

With over 160 delegates, the conference attracted port representatives from around the UK. The annual conference is an opportunity to showcase different parts of the UK and different ports, and the Stornoway event attracted huge interest. Presentations included “Ports policy in Scotland and the UK”, “The Economy”, “The Energy Sector”, “Navigational Safety” as well as “Training and Pensions Issues”.

COMMENTING AT THE 2015 CONFERENCE, BPA CHAIRMAN ANDREW MOFFAT SAID

‘SCOTLAND IS EMBARKING ON A NEW ERA WHERE THERE ARE OPPORTUNITIES TO CREATE A FRAMEWORK FOR PORTS WHICH IS UNIQUE TO SCOTLAND. ALL PARTS OF THE UK ARE WATCHING WITH GREAT INTEREST’

6. PROMOTING STANDARDS & SHARING EXPERTISE



The Scottish Ports Committee represents an excellent network to share and promote good practice. Recent examples include a special trust ports workshop in Glasgow which brought together board members from all parts of the country to hear presentations and discuss issues of corporate governance based on the Scottish Trust Port Guidelines. Board members come from a range of backgrounds in order to get the best possible mix of skills. A similar event is held for local authority owned ports which also highlights navigational safety issues in a local authority context. These are examples of the industry’s ability to act together so that common approaches can be shared across a diverse sector.



The British Ports Association - Speaking for UK Ports
1st Floor, 30 Park Street, London SE1 9EQ † +44 207 260 1780
www.britishports.org.uk info@britishports.org.uk @britishports



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SCOTTISH PORTS COMMITTEE UPDATE

CHAIR SCOTTISH PORTS COMMITTEE & DIRECTOR OF HARBOURS – CMAL

LORNA SPENCER

“This is an exciting time for ports in Scotland. There have been many positives over the past year, yet we also face both market and policy challenges.



The recent ICI Committee freight inquiry highlighted the need for investment in road and rail infrastructure and we need to be pragmatic on environmental protection, its costs and implications for business. Also the National Marine Plan must be used positively, introducing efficiencies in the planning system and creating more certainty for developers.

The Harbours Bill introduces welcome reforms and greater stability for trust ports, while the current debate about the Crown Estate can further help to create new opportunities. Changes in energy policy will have a major influence on port investment as the sector adjusts to the needs of the mixed energy market.

We look forward to continuing our work with Transport Scotland and all our stakeholders on behalf of an industry that makes such a valuable contribution to the Scottish economy.”

Scottish Ports Committee

1. The Scottish Ports Industry – Generating Investment and Value

2. Harbours Bill Gets All Round Support

3. Special Protected Areas – Getting the Balance Right

4. Moving Freight in Scotland

5. British Ports Association Conference 2015

6. Promoting Standards and Sharing Expertise

FOR FURTHER INFORMATION CONTACT

David Whitehead,
Director
david.whitehead
@britishports.org.uk

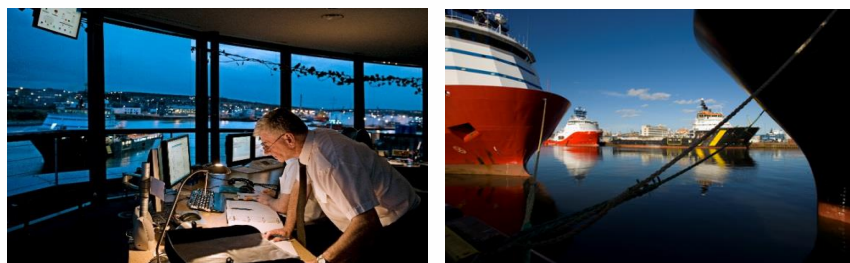
Richard Ballantyne:
Senior Policy Adviser
richard.ballantyne
@britishports.org.uk

www.britishports.org.uk

1. SCOTTISH PORTS INDUSTRY – GENERATING INVESTMENT AND VALUE

- Scottish Ports handled 71 million tons of cargo in 2014, the equivalent to 14 % of all UK traffic.
- Of the 118,200 people estimated to be employed in the ports industry in the UK in 2013, more than one-quarter were based in Scotland. The highest direct employment of any port of the UK.
- The ports industry in Scotland made the largest gross value added contribution to GDP of any ports in the UK, (nearly £2.0 billion in 2013).

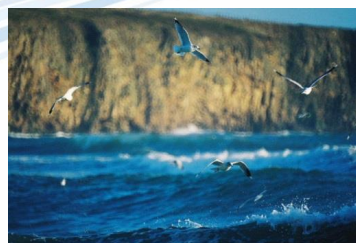
2. HARBOURS BILL GETS ALL ROUND SUPPORT



The Harbours (Scotland) Bill successfully completed its 3rd stage in the Scottish Parliament at the end of October and should now come into effect at the beginning of 2016. It creates more long term stability for trust ports by removing the government's powers to privatize trusts. It will also bolster the government and industry's arguments for the removal of public corporation status for the largest trusts, a system whereby port borrowings are added to the public debt. The bill is a very welcome change, reinforcing the strengths of the successful mixed ownership structure of Scotland's ports which offer choice and diversity for users.

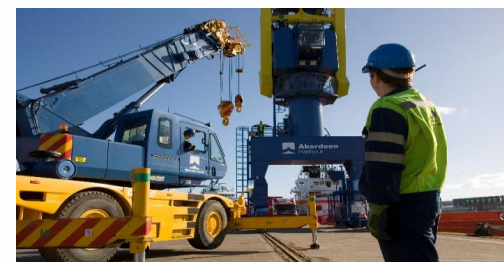
3. SPECIAL PROTECTED AREAS – GETTING THE BALANCE RIGHT

The designation of new areas for protection under the EU Birds Directive raises important issues of the balance between environmental protection and commercial needs. The next tranche of proposed sites has caused alarm within ports as the areas covered are very extensive and could potentially interfere with well-established port operations. A further problem is that even draft designations have to be factored into decisions on



marine licences, creating further uncertainty. Following expressions of concern about some of the data being used, we welcome Ministers' decision to take a further look at the technical background and then consult further next year. This will be an important test of the Scottish Marine Plan published a year ago.

4. MOVING FREIGHT IN SCOTLAND



The Scottish Parliament's Infrastructure and Capital Investment Committee held an inquiry earlier this year into freight transport to which the Scottish Ports Committee gave evidence. Freight transport does not usually get too much attention so this was a very welcome look at an aspect of policy that is vital to the health of the Scottish economy. The outcome of the inquiry was a realistic summary of how the industry and government can co-operate, at the same time recognising that moving freight is essentially a private sector activity.

A major theme was the need for investment in the road and rail networks. Heavy road dependence means that port success is strongly tied in with road spending, not just on new projects but also on maintenance and the quality of local roads and 'last mile' issues. As a result of the inquiry ports are now represented on the Scottish Freight and Logistics Advisory Group (ScotFLAG) which provides a much needed government/industry link. Ports will also engage with the new review of rail freight.

5. BPA CONFERENCE 2015



The BPA's national annual conference was held this year in Stornoway, partly to celebrate the 150th anniversary of the setting up of Stornoway Ports Authority.