



South West Freight Strategy

Port Dashboard – Bristol















Peninsula Transport & Western Gateway Sub-
national Transport Bodies

WP12 International Gateway Study




Gateway	Bristol	Type	Port	County	Bristol
Operator	Bristol Port Company	Size	2,400 acres	Employees	550 (Direct)

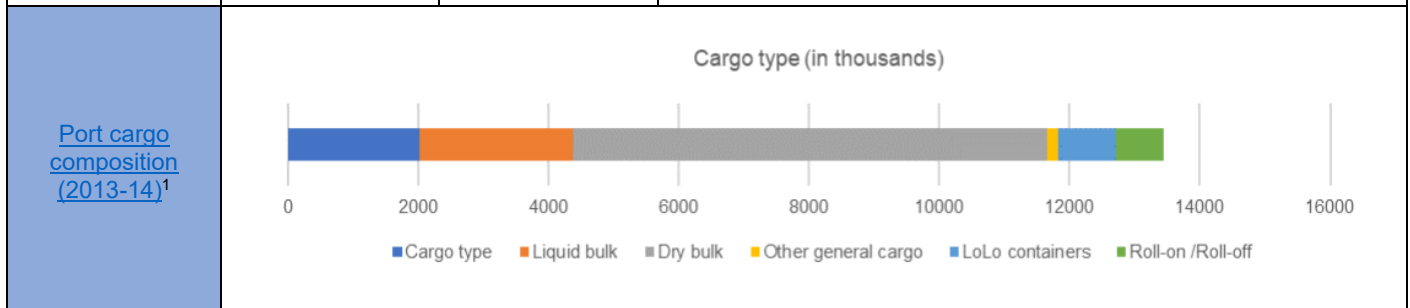
The Bristol Port Company was formed in 1991 when entrepreneurs purchased the Port of Bristol from Bristol City Council. Since privatisation the Port has developed with over £600M of private investment and is a modern business offering the full range of shipping, distribution, and logistics services. Bristol is the South West's only deep seaport with direct motorway and rail access from the port to the strategic road and rail networks.

Bristol Port's position enables rapid connections to the commercial and consumer markets in the Midlands, London, and South East in addition to South Wales and the South West. The dock estate is more than 2,400 acres with significant areas of open- and covered-storage. The port also has a critically important role in redevelopment of the South West's largest industrial centre and can reinforce that role through growth of new port facilities, as recognised in regional and local economic planning strategies. In total, the port employs circa 550 people directly with over 12,000 employed within the Dock Estate and a recent Oxford Economics' Study identifying that more than 22,000 people are dependent upon Bristol Port for their employment.

Freight Markets	Tonnage (2019)	8,190,000 (DfT)	Emerging Markets			
 Dry Bulk (Import/Export)	 Aggregates (Import/Export)	 Animal Feed (Import)	 Grain (Import)	 Wood Pellets (Import)	 Minerals (Export)	 EVs (Export)
 Automotive (Import/Export)	 Steel/Metals (Import/Export)	 Containers (Intermodal) (Import/Export)	 Project cargoes (Import/Export)	 Muster Port (Import/Export)	 Jet Fuel (& other liquid fuels)	 Cruise (Turnaround/ Transit)

Description
Bristol Port is experienced in the handling of an eclectic range of cargoes with associated on-dock provision of storage and distribution for all inbound and outbound cargoes.
Royal Portbury Dock (RPD): Able to handle vessels up to 130,000 dwt. 2 No. 350m long berths with 3 No. gantry cranes for containers, forest products, and project cargo. 2 No. 350m long berths for vehicle import and export. 2 No. 350m long berths for bulk with 2 No. gantry cranes and grain loading equipment. 1 No. berth for jet fuel imports. Warehousing and appropriate storage available for all cargoes including grain and animal feed. RPD is dealing with increasing cruise calls both transit and turn-around.
Avonmouth: Able to accommodate vessels up to 40,000 dwt. Multiple berths dealing with a wide variety of cargoes such as aggregate, animal feed, grain, wood pellets, minerals, project cargo and petroleum (diesel, petrol, jet fuel, etc).

Port & Industry Operations		This is what takes place on site or/and the immediate hinterlands	
 Automotive (Storage)	 Warehousing	 Containers	The port is also a Muster Port for EDFs Hinkley C Connection Project and supporting coastal shipping down towards North Somerset to fulfil this obligation. Oil and aviation (jet) fuels are also received and transported to other international gateways, including Bristol Airport via underground pipelines.

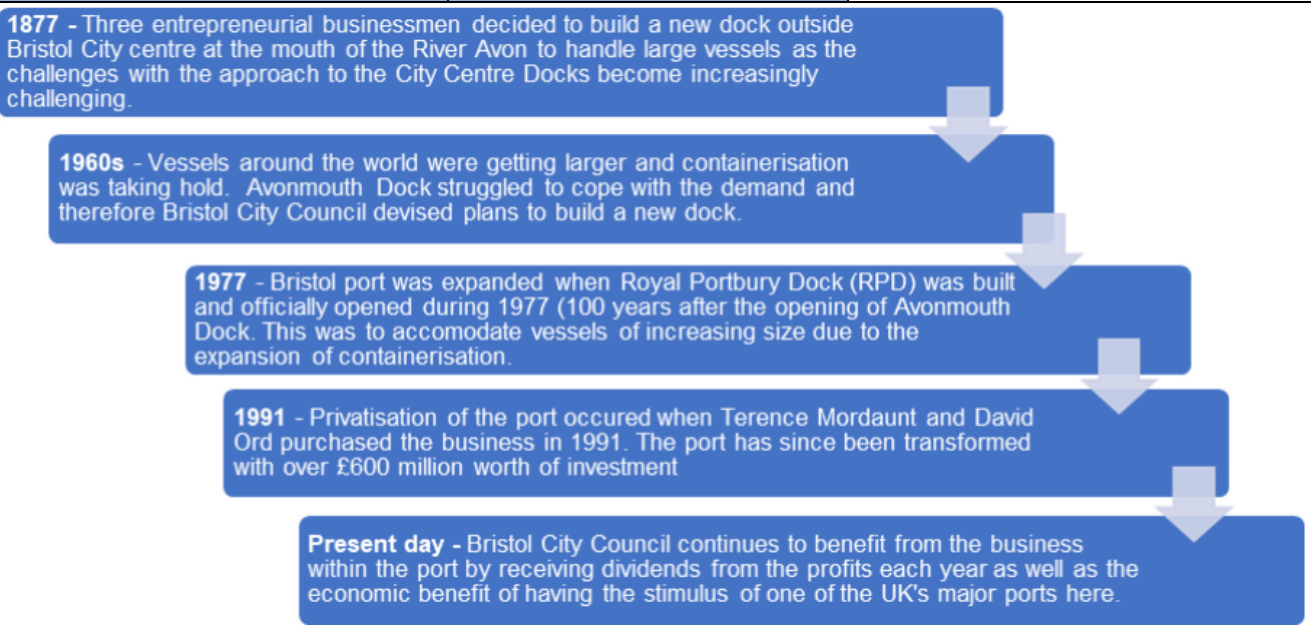


¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/600269/SEGP_-_Underpinning_Report_-_International_gateways_and_the_SRN.pdf

Description	<p>The Port of Bristol serves several freight markets with strong links to the national, regional, and local economy. The import and export of motor vehicles is one of the most important trades of the Port.</p> <p>Automotive - There are now over 500 acres of open storage available for vehicles. More than 550,000 (down from 800,000 pre-Covid) vehicles per annum are handled by a permanently employed, highly trained work force.</p> <p>JLR, BMW, Vauxhall & Toyota are UK-built cars that are exported from Bristol Port. EVs are an increasingly significant proportion of the Port's vehicle numbers.</p> <p>Warehousing - Bristol Port has over 2 million square feet of efficient and secure warehousing within the secure dock estate.</p> <p>Containers - Bristol Port has two container terminals (Portbury and Avonmouth) which allows for extensive connectivity and efficient container handling.</p>			
Connections	Road Link	M5(&M4)/M49/A4	Rail Link	<p>Severn Beach line for passengers.</p> <p>Avonmouth Dock directly linked with twin-tracks to Parkway junction.</p> <p>Royal Portbury Dock directly linked to Temple Meads.</p>
Rail Services	GWR – Bristol Temple Meads to Avonmouth/St Andrews Road (Severn Beach Line) (Every 30min Monday-Saturday & Hourly Sunday) and Royal Portbury Docks.			
Bus Services	First Bus - Service 'Port' (Every 20 mins Monday-Saturday and half-hourly on Sunday). This primarily caters for employees as well as the local population.			

For people, Bristol Port can either be accessed from Bristol city centre via the A4 or via the M5 junction 18 (accessed from both directions). From Bristol, head to Avonmouth on the A4 Portway. Continue past Portway Park & Ride and follow signs for 'Avonmouth & Docks'. From the M5, leave the motorway at junction 18 and follow signs for 'Avonmouth & Docks' (A4).

Investment Timeline	1887 - 2022
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Future developments

- The consented Bristol Deep Sea Container Terminal (DSCT) will bring the largest container vessels closer to the UK market by constructing three 18m deep 400m berths.²
- Bristol Port plays an important role in the redevelopment of the largest industrial centre in the Southwest and will be strengthened through the growth of new port facilities, as recognised by regional and local economic planning strategies.³
- The port is working as part of a consortium on 5G Logistics to enhance operational efficiency and productivity for the sector, including a focus on security, traceability and road traffic management within the vicinity of the port. ⁴
- The Port is looking to provide production and fabrication facilities to serve the floating offshore wind developments proposed for the Celtic Sea.
- Bristol Port is a founding member of Hydrogen Southwest and looking to import, produce, use, and distribute this fuel and is actively working towards Net Zero for its operations by 2040.

SWOT Analysis

Strengths	
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² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/600269/SEGP_-_Underpinning_Report_-_International_gateways_and_the_SRN.pdf

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/600269/SEGP_-_Underpinning_Report_-_International_gateways_and_the_SRN.pdf

⁴ <https://www.westofengland-ca.gov.uk/what-we-do/innovation/5g-logistics/>

	<ul style="list-style-type: none"> • Bristol Port has direct motorway access to M4, M5 and M49 providing good, high-quality connectivity to London, Birmingham, Manchester, and South Wales. • Direct rail connectivity from both Avonmouth and Royal Portbury Docks. Bristol Port is one of only a few ports in the UK with direct rail access and the only one in the South-West. • Proximity to markets - 67% of the UK population (45 million people) is within 250km of Bristol Port and this is efficient for freight movements. • The Port's commitment to the environment is demonstrated through an ongoing programme of conservation projects which have achieved major improvements in the local environment over the past 3 decades. Over 1/3 of the Port's electricity is provided by three wind turbines.
Weaknesses	<ul style="list-style-type: none"> • Market conditions mean that Bristol Port relies upon road transport for most freight movements given the cost of the rail alternative. Congestion on the M5 can be a challenge for freight movements though this is generally limited to the Friday peak during summer weekends. • Bristol Port has two intermodal facilities: one at Portbury and one at Avonmouth, neither are served by suitable rail loading gauges on key corridors to compete with some other ports such as Southampton, London Gateway, and Felixstowe. This also includes movements deeper into the South West region.
Opportunities	<ul style="list-style-type: none"> • The Avonmouth Severnside Enterprise area has grown in recent years due to its proximity to motorways (adjacent to the M4/M5 and M49 junction), mainline rail connections and a skilled workforce within the area (mainly the populations of Bristol, Bath and South Wales). This has enabled the scaling up of port centric and logistical operations. • The port, which is already a major employer with more than 22,000 jobs directly or indirectly dependent on port-based businesses, will create further employment opportunities as new facilities and expansion takes place. • The move towards smart port technology will help to drive efficiencies and enable the port to compete with others across the UK who are investigating similar pathways. • Rail connectivity, in particular gauge clearance for containers, will be important for the Port of Bristol.
Threats	<ul style="list-style-type: none"> • Ports such as Bristol that serve the automotive industry are witnessing fewer vehicles moving through the port due to the semiconductor shortage experienced globally. This has affected the production of vehicles with some UK manufacturers being forced to close their premises as a consequence. But this is a temporary occurrence.