

The news that leaves you...

# Spelbound

from SPEL Products



September 2013  
Issue 1

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# Exporting

**SPEL are now a global leader in pollution control products and are exporting worldwide to meet the demand generated by countries putting in place tighter legislation to protect their environment.**

SPEL Products have been exporting globally for 40 years shipping SPEL fuel/oil separators and sewage treatment plants to over 30 countries.

SPEL Environmental of Sydney Australia is an agent for SPEL separators throughout Australia and New Zealand and the remainder of the global operations are handled from the UK.

As most countries adopt standards that relate to the European standards SPEL products are usually accepted as designed, manufactured and compliant to these British and European standards and yet consideration given for locally required specialist features.

SPEL pollution control products are a world-class in quality of product and performance. This is critical when exporting 10,000 miles away or more. With every SPEL product you have the following assurances:-

1. A 25 year warranty for the shell which gives you assurance and peace of mind.
2. Life expectancy of over 50 years reflecting the integrity of our processes and capabilities
3. All our production is designed in relation to the appropriate British & European Standards so products can be relied upon.
4. Testing of laminates and products is undertaken to substantiate and verify compliance with quality standards and performance eg. as required for separators to the European Standard BS EN 858.
5. SPEL are coming up for 50 years, so not 'here today and gone tomorrow'.
6. We use the latest 'state of art' computerised and robotic equipment for consistency and quality of product.

□ Vasilikos Power Station, Cyprus



This article illustrates some of the important projects SPEL have been involved in and the feedback we've received.

## The early days of exporting

During the 1980s a considerable number of small primary settlement tanks for sewage treatment and separators were exported to a number of countries.

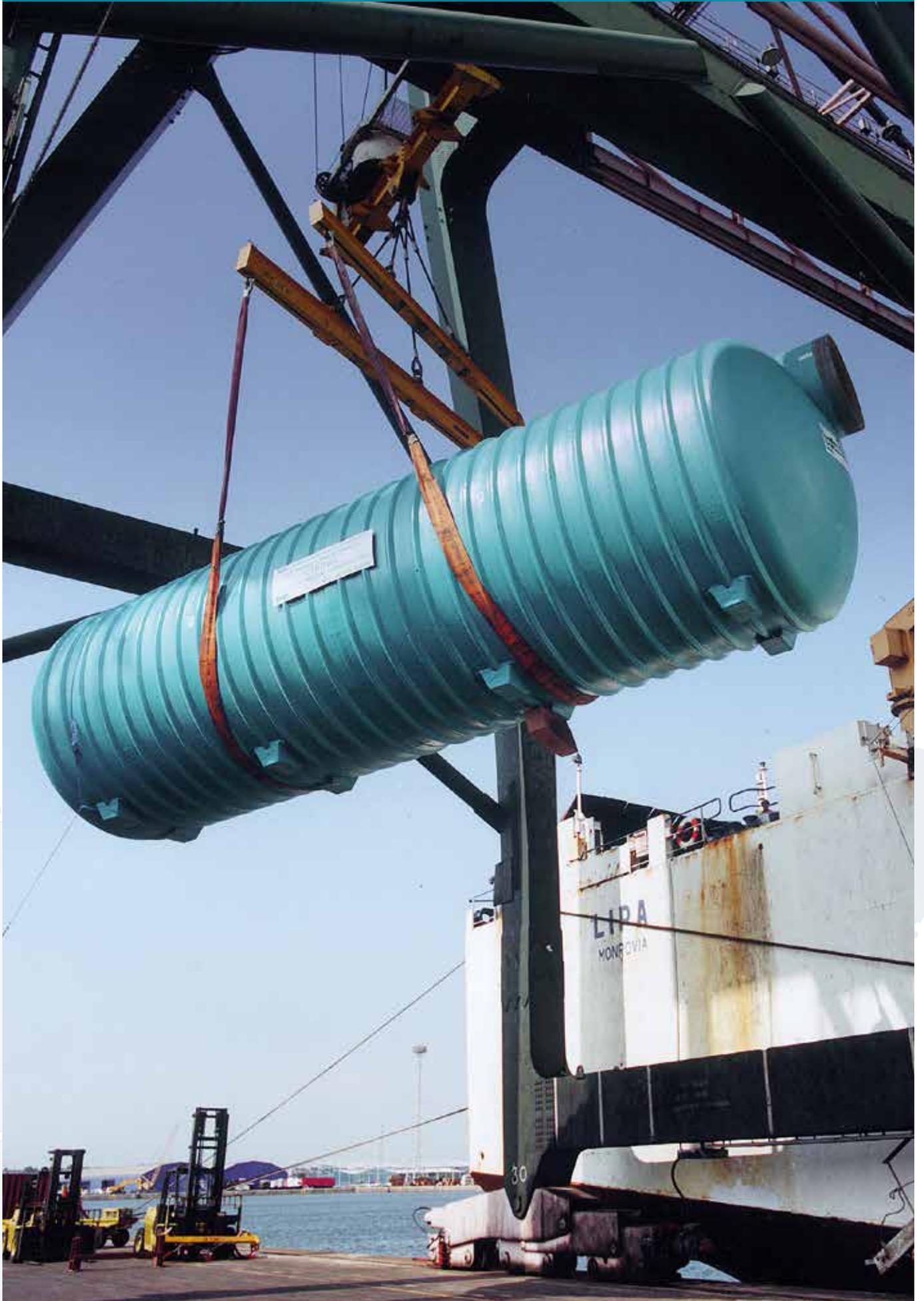
After the conflict in the Falkland Islands in 1982 the Mount Pleasant airfield was repaired and modernised. SPEL Products shipped out three SPEL Separators and ten SPEL Septic Tanks in kit form for local assembling so as to reduce freight costs.

SPEL Septic Tanks were also exported in kit form to Iraq (9 no. 3,900 litre capacity), to the Gilbert Islands in the central Pacific (2 no. 2,750 litre and 2 no. 4,550 litre).

Since those early days exports have grown substantially and particularly in the Middle East and Australasia. The following are examples of the contracts Spel have been specified for and completed.

### Export locations

UAE, Nigeria, Australia, Falkland Islands, Azerbaijan, Turkmenistan, Iraq, Saudi Arabia, Chile, Jersey, Guernsey, Cyprus, Angola, Gilbert Islands, Portugal, Venezuela, Romania, Aden, Ascension Islands, New Zealand, Barbados, South Africa, Belgium, Portugal, Indonesia, Turkey, Holland, Gibraltar, South Yemen, Eire, Kenya, Mauritius.



## Khalifa Port, Abu Dhabi, UAE

Khalifa Port, the flagship state of the art gateway to Abu Dhabi, was officially inaugurated on December 12, 2012. It is now handling all of Abu Dhabi's container traffic following the 100% TEU traffic transition from Mina Zayed in late 2012. Khalifa Port has the first semi-automated container terminal in the region, the only one for 5000 kilometres.

With the commencement of commercial operations at Khalifa Port's unique semi-automated container terminal, on September 1st, 2012, Abu Dhabi has seen record cargo traffic. Designed with a 16 metres draft and a four kilometres quay wall, Khalifa Port features the latest technology and is capable of accommodating the largest container ships.

Through phased development the port is designed to grow to a capacity of 15 million TEU's container traffic and 35 million tons of general cargo by 2030. The offshore Port has been constructed on a reclaimed Port Island with an offshore area extending over 2.7 square kilometres and the Container Terminal situated more than four kilometres out to sea. This is to help protect the Ras Ghanada coral reef, adjacent to the onshore port areas. ADPC spent AED 880 Million (USD 240 million) building the 8 kilometre-long Environmental Protection Breakwater that helps protect the marine life and coral reef.



**SPEL Products provided:**  
76 no SPEL Stormceptor® Class 1  
by-pass separators NSB10 - NSB520.



**SPEL Products provided:** SPEL Puraceptor®  
Class 1 full retention separator NS150.

## Hambantota International Airport

Mattala Rajapaksa International Airport (MRIA) (also known as the Hambantota International Airport) is an international airport serving the city of Hambantota in southeast Sri Lanka.

It is named after the Rajapaksa family and is the newest and most developing airport in Sri Lanka.

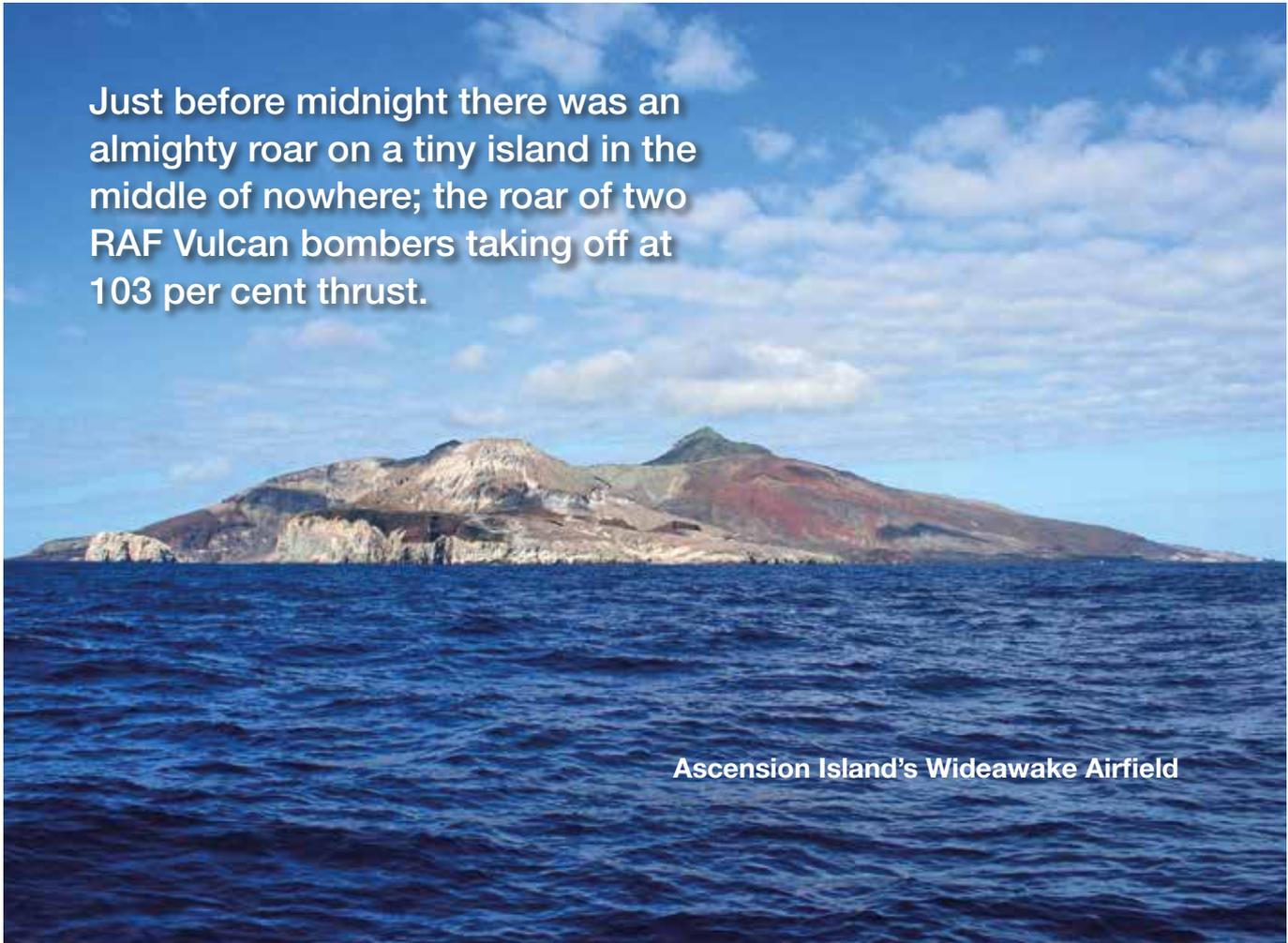
The airport is estimated to cost US \$210 million and, by the end of construction, will cover 2,000 hectares. It is being built to be compatible with the latest Airbus A380 aircraft and has been designed according to recommendations of the International Civil Aviation Organization.

The airport is designed to facilitate for over 800 foreign passengers at peak hours and several local passengers per every 1000 km<sup>2</sup> inside the buildings. It will be made to support air-sea cargo trans-shipment in conjunction with the nearby Hambantota Port, which is about 15 miles away, and would act as an alternative to the Bandaranaike International Airport from the date of its completion.

The Chinese government is providing financial assistance for the project. The airport is being constructed by the China Harbour Engineering Company and that is their first airport construction project ever taken.

The airport was declared open by the President of Sri Lanka, Mahinda Rajapaksa, on 18 March 2013 and commenced operations with the landing of a SriLankan Airlines special Airbus A340 flight named 'City of Magam Ruhunupura' with the President on board.

Just before midnight there was an almighty roar on a tiny island in the middle of nowhere; the roar of two RAF Vulcan bombers taking off at 103 per cent thrust.



Ascension Island's Wideawake Airfield



That was 30th April 1982. The Vulcan was designed to drop nuclear bombs on Eastern Europe and had been destined for the scrap heap but became essential in the Falkland Islands war to drop conventional 1,000lb bombs on targets including the Mount Pleasant airfield used by the Argentines.

Wideawake airfield was used by the flight refuelling Victor tanker aircraft and Nimrod reconnaissance aircraft during the campaign.

Troops from the Canberra troop ship trained there en route to the Falklands and in the words of the marines 'Ascension was a bonus as it was the real thing in terrain in contrast to the flat decks where there are no hills'.

Recent works carried out to upgrade the drainage network, fuel storage facilities and runway parking/preparation area included two SPEL Puraceptor Class1 NS 100 separators. These were supplied to cater for fuel spillages, pollutants from wash down operations and, in a worst case scenario, a tanker leaking 24,000 litres of fuel.

Two further SPEL Stormceptor NSB 160 by-pass separators were designed to work in parallel to avoid the use of one large unit. This was to save transportation costs and to minimise the depth of dig for installation due to the islands strata.

With the recent construction works Ascension remains a valuable staging post in the vast Atlantic Ocean.

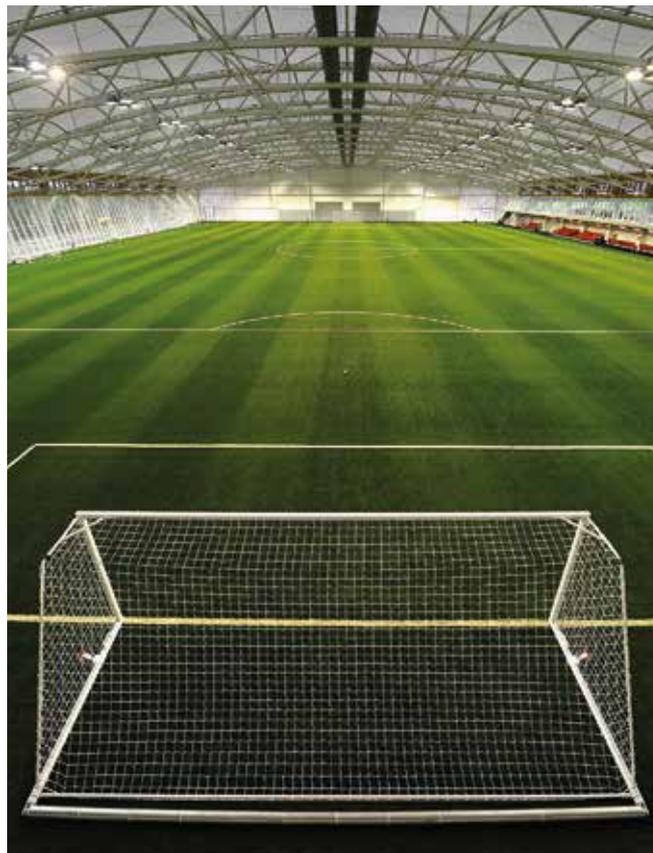
# Our products in practice

## National Football Centre, Burton-on-Trent

The FA's National Football Centre, St Georges Park, set in 330 acres of beautifully landscaped park land, the centre is the training base for the 24 England teams and will provide a platform for the communication of The Future Game Philosophy, which outlines a vision for the development of English football.

"Everything is the best; there is the best equipment, the best facilities, the best medical facilities, the best food and hotels. Every one of the pitches is of the highest quality of anywhere in the world" (Sir Bobby Charlton CBE).

The Future Game will be brought to life in the football centre which includes a full-sized indoor third generation football pitch equipped with a viewing gallery for up to 200 people, a 60mx40m multipurpose indoor sports hall, 11 full size outdoor pitches and one elite DESSO training pitch which is an exact replica of Wembley, this world class facility is available for use by national and international football clubs, as well as other sports and business organisations to drive excellence in performance.



**SPEL Products provided:** Two SPEL RainSave® rainwater harvesting systems for irrigating the vast external training grounds and pitches. SPEL 'H' Series Package Pumping Station (60,000 litre). SPEL 15,850 litre swimming pool backwash tank and pumps.

## London Array

### The world's largest offshore wind farm.

This is the world's first industrial-sized offshore wind farm capable of generating up to 630 megawatts (MW) of power which is on a level with many conventional power stations.

The location, in the Outer Thames estuary, was chosen for high winds, a range of workable water depths, ground conditions, nearby ports to enable construction, operation, and maintenance, a readily accessible high-voltage network connection and the fact that the local electricity demand is the U.K.'s highest.

The offshore turbines connect to the onshore Cleve Hill substation via undersea cables and then the electricity is fed directly into the existing 400 kV National Grid transmission network.



**SPEL Products provided:** SPEL Tankstor® 250,000 litre transformer oil dump tank with SPEL DrainGuard system to remove bund collected rainwater. SPEL Puraceptor® Class 1 (two chamber) separator (NGC specification).

## SPEL Products give £500 to the Midlands Air Ambulance to support their excellent work

The Midlands Air Ambulance is the only charity responsible for funding and operating three air ambulances serving the communities of Gloucestershire, Herefordshire, Shropshire, Staffordshire, Worcestershire and the West Midlands. This constitutes the largest air ambulance operating region in the UK.

Since 1991, the charity has responded to more than 38,000 missions averaging 3,000 per year or nearly ten each day, making it one of the longest established and busiest air ambulance organisations in the UK.

The charity's three aircraft each carry a crew comprising pilot, two paramedics or flight doctors plus full life-support medical equipment. Operating from strategically located regional air bases, the maximum flying time to hospital from anywhere in the region is less than 15 minutes.

What is not widely known is that Midlands Air Ambulance receives no Government or National Lottery funding. In excess of £6 million is needed each year to keep its three Air Ambulances operational which is donated entirely by the public and local businesses, with four in ten of those we help funded by gifts in wills.

If a patient reaches hospital within 60 minutes of injury (referred to as the 'Golden Hour') their chances of survival are dramatically increased. That is why the rapid response of the Midlands Air Ambulance is so vital in an emergency situation.

The charity is fortunate to count on tremendous public support and good will, but never takes this for granted. Winning and keeping hearts and minds is an essential and constant challenge. That is why it regards the real 'helicopter heroes' as not only the flight and medic crews, but those often unsung ground heroes, its fundraisers.

□ The West Midlands Air Ambulance in action



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