



THE BIG SPACE IN THE RIGHT PLACE



MARINE ENERGY PARK
THE HUMBER, EAST COAST, UK

FOREWORD



The necessity to tackle climate change coupled with the demand for a stronger and more sustainable energy mix requires the renewables industry to overcome a variety of engineering and operational challenges.

This is no time for faint hearts – this is indeed a brave new world - and one in which ABLE is committed to playing a full part. Able Marine Energy Park (AMEP) will be an operational port dedicated primarily to the needs of the renewable energy sector and, crucially, it has been specifically designed to meet the requirements of the sectors own (and exacting) specifications.

Since the first twinkle in the eye of the offshore wind sector, key industry players have been relentless in saying 'provide the infrastructure and we will come' and they offered comparisons to the need for the UK to kick start a development that could compete with continental ports. As the pressure builds on the sector to reduce its costs, and a profound desire for UK content grows, the development of a meaningful cluster is a prerequisite for the industry's growth and prosperity.

This is a singular opportunity not only for ABLE but also for the Humber region and UK based manufacturing as a whole. When I started out in business our economic reality was very much about making real products, adding value and exporting goods across the globe.

We now have the chance to regain the lost ground and to establish a new industry that will deliver meaningful investment and create many thousands of 'proper' jobs. At the same time it will also make a significant contribution in tackling what is probably the most vital and pressing issue of this century as we move necessarily and relentlessly towards a low carbon economy. As a Board member of the Humber LEP I am in a privileged position to help the region capitalise on this opportunity

We firmly believe that AMEP offers the best opportunity for the sector to fulfil its commercial aspirations, maximise the benefits that it will generate and put the Humber truly at the heart of this opportunity for many years to come.

We call it the "big space in the right place" and are confident that AMEP will provide the base for significant key stakeholders within the renewables industry, a fact that I am pleased to say is recognised by the Department for Energy and Climate Change (DECC) and The Crown Estate (TCE).

PETER M STEPHENSON
Executive Chairman
ABLE Group

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New Website at
www.ableuk.com

1300M OF NEW QUAYS

320 HA LAND

AT THE HEART OF THE MAJOR OFFSHORE WIND FARMS

Solution - [suh-loo-shuh'n] - a means of solving a problem or dealing with a difficult situation

INTRODUCTION

Able Marine Energy Park (AMEP) offers 320 ha of developable land and 1300m of new deep water quays, specifically designed for the offshore wind sector.

AMEP will service the needs of the Renewable Energy Sector providing a base for manufacture, storage, assembly and deployment of next generation offshore wind turbines (OWTs) and their associated supply chain(s).

The principal objectives of AMEP are:

- To provide the infrastructure that the OWT industry needs
- To allow tenants to benefit from economies of scale by creating an integrated offshore wind cluster
- To play a pivotal role in accelerating offshore wind installation rates and reducing industry costs

AMEP is situated on the South Bank of the Humber Estuary which in recent years has been the UK's fastest growing ports and logistics centre. The natural characteristics of the Estuary and close proximity to the proposed Wind Farms (Round 3 and beyond) make AMEP the ideal location for the manufacturing and deployment of OWTs.

AMEP offers extensive land availability for tenants to optimise their plant layout and to expand in phases as the market develops. Logistics savings will be maximised through the co-location of suppliers: Blades, Towers and the manufacturers of Foundations (Monopiles, Jackets and GBS structures) as well as key sub suppliers e.g. converters, gearboxes, generators, and nacelle canopies.

AMEP is adjacent to the Able Logistics Park (ALP) offering a further 270ha of warehousing and external storage along with a purpose built Business Park providing office facilities for engineers, consultants, OEMs, supply chain companies, developers and associated businesses.

The site has direct rail access and is serviced by a number of major motorways (M18, M1, M62, M180).

With a population of 1.8m within a 60 minute drive and the ability to draw upon supply chain strengths from areas such as Sheffield, Leeds, Hull, Newcastle, Manchester and the Midlands, AMEP offers a prime location central to the UK.

A singular feature of AMEP surrounds the charging mechanism for use of the quays. Put simply if a quay is rented – on either a permanent or temporary basis – there are no other charges levied in respect of the tonnage either imported or exported. The tenant uses the quay in the way best suited to their individual needs.

This wholly transparent pricing policy allows tenants to maximise the use of the quay without incurring additional costs.

In line with market demand construction of buildings can commence in 2013 with the quays becoming available in early 2016.



“ Looking at the scale of the site and the work that has already been done behind the plan there is no doubt it is a very important site, and a critical port for Offshore Wind Infrastructure.

“It has a tremendous advantage with the proximity of the development to the offshore wind sites, and there is a large amount of business support as well. ”

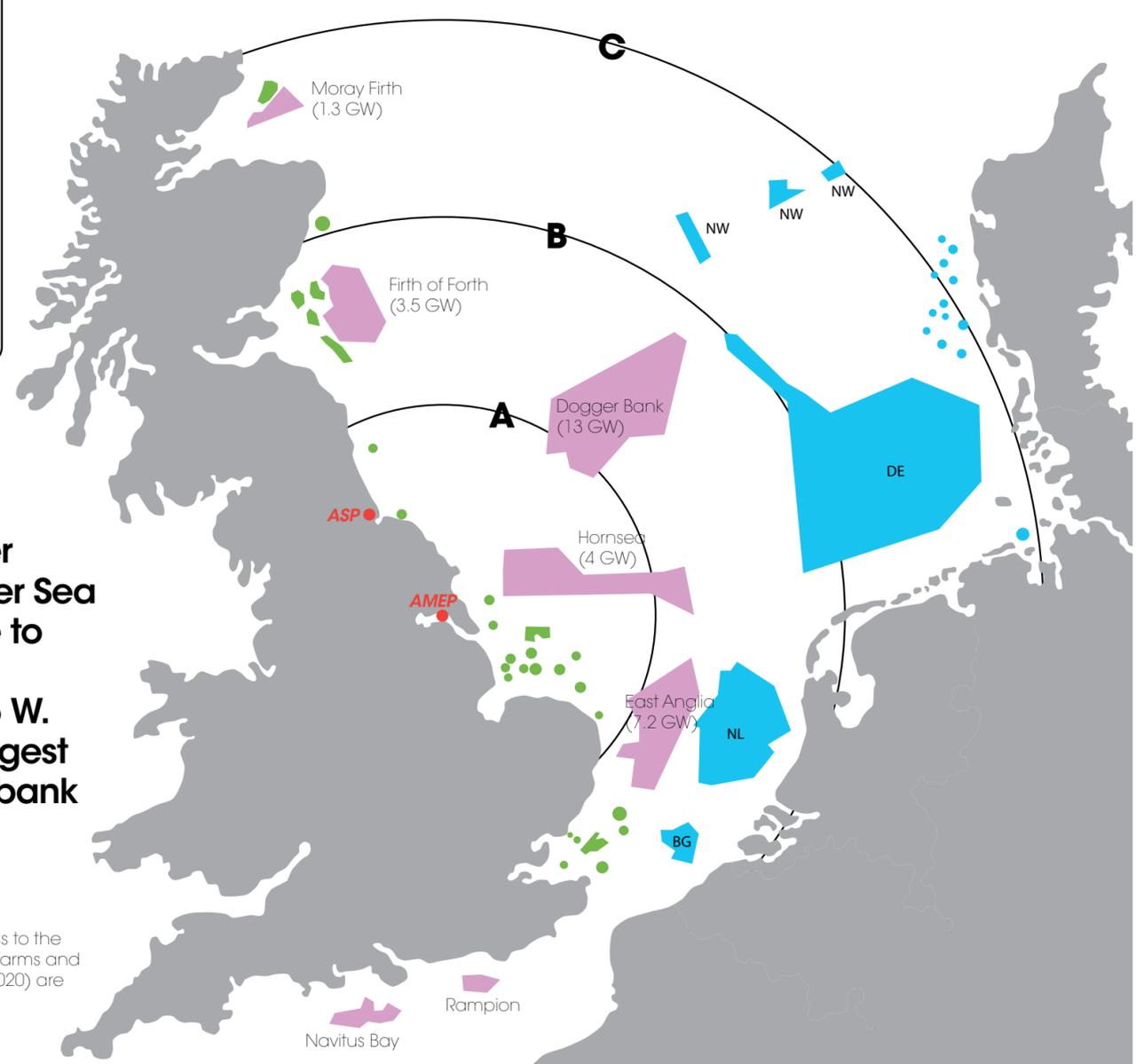
Charles Hendry -
Former Minister of State, for
the Department of Energy and
Climate Change



Critical - [krit-i-kuhl] - having a decisive or crucial importance in the success or failure of something

DISTANCE TO WIND FARMS

- A** - 100 Nautical Miles
- B** - 200 Nautical Miles
- C** - 300 Nautical Miles
- Round 1 & 2 UK Wind Farms
- Round 3 UK Wind Farms
- Continental Wind Farms
- AMEP ● ABLE Marine Energy Park
- ASP ● Able Seaton Port

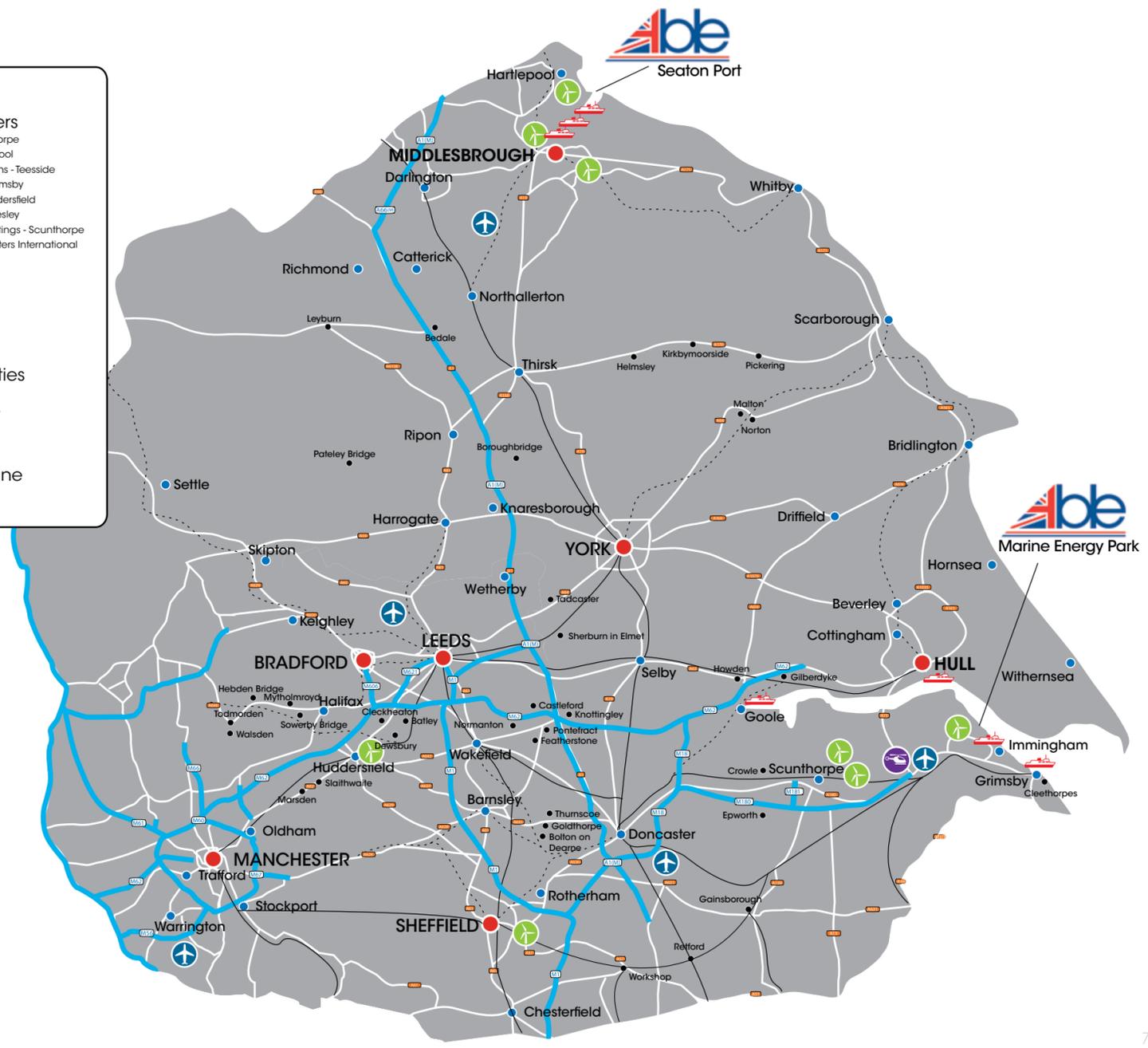


AMEP is located centrally in the UK on the South Bank of the River Humber adjacent to Humber Sea Terminal and close to Immingham Port - 53°39'20 N; 0°14'15 W. It forms the UK's largest developable land bank with a deep-water frontage.

AMEP offers direct, unhindered access to the North Sea. 80% of all North Sea wind farms and 60% of the entire European market (2020) are within 12 hours steaming.

LOCATION - REGIONAL MAP

- Ports
- Key suppliers
 - TATA Steel - Scunthorpe
 - TATA Steel - Hartlepool
 - TAG Energy Solutions - Teesside
 - Bluestar Fibres - Grimsby
 - David Brown - Huddersfield
 - MPI Offshore - Stokesley
 - Russell Ductile Castings - Scunthorpe
 - Sheffield Forgemasters International
- Heliport
- Airport
- Major city
- Towns & cities
- Motorways
- A roads
- Major rail line
- Rail line



**BIG
SPACE**

**RIGHT
PLACE**

QUAYS

AMEP will have new quays available from early 2016, built progressively according to client needs.

The quays have been designed following extensive liaison with the offshore wind industry (developers, manufacturers and installation vessel operators). We firmly believe that the facility will be fully fit for purpose, future proofed, and particularly suited for the deployment of new generation jackup installation vessels.

The quays are suitably designed for importation of components and raw materials. As an indication, a fully loaded new Panamax vessel could be accommodated. The quays are also suitably designed to facilitate multiple O&M vessels.

Using industry information we have designed the quays as follows:-

- **Total Quay Length:** 1,279m.
- **Quay width:** 28m.
- **Quay surface:** Concrete
- **Concrete Quay capacity:** 20Te/m2 UDL with patch loads up to 40Te/m2.
- **Quays will provide -** 11m CD.
- **Quays designed to be capable of operating -** 17m CD.
- **Berths pocket 60m wide.**
- **Berths:** Engineered floor (100Te/m2).
- **Quays designed to allow vessels to jack-up alongside.**
- **Bollards 150Te, 30m apart.**
- **Vessels can berth side by side**
- **The area has no history of operations being interrupted by ice or sand.**
- **'Staging' area:** 45ha.

Cranage:
Cranes can be installed according to client demand with the quays designed to incorporate 8 x 350T cranes.

Charging and operations:

A singular feature of AMEP surrounds the charging mechanism for use of the quays.

Put simply if a quay is rented – on either a permanent or temporary basis – there are no other charges levied in respect of the tonnage either imported or exported. The client uses the quay in the way best suited to their individual needs.

This gives future clients exactly what they have been asking for. Enabling a wholly transparent pricing policy can provide a considerable financial operating saving over those ports that operate and charge on tonnage.

Whilst tenants may provide their own on site logistics services, ABLE will arrange (subject to client demand) for an on-site service provider to hire items such as dock cranes and other large plant and equipment on a basis to suit the clients.

ABLE can operate the quay on behalf of clients, alternatively, tenants can provide their own quay services, or hire those of a third party if they wish.

The Humber has 10 Ro-Ro facilities (within 2km) at Humber Sea Terminal, Cobelfret and at Immingham (DFDS and ABP).

AMEP is designed to allow unrestricted access from the tenant's facilities to the quay (storage areas and loading points).

A neutral section of 'quay land' will be retained by ABLE to allow tenants the opportunity to lease additional storage space on an ad hoc basis in times of increased demand.



Humber Characteristics:

- Humber estuary is 2.9 km wide allowing large vessels to pass
- The estuary is accessible 24 hours per day
- Pilotage and tug services are widely available
- Sufficient depths of water for all vessels throughout the year
- No air draft restrictions from AMEP to the North Sea
- Safe anchorages available if required
- High tech VTS navigation system to manage river movements
- 2 deep water channels
- 10 Ro-ro facilities within 2 km of AMEP
- The tidal range between 'springs' is 6.4m
- Pilot exemption certificates available
- Tidal velocity < 3knots

LAND

To date over £50m has been invested in preparing AMEP for the speedy construction of industrial facilities for its tenants.

- The Offshore Wind industry has advanced rapidly and we understand that precisely identifying what it will be like in 2030 is difficult. AMEP however has the scale of land, the size and design of quays, that allow for significant expansion in terms of both plant and overall capacity.
- The site is flat with a UDL of 10t/m² and a patch load of 50t/m² with no risk of environmental contamination.
- In the heart of an industrial area and with no residential neighbours, AMEP is suitable for operations to work 24 hours per day, 7 days per week, as required.
- AMEP provides tenants with first right of refusal on adjacent land enabling planned and phased development.
- We understand that tenants will require individual, bespoke capital equipment. However, to reduce up front capital expenditure AMEP will provide multi-user services that are available to hire such as large cranes, reach/lift trucks, dock cranes and SPMTs.
- AMEP is adjacent to the Able Logistics Park (ALP) – a 270 ha greenfield site with full planning permission granted for the creation of extensive warehousing (1,700,000m²), external storage and transportation depots. The development of ALP will compliment AMEP's tenants activities, potentially enabling a just in time approach minimising inventories, sustaining and maximising efficiencies and workflow concepts.
- Enterprise Zone status includes Special Planning Zone (SPZ) benefits to expedite the detailed planning process for potential clients and 100% enhanced capital allowances.
- AMEP will include a business park with new offices that can accommodate a range of supporting organisations undertaking tasks such as environmental and geotechnical assessments, legal financial and insurance services, planning, engineering and design.
- Lighting – 45m high lighting columns across the site with 30m lighting columns within the business park and supplier park areas.
- Plans for a state of the art training centre at AMEP are at an advanced stage. This training and skills facility will be equipped to address the employment and skills needs of AMEP's tenants.
- Security – 24 hour security with gate houses on all designated entrances. The port will have full industry security accreditations - DIT Maritime (formerly TRANSEC). Compounds and facilities will be boundary fenced with effective use of landscaping to further mitigate security issues and provide clear on-site demarcation.
- The development land has been designed to the appropriate flood defence levels agreed and established by the UK Environment Agency. This is on the basis of a flood risk assessment and will accommodate the 1 in 200 year tidal event, which has an annual occurrence probability of 0.5%.



VIEW OF AMEP FROM THE WEST (GRID REF: 523488E, 418853N)



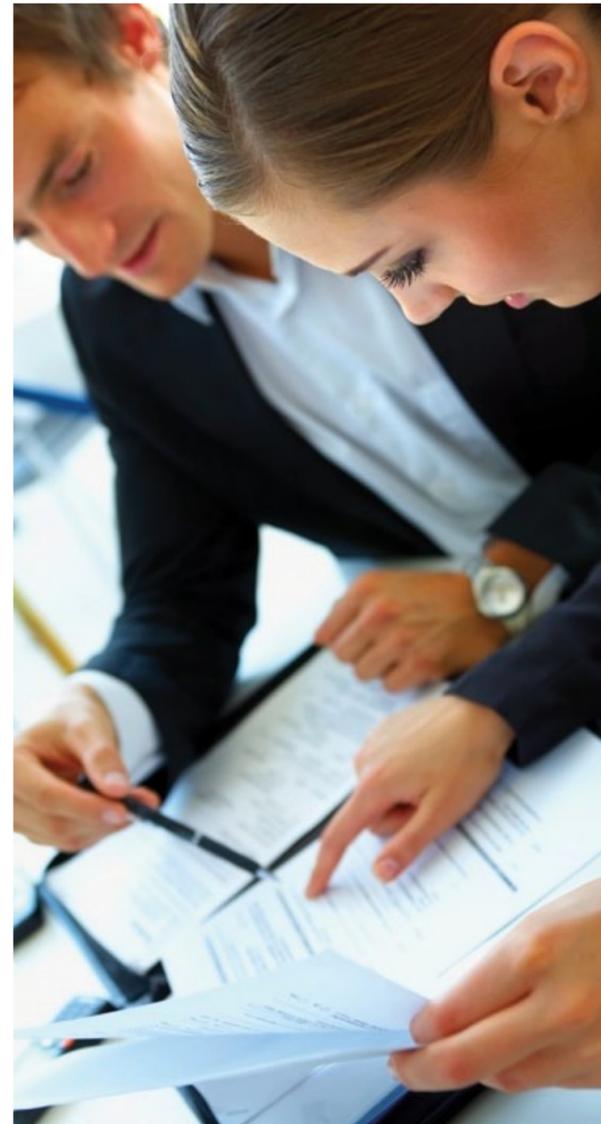
AMEP 2020 (ARTISTS IMPRESSION)

AMEP - BENEFITS TO INDUSTRY

A truly integrated cluster in the Humber will bring additional benefits and have a profound impact on wider business behaviours towards the sector.

AMEP will:

- Assist the industry to move towards a higher percentage of UK content.
- It crucially allows Tier one suppliers the unique opportunity to supply multiple OEMs at one location allowing them to be more resilient in overcoming unexpected market conditions.
- Dramatically reduce the industry's expenditure on delivery and installation vessels.
- Introduce a new, fixed, transparent charging model for operating the quays. A fixed price charging model provides stability and a huge cost saving when compared to other ports costs.
- Allow lower delivered costs for components by dramatically reducing the number of supply chain interventions (lifts and moves), reducing the components 'journey' and overall industry 'carbon footprint'.
- Cost and risk reduction – a higher propensity to finance and insure projects.
- An integrated cluster will enable relationships between manufacturers and key suppliers to be enhanced (a subject long since embraced by the oil and gas sector).
- Having a critical mass of activity in one geographic area will accelerate innovation and shorten 'time to market'.
- Installation rates can be accelerated by having an optimal deployment location in close proximity to the major offshore wind farms.
- The large land bank at AMEP allows tenants to phase investments and stagger growth according to their needs.
- The quays are designed to receive the largest Delivery vessels so that tenants can have direct access to other international markets, for both incoming and outgoing products. This will avoid the splitting of cargo at other European ports.
- A cluster will enable manufacturers to have greater control over quality and other matters within their supply chain.
- AMEP lends itself to large O&M operations providing the opportunity for clients to obtain full co-operation between their manufacturing and O&M divisions.
- The opportunity to share multi-user infrastructure such as SPMTs and crawler cranes.



Efficiencies - [ih-fish-uhn-see] a desired result without wasted energy or effort

AMEP - COST BENEFITS

The combination of the 'big space in the right place' provides cost reductions on a major scale.

"Logistics savings by clustering would be between 2% and 3% of the total turbine sales value compared to distributed supply chains. There is a strong incentive for turbine producers to group their manufacturing facilities, supply chain and construction activities."

BVG Associates

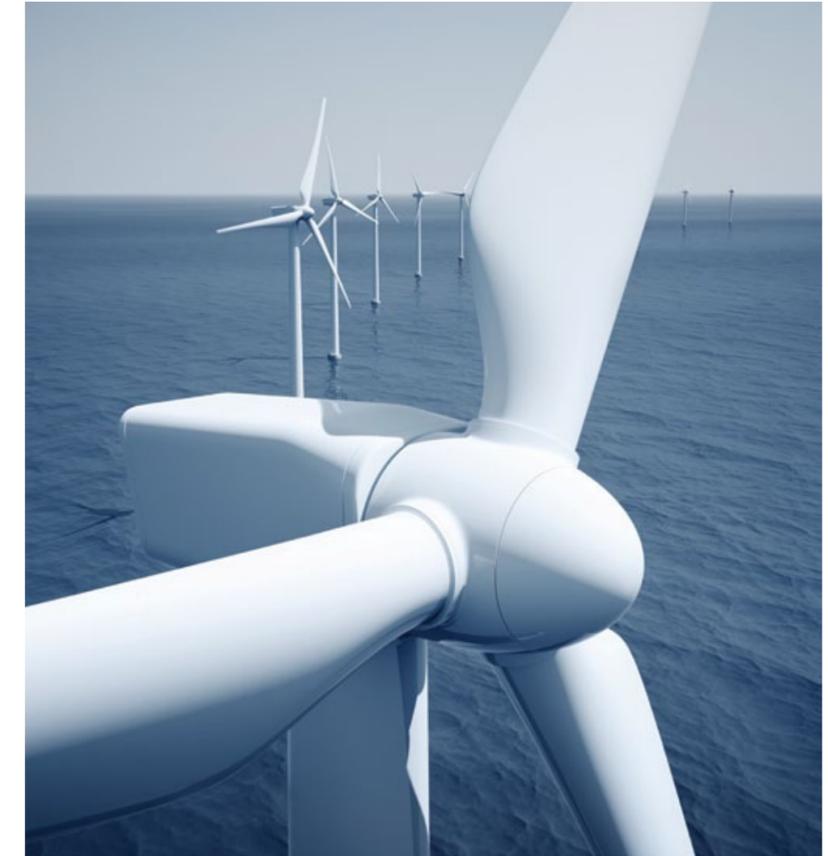
AMEPs effective deployment location combined with the ability for suppliers and OEMs to be located within close proximity to one another eliminate the expensive logistics costs associated with a distributed supply chain.

The table below compares the lifts and moves required in the journey of an offshore wind turbine tower (in three separate sections) from the factory to it being loaded onto an installation vessel at its deployment port (AMEP). It compares the merits of a distributed supply chain against a scenario where it is manufactured on and deployed from AMEP.

	Lifts and Moves per tower	Over the life of Dogger Bank*
Distributed supply chain	24	55,536
AMEP	9	20,826

*denotes - Dogger Bank consisting of 1600 5MW and 714 7MW turbines

This exercise shows that 15 separate interventions (lifts and moves) are eliminated from the journey of each offshore wind turbine tower. As an indication of what that means for the industry, it will remove over 34,000 lifts and moves from the overall completion process of Dogger Bank. Once this is escalated to include all the other components of a wind turbine it would create a resounding saving, not only in terms of lifts and moves but costs, risks and installation times.



This exercise does not even consider the additional equipment that is involved with these logistics interventions or the additional costs associated with them such as:

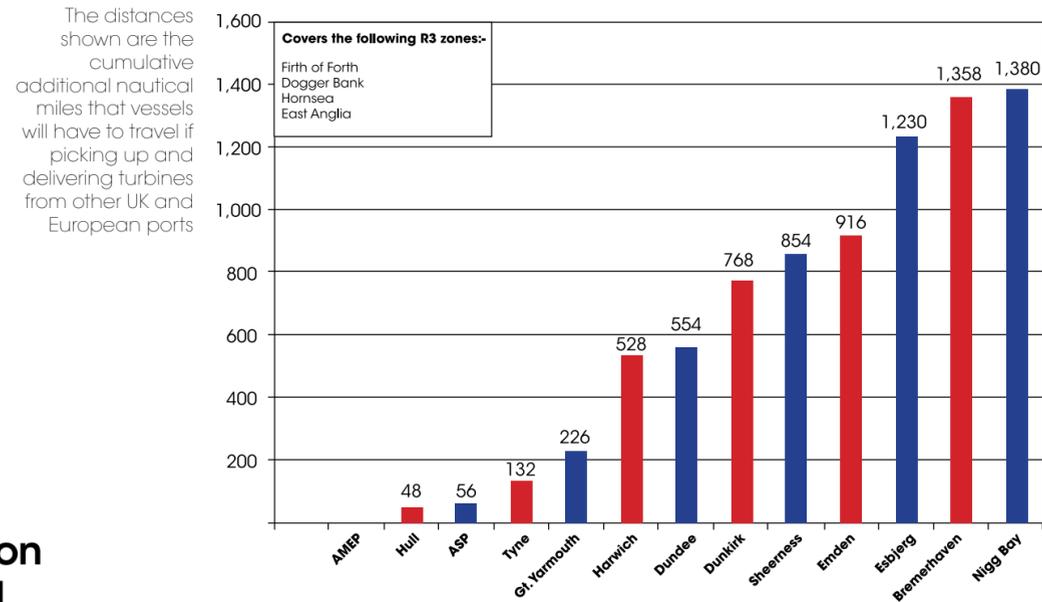
- Component packaging and discarding of waste material
- Insurance premiums
- Damage costs
- Vessel costs (charter rates, fuel, supplies and labour)
- Ports charges at load out port facility
- Handling fees (stevedoring)
- Storage costs and equipment at both the port and place of manufacture

Cluster - [klūs'ter] a group of experts in business, innovation and technology who provide overarching rewards

AMEP - COST BENEFITS

AMEP will play a pivotal role in lowering the delivery costs of offshore wind. It's central location offers financial and operational benefits for organisations that have an interest in multiple wind farm zones.

Extra distance in Nautical Miles compared to AMEP



AMEP will help to increase installation rates and alleviate potential bottleneck issues caused by the availability of future installation vessels.

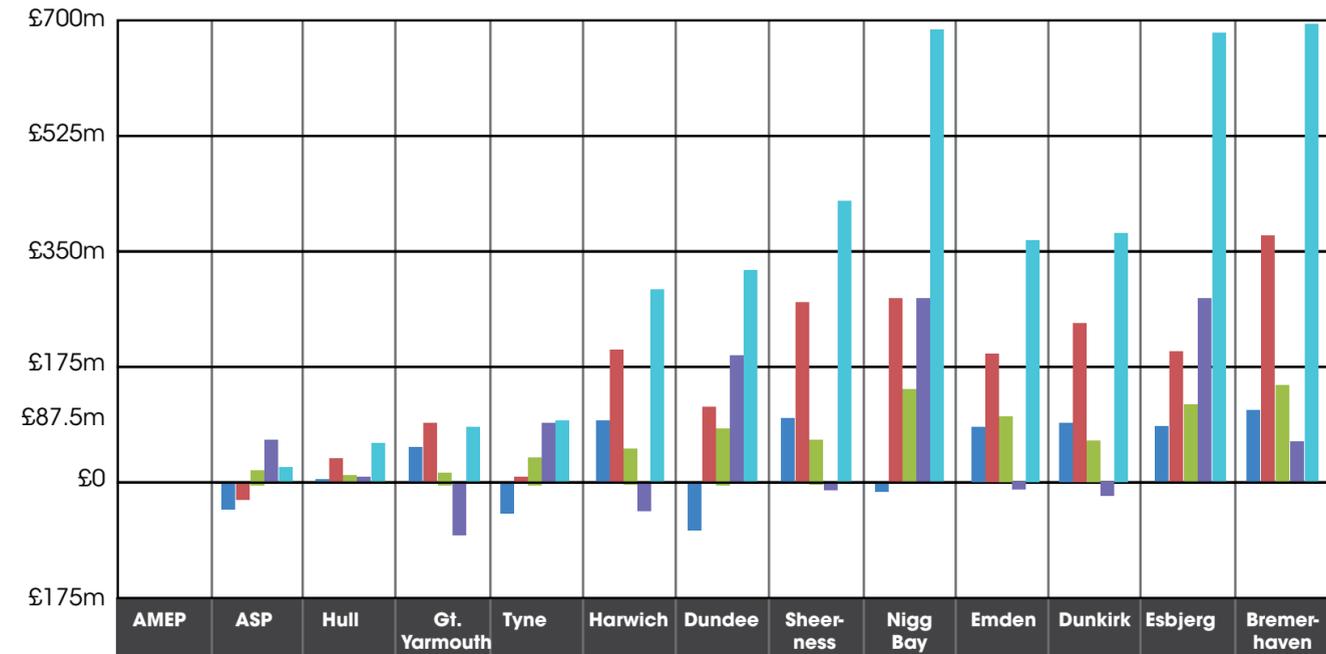
Harnessing the UK's offshore wind energy is a huge challenge. AMEP provides a base that will mitigate the impact of weather related project risks and increase vessel utilisation.



OWT vessel delivery cost difference (per zone and total) compared to AMEP

	Firth of Forth	Dogger Bank	Hornsea	East Anglia	Total Extra Cost
AMEP	£0	£0	£0	£0	£0
ASP	£40,228,164	£25,075,099	£23,384,615	£64,893,506	£22,974,859
Hull	£4,563,280	£37,583,286	£10,229,770	£8,549,165	£60,925,501
Gt. Yarmouth	£53,404,635	£90,434,783	£20,139,860	£80,415,584	£83,563,693
Tyne	£47,914,439	£8,221,344	£43,076,923	£90,701,299	£94,085,127
Harwich	£79,557,932	£201,011,858	£55,832,168	£43,574,026	£292,827,932
Dundee	£72,204,397	£114,413,702	£87,086,247	£192,935,065	£322,230,617
Sheerness	£98,158,051	£274,044,796	£67,878,788	£11,532,468	£428,549,167
Nigg Bay	£14,402,852	£280,112,931	£142,257,742	£279,717,996	£687,685,817
Dunkirk	£91,336,898	£242,529,644	£65,454,545	£20,571,429	£378,749,660
Emden	£83,983,363	£196,353,096	£99,319,347	£11,532,468	£368,123,339
Esbjerg	£85,647,059	£199,778,656	£118,153,846	£279,717,996	£683,297,557
Bremerhaven	£110,136,661	£374,756,258	£148,997,669	£61,963,636	£695,854,224

AMEP's central location offers significant costs savings over other UK and European ports. This table demonstrates the financial savings during the installation period of the four major Round 3 wind farms.



The calculations are based on the following assumptions:

- Vessel charter rates of £8,000 per hour
- BF 5 wind limit
- 5MW per OWT
- 5 OWT per trip



Flow - [floʊ] - to move freely from one place to another in large numbers

LOGISTICS

Materials, labour, plant and equipment can be delivered or collected from AMEP by road, rail and sea.

AMEP is equipped to facilitate all 'tenants' logistics requirements and furthermore the neighbouring Able Logistics Park (ALP) can provide 270ha of additional capacity for the speedy and secure movement of products.

Roads -

M180 10 miles from AMEP
M18 35 miles from AMEP
M62 42 miles from AMEP
M1 55 miles from AMEP

AMEP is on a high and wide access route from Sheffield and the Midlands.

The scheme to improve the A180 will start in 2015.

From	Miles	Hours @ 60mph
M180	10	0.17
M18	35	0.58
M62	42	0.70
M1	55	0.92
Leeds	70	1.17
Derby	90	1.50
Peterborough	103	1.72
Manchester	105	1.75
Birmingham	120	2.00
Teesside	122	2.05
Liverpool	135	2.25
Chester	145	2.42
Newcastle	150	2.50
Carlisle	180	3.00
London	200	3.33
Swindon	213	3.55
Portsmouth	230	3.83
Cardiff	245	4.08
Glasgow	250	4.17
Edinburgh	270	4.50

Rail Freight -

AMEP has a direct rail connection to the main network (and TATA Scunthorpe Steel plant which has a new plate profiling centre for wind turbine towers). Clients will be able to access the railway sidings on site. The North Lincolnshire rail network carries the highest proportion of freight in the UK and has been upgraded for additional capacity.

Passenger Rail -

National network - Doncaster (31 miles)
 East Coast Mainline (trains to London / Edinburgh every 15 - 20mins)

Helicopters -

Humberside Airport is only 9 miles (15 minutes) and is the second largest heliport in the UK. Over the last 20 years it has provided helicopter services for the North Sea oil and gas fields. It provides hangar, refuelling and maintenance facilities and has full permissions for 'under slung' loads. Humberside Airport also offers frequent flights to Amsterdam.

Shipping -

Regular ferries run to the Humber from a wide range of different European ports. Distances to major European ports are shown in the table below:

From	Nautical Miles	Hours @ 14 Knots
Rotterdam	186	13.3
Zbrugge	189	13.5
Dunkirk	191	13.6
Calais	195	13.9
Wlissingen	195	13.9
Emden	270	19.3
Le Havre	303	21.6
Ghent	320	22.9
Cuxhaven	321	22.9
Esbjerg	329	23.5
Bremerhaven	322	23.0
Gothenburg	488	34.8

HST Humber Sea Terminal has six Ro-Ro Berths

DFDS Terminals has three Ro-Ro Berths at Immingham

ABP has Ro-Ro Berths Terminals at Immingham

Airports -

Humberside -
 Distance 9 miles (15 mins)
Doncaster -
 Distance 45 miles (45 mins)
Leeds -
 Distance 83 miles (1.4 hrs)
Manchester -
 Distance 122 miles (2 hrs)
Birmingham -
 Distance 135 miles (2.1 hrs)

Accessible - [ak-ses-uh-buh'l] - able to be obtained, used, or experienced without difficulty

SUPPLY CHAIN

AMEP is close to a number of major cities which boast some of the strongest engineering and marine supply chains in the UK - Sheffield, for heavy engineering, Scunthorpe for steel, Hull for marine and Leeds for its engineering expertise and vibrant professional services sector.

🚧 The UK Government committed to become world leaders in the offshore wind industry through the introduction of Round Three and previous rounds.

It's now time to reap the benefits of those actions locally - in the UK - by building a manufacturing base, such as the Able Marine Energy Park, to develop these offshore projects.

Able Marine Energy Park, along with other developments on the Humber, will become the centre of the global offshore wind industry. We have been urging manufacturers, constructors, shipping and electrical companies and logistics specialists to locate on the Humber and create a super cluster hub. 🚧

Dr Eddie O'Connor, Chief Executive of Mainstream Renewable Power

AMEP's integrated cluster provides competitive advantages for those suppliers who need to be at the heart of the industry and will help developers move towards their 50 percent UK content desires.

The region has highly capable supply chain businesses that are already supplying or have the appetite to supply into the offshore wind industry.

The region, particularly South Yorkshire and Scunthorpe, has a wealth of advanced engineering and metalwork capabilities.

A number of large fabrication businesses operate close to AMEP and can potentially make the necessary investments to provide the large fabricated structures required by turbine manufacturers and suppliers of large components. In addition to this, a number of foundries exist in the area that could provide the large castings required for components such as flanged rings.

Other organisations already supplying gearboxes, fasteners and electrical services to the industry, are located in close proximity to AMEP.

The area has the know-how, resource and engineering support services to provide an ideal platform to benefit the offshore wind sector.

The Humber's infrastructure is fully established to support the marine sector, and the ships that use the Humber ports. There are a wide range of support vessels, from tugs and anchor handling vessels, to survey and monitoring vessels. The estuary includes dry docks, ship and engine repair and service centres, together with typical marine services of brokerage, certification, stevedoring, crane hire, heavy logistics etc.

Cities such as Leeds, Sheffield and York have a wealth of professional services across a variety of disciplines such as design/environmental engineering, insurance, accountancy and law. Leeds, in particular offers access to a thriving financial and legal services district.

Over the past few years many well established local businesses have been developing realistic ambitions for supplying into the offshore wind industry.

PEOPLE AND PLACE

There is a real determination to quicken the pace of development with the minimum of delay.

The South Humber Bank is the last strategic development site fronting a deep water estuary in the UK and AMEP forms the large majority of it.

The regions people, public and private sectors are working in harmony to unlock the areas full potential and will work seamlessly alongside inward investors.

The South Humber Bank is home to two of the largest oil refineries in the UK. Between them they provide over a quarter (27%) of the UK's refinery capacity.

AMEP is situated in the centre of the UK's busiest port complex including the East Coasts largest Ro-Ro port facility handling around 50 scheduled unit load sailings a week and have the UK's largest dry bulk handling port.

Major companies who have invested here include, Abengoa, Air Products, Associated Petroleum Terminals Immingham, Bluestar Fibres, BOC Speciality Gases, BP, Centrica Energy, Ciba, Cray Valley, Cristal Global, DFDS, Dunlop Oil and Marine, DuPont, Eon, Fabricom (GDF Suez), Greenergy, Katoen Natie Immingham, Lenzig, Novartis, RWE, Simon Storage, SMartwind, TATA, Vireol and Yara Industrial.



Immediate catchment area

The total number of people economically active within a one hour drive time of AMEP is 928,600.

A labour force of 750 staff would represent 0.08% of the potential local workforce. Between 2008 and 2033 the area's population is projected to increase by nearly 19%. International migration into the region is double the outward migration and is forecast to increase further.

Currently, trends shows that a large proportion of people aged 25 - 40 migrate from the area to find suitable employment. The jobs that will be created on AMEP combined with the areas low-cost of living would provide a mechanism for reversing this trend.

People want 'Proper Jobs'

One of the main features of AMEPs extensive consultation process has been a widespread enthusiasm for what has been colloquially described as 'proper jobs'.

Over 14% of employees (who live within 45 minutes of AMEP) travel 20km or more to their place of work.

Recent high profile job losses at both TATA Steel and BAE Systems have re-emphasised the areas desire for much needed regeneration and the creation of sustainable employment opportunities.

Local people - used to hard work

There are over 121,000 people in the 'skilled manual workers' category in the immediate AMEP catchment area. The proportion of semi-skilled and unskilled manual workers is also well above the national average.

Process, plant and machine operatives make up a high proportion of the workforce. Indeed, the manufacturing base in North Lincolnshire represents 22.4% of the local workforce. Employment in manufacturing is more than double the national rate which is below 10%. GVA is £74,000 per employee in the production sector compared to £53,300 regionally and £59,300 nationally.

Future Skills

There are six colleges in the area that provide education in engineering. These six colleges have over 111,000 students, of which more than 8,000 are involved in engineering related courses.

ABLE is also sponsoring a new University Technical College (UTC) specialising in renewables engineering skills for 600 14-18yr olds.

AMEP has been designated as a Centre for Offshore Renewable Engineering (CORE).

The area has an extensive training infrastructure well placed to respond to the needs of the Offshore Wind Sector.

NEXT STEPS



Neil Etherington
Group Development Director

E: netherington@ableuk.com

T: +44 (0) 1642 806080
M: +44 (0) 7768 405464



David Shepherd
Group Development Executive

E: dshepherd@ableuk.com

T: +44 (0) 1642 806080
M: +44 (0) 7969 099569

Grants and Incentives

UK Government has identified the Humber estuary as a strategic location for the provision of new world class bespoke facilities to service the specific needs of the Offshore Renewables Sector.

AMEP is the largest Enterprise Zone in the UK offering the full range of Government support initiatives below:

- Enhanced Capital Allowances 100% (Year one)
- Business Rate Relief
- Special Planning Zones Status (SPZ)
- Digital Infrastructure i.e. Super-Fast Broadband

AMEP falls within an approved EU assisted area and therefore qualifies for further support from the following initiatives:

- Offshore Wind Ports Infrastructure Fund
- Regional Growth Fund (RGF)
- Advanced Manufacturing Supply Chain Initiative (AMSCI)
- North Lincolnshire Council Regional Growth Fund Pot
- European Regional Development Fund (ERDF) funding

AMEP is the largest single site recognised within the UK Governments Centre for Offshore Renewable Energy (CORE) initiative.

ABLE is willing to assist tenants in submitting applications to these funds if required.

OTHER ABLE FACILITIES



Able Seaton Port (ASP) - River Tees

Latitude: 54°38'04"N
Longitude: 01°11'26"W
Quays: 306m (design depth -15m CD current depth -11m CD, 38t/m² UDL)
365m quay at -6.5m CD can be made available

Developable Land: 51 ha (126 acres) and dry dock 10 ha (25 acres)

The site has full planning permissions for Offshore Wind Turbine manufacturing, assembly, construction and deployment. If required, turbines can be fully erected on site.

The facility lends itself well to the large scale production of concrete Gravity Based Foundations.



Able Middlesbrough Port (AMP) - River Tees

Latitude: 54°34'50"N
Longitude: 01°13'02"W
Quays: Main quay 220m (depth to -7m CD with heavy load out section) Other quays available

Developable Land: 16 ha (40 acres)

The site has full permissions, licences and permits required for 24/7 manufacturing and B1 uses. AMP was previously used as a large fabrication facility for the offshore oil and gas sector.

For more information see www.ableuk.com



THE PROFESSIONAL TEAM

A comprehensive professional team was assembled for the delivery of AMEP



Bircham Dyson Bell

