

BRITISH PORTS ASSOCIATION

ANNUAL REPORT 2020

Presented at the Annual General
Meeting of the Association

27 APRIL 2021

2020 BPA Photography Competition winner: 'key workers' by Stephen Carrigan,
Crosby Beach, Mersey.



2020 BPA Photography Competition
third place: 'shivering sands' by Colm O
Laoi, Thames Estuary.



BPA OFFICERS



CHAIR
(April 2019-21)

Martin Lawlor
Port of Blyth



DEPUTY CHAIR
(April 2019-21)

Neil Glendinning
Harwich Haven
Authority



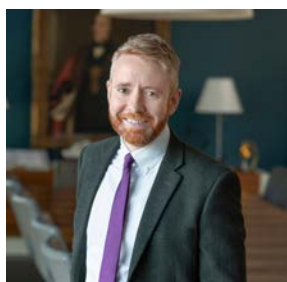
TREASURER

Maurice Bullick
Belfast Harbour
Commissioners

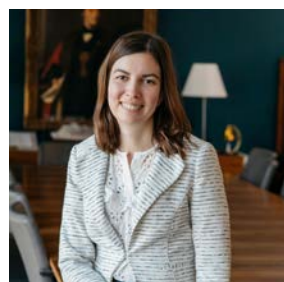
BPA STAFF



Richard Ballantyne
Chief Executive



Mark Simmonds
Director of Policy &
External Affairs



Sara Walsh
Association Secretary
& Head of Corporate
Services



Shenaz Bussawon
Personal Assistant
& Office Manager



Phoebe Warneford-
Thomson
Policy Manager &
Economic Analyst

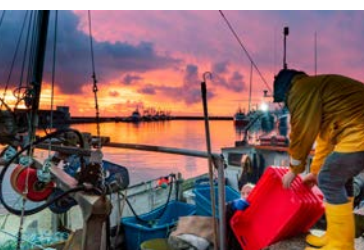
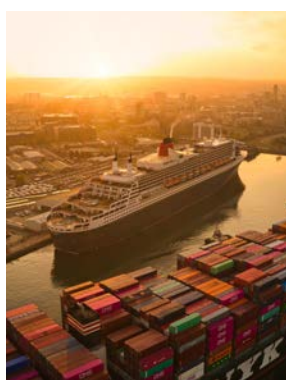


Rob Coniam
Creative
Communications
Executive



Rhona Macdonald
Sustainability
Advisor (started
April 2021)

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2020 BPA Photography Competition finalists (L-R)

- Carl Draper, Sandbanks
- Patsy Davies, Skomer Island
- Steve Ashley, Southampton
- Larry Hartwell, Newlyn Harbour
- Phillippa Hayes, Brighton
- Andrew Bowen, London Gateway

INTRODUCTION

The British Ports Association's primary objectives are:

- to represent members' interests;
- to provide information to members on all our activities, particularly political and regulatory developments, which could have an impact on their businesses;
- to create networks for sharing expertise.

We represent over 100 port members across the UK that collectively manage over 400 ports, harbours and marine facilities. Our membership accounts for 86% of all port tonnage and they handle 85% of all vessel visits at UK ports. We also represent all the UK's main energy gateways and passenger terminals, 19 of the top 20 fishing ports and an extensive network of ports and harbours that facilitate over one million leisure craft and yachts.

The Association represents port interests and lobbies the various tiers of government around the UK and beyond. We are an inclusive organisation. Our policy is that all ports, whatever their size, location or ownership, should have representation available to them on an equal basis.

We are also the only organisation to promote the entire ports industry and regularly undertake activities to increase the profile of the sector.

This was an unprecedented year for ports industry and the BPA. Our interaction with senior Government representatives was unprecedented with numerous meetings being held with a range of UK and devolved Ministers on a range of topics stemming from the coronavirus pandemic and the run up to the end of the UK's departure from the European Union (EU).



2020 IN NUMBERS

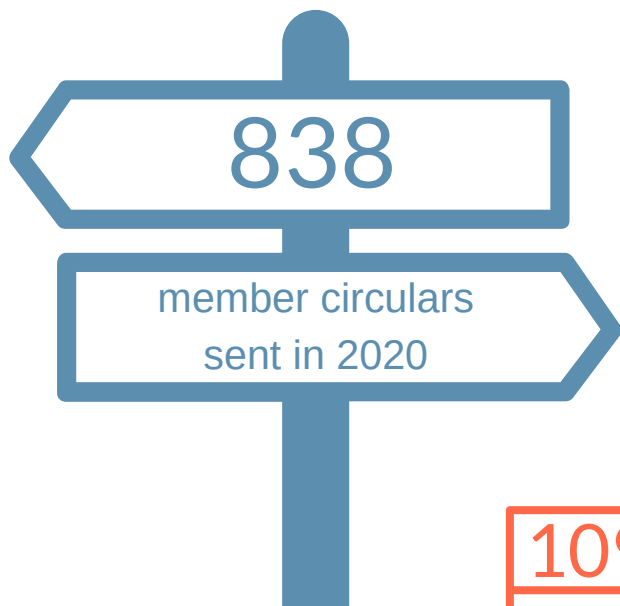
416

ports, harbours,
terminals and piers in
the BPA as of 31
December



838

member circulars
sent in 2020



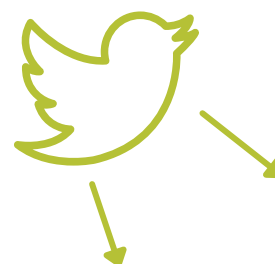
90

press releases
sent in 2019



109

associate members in the
BPA as of 31 December



622k
Twitter
impressions in
2020

877

new Twitter
followers in 2020

12
webinars and
workshops
organised in 2020

→

1,179
registered
attendees



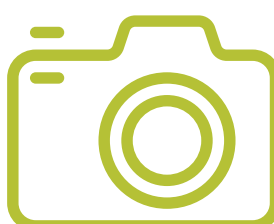
27

working group
meetings held
in 2020



2,183

new followers
on LinkedIn in
2020



821

photos submitted
for the inaugural
BPA
Photography
Competition

COVID-19 PANDEMIC

Covid-19 has undeniably had a huge impact on the world, whether that be from the perspective of trade and the economy, or on an individual level. Port workers were instantly recognised as ‘key workers’ and the sector has shown its strength and resilience throughout the last 12 months by ensuring supermarket shelves are stocked, energy supplies are maintained and trade continues to flow. Although many experienced major impacts on their activities, all ports have remained open since the start of the pandemic and were able to implement new ways of working safely.

Initial challenges faced by the sector included access to PPE, implementing new social distancing and hygiene procedures, as well as ensuring key ‘pinch point’ roles such as operations and quay-side workers, pilots, cutter crew and VTS officers are adequately resourced. Some ports also experienced more longer-term challenges whether that be due to a reduction in certain trades, difficulties with having tenants pay their rent or the follow-on effects of the UK going into lockdown.

Issues also related to external factors such as the decline in passenger travel, demand changes following the closure of non-essential retail, slow down in car manufacturing or less demand for fish sales. Focus then shifted to specific challenges such as marine leisure restart following national lockdowns, getting access to testing and vaccine prioritisation for key workers.



COVID-19 PANDEMIC

Since the start of the pandemic we have continued to highlight to government the challenges the ports sector is facing, particularly those ports that rely on ferry, cruise and recreational leisure revenue streams.

In May 2020 we published a Coronavirus Economic Recovery Plan for the UK ports sector and also separately a specific plan to support fishing ports which are suffering from some unique Covid-19 related issues. However, unfortunately particular financial support for ports from government has not been possible.

Throughout the year we continued to support BPA members and represent the sector at countless meetings with all levels of government and the wider sector. In addition to keeping members informed of developments, we created a publicly available online 'Ports Coronavirus Hub' which was regularly updated as new guidance and information was issued. This became a huge resource for all types of port across all parts of the UK.

In collaboration with other industry bodies, we produced flow chart for receiving ships and suggested procedures for maritime pilot transfer arrangements. We worked with our colleagues at Port Skills and Safety (PSS) to develop a gazetteer document that outlined the various Covid-19 guidance documents available.

Looking ahead to 2021 the key areas of focus will be restarting international travel and the cruise sector, and how ports can play their part in the government's plan to 'build back better' and can support the recovery of the economy.



BREXIT AND THE EU POLICY

Unsurprisingly Brexit continued to one of the big dominating issues for Government in 2020 and this consequently consumed much of the BPA's attention.

The UK's decision to leave both the EU Customs Union and the Single Market, led to a huge industry and government effort to prepare UK ports for the introduction of new border controls.



The Association was at the forefront of these deliberations particularly with the BPA's membership including all the UK's main Roll-on Roll-off gateways, all the Northern Irish ports and a large number of ports who trade solely with Europe. Discussions involved many parts of Government but in particular the Border Protocol and Delivery Group and HM Revenue and Customs. We successfully lobbied for implementation periods and funding for borders infrastructure which was allocated in the Port Infrastructure Fund.



In terms of opportunities, we are hopeful that following the ending of the Brexit transition period the UK will revoke the EU's Port Service Regulation (PSR), which has been indicated by government.

The PSR has created a framework for competitive port service provision across the EU and requires greater financial transparency and interaction with port users. It applies to 43 port areas around the UK that are listed on the EU's Trans-European Transport Network (TEN-T) Regulation and we are hopeful this will be revoked shortly.

Finally in Europe, following the UK's exit from the EU, the BPA's membership of the European Sea Ports Organisation (ESPO) was changed from full to observer status. This reflects the UK's relationship with the EU but we will remain linked to ESPO's working committees, which include Marine Affairs and Security, Sustainable Development, Intermodal, Economic Analysis and Statistics and Trade Facilitation Committees, and also the Cruise & Ferry Network.

THE DOMESTIC AGENDA

While Brexit has dominated politics and taken a considerable amount of the BPA's focus in the last year, we continue to be fully engaged with all tiers of government around the UK on a range of policy and legislative influences on the UK ports industry. From transport and connectivity, to marine licensing and environmental protection, the Association has continued a full programme of activity all around the UK.

At the start of the year we produced a New Government Briefing which outlined the ports industry requests for the coming years, although little did we know how things would change so dramatically.

Since the UK Government's initial announcement of the establishment of up to 10 Freeports in 2019, the BPA has worked closely with all administrations, ports and other industry bodies to craft a policy of maximum benefit to the UK ports industry.

We welcomed Government's recognition of the BPA's recommendations of port-zoning policies and how ports can be used as drivers of growth for their local communities. However, the BPA has also been clear that the policy must be implemented inclusively and Government must avoid 'picking winners'.

In 2020, the BPA submitted an extensive response to the UK Government's consultation on Freeports, hosted multiple meetings between industry and Government and worked with HM Treasury to develop the bidding prospectus.



2020 BPA Photography Competition second place: Darren Wardle, Tyne Bridge, Newcastle Gateshead

THE DOMESTIC AGENDA

In their response to the public consultation published in October, we welcomed the suggestion that Government was minded to be more inclusive regarding the number of ports that could potentially be designated, stating that they would be open to the possibility of establishing more than ten Freeports.

The BPA has also worked closely with other administrations to encourage the uptake of the UK Governments offer of Freeports and ensure that there is not a significant delay between the launch of the policy around the administrations.

The BPA, on behalf of the Scottish Ports Group, recently submitted to the Scottish Government's place-based economic zones survey to highlight how the Freeports policy can stimulate growth for Scottish ports and their communities. We have also facilitated roundtables between industry and the Welsh and Northern Irish officials respectively.

We look forward to hearing of the designated Freeports around the UK in 2021 and will continue to lobby Governments to ensure they prioritise inclusivity in their agenda for ports in the year ahead.

Unfortunately due to Covid-19 we were unable to hold any of our events, including parliamentary receptions. However the BPA continues to produce stakeholder and parliamentarian briefings on both general and specific issues and has had lots of engagement with politicians throughout the year. We hope we will be able to return to holding in-person events soon.



2020 BPA Photography Competition finalist: Ruth Willcox, Turnchapel, Plymouth.

THE DOMESTIC AGENDA

The BPA's Port Futures thought leadership programme asks companies and specialists to examine emerging trends in the ports and shipping industries which will lead to short and longer term changes in the ports sector. This may include technology, infrastructure and skills, as well as potential opportunities and challenges for UK ports. Organisations may choose to produce anything from articles or short reports to infographics or webinars.



During 2020 we published six Port Future papers, most were in collaboration with either BPA associate members or industry partners. Firstly, we produced a paper which outlines the risk and opportunities for aerial drones in the UK's port sector. Secondly, Augean Plc provided insight into an alternative method of disposing contaminated material at sea. Thirdly, we teamed up with Astaara to produce a short paper on port cyber security which highlights some of the issues that ports need to consider and also signposts current Government regulation and guidance.

Fourthly, MDS Transmodal produced a paper looking at the potential impact of autonomous and ultra-low emission HGVs on the British Ro-Ro port market. Lastly, Hill Dickinson gave an overview of the potential impacts of pandemics on ports as the seriousness of Covid-19 started to emerge, and followed this up with a paper on employment impacts and considerations.

We also launched our joint 'UK Ports' magazine with the UK Major Ports Group (UKMPG) towards the end of 2020. It has been designed to highlight the essential role the UK ports industry plays to support the economic health of the country, as well as celebrate its achievements in promoting social and ecological advancements. Physical copies were posted to all UK and devolved members of parliament, key government departments, stakeholders and all BPA members.

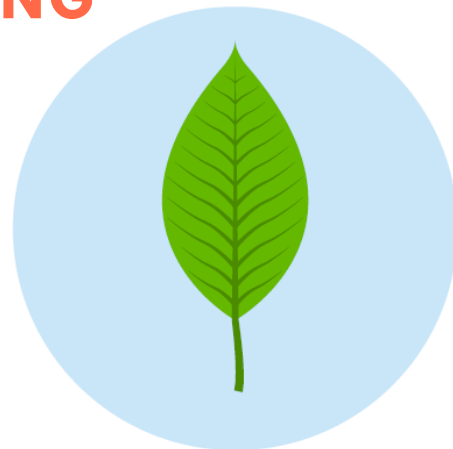


2020 BPA Photography Competition
finalist: Magnus Budge, Orkney Island.

ENVIRONMENT AND PLANNING

Environmental and planning issues are one of the most significant challenges for BPA members and we spend a considerable amount of time working on issues from dredging to emissions reductions.

The Environment Bill made some progress through Parliament, albeit very slowly. This will set out the UK's approach to air quality, biodiversity and other important areas, as well as establishing a new regulator to take on the role that the EU played in overseeing the implementation of environmental legislation. We have received assurances from Ministers that industry will not be double-regulated but harbour authorities will be considered as 'public authorities' for the purpose of the Bill – something we have opposed.



2020 BPA Photography Competition finalist: Gary Davies, Rannochan Point, Kintyre.

Air quality remained a key environmental concern for many ports. In England, the Government asked ports handling over 1m tonnes a year to prepare voluntary air quality strategies. The impact of Covid-19 has meant that government has granted an extension to the deadline for this work.

On air emissions more widely, decarbonisation is a huge challenge that

will require collaboration with governments as well as port users and is likely to dominate the agenda for many years. The Government began preparing its Transport Decarbonisation Plan, which will follow the Clean Maritime Plan as officials and Ministers set out their approach. We have also been closely involved in discussions around net gain.

ENVIRONMENT AND PLANNING

The BPA worked hard to highlight the impact of proposed changes to the red diesel tax regime. Our report highlighted how this was likely to raise costs for the logistics industry as the market for alternative options has not yet matured. Some concessions were made on plans for vessels but the changes will go ahead for landside 'non-road mobile machinery'.

We published a detailed report examining the barriers to the widespread provision of shoreside power in UK ports. This issue is of increasing interest to policy makers and this work has helped shape and steer the debate. Alongside this we supported a similar independent piece of work with the Tyndall Centre and have picked up some interesting follow-up projects.

Work has also been commissioned on the impact of proposed changes to action levels that could affect dredging and the group is monitoring developments with the use of exhaust gas cleaning systems.



2020 BPA Photography Competition finalist: Oliver Dickinson, Devon.

The BPA also launched a programme to showcase a selection of the good work ports are doing on the environment, with approximately 100 case studies collected. This will be updated periodically.

Finally, we organised a successful one-day conference with the UK Chamber of Shipping on decarbonisation which was attended by the Maritime Minister. A follow up short virtual session on practical and policy issues around shore power was also organised jointly with the Chamber and UKMPG.

PORT GOVERNANCE

The BPA represents the three main port corporate models, namely trust, municipal and private ownership as well as a collection of other niche ports organisations. The Department for Transport's Ports Good Governance Guidance, which was published in 2018, continues to be a useful tool for ports as it is focused on corporate governance for all statutory harbour authorities in England, as well as Milford Haven.

It includes information relevant to all types and sizes of organisations that own or manage harbour and port facilities, with specific detailed guidance for trust ports and local authority owned ports. The document includes information on corporate governance, stakeholder engagement, provision of information, safety, commercial accountability and strategy and other duties/topics.

With a focus on openness, accountability and fit for purpose, we hope this Guidance will continue to help to ensure ports around the UK balance the interests of their various port users and stakeholders. It continues to be an advisory document and not a statutory requirement. The Department are keen that ports comply where suitable and are able to explain where suggestions are not relevant, however they will not be enforcing or auditing compliance in the way they do with the Port Marine Safety Code (PMSC).

We would normally hold full day trust port board member governance workshops in various locations throughout the UK, however due to Covid-19 we instead held three one-hour sessions online that covered similar content. As the sessions were short and could be accessed by all trust ports, we had a very strong turn out. Due to the positive feedback received we will be repeating these online workshops again in 2021.



2020 BPA Photography Competition finalist:
Ean Davies, Talacre, Wales.

NAVIGATIONAL SAFETY

The Department for Transport had previously committed to holding a consultation in 2019 with draft legislation to rectify the 'definition of a ship' anomaly. However unfortunately due to internal resourcing issues, which we understand primarily relate to Brexit preparations and the Covid-19 pandemic, the draft legislation was not laid before parliament. When introduced this will attempt to bring certain craft such as jet skis within the scope of the definition and help with marine enforcement issues.



The Department for Transport have also had some significant delays in issuing the public consultation proposing the introduction of alcohol limits for non-professional mariners as they are currently exempt. Again this is due to Brexit and Covid-19. It is expected that a public consultation will also held on this matter next year where there will be a call for evidence on whether the change would be worthwhile and needed. We are working with various industry partners on this including PSS, SWRPA, UKHMA and UKMPG.

Following the update to the PMSC in 2016, the accompanying Guide to Good Practice was updated in 2017 and also 2018. As stated in the PMSC, a review is to take place every four years. The Maritime & Coastguard Agency have said that they hope to carry out a review of the PMSC in 2021, which will be overseen by members of the PMSC Steering Group.



2020 BPA Photography Competition finalist: Sarah Clever, Plymouth.

NAVIGATIONAL SAFETY

We have continued to highlight to the Maritime & Coastguard Agency the ongoing issues with pilot ladder deficiencies and dangerously weighted heaving lines. The UK Maritime Pilots' Association developed an app for pilots to report pilot ladder issues which many are using and has only highlighted further the seriousness and frequency of the problems. We are

continuing to raise with the International Association of Ports and Harbors and the International Maritime Pilots' Association as it appears this is very much a worldwide issue.

Finally, the BPA continue to organise PMSC 'duty holder' workshops, which we provided free to BPA member ports. We held four workshops online this year in conjunction with ABPmer and will be organising more of these for members in 2021.



2020 BPA Photography Competition finalist: Tony McDonough, HMS Prince of Wales, Liverpool.



2020 BPA Photography Competition finalist: Peter Stokes, Felixstowe.

PILOTS' NATIONAL PENSION FUND

The BPA continues to provide the secretariat for the Association of Participating Bodies of the Pilots' National Pension Fund (PNPF). Following some difficult challenges created by the recovery scheme in recent years, the Association has continued to work with the PNPF Trustee throughout the year to create a new Cash Balance scheme for new joiners. After much hard work from all involved it is very much hoped that the new scheme will be ready for 1 January 2021. Members of the Association will be updated when more information is available.

PORT SKILLS AND SAFETY

Port Skills and Safety (PSS) provide a vital role setting industry guidance and demonstrating that the ports industry can take the initiative by setting its own high standards.

The year 2020 was a busy year for PSS. They published 21 safety alerts, seven safety in ports guidance documents and launched their 'Protecting quay people' campaign. PSS also published their Safety in Ports Impact Review and the 'Seven leading principles of Ro-Ro safety' initiative, as well as shining a light on mental health.

PSS welcomed their new Chairman, David Brown of the Port of Bristol, along with a new board drawn from different areas of expertise. The BPA continues to supply three representatives that sit on PSS's Management Committee.



MARITIME UK

The BPA is a member of the umbrella body Maritime UK and sits on its National Council and various working groups and networks.

The BPA's Mark Simmonds chairs Maritime UK's Policy Working Group which in 2020 considered a wide variety of issues including following up on Maritime 2050 recommendations, decarbonisation, Brexit, offshore renewables, reforms to the tonnage tax regime and others. The Group, in conjunction with the Covid-19 Maritime Business Continuity Taskforce, which the BPA sat on, published a Maritime Sector Recovery Plan in June. The plan sets out joint action for both industry and government for Covid-19 restart, recovery and renew.



Maritime UK's Diversity in Maritime programme was launched in 2020 which builds on the Women in Maritime initiative that was established in 2018. Additional networks have also been formed relating to other diversity challenge areas, these are LGBT+, ethnicity and mental health. There are also four sub-groups, namely recruitment, retention and progression, Charter and total package, which all support the overarching Diversity in Maritime programme.

Over 130 organisations have formally pledged their support for the Women in Maritime programme which commits them to creating positive change within their respective organisations, and collectively, across the UK maritime sector. The next step for organisations is to move towards Charters Status which we were delighted to see Forth Ports sign up to in 2020.

MARITIME UK

A number of toolkits continue to be developed and are available online which will help organisations within the maritime sector attract more young people and women, retain talent and increase diversity in leadership, amongst other things.

Maritime UK's 'Interview Pool' tool was launched this year and has been designed to tackle a lack of gender diversity within maritime recruitment. Women across the maritime sector who are able to assist organisations balance their interview panels are encouraged to sign up, and organisations who may find it difficult to have a balanced interview panel are encouraged to make use of this tool.



As part of their new focus on careers, Maritime UK launched their sector wide industry ambassador programme 'inspiring the future maritime'. The initiative aims to recruit people from all corners of the sector as volunteers to support young people who will learn by interacting with employees from within the sector as part of their education.

On skills, the Maritime Skills Commission was formed this year and first met in July. The Commission, chaired by Graham Baldwin, Vice-Chancellor at the University of Central Lancashire, is comprised of industry leaders from across the shipping, ports, engineering, services and leisure marine industries. The Commission has released its Scheme of Work, Labour Market Intelligence Scoping Report and its first Annual Report.

Lastly, Maritime UK updated their autonomous vessel guidance and held their Maritime UK Awards and Maritime Masters finalist events online this year.



BPA CONFERENCE

Unfortunately the BPA Conference, which was due to take place in Aberdeen in October 2020, was postponed due to the Covid-19 pandemic. We hope to hold the event on 5-8 October 2021 and will be in touch with members in due course to confirm whether the event will be able to go ahead.



BPA INTERNAL DEVELOPMENTS

In terms of the BPA's team, we welcomed a new member of staff this year, Rob Coniam in the role of Creative Communications Executive. Rob works between the three ports associations at 30 Park Street, the BPA, PSS and UKMPG. For the BPA, Rob is involved in designing reports, managing social media, developing a communications strategy and expanding our media contacts list.

In 2021 we will be recruiting a Sustainability Advisor, which will be a new role that is shared with our colleagues the International Association of Ports and Harbors. Responsibilities will include taking on some policy work in the ever-expanding area of climate change, the environment and sustainable development, as well coordinating programmes for UK ports, supporting UK ports in sharing good practice, funding and opportunities to collaborate or build coalitions.

BPA WORKING GROUPS

Scottish Ports Group

Chaired by Stuart Cresswell, ABP Ayr, Troon and Silloth

The Scottish Ports Group represents all the major ports in Scotland as well as numerous smaller ports and harbours, and is the only industry-led forum representing the views of this important and dynamic sector.



The Group has continued to foster a close relationship with Scottish Government officials across multiple directorates, engaging with them on a vast range of policy matters, from Brexit preparations and Covid-19 support to Green Ports.

Since being elected as Chair in May 2020, Stuart Cresswell, supported by the Vice-Chair, Simon Brebner of Peterhead Port Authority, has led a review of the Scottish Ports Group's strategic relations. The secretariat has since held meetings with several Scottish Ministers, ensuring recognition of the work of Scottish ports and awareness of the forum and outlining the priorities for the sector in 2020 and beyond. The Group has also worked closely with other industry bodies, including Crown Estate Scotland, Scottish Council for Development and Industry, Scottish Chambers of Commerce, Scottish Enterprise and Highlands and Islands Enterprise.



BPA WORKING GROUPS

Scottish Environment Group

Chaired by Derek McGlashan (Forth Ports)

This Group usually meets twice a year to consider environmental issues specific to Scotland in more detail than might be covered in the wider Environment & Sustainability Group or in the Scottish Ports Group.

The Group met virtually to discuss a new industry approach and position towards new marine protections following the formal designation of a large suite of new sites. The network now covers almost every port in Scotland.

Scottish Local Authority Ports Group

Ordinarily held alongside the Annual Scottish Parliamentary Reception, the Group met online in December 2020 to discuss priorities and issues facing Scottish local authority ports.

This year, the group heard presentations from several members on PMSC compliance, port masterplans and improvement strategies. Transport Scotland was also present.



2020 BPA Photography Competition finalist: Darren Bremner, Moray.

BPA WORKING GROUPS

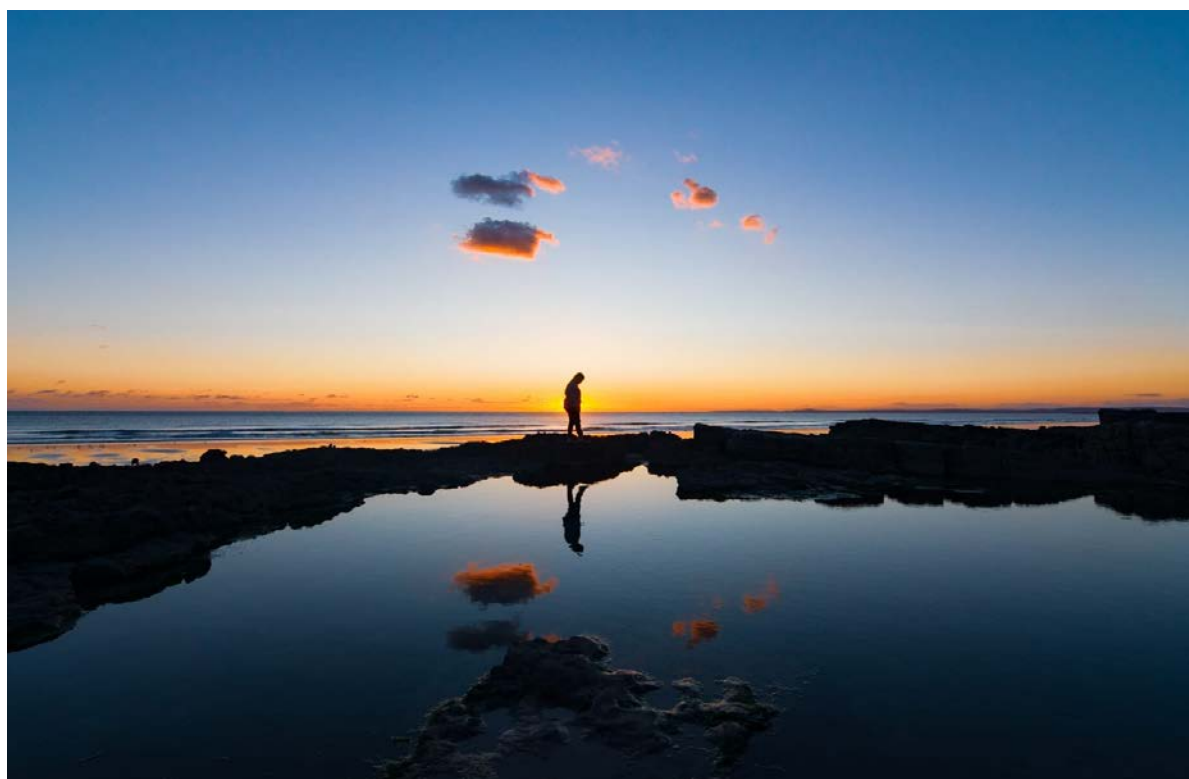
Welsh Ports Group

This all industry group has been working more closely with Welsh officials from Cardiff to understand and help shape their priorities, including on a new Transport Strategy and supporting freight.



We have continued to feed into the process of implementing the Welsh National Marine Plan as officials consider how it can safeguard and support the industry and the activities we support.

There has also been regular contact with officials on Freeports and processes for new marine protection designations.



2020 BPA Photography Competition finalist: Hayley Nicola, Porthcawl.

BPA WORKING GROUPS

Northern Ireland Ports Committee

Following the signing of the 'New decade, new approach' agreement in January, the Northern Ireland Assembly nominated a new Northern Ireland Executive, meaning the government was restored.

The Northern Irish Ports Committee met once this year and discussions mostly focused on Covid-19 impacts and challenges. Representatives from the Department for Infrastructure also gave updates on the work they are doing to support the sector.

Communications Network

Chaired by Richard Christian (Port of Dover)

The Communications Network is for port PR and communications professionals to share good practice and discuss individual and industry-wide campaigns and issues. Discussions have focussed on reacting to EU Exit and potential disruption, the importance of the industry during the pandemic and proactive campaigns managed by Maritime UK.



2020 BPA Photography Competition finalist: Ashley Moore, Belfast Harbour.

BPA WORKING GROUPS

Environment & Sustainability Group

Chaired by Derek McGlashan (Forth Ports) and organised jointly with the UKMPG

This all industry group has considered a wide range of issues from air quality to dredging. Licensing and air emissions reduction remain high on the Group's agenda. The Group is informing our continued engagement with Government on a number of domestic and international issues and receives updates from the BPA's membership of ESPO and the Clean Maritime Council.

The environment and climate change remain the area with the biggest regulatory burden attached and so generates lots of work for the BPA and we expect this to continue to grow.



2020 BPA Photography Competition finalist: Mark Draper, Frinton-on-Sea.

BPA WORKING GROUPS

Ferry Ports Group

Chaired by Emma Ward (Port of Dover)

This group focuses on border control issues for goods and passengers travelling via the UK's network of Roll-on Roll-off ports (Ro-Ro). The impact of Brexit on the Ro-Ro sector has continued to be a major focus of the group this year as this sector may see the most changes post Brexit.

The group met five times throughout the year, which included a joint meeting with the UK Chamber of Shipping's Ferry and Cruise Panel. This joint meeting focused on Covid-19 in terms of commercial and operational impacts, including cruise ship layups and seafarer repatriation, as well as Brexit preparations and changes to duty-free and tax-free arrangements.

The group received regular updates from the Border and Protocol Delivery Group, HMRC's team that deals with customs related processes at ports and Defra. Representatives from the Animal and Plant Health Agency, Border Force and Association of Port Health Authorities also attended meetings to give updates.

Discussions covered a range of important Brexit related matters such as the transition period, HMRC liabilities, border readiness, arrangements on the Irish sea, Border Control Posts and the Port Infrastructure Fund. Separate to this, the group received updates on and discussed clandestines, EU immigration arrangements, inclusive transport and trader provided free facilities.

The Maritime Tourism Summit was held in December, which was a joint event with the UK Chamber of Shipping. The Summit focused on developing more sustainable relations between the many stakeholders, ports, local authorities, tourist destinations, onward transport providers and national government.

We had a great line up of speakers at the online event which included ABTA, PONANT, The Telegraph, Saga, Cruise Britain, Hover Travel, Motability and Visit Britain. The speaker line up also included representatives from the Port of Venice, Portsmouth International Port, Orkney Islands Council and Associated British Ports.

BPA WORKING GROUPS

Fishing Ports Group

Chaired by Martyn Boyers (Grimsby)

Leaving the EU has dominated fishing policy, with the Government committed to developing a new UK Fisheries Policy. The Group has continued to vocally push three key aims:

- strengthening the economic link between fisheries and port communities by increasing landing criteria – thereby strengthening fishing ports' economic resilience in the process
- lobbying for the introduction a successor scheme to the European Maritime & Fisheries Fund (EMFF)
- ensuring continued barrier-free and frictionless access to EU markets for fish, given that nearly 80% of fish landed in the UK is exported.

The BPA lobbied for a stronger economic link to be included in the Fisheries Bill, drafting amendments for opposition MPs. The UK Government eventually committed to consulting on very similar measures in England. Similar proposals are planned for Scotland.

The Group was vocal in highlighting issues affecting customers and port users arising from EU Exit and several recommendations we made to Government were adopted. Scottish Ministers accepted the case for some funding to help offset the economic damage caused. There was also a significant amount of lobbying and discussion with government around the impact of Covid-19.

On a future grants scheme, the group has been calling for a new scheme to include all ports, after concerns were noted that certain types of ports may not be eligible.

The Group is engaged on the continued development of the Responsible Fishing Ports Standard. This was rolled out for larger fishing ports with a small ports standard to follow, but is now being redeveloped into a single scheme suitable for all ports.



2020 BPA Photography Competition
finalist: Mark Caldon, Tollesbury, Essex.

BPA WORKING GROUPS

Finance Managers Group

Chaired by Sara Bassett (Shoreham Port)

This group is comprised of finance personnel from ports round the UK. It typically meets twice a year and invites external speakers to present on various subjects. Due to Covid-19 this group just met once and most of the discussion focussed on Covid-19 impacts and challenges. The usual meeting format, including guest presentations, will resume for 2021.

HR & Employment Network

Chaired by Nicky Goldsbrough (Shoreham Port)

This Group consists of HR and employment professionals from a wide range of UK ports and usually meets twice a year to collaborate on common issues, share ideas and network. In 2020, similar to other working groups, a meeting was held online to solely discuss Covid-19 impacts and challenges.

Later on in the year the Group came together again for a meeting and had guest presentations, firstly giving an employment law update including the current state of the tribunal system and trends for 2020. Colleagues from Maritime UK also gave updates on maritime careers promotion and the Maritime Skills Commission, and the group heard about the work Peel Ports have done on mental health and wellbeing. The group also discussed topics such as Brexit, Kickstart Scheme, BPA's benchmarking survey and the Inclusive Employers inclusion webinars which will be rolled out in 2021.



BPA WORKING GROUPS

Marine/Pilotage Group

Chaired by Bob Baker (Port of London) and organised jointly with the UKMPG

Much of the work of this all industry group stems from the Port Marine Safety Code Steering Group. It also takes the lead in responding to MAIB reports. The Group invites representatives from the UK Maritime Pilots' Association and Port Skills and Safety when appropriate to discuss issues of mutual interest.

Priority issues have included Covid-19, Brexit, sulphur 2020, scrubbers, MCA prosecutions, emergency towage, counter spill pollution control and ship to ship transfers. Furthermore, safe access to berths for tugs, boarding and landing, personal watercrafts and training extensions have all been discussed this year.

Issues surrounding dangerously weighted heaving lines and pilot ladders also continue to be raised by members at meetings. An additional meeting was also held during the year to solely discuss Covid-19 impacts and challenges with a particular focus on pilotage, crew changes, operational challenges, PPE and testing.

Throughout the year the Group had the MCA's Counter Pollution and Salvage Officer, Assistant Director and the new Ports and VTS Policy Manager attend meetings. The DfT's Maritime Safety Policy Advisor and the Association of Port Health Authorities' Executive Officer also joined some of the meetings to give updates.

Port Infrastructure Group

Chaired by Alan Todd (Port of Blyth)

This Group is a non-policy and all industry group of senior engineering directors and managers which also includes ports both inside and outside the BPA umbrella such as ports in the Republic of Ireland. It meets at port locations with a strong emphasis on site visits, infrastructure, planning rules and port design. Specialist speakers are also invited to every meeting to look at engineering and maintenance challenges. Due to restrictions on travel and meetings this year the group did not meet.

BPA WORKING GROUPS

Regional Ports Group

Chaired by Kevin Mowat (Tor Bay Harbour)

The Regional Ports Group is comprised of English and Welsh ports with an annual throughput of fewer than 1 million tonnes and/or with a strong marine leisure focus.

Chaired by Kevin Mowat of Tor Bay Harbour, the group ordinarily meets twice a year and holds seminars with speakers on key topics. Policy matters of critical importance for regional ports discussed this year included issues faced as a result of the Covid-19 pandemic and the subsequent support required, as well as marine licensing costs and Brexit impacts. Engagement with Government has continued on long-term issues such as jet-skis and the 'definition of a ship' loophole, as well as the use of alcohol by recreational boaters. The BPA is also currently producing an industry good practice document regarding abandoned vessels.

Security & Resilience Group

Organised jointly with the UKMPG

This Group disseminates updates and forms industry-wide positions on security and resilience policy. The Group met often to discuss and receive updates from officials on fast-changing rules that had an impact on security processes and procedures during the early stages of the pandemic.

The Group welcomes officials from law enforcement, central Government and numerous agencies and tries to foster as open a forum as possible and as much information sharing as possible given the topic.

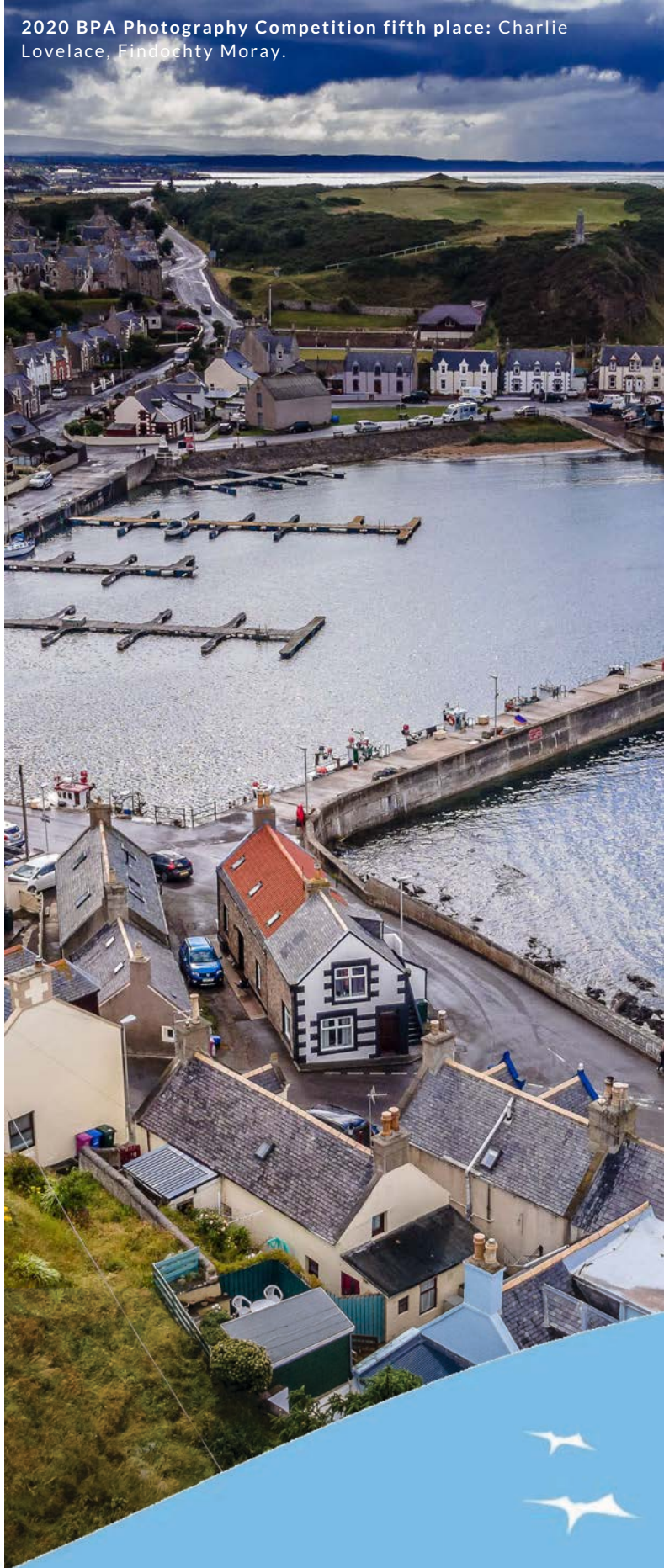




2020 BPA Photography Competition fourth place: Carly Hodges, Devon.



2020 BPA Photography Competition finalist: Emma Byatt, Skipness Beach, Kintyre.



2020 BPA Photography Competition fifth place: Charlie Lovelace, Findochty Moray.