

# CELEBRATING 30 YEARS OF THE BRITISH PORTS ASSOCIATION

1992 - 2022



**British Ports Association**  
30th Year Anniversary



**BRITISH PORTS**  
ASSOCIATION





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First BPA Team



## **BRITISH PORTS** ASSOCIATION



Current BPA Team

The British Ports Association is the national membership body for ports in the UK.

We represent the interests of operators that handle 86% of all UK port traffic, to Westminster and devolved Governments, and other national and international bodies.

We are an inclusive and progressive association, open to all and committed to the fair treatment of ports up and down the country.

As our membership comprises many ports, terminal operators and port facilities, all of varying size, location and nature, the Association is able to draw upon a wide range of experience and knowledge to represent its members' interests.

We also have a strong network of Associate Members who add much to the value of membership.

*"We aimed to create an all inclusive organisation, dissolving barriers between different sizes of port on an 'we're all in it together' basis. It is great to see that same spirit flourishing thirty years later."*

**David Whitehead**, Former Director of the British Ports Association



*"One of the things that has always impressed me was/ is the great feeling of friendship and willingness to help from all members - it's the finest club in the world!"*

**Andy Brigden**, Former Maritime Manager with Cornwall Council



*"The industry has changed significantly in the last 30 years, with technology driving efficiencies, a much greater diversification of the work force, a laser like focus on health, safety and the environment and yet some things never change – the owner/ operator still want their ship in first, speedily turned around and in the most cost efficient manner possible."*

**Rodney Lunn**, Former Chief Executive of Shoreham Port

# BPA Annual Conference Hosts

- Inverness Harbour - 1993
- Port of Workington - 1994
- Poole Harbour - 1995
- Port of Sunderland - 1996
- Portsmouth International/ Langstone Harbour - 1997
- King's Lynn - 1998
- Isle of Man Harbours - 1999
- Gloucester Harbour - 2000
- Foyle Port - 2001
- Plymouth Cattewater - 2002
- Port of Aberdeen - 2003
- Jersey Harbours - 2004
- Shoreham Port - 2005
- Port of Dover - 2006
- Port of Tyne - 2007
- Milford Haven - 2008
- Scarborough and Whitby Harbours - 2009
- Tor Bay Harbour - 2010
- Orkney Marine Services - 2011
- Port of Workington - 2012
- Grimsby Fish Dock/Port of Grimsby East - 2013
- Warrenpoint Port - 2014
- Stornoway Port - 2015
- Port of Dover - 2016
- Poole Harbour - 2017
- Port of Tyne - 2018
- Belfast Harbour - 2019
- Port of Aberdeen - 2022

# BPA Chairs 1992 - 2022

- John Watson, Dundee Port Authority, 1992-1994
- Hamish Green, Poole Harbour Commissioners, 1994-1996
- Frank Major, Port of Sunderland, 1996-1998
- Barclay Braithwaite, Aberdeen Harbour Board, 1998-2000
- Denis Galway, Larne Harbour Limited, 2000-2002
- Nigel Pryke, Harwich Haven Authority, 2002-2004
- Martin Putman, Portsmouth International Port, 2004-2006
- Ted Sangster, Milford Haven Port Authority, 2006-2008
- Stephen Bracewell, Harwich Haven Authority, 2008-2010
- Jim Stewart, Poole Harbour Commissioners, 2010-2012
- Colin Parker, Aberdeen Harbour Board, 2012-14
- Andrew Moffat, Port of Tyne, 2014-2016
- Rodney Lunn, Shoreham Port, 2016-2018
- Alec Don, Milford Haven Port Authority, 2018
- Martin Lawlor, Port of Blyth, 2018-2021
- Neil Glendinning, Harwich Haven Authority, 2021-present

# BPA Over 30 Years

**1992**

British Ports Federation wound up. BPA (Mk2) was founded by David Whitehead, Betty Redmond and Monica Williams.

BFA/BPA solicitor Joe Durkin of Rees & Feres drafted BPA's new constitution.

**1993**

The first Annual BPA Conference takes place in Inverness.

**2001**

UK Major Ports Group moved into the BPA Offices with BPA and Port Skills and Safety Limited, at Africa House, King's Way.

Introduction of the Port Marine Safety Code and Modernising Trust Port policy documents.

**2012**

The British Ports Association (including PSS and UKMPG) relocate offices with Chamber of Shipping to 30 Park Street, London.

**2016**

PSS transferred again over to a Limited Company, PSSL (Mk II).

Following the retirement of David Whitehead, the BPA's Richard Ballantyne is appointed as successor as 'Chief Executive' of the BPA.

**2020**

As the Covid-19 pandemic hits, the BPA, as with much of the country goes remote and the staff all begin working from home. Much of the BPA's activities shift virtual while the ports industry keeps working.

**2007**

Port Skills and Safety Limited's staff merged in with the BPA. PSS Ltd was replaced by PSS, a division of the British Ports Association with ring-fenced accounts.

**2008**

The British Ports Association (including PSS and UKMPG) relocate to Chamber of Shipping's offices on the 4th floor of Carthusian Court at 12 Carthusian Street, London.

**2011**

British Ports Association Director David Whitehead received OBE in Queen's New Years Honours for service to the ports industry.

**2021**

The winner of the first BPA Coastal Photography Competition is won by Stephen Carrigan's 'Key Workers' picture, taken on the Mersey.

**2022**

Richard Ballantyne is awarded an OBE at the New Year's Honours for services to Maritime." And "The BPA Annual Conference takes place in Aberdeen for the first time since 2019 following pandemic lockdown restrictions.



# Inaugural BPA Meeting of '92

INAUGURAL MEETING OF THE BRITISH PORTS ASSOCIATION

EUSTON PLAZA HOTEL, LONDON WC1

WEDNESDAY 25 NOVEMBER 1992 AT 12 NOON

NAMES (PLEASE PRINT)

REPRESENTING

A.R. FAIRLEY

P. J. CAMP

J.W. WOOD

J. STUART FAIR

Under Seal

E. AGAR

HANSEN

PUTMAN

TYNE

BUTTH.

SEA CONTAINERS PORTS

DUNDEE

Scarborough Harbour Commission

SCARBOROUGH BOROUGH COUNCIL

LANCASTER HARBOUR BOARD

PORTSMOUTH CITY COUNCIL

YARMOUTH Isle of Wight

## BRITISH PORTS ASSOCIATION

AFRICA HOUSE  
64-78 KINGSWAY  
LONDON  
WC2B 6AH  
Tel: 071 242 1200  
Fax: 071 405 1069

Cyclo BPA/31/93

Minutes of the Inaugural Meeting of the British Ports Association held at The Euston Plaza, Upper Woburn Place, London WC1 on Wednesday 25 November 1992 at 11.30 hours

### Present:

Aberdeen Harbour Board  
Blyth Harbour Commissioners  
Port of Boston  
Bridlington Piers & Harbour Commissioners  
British Waterways Board  
Canterbury City Council  
Chichester Harbour Conservancy

Clydeport Ltd  
Cowes Harbour Board  
Dover Port Authority  
Dundee Port Commissioners  
Falmouth Harbour Commissioners  
Port of Fowey

Fowey Harbour Commissioners  
Gloucester Harbour Trustees  
Great Yarmouth Port Authority  
Hampshire County Council  
Harwich Harbour Authority  
Inverness Harbour Trust

Ipswich Port Authority  
Langstone Harbour Board  
Larne Harbour Ltd  
Montrose Port Authority

North Harbour Trustees  
Port of London Authority  
Port of Liverpool Commissioners

Mr R B Braithwaite  
Mr P Camp  
Mr J Sutcliffe  
Mrs J Bottrill  
Mr M Vale  
Capt J Clayton  
Mr Edward  
Lt Col R Wilson  
Mr P Wood  
Mr J F Sloggett  
Capt J J Watson  
Capt D G Banks  
Mr W F Thompson  
Mr R A Waterfield  
Capt M J Sutherland  
Mr D F Collins  
Mr I M Walker  
Mr M C M Boon  
Mr D Walker  
Mr J Jenkinson  
Capt J B Fairgrieve  
Capt C Goodman  
Mr K J B S Macleod  
Mr D A Howell  
Mr D A Hansen  
Capt P Hansen  
Mr D Galway  
Mr A C Keay  
Capt H Johansen  
Mr W M Phillips  
Mr J Paterson  
Mr M Putman  
Mr R D Cooper  
Mr B Roberts  
Mr J Wood  
Mr J Agar  
Mr P Lacey  
Mr M Macleod  
Mr G Major

INAUGURAL MEETING OF THE BRITISH PORTS ASSOCIATION  
TO BE HELD AT THE EUSTON PLAZA HOTEL  
17-18 UPPER WOBURN PLACE, LONDON WC1H 0HT  
ON WEDNESDAY 25 NOVEMBER 1992 AT 12 NOON

### A G E N D A

- Welcome and Introduction by Captain J J Watson, Chairman of the Steering Group.
- Adoption of a British Ports Association Constitution.  
(Copy to follow)
- Appointment of Trustees.  
Appointment of Officers : Chairman, Deputy Chairman and Treasurer.  
Appointments to be effective until the Annual General Meeting
- Appointment of a British Ports Association Council.  
(Appointments to be effective until the Annual General Meeting)
- To agree a date for an Annual General Meeting and lunch.
- Appointment of Midland Bank plc to act as bankers to the British Ports Association.

British Ports Association

ATTENDANCE REGISTER

# THE PORTS CONFERENCE Inverness, 3-5 November 1993

## CONFERENCE PROGRAMME

### WEDNESDAY 3 NOVEMBER

- 10.30 Dinner and reception at The Caledonian Hotel for delegates and their partners.  
Conference will be at Inverness Town Hall.  
14.30 The Chairman welcomes delegates and invites Dr C. Goodman, Vice-chairman of Inverness Harbour Trust to open the Conference.  
SESSION 1 - ASSOCIATION AFFAIRS  
14.35 Speech by Capt J.L. Watson, Chairman B.P.A., on the activities of the Association to date.  
14.35 Reports from sectors followed by questions from the floor.  
Ferry  
Ferry Ports  
Lakeside Ports  
Marine/Portage  
Light Dues  
Dredging  
15.00 Questions from the floor.  
15.30 TEA

### SESSION 2 - CURRENT POLICY ISSUES - DEPARTMENT OF TRANSPORT

- 16.01 Address by Peter Smith, Head of Ports Division, Dept. of Transport  
16.15 Discussion and questions from members.  
16.45 Second session ends.  
16.45 Drinks Reception hosted by Inverness Harbour Trust at Harbour Office.  
16.50 Dinner at the Caledonian Hotel.

### THURSDAY 4 NOVEMBER

#### SESSION 3 - EUROPEAN / LEGAL ISSUES

- 10.30 Address by David Whitehead, Managing Director, B.P.A. on "Representation in Europe".  
11.00 Address by Joe Durkin - Senior Partner at Rees and Freres on "Port Authorities and the Transport and Works Act".  
Discussion and questions from the floor.  
COFFEE

### SESSION 4 - ENVIRONMENTAL ISSUES

- 11.00 Introduction by Allan Howell, Chairman of BPA Environmental Working Group.  
11.05 Address by Dr Stephen M Atkins of Scottish Natural Heritage on Estuary and Coastal Management and Planning.  
11.20 Address by Dr. Roger Prichard from Department of the Environment on Port Planning and Development issues.  
11.35 Address by Mr F Parrish on Crown Estates and the Ports Industry.  
11.50 Discussion and questions from floor.  
12.30 Carvery Lunch at The Caledonian Hotel for delegates and their partners.

### SESSION 5 - SHIPPING ISSUES

- 14.00 Introduction by John Mather, Chairman and Chief Executive of Clydeport.  
14.05 Coastal and Short Sea Shipping Development - Address by Mr R. Lomas, Chamber of Shipping.  
14.20 Address by George Sutherland, Director of Marine Operations, Sullom Voe, on Shipping Standards.  
14.45 Discussion and questions from the floor.  
15.15 TEA

### SESSION 6 - SMALL PORTS

- 15.45 Discussion of Small Ports matters, chaired by Capt. W.S. Worthington, Deputy Chairman, B.P.A.  
16.45 Chairman's concluding remarks.  
17.00 Invitations for future Conference.  
17.15 Conference ends.  
18.30 Civic Reception in Town House, hosted by Inverness District Council.  
20.00 Conference Dinner hosted by Inverness Harbour Trust.

### FRIDAY 5 NOVEMBER

- 09.00 Brief meeting of Council members at Caledonian Hotel to discuss matters needed arising out of the Conference.  
10.15 Tour arranged by Inverness Harbour Trust.  
16.00 Return to Hotel/Airport.



Trustees of the Harbour  
of Inverness

British  
Ports  
Association

## British Ports Association FIRST NATIONAL CONFERENCE

Inverness, November 3-5, 1993

## Conference Programme



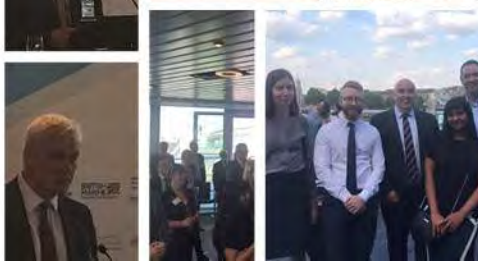
INVERNESS conference BUREAU  
INVERNESS

Conference Capital of the Scottish Highlands

# First National Conference of '93

# Ports Policy and Regulation





# Recollections & Experiences



**UK-PORTS**  .ORG  
THE RELIABLE GUIDE TO UK COMMERCIAL PORTS

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& Website  
Developers



[www.uk-ports.org](http://www.uk-ports.org)

## Wishing the BPA success for the next 30 years!

Our relationship with the BPA started many years ago and blossomed following the first UK Ports Directory published by Compass in 1992, with the BPA providing keynote articles and contributions and in many editions of the Directory.

Since then, we have attended many BPA Conferences over the years and although all have been enjoyable, the highlights have certainly been Shetland and Belfast.

The annual BPA lunch and various other events are always entertaining and we have to thank Richard and his team for their enthusiasm and dedication.

I have always said that whereas the UK port industry is huge it still manages to be a community and the BPA has to be thanked for playing a part in bringing the industry together.

**Andy Bullen, Publisher**  
Compass Handbooks Ltd  
[uk-ports.org](http://uk-ports.org)





## Cpt. John J. Watson OBE

Inaugural Chairman

The venue was Euston Plaza in London, the date 25th of November 1992 and the time 11:30am when 44 individuals representing 36 UK ports met to witness the birth of the British Ports Association. It was the culmination of many months of sometimes frantic work by eight individuals from small and medium ports throughout the UK who had formed a steering group to consider the need for a body to promote ports interested on a wide basis.

The British Sports Federation had been wound up earlier in the year, which left a vacuum that needed to be filled with great urgency. As a result of the work of the Steering Group, it was proposed an association that would be highly flexible and

proactive as an organisation and draw on the expertise of its members in working with government to achieve the best possible conditions in which the ports industry could thrive should be set up.

Its constitutional rules were adopted, Trustees, Officers, Council and Bankers were appointed, and the rest is history, except it would be hugely remiss not to mention Joe Durkin of Reese and Freres whose generosity in preparing the constitution and rules that formed the bedrock upon which the association relies today, should always be remembered.

The association has grown from strength to strength, which in no small measure has been due to the efforts of the small management team appointed on day one. Led by its Chief Executive, David Whitehead, later to be awarded a well-deserved OBE, supported by the incredible Betty Redmond and backed by the multi-tasked Monica Williams and a certain young Richard Ballantyne in the background, it performed near miracles in the early days to deliver the flexible, proactive and respected organisation that it is now become.

One of the many highlights I enjoyed at its inaugural chairman Was the first ports conference hosted by Inverness Harbour Trust. Between the 3rd and 5th November 1993. It was with great pride and satisfaction I looked around the assembled gathering of enthusiastic port faces at the wonderful dinner provided by the Trust.

It confirmed the success of the new association, then that has carried Forward for 30 years.

With over 100 port members and a total membership nearing 200 and now administered by Chief Executive Richard Ballantyne and is excellent team, its future is secure. It is appropriate that I take this opportunity to pay my respects to all who contributed to its success over the past 30 years, and I do so with the knowledge and confidence that it will continue to be the voice of the Ports Industry for a long time to come.



## Neil Glendinning

CEO Harwich Haven Authority & Current BPA Chair

I am CEO of Harwich Haven Authority and current Chair of the BPA. I have worked in the maritime industry for 50 years, the past 33 of those years in the ports industry. I first went to sea at 16yrs old travelling the world and rising to be master in command before moving ashore initially as a pilot and then subsequently as Harbour Master and ultimately as CEO at Harwich.

None of the jobs that I have done seem like jobs - they have all been immensely enjoyable. The great thing about working in this sector is the people that you work with. From my first meeting at the BPA, colleagues were welcoming and supportive, even though many of our businesses compete against each other.

The great thing about the BPS is that it delivers for everyone, whether you are the biggest port in the UK or the smallest, from one end of the United Kingdom to the furthest points of our country.

I retire at the end of this year and if I am going to miss anything about working it will be the great friends that I have made over the years working in this industry, but we are all brief custodians of our own port and it is with pride that I hand Harwich to my successor.

## David Whitehead

Director of Policy of the British Ports Federation and then appointed the first Director of the BPA. Retired in 2016.

Out of the British Ports Federation was born the BPA, an overnight change from 20 employees to three and, in many ways, an opportunity to start all over again.

Finding new offices in High Holborn wasn't too difficult, but in those pre-mobile/internet days getting a new phone line took a month and I remember having to queue to make calls at the local phone box. Members soon rallied round to the new organisation, egged on by the enthusiasm and persuasive powers of our first Chairman, John Watson.

There were some in the industry who thought that with all the big reforms completed, a political voice wasn't needed. Impossible then, impossible now.



We aimed to create an all inclusive organisation, dissolving barriers between different sizes of port on an 'we're all in it together' basis. It is great to see that same spirit flourishing thirty years later.



## Congratulations BPA – a sector looking ahead to the next 30 years

The maritime and ports sectors represent a significant opportunity for cleaner transportation and a better environment for our seas and communities. Of course, the opportunity comes with plenty of challenges. But we all stand a better chance of helping to make net zero a reality by working in a collaborative and more connected way across ports, vessels and equipment.

As an electrification specialist, GE's Power Conversion business is bringing solutions for cleaner, more efficient management of energy resources at ports and on ships. Our ship's electric grid, port microgrid, energy management system, shore power connections and range of SeaGreen™ technologies are a practical way of helping to reduce pollution. Port microgrids can

help to improve surety of power and supplement main grid connections to meet growing power demands for shore power connections. Scalable for small or larger operations, they provide a way of integrating cleaner energy sources, both today's and new ones as they emerge.

## Happy 30th Birthday BPA from all at Herbosch-Kiere

Associate Members for a number of years now, we at Herbosch-Kiere have made quite a few memories with the BPA, most of them having been formed whilst attending the annual conferences. Now and again, it takes an anniversary to remind us to look back, and when we do, those memories are suddenly reignited, some of which are summed up (in a very limited number of words) below. Perhaps some of our conference memories will ignite some of yours!

2009 - Scarborough, we were new and shy, lovely Monica was our mentor

2010 - Torquay, Caricaturist, Paella & Alcohol!

2011 - Orkney, XFactor winner, a lot of dancing & Alcohol!

2012 - Cumbria, belly laughs, chain ferry/bus, AustinPowers, smashed window, a bedroom in Narnia & Alcohol!

2013 - Grimsby, fish & chips and a scantily-clad lass handing out flyers - or was that the Alcohol?!

2014 - Newcastle NI, thick fog, and then pretty amazing views with Alcohol!

2015 - Stornoway, Harris Gin, more dancing & more Alcohol!

2016 - Dover, SPANX, swelling, pain, an exhibition board fail not much Alcohol!

2017 - Poole, a night with the RNLI & Alcohol!

2018 - Newcastle, Thespians & Alcohol!

2019 - Belfast, was that an actual conference or a party? Possibly too much Alcohol!

2020/2021/2022 - Aberdeen, what's not to like about a cèilidh & Alcohol?

EIFFAGE  
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James O'Connor  
Partner and Head  
of Ports

[www.eversheds-sutherland.com](http://www.eversheds-sutherland.com)

## You're in safe hands

### Your full service global port lawyers

It has been our privilege to act as the BPA's legal advisors since their formation in 1992. Over this 30 year period we have greatly enjoyed working with the BPA including supporting the BPA at its inaugural meeting and all subsequent AGMs and helping the BPA promote UK ports by securing legislative and policy changes to benefit UK ports. It has also been our great pleasure to support the BPA in promoting UK ports at all its annual conferences. Over this time we have seen the BPA flourish first with David Whitehead and, latterly, with Richard Ballantyne as Chief Executive. We are confident the BPA will continue to flourish well into the future.

We advise on a wide range of Port sector matters, including:

- consenting new infrastructure projects
- port operations and constitutional matters
- port acquisitions and financing
- commercial contracts and public procurement
- environmental law
- employment and pensions
- real estate

"TT Club was established in 1968 to fill the gaps in traditional P&I cover that were left by the transport industry's rapid move to containerisation. We insured our first container terminal in 1970 and have worked hard alongside the British Ports Association to support the industry ever since. Container terminals were still in their relative infancy 30 years ago, but the direction of travel in respect of how cargo would be moved was evident even then. Our ports have since become tremendously more sophisticated as technology has developed to improve productivity and as an insurer, we have enjoyed the uniquely objective perspective of seeing them become much safer and more secure.

Of course, the value of equipment has increased dramatically during this time; the investment required to keep up with industry development has snowballed and the demands placed on ports in relation to declaring weight, managing ever-increasing ship sizes and advancing sustainability issues have increased dramatically.

We are proud to work with associations like the BPA in enabling port operators to serve their communities by supporting them in the challenges they have faced in the past 30 years and will face in the next 30 and beyond."

- Charles Fenton, CEO, TT Club



[www.ttclub.com](http://www.ttclub.com)



[www.terbergdts.co.uk](http://www.terbergdts.co.uk)

## Happy 30th Birthday BPA from all at Terberg DTS UK Limited

Terberg DTS have represented the groups port activities for over 30 years. As Head of Sales for Ports and Terminals in the UK and Ireland I have had the pleasure of working closely with most port operators. My personal involvement with the UK ports goes back to 1996 and can honestly say that it has been a most enjoyable journey, with lots of laughs and memories along the way.

The industry reaches every corner of the globe yet remains a small family, the BPA has always acted as the conduit to support this, ensuring we are continually updated with accurate and informative news feeds, bulletins and online events. The last 5 years in particular has been challenging, however, the BPA have excelled in supporting its members with continual updates throughout. Mr Richard Woodings, Head of Sales UK and Ireland says: "I am proud to have had the opportunity to work with the BPA and UK ports industry and wish you all the best for the next 30 years."

## Congratulations on your 30th Anniversary

VolkerStevin has been an Associate Member and active supporter of the BPA for almost 10 years and we are delighted to be celebrating their achievements with them on this significant milestone.

By representing and promoting the diverse interests and needs of UK Ports, and creating the right collaborative environment for suppliers to contribute to their success, the BPA has helped shape the UK ports industry to what it is today and continues to ensure the highest standards.

It's fantastic to be a part of the community that the BPA has so brilliantly brought together, and we'd like to say thank you for its unwavering commitment in playing a key role in this vital sector.

We look forward to continuing our relationship for the next 30 years.

**- Eddie Tattersall, Business Development Director**



[www.volkerstevin.co.uk](http://www.volkerstevin.co.uk)

## BPA 30th Year Anniversary



**BREXIT WARNING** POLICY MANAGER, BRITISH PORTS ASSOCIATION  
MARK SIMMONDS  
LABOUR ANTI-SEMITISM: NATIONAL EXECUTIVE COMMITTEE MEMBER AND ALLY OF LABOUR



Studio



BBC NEWS

NEWS AT FIVE

### Brexit no-deal plans

Documents warn of food, fuel and medicine shortages

Prince Andrew 'appalled' by claims Jeffrey Epstein sexually abused girls

17:27



LIVE SOUTH WEST LONDON

BBC NEWS

EBU confirms BBC will host next year's Eurovision Song Contest in UK

12:44



BBC NEWS

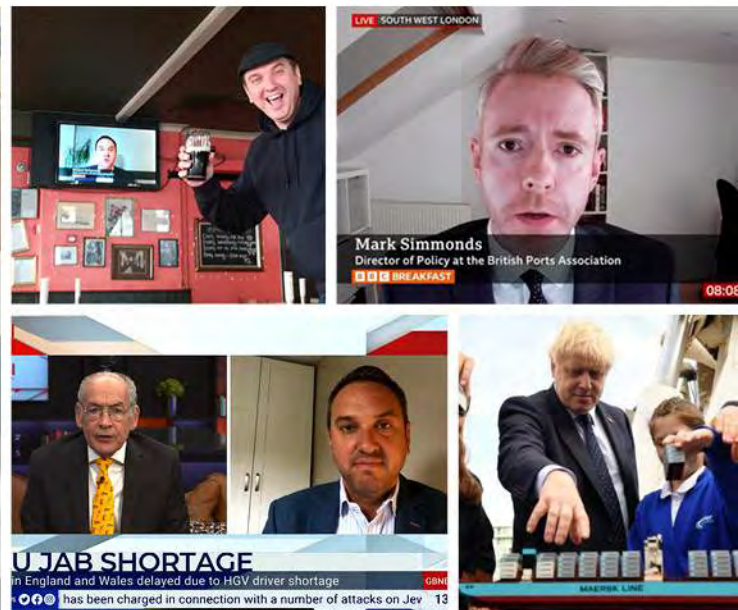
### UK ports delay

Several UK retailers warn delays will result in shortages this Christmas

5.7m people were waiting to start treatment at the end of August 2021

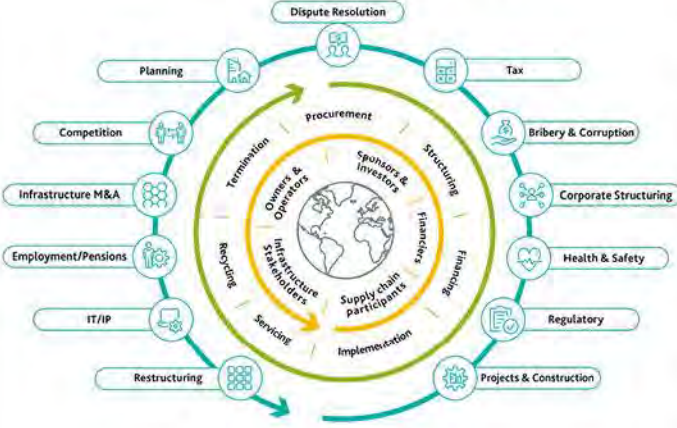
Felixstowe port

14:22





**Pinsent Masons**



[www.pinsentmasons.com](http://www.pinsentmasons.com)

## Pinsent Masons congratulate the British Ports Association on the 30th anniversary of its formation

Our business covers a wide variety of contentious and non-contentious ports, shipping and offshore matters.

We advise all types of port and harbour authorities, and many others operating in the ports, shipping and offshore sectors, on constitutional arrangements, operational matters and development projects throughout their entire life cycle.

Our advice covers a range of professional services, with law at the core, including strategy, public policy, government affairs and parliamentary matters. Partner and Head of Infrastructure Planning and Government Affairs, Robbie Owen, leads our relationship with the BPA and its members.

## Moffatt & Nichol would like to congratulate the BPA on their 30 Year Anniversary

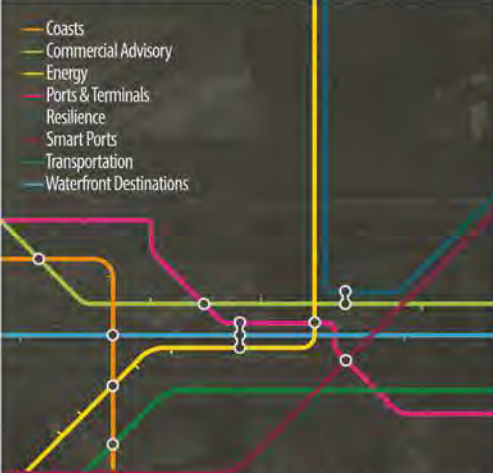
Our relationship does not span that full length of time, but since joining as Associate members and exhibiting at our first conference in Scarborough during 2009, BPA events have remained annual fixtures in Moffatt & Nichol's events calendar. We have reached the dizzy heights of the House of Lords, and had immense fun in Orkney Community Centre.

The BPA Annual Lunch is infamous within Moffatt & Nichol and has been attended by our owner Eric Nichol. None of our guests, from near or far, have ever been disappointed by the amazing Drapers' Hall venue.

The 'Team' may have changed over the years, but today's are making sure that the BPA remains relevant, and the 'Weekly Snapshot' always brings a smile on a Friday afternoon – it's the BPA's version of 'Have I Got News For You'.



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# FootAnstey



Tim Williamson, Legal Director at Foot Anstey

[www.footanstey.com](http://www.footanstey.com)

Foot Anstey is one of the UK's fastest growing law firms. Over our history we've grown to be a significant regional and national player working with leading brands and individuals predominantly across six key sectors: Developer, Energy & Infrastructure, Islamic Finance, Private Equity, Private Wealth, Retail & Consumer. We have extensive experience in delivering a broad range of complex development and infrastructure projects. We joined the BPA in October this year because our specialist team of lawyers have valued working so closely with operators of ports as well as suppliers and customers of ports advising on a broad range of infrastructure, environmental and real estate development projects, commercial contracts and regulatory work. We have prosecuted cases in the criminal courts for ports all over the country for over a decade.

We are thrilled to be part of The British Ports Association, for so long it has been a powerful and effective champion of ports all over the United Kingdom. Our lawyers have built relationships with those driving the industry, including space ports and freeports as well, to understand makes it successful and what practical, commercial solutions might be available. We pride ourselves on bolstering the ambition of clients and businesses we collaborate and work with, this is why we were eager to be involved in BPA projects.

Since joining, Karen Bates, Partner, was invited to join the BPA's HR Network meeting to discuss developing matters in employment law and Mark Greatholder, Legal Director, has been asked to present at the BPA's procurement subgroup meeting on the use of NEC4 contracts.

We are looking forward to developing our relationship with all those operating in this vital sector for 'UK PLC' and with the BPA.

Founded in 1933, Boskalis Westminster is a wholly owned subsidiary of Royal Boskalis NV, a leading global dredging contractor and marine services provider operating in 90 countries across six continents and offering a unique combination of experts, vessels and services.

Maintaining the highest safety and sustainability standards, we provide innovative and competitive all-round solutions to our clients in the port and harbour, coastal defence, marine services and wider offshore energy sectors. Throughout the past 30 years we have been proud to work closely with BPA members including:

- The regular maintenance dredging of the approaches and berths, ensuring the safe navigation to and from our ports and harbours.
- The successful completion of numerous capital dredging projects providing access to ever larger vessels within UK ports.
- Land reclamation, enabling expansion and development opportunities within port estates.
- Coastal defence works, preventing erosion and flooding of vulnerable areas.
- Supply of marine-sourced aggregate.

## Boskalis Westminster



[www.westminster.boskalis.com](http://www.westminster.boskalis.com)

## BPA 30th Year Anniversary



## BPA 30th Year Anniversary



## BPA 30th Year Anniversary





## Andy Brigden

Former Maritime Manager with Cornwall Council - former Harbour Master for Truro & Penryn

As Maritime Manager with Cornwall Council and previously Harbour Master for Truro & Penryn I witnessed the end of the British Ports Federation and how it reformed into the British Ports Association which I felt was a lot more inclusive for all ports.

I attended the first ever conference which I think was in Salcombe. Have been a long serving Council member (and Vice Chair for a period) and one of the things that has always impressed me was/is the great feeling of friendship and willingness to help from all members - it's the finest club in the world!

## Isabelle Ryckbost

Secretary General of the European Sea Ports Organisation. The British Port Association is an observer member of ESPO, and was full member of ESPO before Brexit.

The BPA and its members have always been excellent members of ESPO and if there is one reason why I regret Brexit, it is that we cannot count on Richard anymore to animate our Executive Committee meetings and the after meetings. The ties between ESPO and BPA have always been tight, with BPA David Whitehead even chairing our organisation from 2001 to 2004.

BPA are also every year boosting our EcoPorts membership figures, raising the green profile of our organisation. I wish BPA a happy anniversary. ESPO will follow next year. Looking forward to seeing BPA and its members soon again!





## Rodney Lunn

Former CEO Shoreham Port

Shipping was in Rodney's blood; his father was a Trinity House River. His 40-year career started as a cadet/deck officer on general cargo ships, followed by coming ashore into a weather services company, then to a global provider of Maritime Services and finally as Chief Executive of Shoreham Port enjoying the challenges of a thriving commercial port.

The industry has changed significantly in the last 30 years, with technology driving efficiencies, a much greater diversification of the work force, a laser like focus on health, safety, and the environment and yet some things never change – the owner/operator still want their ship in first, speedily turned around and in the most cost-efficient manner possible.

## Jonathan Sloggett

Former Managing Director, Dover Harbour Board

Congratulations to the BPA on its first 30 years! The time I spent representing Dover as chair of the BPA's Europe Committee was heavily invested in dealings with the EU Commission through BPA's membership of ESPO (which must also be about 30 years old now). In the 90s European and UK port funding philosophies rarely coincided with the Commission generally taking the Continental view.

So, battling for Britain with David Whitehead on our regular trips to Brussels was usually unproductive. But the hospitality was generous, and our hosts were always concerned for our welfare. The ESPO Copenhagen Conference of 1993 exemplified that concern by issuing all delegates with bottles of an anti-sea sickness potion prior to a short harbour boat tour on what appeared to be very calm waters. The rest of that day is a blur. I should have realised the "medicine" was just a bit over-proof.





## Colin Parker

The Association's various meetings were always a tremendous opportunity to witness how other ports operated and the variety of challenges and demands their traffic flows presented. The Scottish Ports Committee were joined by representatives from Transport Scotland, and this facilitated a good working relationship allowing both parties to appreciate the issues either currently being faced or expected in the future.

One of the most memorable visits I remember was when the Scottish Ports gathered at the Falls of Lora Hotel in Connel. The Committee's meeting was unusually held during the afternoon prior to a dinner because the following day we were given a guided tour of the Glensanda Super Quarry where an entire mountain was being harvested for its fine Scottish stone. At the start of the meeting one renowned wit from a West coast port confessed that it was the only such event he had ever attended without a hangover.

## Martyn Boyers

CEO of Grimsby Fish Dock/Port of Grimsby East

Grimsby Fish Dock Enterprises Ltd were already members of the BPA when I was introduced to the organisation in 2001 at the time, I became Chief Executive.

I attended the Fishing Ports Group meetings and enjoyed the experiences and meeting Ports people from the beginning. All these years later I still enjoy it but see the value of the BPA in greater depth.

The Port meetings are informative, and the people are always open about their respective operations. Having been to most of the Fishing Ports it is safe to say they are all different but have much the same in common. In 2003/4 I was elected Chair of the Fishing Ports Group taking over from Frank Major. It is a privilege to be able to visit the BPA Ports and people and be involved in their activities, sometimes on a rowing boat to a salmon farm!







## BPA 30th Year Anniversary







## Monica Williams

Former Membership Officer at BPF before it was wound up. Joined BPA as Executive Assistant in 1992

We were recruited by the founding committee to start up BPA with David Whitehead as it's Director, Betty Redmond as the Company Secretary and myself as the Executive Assistant. We moved into offices at Africa House and none of us knew what to expect. Those were the days when emails was quite a new thing we depended on the telephones and post for communication.

When we first moved into Africa House, we had problems with the phone lines and David Whitehead had to communicate with the members via the phone box outside Africa House. I don't think any of us had mobile phones then. I also remember David Whitehead had to take a sackful of mail to the post office in a taxi so that our Monthly Update went out on time.

## Martin Putman

Former Managing Director, Portsmouth International Port

I entered the ports industry from the Merchant Navy joining Felixstowe Port before moving to Portsmouth Port in 1988. At Felixstowe Port they boasted a main frame computer to which computer terminals were connected to plan the ships' working. The computer was far from perfect, and we often had to resort to old manual technology.

In Portsmouth computers were not in sight and I was given the task of introducing them which met some resistance. The BPA was in a similar situation, paper based and a lot of use of the fax machine! I learnt a lot about the ports industry whilst attending Council meetings. The diversity of ports represented by BPA gave a terrific spread of information and understanding. As Chairman, like others, I reached out to the UKMPG to see if there was a chance of an industry wide representative body, but to no avail. Strangely, I know that the BPA monthly newsletter was respected and read throughout the industry.





## Joe Durkin & Monica Peto

Joe Durkin and Monica Peto partners with Rees & Freres and latterly Eversheds Sutherland were instrumental in helping to establish the BPA as a legal entity and with Tom McLoughlin (then partner in R&F) drafted the first constitution of the BPA and the memorandum and articles of association.

Joe and Monica attended every BPA AGM and annual conference along with up to their respective retirements when James Connor (Partner, Eversheds Sutherland) succeeded them.

They greatly enjoyed their time with the ports industry and the BPA and in helping the industry to achieve the passing of significant port related national and local legislation.



### These included:

- Assisting the Department in preparing the series of ground-breaking Codes for the Good Governance of Ports and Harbours.
- Drafting and promoting the Dangerous Vessels Act 1985 which gave powers to port and harbour authorities to prevent serious damage being caused to their harbours or to persons by excluding or removing dangerous vessels.
- Drafting and promoting changes to the Harbours Act 1964 to remove the automatic right of objectors, such as leisure sector bodies or residents, to prevent or delay the making of Harbour Revision Orders by insisting on the holding of wholly unnecessary expensive and time-consuming public inquiries.
- Introducing provisions into the Marine Navigation Act 2013 to provide effective procedures for harbour authorities to make directions controlling navigation and for authorising ports police to operate outside their ports in relation to offences committed in their ports.

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28 OCTOBER 1992

The Companies Registration Office,  
Companies House,  
Crown Way,  
Rainbow,  
CARDIFF CF4 3UZ.

Dear Sirs,

#### BRITISH PORTS ASSOCIATION

We act for 70 port authorities whose representatives set for a preliminary meeting on 25 September 1992 and passed a resolution to form an unincorporated association to represent them and any other port authorities who may subsequently wish to join the new association.

The ports industry is currently represented by the British Ports Federation which is a company limited by guarantee and which was incorporated on 22 December 1987 (certificate number 2587216). The Federation was itself a reconstitution of a former body (also known as the British Ports Association) which had been established for many years and which was the only trade association representing the ports industry in the United Kingdom and whose members comprised the majority of those ports throughout the country which were of any commercial significance.

Due to a variety of reasons the members of the British Ports Federation, who comprise all of the 70 port authorities mentioned above and a number of other port authorities, have taken a decision to wind up the Federation. An extraordinary general meeting of the Federation is due to take place on 9 December 1992 when it is expected that the members will formally pass a resolution for a members' voluntary winding up and to appoint a partner in Messrs. Coopers & Lybrand Pelotte to act as liquidator.

The 70 members of the new association intend to invite all other UK port authorities to join the association and it is hoped that the new association will be the representative body of the ports industry when the British Ports Federation is wound up. With that in mind, the 70 members of the proposed new association wish to constitute the new association at an inaugural meeting to be held on 25 November 1992.



## **Denis Galway**

**Former CEO of the Port of Larne & BPA Chairman, 2000-02**

My main thoughts are of my immense gratitude to those like John Watson, the Association's first chair, and others who, with immense effort and time, helped establish the BPA on a sound footing from the ashes of the old British Ports Federation.

During my membership I greatly valued the great camaraderie between members, regardless of port size, and their willingness to share experiences and knowledge for the greater benefit of others.

I also fondly remember all the "old timers" including John Watson, Barclay Brathwaite, Michael Boon, Martin Putnam, Jonathan Sloggett, Joe Durkin, John Wood, Tony George, Nigel Pryke and many others.

My particular thanks during my time as a member and officer are to David Whitehead, Betty Redmond and Monica Williams whose friendly help and advice helped smooth the way and avoid pitfalls.

## **Jim Stewart**

**CEO Poole Harbour Commissioners**

In 1980, Jim became a shipbroker on the Baltic Exchange in London and later went on to become a Fellow of the Institute of Chartered Shipbrokers and MD of an international shipbroking company at the age of 31. After completing an MBA, he was appointed MD of Crescent PLC, a ship owning and management company, before becoming CEO of Poole Harbour Commissioners in 2022. Subsequently, he was appointed Chair of the BPA, Maritime UK, Port Skills and Safety and Dorset Local Enterprise Partnership and was awarded an honorary doctorate (DBA) for services in shipping.

Jim expresses: "I have many positive recollections of BPA, starting with my first Council meeting when I was warmly welcomed into the association by other members and witnessed ports collaboratively sharing challenges and experiences win the best interest of the sector - a welcome and rare phenomenon within competitive industries."





## Martin Lawlor

CEO Port of Blyth

I have been on the BPA Council since 2006 and Chair from October 2018 to April 2021 (longest ever serving!). I started my Port sector career at Tees & Hartlepool Port Authority (now PD Ports) back in the late 1980s. My first role was standing in for someone in the Finance Department whilst they "got their bunions sorted" and was still there when it became the first Trust Port privatised in the UK in 1992. I moved on to Port of Blyth in 1994 as Commercial Director becoming Chief Executive in 2006.

To sum up in one word, my experience with BPA has been "interesting", whether it be lively debate at Council Meetings, interaction with Ministers or events such as the Annual Lunch and Conference. Speaking of conferences, the two in Dover stand for different reasons. The first was virtually my first interaction with BPA and really memorable including the excellent dinner trip to Calais and back on the ferry. The second was also "memorable" with me being so ill that I failed to turn up to chair a session, with the suggestion that I might have fallen overboard! Then it became really "interesting" in becoming Chair! I was initially parachuted in as an earlier than expected Deputy and then almost immediately as a significantly earlier than expected Chair. I then had to deal with both Brexit and Covid on my watch. What little hair I had remaining sailed during this process!

## Patrick Verhoeven

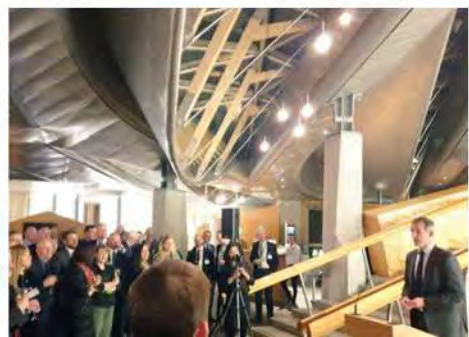
Managing director of the International Association of Ports and Harbors (IAPH), previously secretary-general of the European Community Shipowners' Associations (ECSA), European Sea Ports Organisation (ESPO) and Federation of European Private Port Operators (FEPORT). I work and worked closely with BPA in my current mandate (since 2017) and during my tenure at ESPO (from 2000 to 2013).

I got to know BPA in the mid-1990s, in the early days. The closest collaboration was during the heyday of the European Commission's 'ports package', when BPA chief executive David Whitehead was my chairman at ESPO. This was a period of controversy, but it also provided a great opportunity for ESPO to mature as a membership association. David thought me the ropes about managing complex membership relations and the art of compromise. David remains a great friend and I am glad to count him among the guest lecturers of the port economics course I teach at the University of Antwerp

Working with the current BPA team under Richard Ballantyne is equally rewarding. Richard has brought together a fine (and fun) group of professionals and I am proud that we found an arrangement whereby one of them - Rhona Macdonald - now is a part-time member of the IAPH team!



## BPA 30th Year Anniversary







## **Mike Sutherland**

**Former CEO/Harbour Master, Fowey Harbour**

My career in the ports industry started when I joined the Fowey Harbour Commissioners in January 1983. At this time, Fowey were part of the British Ports Federation. In 1988 I was selected to be a smaller ports representative on the Federation board along with Steve Worthington from Workington. I remember some good conferences of our own in Scotland, the Isle of Mann, the Channel Islands and in Cornwall at St. Ives. In 1992, the large ports decided to break away, setting up the new Major Ports Group. After the BPA was founded, I joined the new board in 1992 and remained until I retired in 2011, having served as Vice-Chairman from 1995-1997 and Treasurer in 1997-2001.

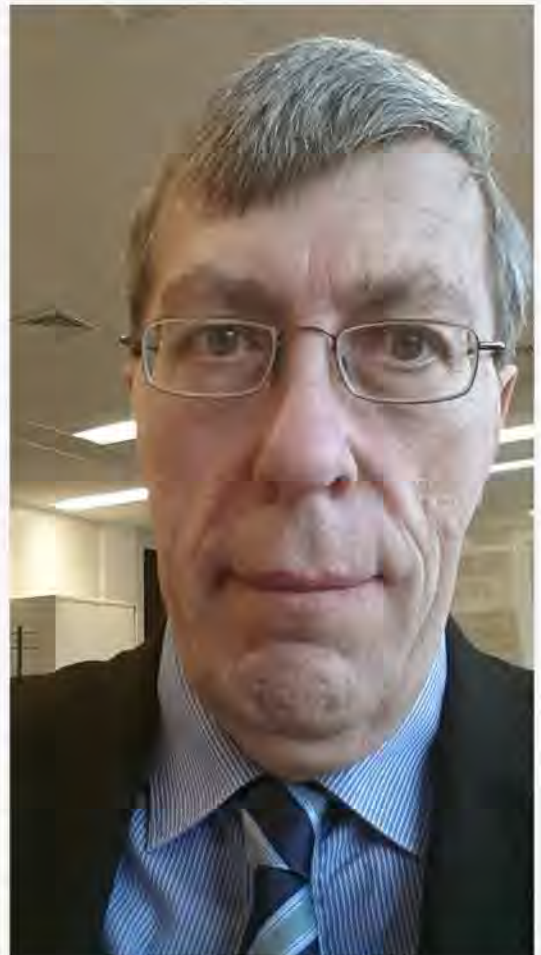
The Association became and I hope remains where those involved in the industry can get together, learn from each other but go forward under a strong representative voice. I was given a great send off from the BPA and the ports industry including a memorable last council dinner.

## **Mike Davies**

**Retired senior civil servant who oversaw many aspects of ports policy**

Former head of Operational Research for the Department of Transport, then in rail privatisation and subsequently, invited to pick up a project to review trust ports. What did I know about the ports sector? Nuzzing. I quickly discovered that the trust sector was a rich tapestry of interests and characters ranging from the behemoth of Dover to the tiny fishing ports strung like jewels around the coast.

The BPA provided me with invaluable insight into the sector, opening doors for me and providing a sounding board for my ideas. One thing was clear, the trust ports had the potential to be important economic drivers. I embarked on the Guide to Good Governance, to align the trust ports with current best practices and as such I believe it encouraged trust ports, as a community asset, to embrace their community. It opened up many boards to new blood, bringing fresh perspective and new skills to assist in maintaining viability and growth, and I had made new friends and acquaintances across the country and gained valuable insight into the opportunities and challenges facing the sector.





## Ted Sangster

Former CEO of the Port of Milford Haven and current deputy chair of Saundersfoot Harbour

I have been involved with ferries and ports across the UK through most of my career including Hull, Holyhead, Portsmouth, Dover, Weymouth and as Operations Director of Caledonian MacBrayne managing of what could be seen as a surfeit of 30 + harbours along the west coast of Scotland before joining Milford Haven Port Authority as Chief Executive. One of the first things I did there was to join the BPA of course, since when membership has been one of the cornerstones of the port's strategy. Then when joining Saundersfoot Harbour a rather smaller trust port we also joined BPA!

Looking back, a roller coaster of memories from my first marine job managing the PS Lincoln Castle, the UK's last active coal fired paddle steamer, to among the last when welcoming the first LNG carrier into Milford Haven after 4 years of discussion, negotiation, public consultation and

fending off objections in court. Then hosting the 2008 BPA conference in Pembrokeshire in MHPA's 50th anniversary year. This followed my period as BPA chairman at a time of "non-stop consultation" as David and I said at the AGM and which was illuminating and personally rewarding to be part of as I am sure many of our other chairmen over the years have also found. I see that I finished that address with a quote from Rod Eddington. 'I think we have some very efficient ports in this country, and we neglect them at our peril.' Plus ca change!

## Betty Redmond

BPA Association Secretary 1992-2000

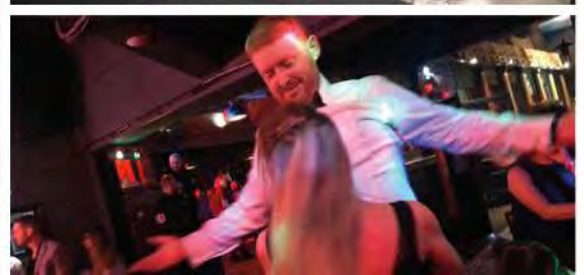
Betty of South African descent joined the predecessor of BPA the British Ports Federation in the 1960's. It was serendipitous that she landed up at the BPF as she was England to complete her studies and associated exams over a two-year period. While in the UK she spotted an advertisement for an accountant at the BPF and was persuaded by friend even though she didn't have a work permit to apply. Betty was successful in her application, but a work permit proved to be more challenging. A visit to the Home Office in Holburn seemed to be the only option and her persuasive skills resulted in the immediate issue of a Work Permit and the rest is history.

Betty was responsible for the successful winding up of the BPF and distribution of its assets to members. She recalls that the BPF was a very social organisation and they worked very hard to know the members and understand their issues and to signpost them to where they might get help. This tradition continues with the BPA today under Richard's stewardship.

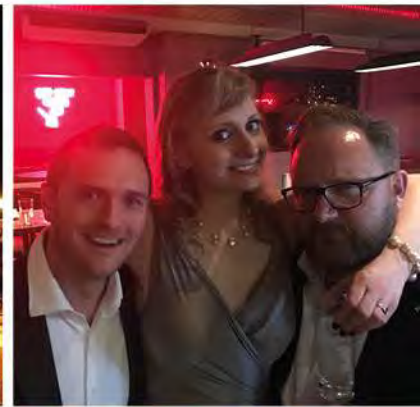


Whilst it is many years since Betty formally worked in the sector, she still attends the odd social event and gets updates on the industry which remains a very sociable community.

## BPA 30th Year Anniversary



## BPA 30th Year Anniversary



# Current **BPA** STAFF



**Richard Ballantyne**  
Chief Executive



**Eileen Salmon**  
Corporate Services Manager



**Mark Simmonds**  
Director of Policy &  
External Affairs



**Shenaz Bussawon**  
Personal Assistant &  
Office Manager



**Rhona Macdonald**  
Sustainability Advisor



**George Finch**  
Policy & Economic Analyst



## Richard Ballantyne

Chief Executive, British Ports Association

My first memories of BPA were coming for interviews at the Association's rather grand but dated offices at Africa House in Holborn. The team were housed in this very impressive 1920s art deco Grade II listed building, which unfortunately looked like it had not been decorated since it was opened!

Although relatively spacious the offices that the BPA shared with Ports Skills and Safety and the UK Major Ports group were not particularly well laid out and to get to our meeting room visitors had to go through a kitchen which also doubled up as a makeshift printing and stationary room!

I didn't know much about the ports industry but with my previous employer, a lobbying consultancy, we had been following the Dibden Bay development proposals (although don't blame me for the scheme's eventual rejection!), and I knew roughly what a trust port was. I recall I was asked in that interview how I might deal with boring policy issues! Also I do remember in my interview I threw the then BPA director David Whitehead by explaining that during my teenage years I had

worked part time in his local supermarket in South East London. Fortunately, this was not held against me! In my second interview I managed to convince the then BPA Chair Ted Sangster and Deputy Chair Stephan Bracewell that I was Association material.

Once I settled into the role I quickly discovered that the BPA was like an extended family and the network of members and contacts made the association a thoroughly social and exciting place to be. The combination of David and our colleague Monica Williams was formidable and they churned the work out in a slick and efficient way as well as putting on a range of events which gave the appearance of a much larger organisation.

Despite being grilled for mistakenly using her coffee mug early on I managed to tame Monica's occasionally explosive temper with a steady supply of tea, fruit and chocolates in the office!

I was also encouraged to go to all corners of the UK to see the range of UK ports and people who run them. This something which I find still today incredibly enjoyable. My first port visit was to Newhaven, my second involved a rather stormy flight to Stornoway and the first government meeting I attended was on borders policy with the likes of Phil Gadd of

Portsmouth, John Powell of Dover and Tim Reardon of the Chamber of Shipping, a sign of things to come. In my early years there was much focus on sustainability, planning, port ownership, all of which remain important issues for the association in the present day.

Fast forward to 2016, and by this point I had gained a relatively good overall understanding of ports policy although as I have always found there are continuously new topics and challenges that emerge from our sector. Indeed 2016 was a big year for the BPA as early in the year David Whitehead announced that he would be retiring and later on the UK's referendum on EU membership had major implications for ports, borders and the whole system of government.

At the time of David's announcement, the BPA and our partners at the UK Major Ports Group were particularly close and a much-considered merger was looking likely. The initial plan being suggested, though not formalised, would be that the two associations would come together and the UKMPG's then CEO Theresa Crossly would head up the new organisation with me acting as her deputy.

This probably would have been a good move for the industry and Theresa had been great fun to work with, however it didn't necessarily give me the potential progression I'd been hoping for, although it was suggested that when she eventually retire, I might then be in a good position to take over, although that was not to be taken for granted!

However, after much discussion and generally some suspicion from a number of ports on both sides, we understand there were some objections from the Port of Felixstowe and ambivalence from others, the proposal was scrapped. We were fast approaching David's departure but much to my surprise after a quick chat, the BPA Chairman Rodney Lunn, decided to give me the job as BPA head honcho! I am still not 100% sure of what Felixstowe's objection was but I probably owe them a lot on a personal level!

Early in the Autumn after 24 years of service, David retired with me taking over the reins. As Chair Rod, still somewhat irritated with the failed merger attempt, gave me the remit to go out and very much model the BPA as the national association for all types of ports, inclusive and vocal. He was a great first chair for me and I am eternally grateful for his support. As well as his positive and supportive style he had a great sense of humour and a unique rapid fire interning technique which the new staff had to overcome to join us. There's nothing quite like a basic but challenging 'what type of animal would you be?' question to surprise a candidate in an interview!

Also at that time the UK's journey towards our departure from the EU was now underway and this was a major area of activity for the BPA as well as giving us some political and media attention. The new team worked incredibly hard and we started to review the way the BPA was perceived and begin the daunting journey of attempting to gain more of a media profile.

My first six months in charge were full on and I am still grateful to the patience and loyalty of Mark Simmonds and Sara Walsh who certainly put the hours in, along with Stuart Wealands who helped modernise how we communicated with members and stakeholders. The BPA Council and wider membership were also great in encouraging the new team to settle and I'm still so thankful to have been give the opportunity in our great sector.

The final major change of 2016 occurred in November when the BPA's lifer Monica Williams, who had joined the then British Ports Federation in 1990, finally retired and for he swan song we took her to visit our members in Ullapool and Lochinver in the Highlands, to see two of the ports she'd never managed to get to in her 26 year ports career. Her retirement began with her joking "be careful as Richard will spend all the money"!

For the record, in response to the Rod Lunn interview 'what type of animal would you be?' question, the present and recent BPA staff members were:

- **Mark Simmonds:** a soaring eagle, enjoying looking down over everyone
- **Sara Walsh:** a calm and happy dolphin
- **Shenaz Bussawon:** a cat that always lands on its feet
- **Phoebe Warneford-Thomson:** a goose that stands its ground
- **Rhona Macdonald:** a netball playing giraffe
- **Eileen Salmon:** also a giraffe, to be tall and able to see great distances
- **George Finch:** a well groomed and pampered grey parrot





## Shenaz Bussawon

PA & Office Manager

My first encounter meeting the BPA team did not go as planned, I arrived 25 minutes late and the interview was after 5pm! I already had in my head that this was not going to work as I felt this was already not a good impression and start as I was doing the walk of lateness and I felt bad about keeping the team late to 30 Park Street and I arrived all flustered for being late!

Never the less to say, the team where super friendly and I was surprised that I had an offer to join the team and my instincts knew that I should take up the offer. On my second week it was the first time I had been introduced to what felt like the whole Port sector world at the Chair's dinner and Annual lunch. What struck me was the warm, smiley and enthusiastic welcomes I received and everyone seemed to know my name but I had no clue about everyone else's! Fast forward four and a half years on I would like to say I know pretty much everyone's name by now!

When I get asked do I like my job, I always reply 'I LOVE my job'. I have met some amazing people from all sectors of the Maritime Industry from all over the UK and been able to visited some unique places around the UK which I would have never thought I would. But one thing remains in common is the warmth that there is in with Maritime industry that makes me proud to be part of it.

## Rhona Macdonald

Sustainability Advisor

I joined BPA in 2021 as their Sustainability Advisor with little to no knowledge of the maritime sector, so one could say it was accidental. With a background in environmental studies, I was thrown in the deep end and had to quickly learn how to apply this in a port context. However, with the advice, knowledge and support from wonderful BPA colleagues and port members, I have learned what a fascinating and fast-paced sector this is to be involved in and I haven't looked back since!

My time at BPA so far has been filled with unique experiences, from being entrusted to drive a pilot boat up in Orkney, to dining inside Tower Bridge and giving evidence at a Transport Select Committee meeting. It is also an exciting time to be involved in the sector and to work with ports as they transition to becoming important energy hubs for the future, an opportunity that I value greatly. Whilst I've learned a lot during this process, I've also developed a taste for fine dining, particularly, after being labelled as the 'longest tasting session ever' by the Draper's Hall team when Mark, Eileen and myself made sure to test every element of the menu for the BPA Annual Lunch, all in the interest of members of course! Being a part of the BPA is an absolute privilege and a time that I will always look back on fondly.





## **Mark Simmonds**

**Director of Policy & External Affairs**

I joined the Association in 2016 and was very soon after off to Dover for my first BPA Conference. It was on a cruise ship - the Marco Polo - and I remember watching the singing and dancing on the first night in the bar and thinking how young, energetic and good-looking BPA members were.

It turns out it was the entertainers having a night off but nevertheless members have shown me incredible warmth and hospitality over the years, for which I'm very grateful.

The Association's membership was described to me as like a family when I joined - I wasn't sure if that meant you can't choose them or get away from them or that it was a close group that looked after each other. A bit of both, it turns out, but I've loved being part of such a welcoming and friendly industry for the past 6 years.

## **George Finch**

**BPA Staff - Policy & Economic Analyst**

I joined the BPA team around one year ago. I was still living in Taiwan at the time, and my interview with Richard was at about 22:00 local time - which I would recommend as I was more relaxed at the end of the day!

One year has gone very quickly and it has been far more varied than I anticipated - I've travelled up and down the UK and seen a lot of the country I'd otherwise not have seen.

I'm happy to work with such a great team and looking forward to seeing where the BPA heads!





## Eileen Salmon

### Corporate Services Manager

I am the shortest member of the team, in terms of height and time served! I joined just over a year ago but worked alongside the BPA for several years at Park Street so when the opportunity came to join them, I jumped at it!

What has impressed me most is the huge output from such a small team, alongside which is the need for us to know a little about a lot of things as we try to cover all bases. Being a Londoner my whole life, I had little experience of ports, so a port-speak dictionary would have been useful at the start as I had to learn a whole new language. Fortunately I can now nod understandingly around talk of BCP's, VTS, OPS or MAIB.

I learned quickly that our members are at the heart of everything we do, and it has been a pleasure to work with such a diverse bunch who are all so enthusiastic about the industry. Each port has its own unique personality, rather like us a BPA HQ; small, big, versatile, friendly, innovative, resourceful, and I am particularly impressed with how they willingly support each other.

Similarly, our Associate members provide a wide range of expertise and experience, literally from A-Z, and it has been pleasing to see their successful engagement with ports. We have enjoyed many joint professional events in the past year, usually followed by the ever-important socialising, and I look forward to even more in 2023.



## BPA 30th Year Anniversary



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**Earl Caithness**  
1992 - 1994



**Viscount Goschen**  
1994 - 1997



**Glenda Jackson**  
1997 - 1999



**Keith Hill**  
1999 - 2001



**David Jamieson**  
2001 - 2005



**Stephen Ladyman**  
2005 - 2007



**Jim Fitzpatrick**  
2007 - 2009



**Paul Clark**  
2009 - 2010



**Mike Penning**  
2010 - 2012

## UK Maritime Ministers 1992 - 2022



**Stephen Hammond**  
2012 - 2014



**Robert Goodwill**  
2014 - 2016



**John Hayes**  
2016 - 2018



**Nusrat Ghani**  
2018 - 2020



**Kelly Tolhurst**  
2020 - 2021



**Robert Courts**  
2021 - 2022



**Anne-Marie Trevelyan**  
2022



**Baroness Vere of Norbiton**  
2022 - Present

# 30 Years of Change

## The evolution of ports policy in the UK

When the BPA was launched in 1992, major reforms of pilotage and dock labour had just been completed and some ports were undergoing privatisation. It was at this point that it looked as if the national ports policy debate had come to a halt; unique within Europe, the industry was self-financing and there was a view that only occasional touches on the tiller were required from government.

But new and different challenges emerged quickly, for example, the impact of the Habitats Directive in 1994. This had a dynamic effect. Not only did it change port planning and development, it also challenged ports to integrate environmental management more effectively within the overall management system of the port. Events, as ever, intervened. The incidents involving the "Braer" in 1993 and the "Sea Empress" in 1996 started a whole new approach to navigational safety, preserving the primacy of harbour authorities but doing so through a national approach encapsulated in the Port Marine Safety Code.

The change of government in 1997 resulted in a re-appraisal of ports policy and the publication of "Modern Ports: A UK Policy" in 2000, the first national statement on ports policy for over 30 years. Amongst its conclusions was that "the government does not run the ports industry". It confirmed the market based approach and coincided with the launch of "Modernising Trust Ports – A Guide to Good Practice" which, for the first time, set down governance standards not only for trusts, but for all ports.

There was also a similar piece of work for the local authority sector with the Municipal Ports Review in 2006, both of which led to a wave of ports updating their constitutions and governance arrangements, including professionalising their boards.

The early 2000s saw a number of inquiries by the House of Commons Transport Committee examining



the efficiency, effectiveness and safety record of the industry. These influenced a second Ports Policy Review published in 2007 which was a precursor to the National Ports Policy Statement (NPPS) designated in January 2012. The NPPS included traffic forecasts against which development proposals will be measured, as well as detailed advice on planning applications. Together with marine plans, licences and approvals are granted within a planning and commercial framework that has more fixed points than ever before.

In 2008 the BPA joined partners from the shipping industry to form the new One Voice body, which was later rebranded into Maritime UK, to promote the maritime sector to decision makers and others. One Voice was pivotal in creating London International Shipping Week with Shipping Innovation and the BPA was at all the major events in the inaugural event in 2013, and the Association continues to support to the present day.

Also during the same period the various tiers of government around the UK continued to implement much of the principles in the European Union's Habitats

and Birds Directives, including environmental conservation designations and requirements for environmental impact assessments, of which many port operators are now experienced. The UK also began implementing European based ships reporting rules as well as customs arrangements and the much discussed Port Services Regulation.

As Conservative policy makers began to focus on the UK's role within the European Union there was a further Trust Port Study (2016), updates to the PMSC and then an industry wide Ports Good Governance Guidance document in 2018 followed by revised port traffic forecasts for the NPPS in 2019.

The UK's decision to leave the EU presented major implications for the ports industry with new borders arrangements and regulatory implications keeping the BPA extremely busy. By this time the BPA was promoting a policy of 'Port Zoning' and shortly after this the Boris Johnson government outlined its commitment to a new wave of Freeports which appeared to be very similar to our concept, although with a more limited number.

As the light at the end of the Brexit tunnel got brighter and the UK formally departed the EU in January 2020, the focus was unexpectedly drawn onto the global coronavirus pandemic early in 2020. The BPA was then engaged in extensive discussions with government on all things covid, from economic viability and keeping the sector running through to advice on securing workplaces from the spread of the virus, as far as possible, and the return of international cruise and ferry passenger activities.

All through these periods the ports industry continued to work on its sustainability credentials with air quality a major focus for government. The global low-sulphur shipping rules have now been complimented with air quality assessments for larger ports in England. As well as the national Net Zero targets the UK government also confirmed renewable energy and in particular offshore wind aspirations. New shipping fuels and electrification of plant is an ongoing and ever developing topic and the government has begun allocating some exploratory funding to the maritime sector.

The UK did of course get through the pandemic and gradually complete most of the various Brexit transitional periods perhaps demonstrating



more than ever the ports sector's resilience. New international trade deals as well Freeports and Investment Zones are helping change the ports picture.

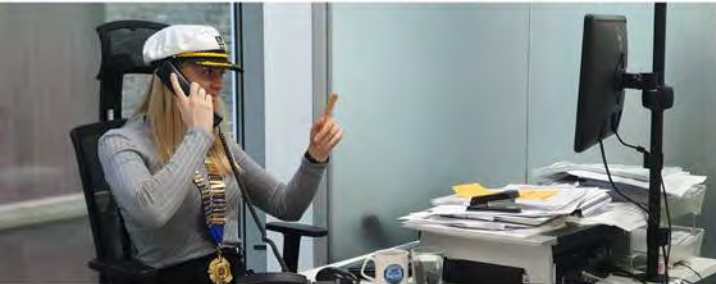
Further challenges arose in 2022 with the fall-out from Russia's invasion into Ukraine and new sanctions on Russian ships, which most unusually the UK government legislated to require ports to enforce on their behalf. In a similar move, following the much publicised redundancies made by P&O Ferries in March 2022, the UK government introduced legislation to make ports ensure that ferry operators were paying crew an equivalent to the UK's national minimum wage, potentially in contravention to international shipping rules.

All of these things helped and continues to keep the BPA busy and engaged with both policy makers and more importantly members. Who knows what the next 30 years will look like?!



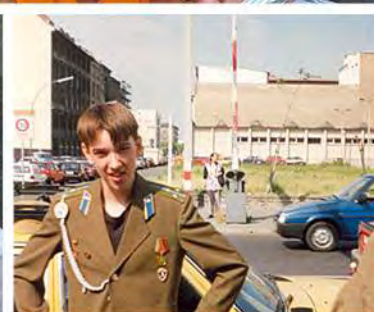
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## BPA 30th Year Anniversary



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# 30 Years of The British Ports Association

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