



Aerial view of Port Botany

Port Botany in Sydney is Australia's second largest container port. It was of strategic importance for Hutchison Ports, who were looking to increase their presence on the East Coast, in order to become a viable option for shipping lines.

With a terminal already in Brisbane, Sydney was the next step in their presence, working towards future development.

A key element of this project focused on the fact that the neighbouring ports had seen instances of movement and settlement, so that crane rail system needed greater adjustment over the 30-year life expectancy. A clear example of this could be seen in the existing terminals rail structure which had been pushed out to the point of maximum adjustment at one end whilst the other end was at its minimum setting. Knowing that this new terminal site would be susceptible to the same risks, Gantrail worked during the design phase to factor a solution allowing for greater lateral adjustment.

END USER:
Sydney Ports Authority

OPERATOR:
Hutchinsons Terminals

CONTRACTOR:
Laing O'Rourke

KEY BENEFITS:

- Engagement with design teams allowed the project teams to keep focus and find solutions without affecting timescales or budget.
- Key personnel on-site in Australia and a dedicated support team in the UK led to the efficient sharing of information and project focus.
- The ability to locally source materials for the project minimised any time or cost impacts.

TENDER PROCESS

The project was put out to five contractors, all of whom had used Gantrail specifications to support their submissions. From the original list, Laing O'Rourke was finally awarded the contract. Having worked with Laing O'Rourke on projects previously, an established relationship was already in place and with the specification stating the use of 'Gantrail or equivalent' products, we started from an advantageous position.

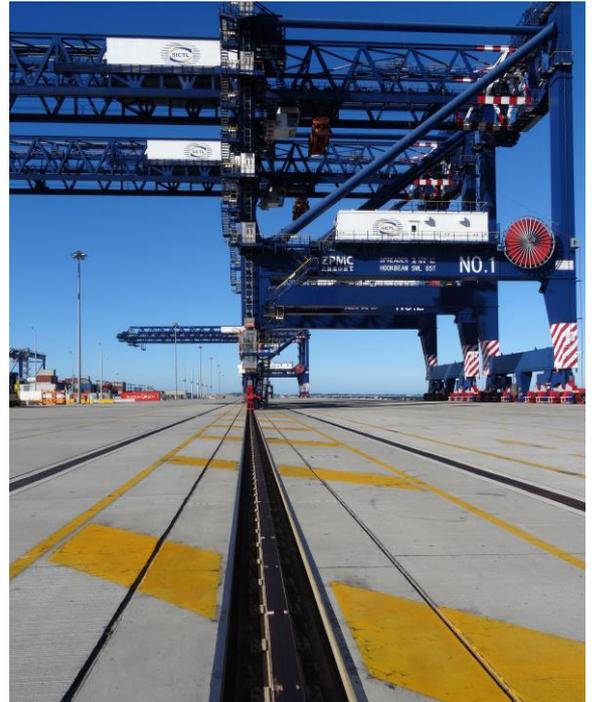
FOCUSING ON SOLUTIONS

Once the contract had been awarded our teams worked side by side with Laing O'Rourke to get the site survey conducted as quickly as possible. The results of the survey brought to light a range of notable challenges which needed to be addressed.

The key area for attention focused on the existing bolt pocket locations. It was discovered that some were missing completely, whilst many others were out of gauge, either within the pocket or between the two rails. The project teams worked together to investigate alternative options which could optimize the design. This required a combined working team of the client, Australian partners and our UK technical teams, to find a solution that accommodated the site, without compromise. Our UK team came up with an ideal design that fitted all the variants and allowed greater flexibility. This timely alternative allowed the project to be delivered successfully and on time.

INSTALLATION

The Gantrail team provided supervision for the construction and supply of all components, including 2 x 630m runs of crane rail. The rails were fixed with Gantrail 9220/20 adjustable clips, mounted on Gantrail Mark 7 pad, on a double soleplate and with Gantrail 1400 MP epoxy grout.



PARTNERSHIPS FOR SUCCESS...

Throughout the project, design was always carried out in consultation with all the teams. Crucial early planning and discussions prior to the project being formally awarded, ensured a quality design and direction for the client.

This project highlighted the importance of our Australian partners and with distance and time zones in play, the collaboration and excellent project management of all involved, allowed us to deliver above and beyond the original specification.

Gantrail - A world of crane rail expertise.

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