

UK OFFSHORE WIND PORTS PROSPECTUS

September
2009



Foreword



The UK has a unique maritime heritage; its ports industry remains the largest in Europe, having underpinned the UK's industrial capability for hundreds of years. This success has been based on ports' responsiveness to the

changing demands of the national and global economy.

The UK now faces two key energy challenges; tackling climate change and ensuring security of energy supply. To meet these challenges we are acting to develop a diverse low-carbon energy mix which includes offshore wind. On 15 July, the UK Government published the Renewable Energy Strategy¹ which maps out how we will deliver the UK's target of getting 15% of all energy (electricity, heat and transport) from renewables by 2020.

Ports have an important role to play in supporting the development of our energy mix. Not only do they enable the trade transport of components and fuels but they also provide bases for construction, manufacturing and potential generation.

There is enormous potential around the UK coastline for offshore wind generation. The rapidly developing UK offshore wind industry is now the largest in the world with around 600 MW installed and we will almost double our capacity again in 2009 to over 1000 MW. On 24 June, the Government decided that, following a Strategic Environmental Assessment, it was permissible for some 25GW of new offshore wind farms to go ahead, in addition to up to 8GW of existing plans. The Crown Estate intends to award leases for Round 3 developments by the end of 2009.

In addition, The Crown Estate offered exclusivity agreements to companies and consortia for 10 sites for development of offshore wind farms in Scottish Territorial Waters, with a total capacity of almost 6.5 GW. Development of these sites will be subject to Scotland's SEA process.

The potential for wind generation around the UK coastline and the burgeoning offshore wind industry presents a fantastic new opportunity for the ports sector. With the choice of construction port having a major bearing on project economics, wind turbine manufacturers and developers have challenging requirements for ports if they are to be used as construction or manufacturing bases.

This UK Offshore Wind Ports Prospectus focuses on their capability to support the UK's ambitious targets for offshore wind. It shows that UK ports have the desire and the potential to meet the challenge. We recognise that the contribution of UK ports does not begin and end at the ports in this prospectus, in particular, many others will prove cost-effective bases for offshore operation and maintenance.

The UK's development bodies – the six English Regional Development Agencies with coastlines and the devolved administrations of Northern Ireland, Wales and Scotland – will be key partners for wind turbine manufacturers and developers. They can provide investment and ensure that local infrastructure is suitable and help secure adjoining land. In all cases they are committed to ensuring that their region makes a significant contribution to meeting the UK's offshore wind targets.

HM Government recognises the important role ports have played to the wider UK economy and will continue to do so, and supports the next stage of development in helping to deliver our wider energy goals as well as contributing to our drive towards a low carbon economy.

A stylized blue ink signature, likely of Duarte Figueira, written in a cursive, flowing style.

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¹ UK Renewable Energy Strategy – 15 July 2009
www.decc.gov.uk/ored

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Location map



Medway, Port of Sheerness

Space	1,214,000 m ²
Quay length	800+ m
Depth below LAT	9.0 m
Vessel capacity	LOA 230 m

Located at the confluence of the River Medway and the Thames, Sheerness and Chatham form part of one of the UK's most important trading arteries, handling a diverse range of cargoes.

With its close proximity to the M2, M20 and London's M25 orbital motorway, Sheerness is well connected to facilitate onward distribution to major markets in the South East of England and beyond.

Medway Ports, of which Sheerness forms part, is the statutory harbour,

pilotage and conservancy authority for 27.3 nautical miles of the River Medway, from the Medway Buoy to Allington Lock at Maidstone, and the Swale.

Sheerness is a deep water port with no lock restrictions, offering easy access for shipping. There is an opportunity to re-locate existing car import space and release land to be developed for offshore wind use.

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Medway, Isle of Grain

Space	3,000,000 m ²
Quay length	Unknown
Depth below LAT	15.0 m
Vessel capacity	Unlimited

The Isle of Grain has a deep water frontage to the River Medway, in the Thames Estuary. Alongside the Thamesport container terminal site on the Isle of Grain, there is a brownfield (on the former BP Refinery) site with

outline consent for development for port use.

The site has considerable potential as a wind farm construction port and could be brought into use by early 2010.

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Harwich International Port, Harwich

Space	600,000 m ²
Quay length	Up to 1,400 m
Depth below LAT	Up to 15.0 m
Vessel capacity	No restriction

Harwich International Port is already heavily committed to the offshore renewables industry, providing port facilities to first the Gunfleet Sands Offshore Wind Farm and now to the Greater Gabbard Offshore Wind Farm, the world's largest project of its type.

The port is ideally located to support Round 3 development zones on the UK's East Coast, where the protected harbour benefits from lock-free unrestricted access to the North Sea.

Developing from this formidable experience, is the proposed Harwich International Wind Port – Bathside Bay. Potentially offering over 1,400 meters of quay length dredged to 15.0 meters, with no air draught restriction, 280 acres of storage / lay-down area, a 17,000 square meter fabrication building and benefiting from proven offshore renewables project and stevedoring expertise.

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Great Yarmouth, Outer Harbour

Space	1,214,000 m ²
Quay length	400 – 1,000 m
Depth below LAT	10.0 m
Vessel capacity	Up to 250 m long

Great Yarmouth is a major east coast port located in Norfolk, 20 km north of Felixstowe and Harwich. It adjoins a large industrial area known as South Denes. The port handles a range of general cargo in addition to being the principal UK base for the offshore oil and gas industry in the southern North Sea.

Phased opening of the new Great Yarmouth Outer Harbour development

will start during the first quarter of 2009. It will significantly expand the port's operating capacity and offer deep-water quayside with availability for heavy lift and project cargo.

Great Yarmouth was the construction base for the Scroby Sands project and the port has considerable experience in offshore wind.

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Able Humber Port Facility

Space	8,820,000 m ²
Quay length	tba
Depth below LAT	tba
Vessel capacity	tba

The Able Humber Ports Facility is well placed to capitalise on the emerging opportunities in global logistics and is central to the future strategy of UK public authorities and a principal feature within the Yorkshire Forward-sponsored South Humber Masterplan. It is located immediately north of Immingham Port. The first phase of development – 74 hectares – is already completed and current occupants include GBA, with up to 35,000 vehicles there at any one time. Some 39 hectares are available for immediate occupation. The second phase

(releasing a further 377 hectares) will commence in 2009 and preparations and planning permissions are in hand for a number of other port related activities.

The site is an ideal location for development for both offshore construction and manufacturing. It is located centrally on the east coast with good existing rail and road transport links and it is envisaged that the development will include new quays specified to meet occupier's requirements.

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Humber, ABP Humber

Space	819,000 m ² plus other sites
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Associated British Ports (ABP) operates four ports on the Humber – Hull, Immingham, Goole and Grimsby – handling a total of more than 73 million tonnes per year.

The Paull site is adjacent to the port of Hull. Currently vacant, this land is owned by ABP and is classed as port estate land for industrial development. The site has riverside frontage and the potential for a jetty or quay to be constructed.

As well as this large site, ABP Humber can also offer a number of other sites of various sizes and locations throughout the rest of its ports.

Ideally situated for the offshore wind projects planned for the North Sea, the Humber ports all have excellent connections with Scandinavia and north Europe with regular short-sea services and very good road and rail links.

As the largest port operator in the UK, ABP has considerable experience in working with the wind industry. We have undertaken construction and assembly work in a number of our ports and Grimsby is already a hub for O&M bases for nearby developments.

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Hartlepool, Hartlepool Port

Space	230,000 m ²
Quay length	910 m
Depth below LAT	9.0 m
Vessel capacity	Up to 190 m long, 33 m maximum beam

Hartlepool Port is located four nautical miles north of the River Tees. The port is directly accessed from the sea with all tide access. Hartlepool has two mobile harbour cranes with a 62 tonne max lift at 25 m radius, six quay cranes and a range of hydraulic grabs to suit all commodities.

Hartlepool Docks has three main quays; Irvines Quay, Deep Water Berth and Victoria Quay. A heavy lift pad with a 15 tonne/m² load capacity is situated

on Irvines Quay for heavy lift projects. There is also a basin behind locked gates with a 500 tonne capacity 'ro-ro' ramp.

The site has potential as a construction base for the offshore wind industry or the offshore industry for mobilisations, fabrication, spooling or heavy lifts. Extensive use of the quayside could be gained through negotiation with port owners.

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Hartlepool, Able Seaton Port

Space	510,000 m ²
Quay length	550 m
Depth below LAT	15.0 m
Vessel capacity	No limit

Able Seaton Port is a 51 hectare multi-purpose, multi-user facility. With 15 m depth and up to 75 tonne/m² quay load out capacity (including a 2,000 tonne lift Ringer crane) the recently installed 312 m quay can handle the largest of vessels. Seaton also has the world's largest dry dock and is currently home to a number of re-cycling activities, including the so-called Ghost Ships from the US merchant fleet and the redundant French Aircraft Carrier, Le Clemenceau. The dry dock also provides crucial facilities for the construction of semi-submersible offshore drilling platforms and other marine structures.

This unique facility is located close to the mouth of the River Tees. The site has been developed for use as a facility for offshore, marine, specialist industrial and civil engineering fabrication and construction projects and also has significant potential for offshore wind construction. It offers good access by river, sea, rail and road. Durham Tees Valley Airport is 30 km away. The port also provides around 5,000 m² of covered storage and warehousing and has a full level of utility provision.

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Teesside, Able Middlesbrough Port

Space	207,000 m ²
Quay length	350 m
Depth below LAT	7.0 m
Vessel capacity	60,000 tdwt

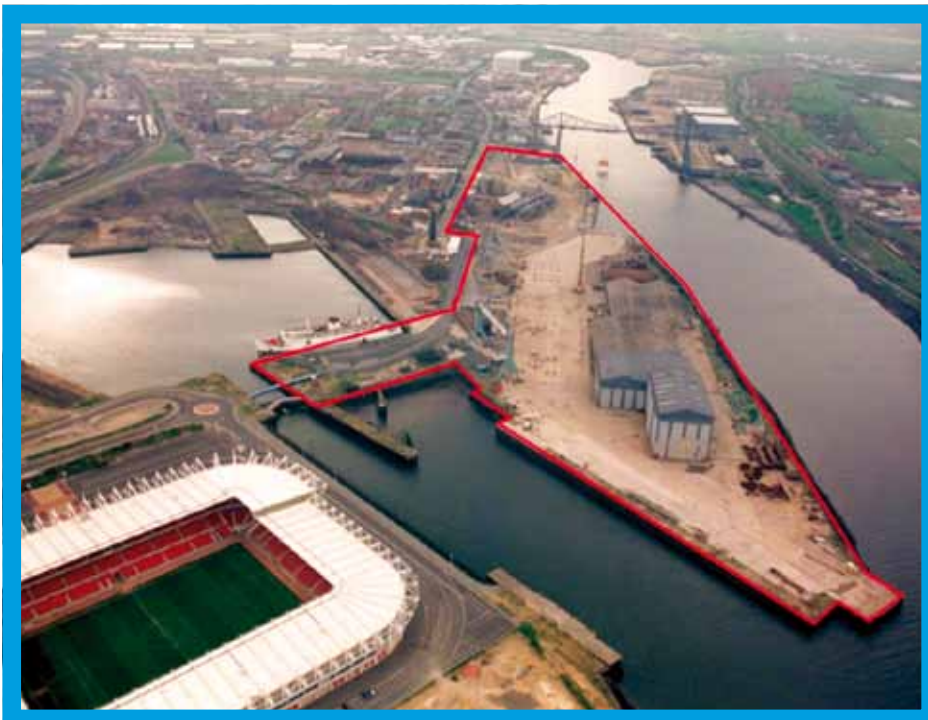
Able Middlesbrough Port lies adjacent to Middlesbrough FC's Riverside Stadium. It has three quays with the longest being 220 m. The site includes extensive fabrication, assembly and storage space totalling over 25,000 m² and offers both significant and existing carnage. The site is approximately

200 x 900 m with over 1,200 m of river frontage – an ideal location for wind turbine and related requirements. It could be available for immediate occupation. Potential occupants should be aware that there is a maximum air draft of 66.1 m.

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Tyneside, Offshore Technology Park

Space	250,000 m²
Quay length	500 m
Depth below LAT	9.0 m
Vessel capacity	Up to 200 m

This former shipbuilding site is owned by Shepherd Offshore as part of the Offshore Technology Park initiative in Tyneside. The facility handles all types of cargo including offshore related materials. The company provides clients with complete supply chain management within one unique facility.

The Offshore Technology Park is located on the north bank of the river Tyne

11 km from its mouth only 5 km from the centre of Newcastle-upon-Tyne which has good road and rail links to all major cities within the UK.

The facility is in a strong position to meet needs for both offshore construction as well as manufacturing. Some site development will be required to meet specific needs for wind energy use. Additional land is available nearby.

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Blyth, Port of Blyth

Space	Minimum 100,000 m ²
Quay length	500 m +
Depth below LAT	9.5 m
Vessel capacity	Up to 200 m LOA

The Port of Blyth is one of the UK's leading 'renewables' Port's, home to Narec (the UK's premier research facility), a pier-based wind farm and the UK's first offshore turbines. With an established reputation for handling wind power related projects and it's strategic north east coast location, Blyth is an ideal choice for servicing the rapidly expanding offshore wind sector.

The port has five existing quays suitable for handling heavy turbine components

with a minimum of 35 ha of adjacent land potentially available for fabrication or logistics operations. A proportion of this land has already been utilised for similar project work and therefore is readily available for use.

Marine operations are equally well catered with no locking in or out, no air draft restrictions, non-compulsory pilotage and 24 hour access in most weather conditions.

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Methil, Fife Energy Park

Space	277,000 m ²
Quay length	180/165 m
Depth below LAT	4.9 – 9.0 m
Vessel capacity	Restricted by max. quay length of 180 m, Air draft unrestricted, Beam unrestricted

Fife's Energy Park has been set up for companies working in the renewable energy sector and the more traditional energy sectors such as oil and gas. Based on the former Kvaerner oil fabrication yard at Methil, the 54 ha Energy Park offers companies a large industrial location. Situated north of Edinburgh on the Firth of Forth, it is close to the urban and industrial centres of Scotland.

The site is a former oil rig construction yard acquired by Scottish Enterprise and includes fully equipped client, project and administration office facilities, together with the following principal facilities. It offers 6,400 m² of covered assembly area and 277,000 m² of open assembly area.

Through quay development, the site can meet specific needs for wind farm construction.

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Tayside, Port of Dundee

Space	240,000 m ²					
Quay length	180/165 m	445 m	213 m	200 m	140 m	76 m
Depth below LAT	4.9 – 9.0 m	8.5 m	8.0 m	9.5 m	9.0 m	9.5 m
Vessel capacity	Up to 100,000 DWT. 250 m length, 8.8 m depth					

The Port of Dundee is located on the east coast of Scotland. It is one of Scotland's main Port facilities; with over 1,800 m of quayside and significant heavy fabrication facilities, open storage areas and quays capable of accommodating non-divisible heavy lift modules and fabrications. The port has excellent, well-maintained infrastructure and deep-water berths in the sheltered Tay estuary.

The Port is located mid-way between Aberdeen and Edinburgh with excellent road, rail and air links.

The port is at the heart of the regions renewable energy activity, working alongside the universities, commerce and local government to promote and develop manufacturing capabilities for this sector.

The Port of Dundee has significant experience in the North Sea offshore oil and gas sector. With good deep water alongside in conjunction with landside project areas, it can accommodate large vessels. In recent times has developed experience in the wind industry in importation and onward transportation, as well as pre-assembly.

The port's owners, Forth Ports, have established a joint venture with Scottish & Southern Energy in June 2008 called Forth Energy to develop renewables projects in and around Scotland including, large scale wind energy.

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Tayside, Port of Montrose

Space	300,000 m²
Quay length	558 m, 245 m
Depth below LAT	tba
Vessel capacity	Up to 164 m long and 20 m beam

The Port of Montrose is located on the river Esk within 2 km of open sea. It lies midway between Aberdeen and Dundee on the east coast of Scotland and has excellent road and rail communication links with other major cities throughout Scotland and northern England. The harbour provides a sheltered haven with around 800 m of quay with no tidal restrictions to any of the berths.

The Port is mid-sized with varied cargo shipping activities. It is also used in support of the offshore oil and gas industry. There is additional development land available for offshore wind construction immediately to the north of the port.

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Peterhead Bay Harbour, North Base

Space	340,000 m ²
Quay length	1,200 m in total
Depth below LAT	6.8 m (min)
Vessel capacity	Length 200 m, Beam no restriction

Peterhead Bay lies around 50 km to north of Aberdeen on the north east coast of Scotland. The harbour is a deep water natural inlet protected from the sea by two breakwaters. Within the sheltered harbour there is approximately 2 km of alongside berthing, with minimum water depths of up to 14 m at low tide. It provides a wide range of services to the construction and diving support sectors of the oil industry and is used for heavy lift operations.

The North Base offers the wind industry heavy craneage, deepwater berthing, office accommodation, open storage and ready access to engineering and fabrication services.

Contracts have recently been signed for construction of a new 200 m deepwater berth with adjacent working area, with the potential to expand the site up to 65,000 m². The new quay will be suitable for a range of industries, including subsea and marine renewables.

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Cromarty Firth, Nigg Yard

Space	700,000 m ²	36,000 m ² workshops and warehousing 180,000 m ² laydown/assembly area adjacent to the quay 152,000 m ² external storage area
Quay:		
length	420 m	92 m reinforced for heavy crane access
depth at LAT	9.4 m	
distance to open water	200 m	Cromarty Firth main channel
	2 km	Cromarty Firth entrance (Moray Firth)
Dock:		
working floor	300/380 m x 150 m	Ramp access from north end
depth	15 m	
gate opening	120 m	
quay length	240 m	1,000 te load lifting capacity
water depth	9.14 m	at LAT
	13.7 m	at MHWS

Nigg Yard occupies a strategic location on the Cromarty Firth, with excellent deep water channels to the North Sea. It lies about 55 km from Inverness and close to the A9.

Nigg Yard has over 30 years of history of constructing major facilities for the

offshore oil industry. Its workshops all have significant overhead cranes with the main assembly shop having a 120 te crane with a 35 m hook height. The Nigg Yard was used for the installation of the Beatrice Wind Farm demonstrator project in 2006.

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Cromarty Firth, Highland Deephaven

Space	1,000,000 m ²
Quay length	tbc
Depth below LAT	9.0 m
Vessel capacity	tbc

Highland Deephaven is a 150 ha privately owned industrial facility on the north shore of the Cromarty Firth Scotland, and is zoned for industrial development. Highland Deephaven has a private causeway and marine facility in place with a water depth at the quay of 6.5 m at low tide. Deephaven has direct access on to the main A9 trunk

highway and is adjacent to the main rail network. Permission has been obtained to construct a rail link directly into Highland Deephaven. Currently the main activities on site are steel fabrication, bulk storage, distribution and a major pipe assembly yard for offshore installations.

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Firth of Clyde, Hunterston Terminal

Space	700,000 m²
Quay length	50 m
Depth below LAT	20.0 m+
Vessel capacity	No limit

Hunterston Terminal on the Firth of Clyde has one of the deepest sea entrance channels in northern Europe, which can accommodate the largest cape size vessels afloat. This former oil rig site on the west coast of Scotland, 55 km to Glasgow, is now available for redevelopment.

Hunterston’s dry bulk terminal, one of the finest in Western Europe, offers

a depth of water up to 26 m, enabling ships up to 350,000 tonnes to berth at all states of the tide to discharge coal.

The port’s position and access to deep water make it a suitable location as a construction base. With quayside construction, it could meet the requirements for offshore wind manufacturing.

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Belfast, Harland and Wolff

Space	100,000+ m ² in H&W, 600,000 m ² in the Port of Belfast
Quay length	556 m x 2, 335 m, 170 m, 110 m
Depth below LAT	8.6 m
Vessel capacity	1.2 m dwt (VLCC)

Harland and Wolff is a heavy engineering site in Belfast Port, Northern Ireland. It is fully equipped with over 30,000 m² of covered fabrication halls (manufacturing ships and offshore structures including jackets), eight cranes (including two 840 tonne gantry cranes) and fully equipped office facilities. The port can accommodate even the largest ships and its quays can handle 5.4 tonnes/m².

Harland and Wolff have significant experience with the offshore wind industry; the port has been the logistics and pre-assembly port for the Robin Rigg and Barrow offshore wind farms. Its ship repair and heavy engineering businesses are complementary and have ensured swift resolution of vessel and equipment failures during these projects.

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Barrow-in-Furness, Port of Barrow

Space	566,000 m ²
Quay length	1,000 m
Depth below LAT	10.0 m
Vessel capacity	Up to 210 m long, 35 m beam maximum

Centrally located on the north-west coast of England, the Port of Barrow has considerable experience in handling specialist cargoes as well as a range of bulk aggregates. It is home to the renowned BAE Systems shipbuilding facility and has been involved with offshore activity in the Irish Sea for many years, having operated as a base for the load-out of offshore gas pipelines and the import of modules and heavy-lift units for the three on-shore gas terminals located there.

Barrow is an ideal base for offshore and renewable-energy projects located in the Irish Sea given its close proximity to a number of the proposed and consented

schemes. The port's extensive land bank makes it an ideal location to support the fabrication, storage and load-out of steel piles, blades and turbines.

It has already played an important role in the construction, operation and maintenance of the Barrow Offshore Wind Farm and was used as the construction site for the substations now installed at the Robin Rigg wind farm. There are 20 ha of lay-down area available.

Photographs of the port show two potential berths that could be built at the port offering unrestricted access to the Walney Channel.

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Dee Estuary, Port of Mostyn

Space	300,000 m ²
Quay length	310 m
Depth below LAT	7.0 m
Vessel capacity	Up to 150 m long

Located on the south bank of the Dee Estuary in North Wales, the Port of Mostyn is served by good road infrastructure linking up with the motorway network joining the M6 and the M62 corridor.

Over the past decade the port has undertaken a major development programme with 310 m of Riverside berth being constructed to provide lock free access to the large areas

of quayside and land directly adjacent to the berths.

The creation of these facilities has seen the Port of Mostyn become a base for the offshore wind farm construction and support industry. Over the last five years it has seen four major wind farms constructed from Mostyn, having been used for the Robin Rigg, Burbo Bank, North Hoyle and Rhyl Flats projects.

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Milford Haven, Pembroke Port

Space	192,000 m²
Quay length	520 m
Depth below LAT	9.7 m
Vessel capacity	Maximum 168 m long, 33 m beam
Warehouse space	15,620 m²

Milford Haven in south Wales is one of the world’s great natural harbours. It is a deep water estuary with an established record in supporting the oil, gas and energy industries.

There are a number of sites in Pembroke Dock, situated on the southern side of the waterway that are available to accommodate offshore wind construction. Extensive fabrication facilities and storage areas, both open and covered, including over 15,000 m² of warehouse space, are available virtually alongside the quays. Lightly

trafficked exit roads skirt the town centre of Pembroke Dock. These lead straight onto the A477 trunk road which connects to the M4, one of the quickest and easiest routes from the west coast to the hub of the UK motorway network.

The port owners are also seeking to develop the Blackbridge site on the north bank of the estuary in partnership with Pembrokeshire County Council. This could add a further 146 ha of open and covered storage and 500 m of deep-water quay to the Haven’s facilities.

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West Glamorgan, Port of Swansea and Port Talbot

Space	160,000 m ²
Quay length	> 300 m
Depth below LAT	Swansea: enclosed dock system with maintained depth of circa 9.9 m Port Talbot: tidal harbour entrance has depth of 12.24 MLWS
Vessel capacity	Swansea: maximum length 200 m, maximum beam 26.20 m, draft 9.90 m Port Talbot: 170,000 dwt

Port Talbot is one of only a few capesize facilities in the UK capable of handling some of the largest bulk vessels in the world. Located within easy reach of the open sea, it comprises the tidal harbour, a sheltered harbour with a water area in excess of 156 hectares which handles imports of raw materials for Corus's integrated steelworks at Margam, and Port Talbot Docks, which accommodate smaller heavy-lift and general-cargo vessels.

The Port of Swansea is a general cargo port which handles a diverse range of trade. The port is able to accommodate vessels of up to circa 30,000 dwt. The

port benefits from a large estate with large areas of potential development land.

Both locations benefit from excellent road access to the east and west via the M4 which is a short drive away via dual-carriageway. The ports are also connected to the national rail network.

Although the ports can be used separately, Associated British Ports is designing a load solution for offshore wind construction using the combined facilities of Port Talbot and Swansea. It will provide both a large land area for storage and facilities for loading jack-up vessels.

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Portland, Port of Portland

Space	Up to 130,000 m²	
Quay length	Currently 220 m	Development 700 m
Depth below LAT	Currently 9.5 m	Development from 7.6 to 11.2 m
Vessel capacity	Currently up to 250 m long, 50 m beam Development up to 320 m long, 50 m beam	

The Port of Portland is the UK’s newest commercial port but with over a hundred years of history as a naval dockyard. It will serve as the base for 2012 Olympic sailing events.

It lies on the south coast of England, around 80 km west of Southampton,

within easy reach of the Round 3 sites in the English Channel.

It has significant potential for development with the creation of up to 13 ha of development land covered by a Harbour Revision Order with potential for offshore wind construction use.

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Southampton, ABP Southampton

Space	800,000 m ²
Quay length	500 m
Depth below LAT	9.0 m
Vessel capacity	tbc

ABP Southampton is a major deep water port on the south coast of England offering solutions to offshore developers for port logistics during the construction phase and O&M support for the project life.

The port is approximately 50 km and 80 km from two Round Three sites, offering developers short delivery times and reduced costs.

The port currently has 18 ha available for development within its Western Docks. The docks have lock-free access to all berths with nominal dredged depth at lowest low water of 11.7 m.

ABP Southampton's team already has extensive experience handling a large variety of project cargos and with the wind industry. They are currently

transshipping Vestas wind turbine components units from their manufacturing base on the Isle of Wight.

Offering a flexible working approach, the port can offer a logistics solution arranging all the necessary port services allowing customers to focus on turbine assembly within the port area.

As a part of the UK's largest port group, ABP Southampton also has access to the wide range of experience and knowledge built up throughout the group. ABP has a strong asset base with a shareholder focus on long-term investment in core activities.

Finally, the port's location on the south coast offers excellent road and rail links and easy access to skilled personnel in local area.

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Newhaven, Port of Newhaven

Space	300,000 m²
Quay length	380 m
Depth below LAT	5.5 m
Vessel capacity	tbc

Situated at the mouth of the River Ouse on the south coast of England, 100 km south of London, the Port of Newhaven is a small but busy port owned by the French Seine-Maritime Department. Its entrance is positioned between two piers, protected from the strong wind by a solid breakwater to the west.

The port has 30 ha of waterside land designated for development that would be suitable for offshore wind construction. It lies within easy reach of Round 3 sites in the English Channel.

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UK Renewables

UK Renewables is a Government Service that uses trade promotion, in co-ordination with UK Trade & Investment, Regional Development Agencies and Devolved Administrations to facilitate the growth of a world-scale UK renewable energy industry, sufficient to support the achievement of the UK's 2020 renewable energy targets.

The Service raises the profile of the UK renewables industry internationally and leads business positioning initiatives into strategic markets. Companies are able to participate in our programmes of overseas missions and exhibitions. A bespoke introduction service helps UK companies to develop relationships with key overseas partners.

UK Renewables also encapsulates critical knowledge of the UK renewables supply chain and functions as an intelligent conduit for UK capability. Through the development of relationships with the world's OEMs and first tier suppliers, particularly for onshore and offshore wind power, the Service provides business opportunities for the thriving domestic market as well as a growing global industry.

For more information on the UK Offshore Wind Ports Prospectus or UK Renewables please contact:

enquiries@ukrenewables.com

