200 tonnes.

The production platform on the Tyne provides an excellent base close to the renewable and offshore market in the UK.

The Wallsend facility is constructing the lower part of jacket foundations each weighing 600 tons over 12 months and 560,000 man hours. The upper parts of the jackets will be brought in from Smulders Projects Belgium and attached to the lower section on the site using specialised cranes.

**"We are looking forward to a busy future."**

**Tom Coosemans**  
Smulders Projects UK

The project stands out for the number and scale of the jackets and for the timescale of the project, which demands that Smulders sites start on a new jacket, each taking 13 weeks to construct, every week. The jackets, which measure between 68m-81m high and weigh 1,000-1,150 tons, will form the basis of the one of the world's deepest-lying wind farms.

Tom Coosemans, General Manager of Smulders UK, says: "We have more than 600 people on site working on the Beatrice and the EOWDC projects, and 90% of our people at Wallsend are local. In fact, if only more people were available, 100% of the team would be local. This is a highly trained, highly skilled workforce, from a region which is very experienced in the oil and gas sector.

"The contract for the Beatrice was originally to build 28 jackets, but we now have an agreement to build quite a few more. The footprint of each jacket is about 25m x 25m, so you need a very big facility, which is what we have at Wallsend.

"Both projects are for jackets, but of different types. The Aberdeen contract is for tripod, three-legged jackets, while those for the Beatrice have four legs and pin pile connections, unlike Aberdeen, which have new suction bucket foundations.

Pin jackets go into the seabed in pre-drilled piles, but the buckets sink into the seabed and suck water out.

"This is specialised work and the future holds more serial production at Wallsend. Over the coming decades the market for wind energy will take a leap forward.

"Turbines are increasing in size and are placed further from shore in deeper waters. Other foundation forms will become necessary and Smulders is anticipating this by expanding capacity and facilities, whilst taking into account the changing quality requirements, the most up-to-date technological developments and new generations of foundations.

"That is why we are in the UK. We know the market will grow. Our facilities in Belgium are smaller because we don't have the space to grow them. With the growing demand in the UK combined with the expertise in oil and gas, the choice was easy for us to locate our UK operation on the Tyne.

"Our location close to the Port of Tyne provides open access to the sea. The Port also worked to get the National Grid to raise the electricity cables over the site by 5m, and we were very pleased about that.

"The North East region is also very highly skilled, which makes it the ideal hub for projects. We are looking forward to a very busy future here on the Tyne."

*Pictured right: Steel towers at Smulders UK on the Tyne*

**3,200**

TONNES - THE CAPACITY OF THE LARGE RING CRANE AT SMULDERS PROJECTS UK

**600**

THE NUMBER OF SKILLED WORKERS ENGAGED AT SMULDERS PROJECTS UK







# THE WORLD CHANGES, BUT PORTS REMAIN IMPORTANT

**IN THE YEAR THE BRITISH PORTS ASSOCIATION BRINGS ITS ANNUAL CONFERENCE TO TYNESIDE, WE ASK ITS CHIEF EXECUTIVE, RICHARD BALLANTYNE, TO CONSIDER THE CHALLENGES AND OPPORTUNITIES FACING THE UK'S PORT NETWORK.**

**THE BRITISH PORTS ASSOCIATION ANNUAL CONFERENCE 2018  
HOSTED BY  
THE PORT OF TYNE  
OCTOBER 10-11  
SAGE GATESHEAD**

Richard Ballantyne represents the British Ports Association (BPA) on a number of industry bodies and is a member of a range of Government stakeholder groups and European Committees. He has expertise in ports, transport and environment policy and wide experience of the UK legislative process. He sits on the European Sea Ports Organisation's Executive Committee, the Maritime UK Board and is also a Director of Port Skills and Safety.

## **What does the British Ports Association do?**

We represent the interests of our 100 full members and numerous associate members to the UK and devolved Governments, the EU and national and international bodies. Our membership comprises more than 350 UK port, terminal operators and harbour facilities, all of varying size, location and nature.

## **Who are your members?**

They represent a broad cross section of the UK port industry, covering every activity from large cargo handling and terminal operators to small leisure ports. Ports fall into three types of ownership - privatised, local authority, or trust. They are all self-financing commercial enterprises, free from systematic Government support or subsidy.

## **Why are ports important?**

This is an island nation, and the UK ports industry is fundamentally important to our economy.

95% of the UK's international trade is carried through UK ports, which also handle 25 million international passenger journeys each year. Ports are hubs of economic activity providing opportunities for employment and commerce. They have to invest large sums to cope with increasing demand, particularly in the roll on, roll off, container and offshore energy sectors. This investment is crucial if the UK economy is to remain competitive internationally.

## **Where do ports' greatest opportunities lie?**

Major growth areas include the cruise sector, which benefits from our unique network of UK ports. Another opportunity lies in the decommissioning of oil and gas installations in the North Sea, which are dismantled and brought ashore through ports. Meanwhile, the growth of offshore renewables is crucial to our ports, while post-Brexit deregulation will boost global networks with non-EU countries.

## **Where do ports' challenges lie?**

Brexit brings with it the issue of new customs arrangements with our closest trading partners in the EU. For Ro-Ro ports and lorry freight, the requirement to submit customs information to HMRC could lead to delays. Brexit may also bring new checks on food products, which could again cause backlogs. If the economy slows there may be a decline in port tonnage.

**"This is a steady and solid industry and ports are good at responding to change. Global sea trade is growing and, whatever happens with Brexit, we still need to import and export goods through our ports."**

## **Richard Ballantyne**

Chief Executive, the British Ports Association

For ports handling high value cargoes like cars, tariff increases will bring challenges. Away from Brexit, there is a growing creep of conditions on marine and land development. Many of these designations are put in place with good intention, but they can be very restrictive, and costly and time-consuming for ports to deal with.

## **How do you make the needs of ports heard?**

We have a complicated job in dealing with both the Government and the devolved administrations and our needs do not always grab public attention like, for instance, consumer-focused projects like HS2 or Heathrow. People are less aware of how ports impact on their daily lives.

## **How will the ports industry develop over the next decade?**

Changes such as the decline in coal and increase in renewables affects ports in terms of goods they handle.

But this is a steady and solid industry and ports are good at responding to change. While there is a decline in coal and some bulk loads, there is an enormous increase in unitised freight such as containers and particularly Ro-Ro. As, global sea trade is growing and whatever happens with Brexit, we still need to import and export goods through our ports.

## **What is the Port of Tyne's point of difference?**

It's a fascinating place - a microcosm of the whole industry. While many ports specialise in particular cargoes, such as Dover with ferries or Felixstowe with containers, for instance, the Port of Tyne does everything. It handles container traffic, it has a busy passenger terminal, it handles numerous cruise calls annually, it deals in bulks, wood pellet, and offshore supply. It's a fascinating operation and well known in our industry.

# INTERNATIONAL ADVANCED MANUFACTURING PARK HEADING FOR THE REGION

**THE INTERNATIONAL ADVANCED MANUFACTURING PARK (IAMP) IS THE BIGGEST THING FOR THE NORTH EAST'S MANUFACTURING INDUSTRY SINCE THE ARRIVAL OF NISSAN, AND THE PORT OF TYNE IS PERFECTLY PLACED TO BE ITS TENANTS' AND SUPPLIERS' PORT OF CHOICE.**

**£400M**

THE INVESTMENT IAMP  
WILL BRING TO THE REGION

**5,000**

THE NUMBER OF JOBS  
IAMP IS EXPECTED  
TO CREATE

Thanks to businesses like the Port of Tyne, Nissan and Hitachi, the North East has a reputation for putting itself on the global map. Now, plans to create a world-class hub for high-tech industries and advanced manufacturing, bringing with it more than £400m of investment, will further underpin that reputation and represent one of the most significant economic developments in the region for decades.

The International Advanced Manufacturing Park (IAMP) is a joint initiative between South Tyneside and Sunderland City councils.

Officially designated a Scheme of National Significance, the project, worth an estimated £400m, is planned for land to the north of Nissan Motor Manufacturing (UK) to the west of the A19. It will become an international location for advanced manufacturing and European-scale supply chain industries, providing sustainable employment and maximising links with Nissan and other high value automotive industries.

Covering 150 hectares, it will include around 350,000m<sup>2</sup> of commercial space alongside new infrastructure and services. Detailed analysis has proved the need for a large area of business space within the region and particular demands for supply chain companies close to Nissan. In addition, in recent years a number of large investment projects have had to be turned away due to a shortage of suitable sites in the area.

A core element of the City Deal for Sunderland and South Tyneside, the project will deliver more than 5,000 highly skilled jobs and attract more major international businesses to the region.

The Port of Tyne is perfectly placed to be the port of choice for manufacturers and suppliers to the IAMP, as it has supported Nissan and its supply chain for the past 30 years.

The Government has pledged £42m through the North East Local Enterprise Partnership (LEP) towards infrastructure at IAMP.

**"IAMP will have a major impact on our communities, creating thousands of jobs."**

**Councillor Iain Malcolm**  
Leader, South Tyneside Council

This includes new roads, bridges and environmental enhancements. The project will also see contributions from the two local authorities and Enterprise Zone income.

Subject to further permissions, work on the site should begin in 2018.

Councillor Iain Malcolm, Leader of South Tyneside Council said: "This is a hugely important project for the region. It's the largest manufacturing project to be developed in decades, which is why the Government has named it a Project of National Significance. That helps us to influence funding and gives us something to shout about internationally. It is fantastic to have the support of ministers."

The first occupiers should be on site in 2019 and the park should be operational in 2019-20. Talks are ongoing with a number of international companies interested in basing their interests at the site and there is ongoing work with schools, colleges and universities to ensure the area can meet workforce requirements.

Councillor Malcolm added: "IAMP will have a major impact on our communities, creating thousands of jobs."

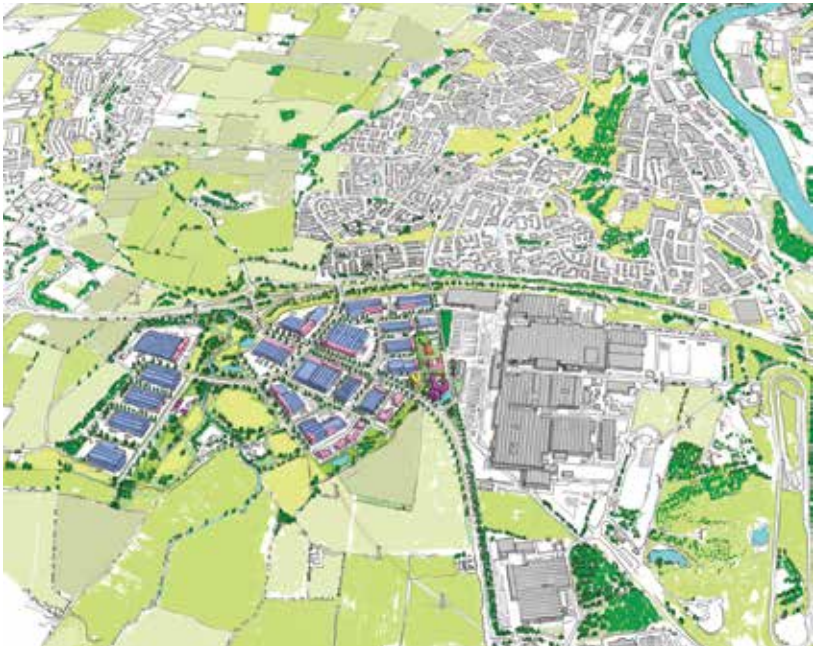
"New jobs will be in advanced manufacturing, automotive supply and knowledge-based industries. IAMP will play a key role in transforming the fortunes of this region, and the UK as a whole."

The IAMP's Joint Area Action Plan (AAP) was adopted by both councils in November 2017 and both councils have completed extensive consultation on the IAMP plans. The AAP sets out the broad planning framework and land use policies for the IAMP for the next 15 years and will now form part of both South Tyneside's and Sunderland's statutory Local Plans.

Councillor Harry Trueman, deputy leader of Sunderland City Council, said: "The IAMP offers a fantastic opportunity for this area's position as one of the UK's leading automotive and advanced manufacturing hubs to continue to grow, not only through this generation of businesses, but through future generations."

"The IAMP's industries and investment will boost the wealth of the North East region, thanks both to the high quality of the jobs it will attract and the number of jobs it will provide. It has the size, impact and ambition to be a game-changer for many decades to come."





*Pictured above: IAMP Masterplan illustrative sketch*







# THE FORD GROUP - FLYING THE FLAG FOR TYNESIDE

**WITH 107 YEARS OF SKILLED MANUFACTURING AND ENGINEERING TO ITS NAME, THE FORD GROUP IS A GREAT NORTH EAST SUCCESS STORY WHOSE WORK TRAVELS THE WORLD FROM ITS BASE AT THE PORT OF TYNE.**

More than 107 years since it was founded, the Ford Engineering Group is as firmly rooted in South Tyneside as it has ever been, while the specialist components made by its highly skilled staff travel the world.

One of the Port of Tyne's longest-established tenants, the group comprises two operating subsidiaries – Ford Aerospace at the Port of Tyne, where the group HQ is also based, and Ford Components at North Shields, which supplies pressed components to the automotive and power generation sectors.

The Port of Tyne-based Ford Aerospace provides precision machined components to the global aerospace industry, its customers including Airbus, BAE Systems, Leonardo Helicopters (formerly Westland), and Avio in Italy.

Aerospace now accounts for 60% of Ford's £11m turnover. It has established markets in Europe and the US, while China is a rapidly growing market, says group Chairman Geoff Ford MBE. "The Chinese see aerospace as a hub to hub system, rather like taking a bus. Soon, every Chinese city will have to have its own airport."

Ford Group's Tyne Dock operation is home to 80 staff working in engineering, manufacturing, quality assurance, administration, sales, HR, finance and IT. "We have been here since 1965 and have seen great change in recent years," says Geoff.

"This is a very innovative and imaginative place."

He is proud to keep the business founded by his grandfather in South Shields. "I'm from South Shields and incredibly proud of it. What people may not know locally is that we are making safety-critical components for helicopter gearboxes here. Lives really do depend on the work we do here and our employees understand the importance of what they are doing. We are proud of that and never satisfied that we do it well enough."

He describes the Port of Tyne as the firm's 'spiritual home'. "We have about 80 years to go on the lease, and I intend to be here to sign the renewal!" he says, 107 years after his grandfather founded Ford and Co on nearby Commercial Road. He began with a staff of three, including himself, and Geoff followed his grandfather and his father into the business in 1974, at the age of 30.

The company is privileged, he says, to be located in an area with a history of manufacturing and engineering excellence, and good connectivity. "We are incredibly well-connected here," says Geoff. "Our client Leonardo Helicopters is in Somerset, yet we see them every week. They fly up from Bristol and get the Metro here from the airport. They are amazed how quick the door-to-door journey is."

He is a great advocate for the region and the group is a founder member of the North East Automotive Alliance.

**"The opportunities in UK aerospace are probably the biggest they have ever been."**

**Geoff Ford**  
Chairman, the Ford Engineering Group

At two years old this is already the largest automotive cluster in the UK, which is an example, he says, "of what we in the region can do when we put our minds and hearts into something."

The Ford Group, which employs a further 70 personnel in North Shields, benefits, Geoff says, from being a family-owned and run SME. "Family businesses can be more paternalistic and we do look after our workforce," he says. "I would like to think we are a good company to work for."

In July 2013 the group launched its training academy, which since 2016 has been run by Gateshead College and is currently training 32 young people aged 16-24.

Their training will benefit engineering employers all over the region. "Of the 32 who started in September, 24 are from South Tyneside," says Geoff. "I'm very proud of that."

A natural optimist, Geoff says he is very aware of the importance of the business creating its own success. "The opportunities in UK aerospace are probably the biggest they have ever been. We have to take advantage of that."

"Of course there are challenges, notably Brexit, but whatever that throws at us, we have to overcome it. That will require ingenuity and creative thinking. We have survived this long and come through two world wars. We will be here for a very long time yet."

**107**

**THE NUMBER OF YEARS  
THE FORD GROUP HAS  
BEEN BASED IN  
SOUTH SHIELDS**

**£11M**

**FORD GROUP TURNOVER,  
60% OF IT GENERATED  
BY PORT OF TYNE-BASED  
FORD AEROSPACE**

# NORTH EAST EXPERTISE KEEPING THE WORLD SAFE

## MAERSK TRAINING BASED ON THE RIVER TYNE IS EXPORTING EXPERTISE WORLDWIDE.

You don't have to be an expert in logistics to know the name Maersk - the world's largest shipping company. But you may not be aware that the Danish giant, which also has a long history in the oil and gas sector, is a world leader in training for the oil and gas, wind and maritime industries, delivering internationally accredited training at centres worldwide, including one on North Tyneside.

The company's North Shields hub is the first training centre in the UK to be accredited by the Global Wind Organisation (GWO), and the only independent centre in the UK accredited to provide Siemens Level 2 and 3 Technical Training. Its facilities are at the leading edge of the latest technologies and include a bespoke hub rescue facility providing practical training for personnel required to access the hub and yaw sections of wind turbine generators.

The instructors here are experts picked directly from their industries and are regularly circulated back to work in order to maintain their skills. On any given day at North Shields, 30 to 50 delegates will be put through their paces in situations ranging from classroom training to crane operation to simulated survival and rescue in critical situations.

Facilities include fire fighting and maritime simulators, and training is offered in challenges as close to real working conditions as possible.

There is a range of offshore survival, management, safety, medical and people skills courses and Maersk Training works closely with industry in constantly developing to meet changing industry demands.

Maersk Training was founded after a gap between certification and competence was identified in a major accident in the North Sea. It has other training centres in Aberdeen, Chennai in India, Esbjerg and Svendborg in Denmark, Stavanger in Norway, Rio de Janeiro, Dubai and Singapore.

The North Tyneside centre specialises in training personnel at every level of expertise from the renewables sector and comprises five units including working at height and sea survival facilities.

Managing Director John Abate says: "The training business, which has been active for nearly 40 years, was founded following an investigation into an incident on an oil and gas asset which showed that personnel had a certificate, but not necessarily the competence to do their job. It is very easy for people to believe they just need a ticket to do a job.

"We manage a high standard of training, in addition to achieving an enhanced standard as to the reasons why you do A, B or C in any given situation.

"We are able to export our skills and expertise worldwide from our base here in the North East."

**John Abate**  
Managing Director, Maersk Training

40

THE NUMBER OF YEARS  
MAERSK TRAINING HAS  
BEEN ACTIVE

"We work hand in glove with accredited bodies to deliver high standards of training."

Over the last seven years, Maersk training has offered its services to external companies, and as a result it has expanded into the renewables sector. John says: "In renewables, the turbines are getting bigger and moving further offshore. Our experience in oil and gas shows in this area.

"We provide the most realistic simulated environments so that we can push delegates to the edge in a protected environment.

50

THE NUMBER OF TRAINEES  
AT MAERSK TRAINING'S  
NORTH SHIELDS  
FACILITY EACH DAY

"Our hub, for example, is a realistic environment with all its challenges in which we train in how to evacuate a casualty. We let off smoke and noise to put delegates into sensory overload and they have to remain focused to work as a team and safely propel the casualty to safety." As the oil and gas sector slows, training personnel from the renewables sector is a major growth area for the business. "The UK is leading standards of training and safety," says John. "We have an opportunity to export our skills and knowledge worldwide from our base here in the North East. We expect to be here for a very long time."







# TERRY GETS INTO THE SWING OF THINGS

**Terry Deary, one of the UK's biggest selling authors and best known as the writer of the Horrible Histories series, joined Port of Tyne apprentices on a visit to the iconic Swing Bridge in Newcastle.**

During the visit the apprentices and Terry were given a guided tour of the bridge mechanism led by Port engineers and a further account of the fascinating history of the bridge hosted by a Blue Badge Guide.



# PORT CONTINUES TO SUPPORT DURHAM CCC

**The Port of Tyne has helped Durham County Cricket Club to launch its 2018 Port-sponsored shirts for the Royal London One-Day Cup.**

Cricketers Mark Wood and Chris Rushworth officially launched the new kit at Riverside Quay, where both bowlers put the shirts through their paces for a promotional video.

The new shirt features a collared jersey made from lightweight polyester and incorporates the famous navy blue and yellow colourway that was prominent during Durham's Royal London One-Day Cup win in 2014.

*Pictured right: Durham players Chris Rushworth and Mark Wood unveil the new shirts at the Port of Tyne*





## POWERING AHEAD



**Lynemouth Power Limited (LPL) is making good progress in converting its power station in South East Northumberland from coal to biomass, and testing is underway at the Port to ensure the first wood pellet will head there by rail early in 2018.**

The Port has secured the agreement to handle, store and transport up to 1.8m tonnes of wood pellet every year once the conversion is complete. Commissioning of the Port system began in November with testing of the Port hoppers and the LPL conveyor.

The new Port storage facility at the Port for LPL represents an investment of around £38m by the Port in new infrastructure and extending Riverside Quay by 125 metres (20%). LPL is investing around £100m in the project, which centres on the storage and handling facility at the Port. This consists of three storage silos and a dedicated rail loading silo.

The project also includes almost 1,400 metres of enclosed conveyor system and two new rail-mounted eco-hoppers.

## DISTINGUISHED VISITOR



**The Port of Tyne hosted a visit of the Japanese Minister for Economic Affairs, Mr Shuichi Akamatsu, who was also visiting Nissan during a tour of the region.**

The visit prompted the perfect opportunity to strengthen Japanese business relations in the region.

The Port of Tyne provides import and export services to a number of Japanese businesses including: Nissan, NSA, Calsonic Kansei, Nifco, Nipon Yusen, MOL, Komatsu and Hitachi.

*Pictured above: The minister is welcomed to the Port of Tyne*

## WEBSITE LAUNCH

**The Port of Tyne's new and refreshed website is on its way.**

The updated site includes improved content structure and dropdown menus for mobile and desktop.

A host of smaller but impactful changes also improve the user experience throughout the site.

The site will be online soon at [www.portoftyne.co.uk](http://www.portoftyne.co.uk).



## TREASURY SECRETARY VISIT

**The Permanent Secretary to HM Treasury Sir Tom Scholar KCB visited the Port of Tyne to find out more about the Port's operations and its impact on the economy.**

He toured the Port estate and saw the new storage and handling facility for Lynemouth Power Limited.

The visit provided an opportunity for Sir Tom to consider some of the issues which currently affect the Port, including connectivity, and find out more about its plans for the future.

*Pictured below: Port of Tyne Chief Executive Andrew Moffat welcomes Sir Tom Scholar to the Port*







PORT  
*of*  
TYNE

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