

## FREIGHT IN WALES – STATISTICS

### Ports

Table 1 shows the weight of freight traffic handled by Welsh ports in 2012. Bristol and Liverpool are included for comparison purposes.

The busiest ports in Wales, measured in terms of freight moved by weight, are Milford Haven, Port Talbot and Holyhead. Milford Haven handles a significantly higher weight of freight, nearly 40 million tonnes a year than the next busiest port, Port Talbot, which handles around 5.5 million tonnes a year.

**Table 1: Freight traffic (weight), Welsh ports, Bristol and Liverpool, by direction, 2012**

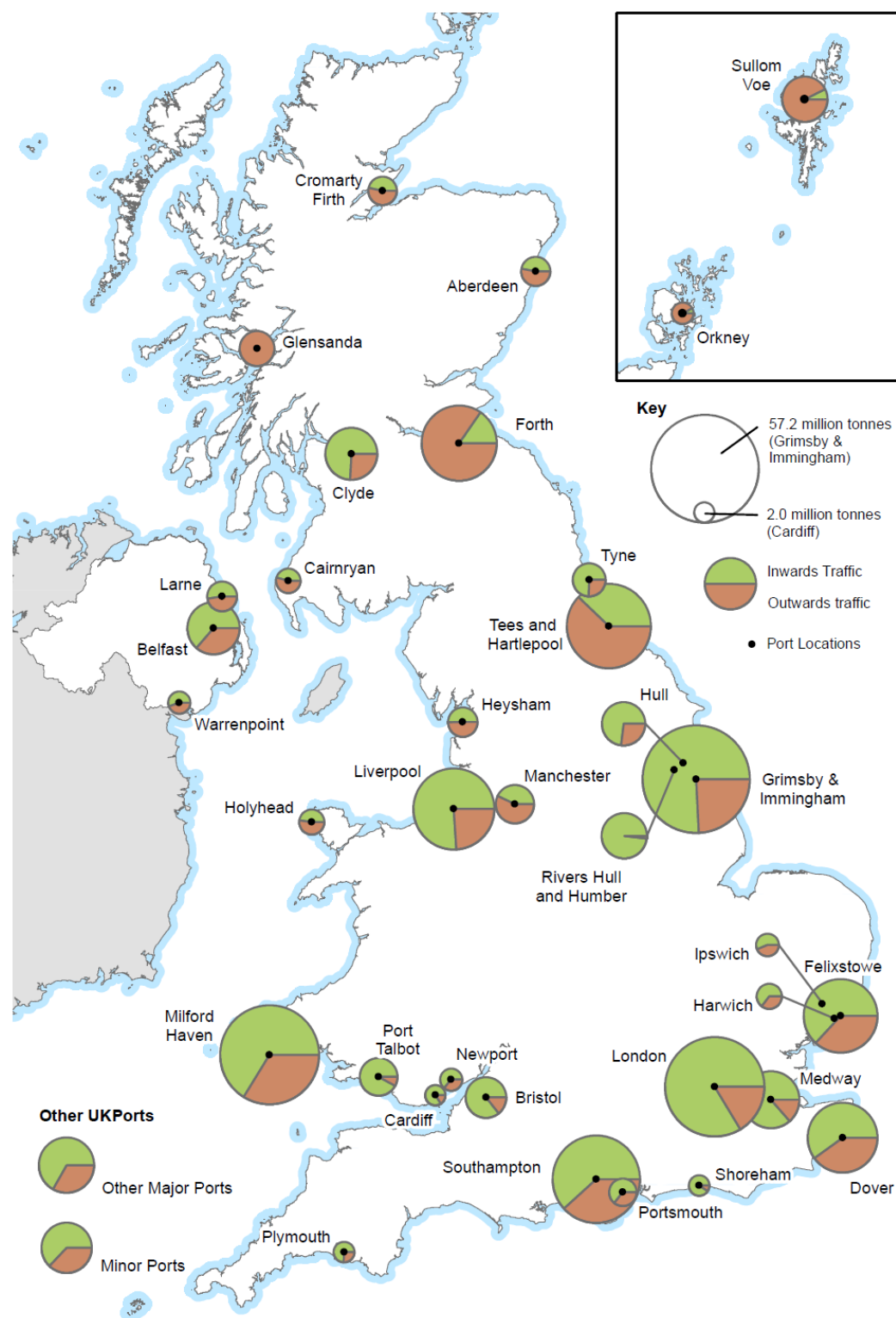
Weight: thousand tonnes				
Port	Inward	Outward	Total	Rank in Wales
Milford Haven	25,448	14,383	39,832	1
Port Talbot	5,135	437	5,572	2
Holyhead	1,444	1,644	3,087	3
Newport	1,849	615	2,464	4
Cardiff	1,469	362	1,830	5
Swansea	393	123	516	6
Fishguard	217	118	335	7
Barry	196	78	274	8
Neath	197	56	253	9
Llandulas	0	227	227	10
Burry Port	87	0	87	11
Port Penrhyn	64	2	66	12
Mostyn	6	5	11	13
Bristol	9,683	1,079	10,762	
Liverpool	25,384	7,541	32,924	

Source: DfT Sept 2013

Map 1 shows the volume of traffic through the busiest UK ports in 2011, measured in terms of freight moved by weight. This shows that Milford Haven, as well as moving the most freight by weight in Wales is also the third largest port in the UK as a whole.

Map  
1

# Traffic through UK ports, 2011



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Table 2 shows the volume of freight moved through UK ports in the past three years, and shows that it is consistently the third busiest port after Grimsby & Immingham and London.

**Table 2: Busiest UK freight ports (by weight), 2010 – 2012**

Thousand tonnes

Port	2010	2011	2012
Grimsby & Immingham	54,029	57,227	60,091
London	48,062	48,796	43,742
<b>Milford Haven</b>	<b>42,788</b>	<b>48,699</b>	<b>39,832</b>
Southampton	39,365	37,878	38,107
Tees and Hartlepool	35,697	35,198	33,967
Liverpool	30,020	32,660	32,924
Felixstowe	25,756	26,817	26,269
Forth	34,335	27,878	25,332
Dover	24,093	24,251	22,902
Clyde	12,283	13,431	15,421
Belfast	12,827	13,561	15,186

Source: DfT Sept 2013

Map 2 on page 4 shows the main cargo types at UK ports in 2012 and the data behind this map is given in table 3.

Milford Haven is predominately involved in the movement of liquid bulk (liquefied natural gas). Port Talbot serves the nearby steel works. Holyhead specialises in the movement of goods by lorry.

**Table 3: Cargo type at main Welsh ports, Bristol and Liverpool, 2012**

Port	Liquid bulk	Dry bulk	LoLo containers	Roll-on / Roll-off	Other cargo	Thousand Tonnes
Milford Haven	98%	0%	0%	2%	0%	39,832
Port Talbot	0%	97%	0%	0%	3%	5,572
Holyhead	1%	0%	0%	98%	1%	3,087
Newport	0%	46%	0%	0%	54%	2,464
Cardiff	50%	22%	8%	0%	20%	1,830
Swansea	0%	87%	0%	0%	13%	595
Fishguard	4%	0%	0%	96%	0%	335
Bristol	20%	68%	6%	5%	2%	10,762
Liverpool	20%	68%	6%	5%	2%	32,924

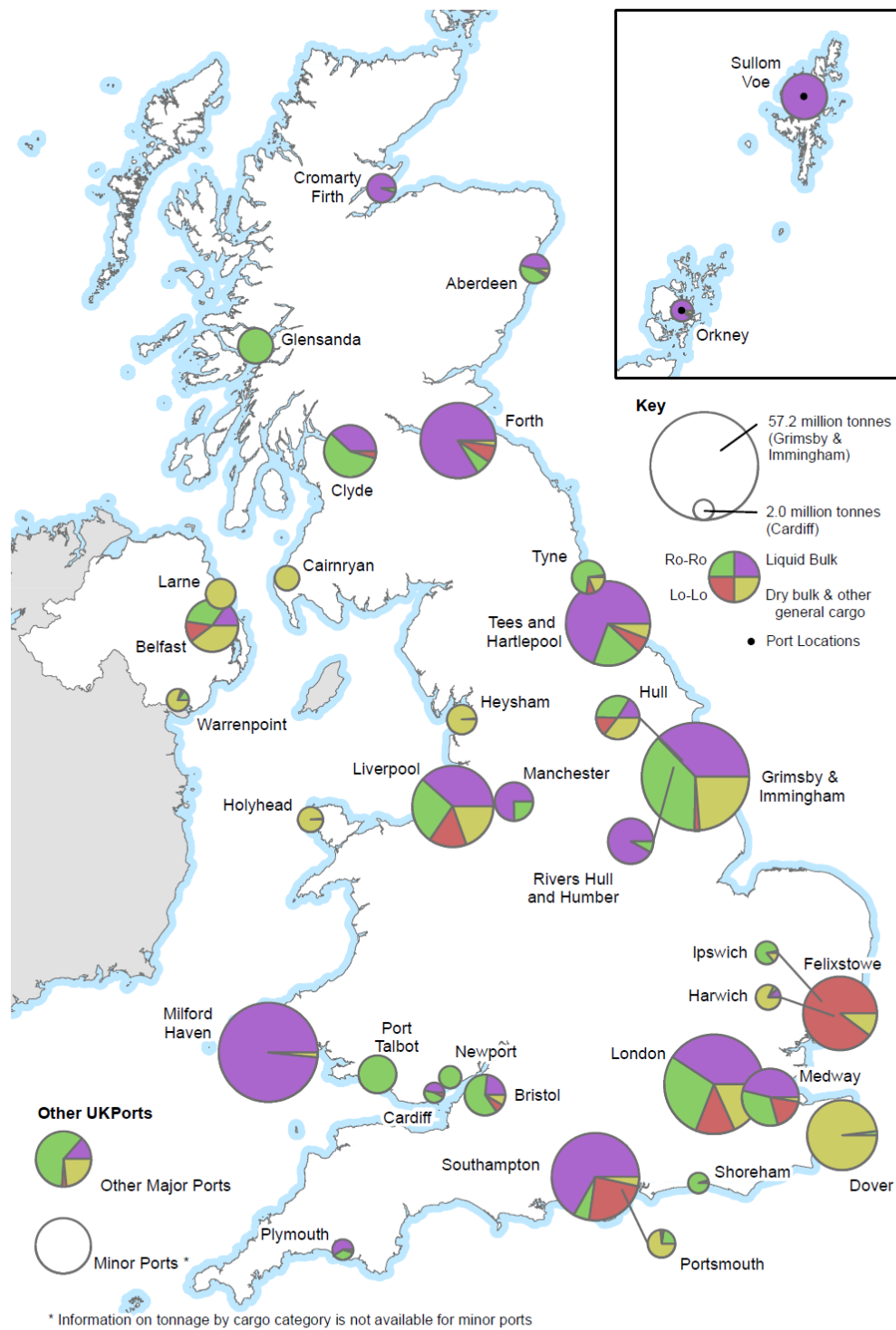
Source: DfT Sept 2013

The highest percentage of local origins and destinations for goods moved by sea is at Cardiff (61%), Holyhead and Fishguard both predominately serve the

Irish Republic (99% and 97% respectively). The highest proportion of long distance freight movement is at Port Talbot (64%) and Milford Haven (43%).

Map 2

## UK ports by cargo type, 2011



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**Table 4: Freight traffic by origin / destination area, 2012**  
Thousand tonnes / percentage

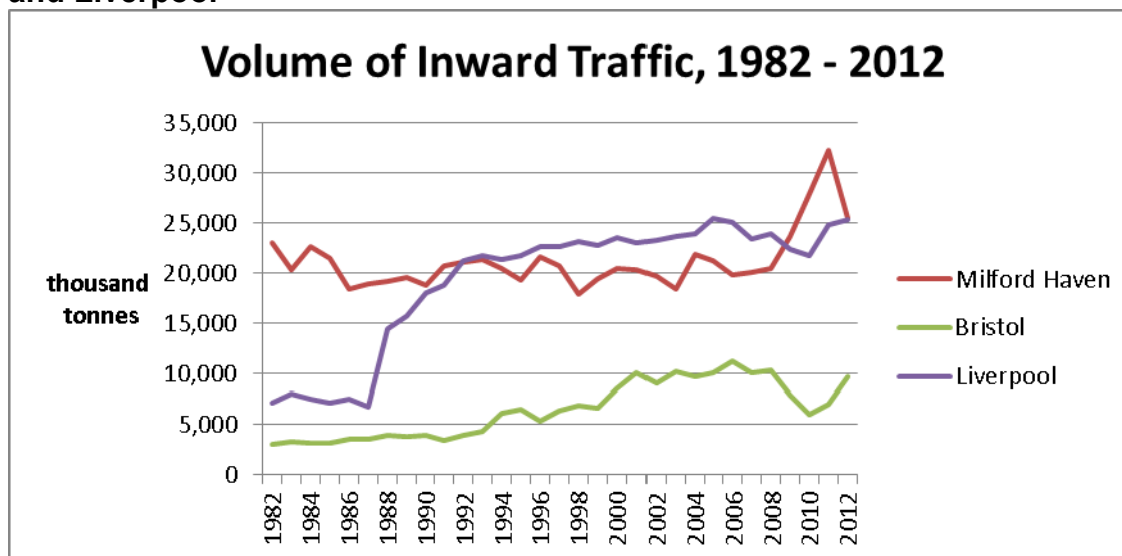
	<b>Domestic</b>	<b>EU</b>	<b>Other short sea</b>	<b>All deep sea</b>	<b>All routes</b>
<b>Port</b>	<b>%</b>	<b>%</b>	<b>%</b>	<b>%</b>	<b>Total (=100%)</b>
Milford Haven	17	23	17	43	39,832
Port Talbot	8	14	14	64	5,572
Holyhead	1	99	-	0	3,087
Newport	8	44	35	13	2,464
Cardiff	61	27	9	3	1,830
Swansea	33	60	7	-	595
Fishguard	4	97	0	0	335
Bristol	12	26	17	46	10,762
Liverpool	21	32	23	24	32,924
<b>All UK Major Ports</b>	<b>21</b>	<b>41</b>	<b>14</b>	<b>24</b>	<b>489,450</b>

Source: DfT Sept 2013

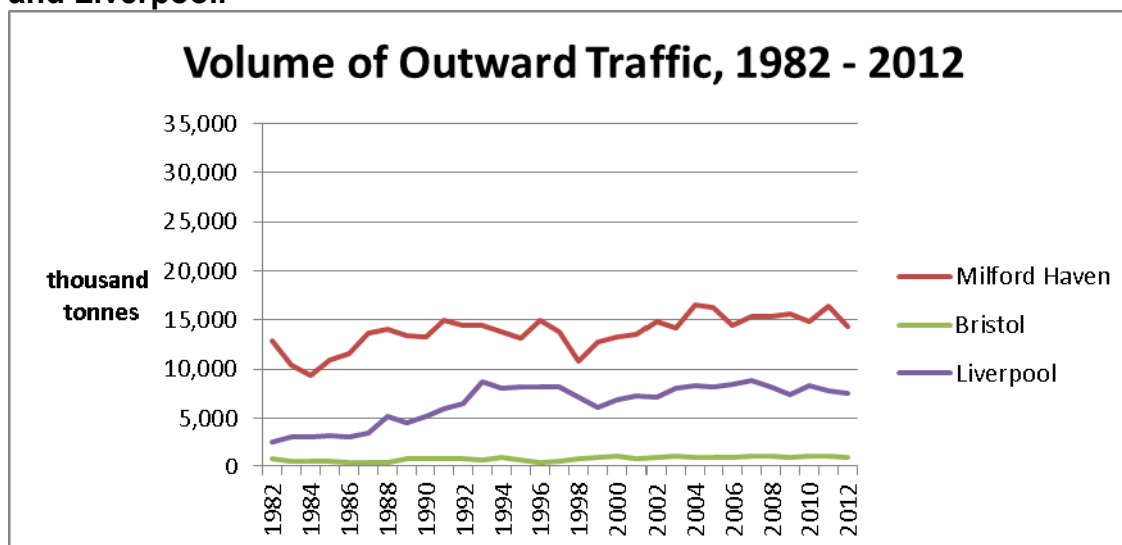
Figures 1 and 2 below show the trend since 1982 in the volume of traffic moved inward and outward at Milford Haven, with Bristol and Liverpool provided for comparison purposes. It shows the high demand for gas imports through Milford Haven in early 2011.

Figures 3 and 4 show the trend since 1982 in the volume of traffic moved inward and outward at the other major ports in Wales. It shows the volatility in the demand at Port Talbot and the decline in freight volume using Swansea.

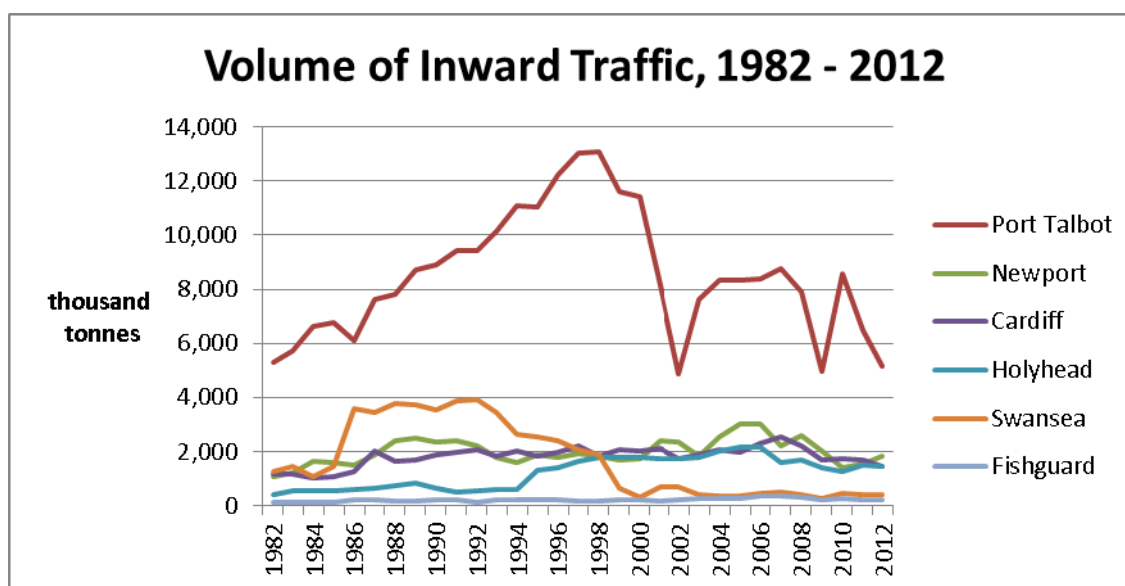
**Figure 1: Volume of Inward Traffic, 1982 – 2012, at Milford Haven, Bristol and Liverpool**



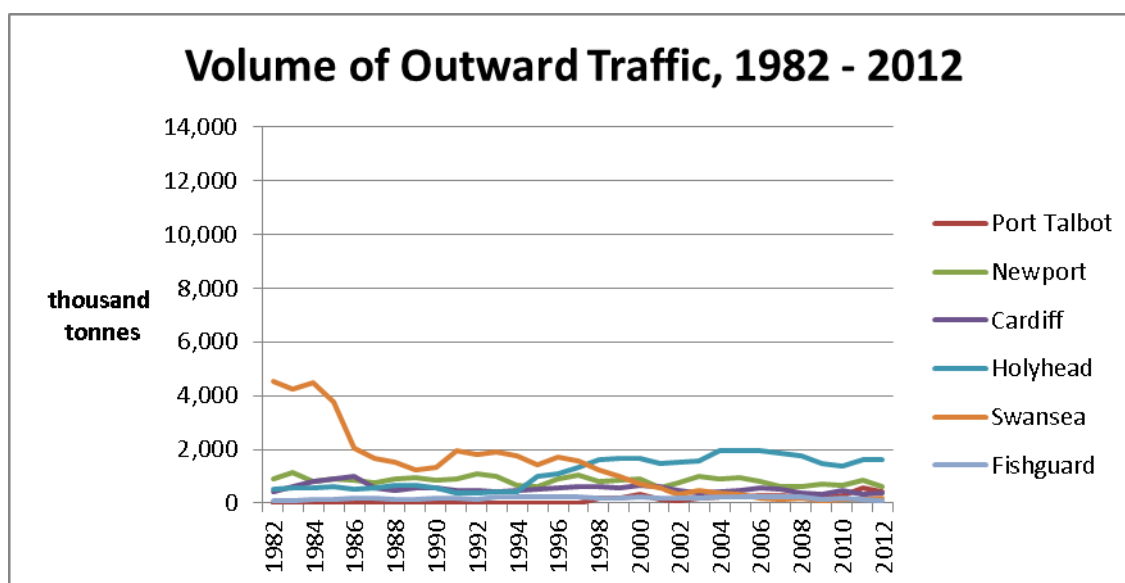
**Figure 2: Volume of Inward Traffic, 1982 – 2012, at Milford Haven, Bristol and Liverpool.**



**Figure 3: Volume of Inward Traffic, 1982 – 2012, at major ports in Wales, apart from Milford Haven**



**Figure 4: Volume of Outward Traffic, 1982 – 2012, at major ports in Wales, apart from Milford Haven**



## **Rail**

### **Major flows**

Metal: The bulk of freight services in Wales are concentrated in the south and reflect the needs of the Corus steelworks site at Port Talbot for internal movements within Wales (linking to Trostre in west Wales and to Shotton in north Wales) as well as supplying customers in England and on the continent. Steel traffic from Llanwern in south Wales passes over the 'North & West' route via Shrewsbury and Wrexham (for Shotton). This route is also used by coal traffic from Portbury Docks (Bristol) to Fiddlers Ferry and Rugeley power stations.

Coal: The coal-fired power station at Aberthaw continues as a key power generator in Wales and brings in coal by rail.

Petroleum: The oil refineries near Milford Haven generate long distance flows to the Bristol area and to the Home Counties.

### **Other flows**

Cars: Automotive goods are carried on rail to and from the Ford factory at Bridgend.

Tesco plc: 6 trains per week Daventry-Wentloog

Other: 4 trains per week from the quarry at Penmaenmawr to the Network Rail local distribution centre at Crewe.



**Table 5: Rail freight to and from Wales, Mid 2010 to mid 2011**

	Rail freight (thousand tonnes)				Within and from Wales as %age of GB traffic
	Within Wales	From Wales	To Wales	Total	
Metals	3,045	1,880	524	5,449	58%
Coal	1,487	209	1,191	2,887	4%
Petroleum products and chemicals	0	831	101	932	13%
Containers	1	151	292	444	1%
Construction	0	251	78	329	1%
Rail engineering	12	112	71	195	2%
Domestic non bulk inter-modal	0	22	159	181	1%
Automotive	0	11	31	42	4%
Ores	0	0	0	0	0%
Waste and biomass	0	0	0	0	0%
<b>Total</b>	<b>4,545</b>	<b>3,467</b>	<b>2,447</b>	<b>10,459</b>	<b>8%</b>

Source: MDS Transmodal 2011

## **Road**

Map 3 on page 11 shows the average daily number of heavy goods vehicles (HGVs) for the whole of Wales.

Map 4 on page 12 shows the average daily number of light goods vehicles (LGVs) for the whole of Wales.

Map 5 on page 13 shows the average daily number of HGVs and LGVs along the A55 in North Wales.

Map 6 on page 14 shows the average daily number of HGVs and LGVs in mid- Wales.

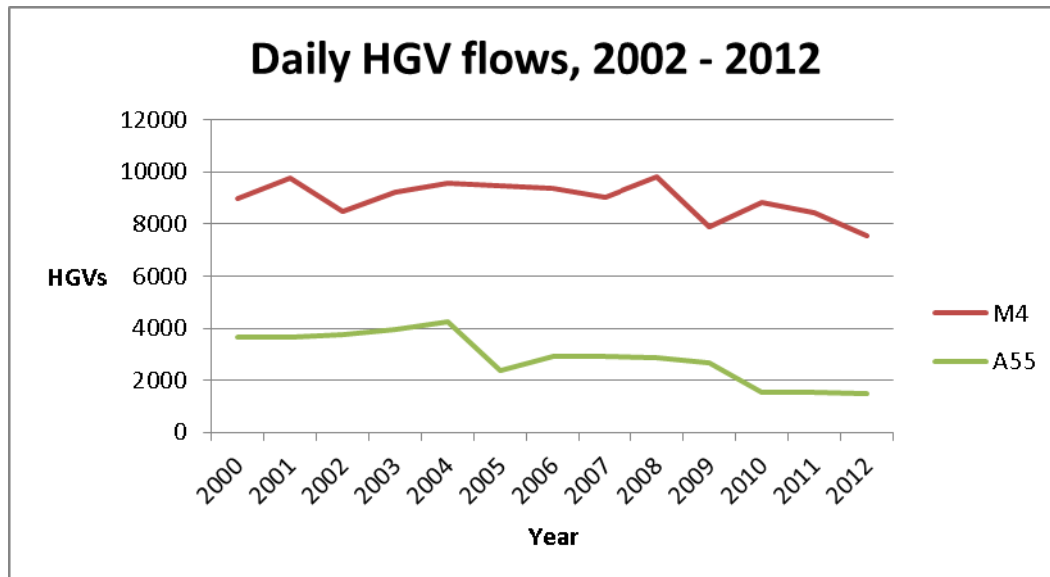
Map 7 on page 15 shows the average daily number of HGVs and LGVs along the M4/A40 corridor in South and Southwest Wales.

Map 8 on page 16 shows the average daily number of HGVs crossing the eastern border into Wales in 2012. It also shows the percentage of HGVs of the total traffic flow on each of these links.

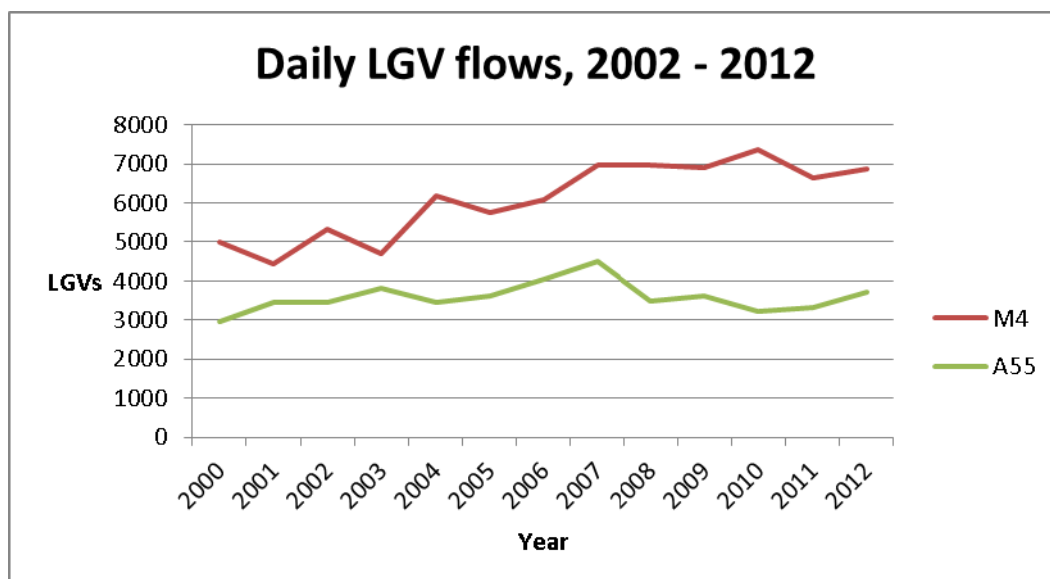
Map 9 on page 17 shows the average daily number of LGVs crossing the eastern border into Wales in 2012. It also shows the percentage of LGVs of the total traffic flow on each of these links.

Figures 5 and 6 below shows the change in the number of HGVs and LGVs between 2002 and 2012 at the eastern end of the M4 and A55 in Wales.

**Figure 5: Change in daily HGV flows on the M4 and A55 in east Wales.**

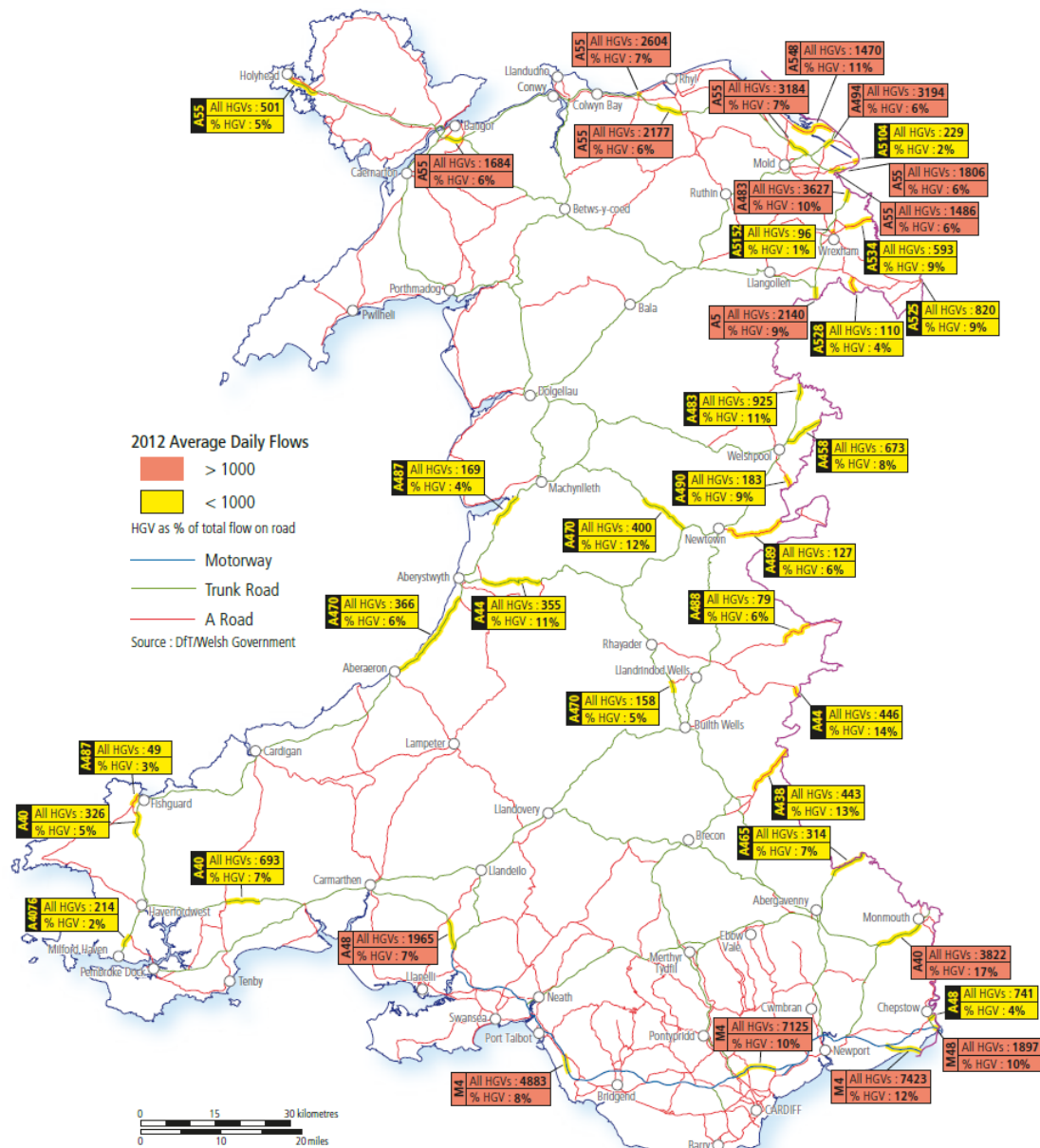


**Figure 6: Change in daily LGV flows on the M4 and A55 in east Wales.**



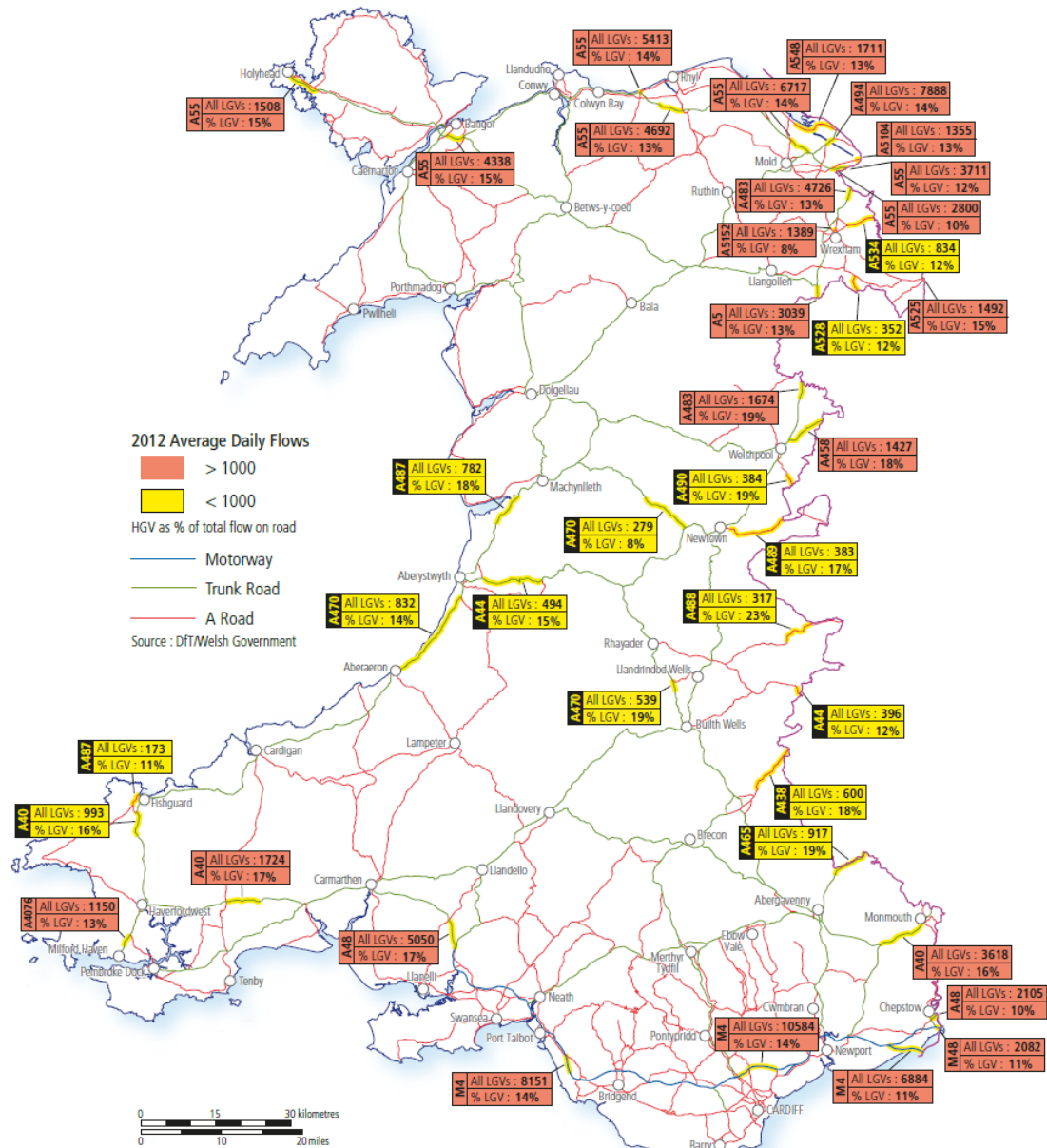
### Map 3 – all Wales

## Average Daily HGV Flows, 2012



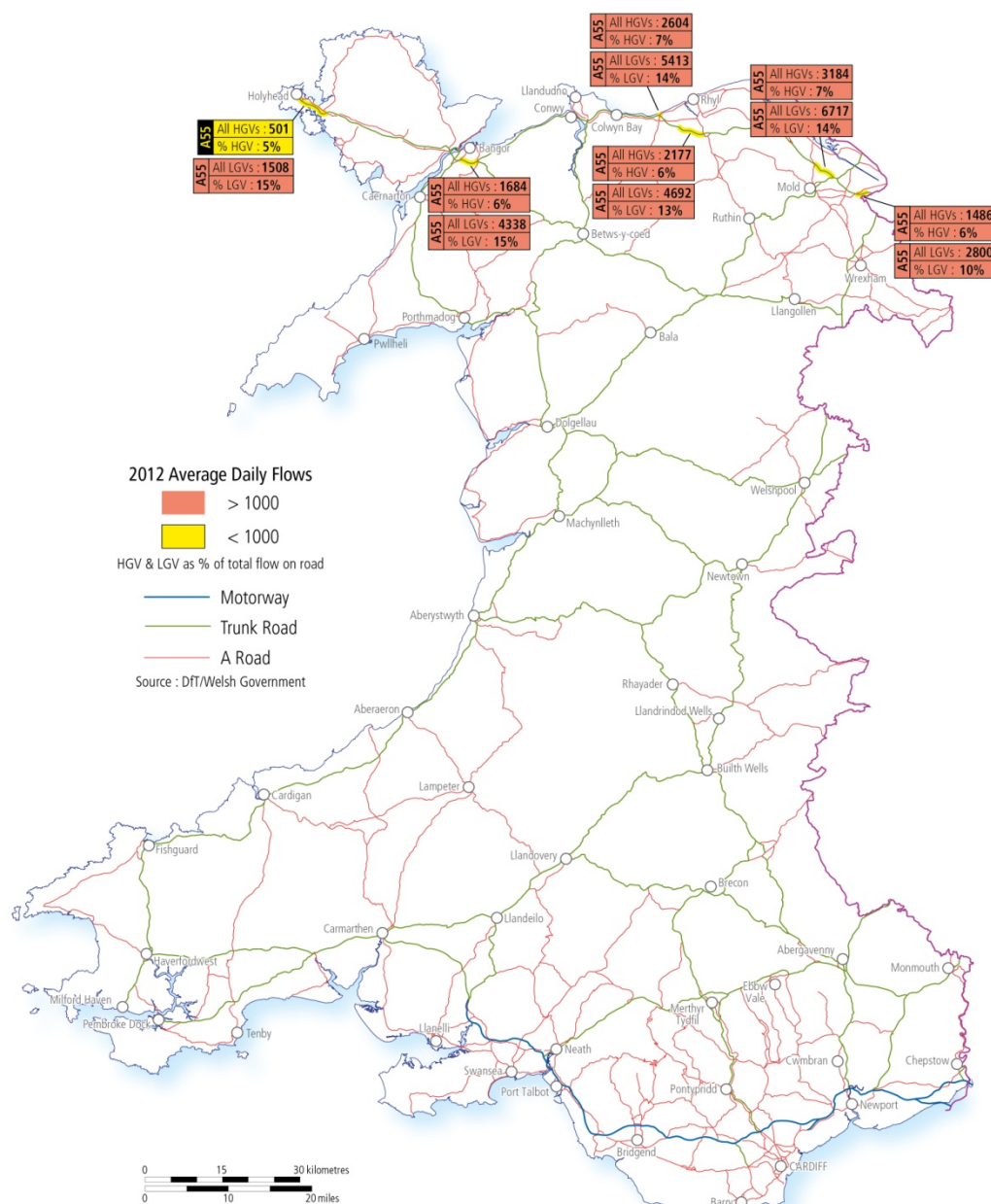
## Map 4 – all Wales

### Average Daily LGV Flows, 2012



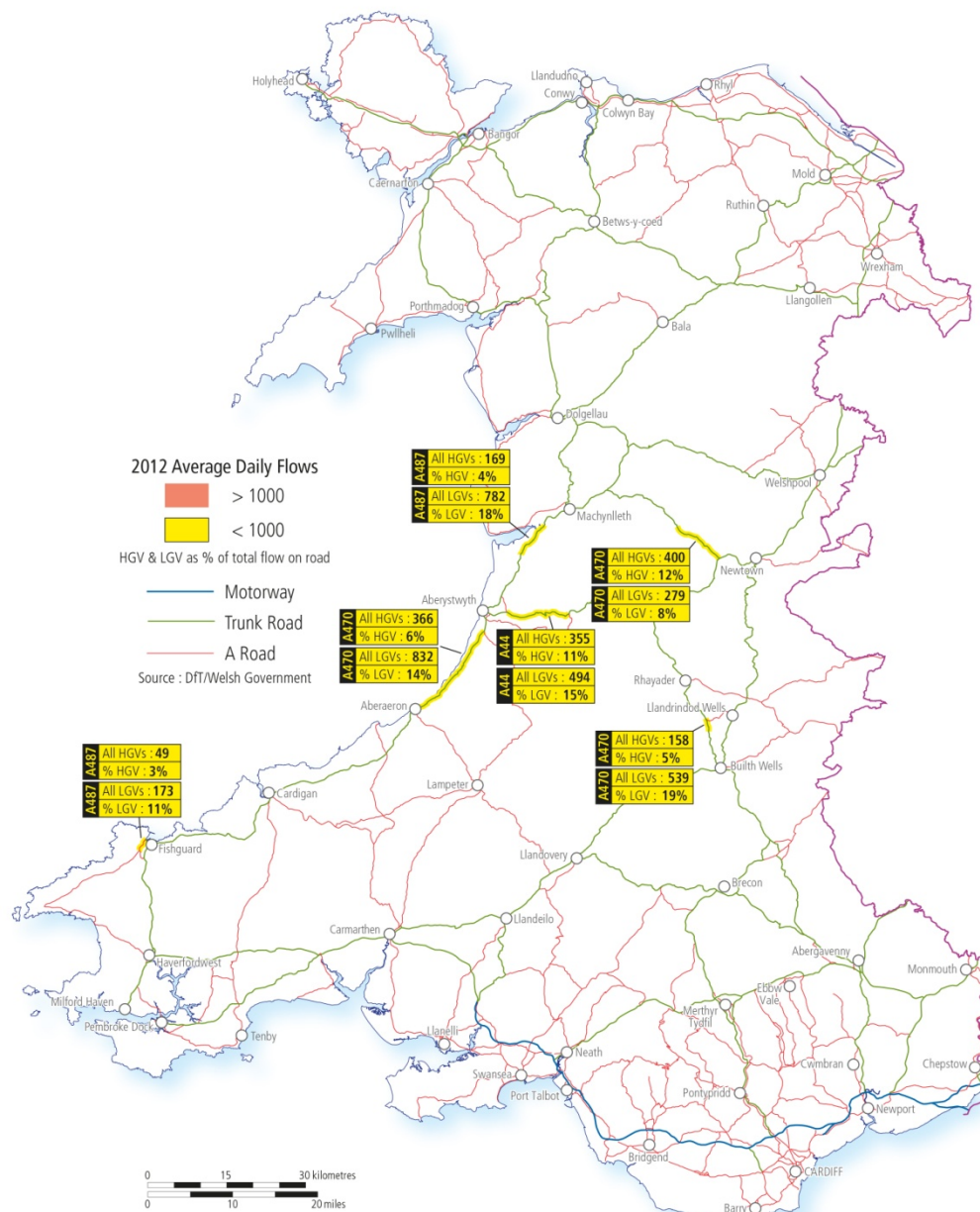
Map 5 – A55

# Average Daily HGV & LGV Flows, 2012



**Map 6 – mid Wales**

# **Average Daily HGV & LGV Flows, 2012**

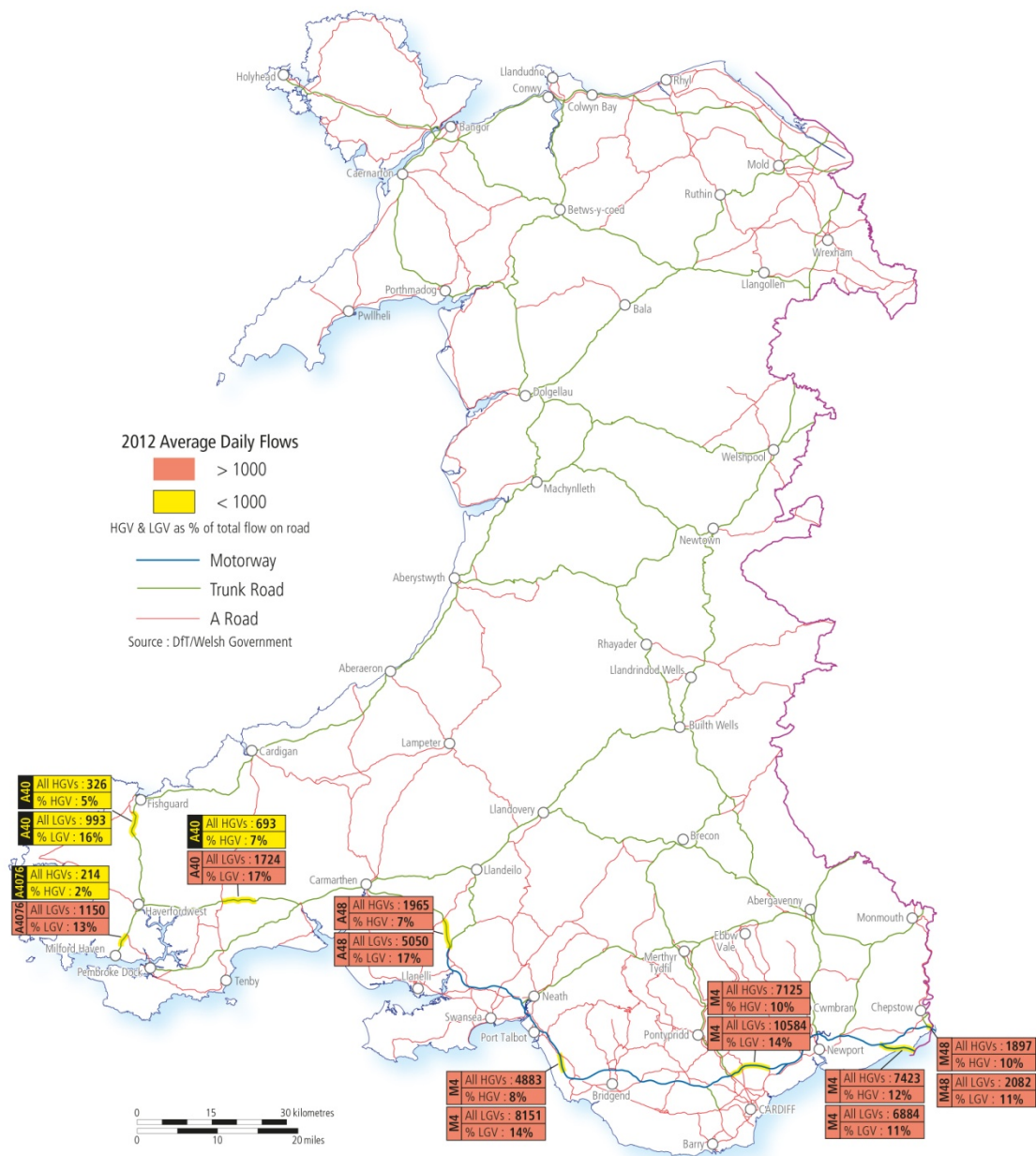


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**Map 7 – M4/A40 corridor South and Southwest Wales**



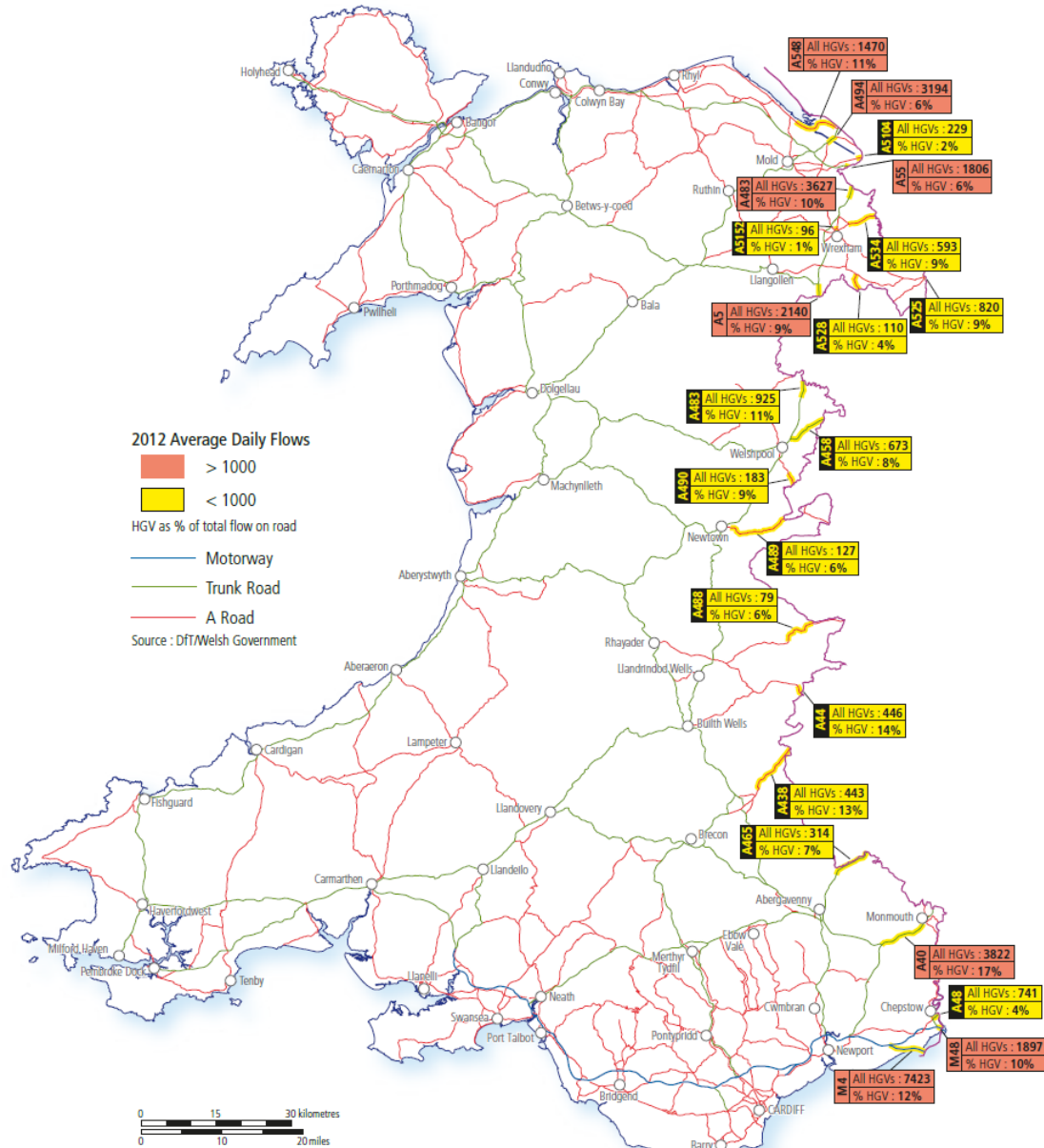
## Average Daily HGV & LGV Flows, 2012



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## Map 8 – Eastern border flows

### Average Daily HGV Flows, 2012





## Map 9 – Eastern border flows

### Average Daily LGV Flows, 2012

