



Port of Workington **Port Masterplan**

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Introduction

Port of Workington

Located on the north bank of the River Derwent, the Port of Workington provides a logistics gateway into the town of Workington and Cumbria. The Port has a long history supporting heavy industry and now as a municipal port owned by Cumbria County Council it supports a variety of local businesses. The principal cargo handling facility is located at the Prince of Wales Dock with both bulk and container handling equipment. The Port is also the base for the RWE offshore wind operations and maintenance facility servicing the Robin Rigg windfarm.

Masterplan Scope

The masterplan seeks to provide a clear vision for the Port and supporting strategy on establishing the vision to meet future requirements and challenges. The masterplan focuses on how the Port of Workington can expand the core customer base and develop skills and facilities to support green industries and logistics, assuming the role of a key multi modal hub for the region.

The success of the Port of Workington will have wide reaching benefits for the local and regional economy. Increased skilled job opportunities, increased imports and exports linked to manufacturing and increasing the use of the Port as a logistics gateway will all benefit the area.



An aerial photograph of a port facility. In the foreground, there's a large concrete yard with several stacks of yellow pallets. A blue crane is positioned on a set of tracks. To the left, a long building with a bright blue roof is visible. In the background, there are more industrial buildings, a wind turbine, and a body of water. The sky is overcast.

Port Vision

We will continue to strive for improvement to make the Port of Workington the safest and most sustainable port possible. We will operate competitively to support clean growth and provide a logistics gateway for Cumbria promoting and supporting industry and the community. We continue to provide a first class service to our customers whilst strengthening our competitive position in the region and beyond.

Location Map



WORKINGTON

WHITEHAVEN



A596

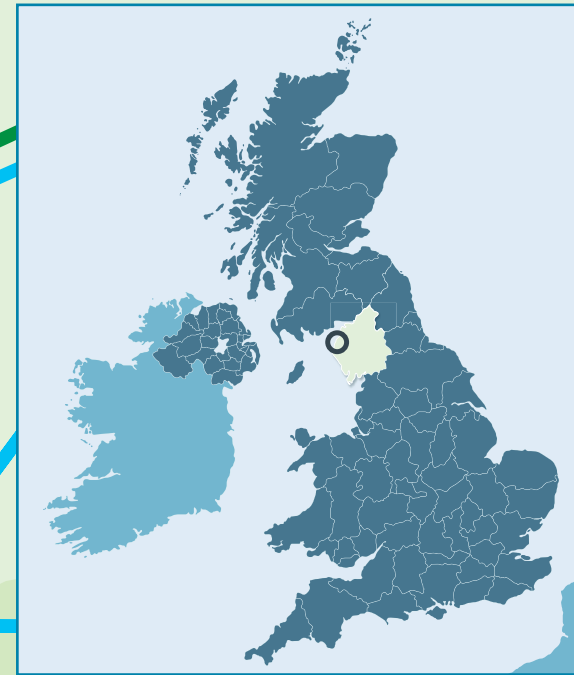
A595

A66

A595

LAKE DISTRICT
NATIONAL PARK

-  Rail-Cumbrian Coast Line
-  Road Network





Current Port

Port Operation

The Port of Workington has historically catered for a wide variety of cargoes. Currently the Port predominantly handles imports of bulk and unitised cargoes including wood pulp, cement, logs, wood chip, aggregate and bulk liquids. It also has the capability to handle containers and project cargo, supported by a RoRo ramp and hardstanding laydown area.

Cargo operations are centralised around the Prince of Wales Dock which currently has 6 working berths, with a seventh out of service. The Port can cater for a maximum vessel 137m in length (LOA) and beam of 20m inside the Dock. The Dock which is tidal restricted is maintained by a mitre gate entrance, allowing vessels access approximately 2 hours either side of high tide.

Additional to cargoes the Port caters for the RWE offshore wind operations and maintenance facility which services the Robin Rigg windfarm and RNLI Workington station.

Port Facilities

The Prince of Wales Dock has 3 heavy lift masonry quays and 4 lower capacity suspended quays, one of which is dedicated to bulk liquids. The Dock is operated by a selection of plant including material handlers, a mobile harbour crane and yard management plant.

The yard comprises of 7 warehouses for covered storage, bulk liquids tanks, administration buildings, dedicated cement storage warehouse, high-load capacity paved area, offshore wind operations facility and the RNLI station.





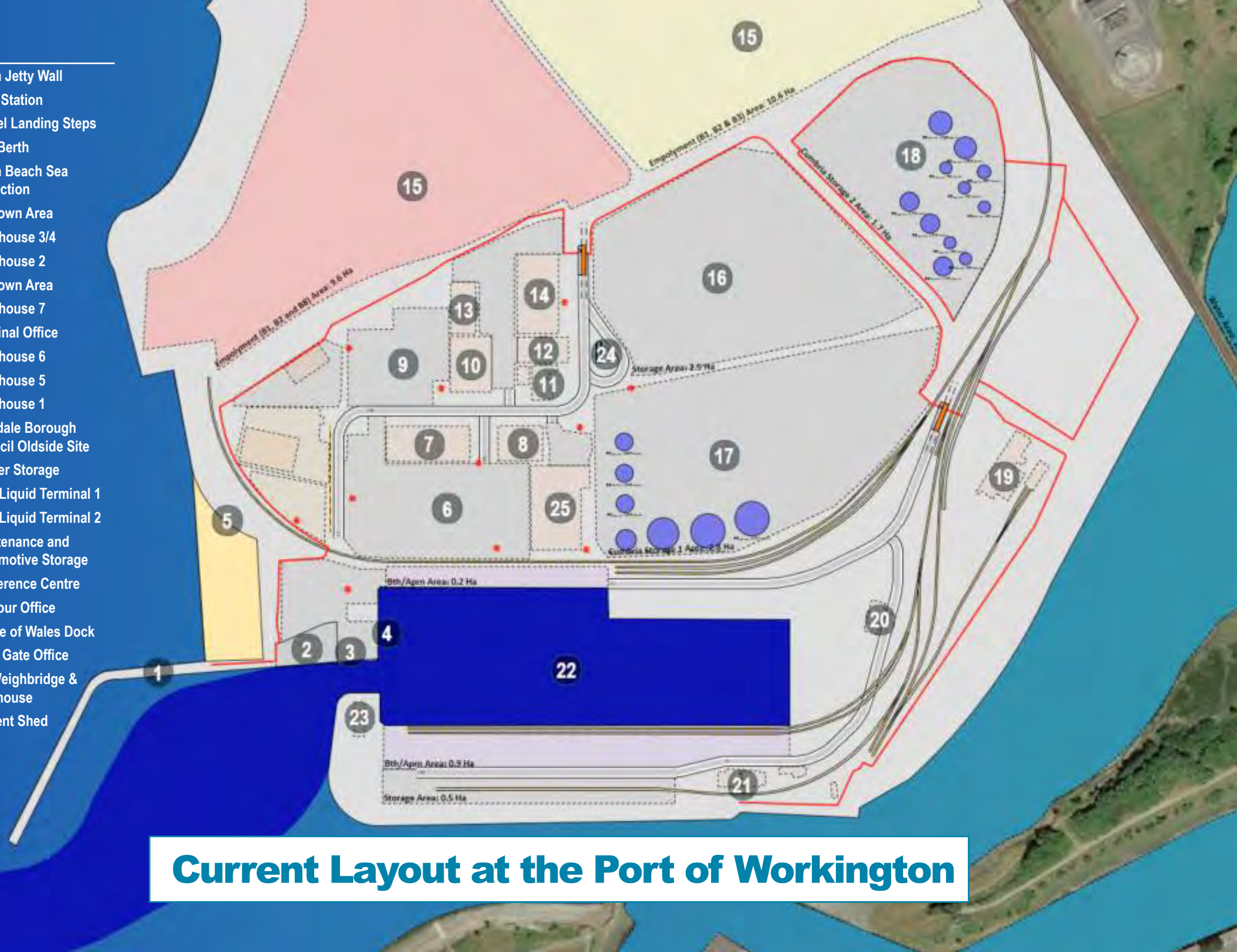
Rail and Road

Access to the Port by road vehicles is over Siddick Bridge crossing the Cumbrian Coast Railway Line; the bridge structure was replaced in 2021 with the new bridge providing increased capacity and connectivity. The Port benefits from good strategic road links to the A595, A66 and A596 and proposals to further enhance connectivity with the A66 in Workington are in development.

The Port also benefits from a direct rail link to the Cumbrian Coast Line which provides effective integration with national networks and supports multi-modal capability and connection to the West Coast Mainline near Carlisle. The current connection to the Port is a single, north facing chord, requiring shunting to take place, controlled by a driver operated ground frame at Derwent Junction. Proposals to improve capacity and reliability on the Cumbrian Coast Line are currently in development



- | No. | Item |
|-----|--|
| 1 | North Jetty Wall |
| 2 | RNLI Station |
| 3 | Vessel Landing Steps |
| 4 | CTV Berth |
| 5 | North Beach Sea Protection |
| 6 | Laydown Area |
| 7 | Warehouse 3/4 |
| 8 | Warehouse 2 |
| 9 | Laydown Area |
| 10 | Warehouse 7 |
| 11 | Terminal Office |
| 12 | Warehouse 6 |
| 13 | Warehouse 5 |
| 14 | Warehouse 1 |
| 15 | Allerdale Borough Council Oldside Site |
| 16 | Timber Storage |
| 17 | Bulk Liquid Terminal 1 |
| 18 | Bulk Liquid Terminal 2 |
| 19 | Maintenance and Locomotive Storage |
| 20 | Conference Centre |
| 21 | Harbour Office |
| 22 | Prince of Wales Dock |
| 23 | Dock Gate Office |
| 24 | 50t Weighbridge & Gatehouse |
| 25 | Cement Shed |



Current Layout at the Port of Workington

Potential cargo volume

Market and Demand Forecast

Market and demand forecast has been undertaken to identify potential trends which could benefit the Port of Workington.

The development of forecasted cargo volumes and revenues up to 2045 can be summarised as follows:

- Base Case: 453k tonnes – growth at 1.4% CAGR (2020-2045).
- High Case: 519k tonnes – growth at 2.0% CAGR (2020-2045).
- Low Case: 387k tonnes – growth at 0.8% CAGR (2020-2045).

Detailed cargo growth assumptions and drivers for each case have been summarised in Table 1. These point to clear opportunity for tonnage growth.

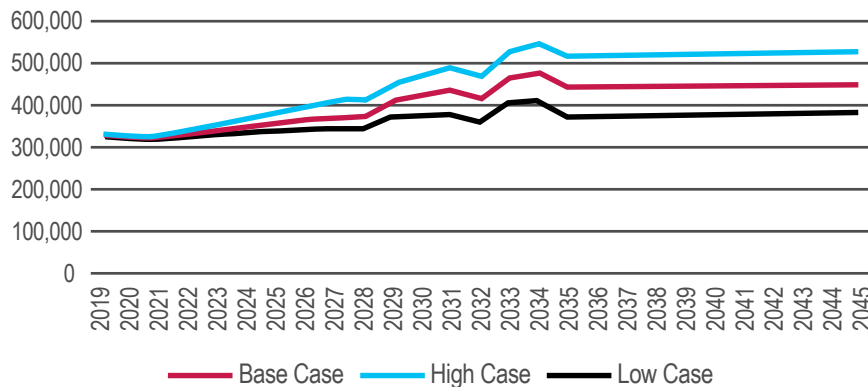


Figure 1: Demand forecast for the Port of Workington

Table 1: Summary Cargo Volume Assumptions for Base, High and Low Cases

| Cargo group | Current % of volume PoW* | Key drivers | Cargo growth -CAGR (2020-2045) |
|-------------------|--------------------------|---|--|
| Forestry products | 75% | GDP: High/Low GDP growth forecast | Base: -0.3% High: 0.6% Low: -1.5% |
| Dry bulks | 23% | <ul style="list-style-type: none"> Historical Trends: High: + 10% Low: - 10% | Base: 0.9% High: 0.3% Low: 0.5% |
| General Cargo | 3% | GDP, Steel demand per capita: <ul style="list-style-type: none"> High/Low GDP growth High/Low population growth | Base: -0.3% High: 0.05% Low: -0.7% |
| Additional Trades | 0% | Increase from potential & existing customers | Base: 11.0% High: 11.2% Low: 10.8% |
| PoW Total Volume | 100% | See above | Base: 1.3% High: 1.9% Low: 0.7% |



Opportunities

Growth Opportunities

Over and above the freight forecasts a number of additional key opportunities have been identified for the Port of Workington.

Securing these opportunities would strengthen the role of the port and adjacent land at Oldside as a key gateway and driver within the northern economy.

Offshore Wind

With the Port of Workington adjacent to The Crown Estate Irish Sea leasing areas, the Port has the potential to provide both installation, manufacture and operations and maintenance facilities for the offshore wind industry.



Biomass or Energy From Waste Power Station

The Port is strongly positioned to support new energy development which have a reliance on significant freight movements.



Project and Construction Cargo

There are a number of investment programmes which could be linked to the port directly via the Cumbrian Coast line. The Port of Workington provides direct quay to rail intermodal facilities which would be very beneficial for this type of operation.



Industrial Growth

Benefitting from improved access land at Oldside is well positioned to support new industrial and logistics activity that would utilise the Ports intermodal connectivity.



Site Opportunities

The Port of Workington can be very flexible and reactive to accommodate a wide variety of industries and goods and currently there is a variety of opportunities within the Port boundary.

The Oldside site, located to the north of the Port, is available for future development for port related activities and provides opportunity for a significant increase in landside area if required.

These opportunities which have been identified at the Port of Workington include;

Enhanced rail intermodal offering

Taking advantage of rail infrastructure and available land to provide an enhanced intermodal rail offer.



Increased road accessibility with the replacement of Siddick Bridge

Enhancing access to and perception of the port, improving the ability to handle and move goods by road.



Generation of renewable energy at the port

Availing of surplus land to support the decarbonisation of port operations.



Potential for cargo and user diversification

Seek new opportunities and build on existing strengths to drive growth with a high quality storage and goods handling offer.

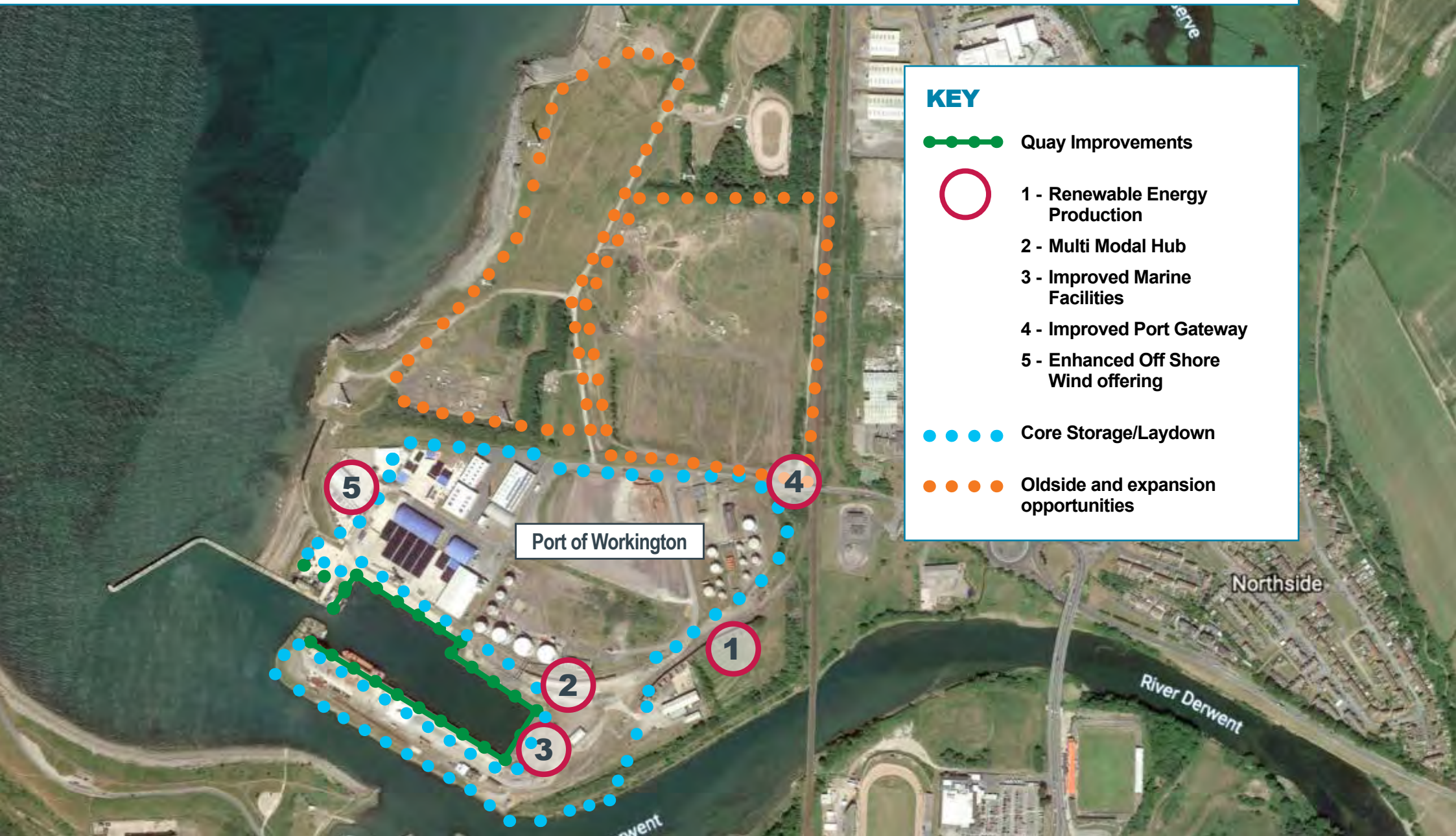


Establishment of improved marine offer; including maintenance

Improve capability and services available at port.



Scope of Port of Workington and Oldside site areas





The Future

What does the future hold?

The Port of Workington has a diverse and interesting history supporting industry in the West Cumbria region. Looking forward there are many potential opportunities for the Port to engage with. Through the Workington Town Deal, the Oldside site has been made available as land which can be used for port related activities, to support the clean and green energy and logistics.

The Port of Workington has built excellent relationships with its clients, and will need to continue to provide an excellent level of service to both maintain and attract new business. Whatever the opportunities are taken at the Port, this masterplan provides a framework for the Port of Workington to understand the potential of each opportunity.

In line with industry trends, the need for the maritime industry to invest in and promote the decarbonisation of the supply chain and develop industries focused on clean growth is very important if the UK is to meet the carbon reduction goals. In meeting this future demand the Port of Workington will need to focus on clean, green industries.

This will in turn promote the need for Port of Workington to be innovative, resulting in the attraction of a skilled work force having a positive effect on the local economy.

Supporting the future of the Port it will be important for infrastructure, services and facilities be aligned to meet future opportunities and for proactive steps to be taken in order to secure additional investment while a continued focus on maintenance will be held.



The Impacts of Change

The Port of Workington is a significant asset for business within Cumbria and in enhancing Cumbria's offer to future prospective investors.

Building on a clear track record; it is well positioned to support and further diversify Cumbria's strengths in advanced manufacturing, logistics, wind and clean energy and nuclear sectors; including supporting the delivery of major projects. In this respect the port can ensure Cumbria is ready to capture new opportunities while presenting a platform for longer term inclusive growth.

The success of the Port can see real opportunity for communities in and around Workington; with the potential to support new employment, directly and indirectly within Workington and beyond.

The success of the Port therefore brings opportunity for with the wider UK and through the creation of an enhanced intermodal gateway it can further support international trade and help deliver inclusive growth for communities within West Cumbria.

