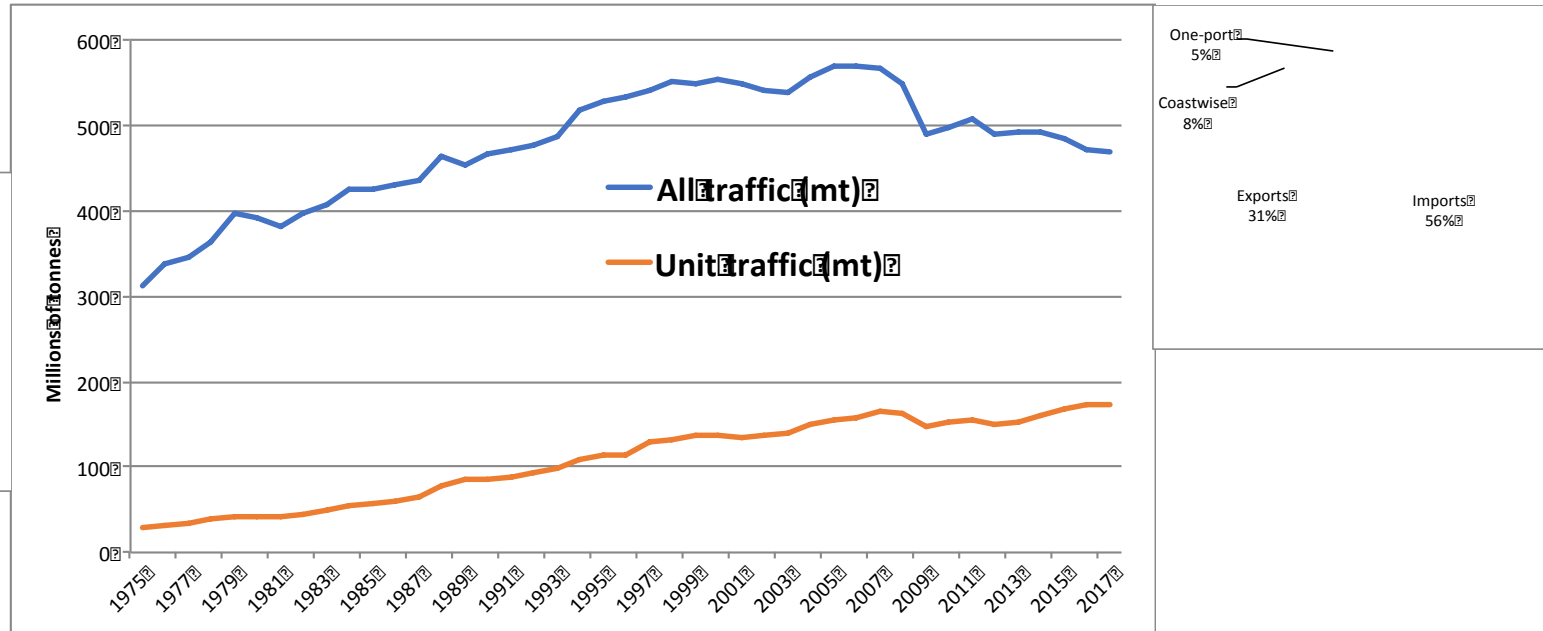


			LAST 4 YEARS				LAST 4 QUARTERS				LAST 4 MONTHS			
1. UK ECONOMIC DATA			2014	2015	2016	2017	Q3 2017	Q4 2017	Q1 2018	Q2 2018	MAY	JUNE	JULY	AUGUST
GDP	1	GDP (headline rate)	96.0	98.2	100	101.7	101.8	102.2	102.3	102.7				
		<i>"Chained" volume 2016=100</i> % change on previous yr/qtr/month	2.9%	2.3%	1.8%	1.7%	0.4%	0.4%	0.1%	0.4%	0.3%	0.1%	0.3%	
International Trade in Goods	2	Exports to EU		£140.8	£142.7	£152.3	2.9%	-1.8%	-1.8%	0.5%	0.0%	2.3%	1.5%	
	3	Imports from EU		£225.0	£237.1	£245.8	-0.8%	-0.8%	-0.7%	1.5%	2.7%	-0.4%	-3.4%	
	4	Exports to non-EU		£162.2	£156.4	£166.9	1.4%	-2.4%	-1.3%	4.0%	2.9%	7.0%	2.4%	
	5	Imports from non-EU		£191.0	£194.7	£203.6	-0.2%	0.4%	-3.8%	-1.5%	-5.4%	1.3%	1.9%	
Inflation	6	CPI - all products		0.8%	0.7%	0.6%	0.6%	3.0%	0.9%	2.4%	2.4%	2.4%	2.5%	2.7%
	7	CPIH (from 2013)		0.6%	0.6%	0.6%	0.6%	0.8%	0.5%	0.6%	2.3%	2.3%	2.3%	2.4%
Exchange rate	8	Av weekly total pay (inc bonuses)		1.1%	2.1%	2.6%	2.2%	2.5%	2.0%	2.0%	2.5%	2.4%	2.6%	
	9	£ effective exchange rate	77.0	91.2	81.1	77.3	76.5	77.7	77.1	79.2	78.8	78.5	78.2	77.7
2. UK MAJOR PORTS TRAFFIC VOLUME			2014	2015	2016	2017	Q3 2017	Q4 2017	Q1 2018	Q2 2018				
Port traffic in tonnes	10	UK Major Ports freight traffic	491.9	485.7	472.8	470.7	117.9	114.9	112	119				
		<i>All freight (m tonnes)</i> % change over 12 months Volume index (2015 = 100)	0.0%	-1.3%	-2.7%	-0.4%	-1.5%	-0.8%	-3.7%	-1.7%	101.3	94.9	93.6	91.7
Port traffic in units	11	All UNITS (includes passenger cars by ferry)	22,765	23,636	24,072	24,082	6,888	5,629	5,175	5,984				
		<i>000 units</i> % change over 12 months Volume index (2015 = 100)	96.0	100.0	100.0	100.0	7.8	0.0%	-3.3%	0.0%	100.0	100.0	100.0	100.0
	12	Containers only	1,511	1,577	1,620	1,644	488	400	361	411				
		<i>000 TEUs</i> % change over 12 months	15.4%	2.7%	4.4%	0.4%	15.4%	0.0%	-3.3%	0.0%	100.0	100.0	100.0	100.0
	13	HGV movements to Europe (inc Eire) by ferry and tunnel***	2,400	2,459	2,467	2,447	603	614	600	600				
		<i>HGVs (000s)</i> % change over 12 months	8.0%	2.4%	3.0%	-0.8%	-0.8%	-2.3%	-2.7%	-1.7%	100.0	100.0	100.0	100.0
	14	Trailer only moves to Europe (inc Eire) by ferry and tunnel***	866	928	966	1,044	253	280	255	272				
		<i>Unaccompanied trailers (000s)</i> % change over 12 months	4.8%	7.1%	4.1%	8.1%	7.1%	12.1%	7.2%	5.7%	100.0	100.0	100.0	100.0
International Sea Passengers	15	Imported trade vehicles	2,667	2,877	2,836	2,717								
		<i>000s of vehicles</i> % change over 12 months	15.6%	7.8%	-1.4%	-4.2%								
	16	Exported trade vehicles	1,479	1,541	1,627	1,598								
		<i>000s of vehicles</i> % change over 12 months	-0.7%	4.2%	5.6%	-1.8%								
International Sea Passengers	17	UK / Rep of Ireland	2,811	2,755	2,692	2,688	732	1,026	522	423	217	229	258	360
		<i>000 passengers</i> % change over 12 months		-2.0%	-2.3%	-0.1%	8.9%	-1.5%	-0.4%	3.4%	-10.2%	-0.6%	-0.9%	-3.5%
	18	UK / Mainland EU	18,505	18,250	17,360	16,774	4,704	6,131	3,253	2,817	1,407	1,544	1,607	2,222
	<i>000 passengers</i> % change over 12 months		-1.4%	-4.9%	-2.9%	1.4%	-2.5%	-0.1%	4.9%	-14.3%	4.8%	1.1%	1.7%	
	19	Cruise passengers**	1,776	1,895	1,985									
		<i>000 passengers</i> % change over 12 months	-5.7%	6.7%	4.7%									

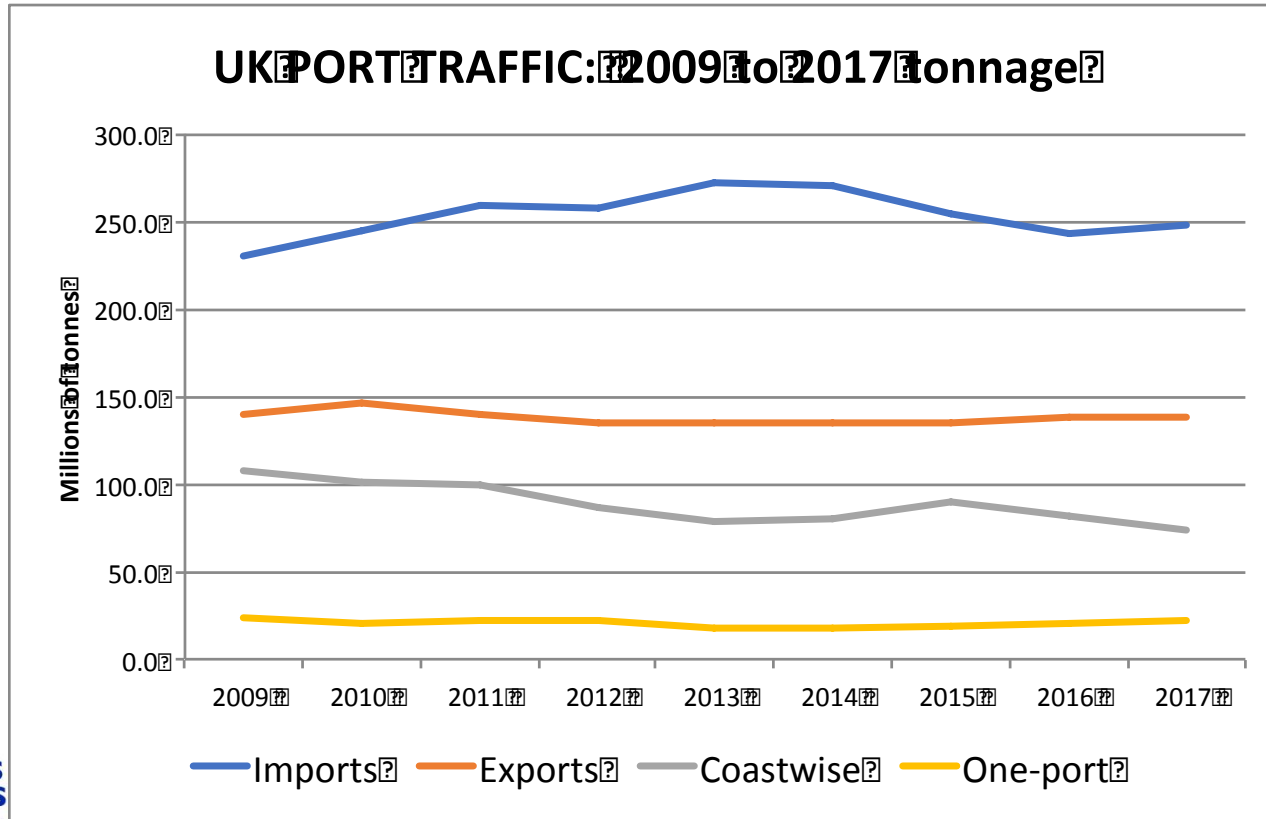
THE NUMBERS

STEPHEN TAYLOR

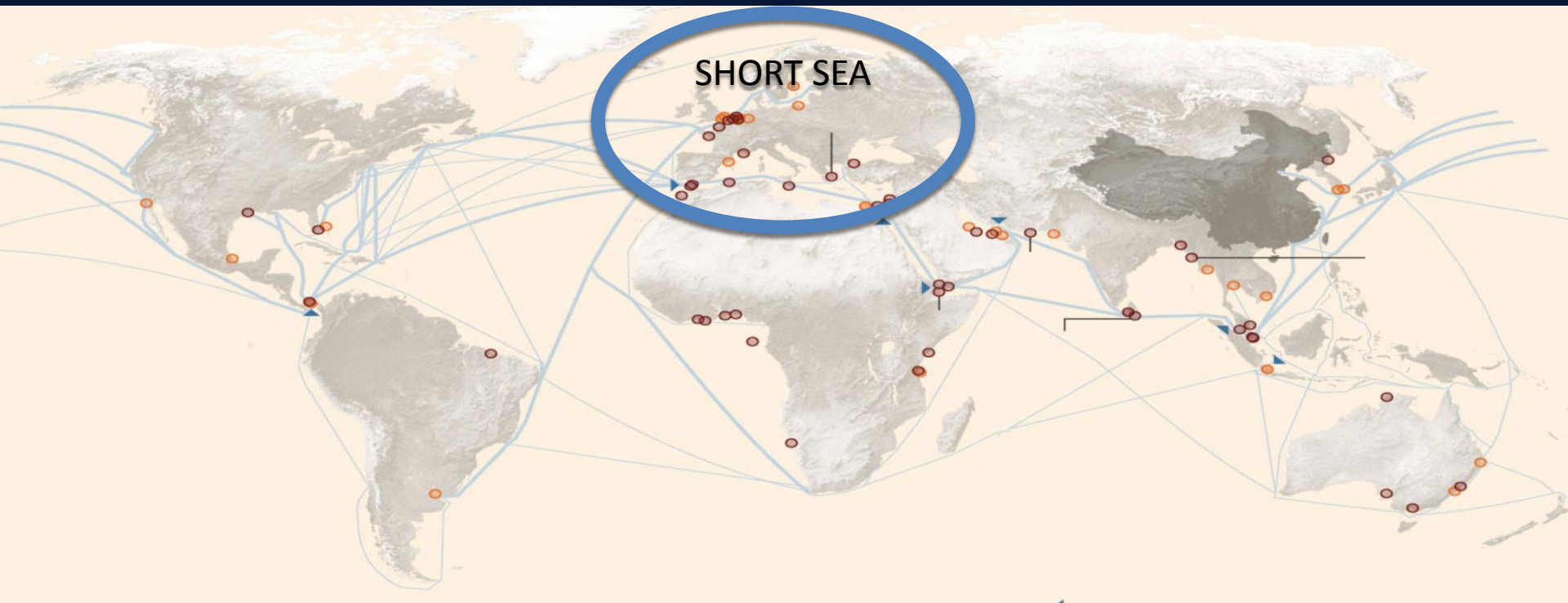
UK PORT TRAFFIC – LONG TERM



UK PORT TRAFFIC ROUTES



UK PORTS' INTERNATIONAL TRADE



UK PORTS' INTERNATIONAL TRADE

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2017 IMPORT TRAFFIC (m of tonnes)	Liquid bulks	Dry bulks	Other GC	LoLo	RoRo	All traffic	% of imports
Netherlands	9.7	2.6	1.0	5.0	13.0	31.4	12.9%
France	1.7	1.2	0.3	0.6	17.0	20.8	8.5%
Belgium	2.7	0.9	0.6	1.7	8.1	14.1	5.8%
Sweden	4.9	0.5	2.1	0.3	1.2	9.0	3.7%
Irish Republic	0.9	0.8	0.0	0.7	6.3	8.6	3.5%
Spain	0.8	3.3	0.7	2.2	0.8	7.9	3.2%
Germany	1.2	2.0	0.8	0.4	1.7	6.1	2.5%
Finland	1.3	0.7	1.0	0.4	0.1	3.4	1.4%
Latvia	0.4	1.6	0.8	0.2	0.0	3.1	1.3%
Denmark	0.9	0.6	0.3	0.0	0.9	2.7	1.1%
Portugal	0.1	0.4	0.4	1.4	0.0	2.2	0.9%
Other EU countries	1.4	2.4	0.9	2.6	0.2	7.4	3.0%
All European Union	26.1	16.9	8.9	15.5	49.3	116.7	47.9%
<i>Commodity split</i>	22%	15%	8%	13%	42%	100%	

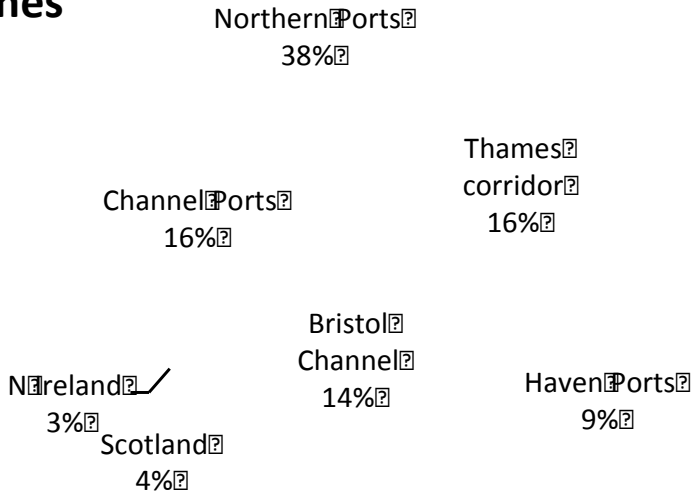
UK PORTS' INTERNATIONAL TRADE

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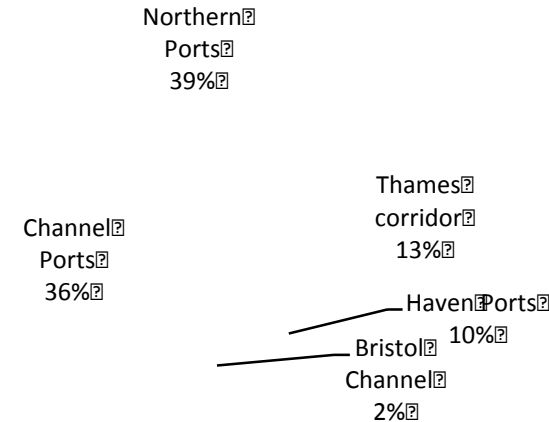
2017 IMPORT TRAFFIC (m of tonnes)	Liquid bulks	Dry bulks	Other GC	LoLo	RoRo	All traffic	% of imports
All European Union	26.1	16.9	8.9	15.5	49.3	116.7	47.9%
Norway	21.6	5.5	0.6	0.0	0.1	27.9	11.5%
Russia	9.2	3.3	0.4	0.4	0.0	13.3	5.4%
Algeria	4.3	0.0	0.0	0.0	0.0	4.3	1.8%
Turkey	0.3	0.3	0.6	2.1	0.3	3.6	1.5%
Egypt	2.1	0.2	0.0	0.4	0.0	2.7	1.1%
Other SS	3.5	0.8	0.3	0.5	0.0	5.4	
Non-EU short sea	41.0	10.2	1.9	3.8	0.4	57.3	23.5%
All short sea countries	67.0	27.1	10.8	19.3	49.7	174.0	71.5%
All America	8.8	18.5	0.9	3.8	0.0	32.0	13.1%
All Asia	12.0	1.5	1.1	13.7	0.4	28.7	11.8%
All Africa	4.6	0.9	0.2	0.6	0.0	6.3	2.6%
All Australasia	0.1	1.7	0.1	0.5	0.0	2.5	1.0%
All deep sea countries	25.6	22.6	2.4	18.5	0.4	69.5	28.5%
All international traffic	92.6	49.7	13.2	37.9	50.2	243.5	
<i>Commodity split</i>	38%	20%	5%	16%	21%	100%	

UK INTERNATIONAL TRAFFIC - IMPORTS

2017 all UK Import traffic in tonnes



2017 UK RoRo Import traffic in tonnes



The Northern ports are North Wales and Northern England in this analysis

UK PORTS' INTERNATIONAL TRAFFIC - EXPORTS

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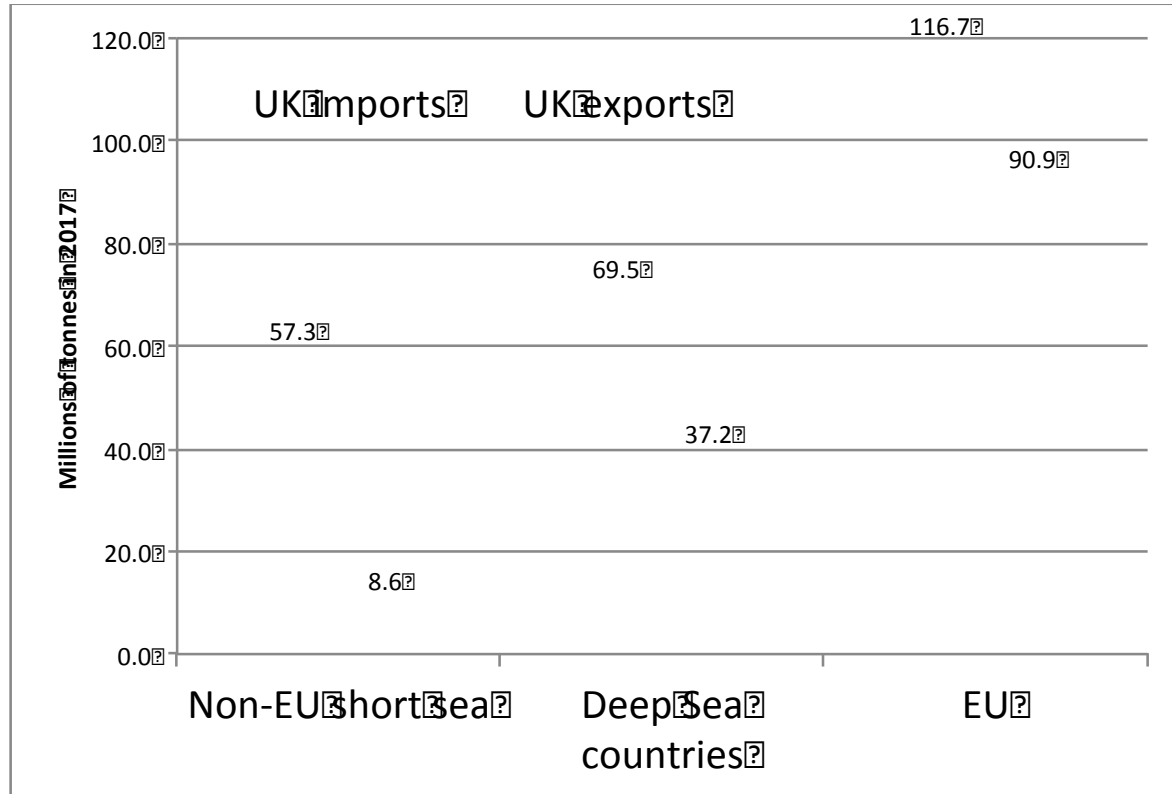
2017 EXPORT TRAFFIC (m of tonnes)	Liquid bulks	Dry bulks	Other GC	LoLo	RoRo	All traffic	% of exports
Netherlands	19.4	1.9	0.4	2.6	7.2	31.5	23.0%
France	3.5	0.3	0.1	0.9	11.7	16.5	12.1%
Belgium	5.5	0.7	0.1	1.4	3.3	11.1	8.1%
Irish Republic	3.9	0.3	0.0	0.4	6.5	11.1	8.1%
Germany	2.9	2.5	0.1	0.6	0.4	6.5	4.7%
Spain	1.5	1.4	0.3	0.8	0.4	4.4	3.3%
Sweden	1.4	0.4	0.3	0.2	1.2	3.6	2.6%
Portugal	0.3	0.9	0.1	0.4	0.0	1.6	1.2%
Denmark	0.3	0.2	0.3	0.0	0.6	1.3	1.0%
Finland	0.1	0.2	0.0	0.2	0.1	0.7	0.5%
Latvia	0.0	0.0	0.1	0.1	0.0	0.2	0.2%
Other EU countries	1.1	0.4	0.3	0.4	0.2	2.4	1.8%
All European Union	40.0	9.4	2.1	7.9	31.5	90.9	66.5%
<i>Commodity split</i>	44%	10%	2%	9%	35%	100%	

UK PORTS' INTERNATIONAL TRAFFIC - EXPORTS

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2017 EXPORT TRAFFIC (m of tonnes)	Liquid bulks	Dry bulks	Other GC	LoLo	RoRo	All traffic	% of exports
All European Union	40.0	9.4	2.1	7.9	31.5	90.9	66.5%
Turkey	0.3	3.1	0.3	0.4	0.0	4.1	3.0%
Norway	0.4	0.4	0.2	0.0	0.2	1.3	1.0%
Morocco	0.6	0.3	0.0	0.3	0.0	1.1	0.8%
Egypt	0.0	0.9	0.0	0.2	0.0	1.1	0.8%
Other SS	0.2	0.1	0.0	0.3	0.1	0.6	0.4%
Non-EU short sea	1.5	4.9	0.6	1.3	0.3	8.6	6.3%
All short sea countries	41.5	14.3	2.7	9.2	31.9	99.5	72.8%
All Africa	1.3	0.0	0.1	0.6	0.1	2.1	1.5%
All America	6.7	0.8	0.2	2.6	0.5	10.8	7.9%
All Asia	13.1	0.7	0.1	10.0	0.1	24.0	17.6%
All Australasia	0.0	0.0	0.0	0.2	0.1	0.3	0.2%
All deep sea countries	21.1	1.6	0.3	13.4	0.8	37.2	27.2%
All international traffic	62.6	15.9	3.0	22.6	32.7	136.6	100.0%
<i>Commodity split</i>	46%	12%	2%	17%	24%	100%	

UK PORTS' INTERNATIONAL TRADE



UK PORTS' IMPORT COMMODITIES

UK IMPORT TRAFFIC (m tonnes)	2009	2015	2016	2017	CAGR 2009 to 2017
Other dry bulk	7.1	17.1	21.7	22.9	15.7%
Iron and steel products	2.8	4.9	5.2	5.6	8.8%
Motor vehicles	2.3	4.0	3.9	3.7	6.0%
All container traffic	27.9	36.7	37.9	37.9	3.9%
Unaccompanied road goods traile	13.0	16.5	16.3	17.0	3.4%
Other GC traffic	10.1	12.9	12.7	13.2	3.4%
Oil products	30.0	35.7	39.1	38.8	3.3%
Crude oil	34.4	36.6	34.3	41.5	2.3%
All liquid bulk traffic	78.1	88.7	89.1	92.6	2.1%
General cargo & containers <20'	2.2	2.5	2.5	2.6	2.0%
All roll-on/roll-off traffic	45.7	50.9	50.4	50.2	1.2%
Other liquid bulk products	5.4	5.1	6.4	5.7	0.7%
Road goods vehicles and trailers	22.0	23.0	23.0	22.1	0.1%
Forestry products	5.0	5.5	5.0	5.0	-0.1%
Shipborne trailers	7.8	7.2	7.2	7.2	-0.9%
Ores	11.1	12.6	9.8	10.3	-0.9%
Agricultural products	8.9	8.2	7.8	8.2	-1.0%
Liquefied gas	8.3	11.2	9.3	6.7	-2.7%
Coal	36.6	22.3	9.1	8.3	-16.9%
All imported goods traffic	225.6	249.4	238.6	243.5	1.0%
Excluding Coal imports	189.0	227.1	229.4	235.1	2.8%

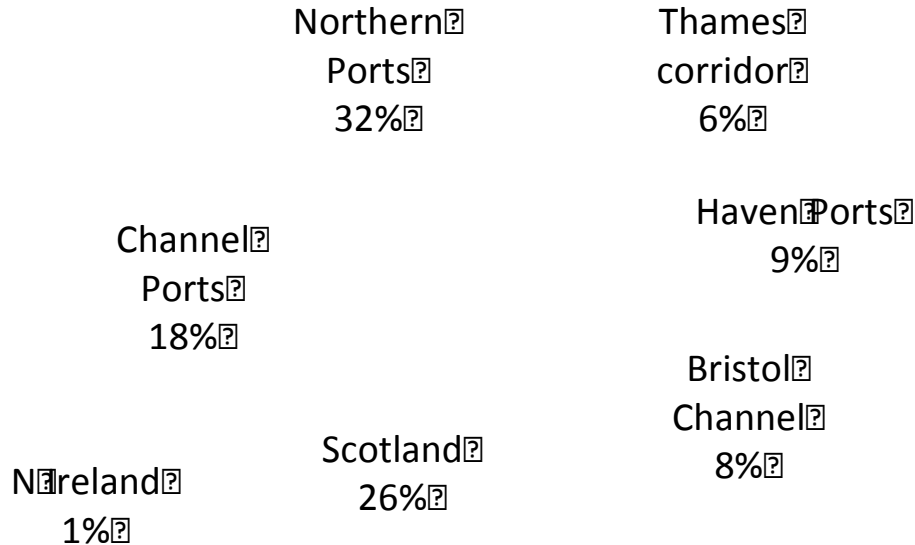
UK PORTS' EXPORT COMMODITIES

UK EXPORT TRAFFIC (m tonnes)	2009	2015	2016	2017	CAGR 2009 to 2017
Ores	3.6	4.4	5.0	5.9	6.5%
Motor vehicles	1.5	2.6	2.6	2.1	4.4%
General cargo & containers <20'	0.9	1.2	1.1	1.3	3.8%
Unaccompanied road goods trailers	8.7	10.2	10.6	11.2	3.2%
Liquefied gas	2.8	3.0	3.2	3.5	2.9%
All roll-on/roll-off traffic	28.5	31.4	32.7	32.7	1.7%
Road goods vehicles and trailers	14.8	15.8	16.3	16.1	1.0%
All dry bulk traffic	15.0	16.2	17.7	15.9	0.7%
All container traffic	21.4	22.3	23.7	22.6	0.7%
Other dry bulk	6.9	7.1	6.6	7.0	0.2%
Shipborne trailers	3.2	2.7	3.1	3.1	-0.3%
Crude oil	32.1	24.9	27.7	30.1	-0.8%
Oil products	28.2	26.3	24.1	25.3	-1.4%
Other liquid bulk products	4.5	3.4	3.6	3.7	-2.6%
Other GC traffic	4.2	5.3	2.8	3.0	-4.4%
Agricultural products	3.5	3.9	4.9	1.9	-7.3%
Iron and steel products	3.2	3.8	1.5	1.5	-9.1%
All exported goods traffic	136.8	132.7	135.5	136.6	0.0%

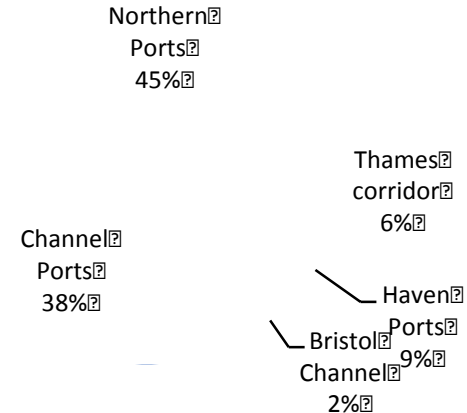
UK PORTS' INTERNATIONAL TRAFFIC - EXPORTS

2017 all UK Export traffic in tonnes

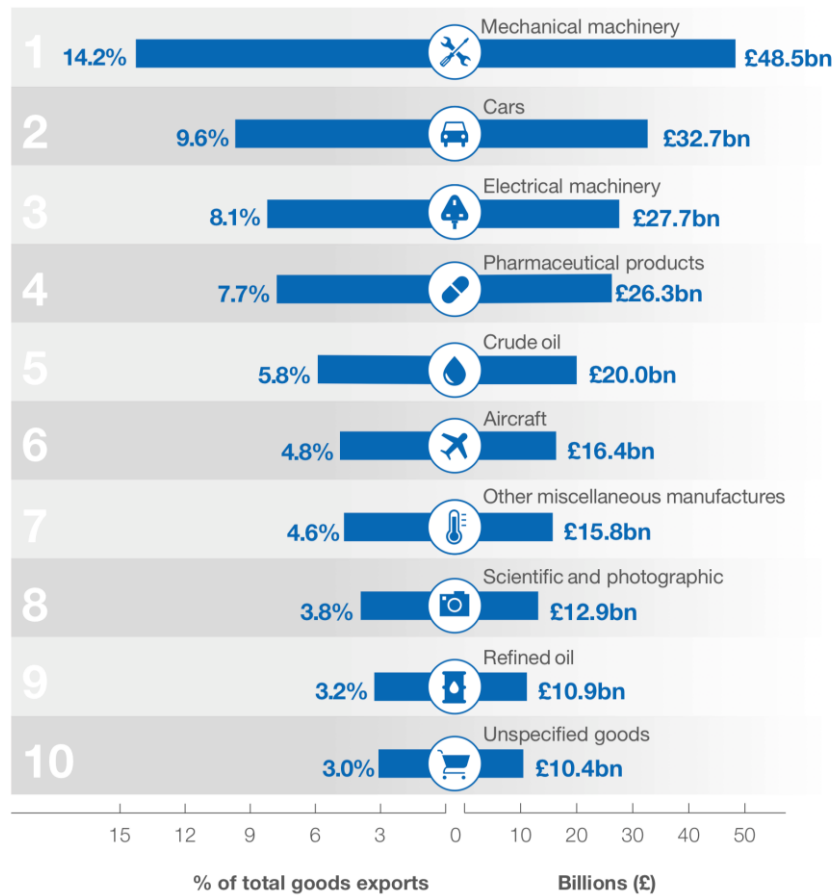
The Northern ports are North Wales and Northern England in this analysis



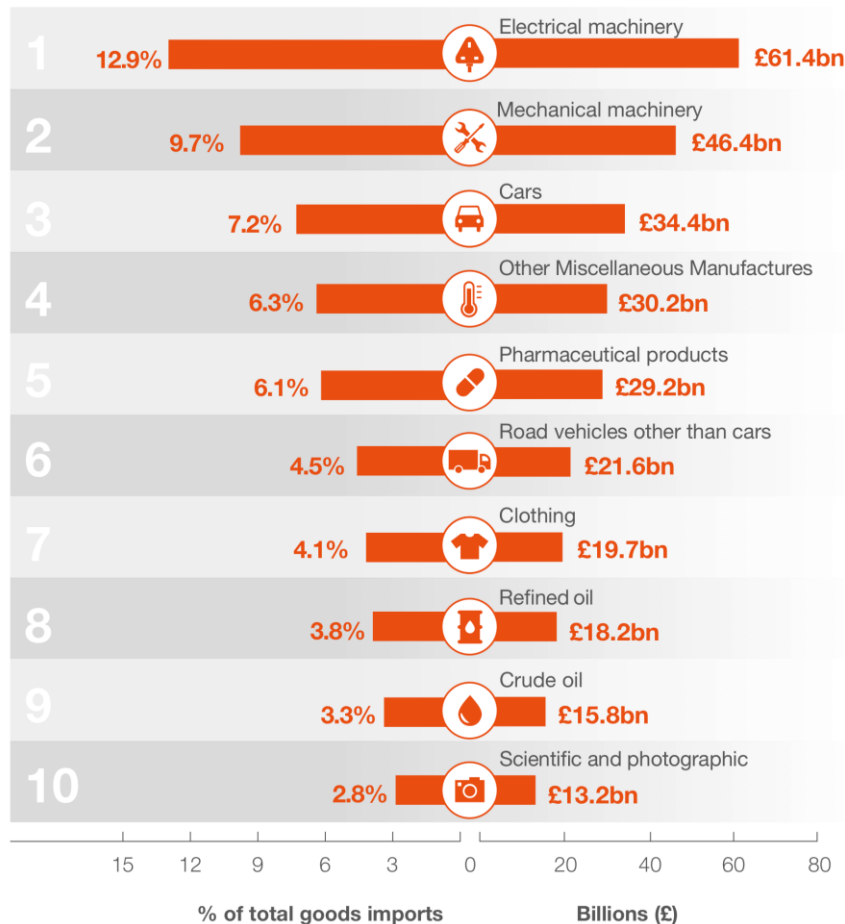
2017 RoRo export traffic in tonnes



Top 10 UK goods exports (2017)



Top 10 UK goods imports (2017)



Source:
ONS UK
Trade

UK PORTS' DOMESTIC TRADE

UK DOMESTIC TRAFFIC (m tonnes)	2009	2015	2016	2017	CAGR
Ores	0.2	0.7	0.9	0.9	21.7%
Containers between 20' and 40'	1.6	2.7	2.3	2.3	5.0%
Other dry bulk	16.6	23.6	22.5	22.9	4.1%
All container traffic	2.6	4.2	3.7	3.6	4.1%
Unaccompanied road goods trailers	12.0	13.9	15.4	15.7	3.4%
All dry bulk traffic	20.4	27.7	26.5	26.2	3.2%
All roll-on/roll-off traffic	19.9	21.5	23.3	24.2	2.5%
Road goods vehicles and trailers	7.4	7.1	7.7	8.3	1.5%
All other general cargo traffic	2.5	2.2	1.8	2.6	0.5%
General cargo & containers <20'	2.3	1.9	1.6	2.4	0.5%
Oil products	20.9	16.0	15.2	16.4	-3.0%
Agricultural products	1.5	1.2	1.3	1.2	-3.1%
Other liquid bulk products	2.5	2.0	2.0	1.8	-4.2%
Coal	2.1	2.2	1.7	1.2	-6.4%
Liquefied gas	2.0	1.0	0.9	1.0	-7.9%
All liquid bulk traffic	81.7	48.1	43.3	34.0	-10.4%
Crude oil	56.4	29.2	25.1	14.8	-15.4%
All domestic traffic	127.1	103.6	98.6	90.5	-4.2%

THE NUMBERS

1. The shift to unitised freight continues @ 36% of UK ports' traffic and growing
2. Import traffic from EU is less than 50% of UK ports' throughput
3. Export traffic to EU is nearly 70% of throughput
4. Non-EU short sea traffic is heavily biased to imports.
5. 'Northern' ports in England & Wales handle the highest market share of traffic, including RoRo
6. Negative growth of UK domestic maritime freight traffic is attributable to Liquid Bulk shipping. Growth of other general cargo.
7. Volume growth opportunities in dry bulk sectors and offshore energy.