



# The value of goods passing through UK ports

by MDS Transmodal

**FINAL REPORT**

July 2016

# CONTENTS

EXECUTIVE SUMMARY .....	2
1. INTRODUCTION .....	4
2. SOURCES.....	5
3. RESULTS.....	8
4. SUMMARY .....	18

---

## EXECUTIVE SUMMARY

The ports industry is generally measured through its physical throughput of tonnages, containers or trailers handled. However, while such measurement informs in terms of market share and is vital evidence in deciding on operation and design, it does not necessarily convey the role that ports play in the wider economy, which would require a measurement of cargo value.

This report has used available trade, VAT returns and port throughput data to estimate the value of goods passing through the major UK ports. Because around half of the value of these goods are with the EU (and therefore do not pass through Customs) this estimate cannot be totally accurate but does reflect the control totals that are available from the National Statistical Office and the Department for Transport.

In 2014, UK GDP was measured by the National Office of Statistics at £1.75 trillion, of which 78% were in services, leaving the GDP for goods produced (including construction) at just £385 billion. It may be seen as remarkable, therefore, that the total value of goods passing through UK ports at around £511 billion actually exceeds the total value added in the UK in the form of goods, with exports of goods at around £227 billion. These figures are not, of course, entirely comparable. The value of exports will include the value of imported components and raw materials while GDP is a net figure reflecting value added. Nevertheless, it is evident that the UK port industry plays a highly strategic role in the overall economy.

In 2014, the 7 leading export ports in the UK accounted for 77% of the value of goods exported through all the major ports. The leading port is Southampton at £40.1 billion, the value of whose cargo also exceeds that of non EU cargo through Heathrow if one excludes trade in precious metals and stones. Dover and Felixstowe are the next ranked followed by Grimsby & Immingham and Liverpool. Overall, ABP ports accounted for 2014 for 30% of the value of UK exports of goods through seaports, equating to £68 billion, which can be compared with the total gross value added by all manufacturing, mining and quarrying activities in Britain in 2014 of £197 billion.

The 7 leading import ports account for an estimated 76% of the value of goods imported through all the major ports, led by Felixstowe (£44.5 billion), followed by Grimsby & Immingham, Dover, London and Southampton. Heathrow (non EU\*, excluding precious metals and stones) would rank only 6<sup>th</sup> by the value of goods handled as a seaport. ABP ports accounted for 29% of the value of imports through seaports.

*\*it is not practical to determine the value of intra EU cargo through individual ports (including Heathrow) because no Customs entries are made although the total value of goods by country and commodity can be determined through VAT returns. We do believe there is a substantial volume of*

---

*intra EU cargo through airports (excluding that interlining with long haul flights from Continental airports and mail and parcels).*

In so far as cargo groups are concerned, the overall unitised sector accounts for total trade through seaports to the value of £354 billion, of which ABP ports accounted for 23%. By contrast, ABP ports accounted for 62% of the value of vehicles through the ports, mainly through Southampton and Grimsby.

Altogether, the value of goods through the ports for which ABP is the statutory harbour authority and where ABP have active terminals amounted to an estimated £149.4 billion in 2014 or 29% of the value of all goods through the major seaports.

That is:

- UK seaports handled an estimated £511 billion worth of goods in 2014, of which £277 billion were exports. These figures can be compared with a total GDP (including all services) of £1.75 trillion.
- The 7 leading import and export ports handled 76% and 77% respectively of the value of all cargo through UK ports. Cargo is heavily concentrated on a handful of ports.
- Of that total value of exports of £277 billion through seaports, 30% passed through ABP ports. The leading export port was Southampton at £40 billion worth of goods. If the value of precious metals is excluded, this also exceeded the value of all exports to non EU countries through Heathrow.
- Of the total value of imports (£334 billion), 29% passed through ABP ports. Felixstowe led with Grimsby & Immingham 2nd and Southampton 5<sup>th</sup>.
- ABP accounted for 62% of the value of new vehicles passing through UK ports.

Overall ABP ports handled 29% by value of all goods through UK seaports.

---

## 1. INTRODUCTION

The UK economy imported and exported an estimated total of £711 billion worth of goods in 2014 of which £511 billion was through its seaports. This figure can be compared with an overall UK GDP in that year of £1,750 billion. The value of goods through the seaports reflected the passage of around 400 million tonnes of goods. A further £200 billion worth of goods passed through the Channel Tunnel and between Northern Ireland and the Irish Republic and UK airports (non EU goods only included for airports). Our analysis excludes goods passing across the UK in transit between the Irish Republic and Continental mainland. It also excludes domestic cargo such as coastwise movements of petroleum products as these do not constitute 'trade'. We have also compared the value of goods through ports with those airports, with and without the value of precious metals and stones.

While the ports collect data on throughput tonnages and contribute those results to the DfT in a standardised format compatible with the Maritime Statistics Directive, no attempt is made by the DfT to capture the value of those goods. The overall value of those goods is, however, captured through VAT returns by shippers and receivers for intra EU cargo and through HM Customs and Revenue through Customs returns for non EU cargo. The latter is collected and is available at the port/airport level at a detailed commodity x country level and is readily available. However, no such equivalent regime is available for intra EU cargo.

Our approach in making estimates of value of intra EU goods at the port level has been based upon taking the results by value available through VAT returns and Customs returns as control totals and using whatever evidence is available to 'share' those values between the ports. The principle such evidence is tonnage by commodity and mode of appearance. We have used the value of extra EU goods to help inform this process, but always using the total value of intra EU goods as control totals. A number of assumptions have therefore been made with respect to generating generic values but there is no reason to suppose that they would introduce any systematic bias as between ports. The great majority of the data used was already restructured and held in-house by MDST and cross checked for any obvious errors.

---

## 2. SOURCES

For this analysis we have used in-house databases along with public domain freight statistics as specified in the following paragraphs. The year considered for this study is 2014.

- **UK Custom Data**

The UK Custom Data shows the value (measured in thousands of £) and the volume (measured in tonnes) of all the commodities imported/exported into/from the UK by non-EU partner country and by UK port. The classification used in this dataset is SITC (i.e. Standard International Trade Classification) at 5-digit level. The port definitions do not necessarily correspond to those used by the DfT within the Maritime Statistics Directive datasets and we have therefore mapped data across to correspond to the MSD approach (for example, 'Forth' includes 'Grangemouth, Hound Point, Leith and Rosyth').

We have used this dataset to estimate the relationship between value and estimated unitised cargo and value and estimated non unitised cargo by modes of appearance for the NON EU countries trading with the UK. For each commodity (approximately 3,000) shown in the UK Custom Data, we have estimated the volume of Unitised Tonnes and Non Unitised Tonnes using our in-house look-up list to convert tonnes into unitised tonnes. Using the same proportions, we have estimated the value (£'000s) for the unitised and non-unitised cargo. For each port, we have then estimated the Unit Value (£'000s) for both Unitised and Non Unitised cargo and applied these estimated unit values to the volumes shown in the DfT statistics.

The UK Custom Data does not group commodity cargo into mode of appearance. To make this set of data comparable with the DfT statistics, we have grouped trade data at the SITC 5-digit level into the same three modes of appearance used by the DfT; specifically:

Non Unitised Cargo:

- Dry Bulk: Agricultural products (e.g. grain, soya, tapioca), Coal, Ores and Other dry bulk
- Liquid Bulk: Crude oil, Liquefied gas, Oil products and Other liquid bulk products
- Other General Cargo: Forestry products and Iron and steel products
- Vehicles

Unitised Cargo:

- Vehicles: Import/Export motor vehicles
- All other

For this analysis we have assumed that the cargo category 'Other general cargo & containers <20"' is included in unitised cargo. In practice, this is dominated by non-unitised fruit and vegetables (e.g. bananas).

For the port and cargo type reported in the DfT statistics but not in the Custom data, we have applied the average unit value for the cargo type.

- **MDS Transmodal, World Cargo Database (updated to 01.04.2016)**

The World Cargo Database (WCD) holds worldwide containerised cargo from 1996 to the present for circa 250 countries which can be grouped into regions and sub regions. The WCD is generated by gathering quarterly trade data (tonnes) from most of the major economies of the world (each EU28 country separately, USA, Canada, China, South Korea, Japan, Taiwan, Norway, Switzerland, South Africa, Hong Kong, Brazil, Argentina, Chile, Indonesia, Australia, Mexico, Philippines, Russia, Turkey, Thailand and India). This covers over 95% of unitised world trade (i.e. to or from one of these countries). For trade between other countries, data from the UN is used, boosting our global coverage of unitised world trade to over 99%. The WCD tonnage data is translated into unitised tonnes and then into loaded maritime TEU using various lookup tables based on commodity, volume and the origin and destination countries. For 'backhaul' trades, the propensity of certain commodities to travel in containers is boosted to take into account the lower freight rates available (e.g. steel scrap to the Far East).

We have used this dataset to estimate the ratio of value to unitised cargo and value to non-unitised cargo for the **EU countries** trading with the UK. We have then applied these estimated unit values to the volumes shown in the DfT statistics. While for non EU countries we could estimate the unit value at the port level, for the EU countries our estimates could not be broken down by port. For the EU countries, therefore, we have initially applied the same unit value calculated for each cargo type to the various UK ports shown in the DfT statistics. These have then been totalled and adjusted to match overall control totals of the value of goods traded with EU countries. We found that when we took EU and non EU trades together this approach produced an almost perfect match with National Accounts figures but there was not a perfect match for EU and non EU separately. This was to be expected because port statistics record the port of loading and not the country or origin. Some cargo recorded in port statistics as having an EU origin has, through transshipment, a non EU origin.

- **Department for Transport Statistics, Port Freight Statistics**

This data describes total tonnes and number of units by major port, direction, country (i.e. intra or extra EU) and by mode of appearance. Specifically:

- For the unitised cargo we have used table PORT0499
- For the non-Unitised cargo we have used table PORT0498

- **National Accounts**

Overall control totals have been drawn from the document 'UK trade' (produced monthly by the UK Office of National Statistics) which includes annual summaries of the total value of trade in goods by country group and by commodity.



### 3. RESULTS

The total value of all goods moved into and out of the UK through seaports in 2014 was £511 billion, which is summarised below:

**Table 1: UK trade in goods by value, 2014 (£ million)**

Unitised & Non Unitised traffic	General Cargo Category	Non EU	EU(28)	Grand Total
NON Unitised	Dry Bulk	5,983	3,514	9,497
	Liquid Bulk	37,023	33,719	70,742
	Other General Cargo	2,588	5,383	7,971
<b>NON Unitised Total</b>		<b>45,594</b>	<b>42,616</b>	<b>88,210</b>
Unitised	Vehicles	26,158	42,273	68,431
	All other unitised	120,871	233,285	354,155
<b>Unitised Total</b>		<b>147,028</b>	<b>275,558</b>	<b>422,587</b>
Air traffic		146,336		146,336
Euro Tunnel			49,529	49,529
ROI and N Ireland			3,960	3,960
<b>Total port traffic</b>		<b>192,622</b>	<b>318,174</b>	<b>510,796</b>
<b>Grand Total</b>		<b>338,958</b>	<b>371,663</b>	<b>710,621</b>
<b>Air traffic excl. precious stones &amp; metals</b>		<b>104,558</b>		<b>104,558</b>
<b>Grand Total excl. precious stones &amp; metals</b>		<b>297,181</b>	<b>371,663</b>	<b>668,844</b>

Source: ONS

It will be seen that of that total of £711 billion, £511 billion are through UK ports. The figure of £711 billion falls to £669 billion if all precious stones and metals are excluded from airports. In that case, seaports can be regarded as accounting for 76% of the value of all freight moving in and out of the UK.

Based upon the evidence available we estimate that approximately £4 billion worth of goods passed across the Irish land boundary with Northern Ireland, £102 billion through airports (excluding 'precious' goods) and £50 billion of precious materials through the Channel Tunnel. Adding these flows to the estimated £42 billion of precious materials we derive an overall total of approximately £711 billion as reported by the UK Office for National Statistics.

The total tonnage of international goods passing through the major ports is set out in the next table.

**Table 2: UK international trade in tonnages passing through the major ports, 2014**

Major Port	Tonnes ('000s)
<b>Grimsby &amp; Immingham</b>	<b>53,418</b>
London	34,962
<b>Southampton</b>	<b>32,223</b>
Tees & Hartlepool	31,636
Milford Haven	28,552
Dover	27,605
Felixstowe	27,291
Liverpool	26,374
Forth	21,728
Clyde	13,164
<b>Hull</b>	<b>10,783</b>
Bristol	9,436
<b>Port Talbot</b>	<b>9,130</b>
Rivers Hull & Humber	7,295
Medway	6,550
Belfast	6,483
Tyne	6,097
Manchester	5,807
Sullom Voe	4,936
Glensanda	4,371
Harwich	3,807
Holyhead	3,644
Portsmouth	2,927
<b>Newport</b>	<b>2,412</b>
Londonderry	1,630
<b>Ipswich</b>	<b>1,499</b>
River Trent	1,451
<b>Goole</b>	<b>1,272</b>
<b>Plymouth</b>	<b>1,051</b>
Aberdeen	929
Orkney	892
Boston	791
Cromarty Firth	784
Heysham	688
Newhaven	667
Great Yarmouth	666
Sunderland	654
Fowey	570
Shoreham	561
<b>Cardiff</b>	<b>545</b>
Warrenpoint	493
Dundee	450
Poole	394
Fishguard	368

Major Port	Tonnes ('000s)
<b>Swansea</b>	<b>348</b>
Peterhead	139
Larne	7
Ramsgate	1
Cairnryan	0
Loch Ryan	0
<b>Grand Total</b>	<b>397,481</b>
<b>ABP Ports Total</b>	<b>112,680</b>

Based on DfT maritime statistics

The leading port by tonnes lifted is 'Grimsby and Immingham' followed by London. Overall, ABP ports (as defined by their role as, broadly, port operators) accounted for 113 million tonnes of international cargo which represents 28% of overall UK major ports market share of international trade.

In fact, not all the wharves within these statutory ports are operated by ABP. 18% of tonnes through Grimsby & Immingham pass through 3<sup>rd</sup> party berths, as do 23% of tonnes through Newport. By contrast, 2% of Liverpool's throughput passes through ABP owned Garston. The net effect of such adjustments reduces ABP's share of UK port tonnages measured through terminals to 26.5% of international tonnages.

The following table transforms and summarises these tonnages into values, ensuring there is consistency with the overall values shown in National Accounts. The major ports appear to account for cargo throughput of a value that equates to around 28% of total UK GDP. The value of goods through Southampton is marginally lower than that through Felixstowe. Their role is therefore most important to the economy as a whole.

**Table 3: UK international trade by estimated value through the major port, 2014**

Major Port	Value (£'000s)
Felixstowe	74,526,911
<b>Southampton</b>	<b>71,370,110</b>
Dover	69,495,287
<b>Grimsby &amp; Immingham</b>	<b>61,889,947</b>
London	53,475,195
Liverpool	36,452,763
Tees & Hartlepool	17,023,085
Forth	15,993,659
Milford Haven	14,440,368
<b>Hull</b>	<b>11,943,205</b>
Medway	9,930,112
Holyhead	9,503,816
Bristol	9,468,846
Harwich	8,920,362
Tyne	7,936,256
Portsmouth	6,172,247
Belfast	4,660,866
Clyde	4,357,283
Rivers Hull & Humber	3,237,659
Manchester	2,667,905
Aberdeen	2,629,741
Sullom Voe	2,344,266
Heysham	1,824,631
Newhaven	1,387,376
<b>Newport</b>	<b>1,056,428</b>
Fishguard	949,902
<b>Goole</b>	<b>804,931</b>
<b>Port Talbot</b>	<b>763,811</b>
River Trent	630,013
<b>Ipswich</b>	<b>610,192</b>
Poole	487,142
Londonderry	473,557
<b>Plymouth</b>	<b>473,290</b>
Boston	439,444
Orkney	435,684
<b>Cardiff</b>	<b>422,256</b>
Cromarty Firth	394,832
Shoreham	233,773
Dundee	174,312
Warrenpoint	146,547
Sunderland	146,309
<b>Swansea</b>	<b>138,155</b>
Glensanda	134,900
Peterhead	110,886
Great Yarmouth	84,331
Fowey	25,916
Ramsgate	3,853

Major Port	Value (£'000s)
Cairnryan	3,225
Larne	443
Loch Ryan	342
<b>Grand Total</b>	<b>510,796,370</b>
<b>ABP Ports Total</b>	<b>149,472,324</b>

Estimated by MDST

ABP ports as set out above and including the 3<sup>rd</sup> party berths account between them for around 29% of the overall total value of port throughput. The value of goods through ABP ports reflects 8% of total UK GDP. The mean value of international cargo through seaports can be calculated at around £1,300 per tonne.

The following tables break these figures down into more detail. We have presented our estimates separately for imports and exports and for EU and non EU traffic.

ABP ports (as defined above) account for around 21% of the value of exports through ports to the EU. Dover dominates exports to the EU.

**Table 4: UK international trade by estimated value through the major ports, exports to EU, 2014**

Major Port	NON Unitised			Total NON Unitised	Vehicles	All other unitised	Total Unitised	GRAND TOTAL
	Dry Bulk	Liquid Bulk	Other General Cargo					
Dover	2,370			2,370	4,899	32,757,517	32,762,416	32,764,786
<b>Grimsby &amp; Immingham</b>	<b>56,476</b>	<b>2,440,765</b>	<b>42,490</b>	<b>2,539,732</b>	<b>2,688,871</b>	<b>14,205,428</b>	<b>16,894,300</b>	<b>19,434,032</b>
Liverpool	33,366	84,735		118,101	754,050	10,131,120	10,885,170	11,003,272
Forth	9,228	6,514,575	64,717	6,588,519	7,284	4,170,270	4,177,554	10,766,073
London	92,250	116,946	7,785	216,981	657,590	9,405,595	10,063,185	10,280,166
Tees & Hartlepool	17,702	3,988,796	127,892	4,134,390		3,503,565	3,503,565	7,637,954
Felixstowe					2,574	6,857,046	6,859,620	6,859,620
Holyhead						5,567,460	5,567,460	5,567,460
<b>Hull</b>	<b>27,106</b>	<b>349,908</b>	<b>18,074</b>	<b>395,088</b>	<b>148,262</b>	<b>3,636,576</b>	<b>3,784,838</b>	<b>4,179,926</b>
Tyne	7,681			7,681	3,307,597	631,243	3,938,840	3,946,521
<b>Southampton</b>	<b>73,896</b>	<b>1,595,117</b>		<b>1,669,013</b>	<b>1,180,970</b>	<b>1,094,207</b>	<b>2,275,177</b>	<b>3,944,190</b>
Milford Haven		2,261,130		2,261,130	13,425	1,110,861	1,124,286	3,385,416
Portsmouth						2,484,712	2,484,712	2,484,712
Harwich	4,162	89,872	11,343	105,378	244,901	2,040,395	2,285,295	2,390,673
Sullom Voe		2,184,902		2,184,902				2,184,902
Bristol	43,411	1,334		44,745	1,574,053	443,928	2,017,981	2,062,726
Belfast	15,927	200		16,127		1,686,273	1,686,273	1,702,400
Manchester	16,829	1,527,888	6,380	1,551,097		5,028	5,028	1,556,126
Clyde	75,611	109,101		184,712		971,856	971,856	1,156,567
Heysham					32,196	1,048,560	1,080,756	1,080,756
Medway	23,262	4,855	186	28,303	299,277	542,475	841,752	870,055
Newhaven	32,002			32,002		611,056	611,056	643,057
Orkney		432,340		432,340				432,340

Major Port	NON Unitised			Total NON Unitised	Vehicles	All other unitised	Total Unitised	GRAND TOTAL
	Dry Bulk	Liquid Bulk	Other General Cargo					
Fishguard					13,067	412,374	425,441	425,441
<b>Newport</b>	<b>15,766</b>		<b>324,937</b>	<b>340,704</b>				<b>340,704</b>
Poole	12,776			12,776		183,194	183,194	195,970
<b>Goole</b>	<b>670</b>		<b>81,188</b>	<b>81,858</b>		<b>64,734</b>	<b>64,734</b>	<b>146,592</b>
Glensanda	120,530			120,530				120,530
Aberdeen	62,232		35,688	97,920		15,502	15,502	113,421
<b>Cardiff</b>	<b>3,350</b>		<b>15,723</b>	<b>19,073</b>		<b>87,646</b>	<b>87,646</b>	<b>106,719</b>
<b>Plymouth</b>	<b>5,036</b>			<b>5,036</b>		<b>98,348</b>	<b>98,348</b>	<b>103,384</b>
<b>Ipswich</b>	<b>90,882</b>	<b>1,326</b>		<b>92,208</b>		<b>7,299</b>	<b>7,299</b>	<b>99,506</b>
<b>Swansea</b>	<b>2,806</b>			<b>2,806</b>		<b>86,965</b>	<b>86,965</b>	<b>89,771</b>
Cromarty Firth	4,339	61,260		65,599				65,599
Great Yarmouth	27,157			27,157		2,552	2,552	29,710
Peterhead	15,175			15,175		14,412	14,412	29,587
Shoreham	22,579		2,586	25,165				25,165
<b>Port Talbot</b>	<b>1,590</b>		<b>19,930</b>	<b>21,520</b>				<b>21,520</b>
Boston	17,410		1,889	19,299				19,299
River Trent	2,772		15,240	18,012				18,012
Fowey	10,941			10,941				10,941
Dundee	3,608			3,608		7,216	7,216	10,825
Sunderland	7,650		1,776	9,426				9,426
Rivers Hull & Humber	5,947			5,947				5,947
Warrenpoint	4,857			4,857				4,857
Ramsgate						3,853	3,853	3,853
Londonderry	3,653			3,653				3,653
Cairnryan								
Loch Ryan								
Larne								
<b>Grand Total</b>	<b>973,007</b>	<b>21,765,051</b>	<b>777,823</b>	<b>23,515,881</b>	<b>10,929,017</b>	<b>103,889,265</b>	<b>114,818,282</b>	<b>138,334,162</b>
<b>ABP Ports Total</b>	<b>277,579</b>	<b>4,387,116</b>	<b>502,342</b>	<b>5,167,037</b>	<b>4,018,103</b>	<b>19,281,202</b>	<b>23,299,305</b>	<b>28,466,342</b>

ABP ports account for a much higher proportion of exports to non EU countries (44%), partly accounted for by the export of vehicles. Southampton is the top ranked port in this category, followed by Felixstowe.

**Table 5: UK international trade by estimated value through the major ports, exports to non EU, 2014**

Major Port	NON Unitised			Total NON Unitised	Vehicles	All other unitised	Total Unitised	GRAND TOTAL
	Dry Bulk	Liquid Bulk	Other General Cargo					
<b>Southampton</b>	<b>98,075</b>	<b>1,675,407</b>	<b>4,362</b>	<b>1,777,844</b>	<b>18,425,745</b>	<b>15,971,819</b>	<b>34,397,564</b>	<b>36,175,408</b>
Felixstowe						23,132,010	23,132,010	23,132,010
Liverpool	334,475	4,069	1,404	339,948	640,327	7,139,403	7,779,729	8,119,677
London	189,927	20,911	3	210,841	213,824	7,106,348	7,320,172	7,531,013
<b>Grimsby &amp; Immingham</b>	<b>44,385</b>	<b>1,387,970</b>	<b>55,971</b>	<b>1,488,326</b>	<b>606,264</b>	<b>1,005,666</b>	<b>1,611,930</b>	<b>3,100,256</b>
Aberdeen		12,056	18,904	30,959	12	1,862,115	1,862,127	1,893,087
Tees & Hartlepool	69,962	508,268	973,357	1,551,587	33	233,608	233,641	1,785,228
Forth	12,838	1,627,988	749	1,641,574		9,740	9,740	1,651,314
Milford Haven		1,639,625		1,639,625				1,639,625
Tyne	59,702			59,702	921,143	263,129	1,184,273	1,243,975
Harwich		3,578		3,578	264,888	521,450	786,338	789,917
Medway	1,632			1,632	328,748	115,958	444,705	446,337
Bristol	105,314			105,314	222,240	1,976	224,216	329,530
Portsmouth					1,199	239,456	240,656	240,656
Cromarty Firth		229,485		229,485		54	54	229,539
<b>Newport</b>	<b>48,590</b>		<b>157,991</b>	<b>206,581</b>				<b>206,581</b>
Sullom Voe		157,962		157,962				157,962
Manchester	686	19,194	16,201	36,080		107,052	107,052	143,132
Clyde		103,329	34,931	138,260		4,810	4,810	143,071
<b>Hull</b>	<b>28,333</b>	<b>13,264</b>	<b>770</b>	<b>42,367</b>	<b>40,185</b>	<b>17,848</b>	<b>58,033</b>	<b>100,400</b>
Belfast	32,779		593	33,372		66,167	66,167	99,538
Peterhead	3,032			3,032		47,326	47,326	50,357
<b>Port Talbot</b>			<b>37,675</b>	<b>37,675</b>				<b>37,675</b>
<b>Ipswich</b>	<b>18,005</b>			<b>18,005</b>		<b>2,915</b>	<b>2,915</b>	<b>20,920</b>
<b>Cardiff</b>			<b>14,927</b>	<b>14,927</b>		<b>1,395</b>	<b>1,395</b>	<b>16,323</b>
Glensanda	14,370			14,370				14,370
<b>Plymouth</b>	<b>13,935</b>			<b>13,935</b>		<b>111</b>	<b>111</b>	<b>14,046</b>
Fowey	13,888			13,888				13,888
Sunderland	2,361			2,361		10,893	10,893	13,254
Great Yarmouth	2,160			2,160		4,521	4,521	6,681
River Trent	5,071		1,488	6,559				6,559
Londonderry	5,050			5,050				5,050
Cairnryan					2,701	306	3,008	3,008
<b>Swansea</b>	<b>2,833</b>			<b>2,833</b>		<b>69</b>	<b>69</b>	<b>2,902</b>
<b>Goole</b>						<b>2,672</b>	<b>2,672</b>	<b>2,672</b>
Orkney						2,633	2,633	2,633
Fishguard						1,483	1,483	1,483
Dundee		435		435		792	792	1,228
Heysham						1,141	1,141	1,141
Rivers Hull & Humber	689			689				689
Dover						589	589	589
Poole	358			358				358
Loch Ryan						289	289	289

Major Port	NON Unitised			Total NON Unitised	Vehicles	All other unitised	Total Unitised	GRAND TOTAL
	Dry Bulk	Liquid Bulk	Other General Cargo					
Larne						92	92	92
Holyhead								
Newhaven								
Shoreham								
Boston								
Ramsgate								
Warrenpoint								
<b>Grand Total</b>	<b>1,108,448</b>	<b>7,403,541</b>	<b>1,319,324</b>	<b>9,831,314</b>	<b>21,667,312</b>	<b>57,875,836</b>	<b>79,543,147</b>	<b>89,374,461</b>
<b>ABP Ports Total</b>	<b>254,156</b>	<b>3,076,642</b>	<b>271,696</b>	<b>3,602,493</b>	<b>19,072,195</b>	<b>17,002,495</b>	<b>36,074,691</b>	<b>39,677,184</b>

In the case of imports from the EU, ABP accounts for 29% of the market by value, again with vehicles playing an important role. Dover leads because of its role as the principal ferry port of the UK from the Continent but the value of goods through Grimsby & Immingham is only 4% lower.

**Table 6: UK international trade by estimated value through the major ports, imports from EU, 2014**

Major Port	NON Unitised			Total NON Unitised	Vehicles	All other unitised	Total Unitised	GRAND TOTAL
	Dry Bulk	Liquid Bulk	Other General Cargo					
Dover					13,058	36,330,090	36,343,148	36,343,148
<b>Grimsby &amp; Immingham</b>	<b>500,105</b>	<b>1,318,386</b>	<b>146,386</b>	<b>1,964,877</b>	<b>11,822,604</b>	<b>21,027,638</b>	<b>32,850,242</b>	<b>34,815,119</b>
London	145,363	3,439,182	477,420	4,061,965	3,892,432	19,171,760	23,064,192	27,126,157
Liverpool	135,382	1,471,253	269,463	1,876,098	67,225	8,836,041	8,903,266	10,779,364
Felixstowe		4,889		4,889	119,506	9,014,017	9,133,523	9,138,411
<b>Hull</b>	<b>147,910</b>	<b>110,309</b>	<b>678,855</b>	<b>937,074</b>	<b>1,060</b>	<b>6,479,405</b>	<b>6,480,465</b>	<b>7,417,539</b>
<b>Southampton</b>	<b>32,161</b>	<b>1,380,111</b>	<b>927</b>	<b>1,413,199</b>	<b>5,313,114</b>	<b>622,933</b>	<b>5,936,047</b>	<b>7,349,245</b>
Medway	102,536	57,006	508,180	667,722	5,024,137	1,437,380	6,461,517	7,129,239
Tees & Hartlepool	196,151	1,133,871	58,829	1,388,851		4,512,161	4,512,161	5,901,012
Harwich		109,028	65,286	174,315	43,210	5,507,011	5,550,220	5,724,535
Bristol	130,378	42,850	33,058	206,287	3,303,659	645,472	3,949,131	4,155,418
Holyhead						3,936,356	3,936,356	3,936,356
Forth	102,593	630,434	94,590	827,617	174,929	2,156,865	2,331,795	3,159,412
Portsmouth						3,052,580	3,052,580	3,052,580
Belfast	243,467	112,247	57,912	413,626		1,845,728	1,845,728	2,259,354
Tyne	7,394	10,538	15,893	33,825	1,540,610	458,243	1,998,853	2,032,679
Milford Haven	7,822	553,317		561,139	2,533	1,007,733	1,010,266	1,571,404
Manchester	58,240	806,201		864,441		40,737	40,737	905,178
Newhaven						744,300	744,300	744,300
Heysham					7,854	734,676	742,530	742,530
<b>Goole</b>	<b>45,988</b>	<b>3,703</b>	<b>314,161</b>	<b>363,852</b>		<b>254,851</b>	<b>254,851</b>	<b>618,703</b>
River Trent	39,597	5,363	482,699	527,659				527,659
Fishguard					18,399	504,344	522,743	522,743
<b>Ipswich</b>	<b>103,144</b>	<b>13,545</b>	<b>46,100</b>	<b>162,789</b>		<b>308,014</b>	<b>308,014</b>	<b>470,803</b>
Boston	4,231		411,289	415,520				415,520



Major Port	NON Unitised			Total NON Unitised	Vehicles	All other unitised	Total Unitised	GRAND TOTAL
	Dry Bulk	Liquid Bulk	Other General Cargo					
Clyde	36,031	134,523	4,306	174,860		201,693	201,693	376,553
<b>Plymouth</b>	<b>26,280</b>	<b>233,030</b>		<b>259,310</b>		<b>80,790</b>	<b>80,790</b>	<b>340,100</b>
<b>Newport</b>	<b>35,111</b>		<b>293,396</b>	<b>328,507</b>				<b>328,507</b>
Poole	4,286		30,681	34,966		254,279	254,279	289,245
<b>Cardiff</b>	<b>314</b>	<b>81,619</b>	<b>84,873</b>	<b>166,805</b>		<b>100,692</b>	<b>100,692</b>	<b>267,497</b>
Shoreham	801	8,505	196,754	206,061				206,061
Rivers Hull & Humber	96,417		94,252	190,669				190,669
Londonderry	54,206	131,370	520	186,097				186,097
<b>Port Talbot</b>	<b>182,113</b>			<b>182,113</b>				<b>182,113</b>
Dundee	16,435	89,556	22,594	128,585		18,924	18,924	147,510
Aberdeen	6,428	46,411	27,688	80,526		24,925	24,925	105,451
Warrenpoint	22,911		76,822	99,732				99,732
Cromarty Firth	14,581	3,284	9,401	27,266		70,969	70,969	98,235
Sunderland	8,108		64,736	72,843				72,843
<b>Swansea</b>	<b>20,930</b>		<b>23,855</b>	<b>44,784</b>				<b>44,784</b>
Great Yarmouth	13,146	9,881	14,707	37,734				37,734
Peterhead	206	13,095		13,302		13,451	13,451	26,752
Sullom Voe						1,402	1,402	1,402
Fowey	157			157				157
Orkney								
Glensanda								
Ramsgate								
Cairnryan								
Loch Ryan								
Larne								
<b>Grand Total</b>	<b>2,540,923</b>	<b>11,953,508</b>	<b>4,605,632</b>	<b>19,100,063</b>	<b>31,344,331</b>	<b>129,395,460</b>	<b>160,739,791</b>	<b>179,839,854</b>
<b>ABP Ports Total</b>	<b>1,094,055</b>	<b>3,140,703</b>	<b>1,588,552</b>	<b>5,823,310</b>	<b>17,136,778</b>	<b>28,874,323</b>	<b>46,011,101</b>	<b>51,834,411</b>

Grimsby & Immingham perform almost as well as Dover for imports from the EU because of the high proportion of vehicle imports and unitised cargo.

For imports from non EU countries Felixstowe dominates, followed by Southampton, reflecting the importance of containerised imports from the Far East.

**Table 7: UK international trade by estimated value through the major ports, imports from non EU, 2014**

Major Port	NON Unitised			Total NON Unitised	Vehicles	All other unitised	Total Unitised	GRAND TOTAL
	Dry Bulk	Liquid Bulk	Other General Cargo					
Felixstowe		10,626		10,626		35,386,244	35,386,244	35,396,869
<b>Southampton</b>	<b>35,561</b>	<b>5,663,217</b>		<b>5,698,778</b>	<b>1,766,485</b>	<b>16,436,005</b>	<b>18,202,490</b>	<b>23,901,267</b>
London	343,235	3,015,799	218,932	3,577,966	305,436	4,654,457	4,959,893	8,537,859
Milford Haven		7,838,847		7,838,847		5,076	5,076	7,843,923
Liverpool	732,119	2,434,218	189,044	3,355,381	3,218	3,191,852	3,195,070	6,550,451

Major Port	NON Unitised			Total NON Unitised	Vehicles	All other unitised	Total Unitised	GRAND TOTAL
	Dry Bulk	Liquid Bulk	Other General Cargo					
<b>Grimsby &amp; Immingham</b>	<b>1,106,629</b>	<b>2,458,850</b>	<b>65,484</b>	<b>3,630,963</b>	<b>313,786</b>	<b>595,791</b>	<b>909,577</b>	<b>4,540,540</b>
Rivers Hull & Humber	5,383	3,030,997	3,974	3,040,354				3,040,354
Bristol	356,750	812,126	68,507	1,237,382	1,519,846	163,944	1,683,790	2,921,172
Clyde	398,802	2,232,212	43,862	2,674,876		6,216	6,216	2,681,092
Tees & Hartlepool	537,494	673,824	23,689	1,235,007	85	463,799	463,884	1,698,891
Medway	496	845,472	149,200	995,168	45,967	443,346	489,313	1,484,481
Tyne	162,323		510	162,833	534,401	15,848	550,249	713,082
Belfast	340,042	76,305	20,195	436,542	712	162,320	163,032	599,574
<b>Port Talbot</b>	<b>522,502</b>			<b>522,502</b>				<b>522,502</b>
Aberdeen	2,053	23,301	51,774	77,127		440,655	440,655	517,782
Forth	12,693	150,992	49,726	213,411		203,449	203,449	416,860
Portsmouth					343	393,956	394,299	394,299
Dover	168			168		386,595	386,595	386,763
Londonderry	82,494	190,095	6,167	278,757				278,757
<b>Hull</b>	<b>101,950</b>	<b>87,202</b>	<b>41,919</b>	<b>231,071</b>		<b>14,268</b>	<b>14,268</b>	<b>245,339</b>
<b>Newport</b>	<b>36,319</b>		<b>140,696</b>	<b>177,015</b>		<b>3,621</b>	<b>3,621</b>	<b>180,636</b>
River Trent	21,259		56,524	77,783				77,783
Manchester	6,424	52,068		58,492		4,977	4,977	63,469
Sunderland	1,376		49,410	50,786				50,786
Warrenpoint	16,605		25,352	41,957				41,957
<b>Goole</b>	<b>4,528</b>		<b>29,606</b>	<b>34,134</b>		<b>2,829</b>	<b>2,829</b>	<b>36,964</b>
<b>Cardiff</b>	<b>1,229</b>		<b>30,488</b>	<b>31,717</b>				<b>31,717</b>
<b>Ipswich</b>	<b>16,636</b>	<b>2,327</b>		<b>18,963</b>				<b>18,963</b>
<b>Plymouth</b>	<b>1,147</b>	<b>14,613</b>		<b>15,760</b>				<b>15,760</b>
Harwich		2,373		2,373		12,865	12,865	15,238
Dundee	14,468			14,468		282	282	14,750
Great Yarmouth	10,078		58	10,136		69	69	10,205
Boston	345	3,486	795	4,625				4,625
Peterhead	204			204		3,985	3,985	4,189
Shoreham			2,547	2,547				2,547
Poole	1,569			1,569				1,569
Cromarty Firth	75	316	14	405		1,054	1,054	1,459
Fowey	929			929				929
Orkney	89		1	90		621	621	711
<b>Swansea</b>	<b>698</b>			<b>698</b>				<b>698</b>
Larne		195		195		156	156	351
Fishguard						236	236	236
Cairnryan					171	47	217	217
Heysham						203	203	203
Loch Ryan						54	54	54
Newhaven						19	19	19
Holyhead								
Sullom Voe								
Glensanda								
Ramsgate								
<b>Grand Total</b>	<b>4,874,669</b>	<b>29,619,462</b>	<b>1,268,474</b>	<b>35,762,605</b>	<b>4,490,451</b>	<b>62,994,837</b>	<b>67,485,287</b>	<b>103,247,893</b>
<b>ABP Ports Total</b>	<b>1,827,198</b>	<b>8,226,209</b>	<b>308,194</b>	<b>10,361,601</b>	<b>2,080,271</b>	<b>17,052,514</b>	<b>19,132,785</b>	<b>29,494,386</b>

ABP's market share in these different sectors does vary significantly; being highest for exports to non EU markets and lowest for exports to EU markets. Much of this is explained by its role in vehicle exports. For the import and export summary tables we have also included the leading airports (only Heathrow features) excluding the value of previous metals and stones.

#### 4. SUMMARY

It will be seen that Southampton leads for exports (followed by Heathrow and then Dover).

For imports, Felixstowe leads followed by Grimsby & Immingham, Dover, London and Southampton.

**Table 8: Cargo by value ranked by exports**

	Value (£'000s)
Southampton	40,119,598
Heathrow (non EU)	35,395,494
Dover	32,765,375
Felixstowe	29,991,630
Grimsby & Immingham	22,534,288
Liverpool	19,122,949
London	17,811,179
Forth	12,417,387
All others	52,946,387
<b>Grand total (seaports)</b>	<b>227,708,624</b>
<b>Of which ABP</b>	<b>68,123,526</b>

**Table 9: Cargo by value ranked by imports**

	Value (£'000s)
Felixstowe	44,535,281
Grimsby & Immingham	39,355,659
Dover	36,729,911
London	35,664,016
Southampton	31,250,513
Heathrow (non EU)	28,469,227
Liverpool	17,329,815
Milford Haven	9,415,327
All others	68,807,225
<b>Grand total (seaports)</b>	<b>283,087,746</b>
<b>Of which ABP</b>	<b>81,328,797</b>

Table 10 summarises the overall rankings of the major ports taking imports and exports into account. The 8 leading seaports account for just over 75% of all international cargo value through seaports. ABP ports account for 2 of the leading 4 ports.

**Table 10: Cargo by value ranked by imports plus exports**

	Value (£'000s)
Felixstowe	74,526,911
Southampton	71,370,110
Dover	69,495,287
Heathrow (non EU)	63,864,721
Grimsby & Immingham	61,889,947
London	53,475,195
Liverpool	36,452,763
Tees & Hartlepool	17,023,085
All others	126,563,085
<b>Grand Total (seaports)</b>	<b>510,796,370</b>
<b>Of which ABP</b>	<b>149,472,323</b>

Grouped by estuaries, the Haven leads the Solent, both marginally ahead of the Humber, with Dover fourth ahead of the Mersey. The four leading estuaries plus Dover accounted for 68% of the value of international goods through all seaports.

**Table 11: Cargo by value ranked by estuaries**

Estuaries	Value (£'000s)
Haven	84,057,465
Solent	77,542,358
Humber*	75,268,095
Dover	69,495,287
Mersey	39,120,668
Tees	17,023,085
Forth	15,993,659
All others	132,295,754
<b>Grand Total (seaports)</b>	<b>510,796,370</b>

\* including R. Trent and Hull and Humber Rivers (ABP is the statutory port but has no berths in these ports)

In so far as value by modes of appearance is concerned then ABP's ports achieved a 23% share of unitised trade.

**Table 12: Unitised cargo by value ranked by imports plus exports**

	Value (£'000s)
Felixstowe	74,508,823
Dover	69,487,849
Grimsby & Immingham	48,657,127
London	44,230,592
Southampton	40,619,048
Liverpool	29,363,641
All others	47,288,318
<b>Grand Total (seaports)</b>	<b>354,155,398</b>

ABP's ports score particularly well in the vehicles sector, accounting for some 62% overall of the value of all vehicles traded into and out of the UK, including the two leading ports.

**Table 13: Value of vehicles ranked by imports plus exports**

	Value (£'000s)
Southampton	26,686,314
Grimsby & Immingham	15,431,525
Bristol	6,619,798
Tyne	6,303,751
Medway	5,698,129
London	5,069,282
All others	2,622,312
<b>Grand Total (seaports)</b>	<b>68,431,111</b>

The value of international traffic through UK seaports amounts to almost 30% of GDP, of which ABP contributes around 28%

**Table 14: ABP share of the value of goods by mode of appearance**

	ABP Value (£'000s)	All ports Value (£'000s)	ABP share (%)
Dry bulk	3,452,988	9,497,047	36%
Liquid bulk	18,830,670	70,741,562	27%
Other general cargo	2,670,784	7,971,253	33%
Vehicles	42,307,347	68,431,111	62%
Other unitised	82,210,534	354,155,398	23%
<b>Grand Total (seaports)</b>	<b>149,472,323</b>	<b>510,796,370</b>	<b>29%</b>

Overall, ABP market shares of the value of different modes of appearance varied from 23% for unitised cargo to 62% for vehicles.