

Each year ports in Scotland handle **100m tonnes of freight**. This is equivalent to 21 tonnes of freight per person – almost triple the figure for England – and represents 17% of the UK total.

Two-thirds of Scotland's exports are handled by its ports – 74m tonnes annually. Ports also handle **10.5m passenger movements each year**, sustaining services to the islands which are vital to communities and their economies.



But ports are not just movers of freight and people, important though that is. Their influence extends much more widely. They underpin two vital economic sectors – offshore oil and gas and fishing – and are vital components of the growing renewables, cruise and leisure markets. Offshore renewables represent an important new growth opportunity for ports and will be crucial to achieving Scotland's climate change ambitions.



Port related activity includes cargo handling, storage, ship repair and construction and **supports 18,000 direct full time equivalent jobs** in Scotland. An additional 21,000 jobs are created throughout the supply chain. These impressive figures exclude employment generated by the fishing and offshore oil and gas sectors.

Ports in Scotland benefit from a **mixed ownership structure**. Whatever their status, they operate on a commercial basis and receive no systematic public funding or assistance. This makes them, and UK ports generally, unique within Europe. The industry prides itself on its independence, combining entrepreneurial flair with important statutory responsibilities.

Ports and government need a mutual understanding of how port markets are developing and especially the demands they are likely to make on road, rail and other public transport investment. Transport Scotland will play an important part in supporting the industry by **identifying road and rail schemes which can facilitate freight and passenger movements**. We have supplied details of much needed infrastructure improvements to the Agency and intend to review this list shortly.



It is not all about big schemes. Smaller linking projects which improve access and reduce road congestion can be just as important. In a recent study, 8 locations were identified as possible sites of new multi-modal freight locations. Their development will depend on private investment, but this is an area where we would seek to **work closely with Transport Scotland** and the Scottish Government to ensure that no opportunities are lost.

**The Scottish Marine Bill** marks a hugely important stage in the development of port and coastal policy. We support the Bill's main proposals, especially in as much as they will speed up the planning process and provide greater certainty for developers and licence applicants. Ports look forward to taking an active role within the new Marine Regions which will play a significant role in marine planning and in the identification of specially protected marine areas. The Bill also presents the opportunity to reform the dredging licensing regime. Dredging is essential for many ports and a more flexible licensing regime with, for example, extended licences would bring real benefits to the sector.



Ports in Scotland have an excellent record in **environmental protection**. The BPA, in partnership with colleagues in Europe, has an Environment Code of Practice which encourages environmental monitoring and use of performance indicators. The Association is currently working on a climate change strategy and provision of new advice on carbon footprint measurement and energy use reduction.

The Scottish Ports Committee is the **only national forum representing port interests**. It meets on a regular basis and maintains a highly productive dialogue with the Scottish Government on ports policy. In 2008, the Committee produced a special document – “Ports in Scotland: Delivering Value” – which summarises the contribution to transport and economy which the sector represents.

#### **The Committee's aims are:-**

- To achieve an understanding with the Scottish Government on future capacity needs.
- To identify where investment in the transport network is needed.
- To create an efficient planning and consents system which can deliver more stability and certainty.
- To protect the environment and to share best practice.



The influence of ports is enormous and touches on many areas of public policy. Our reception at Holyrood is part of a programme of briefings to everyone who has an influence on our sector – a sector which is at the heart of the economic and social fabric of the country.

Further information on all the issues raised in this leaflet are available either from the BPA website:- [www.britishports.org.uk](http://www.britishports.org.uk) or from the Secretariat.

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