



















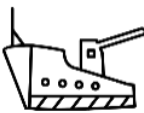
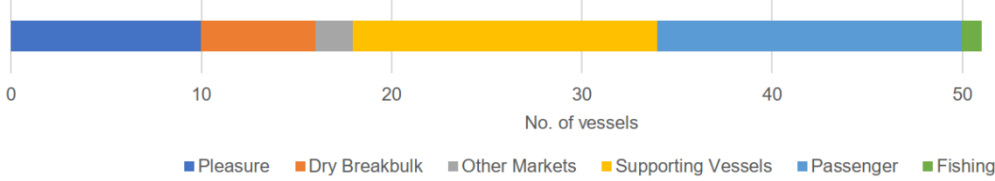


South West Freight Strategy

Port Dashboard – Teignmouth

Peninsula Transport & Western Gateway Sub-national Transport Bodies

WP12 International Gateway Study

Gateway	Teignmouth	Type	Trust Port	County	Devon
Operator	ABP	Size	7.5 Acres	Employees	Unknown
<p>Teignmouth is a commercial port owned and managed by ABP located on the south coast and is a hub for the construction, agriculture (agribulk) and ball clay markets. The port facility comprises of 3,000sqm of transit shed accommodation and operates from across two quays. The site features 9,300 square metres of warehousing plus a large area of quayside storage. The port can currently accommodate vessels up to 90 metres in length and up to 6.0 metres draft on the highest spring tides. There is a low level of ferry traffic and pleasure crafts using the harbour area.</p>					
Freight Markets				Tonnage (2020)	460,000 (ABP)
 Clay Balls (Export)	 Animal Feed (Import)	 Aggregates (Import/Export)	 Furnace Slag (Import)	 Rape Seed (Import)	 Sunflower Pellets (Import)
 Grain (Import)	 Stone Chipping (Export)	 Salt (Import)	 Forest Product (Export)	 Produce (Export)	 Fertiliser (Import)
Description	<p>Teignmouth imports a variety of freight commodities ranging from furnace slag sourced from industry in South Wales, to agri-bulk materials from Northern Europe (Belgium & Netherlands) to support the local agriculture economy. The port also serves as the main gateway for the distribution of clay balls, which is mined locally and distributed to the Castellon province in Spain for the manufacturer of ceramics. Teignmouth is equipped to handle most types of cargo ranging from bulks, mini bulks to palletised, unitised and general cargo. It is estimated that the port accommodates over 700 movements annually.</p>				
Passenger Markets		People (2018)	n/a	Berths/Docks	4 (Operational)
 Local Ferries (Estuary Trips)	<p>The local ferry trips are listed below:</p> <ul style="list-style-type: none"> • Teignmouth-Shaldon. This passenger ferry service operates all year round, but there is restricted service during the winter months. • 'We Ferry' Round Robin from Teignmouth Harbour (Teignmouth to Brixham via boat, Brixham to Paignton via boat, Paignton to Teignmouth via train). • Several pleasure crafts are moored at the port and harbour area for recreational use year-round. Teignmouth receives cruises on the very rare occasion. 				
Port & Industry Operations		This is what takes place on site or/and the immediate hinterlands			
 Marine Electricians	 Maritime Services	 Cement Wharf (Hanson)	 Forklifts/Handler (ABP)	 Dry Bulk Storage (A&P Group)	 Towage (THC)
Port cargo composition (5th July-25th June 2022)¹	<p>Cargo composition - Teignmouth</p>  <p>■ Pleasure ■ Dry Breakbulk ■ Other Markets ■ Supporting Vessels ■ Passenger ■ Fishing</p>				

¹ <https://www.marinetraffic.com/en/ais/details/ports/472?name=TEIGNMOUTH&country=United-Kingdom>
Prepared for: Peninsula Transport | Western Gateway Sub-national Transport Bodies

Description	Teignmouth Harbour Commission (THC) manages and maintains over 150 moorings in the harbour and estuary, which can be used at any state of the tide for boats up to 12m in overall length. THC also leases the fundus of the Teign Industry below the Mean High-Water Line from the entrance of the Stover Canal. The THC therefore allocates and licences all moorings in this area. The port will shortly be able to use permitted development rights to enhance economic opportunities in relation to existing users, including regeneration of fishing facilities at Fish Quay.			
Connections	Road Link	A381 / B3192	Rail Link	Teignmouth Station (Passenger)
Rail Services	GWR – South-West Mainline (Every 30min Monday-Saturday and Hourly on Sundays).			
Bus Services	Stagecoach - Service 2 (Newton Abbott-Exeter) & 22 (South Devon College-Dawlish Warren).			

The Port of Teignmouth is conveniently accessed by road from the Bitton Park Road/Exeter Road and is located directly adjacent to the town centre and local amenities. HGV access is also granted through the same point whilst the railway station is a short five-minute walk via the town centre to access Back Beach or Polly Steps.

Investment Timeline 2015 - 2022

2015 - The port welcomed its first ever cruise, the Hebridean Islands Cruises Hebridean Princess on a transit stop (50 passengers).

2016 - ABP invest in a new bulk storage facility alongside the purchase of a material handling crane to grow volumes moving through the port annually.

2016 - Teignmouth Harbour Commission undertakes dredging work to increase the depth of the shipping channel and allow deeper draughts.

2017 - The port celebrates an historic 4000 tonne single vessel shipment record, the heaviest in its history, in partnership with Sibelco. This was of clay for the Spanish ceramics industry. The main ball clay sites are quarried from Kingsteignton, near to Teignmouth.

2017 - The port had a record breaking year for handling tonnage since its previous peak in 2008.

Future developments

- No detail available.

SWOT Analysis

Strengths

- The port is well equipped to handle a wide variety of goods making it resilient to changes in commodity flows in the future (especially working with Plymouth, the other ABP port in the region).
- The port is very well positioned to take advantage of nearby access to the M5, direct rail services from Teignmouth to Birmingham New Street and London Paddington.
- The port has been the recent recipient of investment in deepened berths to accommodate larger and more frequent vessels to reduce ship turnaround times.
- Recent large-scale road network improvement projects including the A380 South Devon Expressway and Western Corridor Road widening have improved journey time reliability in wider region.

Weaknesses

- There are a number of unused and derelict harbour facilities and ageing infrastructure in need for repair and restoration.
- Lack of immediate road infrastructure connecting the port. A381 / B3192 are renowned for being congested. This impacts journey time reliability especially in the summer.

Opportunities

- Intra-port connectivity has recently improved with regular seasonal foot-passenger ferries to Torbay which will support the local economy.
- The port has longstanding relationships and partnerships with local customers such as Sibelco which ensure a constant revenue stream and tonnage is handled through the port annually.
- The port falls within the recently developed Teignmouth Neighbourhood Plan which seeks to safeguard the port and local area from climate change, support tourism and capitalise on its assets.

Threats

- Teignmouth port is already operating at close to capacity due to a lack of berths for cargo transhipments and the increased demand for coastal shipping to move goods.
- Lack of holding areas for HGVs and their drivers after dropping off / collecting consignments. This can cause traffic backlogs on main roads.
- Restrictions are often in place which limits wide loads. There is a lack of suitable alternative routes and appropriate signage to aid forward planning.
- There are concerns around the impact of HGVs on the urban realm and the repercussions of air pollution, vibration, and collisions with listed structures in the tight confinements of smaller streets.
- Deindustrialisation and the closures of businesses and industries that produce furnace slag in South Wales, may have repercussions on the volume of this commodity flow in the future.

