









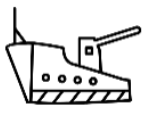






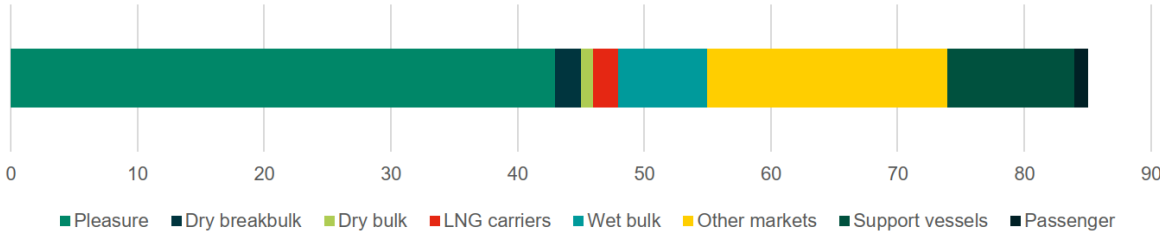


# South West Freight Strategy

## Port Dashboard – Portland

Peninsula Transport & Western Gateway Sub-  
national Transport Bodies

**WP12 International Gateway Study**

<b>Gateway</b>	Portland	<b>Type</b>	Port	<b>County</b>	Dorset																		
<b>Operator</b>	Portland Port Ltd	<b>Size</b>	494 acres	<b>Employees</b>	600																		
<p>Portland Port, a former naval base for over 150 years (until 1996), is located within a sheltered harbour on the south coast of England in close proximity to the English Channel shipping lanes (20 nautical miles). It is one of the newer commercial ports in the UK and offers protection from prevailing winds (all year operations), quick access to continental locations and deep-sea channels (12.6 meters at their deepest) to host the largest of freight and passenger (cruise) vessels. The port has high growth ambitions, with four identified areas of development including Britannia Terminal Area, North of Coaling Pier Island, Camber Quay, and the Floating Dry Dock off Queens Pier to expand its commercial operations.</p>																							
<b>Freight Markets</b>	<b>Tonnage (2019)</b>	530,000 (DfT)		<b>Emerging Markets</b>																			
 Bulk Fertilisers (Import)	 Hazardous Goods (Import)	 Fuel Bunkering (Aegean Oil)	 Shellfish Fishery (Export)	 Renewables (Import/Export)																			
<b>Description</b>	<p>Having been a historic centre for the defence industry, the port now serves as an international gateway for several commercial freight markets. The entrance to the port is 210 metres wide and over 12.6 metres deep allowing unrestricted access for most vessels. In total, the port accommodates more than 650 vessels annually (pre pandemic levels) and is popular with the agricultural sector – a major economic driver for regional prosperity. The site has developed its handling capabilities to manage general and specialist cargoes and is ideally placed for vessels to refuel on the western periphery of the Sulphur Emission Control Area (SECA). The harbour and port cater for the local shellfish industry (including storage tanks) whilst there is a commitment to the management of the marine ecosystem (through port tenants, Native Marine Centre).</p>																						
<b>Passenger Markets</b>	<b>People (2020)</b>	80,000		<b>Berths/Docks</b>	15 operational																		
 Cruise Services (Itinerary)	<p>Portland is an itinerary port accommodating passenger cruise services, approximately 60 per annum post pandemic (and growing), with landing facilities and berths (up to 350 metres) for hosting the largest of vessels across the industry. The port exploits its convenient location adjacent to Weymouth and along the Jurassic Coast; a UNESCO World Heritage site, when appealing to prospective audiences. Cruise services are provided by a range of operators serving Mainline Europe, Africa, and Transatlantic corridors, including:</p> <ul style="list-style-type: none"> <li>AIDA Cruises; Celebrity; Hapag-Lloyd; Hansa Touristik; Hebridean Island Cruises; Holland America Line; Hurtigruten; MSC Cruises; Mystic Cruises; Norwegian Cruise Line; Phoenix Reisen; Princess Cruises; Regent Seven Seas; Road Scholar; Saga Cruises; Seabourn Cruise Line; and TUI.</li> </ul>																						
<b>Port &amp; Industry Operations</b>		This is what takes place on site or/and the immediate hinterlands																					
 Vessel Repairs (Manor Marine)	 Cargo Handling (50-150 tonne)	 Towage (Portland Harbour Authority)	 Ship-to-Ship Operations	 Underwater Services	 Waste Removal																		
 Agribulk Storage (Grain)	 Site Storage (35 hectares)	 Transit Sheds (750m²)	<p>The port has invested heavily in ship repair yards and dry dock facilities to support the growing demand for provision just off major shipping lanes (as per the Portland Harbour Revision Order (2010). This promotes commercial and industrial activities which generate crucial revenue for maintaining berth infrastructure.</p>																				
<a href="#">Port cargo composition (5th July-25th June 2022)<sup>1</sup></a>	<p>Cargo composition - Portland</p>  <table border="1"> <caption>Cargo Composition - Portland (Estimated)</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Pleasure</td> <td>45%</td> </tr> <tr> <td>Dry breakbulk</td> <td>2%</td> </tr> <tr> <td>Dry bulk</td> <td>1%</td> </tr> <tr> <td>LNG carriers</td> <td>2%</td> </tr> <tr> <td>Wet bulk</td> <td>5%</td> </tr> <tr> <td>Other markets</td> <td>25%</td> </tr> <tr> <td>Support vessels</td> <td>10%</td> </tr> <tr> <td>Passenger</td> <td>10%</td> </tr> </tbody> </table>					Category	Percentage	Pleasure	45%	Dry breakbulk	2%	Dry bulk	1%	LNG carriers	2%	Wet bulk	5%	Other markets	25%	Support vessels	10%	Passenger	10%
Category	Percentage																						
Pleasure	45%																						
Dry breakbulk	2%																						
Dry bulk	1%																						
LNG carriers	2%																						
Wet bulk	5%																						
Other markets	25%																						
Support vessels	10%																						
Passenger	10%																						

<sup>1</sup> <https://www.marinetraffic.com/en/ais/details/ports/22541?name=PORTLAND-UK-ANCH&country=United-Kingdom>  
Prepared for: Peninsula Transport | Western Gateway Sub-national Transport Bodies

Description	Portland Port offers a range of services and hosts several tenants that specialise in marine, agriculture, and engineering operations. This includes Manor Marine, Relay Engineering & Denholm Industrial Services, who maintain and repair vessels, through to niche underwater services (SeaTec and SRN Group) and Global Marine Systems; who install and maintain cable installations. Other established tenants, such as Dragon Portland Cement and Glencore, store commodities and rely on the port (and the associated road network) for importing shipments of cement and grain respectively. The port is one of a few across the UK that is licensed to handle explosives (up to 5,600kgs/1.1 net explosive quantities) and 500,000kgs/1.1 net explosive quantities at anchor. Royal Navy vessels also still moor on occasion.			
Connections	Road Link	A354 / Weymouth Relief Road	Rail Link	Weymouth Passenger Station (Portland Branch Line (for freight) closed in 1965).
Rail Services	GWR – Weymouth to Bristol Temple Meads (Ranged from <30 mins to every 2 hours, Monday-Saturday) SWR – Weymouth to London (Twice Hourly, Monday – Sunday).			
Bus Services	First Wessex, Dorset & South Somerset - Service 1 (Weymouth-Portland, four per hour Monday-Sunday). Multiple services originate and depart from the centre of Weymouth.			

Portland Port can be accessed by the A354 / Weymouth Relief Road. However, vehicle traffic, particularly HGVs requires navigating local traffic on the Isle of Portland, along the Buxton Road and the centre of Weymouth. This routing passes via a number of residential neighbourhoods and an Air Quality Management Area (AQMA). A complimentary last mile bus shuttle service is provided to access Weymouth during cruise moorings. The Portland Harbour Revision Order also alludes to planned regional improvements between the port and the M27/ M3 to South-East England and M5 to the West and Midlands. The port estate abuts Portland Castle, the D-Day Centre and World War Two Museum and the National Sailing Academy; three major trip attractors which rely on access along the Portland Beach Road.

#### Investment Timeline 1998 - 2020

**1998** - Two years after privatisation, the owners, Langham Group, transfer operations to the Portland Harbour Authority Ltd & Portland Port Group.

**2011** - The A354 Weymouth Relief Road providing access between the port and the surrounding hinterland, is opened to accommodate traffic flows.

**2014** - A major programme of works is undertaken to increase the site's capacity after bunkering jetties and a passenger terminal was installed in 2000.

**2018** - Berth improvement works proceed on OCP, to deepen seabed levels from 8 meters to 11 meters to allow for larger vessels.

**2020** - Dredging programme completed on the ports main berths (OCP and Queens Pier) to enhance berth capabilities.

#### Future developments

- A lease arrangement has been developed with UK Oil & Gas Plc (UKOG) for a 'energy hub' at the former Naval base with the plan to create caverns from existing salt deposits to develop a hydrogen storage facility (and green hydrogen generation). This is due to come online in 2025.
- The port is exploring the redevelopment of the current deep-water berth able to take deeper drafted and longer ships, including large cruise liners, bulk carriers and RFA Bay and Tide Class vessels. Work is expected to start in October 2022 and finish in winter 2023.

#### SWOT Analysis

##### Strengths

- The site is an attractive because it provides deep water access to Portland Harbour and can accommodate some of the largest vessels (which are increasing in size and capacity).
- Portland Port is well placed geographically and has a significant advantage over other ports regionally due to the protection offered from prevailing winds; allowing for all year operations.
- The site is one of few locations in the UK that have the ability to host nuclear powered submarines and some of the largest vessels provided for the Royal Navy.

##### Weaknesses

- Whilst the port is located close to the A354, HGVs and private vehicles both use the local and strategic road network, which impacts on congestion and air quality.
- The Port has no direct connection to a railway station / line (the nearest station, Weymouth, is 20-minute drive) although the number one bus service does provide 30-minute services direct to and from the station.
- There is limited infrastructure and provision in the locale for promoting and supporting an increased number of people staying and moving around the area, particularly on the Isle of Portland.

#### Opportunities

- Medium to longer term, the port is well placed to support major offshore renewable projects due to its location, deep water access, and strategic location. There is also land for laydown space on site.
- There are several cultural and historic attractions within accessible distance of the Port (compared to competing ports) which could benefit from integrated travel offerings.
- There are opportunities for the port to continue the leasing of land to other organisations as well as making most of its available estate (which totals 5,631 acres).
- There are opportunities for the port diversify its offer as a location for film and television production and beyond conventional added value services.
- Investment in goods and vessel handling equipment and 'Panamax' dock facilities would open up further opportunities to service the largest Royal Navy vessels and cross channel ferries.
- The Rodwell Trail, which follows the alignment of the former Portland Branch Line, is a direct, traffic free route that offers an alternative route between the port and Weymouth for walking and cycling.

#### Threats

- Berths will have to continue to increase in size in order to accommodate large vessels (which are increasing in size and capacity) in order to remain competitive.
- The electricity infrastructure and network capacity to provide shoreside power is limited; which could present a long-term loss of revenue for the port and neighbouring conurbations.
- There has been no government backing for a A354 bypass around Wyke Regis to address challenges with road connectivity, congestion and HGV routing; which may influence the trajectory of future growth at the port.