

Ports & Shipping

95% of UK import and export tonnage is handled through our ports which play an important role in supporting employment in their hinterlands and in their wider local and regional economies. Operations range across a variety of sectors including ferries, cruise liners, energy, containers, oil, leisure, fishing, bulk goods and general cargo. Shipping as a mode of transport is the most carbon-efficient means of transporting freight therefore shipping and ports have an important role to play in reducing carbon emissions. Large and growing commercial ports in Dorset include Poole and Portland which support mixed use by industry, leisure and tourism. Weymouth is a smaller commercial port in the region. Ships arrive in port from the English Channel which is today one of the busiest shipping lanes on the planet. Current data indicates that around 400 vessels traverse the Channel on a typical day.

Ports are home to a vast array of occupiers and users. Port management policy has a focus on strengthening commercial position, while improving on security, opportunities for users and environmental management. Community engagement and dialogue is an important element of making this happen successfully.

The Ports Business – Imports, Exports and other activities

Ports have, throughout history, been a place where goods and people arrive or leave the country by sea. The UK port industry, by virtue of our long coastline and maritime history, is the largest in Europe, handling almost 501 million tonnes of freight in 2009.

Much of the cargo entering and leaving Britain is in the form of raw materials – oil, chemicals, petroleum, ores, grains and feedstuffs – the commodities needed to fuel the economy. Finished goods include vehicles, fresh foods, steel, timber, building materials, machinery and manufactured goods. Over 95% of imports and exports by volume, and 75% by value still pass through the country's ports.

In addition to its traditional cargo and passenger handling roles, the port industry offers a range of



Ship at Poole Quay. Copyright: Dorset Coast Forum

other services, supplying the onshore and offshore energy industry, aggregates industry and maintaining ferry links to island communities. Some provide auction markets for the fishing industry and host fish processing plants, whereas others are important strategic locations for a whole host of

military activities. Some ports are specialists in the fast growing leisure and recreation fields. A particular growth area in recent years has been the cruise liner trade. Many ports now provide excellent facilities around the country as the tourist market grows.

Port Management - Private Ownership, Municipal Control & Trust Ports

The majority of ports in Britain fall into one of three categories of governance. They may be under private ownership, municipal control or be run by a trust. All three are open to market forces, and are run independently as stand-alone, self-financing enterprises, free from Government support or subsidy. Whether private, trust or municipal, all ports in the UK operate as commercial entities and receive no systematic national funding assistance from the government. Ports operate in strong competition with each other and keenly protect their independence. This is a situation almost unique

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in the European Union and has resulted in UK ports being recognised as amongst the most efficient in the world.

The majority of UK ports are trust ports, although the bulk of cargo – approximately two-thirds – is handled by privatised ports. While the government has powers of compulsory privatisation, this has only been used on one occasion and the option is always open to trust ports to convert to privatised status. Trust ports are unique to the UK in that, although some board members will be government appointees, they are nevertheless strategically and financially independent. Although they do not regard themselves as primarily profit driven, they nevertheless have to make a sufficient return on capital to invest in new facilities and to compete with other ports.

British Shipping & Maritime Services

In recent decades Britain has continued to lead the world as a maritime services centre, with marine insurance, ship finance, law, classification societies, ship brokering, education, consultancy and others all combining to form the largest maritime services cluster, based in the City of London. This strength has historically been rooted in a strong shipping industry and the skills and experience that provides.

Since 2000, shipping itself – owning and operating ships – in the UK has seen remarkable growth as a result of the Government's positive policies in favour

of investment, training and the British register. The UK-owned fleet has increased by some 150 per cent, and the UK-flag fleet – albeit from a very low base – has more than quadrupled.

This turnaround is of major benefit to the UK economy, with turnover of this key sector more than doubling between 2002 and 2005 to almost £12 billion per year and export earnings rising to £9.4 billion.

Latest figures for the sea transport account show a net surplus of just under £1billion in 2006. This improvement is particularly remarkable since it follows a ten-year period in which the average net deficit for the nation (what it spends on shipping as opposed to what it earns from it) was £500 million per year. As a headline figure, shipping now earns well over £1million every hour of every day for the UK economy.

In employment terms, the British fleet has increased the training of officers for a sustained period of six years by almost 30%. The growth in trainee officer recruitment has risen twice as quickly as the number of UK-based ships.

Shipping combines with not only "city" maritime services but the broader interests, including ship repair and marine equipment manufacturing, lying at the heart of the £40 billion turnover maritime cluster in this country. There is every reason to expect that

the fleet's current expansion will continue into the long term – ensuring that the UK remains Europe's largest maritime centre, and a global leader.

Legislation, Policy Issues and Guidance

Ports are subject to a considerable amount of legislation. Examples of legislation, policy issues, and guidance are given below.

- [Marine and Coastal Access Act \(2009\)](#)

The recently enacted Marine and Coastal Access Act, is a substantial piece of legislation that will have a large impact across the whole ports sector. The Act included provisions to create a new [Marine Management Organisation](#) (MMO) to administer planning, licensing activities, marine nature conservation and the management of fisheries in the marine area. It also includes proposals to give the public greater access to coastal areas. The MMO became fully operational on 1 April 2010 and will take on licensing responsibilities from the Marine Fisheries Agency and Harbour Orders applications from the Department for Transport (DfT).

- **2008 Planning Act & National Ports Policy Statement**

The [2008 Planning Act](#) will introduce a new body, the Infrastructure Planning Commission, to streamline decisions on major infrastructure developments such as harbours. Importantly for the industry the Act will pave the way for a National Ports Policy Statement (launched for consultation in November 2009) and

require the DfT to develop market forecasts for the sector.

• **Port Marine Safety Code**

The [Port Marine Safety Code](#) (PMSC) applies to all harbour authorities in the UK that have statutory powers and duties. It was developed with input from a wide range of interested parties in the ports sector. This Code establishes the principle of a national standard for every aspect of port marine safety and aims to enhance safety for those who use or work in ports, their ships, passengers and the environment. It applies to port marine operations the well-established principles of risk assessment and safety management systems. It provides a measure by which harbour authorities can be accountable for the legal powers and duties which they have to run their harbours safely and help to discharge their obligations effectively.

Ports and Transport Policy - a National Strategy?

The most recent expression of national ports policy by government was in “Modern Ports” published by the Department for Transport (DfT) in November 2000. It was the first comprehensive ports policy document for many years and largely confirmed UK policies as they had evolved following the disbanding of the National Ports Council in 1981. The National Ports Council was the last example of direct government involvement in port strategic planning; repeal of the Dock Labour Scheme in 1989 was swiftly followed by the Ports Bill in 1991 which led

some ports to privatise, marking the completion of a period of significant deregulation.

• [International Convention for the Prevention of Pollution from Ships \(MARPOL\)](#)

Clean and safe coasts, seas and oceans that sustain human health, the environment, and the economy is a vision that we would like to see happen for the Dorset coast. Shipping has an important role to play in ensuring this happens and the MARPOL Convention is a sign of the current measures in place and efforts being made.

The MARPOL Convention is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. It is a combination of two treaties adopted in 1973 and 1978 respectively and updated by amendments through the years.

The Convention includes regulations aimed at preventing and minimizing pollution from ships - both accidental pollution and that from routine operations - and currently includes [six technical Annexes](#):

- Annex I Regulations for the Prevention of Pollution by Oil
- Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk
- Annex III Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form

- Annex IV Prevention of Pollution by Sewage from Ships
- Annex V Prevention of Pollution by Garbage from Ships
- Annex VI Prevention of Air Pollution from Ships (entry into force 19 May 2005)

State Parties must accept Annexes I and II, but the other Annexes are voluntary.

• [Merchant Shipping \(Oil Pollution Preparedness, Response and Co-operation Convention\) Regulations 1998](#)

In accordance with the Merchant Shipping OPRC (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998, there is a requirement, with only a few exceptions, in the UK for ports, harbours and oil handling facilities, to prepare and submit oil spill response contingency plans to the Maritime and Coastguard Agency (MCA) for approval. This must be carried out if the port, harbour or oil handling facility falls into one of the following categories:

Contingency Planning for Marine Pollution Preparedness and Response: Guidelines for Ports has been produced to aid those involved in the creation of oil spill response contingency plans and aims to promote a coherent national approach to the successful management of oil pollution incidents. They are designed to ensure that the National Contingency Plan (NCP) and local plans,

including those of harbour authorities, work in harmony to enable an effective response. With the aim to engender a more holistic approach to contingency planning, the new Guidelines now link closely with the Port Marine Safety Code. They also encourage ports and harbours to consider the 'Safe Haven' scenario as well as the complications of the

- [The Merchant Shipping and Fishing Vessels \(Port Waste Reception Facilities\) \(Amendment\) Regulations 2009](#)

These Regulations amend the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 to include the requirement of the

Port and Harbour Requirements Ports, Harbours and some terminals are required:

- I. to have adequate waste reception facilities for ship landed waste including cargo residues, noxious liquid substances and ship generated waste (including sewage);
- II. to draw up a Waste Management Plan for approval by the MCA as per Schedule 1 of the Port Waste Reception Facilities Regulations 2003.
- III. to have a pre-notification and mandatory charging system in place.

- [Draft Merchant Shipping \(Ship-to-Ship Transfer\) Regulations 2010 - Consultation](#)

At the time of writing, the Maritime and Coastguard Agency (MCA) was inviting comments on the draft Regulations to control ship-to-ship transfers in UK waters of oil carried as cargo. This is the second consultation on these draft Regulations. The first consultation ran for 12 weeks, from 15 May 2008 until 7 August 2008. The responses to the first consultation contained a number of suggestions for improving the draft legislation and the MCA have made appropriate changes which take account of the responses received.

The MCA has also participated actively in work in the International Maritime Organization to develop international legislation which will complement the UK legislation and which, unlike the UK's own Regulations, will apply not only in a state's territorial



forthcoming Hazardous & Noxious Substance (HNS) Protocol to OPRC.

master of a ship to notify the harbour authority where he intends to deliver sewage, which has been generated on board the ship, to waste reception

facilities in port. Consequently, the duty in regulation 4 of the 2003 Regulations to ensure the provision of adequate waste reception facilities will cover ship generated sewage as well as other prescribed waste. Similarly, the requirement in regulation 6 of the 2003 Regulations to prepare and submit a waste management plan for approval now covers reception facilities for sewage.

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- [Merchant Shipping and Fishing Vessels \(Port Waste Reception Facilities\) Regulations 2003 \(SI 2003/1809\)](#)

These regulations replace the Merchant Shipping (Port Waste Reception facilities) Regulations 1997 and serve to transpose EU Directive 2000/59/EC on Port Reception Facilities for Ship-Generated Waste and Cargo Residues.

sea but also in its exclusive economic zone. The international legislation takes the form of an amendment to the MARPOL Convention, and the relevant provisions will come into force internationally on 1 January 2011 and will apply to ship-to-ship transfer operations carried out on or after 1 April 2012. In making changes to the UK's draft Regulations, the MCA has had regard to the content of the new MARPOL provisions and consequently, are now seeking comments on the changes which have been made to the Regulations since the 2008 consultation.

[The draft Merchant Shipping \(Ship-to-Ship Transfer\) Regulations 2010](#) indicates that restrictions will be placed on transfers between ships of cargo transfers (Ship-to-Ship) or bunkering operations consisting wholly or mainly of oil in UK waters. The legislation would be applicable within the United Kingdom's internal waters and territorial seas, namely those waters within the baseline and those waters extending to 12 nautical miles from the baseline. Transfers of oil cargoes or bunkering between ships would be prohibited, unless the ships are within harbour authority waters (subject to a number of exceptions). Transfers of oil cargoes (including where bunker fuel is carried as cargo) between ships within harbour authority waters would also be subject to a number of additional restrictions.

Regulating Activity

Regulation of the coastal and marine environment is complex. The following organisations have important roles to play in regulating and managing ports and shipping either directly or indirectly whether this is permitting the expansion of a port, managing safety, the environment, and the water space.

- [International Maritime Organisation \(IMO\)](#)
- [Department of Transport](#)
- [Department of Energy and Climate Change](#)
- [Infrastructure Planning Commission](#)
- [Marine Coastguard Agency](#)
- [Environment Agency](#)
- [Natural England](#)
- [County, Unitary Councils & Local Authorities](#)
- [Inshore Fisheries & Conservation Authorities](#) (formerly the Sea Fisheries Committees)
- [Centre for Environment, Fisheries & Aquaculture Science](#)
- the Port and Harbour Authorities themselves
- [Marine Management Organisation](#) (formerly the Marine & Fisheries Agency)

Trade Associations

The three main trade associations relating to ports and shipping include the British Ports Association, UK Major Ports Association and the Chamber of Shipping. A summary of what they do is included below.

- [British Ports Association](#)

Created in 1992, the British Ports Association exists to represent the interests of around 90 full members, and numerous associate members, to the

United Kingdom and devolved Governments, the European Union and numerous national and international bodies. Membership comprises many ports, terminal operators and port facilities, all of varying size, location and nature. The Association is able to draw upon a wide range of experience and knowledge in order to fulfil its remit, and represent the port industry in a wide range of fields and on a large number of issues.

- [United Kingdom Major Ports Group](#)

The UK's other main ports trade association is the United Kingdom Major Ports Group (UKMPG) which represents the interests of nine larger ports groups. Between them the BPA and UKMPG work closely to ensure that the industry is fully represented at all levels of Government.

The associations run a number of joint industry working groups for members on marine, environmental and harbour engineering issues.

- [The Chamber of Shipping](#)

The Chamber of Shipping is the trade association for the UK shipping industry, working to promote and protect the interests of its members both nationally and internationally. With approximately 140 members and associate members, the Chamber represents a significant number of ships and is recognised as the voice of the UK shipping industry.

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The Chamber works with Government, Parliament, international organisations, unions and the general public on behalf of the sectors that make up the shipping industry (including deep-sea bulk, short-sea bulk, containers, ferry, cruise, offshore support and

regulate navigational safety and the conduct of vessels within the harbour.

Harbour Act 1964 Section 48A – Environmental duties of harbour authorities



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specialised operators) to ensure that the UK continues to be a global centre for shipping business - with world-class standards and an internationally competitive and consistent fiscal and policy environment.

Ports & Statutory Responsibilities

Ports have wider statutory responsibilities as harbour authorities. At its heart the harbour authority role brings an overall duty to ensure safety of navigation. This includes wide ranging powers to direct vessels within the harbour, a duty to maintain navigable channels and prevent navigation obstructions and powers to make bye-laws to

As defined by Section 48A of the Harbour Act 1964 are defined below:

"It shall be the duty of a harbour authority in formulating or considering any proposals relating to its functions under any enactment to have regard to:

- (a) the conservation of the natural beauty of the countryside and of flora, fauna and geological or physiographical features of special interest;
- (b) the desirability of preserving for the public any freedom of access to places of natural beauty; and
- (c) the desirability of maintaining the availability to the public of any facility for visiting or inspecting any

building, site or object of archaeological, architectural or historic interest; and to take into account any effect which the proposals may have on the natural beauty of the countryside, flora, fauna or any such feature or facility."

Nature Conservation & the Habitat Regulations

Harbour Authorities also have Statutory responsibilities in relation to the Habitats Regulations. The Dorset coast hosts many International, national, regional and local designations protecting wildlife, the beauty of the landscape and the geology. Port authorities have statutory responsibilities relating to the management and protection of environment including designations such as Special Areas of Conservation and Special Protection Areas.

Committees & Steering Groups

Poole Harbour Commissioners have responded to these pressures by establishing a steering group for the harbour, which has prepared a set of overall Management Policies, and an Aquatic Management Plan which prescribes the regime for managing recreation.

Portland Harbour Authority has a Harbour Consultative Committee who consult on all matters substantially affecting the conservation, protection, regulation, management, maintenance and improvement of the harbour and its navigation.

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Representatives are defined in their Harbour Revision Order and members include the Local Authority, Natural England, Royal Yachting Association, IFCA's, defence and commercial representatives. Other interests such as local fisheries and local conservation are appointed.

Coastal Defence

In some circumstances Port Authorities may be responsible for maintaining structures which provide a coastal and sea defence function.

EcoPorts Foundation (EPF) Vision & Mission

EcoPorts Foundation (EPF) is a non profit organisation established in 1999 by a group of 8 large European ports for the benefit of ports and port communities. The primary purpose of EPF today is to act as a network platform. This enables European Port Communities to exchange environmentally effective solutions, and work together in collaborative projects addressing sustainability issues in ports and related to the logistic chain. The EcoPorts knowledge, network, products and services are available for all its Network Partners.

The ultimate goal of the EPF is to create a level playing field in Europe in port-related sustainable management issues and to stimulate pro-active behaviour of port as regards sustainable management within the wider port area and logistic chain.

To achieve this goal the EPF is active in the following activities:

- Network activities to exchange good practices and experience;
- Stimulating implementation and further development of the Ecoports tools to implement best practices and port-related sustainable management;
- Engaging in projects to develop new technologies, procedures and/or to promote the exchange of best practices in the field of sustainable management within the wider port area and logistic chain.

Ports & Shipping: part of the carbon solution

Shipping is the most carbon-efficient means of transporting freight. Modern ships can emit as little as five grams of CO₂ per tonne-kilometre – compared to about 50 grams per tonne-kilometre for a heavy truck or 540 grams per tonne-kilometre for a modern cargo plane. Any shift of freight from other modes of transport to shipping will therefore reduce overall emissions.

Fuel efficiency – and therefore CO₂-efficiency – has improved dramatically over recent decades due to both improvements in ship design and technological advances. Ships are also getting bigger, allowing them to enjoy economies of scale. A modern container ship emits about a quarter of the CO₂ that

a container ship did in the 1970s – while carrying up to 10 times as many containers. The largest container ships can now carry some 13,000 twenty foot containers.

The UK is at the forefront of developments to reduce the shipping industry's environmental footprint – UK ships are the some of the cleanest, greenest, most high-tech vessels in the world.

However, the nature of the shipping industry means that CO₂ reductions cannot be gained by simply reducing the scale of its operations. Shipping carries 80% of world and 92% of UK trade. Clearly unless we are willing to accept a slowdown in the economy, a significant decline in our standard of living – and perhaps even rationing of essential supplies such as food, clothes and petrol – an improvement in shipping's carbon footprint can't be achieved by simply reducing the number of ships or the number of voyages.

Shipping demand is a direct function of the demand of world trade. As trade grows – and the trend has been and continues to be upward – so too will carbon emissions from the carrier of world trade: shipping. There are only two ways to reduce trade carried by ship – reduce world trade or transfer the freight to another, less carbon-efficient, mode of transport.

For the UK, a small country with a high population density and the fifth largest trading economy in the world, the simple truth is that the country doesn't have the capacity to sustain its population – even at a subsistence level – without imports.

Ports can make a contribution to solving national transport problems. Increasing congestion and environmental damage caused by land modes can be reduced by using the sea option. To promote the maritime sector, the British Ports Association supports the work of Freight by Water (formerly known as Sea and Water), an organisation dedicated to the promotion of short sea shipping (moving of freight without crossing oceans) and coastal shipping. Freight by Water is part of a network of short sea promotion centres throughout the EU. Ports can also provide land adjacent to water for renewable energy projects or act as support ports for construction and maintenance of offshore renewable facilities.

Ports and Shipping & their Communities

Dorset's superb coastline and diverse inshore waters are greatly valued by those that live and work here and its visitors. It is a high quality environment and a vital economic asset. The challenge is to find ways of using and enjoying the coast which will build Dorset's economy whilst protecting its natural and historic values for future generations.

Ports are often owners of large areas of industrial land and can host large and small marine businesses. The main concentrations of the marine industry within Dorset are within Poole, Portland and Weymouth Harbours. Examples include ship repairers, ship builders, energy facilities and marine businesses associated with recreational sailing.

There is significant interest in energy opportunities in Dorset. Portland Gas recently obtained permission to store gas underground and supply the National Grid during times of shortages. Crown Estate have also recently awarded a contract to a developer to develop wind turbines off the Dorset Coast which could bring with it significant opportunities to Dorset. Dorset also hosts many military and fishing related activities.

The ports and harbours of the Dorset coast offer extensive sheltered waters and provide a magnificent haven for recreational sailing and other water sports. The cliffs, mudflats and salt marshes are of great ecological value for feeding and roosting birds which are enjoyed by birdwatchers. Recreational fishing is also very popular in the area. Ports are historically interesting and also important historic structures and buildings, including breakwaters and forts, and wrecks are present.

Ports are therefore at the heart of their communities. Whatever their size, they are major providers of employment within their areas both

directly and indirectly. Ports can also provide educational opportunities for schools through to postgraduate courses on coastal management as well as training opportunities for science, technology and industry.

Dorset's Commercial Ports & Shipping

Dorset is home to the following commercial ports:

- Poole Harbour Commissioners
- Portland Harbour Authority
- Weymouth Harbour

These ports are unique in character, offer a range of facilities and services and different in the way they are owned and managed. The English Channel is the route to these ports. This is discussed in more detail below.

(Note: Smaller harbours, such as Lyme Regis, Christchurch, West Bay and Swanage are discussed in the topic papers on Recreation and Fishing)

Poole Harbour Commissioners

Poole Harbour Commissioners is a Trust Port, which means it is an independent statutory body, governed by legislation, the latest of which is the Poole Harbour Revision Order 2001. A new Harbour Revision Order, approved in July 2001 and effective 1st November 2001, has altered the Constitution and selection process to incorporate the changes needed to meet the National Standards for Trust Ports.

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A wide choice of marinas can be found in Poole Harbour, along with many swinging moorings. A new boat haven on Town Quay (Poole Quay Boat Haven) opened in April 2001, offering 100 pontoon berths for visiting craft located immediately adjacent to the town.

The Poole fishing fleet arrives and departs from a specially designed dock and Poole is also home to several boat builders, the Royal Marines and the RNLI headquarters.

Sharing the navigation channels with sightseeing vessels and leisure craft of all types are cross-Channel freight and passenger ro/ro ferries along with conventional bulk cargo vessels utilising the port. The commercial port covers 60 acres and, in recent years, has expanded with the increases in continental traffic.

Against strong competition for continental traffic between the south coast ports, Poole Harbour Commissioners maintain Poole as a prosperous, medium-sized port well in tune with its harbour environment.

Weymouth Harbour

Weymouth Harbour is owned and managed by Weymouth and Portland Borough Council. Weymouth and Portland Borough Council has been the Statutory Harbour Authority since 1861 and maintains its status as a cargo handling port. Ships

with a maximum length of 130m and maximum draft of 5.2m can be accommodated on commercial berths without tidal restriction. The Port can offer facilities for handling bulk and utilised commodities. Temporary storage facilities are available prior to shipment subject to availability of space.

Weymouth Harbour offers a stopover port for south coast sailing and provides a safe haven from the predominantly south westerly winds. Weymouth Harbour also enjoys one of the lowest tidal ranges in the UK, allowing for safe and easy access at all states of the tide. The harbour is situated at the heart of the old town and is the ideal sailing destination for visitors to moor and explore Weymouth, the Jurassic coastline and the neighbouring countryside.

Tourist boats run daily trips in and around Weymouth bay, Portland Harbour and Chesil Beach to view some of the fascinating scenery the south coast has to offer and Condor ferries run a fast ferry service to the Channel Islands and France.

Portland Harbour Authority

Portland Harbour has been a strategic military location since the time of King Henry VIII in the 16th Century. Construction of the modern harbour began in 1849 when the Royal Navy created a breakwater to the south of the anchorage, made of blocks from local quarries on the Isle of Portland. This was completed in 1872 and provides protection from south-easterly winds.

Langham Industries Limited purchased the assets of the former Naval base at Portland in 1996 bringing about the creation a new deep-water commercial port.

Portland Port Limited and Portland Harbour Authority Limited, owned by Langham Industries Limited undertake to:

"Manage and regulate Portland Harbour effectively and efficiently in accordance with our obligations under the Portland Harbour Revision Order 1997, and to continue to develop the physical and natural assets of the Harbour for the benefit of all stakeholders." J.M. Langham, CBE, Chairman, Portland Harbour Authority

The harbour is a deep water commercial port and is well sheltered from the south westerly prevailing winds. Main traffic includes cruise ships, cable ships and general cargo vessels. There are numerous berths at piers and jetties at the port. Services include bunkering, ship repair and maintenance.

Weymouth and Portland Sailing Academy operates from Osprey Quay. Sailing events and training take place throughout the year both inside and outside the breakwaters. The harbour also attracts many other leisure and tourism related activities.

Portland Harbour Authority were recently awarded the Portland Harbour (Improvements) Order 2010 which allows for the major expansion of the commercial port area and includes provisions for additional operational land, improvements to the passenger terminal, berths and yard areas, and a floating dry dock.

English Channel & Dorset Coast

Dorset sits on the 350 miles long English Channel which is part of the Atlantic Ocean and provides a link to the North Sea. It is today one of the busiest shipping lanes on the planet with GPS traces showing in the region of 400 vessels traversing the channel on a typical day. Streams of southbound vessels pass along the English coast and northbound vessels pass along the French coast. Numerous ferries and other smaller vessels dodge back and forth across the channel. While some ships call into a Dorset port, many don't. It is important that Dorset as a stakeholder has a voice when it comes to management of shipping particularly in relation to the channel as they are interrelated.

Key Information sources

<http://www.bbc.co.uk/britainfromabove/stories/visualisations/channel.shtml>

<http://www.britishports.org.uk/>

<http://www.british-shipping.org/home/>

<http://www.phc.co.uk/>

<http://www.portland-port.co.uk/>

<http://www.ukmajorports.org.uk/>

<http://www.weymouth.gov.uk/>

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