

SUBMISSION FROM BABCOCK MARINE

Introduction

Scotland's ports are vital gateways for trade. Our national economy needs a thriving ports industry which provides access for businesses across Scotland to international markets in Europe and elsewhere around the world.

It has been estimated that Scotland's existing container port capacity could be exceeded by 2015. Port capacity must meet demand, particularly as Scotland develops its position in an increasingly competitive world. If a country does not possess adequate port infrastructure the economic opportunities for growth will be severely constrained. Therefore, we must act now. Port Babcock Rosyth are doing just that with their initiative to develop a multi-modal freight hub: the Rosyth International Container Terminal.

This project is one of a number identified as nationally important in the National Planning Framework 2. It will meet a crucial requirement for Scotland's long-term sustainable economic development and strengthen links to the rest of the world.

Background

The growth in global container traffic, which has increased by over 8% per annum over the last few years, has turned attention to Scotland's port infrastructure capacity. Even with the current downturn in global economic trends, growth may slow to 6% to 7% but it is believed that Scotland will continue to grow at an average of 5% per annum through to 2020 and, depending on circumstances, at a similar level in the years to 2030.

Many existing ports are restricted in their ability to expand their operations and accommodate the increasing ship sizes by environmental and structural constraints. The MDS Transmodal Study *Opportunities for Developing Sustainable Freight Facilities in Scotland* highlights that, as a result, ports and harbours without an adequate depth of water and associated infrastructure may see their cargo base dwindle over the next 10 years.

Cargo ship operators continue to be concerned about the lack of direct river access, lack of 24 hour operations and the resulting maritime congestion. This is a particular issue for the retail sector

Rosyth International Container Terminal

The Rosyth International Container Terminal will provide a multi modal facility in the heart of the central belt of Scotland, adding much needed capacity and complementing existing container facilities. Some of the key benefits of the site include:

- **it already exists** and we will therefore benefit from both the financial investment that has already taken place
- since the basin is already there, **less infrastructure works and therefore significantly less emissions will be required** to construct the container terminal



- it has **deep water, direct river access** which is not subject to the tides or river locking facilities and will provide the opportunity for 24/7 operations
- the terminal will have the capacity to accommodate the **largest vessels** likely to make a call to the east coast of Scotland
- it is **multi-modal** - there are existing road and rail connections
- a number of **operators** have already shown interest in the site

The development meets the criteria for a development of national importance for the following reasons:

Make a significant contribution to Scotland's sustainable economic development

- The proximity of the Rosyth International Container Terminal to the central belt and industrial hinterland will enhance the efficient and competitive movement of goods through the supply chain
- It will also reduce leakage through English gateways, recognising lost economic opportunity in wealth creation
- The development also provide insurance for Scottish shippers against slow development of additional port capacity in U.K. southern gateway ports
- The development will facilitate deep sea liner companies cost reduction and service enhancement demands when serving the Scottish market and prove advantageous for Scottish hauliers by reducing dependence on southern solutions
- There is a capacity for storage and warehousing on site.
- The development of the terminal will offer the opportunity to create a new logistics and distribution hub in the East of Scotland,
- The inward investment required to create the Rosyth International Container Terminal will contribute to the regeneration of the Rosyth waterfront and Fife economy
- It will also provide competition in the provision of port and maritime services - most UK ports enjoy a competitive environment

- There will be Increased employment opportunities for local communities through dock-related positions and indirect jobs within the ports, logistics and shipping sectors
- In addition the building work for the container and associated infrastructure could provide a significant number of jobs
- There are opportunities for a skilled labour force working with Carnegie College and Scottish Enterprise

Strengthen Scotland's links to the rest of the world

- The Container Terminal will handle cargo directly into Scottish Ports thereby increasing Scotland's links to the rest of the world
- Crucially, it will provide a long term platform to support the growth in trade with Baltic Region, Eastern Europe and improve connectivity other international markets
- The development can also play a part in realising Scotland's potential as a land bridge between Ireland and Europe
- It will also act as a magnet to attracting additional direct short sea & feeder services linking with continental & North European destinations and the UK coast

Deliver strategic improvements in internal connectivity

- The establishment of the Rosyth International Container Terminal will contribute to and benefit from a number of transport projects in the area including the following outlined in the Strategic Transport Projects Review including:
 - the new Forth Crossing
 - Inverkeithing to Halbeath Railway Line (will improve the performance of the east coast mainline and therefore rail services to Rosyth generally)
- SEStran is undertaking a feasibility study into extending the Alloa rail link to Rosyth
- A number of other transport projects could be stimulated in the area including:
 - Rosyth bypass
 - upgrading of the A985
 - construction of the Charlestown rail chord
- The development will spread traffic density between two locations, north & south of the river

Make a significant contribution to the achievement of climate change, renewable energy or waste management targets

- The new Container terminal will contribute to the achievement of climate change targets by encouraging more containerised freight to be moved to and from Scotland by sea.
- Cargo will be delivered directly to the heart of the central belt rather than being routed by truck or rail through English ports and thereby making a significant contribution to reducing Scotland's transport emissions
- The multi modal nature of the project will bring about the strengthening of rail and water based freight distribution networks
- The site already exists as a reclaimed area on the west side of Port Babcock Rosyth, therefore less infrastructural works are required

Conclusion

Port Babcock Rosyth are confident that the site is ideally suited for development as a deep sea container terminal and are confident that the facility can be operational to meet the projected container port capacity shortfall.

Further information:

Michael Murray
Site Development Manager, Babcock Marine