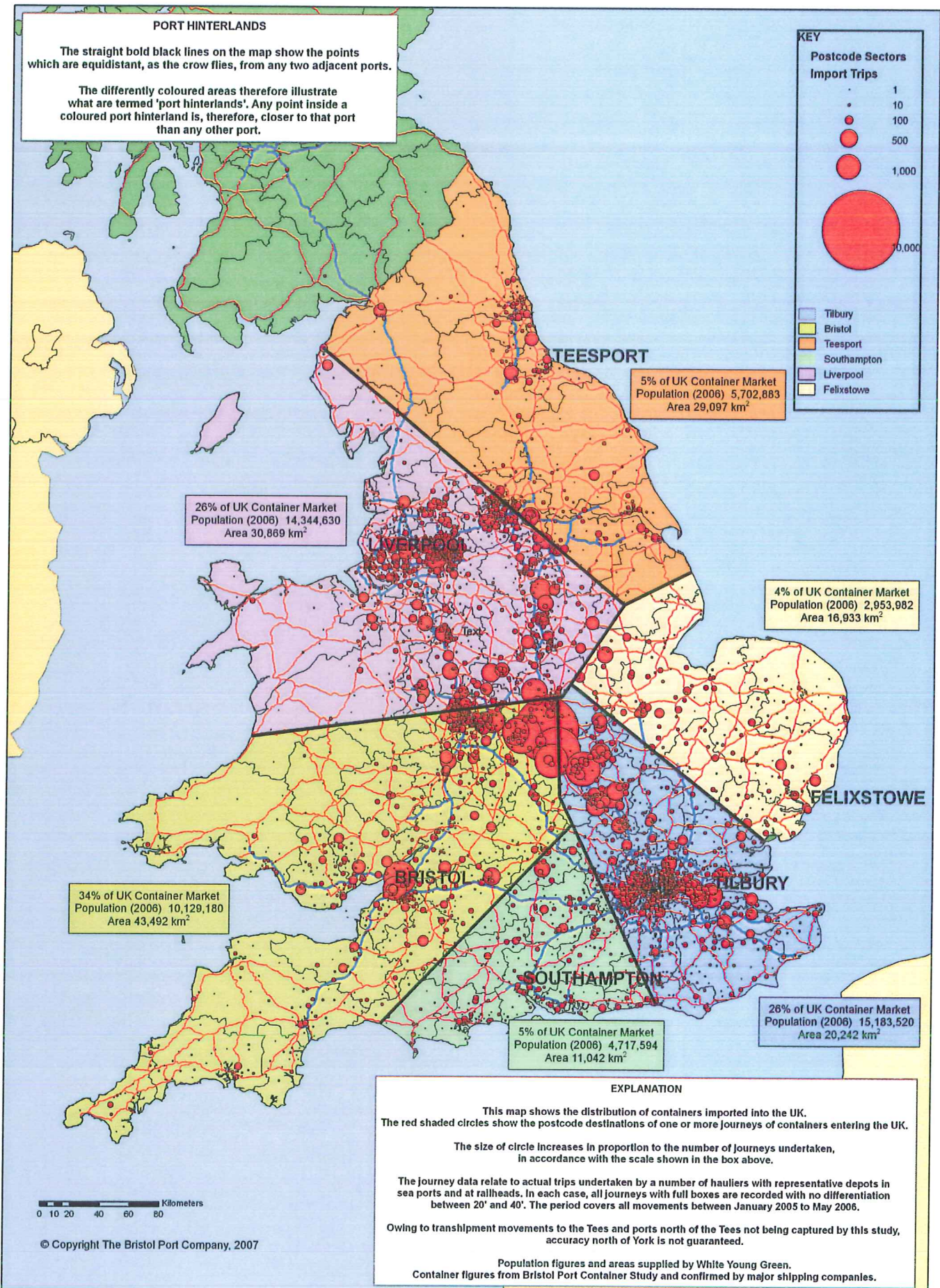


Appendix 4.

United Kingdom Container Imports and Exports

UNITED KINGDOM CONTAINER IMPORTS

UKIM-ACTUAL POP-001-OCT-2008



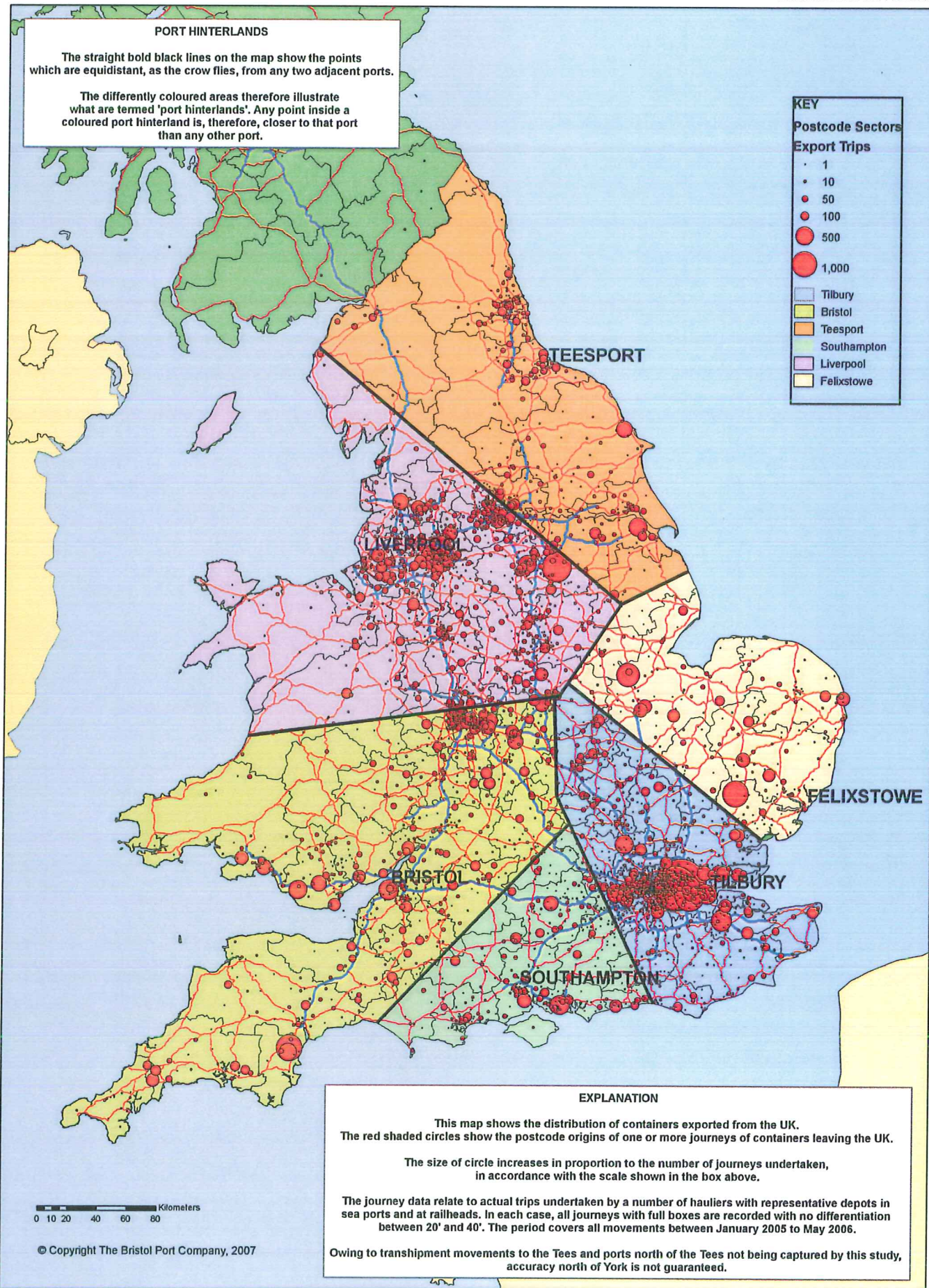
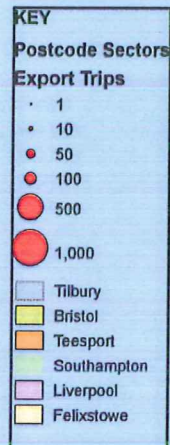
UNITED KINGDOM CONTAINER EXPORTS

UKEX-ACTUAL-002-FEB 2007

PORT HINTERLANDS

The straight bold black lines on the map show the points which are equidistant, as the crow flies, from any two adjacent ports.

The differently coloured areas therefore illustrate what are termed 'port hinterlands'. Any point inside a coloured port hinterland is, therefore, closer to that port than any other port.



EXPLANATION

This map shows the distribution of containers exported from the UK. The red shaded circles show the postcode origins of one or more journeys of containers leaving the UK.

The size of circle increases in proportion to the number of journeys undertaken, in accordance with the scale shown in the box above.

The journey data relate to actual trips undertaken by a number of hauliers with representative depots in sea ports and at railheads. In each case, all journeys with full boxes are recorded with no differentiation between 20' and 40'. The period covers all movements between January 2005 to May 2006.

Owing to transshipment movements to the Tees and ports north of the Tees not being captured by this study, accuracy north of York is not guaranteed.

0 10 20 40 60 80 Kilometers

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Appendix 5.

**Bristol Deep Sea Container Terminal Environmental
Statement – Chapter 25 Socio-Economic Content (Roger
Tym & Partners) (2008)**

25 SOCIO-ECONOMIC CONTEXT

25.1 Introduction

An economic impact assessment of the proposed BDSCT was undertaken by Roger Tym & Partners. The outcomes of this assessment are presented in the section below.

25.2 Existing environment

TBPC currently employs some 600 employees and Table 25.1 shows the occupation profile for the Port. Whilst relatively few people are employed in elementary skilled jobs directly (cleaning is outsourced for example) a large number of people are employed as process, plant and machine operatives.

Port operatives form the largest employment category at the TBPC operating cranes and other lifting machinery. For the purposes of the economic assessment these jobs have been categorised as 'Processing'. These jobs cover occupations whose main tasks require the knowledge and experience to operate and monitor equipment according to rules and procedures. Before working as an operative, employees are required to serve an apprentice period. Apprentice operatives are classified as being in Elementary Occupations. Operative positions within the Port represent employment opportunities for those in the local area without qualifications. Additionally, commuting and income evidence indicate that these jobs are of relatively high quality.

Table 25.1 Occupation profile of the BPC (2007)

Occupation	Percentage of BPC workforce (%)*
Managers and Senior Officials	8
Professional Occupations	6
Associate Professional and Technical Occupations	8
Administrative and Secretarial Occupations	11
Skilled Trades Occupations	
Personal Service Occupations	
Sales and Customer Service Occupations	1
Process, Plant and Machine Operatives	62
Elementary Occupations	2

*Percentage may not total 100 due to rounding

25.3 Bristol Port and the local economy

In order to analyse the capacity of the economy to respond to the new opportunities potentially provided by the BDSCT as well as the local 'need' for these new opportunities it is necessary to provide an overview of the role of TBPC in the existing local economy.

Approximately 40% of TBPC's employees live within the port's immediate area i.e. the immediate area around the docks. In total 91 percent of TBPC's employees live within the Greater Bristol area, comprised of the City of Bristol, North Somerset Unitary Authority and South Gloucestershire Unitary Authority. Greater Bristol therefore represents the labour catchment area. In relative terms the TBPC has a greater impact on the job market within the immediate area than the wider local area.

In 2006 there were approximately 20,600 jobs in the immediate area of the Port and the majority of these were in the wholesale and retail trade sectors (5,500 jobs) and the transport, storage and communication sectors (4,000 jobs). There were also a significant number of jobs in manufacturing (3,400 jobs) and in the real estate and business activity sectors (2,800 jobs).

More than half of the 20,600 jobs in the immediate area of the TBPC are located in Avonmouth ward in the City of Bristol. A recent employment land study for Bristol has identified Avonmouth ward as providing a majority of the growing industrial and warehouse space in the City (Bristol Development Framework, 2007). The study also identifies an acute shortage of available industrial and warehouse land and buildings elsewhere in the Bristol Unitary Authority (UA). This demonstrates that the TBPC complex is an important and growing employment in the local economy.

Figure 25.1 illustrates the growth in the number of jobs in the immediate area surrounding the port. This figure demonstrates the growth of key sectors since 1998 with the exception of employment in real estate and business activities and the manufacturing sector. The latter has declined by just under 2000 jobs since 1998. This is a reflection of the national and global trend of declining manufacturing sectors in developed countries as industry favour the lower production costs of the developing world.

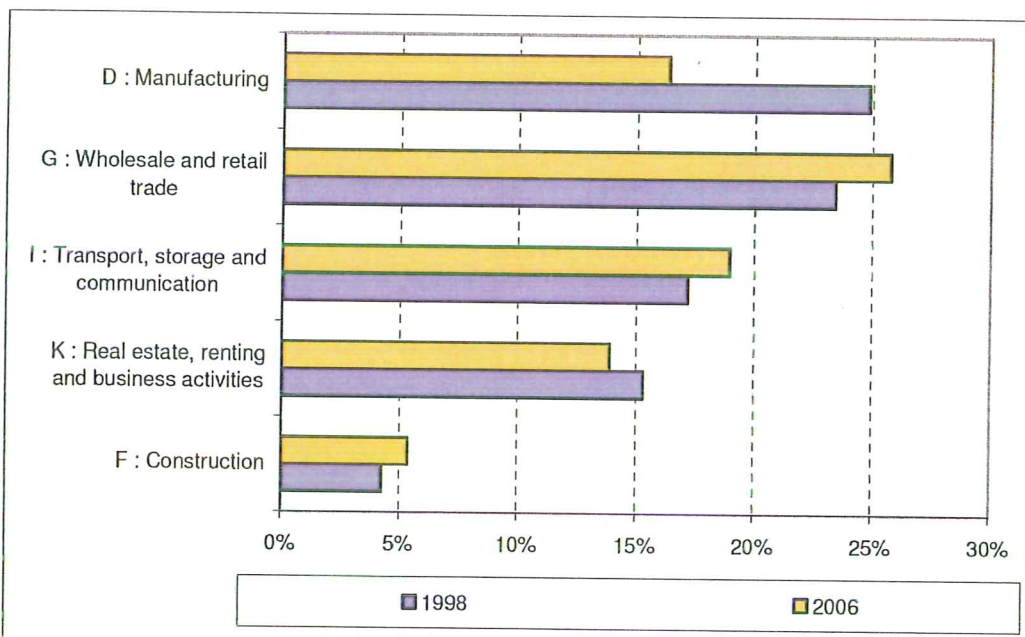


Figure 25.1 Key employment sectors in the immediate area of the Port (Annual Business Inquiry, various years)

Between 1998 and 2005 the immediate area experienced a 10% increase in total jobs. Relative to the surrounding districts, this rate of growth exceeds that experienced in Bristol (4%) however it is lower than the rapid growth seen in North Somerset (+15%) and in South Gloucestershire (41%). The area surrounding the Port is therefore performing moderately well albeit below the Greater Bristol average (RTP, 2008).