

Stena Line Ports submission to the  
National Assembly for Wales Enterprise and Business Committee  
into EU funding opportunities 2014-2020.

Stena Line Ports is part of the Stena AB group of companies. In Wales Stena Line Ports own, operate and are the statutory authority for the Ports of Fishguard and Holyhead.

The ports core business is servicing the passenger and freight ferries that operate between Wales and the Republic Of Ireland. The ports operate an open port policy, permitting other ferry operators to use their berths and facilities in addition to Stena Line Ferries. Outside the core ferry business the other marine related activities include cruise ship calls and other miscellaneous types of general cargo such as heavy lifts, rock etc . Previous business included the import of bulk aluminium ore for the now defunct Anglesey Aluminium facility.

The Port of Holyhead is ranked 3<sup>rd</sup> in terms of short sea ferry passenger movements within UK and is within the top 10 UK major ports. The Port of Holyhead is ranked third in terms of port throughput in Wales, with only Milford Haven and Port Talbot handling more cargo. The port handled a total tonnage throughput of 3.1 million tonnes in 2011.

Holyhead Port handled 76% of all Welsh Ro-Ro freight units, and 72% of all Ro-Ro tonnage, the remaining volumes were handled by Fishguard and Pembroke.

Previous EU Funding Assistance.

2002 CONSTRUCTION OF HOLYHEAD TERMINAL 5 PROJECT

A £14.5 million investment development which was planned and executed by Stena Line Ports Ltd in 2002 with the support of some £3.3 million of Objective 1 funding from the Welsh European Funding Office comprised of the following new facilities:-

- A new common user Roll on Roll off ferry berth, Terminal 5 at Holyhead Port.
- Dredging 210,000 cubic meters for an approach channel leading to the new berth to allow much deeper vessels to use the new facilities.
- Construction of six new berthing dolphins, interconnecting walkways and associated high tech fendering systems allowing the largest ferries to berth in high winds.
- The construction of a new double deck loading linkspan to facilitate two separate roadways onto the ferries to allow the rapid discharge and loading of vehicle decks .
- Full completion of the 42,000 square meter reclaimed land located to the East of Salt Island.
- Upgrading the existing road layouts at Salt Island was carried out to ensure a better and more controlled traffic flow on and off the ferries using the Salt Island Terminals.

Without the Terminal 5 new multi-purpose passenger and freight berth in Holyhead, the Port's share of the Central Corridor ro-ro freight market was predicted to fall from 22% to 17% by 2010. The new berth has in fact given the Port and region a significant boost particularly in freight volumes.

Volumes (000's)	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Passengers	2366.7	2336.8	2263.6	2171.7	2069.8	2142.4	2000.9	1934.9	2076.5	1985.7	1915.2
Car Units *	477.4	498.3	484.0	469.2	452.5	487.9	452.0	477.2	483.6	458.8	433.6
Coaches	12.3	11.8	11.7	13.0	11.0	11.7	11.1	10.5	10.3	9.5	9.8
Freight Units	222.5	241.3	285.5	309.8	322.2	336.6	323.6	272.5	264.4	306.0	303.5

## **Potential Infrastructure Projects.**

- **Port of Fishguard Redevelopment.**

The link span infrastructure at Fishguard, linking the port to the ferry, was built in 1972. It is a single width roadway that will not support modern ro-ro tonnage due to its limiting design parameters. In addition the port layout is bisected by a railway track and public road that hampers efficient port operations.

The current ro-ro ferry at Fishguard is 32 years old and while offering a high standard of passenger comfort is unable to accommodate the needs of commercial freight hauliers with ever higher units and is therefore unable to grow its market volumes.

A redevelopment scheme has been produced for Fishguard Port, in conjunction with a proposed marina development by Conygar Ltd, and outline planning has been approved and could quickly move to full planning application. The development would allow more modern ro-ro ferries to use the port and provide sufficient capacity for a second operator or an additional ferry service. The port currently handles 35% of the current ro-ro freight trade on this corridor and the development would have sufficient capacity for at least 100 %.

In addition an existing under utilised berth could be improved to accommodate the needs of larger cruise ships with alongside facilities and access at all states of tides.

The development would allow improved connectivity and trade for commerce and tourism between Wales and the Republic of Ireland and secure future employment at the Port.

There are other potential infrastructure synergies that could also be developed if port is improved. For example there is outline planning for a truck stop site near the port.

- **Holyhead Port New Access Link,**

This potential project is intended to provide a robust fit for purpose link between Holyhead Port, Holyhead Town Centre and the A55 and to increase the capacity of the route to and from the port of Holyhead in order to improve the international gateway and avoid a major source of existing congestion within the town.

Holyhead port is the busiest passenger ferry port on the west side of Britain, and is increasingly a significant route for road freight movements. It is a major local employer, and the extensive harbour is a significant economic asset for the town and wider region.

The new link road project seeks to safeguard and diversify port employment, and maximise its economic contribution to the town and local economy.

Increasing the efficiency of the port and the A55 represents a significant opportunity to enhance both business and tourism investment into the area, with positive consequences for local employment.

It is an essential component of a larger regeneration package that has taken place at Holyhead namely the Holyhead Transport and Environmental Package (HTEP), which comprised three major elements - transport, environment and economic- which in combination represent a strategy to encourage the regeneration of Holyhead and its environs.

The Holyhead Port New Access Link project will deliver the following improvements:

- Provision of the 'missing link' to the A55 expressway to enable high speed vehicular egress from the port.
- Extension and improvement of bus, coach, pedestrian and cycling facilities in and around the Port area.

- Landscaping improvements to provide a high quality visual statement for the Port and town of Holyhead.

The Holyhead Port New Access Link (is of European importance as the A55 forms part of route E22 of the European Union's Trans European Network – Transport (TEN-T), offering critical links between Ireland, Wales, England and across to continental Europe.

The port is a key node on the TEN-T and is important to both regional and national connectivity.

The Holyhead Port New Access Link is an important element in relation to the Welsh Assembly Government's Spatial Plan for Wales, "People, Places, Futures", by investing in, and maximising benefits from, the links with Ireland and strengthening the strategic role of Holyhead.

Holyhead is currently blighted by local transport congestion, with delays particularly acute at the two key junctions at either end of Station Road Bridge. In addition there is high concentration of CO<sub>2</sub>, NO<sub>x</sub> and particulate (HGV) emissions in and around Holyhead and along the A55.

**It is expected that the Holyhead Port New Access Link will produce the following benefits:**

- The removal of ferry traffic inbound from Ireland from Station Bridge and London Road to a direct dedicated link from the Port to the Kingsland Roundabout thereby removing the most significant constraint to the growth of the port.
- The separation of traffic leaving the port and non-port traffic will enhance the efficiency of the transport infrastructure and make a significant reduction of port congestion effects on Holyhead local traffic and improve the accessibility of Morawelon and other Holyhead communities.
- At a more strategic level, the improvement of the infrastructure serving the port will increase the efficiency of transport and freight movement at a local, regional, national and European level.

A significant amount of preparation work has already been carried out for this project by Isle of Anglesey County Council .A full application for Principal Road Grant Funding was completed and submitted to Welsh Government in April 2009. Comprehensive project plans and documentation already exists for this work and should approval be obtained then these plans would only need refreshing.

**2009 Principal Road Grant Funding bid Initial cost summary £22.5 m**

**Total project estimate 2014 = £38m**

- **Additional Potential Projects at Holyhead.**

In 2013 a Holyhead Port Master Plan was commissioned and produced for Stena Line Ports, Anglesey County Council and the Welsh Government.

The Port of Holyhead plays a central role in the economic fortunes of Holyhead, Anglesey and Wales providing a strategic link to Ireland for freight (accompanied and unaccompanied) and passengers.

Over 1000 direct and indirect jobs are supported by activity at the Port. As such it plays a major part in the economic fortunes of Anglesey and North Wales. This employment provides an estimated contribution of £70 million per annum in terms of Gross Value Added.

The importance of port infrastructure to the economy is recognized by Welsh Government in national policy. The developing framework for the next round of EU funding also has a clear steer toward support for port infrastructure. The emphasis here is on investing where there are opportunities to develop and support low carbon and renewable energy projects and improvement works to surrounding transport infrastructure.

The low carbon energy market offers some real opportunities to diversify operations at the port and reduce the reliance on RoRo activity, although this is likely to remain the dominant source of income in the short to medium term.

The purpose of the Master Plan is to help guide investment and development decisions at the Port over the medium to long term.( 2014 - 2020). After extensive consultation a series of development options were developed which were subject to qualitative appraisal and discussion to inform the development of a preferred master plan for the port. The summary of the report has developed 3 options and within each option there is potential projects to enhance the infrastructure at the port and to support developments with “Anglesey Energy Island” with the wider benefits to the town, Anglesey and North Wales.

- There is a significant opportunity to enhance Holyhead’s role as an international gateway.
- The delivery of improvements to Holyhead Port is essential in order to support the delivery of major new developments proposed across the Isle of Anglesey (including Wylfa, the biomass power plant on the Anglesey Aluminium site and the offshore wind zone).
- There is an opportunity to improve the link between the Port and the railhead at Anglesey Aluminium site to harness the opportunity to utilise rail to move goods from Holyhead to elsewhere in the UK.
- There is an opportunity to link the port to other potential local and regionally large scale development sites eg Parc Cybi on the outskirts of Holyhead.
- There is an opportunity to continue to develop the alongside Cruise vessel market.

