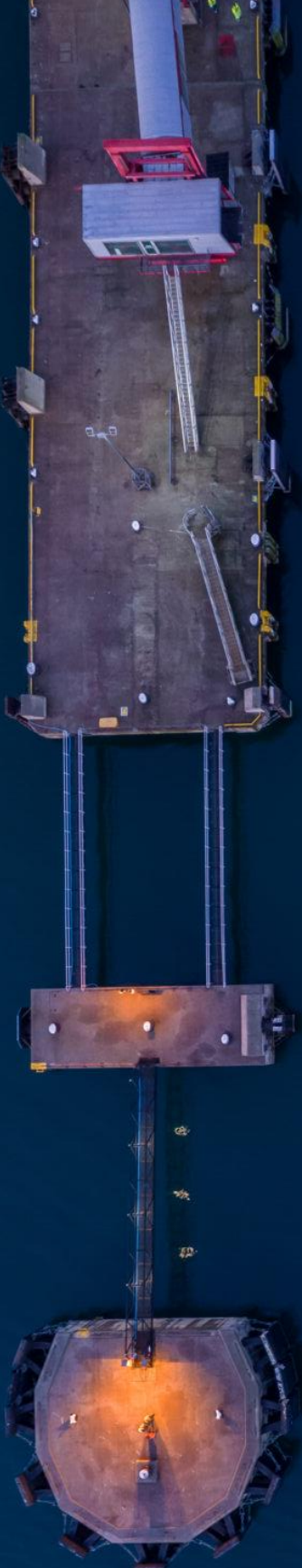


ANNUAL REPORT 2022



BRITISH PORTS
ASSOCIATION

Annual Report 2022

Presented at the Annual General Meeting of the Association, 16 May 2023

<i>Chair:</i>	<i>Mike Sellers Portsmouth International Port</i>
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<i>Deputy Chair:</i>	<i>Doug Bannister Port of Dover</i>
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<i>Treasurer:</i>	<i>Maurice Bullick Belfast Harbour</i>
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<i>Chief Executive:</i>	<i>Richard Ballantyne</i>
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<i>Directory of Policy & External Affairs:</i>	<i>Mark Simmonds</i>
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<i>Association Secretary & Corporate Services Manager:</i>	<i>Eileen Salmon</i>
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<i>Office Manager & Personal Assistant:</i>	<i>Shenaz Bussawon</i>
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<i>Policy & Economic Analyst:</i>	<i>George Finch</i>
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<i>Sustainability Advisor:</i>	<i>Rhona Macdonald</i>
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Report of BPA Activity in 2022

1. Representing members

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 impact their business
- to create networks for sharing expertise

We represent over 100 port members across the UK that collectively manage more than 400 ports, harbours, and marine facilities, accounting for 86% of all port tonnage and it handles 85% of all vessel visits at UK ports. We also represent all of 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 each year.

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 we regularly undertake activities to increase the profile of the sector.

Following the social and economic impacts of COVID-19 through 2020 and 2021, the year that followed proved to be a more positive one for ports. The previously unprecedented level of interaction with senior Government representatives reduced, as the country returned to a new post-pandemic 'norm'. Indeed, it was very much a return to business as usual.

2. War in Ukraine and Russian Sanctions

As well as the obvious humanitarian concerns stemming from the Russian invasion of Ukraine, there were many wider impacts of the war, particularly in the energy and agriculture cargo sectors. This was exacerbated by responses from the UK, the US, the EU, and other countries, who introduced various sanctions on Russian ships, businesses, and goods.

Transport Secretary Grant Shapps requested that UK ports deny entry to vessels that are owned, controlled, chartered, or operated by any person connected with Russia, any individuals that have been sanctioned, and any ships that are Russian flagged or registered. This led to legislation placing

a duty on UK port operators to deny such vessels access into the UK.

This was unprecedented and although we completely sympathised with the situation, using ports as a delivery body for the government was not something the industry supported. Managing these threats involved additional burdens and costs on ports.

3. Brexit and EU policy

Brexit continued to be an issue for Government and ports in 2022, and this consequently consumed a fair amount of the BPA's attention, although notably less than previous years.

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

The BPA was at the forefront of these deliberations, alongside our membership, including all of UK's main Roll-on Roll-off gateways, all Northern Irish ports, and a high number of ports who trade solely with Europe. There were discussions with most 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 was indicated by the Government in 2022. 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.

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 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 the Cruise and Ferry Network. Whilst our participation in ESPO has reduced, we do remain committed to a valuable network of international contacts and welcome interest from individual port members who might want to get involved.

4. The Domestic Agenda

The pandemic and Brexit dominated politics, which both took a considerable amount of focus from the BPA, but 2022 saw a return to a more typical policy agenda.



In line with this view, the BPA published an Agenda for All Ports policy briefing which aimed to outline the sector's priorities, particularly in light of the recent English Freeport designation. This was cascaded widely across the various tiers of government and to a range of policy makers, as well as to all those in our membership for their own use. 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 BPA has continued a full programme of activity around the UK.

The Government's response to a decision by a ferry operator to make almost 800 redundancies on crew working on ferries and move to a 'more competitive' operating model created an unexpected policy development for the BPA. The Transport Secretary was personally invested in the response, which included a series of measures to safeguard crew on ferries. The main requirement for our sector was a proposal for ports to verify and potentially enforce new rules on shipping companies who do not pay their seafarers an equivalent of the UK minimum wage.

This led to a specific piece of legislation included in the Queen's Speech, the Seafarers' Wages Bill, which will require port authorities to request ferry companies provide declarations that

they are paying a minimum wage. Whilst we understood and appreciated the reasoning behind this, it is our fundamental view that ports should not be engaged in regulating the salary arrangements of the shipping industry. The BPA followed the Bill's passage through Parliament and encouraged Peers and MPs to table a number of amendments and we succeeded in amending one aspect of the Bill. As part of our strategy, we set up a specific internal subgroup of sector specialists from the BPA's Council member ports who have helped us prepare our responses and briefings to Parliamentarians.

Since the UK Government's initial announcement to establish 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. The policy is being gradually rolled out with freeports now on the way in Scotland, Wales, and potentially Northern Ireland. Although, concerns remain regarding the selective and potentially distorting process whereby winning bids are chosen. The BPA continues to make the case for more freeports, and we were extremely interested in the Investment Zones policy announced by then-Chancellor Kwasi Kwarteng, and how the zones might include port and coastal regions.

The growth in interest in the environmental impacts of ports is now

something most port operators are aware and mindful of, and most developments and new activities are subject to increased assessment and safeguards. However, we continue to highlight that this needs to be balanced and proportionate. In 2022 dredging activities were brought firmly into focus with the action levels against which measures must be taken under review in England.

We also saw suggestions that dredging contributed towards the 'mass die off' event in Northeast England, which badly affected the area's shellfish industry. The issue became highly politicised, and the BPA was involved in this debate with multiple media appearances and correspondence with MPs, as we were alarmed by accusations that dredging may have contributed towards the mass die off event. We were pleased that the government and regulators followed the science and resisted calls for new restrictions on dredging that would affect the whole industry, though we continue to monitor this issue. Dredging companies are already challenged by post-Brexit immigration rules as they struggle to crew their vessels, so we are particularly glad that further obstacles for maintenance and capital dredging at UK ports were avoided.

A final event to note was the sad passing of Her Majesty Queen Elizabeth II. The ports industry marked the occasion, showing their appreciation and respect

for Her Majesty's long years of service and dedication to the country.

5. Environment and planning

Environmental and planning issues remain one of the most significant challenges for BPA members in 2022.

The Environment Act 2021 sets 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. During 2022 we commissioned our legal advisers Eversheds Sutherland to undertake a full review of the Act and published a report for members.

Air Quality remained a key environmental concern for many ports. The Government also published its Transport Decarbonisation Plan, which followed the Clean Maritime Plan, and we have also been closely involved in discussions around net gain.

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 unfortunately go ahead for landside 'non-road mobile machinery'.



We also published follow-up work 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.

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.

6. 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 fitness 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 is 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 turnout. Due to the positive feedback received we will be repeating these online workshops again in 2023.

Finally, trust port classification continued to be an issue. It was a relatively quiet year on this front, but the Northern Irish Executive Government has indicated that it is now interested in exploring how trusts can be removed from public corruption status which currently means any port borrowings appear as a public deficit.



In 2021 we followed an Office for National Statistics review of the status of 'minor' trust ports below the thresholds set in the Ports Act 1991. This provided some useful context, and it remains a policy of the BPA to encourage the Government to remove the classification of major trust ports to help them operate without the unhelpful categorisation.

7. Navigational Safety

Following the Maritime & Coastguard Agency's Port Marine Safety Code (PMSC) compliance exercise in 2021 there was unfortunately only limited progress with the overdue refresh of the Code and the associated Guide to Good Practice. We did at least see a clear indication that these reviews would be carried out in 2023 although staffing and resource issues at the MCA and the DfT have stunted progress. However, we continued to promote the principles of the Code and we worked with government to increase its awareness.

The BPA continued to organise PMSC duty holder workshops, which we provided free to BPA member ports but encouraged non-members to join for a small fee. We held a number of workshops online this year, including a new introductory course version with ABPMer, and will be organising more of these for members in 2023.

Separately, we have been following wider issues from across the maritime community including reports and recommendations promulgated by the

Marine Accident and Investigation Branch and continue to highlight to the Maritime & Coastguard Agency the ongoing issues with pilot ladder deficiencies and dangerously weighted heaving lines.

8. Pilots' National Pension Fund

The BPA continues to provide the secretariat for the Association of Participating Bodies of the Pilots National Pension Fund.

Advisors to the Trustees reported that despite volatility in mainstream markets, impacted by inflation and the Russia/Ukraine conflict effecting supply chains, the PNPf assets had held their value well as a result of a diversified portfolio. Despite interest rates raising significantly higher than usual, the PNPf hedge ratio did not have to be reduced. In summary, despite further market volatility being expected, the fund remains in a strong position and will continue to diversify in 2023.

At the latest AGM, an actuarial update announced the funding position which has seen the deficit reduced to £97.4m, down by £61.9m, and confirmed it is the first time the deficit has fallen below £100m since 2004. Although assets fell, the fall in liabilities was greater. Overall, both assets and liabilities are much improved since the 2019 valuation and despite inflation rises this has not significantly impacted the PNPf bond yield as it is not inflation linked.

2022 in numbers

408

Ports and facilities in the BPA network

105

Associate members

395

Circulars

3k+

Fishing vessels landing at BPA member ports

1.1m

Estimated leisure craft sailed through BPA member ports

375m

BPA member port tonnage throughput

25k+

BPA snapshot opens

132,000

LinkedIn Impressions

167,457

Twitter Impressions

Although no subscription call had been necessary in 2022, the Treasurer recommended two separate calls in 2023:

- £3,000 spread across all bodies, invoiced in February 2023
- £10,000 spread across all bodies, invoiced in July 2023

We are grateful to Heath McGuire, the Chair of Trustees of the PNPf, and colleagues for their support including another useful briefing at the Association's AGM in January 2023. As ever we thank the Port of Dover Chair, Richard Everitt, for his efforts Chairing the Association and Peter Swift of Peel Ports who acts as Treasurer.

9. Port Skills and Safety

Port Skills and Safety (PSS) has seen David Brown of the Bristol Port Company as Chair and Stuart Wallace of Forth Ports as Deputy Chair. The BPA continues to supply three representatives that sit on PSS's Board, with Neil Glendinning and Martin Lawlor acting as Directors.

10. 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. We also nominate individuals.

In terms of governance, in 2021 Maritime UK was incorporated and established as a stand-alone company having previously been housed in the UK

Chamber of Shipping, and in 2022, we assisted as the governance arrangements were bedded in. Richard Ballantyne is a director accordingly and sits on a number of the administrative boards spanning under the Council. In 2022 then BPA Chair Neil Glendinning was also a member of this Council, however on his retirement this role was handed on to his successor, Mike Sellers.

Meanwhile the BPA's Mark Simmonds Chairs Maritime UK's Policy Working Group which in 2022 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.

In 2022 we were delighted to see that the BPA's Shenaz Bussawon was appointed as the Deputy Chair of Maritime UK's Ethnicity in Maritime's group and attended the first meeting of the year which had been hosted by the Oil Companies International Marine Forum in London, demonstrating the various parts of the maritime sector involved. There were some insightful discussions and ideas on what the group would like to gain and lead on this subject.

As part of their focus on careers, we continue to support Maritime UK's sector wide industry ambassador programme 'inspiring the future maritime' and we also became founder members of the 'Generation Logistics' campaign jointly

organised by the UK government and the freight and logistics industry to promote roles across the transport sector.

We have also taken a leading role promoting careers in our sector and in 2022 we produced a new Careers in UK Ports brochure which profiles the types of jobs that the industry provides. We use this at a lot of careers events and also share it with policy makers to highlight the variety of roles we offer in the sector: This is a precursor to our People in Ports initiative which we plan to rollout in 2023.

Meanwhile over 150 organisations have now 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 are encouraging ports to join.

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

As well as Maritime UK's 'Interview Pool' tool designed to tackle a lack of gender diversity within maritime recruitment, we supported the creation of a new Women in Ports Forum. This was chaired

and led by Debbie Cavaldoro of Port Skills and Safety, and the first meeting included a variety of professionals from across the ports sector discussing issues facing women in the workplace.

11. BPA Conference

After a two-year postponement as a result of the pandemic, we were delighted to hold our annual conference once again, this time in Aberdeen on 4-7 October 2022. The event was highly successful, seeing over 36 exhibition stands and around 250 delegates across the two-day conference. This was an excellent gathering, and we wish to note our gratitude to the Port of Aberdeen for hosting such an amazing event.

For 2023 we are excited to be working with the Port of London Authority for what promises to be an excellent event in the capital.

12. Internal Developments

In terms of the BPA's staff, we had no additional members join in 2022, although following the departure of Rob Coniam as our part time creative communications assistant we shall be reorganising in 2023 and hope to include an additional Finance and Administration post to support the existing team.

13. BPA Working Groups

Scottish Ports Group

Chaired by Stuart Cresswell, ABP Ayr & Troon



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 range of policy matters from Brexit preparations and to Green Freeports.

Since being elected as Chair in 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. 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.

In November 2022, the BPA jointly held a reception with the UK Chamber of Shipping in Holyrood, Edinburgh, following three years of delay as a result of the pandemic. MSP Ivan Mackee, Scottish Minister for Business, Trade, Tourism, and Enterprise, spoke at the event, as well as Stuart Cresswell, and

Sarah Treseder, CEO of the UKCOS. An in-person Scottish Ports Group meeting was also held earlier that day, which had an excellent turnout.

A successful smaller meeting was held the following day for Scottish Local Authority Ports.

Scottish Environment Group

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.

Welsh Ports Group

Chaired by Andrew Harston, Associated British Ports

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. The Group is well-represented by a range of Welsh ports.

The Welsh Ports Group has resumed its normal timetable of three meetings per year with a meeting on 13 March 2023. We are currently planning a reception for

the Welsh Ports Group in the Senedd, which will likely take place around September 2023.

Northern Irish Ports Committee

The Northern Irish Ports Committee met in November 2022 and discussed the NI freeports process and the Maritime UK Northern Ireland Cluster, amongst other topics. Representatives from the Department for Infrastructure also regularly liaise with the group regarding 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.

Environment Policy & Sustainable Affairs Group

Chaired by Alan Tinline, Associated British Ports, and organised jointly with the UKMPG

This all-industry group has considered a wide range of other 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 Association and we expect this to continue to grow.

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 meet on several occasions throughout the year, which included a joint meeting with the UK Chamber of Shipping's Ferry and Cruise Panel.

The group received regular updates from government officials and the 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



as port infrastructure and Border Control Posts were prepared.

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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 Government's Port Infrastructure Fund.

Finance Managers Working Group

Chaired by Sara Bassett, Shoreham Port

This group is comprised of finance personnel from ports around the UK. It aims to provide a forum for discussion and an exchange of views and ideas between Port Finance Managers to identify and share best practice.

Discussions this year have included the impact of increased utility charges, pension scheme offerings, budget and financial reporting to Boards, and ports trading and budget predictions.

The group typically meets twice a year inviting speakers to present on various subjects. Presentations in 2022 included Environmental Accounting, Julie

Tankard, Port of London Authority, and How to Mitigate Increasing Energy Costs, Simon Firth, Zenergi.

Fishing Ports Group

Chaired by Martyn Boyers, Grimsby Fish Dock

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 of 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 with similar proposals 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 categories of ports may not be eligible.

HR & Employment Network

Chaired by Stuart Balmer-Howieson, Port of Blyth

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. Discussions have included careers in ports, recruitment challenges, hybrid working arrangements and pay negotiations.

In 2022 the network received presentations on Cyber Security from Christopher Crane, Ince, a Port Presentation by Emma Williams, Port of Dover, and an Employment Law Update, Key Changes and Developments 2022/23, by Karen Bates, Foot Anstey LLP.

The group assists with the British Ports Association's annual Remuneration Benchmarking Survey Results, which was published in August 2022. It received 52 responses from a wide range of ports in terms of turnover, headcount, and location. George Finch led this from the BPA side and presented some of its findings to the HR & Employment Network and the Finance Network. The results are useful for ports that participate when negotiating remuneration and reward packages. To encourage take-up, we insist that only members that take part in the survey receive the results.

Marine/Pilotage Group

Chaired by Gary Doyle, Peel Ports 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 PMSC compliance exercise, PMSC Steering Group, Health Checks, and a Refresh of the Guide to Good Practice. Other concerns over dangerously weighted heaving lines and UK Safety of Navigation, including pilot ladder standards, continue to be raised by members of the group.



Throughout the year the Group had updates from Hywel Pugh, UKMPA, Leo Bertels, BEIS, James Hannon, MCA, and Debbie Caveldoro, PSS.

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.

Procurement Subgroup

Chaired by Richard Hopperton, Port of London Authority

The group meets twice yearly with an aim to consider best practice and learn from experiences shared. The group will report to the Finance Managers Group where necessary.

We have been fortunate to have some interesting presentations this year including Energy Efficiencies and Savings (focusing on all ports), Global Projects case studies, and On-site Energy Generation and Green Technologies - consideration of payback

periods by Sarah Barcroft from Royal HaskoningDHV. Plus, an Introduction to NEC Contracts by Richard Patterson, Mott MacDonald, and X29 Clause & The Chancery Lane Project, by Mark Greatholder, Foot Anstey LLP.

Property Network

Chaired by Victoria Beattie, Port of Tyne

This group was set up in 2021 to consider the many challenges surrounding port property and share experiences. Some of our regular topics incorporate planning, business rates, innovation, green energy, and property management. Discussions have included the new business rate valuations in 2023, VOA experiences, innovation and green energy generation, and property management strategies.

Presentations in 2022 have included Ports Sustainability Matters by David Short & Louisa Cilenti, Lux Nova, Dogger Bank Offshore Wind Farm, and other Property Matters, by Victoria Beattie, Port of Tyne, Port of Dover Developments by Jason Ransley, Master Planning at Ports by Ian Henderson, AB Ports, and Planning and Permitted Development for Ports by David Mundy, BDB Pitmans.

Regional Ports Group

Chaired by Richard Allan, Cattewater Harbour Commissioners

The Regional Ports Group is comprised of English and Welsh ports with an

annual throughput of fewer than one 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 include issues faced as a result of the Coronavirus 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.

With the support of this group the BPA began the process of developing an industry good practice document regarding abandoned vessels.

Security & Resilience Group

Chaired by Andy Billings, ABP, Organised jointly with the UKMPG

This group disseminates updates and forms industry-wide positions on security and resilience policy. The group meets twice a year and has good engagement from across HMG including DfT, NACTSO, and Police Forces. The BPA is working with the group to explore a Security Update/Bulletin for ports.

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