

State of the Solent Edition 3:

3. Transport, Ports and Shipping



Marine Industry in the Solent is made up of three major activities: Ports and Shipping, Naval and Defence and Marine Leisure (SEEDA, 2007). Each has its own needs and can be looked at individually but as a whole they are a very important part of the Solent's economy. The marine industry sector contains a wide diversity of businesses ranging in scale from the large scale commercial operations at Southampton and Portsmouth ports down to small boatyards. In addition to the commercial ports, there are industrial processing sites requiring waterside locations for bulk shipping transport and/or the ready supply of seawater for use within processes, for example Esso Oil Refinery. Of increasing importance is cruising, with Southampton widely recognised as the capital of the country's cruise industry.

There is a substantial and heavily trafficked road network serving the region, rail links between most urban areas and vital ferry links to the Isle of Wight. The Solent itself is a major transport corridor for bulk freight shipping, and for international ferry links to France and Spain. Finally there is a regional airport at Southampton.

3.1 Indicator: Total Volume of Freight Handled by the Solent's Major Ports: Southampton and Portsmouth.

3.1 Reason for indicator selection

The contribution of the port's industry to the regional and national economy, and to the positive management of the Solent is very significant. It is desirable, in principle, to support port development provided it does not cause unacceptable or long-term damage to the environment, and is in balance with recreational and other uses. This indicator gives a measure of trends in the usage of the ports in the Solent for freight transportation and gives an indication of the growth of this market. This indicator is complementary to the suggested indicators of economic importance of the port's industry in the Solent and employment reliant on the port's industry.

This indicator is used at the European level as one of the indicators for sustainable development of the coastal zone. It has also been used by a number of European countries who collect information for a coastal atlas and indicator information.

3.1 Where does the data come from?

The data comes from the Department of Transport (DfT) Maritime Statistics page where the total tonnage of freight is given for all major ports in the UK. See www.dft.gov.uk/pgr/statistics/datatablespublications/maritime/compendium/.

3.1 What the indicator shows

The data shows a reduction in the amount of freight handled by the major ports in the Solent. This reduction in freight handled by UK ports is a national trend with the amount of freight being handled by UK ports being eleven percent lower than in 2008. The national trend also showed a reduction in freight from 2007 to 2008. The reduction may be linked to the global recession which started in 2006.

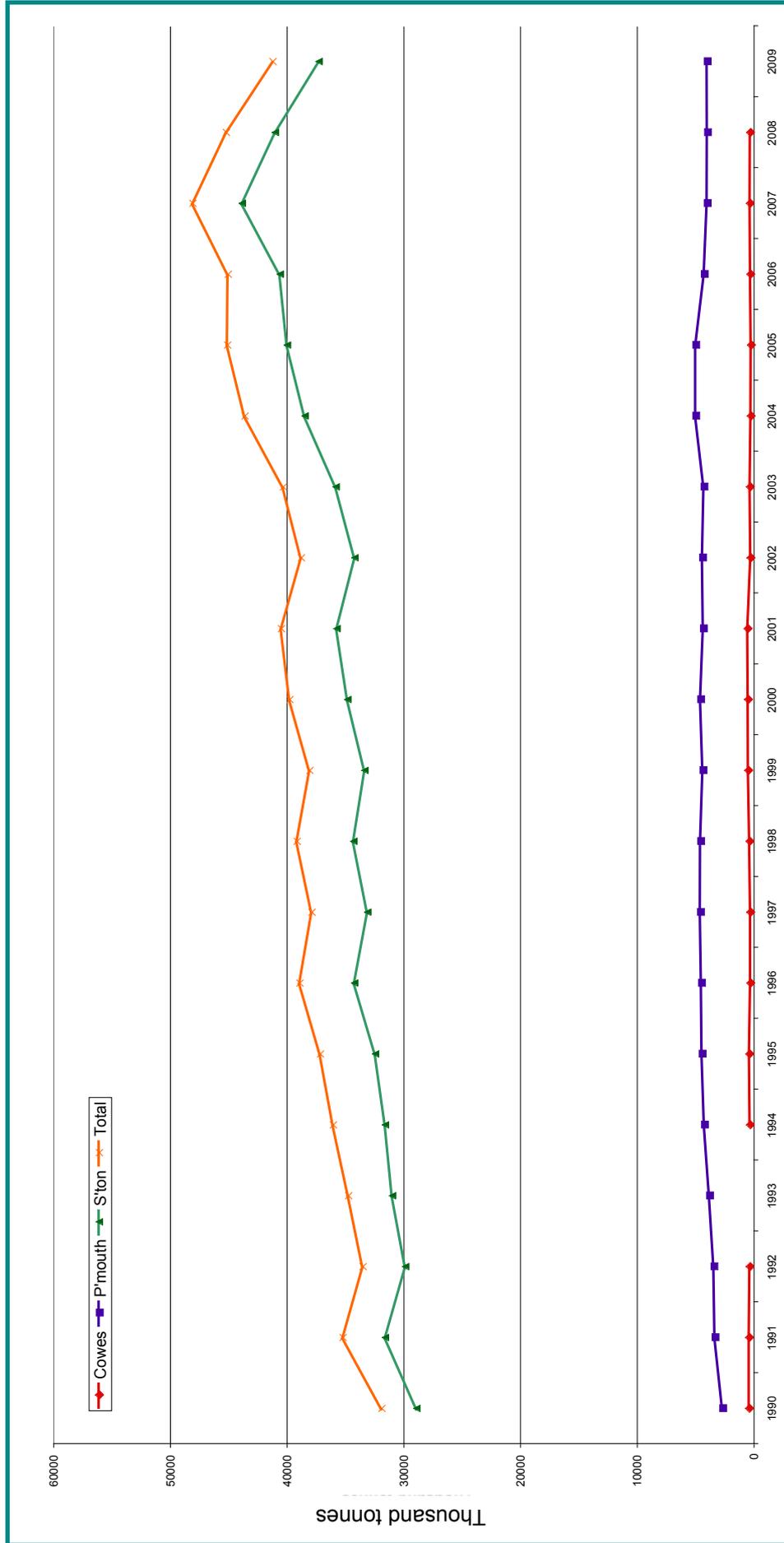
3.1 What are the implications for coastal planning and management

None determined at present.

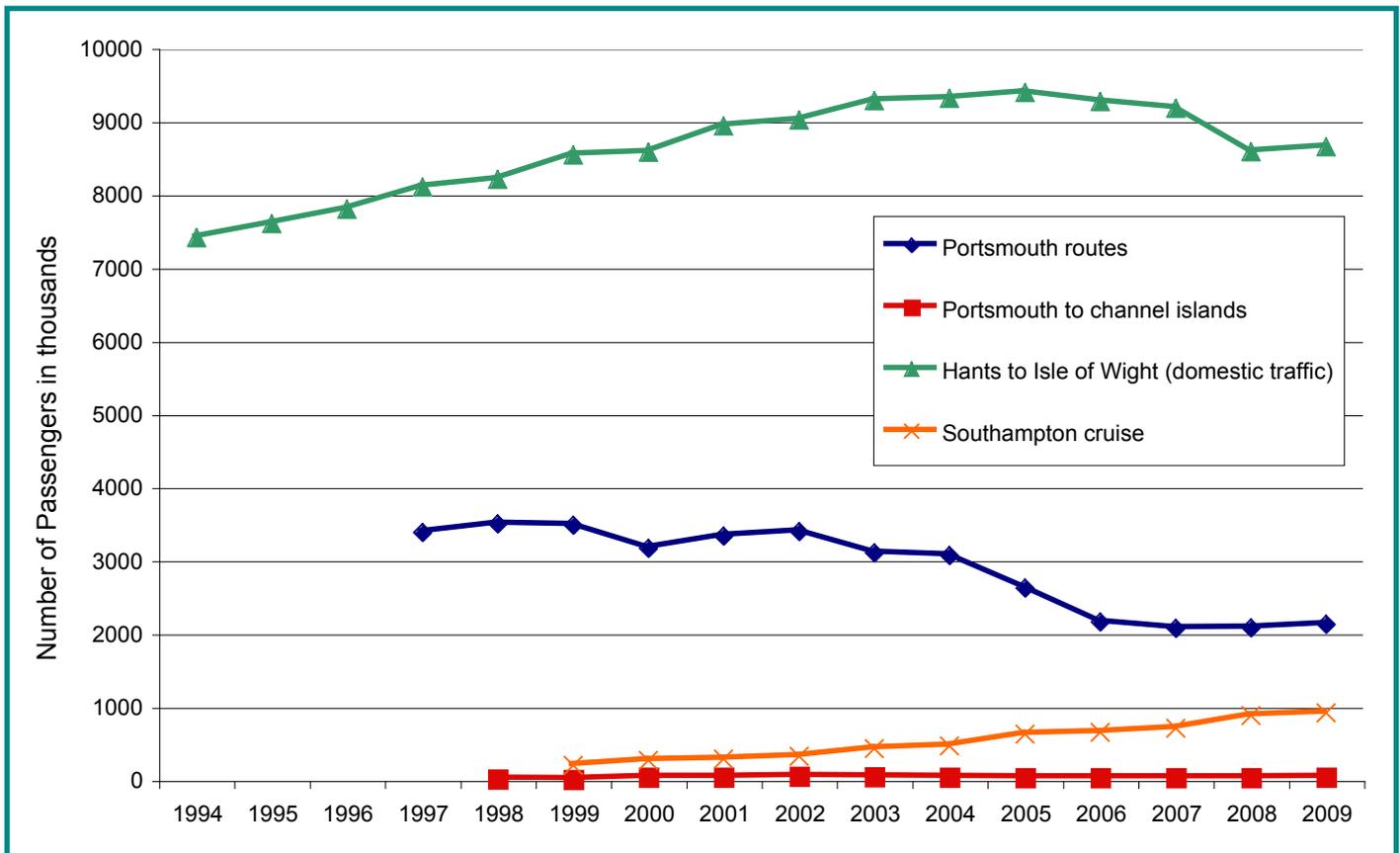
3.4 Indicator: Number of Shipping Movements through the Solent

At the time of publication (March 2011) the Forum is still trying to collate this information. If we can obtain the data we will amend this chapter and include this indicator.

3.1 Indicator: Total Volume of Freight Handled by the Solent's Major Ports: Southampton and Portsmouth



3.6 Indicator: Number of passengers using the Solent's ports: passengers to the Isle of Wight, Southampton cruise passengers and Portsmouth continental ferries



Source: Department of Transport Maritime Statistics

3.6 Reason for indicator selection

A huge number of passengers enter and leave the UK through the Solent's ports. There are three major vehicle crossings and three regular passenger crossings from the mainland to the Isle of Wight all of which are of vital strategic importance to the economy of the island. Portsmouth International Port is one of the largest ferry ports in the UK with passengers travelling to the Channel Islands and continental Europe. It is also important to consider the increasing importance of the cruise industry to the economy of the Solent and specifically to the Port of Southampton which is currently building its fifth cruise terminal. The new terminal will be larger than any of the existing buildings in the port to cope with bigger cruise ships, and the number of cruise passengers using the port is expected to reach two million by 2013.

This indicator will give a measure of the importance to the economy of the services running between the Solent and the Isle of Wight and also that between the UK and Europe. The number of passengers going on cruises from Southampton and Portsmouth will give a measure of the increasing importance of this new industry and indicate its contribution to the Solent's economy.

3.6 Where does the data come from?

Passenger numbers are recorded by the port operators and all this data is available from the Department of Transport Maritime Statistics publication. DfT: www.dft.gov.uk/pgr/statistics/datatablespublications/maritime/compendium/.

3.6 What the indicator shows

The number of passengers travelling between the mainland and the Isle of Wight has been increasing since 1994 but there was a slight decline in 2007 which now seems to have stabilised.

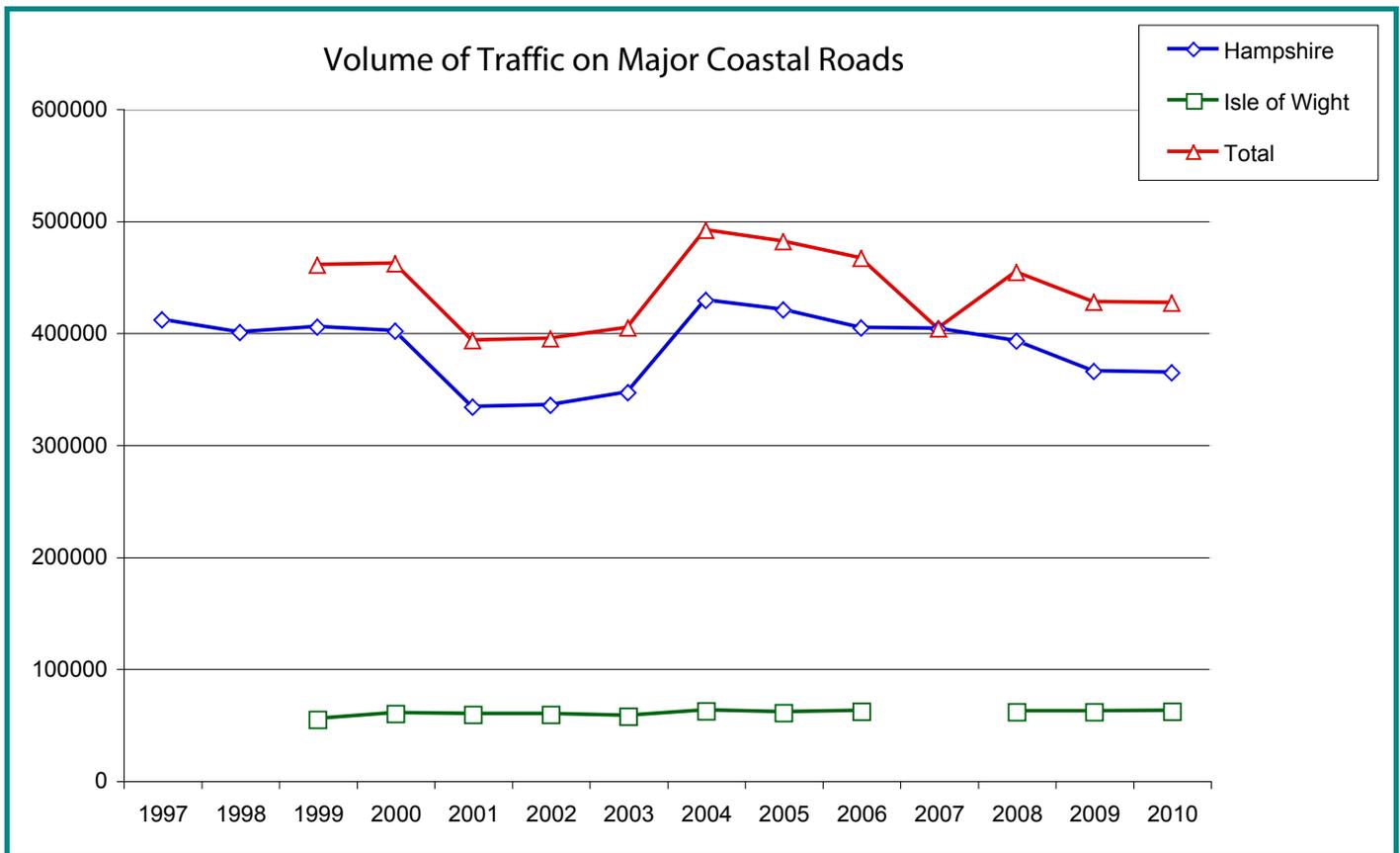
The number of passengers passing through Portsmouth Ferry Port to Europe saw a decline between 2004 and 2007 but this has now stabilised and there was a slight increase in the numbers in 2009. This increase has not been seen in other UK ferry ports and nationally there was a decline in passenger numbers travelling to Europe between 2008 and 2009.

The number of cruise passengers using the Port of Southampton continues to rise and this is seen nationally as despite the economic downturn, the cruise industry has still seen growth in passenger embarkations since 2003, albeit to a lesser extent between 2008 and 2009 (3%).

3.6 What are the implications for coastal planning and management

The growing cruise traffic in the Port of Southampton is good news for the Solent's economy and the diversity of the Port will help it maintain growth in difficult economic times. It is also encouraging that the number of passengers using Portsmouth continental ferry ports is increase at a time when the numbers at other UK ports are decreasing.

Indicator 3.7 Volume of Traffic on Major Coastal Roads



Source: Hampshire County Council and Isle of Wight Council

3.7 Reason for indicator selection

It is important to strike the right balance between transport's role in helping the economy progress and allowing people to travel wherever they need to go, while at the same time protecting the environment and improving quality of life. In the past traffic growth has been associated with economic growth, but the resulting volume of traffic leads to congestion, noise and air pollution and contributes to greenhouse gas emissions which cause climate change. This indicator will give an overall idea of the trends in traffic volumes in coastal areas.

At the European level this is one indicators of sustainable development of the coastal zone. At the national and regional level it is one of the indicators which is used by the UK government to measure sustainability.

3.7 Where does the data come from?

The information is available from Hampshire County Council and the Isle of Wight Council and is updated on an annual basis.

3.7 What the indicator shows

Traffic flows on the major coastal roads on the Isle of Wight is fairly constant. Hampshire data is harder to interpret as from 2006 data on traffic flows from M271 south of M27 junction 3 and data from M275 south of M27 is no longer available. This data was therefore taken out of the whole dataset otherwise a decline would be seen in the coastal traffic volumes due to the data not being collected rather than an actual decline.

The traffic flows for Hampshire appears to be declining slightly since 2004, but if the raw data is examined this is more than likely due to some counters not being available for certain roads.

3.7 What are the implications for coastal planning and management

No conclusions can be drawn from this data set as for some years data is not available for certain roads and this alters the data profile. The measure for this indicator needs to be considered in more detail so that we can achieve a more reliable and constant data set.

Future Work

Data for indicators 3.2 and 3.3 are not currently collected on an annual basis so they are not being included in the report. The Solent Forum will work with the new Solent Local Enterprise Partnership to try and gather Solent specific trend information on the economic importance of the port's industry (3.2) and the employment reliant on the port's industry (3.3). This will help us measure how the industry is changing over time and its importance in the Solent's economy.