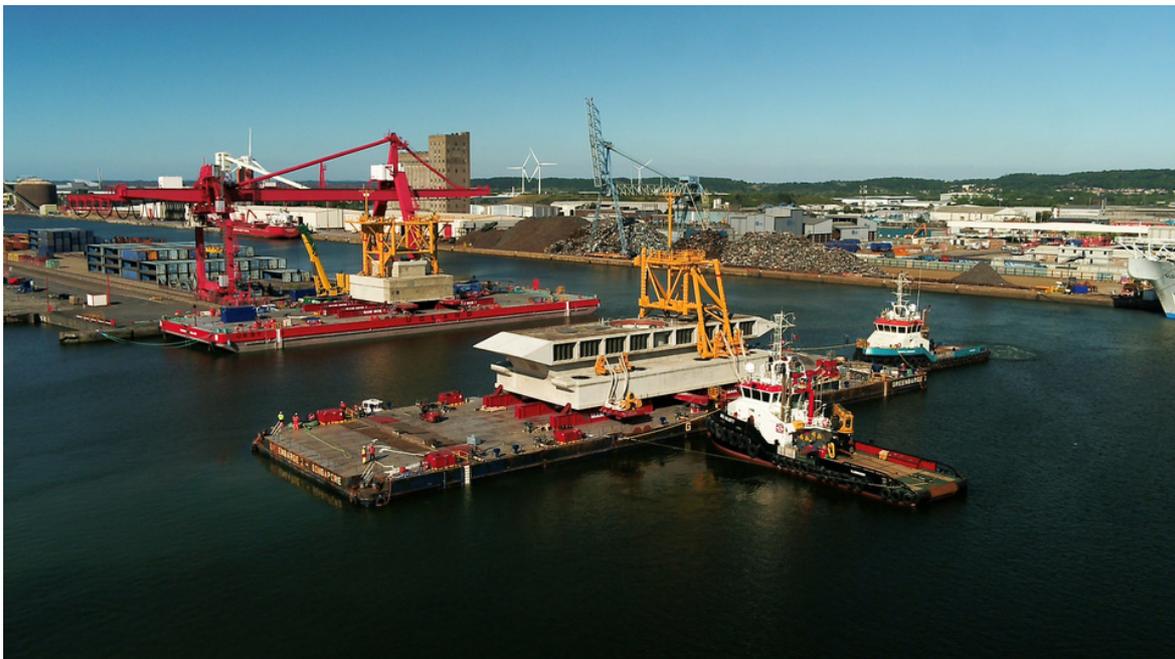




MAJOR INFRASTRUCTURE - PORTS AS THE CRUCIAL FOUNDATION

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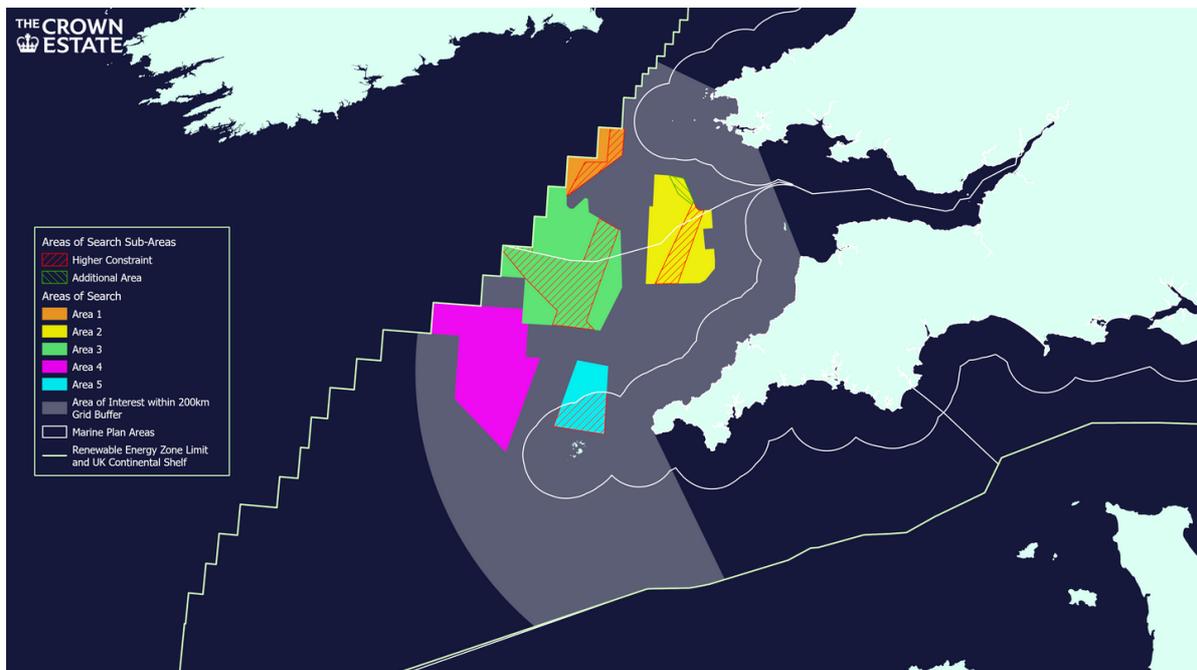
The weekend of the 9th July saw some big moves at the Bristol Port Company's Avonmouth docks. Quite literally. EDF and their contractors transferred a series of 5,000 tonne precision precast concrete sections, assembled at a dedicated site on the port side, to barges destined for Hinckley Point C. It's impressive (and very large) stuff, as this picture shows (Credit: EDF).



The work at Bristol demonstrates the important role ports can play not only in the delivery of major infrastructure projects, but as also as points of transit and crucial hub locations. Nowhere is this more important, or the ability of ports to add value so relevant, than in offshore green energy.

Port operators have a proven track record of providing the bases for wind farm development, operation and, eventually, decommissioning, and significant developments keep coming. Within the last week, the Port of Leith has signed a reservation and collaboration agreement with BP and EnBW as the marshalling port for the 2.9GW Morven offshore wind project. That's £50 million of port operator investment, supporting a project that will deliver green power to 3 million homes and generate 1,000 high quality, long term direct jobs. The UK, and its ports, stand on the start line for the next huge wave of offshore green energy infrastructure investments – floating offshore wind.

The UK Government has set bold growth targets for the deployment of huge wind turbines in areas of the sea too deep to allow the turbines to be fixed directly to the seabed. The Crown Estate has recently published its proposed 'areas of search' for locations to host such windfarms; their locations in the Celtic Sea and surrounding areas providing opportunities for the west coast of the UK as well as the east.



This opportunity, as the Leith example shows, is not just in terms of the green energy produced. It's also about delivering investment and good, well-paid jobs within coastal communities. Ports are enthusiastic about this green renaissance and stand ready to play their part. But fully realizing this potential requires strategic action from Governments including, for example:

- Turning 'UK value' aspirations into meaningful commitments, for example through delivery of strengthened supply chain plans.

- Working alongside ambitious industry investors to focus Government support on providing additional upside capacity, rather than pitching public money against private investment.
- Making sure that the 'bread and butter' of planning and consenting systems delivers for the scale and speed required by offshore green energy infrastructure growth.

There's a huge prize here for the UK – green prosperity and lower emissions. And it's not 'just' offshore wind. The same goes for new green areas like hydrogen and carbon capture as well as future coastal and selected inland opportunities such as new nuclear. UK ports have proven capable and willing to make it happen. Governments must play their part too.

TIM MORRIS

Chief Executive, UK Major Ports Group

The logo for UKMPG (UK Major Ports Group) is displayed in a bold, blue, serif font. The letters 'UK' are significantly larger and more prominent than 'MPG'. The 'U' and 'K' are connected, and the 'M' and 'P' are also connected. The 'G' is smaller and positioned to the right of the 'P'. The entire logo is underlined with a blue horizontal line.