

# Ports: The UK's Link to the Global Economy

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# INTRODUCTION

- Overview of UK Ports
- About ABP
- Markets and technology
- ABP major infrastructure projects
- Securing investment for growth



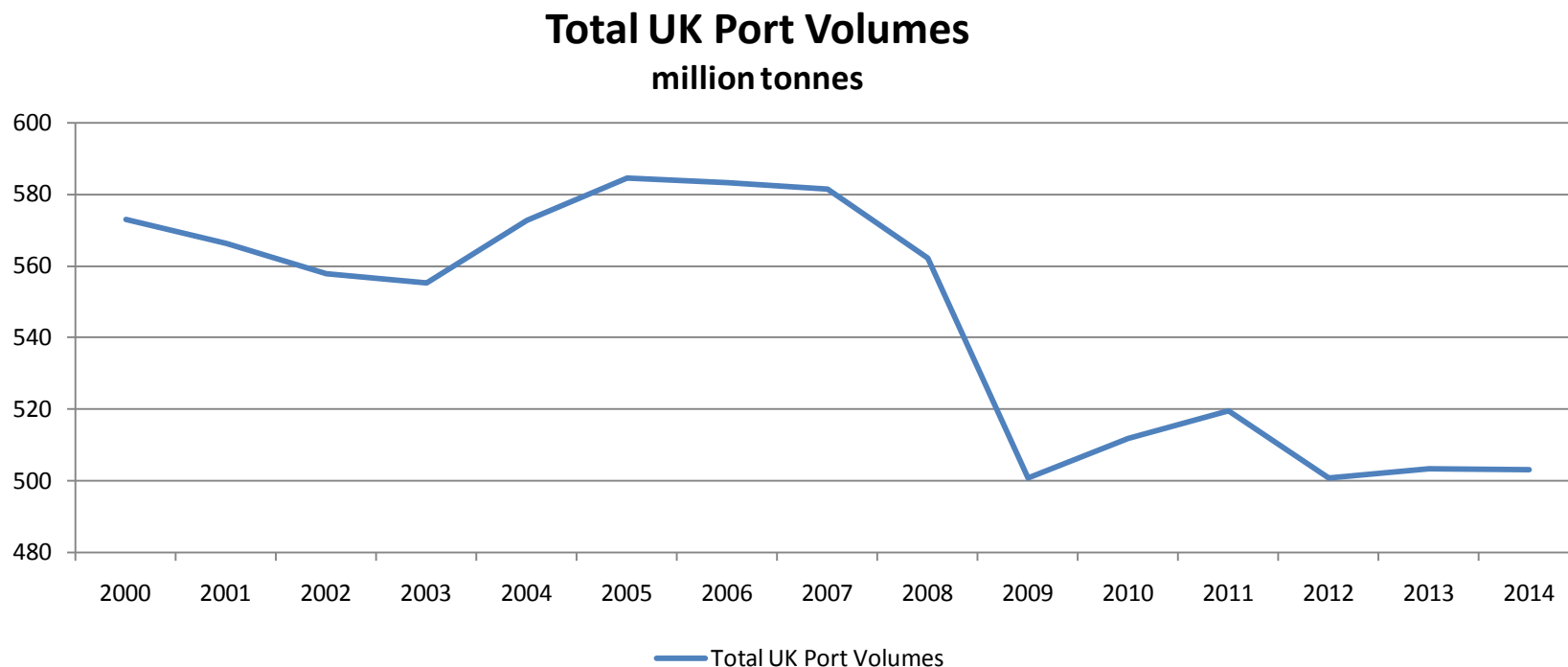


# UK PORTS INDUSTRY

- Over 120 commercial ports
- 500 million tonnes of cargo every year
- 95% of the nation's trade in goods handled at ports
- Highly competitive market
- 70% of UK maritime trade handled by privately owned ports e.g. ABP, Forth Ports, Peel Ports, Bristol and Felixstowe
- 30% of UK major port trade handled by publicly owned ports
  - Trust ports (e.g. Dover, Milford Haven, Port of Tyne)
  - Municipally owned ports (e.g. Portsmouth, Sunderland)



# NO REAL RECOVERY IN TRADE SINCE THE GREAT DEPRESSION



Source: Department for Transport

# CHANGING MARKETS





# CHANGING MARKETS



# CHANGING MARKETS



# CHANGING MARKETS





# CHANGING MARKETS





# CHANGING TECHNOLOGY



# INVESTMENT IS VITAL TO ADAPT TO CHANGING MARKETS AND TECHNOLOGY...

# MAJOR INFRASTRUCTURE PROJECTS

## ABP'S RESPONSE - SCT 5 (Southampton)



500m deepwater quay opened 2014 and purpose built to handle the biggest ships in the world



# MAJOR INFRASTRUCTURE PROJECTS

## ABP'S RESPONSE - Grimsby River Terminal



The Port of Grimsby handles more than 500,000 vehicles each year



# MAJOR INFRASTRUCTURE PROJECTS

## ABP'S RESPONSE - Southampton multi-decks



The Port of Southampton handles around 900,000 vehicles a year and has five multi decks with more to come

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# MAJOR INFRASTRUCTURE PROJECTS

## ABP'S RESPONSE - Immingham Renewable Fuels Terminal



When complete, IRFT's will provide 200,000 tonnes of storage capacity, the largest facility of its kind in the world



# MAJOR INFRASTRUCTURE PROJECTS

## ABP'S RESPONSE - Green Port Hull



ABP, with Siemens is developing a wind turbine manufacturing and servicing facility at Alexandra Dock

# **STRONG APPETITE FROM INVESTORS TO SUPPORT INFRASTRUCTURE DEVELOPMENT**

**BUT...**



# SECURING INVESTMENT FOR GROWTH: POLICY STABILITY (UK & EU)

- Attracting private investment depends on a stable policy framework for ports that supports:
  - Market-led, commercially financed port development
  - A fair competitive playing field
- Unfortunately ports policy has been undermined in recent years
- Significant challenges around consenting processes for development and marine planning and licensing which could be made easier
- Proposed EU Port Services Regulation most significant threat to investor confidence

# SECURING INVESTMENT FOR GROWTH: KEEPING PORTS CONNECTED

- Government still has a crucial role in ensuring transport infrastructure connecting ports is fit for purpose
  - Protect investment in Network Rail's Strategic Freight Network
  - Protect investment Highways Agency Strategic Road Network
- Vital to prioritise transport infrastructure that connects ports, drives trade, promotes industrial rebalancing
- NIC has role in supporting connectivity but little need inside the dock gate while capacity constraints and controversy are limited

# SECURING INVESTMENT FOR GROWTH: PROMOTING REGENERATION OPPORTUNITIES

- Ports have an important role in supporting regeneration.
- NOT just about housing and yuppie flats
- 900 hectares of strategic development land available with access to deepwater and major international trade routes
- Ideal locations for attracting investment in **new manufacturing** and re-balancing the economy
- Government can help realise these opportunities





# CONCLUSION

## POLICY CERTAINTY:

- Continue market-led approach to port development and support fair competition
- Ensure land and marine planning regulations do not undermine port development and operations
- Defend UK ports sector against proposed EU Port Services Regulation
- Promote 'transport for trade' and prioritise investment in road and rail links to ports.