

## Scott Wilson Launches Global Newsletter

It gives me great pleasure to introduce this first issue of ScottWorld, Scott Wilson's new worldwide staff newsletter. Published quarterly like its regional predecessors (SWK Today, InSite and Out of Africa), ScottWorld will, we hope, give all Scott Wilson staff a global understanding of who we are, where we operate and what we do. ScottWorld's primary focus will be on Scott Wilson people – your Directors and staff, their input into projects; their significant achievements and innovations in technical fields; where staff are being sent; new offices being opened and new companies being formed and the people involved. Thus I would encourage you to send in articles, photos and other material (see back page) if you feel that they may be of interest to staff worldwide – remember that this is your newsletter. Thank you to all those who contributed to this inaugural edition. I hope that all of us can continue to gain a clearer perspective of the people and projects that make up Scott Wilson worldwide. ➤

*John Voysey, Chairman of the International Human Resources Group*

## Winners of the Name Competition

We are pleased to announce that our own staff created the name for this new quarterly staff newsletter. The naming of this publication was opened up to staff competition in late 1996, shortly after the International Directors accepted the recommendation of the International Human Resources Group (IHRG) to proceed with one worldwide newsletter for all staff.

Over 100 suggestions were made by staff worldwide, and the IHRG concluded in January 1997 that the most popular name, nominated by four different people in the group, was "ScottWorld". The winners include Keith Fraser

in the Botswana office and Peter Lumley in the Basingstoke office. These lucky chaps are thanked for their brilliant inspiration and each has been awarded US\$50 for his effort.

It should be added that two directors also hit upon the winning name – Ron Rakusen in Hong Kong and Basingstoke-based Steve Brundle. They have been given a good pat on the back, and have been asked to relinquish any rights to the cash awards!

For all of you who came forward with creative suggestions – and there were some great ones – thank you for your participation in the competition. ➤

## Making Our Mark: Scott Wilson's New Image

Perhaps the biggest news affecting Scott Wilson's worldwide operations is the recent introduction of the group's new image. The launch is now over a month old, and offices throughout five continents boast new signage showing a shortened name and a bold new mark for the worldwide Scott Wilson consultancy group.

All staff should have received a booklet entitled "A step into the future". Scott Wilson's little red book describes the evolving direction of the company and its enhanced capabilities, why the group will be known worldwide as Scott Wilson, and how the new mark, or logo, was developed.

The mark represents a unifying identity for all staff worldwide. As Richard Denton-Cox, the Chairman of the International Marketing and Business Development Group (IMBDG), stated it "is one more step in the progress towards a global Scott Wilson operation that will reflect our traditional skills together with our new capabilities in the built and natural environments".

It was at the Cape Town Directors' Conference in late 1995 that the need to review our image was identified. The IMBDG, after evaluating proposals from several image consultants, selected Pentagram, a specialist consultant which

has designed identities for Arthur Andersen & Co, Asea Brown Boveri, Lloyds of London, Reuters and others.

Many of us are grateful that Pentagram agreed with what many staff have known for a long time – the full name was simply too long and difficult to say smoothly! Pentagram recommended

that we shorten our name to Scott Wilson and develop a clear graphic statement to accompany it. They did like the colour we used in our old "logo" – the red helps distinguish us from our competitors. (Quickly, how many key competitors can you name who use blue in their

names or logos?!) These recommendations were accepted by the IMBDG and subsequently endorsed by Scott Wilson's International Board. Pentagram then crafted the mark which you see on signs and letterhead today. Its distinctive simplicity gives the company a positive, forward looking image which we hope will be easily recognised.

The launch is now part of Scott Wilson history, and we are presently faced with the details of implementation. Pentagram's Style Guide is being released to offices as controlled copies to help us incorporate the mark into our printed materials in a manner which is consistent worldwide. ➤

## Top Honours to Ron Rakusen

On 14 June 1997 Ron Rakusen, Chairman of Scott Wilson (Hong Kong), was made an Officer of the Most Excellent Order of the British Empire (OBE) on the Queen's Birthday Honours list for services in civil engineering. This esteemed award recognises Ron's outstanding professional achievements and Scott Wilson's contribution to the Hong Kong community. Congratulations, Ron! ➤

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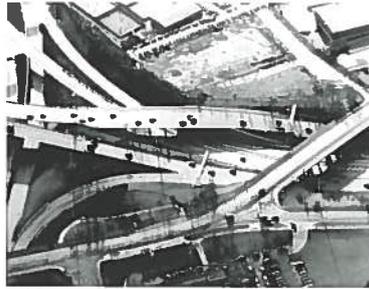

 ScottWorld



## Glasgow Prepares Tender for M8 Upgrading

by Alan Frew

A tender is being prepared by Scott Wilson (Glasgow) for Scotland's next motorway project, which involves the US\$195 million upgrading of the A8/M8 between Baillieston (Junction 8) and Shorts (Junction 5). This project is being procured as a Design-Build-Operate-Finance (DBFO) project and Scott Wilson is acting as lead consultant to the Border Highways consortium. The consortium includes Balfour Beatty and Kvaerner as the main contractors. Scott Wilson has engaged Scott Wilson Railways (Scotland) – formerly Scott Wilson IDG – to assist.



M8 Motorway

The project involves two separate design approaches: the first mainly off-line new build and the second on-line widening. The off-line works involve 11.5km of dual three lane motorway with 10.2km of parallel dual two lane collector-distributor roads and associated side roads. These works involve 22 structures, which include railway bridges and interchanges. The on-line widening section involves squeezing a dual, three lane motorway into the existing dual two lane M8 Motorway corridor. However, as no additional land is available for this widening and in view of the minimal land-take of the original motorway project, things, as can be imagined, are very tight! ➤

## Kalahari Desert Road

by Howard Shelmerdine

Scott Wilson (Botswana) has recently been appointed by the Roads Department of the Ministry of Works, Transport and Communications for the design review and supervision of construction of a 75km section of a road in the Central District of Botswana. The road is located within an area of the Kalahari Desert where insitu sands predominate and suitable road construction materials are extremely scarce.

The project team was sourced through local, regional and international cooperation involving an association with a local company in Botswana, Phil Simpson and Ken Geel of Scott Wilson (Zimbabwe) and the proposed Resident Engineer, a staff member of Scott Wilson (India). The Project Director is Howard Shelmerdine who has been resident in Botswana for the past 18 years. ➤

## Route 3 and Lantau Link opened

by Bronwyn Alexander

In recent months Hong Kong has seen an extraordinary celebration of civil engineering achievement related to projects within the Airport Core Programme (ACP). The celebration reached its high point on 27 April 1997 with the official opening of Route 3 and the Lantau Link by Baroness Thatcher to whom both Project Director, Martin Kwong, and Scott Wilson (Hong Kong) Chairman, Ron Rakusen, were introduced. There have also been marathons, fun runs and a charity walk on the roads and bridges for 80,000 people, all actively participated in by Scott Wilson staff. Of course the events added to the complexity of completing the works in time for the opening of the roads to the public in the last week of May 1997!

There is no better time to take stock of what has been achieved on our projects, which have been managed by Associate Tony Johnston. Beginning with the advance earthworks, Chief Resident Engineer (CRE) Doug Miller and his team removed 10 million m<sup>3</sup> of rock, and provided access to the future west portal of the Cheung Ching Tunnel. Under Vic Turner, these 1.7km tunnels – the first three lane tunnels in Hong Kong – were cut with comparative ease through Tsing Yi to the east coast of the island. Two sophisticated E & M contracts ran in parallel with the civil works.

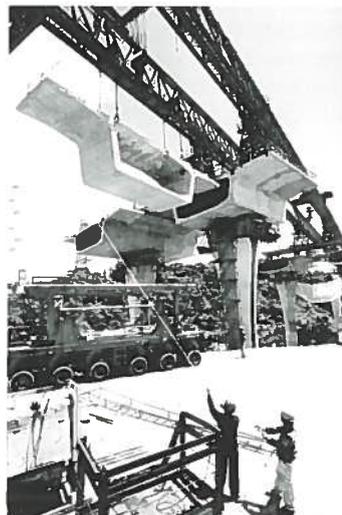
The tunnel opens onto CRE Craig Sim's bridge over the Rambler Channel, which having crossed the channel passes "Pillar Island" and "Gin Drinkers Bay", both having long been reclaimed, but retaining their original names, before linking to the Kwai Chung Viaduct. The bridge, constructed using the balanced cantilever method, was the first of the projects to be completed.

The Kwai Chung Viaduct, probably the most challenging and difficult of all the ACP projects, threads its way through the already heavily congested corridor, surrounded by a steep residential hill side to the east and the world's busiest container terminals on the west. It adds in places an additional 8 to 9 lanes of traffic and 4 additional railway tracks. With the 8-lane viaduct completely covering the 6-lane Kwai Chung Road over one critical section, CRE Denis Alcock and his team handled a difficult contract and intense public scrutiny with considerable success.

Linking all projects together is the highly sophisticated Traffic Control and Surveillance System (TCSS), led by Scott Wilson and managed on site by SRE Johnny Mak. While primarily aimed at traffic management on the Tsing Ma Bridge, it will provide Hong Kong with a unique ability to control traffic on the network of roads giving access to the airport. Colin Sherwood managed Scott Wilson's earlier inputs to the TCSS.

Recognition also goes to Director George Tedbury, who has played a leading role on Route 3 since 1987 and to retired Director, David Butler. Prior to his relocation to Kuala Lumpur in early 1996 as Managing Director of Scott Wilson (Asia-Pacific), David was the Route 3 Project Director.

With the completion of this "mega-project" at hand, all Scott Wilson (Hong Kong) staff – and indeed all others in the Scott Wilson group who had a role on Route 3, including Scott Wilson Irwin Johnston and Scott Wilson (Europe) – can take pride in their work and the thousands of man-hours committed to Route 3 since the pre-feasibility study commenced in 1987. ➤



Route 3's Rambler Channel Bridge (left) and Kwai Chung Viaduct (right) under construction

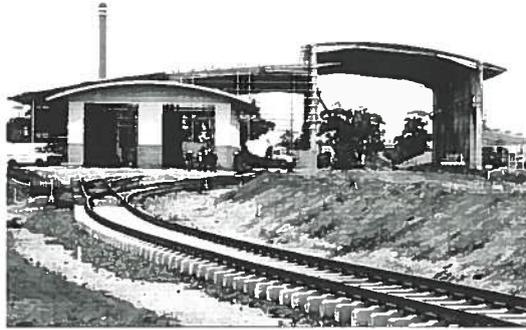
## Successful BOOT Contract for Locomotive Maintenance Facility

by Rennie Darmanin

Scott Wilson Irwin Johnston (Melbourne) recently completed detailed design and construction phase services for the successful tenderer for National Rail's Locomotive Maintenance Facility in Melbourne, Australia. This US\$14 million facility is part of National Rail Corporation's US\$500 million modernisation of its long-haul fleet of locomotives.

The maintenance facility and the provision of 120 new diesel-electric locomotives were let as part of a Build-Own-Operate-Transfer (BOOT) contract to A. Goninan & Company. They had initially commissioned Scott Wilson Irwin Johnston to develop technical specifications and then the concept design for the maintenance depot. Scott Wilson Irwin Johnston provided input on structural, civil, hydraulic, mechanical, electrical, communications and fire engineering elements of the facility.

The maintenance facility includes a dedicated service bay



The Locomotive Maintenance Facility under construction, with the wash facility in the foreground (left) and the 80m long heavy lift facility (right)

which can accommodate up to six locomotives, a heavy lift shop, a wash facility and an acoustically protected test cell.

A six-hectare disused rail site was redeveloped, and geotechnical investigations revealed that the site had contaminated soil from previous industrial uses. To avoid the very high costs of relocating and disposing of the contaminated material, Scott Wilson Irwin Johnston solved the problem for its client by collecting and storing the material on-site in mounds capped with impervious clay layers to prevent leaching. The mounds were incorporated into the site's landscaping, improving

the aesthetic appeal of the redevelopment, and also serving as acoustic barriers to protect nearby residents.

Scott Wilson Irwin Johnston's efforts were led by Don Kerr, Project Director, and by Associate Director, Rennie Darmanin, who was Project Coordinator. ➤

## Malaysia Express on Fast Track

by John Archibald

The Government of Malaysia is building one of the largest airports in Southeast Asia, and Scott Wilson is involved in the planning and design of transport infrastructure to support this massive development. The Express Rail Link, known as the ERL project, is a brand new two-track railway extending 56km from the Kuala Lumpur Sentral (*sic*) Station to the new airport south of the city in Selangor. Scott Wilson (Malaysia) is leading the civils design stage of the project.

This fast track scheme will be constructed largely with private funding and will operate under a concession agreement. The scheme is designed primarily for high speed express rail services up to 160km per hour, and includes dedicated platforms and extensive facilities such as in-town check-in for air passengers and luggage. The new rail infrastructure will interface with elements of other new construction projects, including the LRT system and new highways.

The Project Director and Project Manager are Richard Denton-Cox and John Archibald, respectively. Design team leaders represent the international expertise and cooperation within the group: Nigel Winter of Scott Wilson Railways and Tom Bryson of Scott Wilson Railways (Scotland); and Graham Carman, who was formerly with Scott Wilson in Turkey from 1989 to 1992, joined the team in June 1997.

Other team members include Mark Lewis, John Bashforth and Mike Lipscombe of Scott Wilson Railways, Rod Zandbergs of Scott Wilson Irwin Johnston, and Grant Findlay, who is seconded to Scott Wilson (Malaysia) from the UK. ➤

## Research in Transport

by Alan Frew

Traffic congestion is a major concern in the UK, as it is in most countries and major cities around the world. Annual costs in the UK alone are estimated at nearly US\$25 billion. Scott Wilson (Scotland) is working closely with the UK's Transport Research Laboratory on a series of key research projects. Directed by Ronnie Hunter and managed by Russell Bissland, these projects are at the forefront of research into driver behaviour on rural roads. The projects involve the collection, analysis and interpretation of data on the dynamic interaction of individual vehicles within the traffic simulation model; the definition of an improved algorithm for modelling vehicle overtakings; and the development of empirical procedures to assess level of service on rural single carriageways in the UK. ➤

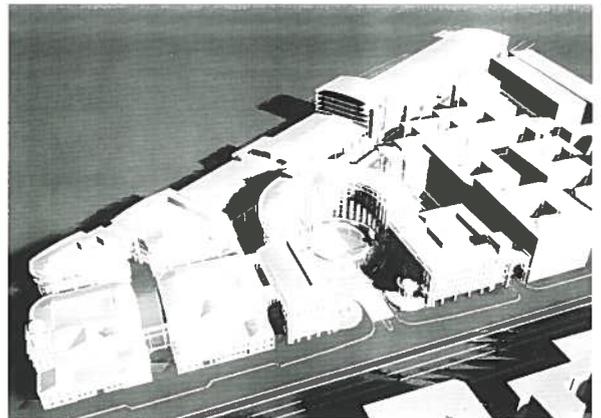
## St Petersburg Rail Complex

Extracted from "Russian Resolution", by Ty Byrd, *NCE Special Supplement*, April 1997

In Russia, work has started on the first stage of the country's first high speed railway, which is designed to link Moscow with St Petersburg, some 700km away. The first stage of work is a US\$220 million station complex near the centre of St Petersburg. Comprising seven multi-storey office blocks, retail outlets, residential apartments, a 350-bed hotel and associated car parking as well as the rail terminal, the huge complex will generate revenue from rentals to fund the line's construction.

As reported in the April 1997 special supplement to *New Civil Engineer* magazine, Scott Wilson is responsible for the station development's civil and structural design, under commission to US-based architects, engineers and planners, Hellmuth, Obata + Kassabaum (HOK). Scott Wilson's Project Director is Peter Frankham who is also responsible for the company's operations in Eastern Europe. Jim Ambridge is the Project Manager, and Sergei Turceninoff, British but born of Russian parents, is the Project Coordinator. Scott Wilson Railways is also providing design guidance on items as diverse as platform dimensioning and signalling.

Interesting design challenges have arisen due in part to the historical heritage of surrounding development, and poor ground conditions since the area was originally a swamp. Scott Wilson is working closely with local consultant LenNIIproekt to ensure that all local planning laws and design codes are met. ➤



Model of St Petersburg's high speed railway station development

## Plymouth: On the Crest of the Wave

by André Evans



The cast-iron swing bridge at the Royal William Yard in Plymouth. Shown above is the Lord Mayor of Plymouth opening the bridge, following Scott Wilson's work on its refurbishment.

Scott Wilson's first venture into Plymouth, an ancient maritime city in the county of Devon in the south-west of England, was during the 1970s when Scott Wilson carried out a major transportation study. However, it was not until 1984 that a permanent office was established. The office has grown to around 25 staff with a small satellite office about 70km away in Exeter. In charge of the Plymouth office are Director John Maidment and Associate André Evans.

Since 1987, Scott Wilson has been retained on continuous term commissions by Devonport Management Ltd (DML), who run Devonport Royal Dockyard. This is the largest ship repair facility in Europe, carrying out a wide range of ship refitting work, including luxury yachts and nuclear submarines.

Scott Wilson (Plymouth) has also branched

out into the refurbishment of historical structures. Recently, work has been tackled on the austere granite buildings of Dartmoor Prison as well as restoring a cast iron swing bridge designed by Sir John Rennie around 1820. Other current projects include a 1.2km flood relief tunnel in Polperro in Cornwall and a ship lift in Newlyn Harbour.

Despite being somewhat out in the sticks, the Plymouth office likes to feel that it is part of the global "family". Specialist input is regularly obtained from other offices and members of staff have been seconded to Hong Kong, the Middle East and Africa.

In line with other offices, Plymouth hopes to expand outside the traditional engineering disciplines and incorporate planning, tourism, leisure and other environmental disciplines. ➤

## Abingdon: Multi-disciplinary Approach has the Edge

by Jake Piper

Scott Wilson Resource Consultants' office in Abingdon, which is located just outside of Oxford in England, has around 30 staff headed by four Directors - Ken Jores, Russel Matthews, Russ Canning and Ralph Cobham (relocating to Basingstoke). Andy McNab recently relocated to the Asia-Pacific region and is now based in Kuala Lumpur.

Multi-disciplinary work is a key strength with planners, landscape architects, urban designers, etc, working together in project teams. During the past year, Abingdon staff have worked on projects in the Philippines, Malaysia, China, Hong Kong, France and Botswana and the office has forthcoming highways work in Mozambique and Uzbekistan.

Abingdon's landscape specialists work on business and urban park management and land alongside highways, with commissions divided almost equally between highway-related projects and projects aimed at habitat and landscape restoration. Forestry and tree related work has included the London Tree Survey and condition audits of landscape features and maintenance of nationally valued landscapes around several stately homes and historic parks.

The urban design/planning team, led by Director Ken Jores, prepares development briefs for urban sites as well as carrying out urban regeneration work in town centres and on derelict industrial sites for both developers and local authorities.

Tourism and leisure is a rapidly growing area of business for Abingdon with involvement in a wide range of projects - from improving the tourism potential of nationally important sites and devising tourism strategies for specific areas to the classification of all of Malta's tourism accommodation stock. Abingdon staff are also working on the feasibility study for an Aquatic Stadium in Hong Kong with Scott Wilson (Hong Kong). ➤

The Abingdon office of Scott Wilson Resources Consultants



## Durban: Growing Rapidly

by Mike O'Brien

The Durban office was established in 1952 by Desmond Grant Horne, who was joined three years later by Barrett Duane Glasson to form the partnership of Horne and Glasson. The firm merged with Scott Wilson in 1992 to become part of the Scott Wilson (Africa) network.

The office, which moved into new premises in 1993, has 63 staff, including 15 staff with SWK Planning and Development Resources who are based in a separate office in Kloof, 20km outside of Durban. Disciplines represented at the office include civil, structural and water engineering, and project and development management.

The office's wide variety of clients ranges from government and provincial departments, local authorities and councils to utility, industrial and property companies and developers. The Durban office has also assisted Scott Wilson in Hong Kong on the Route 3 Administration Building, the Hong Kong Government's School Improvement Programme and project management proposals. The Harare and Durban offices are currently working together on preliminary investigations for a large shopping centre/office complex in Harare.

The Directors presently in Durban are Ian Fleming, Mike O'Brien, Frank Tomkins and Mark Wright, with Frank and Mark heading the Engineering and Project Management sections respectively. Mention should be made of the International Director with responsibility for Human Resources, John Voysey, who spent 16 years at the Durban office before establishing the office in Johannesburg, and more recently, in Cape Town; Alan Morris a former Durban Director who has relocated to Hong Kong; and Gerry Wassell who retired as Partner in 1992, but still works in the mornings at the office. ➤



The Durban office located in the Berea area of the city



## Scott Wilson Maritime Internationally Recognised

by Tim Bismire



Kwai Chung Container Port, Hong Kong

Maritime work is one of Scott Wilson's core disciplines. Our world class expertise is recognised internationally and we are rated one of the top consultants in the port sector. The scope of our services embraces all aspects of port planning, management, design, and marine impact assessment, as well as coastal engineering and hydraulic modelling. The centres of maritime excellence worldwide are Scott Wilson (Hong Kong) under International Discipline Champion Michael Chalmers and Scott Wilson (England) under Don Wootton, with support centres in Dubai and Sydney.

When river trade between China's Pearl River Delta region and Hong Kong started to boom, Scott Wilson was called upon to plan and design Hong Kong's first River Trade Terminal. This US\$500 million project features 60 hectares of reclamation, 3km of main quay, a breakwater over 1km long and a 2km twin 1.6m diameter submarine outfall. Staffing at all stages of the project has been truly international. Initial terminal planning advice was provided through what is now our "Berk House" Basingstoke office and design staff from our UK and Australian offices were seconded to the project for periods of up to 6 months.

Elsewhere in the Asia-Pacific region, Thailand had been without a major private ship repair facility to service the country's ever growing fleet. Scott Wilson was selected to carry out the planning, design and construction supervision of the country's first major shipyard at Laem Chabang. The shipyard was successfully built on soft clay settlement ponds resulting from previous dredging of the area. The work was again undertaken by staff seconded from UK, Australia and Hong Kong to support the Scott Wilson (Thailand) office managed by Director Ronnie Thomson.

Scott Wilson's strong track record also extends to oil terminals and tanker piers. The finishing touches are now being made to the China Resources Petrochems Co terminal on Tsing Yi Island, Hong Kong. The new terminal has five berths capable of handling a range of vessels up to 110,000 dwt. The design was divided into packages and undertaken in Australia and Hong Kong. Another high profile project is the Aviation Fuel Supply System at Hong Kong's new Chek Lap Kok airport. Hong Kong staff are providing construction management services for the fuel berths, submarine pipeline and tank farm which are critical for the airport's opening.

The backbone, however, of our maritime experience has been our key role in all stages of development of Kwai Chung Container Port, the world's busiest container port. Our work began in the early 1970s and has continued with Terminal 8 and currently with the US\$1,000 million Terminal 9.

Our international success is based on bringing major port projects from concept through to construction in the face of tight deadlines and regulatory requirements. A major factor in these achievements has been the ability to source staff and expertise at short notice from our offices around the globe. Strong workloads indicate that these trends will continue, so be prepared to travel if you know anything about maritime works! ➤

## IHRD Discipline Aims to Reform

by Tanya Ball

How many people in the Scott Wilson group understand what the Institutional and Human Resource Development (IHRD) discipline is and what services it provides? This specialist discipline originated in the early 1980s when the then-Overseas Roads Section of the English operating company included highway engineers with specialist expertise in labour-based road construction and appropriate technology. Early commissions included annual training courses conducted jointly with UK's Crown Agents on road maintenance management in UK and Africa.

Since these rather humble beginnings, IHRD has expanded and developed services and skills to match the demands of the global market-place. Over the last decade, the emphasis of our services has increasingly shifted towards those services centred on human resources, institutional reform and improvement of regulatory frameworks to help ensure long-term sustainability. Institutional strengthening and training are no longer simply adjuncts to technical assistance projects awarded by international funding agencies, and social aspects of development have gained greater recognition. Scott Wilson has responded by strengthening its capability in a range of related disciplines, including addressing social, relational and poverty alleviation considerations in the design of new projects.

Scott Wilson's IHRD now has a team of 10 members of staff in Basingstoke, working across discipline lines with colleagues around the world. In particular, demand for IHRD services arises in the port and maritime, transportation and highways, water and wastewater sectors, and of course, in the institutional development and legal/regulatory framework sector. Director Adrian Tite is supported, in part, by institutional specialists Lindsay Thomas (Management and Roads), Martin Edge (Ports), David Lambert (Financial Management), Hamish Goldie-Scot (Social and Sustainability), Richard Levett (Training), Azim Manji (Urban and Regional Development), Stephen McLoughlin (Maritime and Roads), Debra Power (Training Coordinator) and Melanie Hayes (Technical Coordinator).

Recent IHRD commissions have matched the discipline's own striking diversity. It is addressing reform of transport legislation and regulation in eight countries in central Asia and Caucasus on a two-year EC-funded project, while farther afield in Vietnam, it is training the Vietnam National Construction Corporation in Western consultancy skills so that it can compete in a more market-orientated economy. In Mozambique, IHRD is advising the Ministry of Transport on the restructuring of its Marine and Road Transport departments as well as supporting a labour-based contractor development project.

Following on these successes, Scott Wilson's IHRD is in an excellent position to penetrate other African markets as well as those in the Asia-Pacific region. Global cooperation between IHRD and other Scott Wilson disciplines and offices is an essential ingredient to further success. ➤

'ScottWorld' is a quarterly staff publication of the worldwide Scott Wilson consultancy group

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Please forward your contribution via email and post (including photographs) to your regional coordinator:

Angela Lowle (Basingstoke), Helen Will (Durban) and Bronwyn Alexander, ScottWorld Editor (Hong Kong).

Contributions for the October issue are needed by 15 August 1997.

