BRITISH PORTS ASSOCIATION
ANNUAL REPORT 2018

BPA OFFICERS

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REPRESENTING MEMBERS

The Association’s primary objectives are:

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

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

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

This was an unprecedented year for BPA interaction with senior Government representatives with numerous meetings being held with a range of UK Ministers.

This year and in addition to our usual headline events, we organised several seminars and workshops, plus undertook other initiatives such as a port remuneration survey.

In October the Port of Milford Haven announced that its Chief Executive Alec Don would be leaving his position and would therefore stand down as the BPA’s Chairman. The BPA’s Deputy Chairman at the time, Martin Lawlor, Chief Executive of the Port of Blyth, assumed the Chairmanship. Neil Glendinning, Chief Executive of Harwich Haven Authority, was elected by BPA Council to take on the role of Deputy Chairman.
2018 IN NUMBERS

- 57 press releases sent in 2018
- 347 member circulars sent in 2018
- 14 seminars, events and workshops organised by BPA in 2018
- 216 guests at our Westminster reception
- 28 working group meetings held in 2018
- 35k Twitter impressions
- 356 ports, harbours, terminals and piers in the BPA as of 31 December
- 152 guests at our Scottish ports reception
- 271 attendees at the BPA Conference in Tyne
- 92 associate members in the BPA as of 31 December
- 35 visits to ports by BPA staff in 2018

In 2018 Martin Lawlor became the 15th BPA Chairman.
**BREXIT AND THE EU POLICY**

Unsurprisingly the dominating issue for Government in 2018 was Brexit and this consequently consumed much of the BPA’s attention. Following the UK’s decision to leave both the EU Customs Union and the Single Market, the Association has been assessing the implications and was involved in a host of Government discussions. Such discussions included the **re-introduction of frontier controls on European trade routes**, consideration of **future regulatory changes** and **environmental and consenting policy opportunities**, **changing trade relationships**, and the impacts of leaving the **Common Fisheries Policy**.

Depending upon the type of port operation, Brexit could have either a limited or major impact upon UK cargo handling ports. The UK’s departure from the EU’s Customs Union could mean that trade travelling between the UK and Europe will be subject to **customs controls**, which will introduce requirements for customs declarations to be approved at the border. The much publicised challenges for **roll-on roll-off ferry ports** where conventional border process arrangements for third country traffic could lead to queues and congestion at ports has resulted in government work streams looking at new ‘no deal’ border processes and we had much engagement with the HMRC and members discussing this.

The BPA has worked closely with the UK Chamber of Shipping and the Government to examine possible **process solutions**. For bulk handing ports and container operations, these should be a relatively straightforward process, with agents and existing IT systems already in place. However there were also several discussions on these with some implications and issues of competition to consider.

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Richard Ballantyne speaking on BBC News, November 2018

Mark Simmonds speaking on Sky News, July 2018
BREXIT AND THE EU POLICY

All EU trading ports could face changes to arrangements for the inspection of animal and plant products under environmental health rules post Brexit which could replicate the current Third Country rules. The UK Government will have some flexibility here but there remain many concerns, particularly in relation to exports to the EU as European rules are prescriptive.

 Shortly before the Prime Minister wrote to the President of the European Council and triggering the two-year Article 50 departure process, the EU’s Port Service Regulation (PSR) was ratified meaning it is expected to be implemented in 2019, despite Brexit.

This Regulation will introduce a new framework for competitive port service provision across the EU and will require greater financial transparency and interaction with port users. It will apply to 43 port areas around the UK that are listed on the EU’s Trans-European Transport Network (TEN-T) Regulation. Together with our industry partners the UK Major Ports Group (UKMPG), the BPA has followed and opposed the development of the PSR as the UK ports industry is already competitive and transparent. In 2017 we explored the detail of what the requirements would mean and jointly produced a briefing paper for UK ports with the Department for Transport and the UKMPG. The final Regulation was watered down somewhat but moving forward the BPA will be exploring the impacts and how it might be revoked after the UK leaves the EU.
BREXIT AND THE EU POLICY

Aside from the PSR, for the most part our engagement with the EU institutions was largely carried out through the European Sea Ports Organisation (ESPO) which is based in Brussels. The BPA and UKMPG share representation on ESPO’s Executive Committee and its other committees, which include Marine Affairs and Security, Sustainability Development, Intermodal, Economic Analysis and Statistics and Trade Facilitation Committees, and also ESPO’s Cruise & Ferry Network.

We have also been involved in discussions at ESPO’s newly formed ESPO Brexit subgroup which provides a useful network to communicate with European ports with a vested interest in the UK’s departure from the EU, particularly those with existing trade links to the UK.

Richard Ballantyne and representatives from Portsmouth International Port, Stena Line Ports and Port of Dover meeting with the European Council, following a separate meeting with the European Commissions TaskForce 50 team, April 2018
THE DOMESTIC AGENDA

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

Following much lobbying in recent years we welcomed the publication of the UK Government’s English Port Connectivity Study findings in April. This provided a summary of connectivity issues and challenges along with a set of regional case studies on port priorities. The Study was launched in 2017 and we appreciate the hard work of the Modal Connectivity team in the Department for Transport’s maritime division.

Although unfortunately the final report did not include investment guarantees for new road and rail schemes, it does provide a good basis to encourage other parts of Government to look at connectivity schemes to help improve freight flows and congestion. This is something we are keen to promote elsewhere in the UK and it also provided a useful basis for other parts of Government such as the National Infrastructure Commission who began their own Freight Study later in the year, which we were closely involved with.

Another major maritime policy development was the launch of the Department for Transport’s Maritime 2050 Strategy initiative. Although respecting areas of devolved policy, 2050 is a UK wide initiative and sets out the Westminster Government's maritime vision for the short, medium and longer term, for the next three decades. For this the BPA was involved with briefing and consultation events across the UK ahead of the Strategy’s launch in 2019.
THE DOMESTIC AGENDA

After the General Election in 2017, 2018 was an important year for the BPA in terms of engagement with politicians and Government contacts, particularly in Westminster. A particular challenge has been that Brexit has dominated the political agenda but given the issues for ports this has also been useful in terms of encouraging more attention onto the sector. The BPA produces stakeholder and parliamentarian briefings on both general and specific issues and we held our Annual Parliamentary Reception at the House of Lords in September with over 200 attendees. Guests heard speeches from the International Trade Secretary Liam Fox, the Labour Shadow Transport Secretary Andy McDonald and sponsor Lord Berkeley.

In terms of the BPA’s engagement with the devolved assemblies, we continue to hold the successful Annual Scottish Parliamentary Reception for MSPs which was held in December and the Welsh equivalent for Welsh Assembly Members took place in Cardiff in early 2019. Profile raising events such as Parliamentary receptions have proved popular both with our members and with elected officials. This is something we continue to focus on around the UK and we are exploring options with our Northern Irish membership to have a similar event, possibly in Stormont if and when the political situation is resolved.
THE DOMESTIC AGENDA

In 2018 the BPA has launched a **Port Futures** programme. This initiative asks companies and specialists to provide anything from articles or short reports to infographics or videos to examine emerging trends in the ports and shipping industries which will lead to short and longer term changes in the ports sector. We co-badge and promote activity both with our members but also in the trade media. This rolling programme of activity will address key issues for ports over the short, medium and long term future, including technology, infrastructure and skills, as well as potential opportunities and challenges for British ports.

Initially we co-badge a report with Moffatt & Nichol on port infrastructure investment which found there are £1.7bn schemes either live or in the pipeline and another report with Setfords Solicitors on the practical implications of autonomous ships for ports and harbours. Moving forward we plan further collaborative work on smart ports, trade, free ports and environmental issues.

In November we held a **Coastal Shipping and British Ports Seminar** which was our first event of this kind. The agenda profiled bulk and unitised coastal shipping operations around the UK, examining opportunities and challenges facing the sector. Speakers outlined aspirations to drive new business in transporting a variety of cargoes in an efficient and sustainable manner around the UK. Following the success of this event we hope to organise a follow up event during the 2019 London International Shipping Week.

Coastal Shipping and British Ports Seminar, November 2018
THE DOMESTIC AGENDA

Work has also been carried out with Scottish Enterprise and Highlands & Islands Enterprise on the development of a new directory website to be hosted by the BPA which details **Scottish port infrastructure ‘capabilities’ and facilities** to support offshore energy-related developments.

Similarly we were able to access funding for the Welsh Ports Group from a Welsh Government Ports Development Fund for four projects, the final two of which were completed in 2018.

We commissioned a report titled *Future Contribution of Welsh Ports to Sustainable Wales* which identified how the Welsh Government might best support the industry to contribute towards the sustainable social, economic and environmental development of Wales over the next five to ten years. We also worked with an external provider to develop an online **Welsh Ports Capability Directory** which provides up-to-date technical information on Welsh ports.
Environmental and planning issues are one of the most significant challenges for BPA members and we spend a considerable amount of time working on issues from marine consenting to air quality. 2018 saw marine licensing issues arise in England which has disrupted development for some harbours and we have worked very closely with the MMO over the year to mitigate it. We commissioned some legal advice on the so-called 'Sweetman' judgements.

The development of marine plans has continued apace in Wales and some English regions and we have followed the process closely, making sure planners know the strategic and economic value of harbours and the fact that they cannot move, necessitating the need for ‘spatial’ policies – i.e. marine areas that recognise and protect current and future port activity.

Air emissions continued to draw a lot of attention in 2018 – both climate change causing greenhouse gases and other emissions that pollute the air we breathe. The UK Government published its Clean Air Strategy which included a maritime chapter. This proposed that all 'major' ports in England should develop air quality plans to improve air quality across their entire harbour area – a huge challenge given the relatively small number of levers ports have available for effecting emissions from ships, which are usually the biggest source of emissions in a port.
ENVIRONMENT AND PLANNING

In terms of landside planning we produced a 10 Point Plan of priorities with our industry partners the UKMPG. This includes suggested improvements to the planning processes and explaining the scope of things like permitted development rights. The Plan aims to:

- Increase flexibility and responsiveness
- Make current mechanisms work better
- Doing more of what’s effective
- Look at step change opportunities

www.britishports.org.uk/10pointplan

Helpfully the DfT facilitated an industry and Government Port Planning Summit in December, where we briefed officials from across different departments and agencies on the Plan and we are looking at ways to move our agenda forward. We are also looking to replicate a similar initiative in the marine environment.

On licensing, we have had regular discussions with the MMO, Marine Scotland, the Northern Irish Executive and the Welsh Government and monitored the new Welsh licensing system closely. We continue to highlight the value in longer term dredging and disposal licenses around the UK and also increasing the scope of exempted activities. We have also created a new Scottish Environment Group which met for the first time in 2018.

Sustainability

The BPA published its Sustainable Development Resolution in 2018, which commits to supporting the dual aims of a strong and healthy environment and a thriving economy.

britishports.org.uk/sustainable-development
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. This year the UK Department for Transport published its new **Ports Good Governance Guidance**. The Guidance is focused on corporate governance for all statutory harbour authorities in England and 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.

Along with a collection of ports we were closely involved in the Department’s working group overseeing the development of the Guidance and actively participated in the consultation process. With a focus on openness, accountability and fitness for purpose, we hope this Guidance will ultimately help to ensure ports around the UK balance the interests of their various port users and stakeholders.

The Ports Good Governance Guidance replaces the previous Modernising Trust Ports (2nd edition) and the 2006 Municipal Ports Review. It continues to be an advisory document and not a statutory requirement. The Department are keen that ports comply where suitable and are able to explain where suggestions are not relevant, however they will not be enforcing or auditing compliance in the way they do with the Port Marine Safety Code.
PORT GOVERNANCE

Separately, certain larger trust ports have continued to contest an Office for National Statistics ‘public corporation’ status classification which means that their borrowings can be included as a deficit on the Government’s budgets. Over the last two years we have also been discussing whether HM Treasury might be inclined to consolidate major trusts in Whole of Government Accounts (WGA) and we were informed that officials were beginning to compile an impact assessment for this.

This classification could be burdensome and might have wider implications for all Statutory Harbour Authorities as the criteria used bears no specific relation to trust ports. After discussing this with the major trust ports and BPA Council, we decided to proceed with preparing for a potential Judicial Review should the HM Treasury decide to consolidate major trust ports within the WGA and are continuing to work with our legal advisors on this. It is unclear how likely this is at the moment and we are hopeful the Government will opt not to designate the major trusts.

We also held trust port board member governance workshops in Aberdeen and Edinburgh earlier this year, which focussed on governance issues for trust ports and provided an opportunity for attendees to discuss common challenges with other trust port board members. We hope to organise further workshops in 2019.
NAVIGATIONAL SAFETY

The Department for Transport have committed to holding a consultation next year with draft legislation to rectify the ‘definition of a ship’ anomaly which we very much welcome. This will attempt to bring certain craft such as jet skis with the scope of the definition and help with marine enforcement issues.

Alongside this and subject to sufficient evidence that any change would be worthwhile and needed, the Department for Transport will also be looking to introduce alcohol limits for non-professional mariners as they are currently exempt. It is expected that a public consultation will also held on this matter next year. We are working with various industry partners on this including PSS, SWRPA, UKHMA and UKMPG.

This year we attended a maritime industry table top exercise which was facilitated by the DfT’s maritime resilience team and the SOSREP. The exercise was designed to test the response to and highlight the impact of a potential incident involving an ultra large container vessel while calling at a UK port. It focused on the UK’s National Contingency Plan for Response to Marine Pollution and the salvage response, while also considering factors threatening the environment and the priorities of various stakeholders.

Following the update to the Port Marine Safety Code (PMSC) in 2016, the accompanying Guide to Good Practice was updated in 2017 and also 2018.
We have been in contact with the Maritime & Coastguard Agency to discuss weighted heaving lines and have worked with them to develop a formal process for reporting dangerously weighted heaving lines and incidents. We also met with them and other industry bodies to discuss pilot ladder issues as many of our port members have reported instances of pilot ladder deficiencies. Towards the end of 2018 we had some much welcomed press coverage on these two issues and will continue to raise with the International Association of Ports and Harbors and the International Maritime Pilots’ Association as it appears this is very much a worldwide issue.

Finally, during the year, the BPA organised Port Marine Safety Code ‘duty holder’ workshops in Belfast, Caernarfon and Exeter, which we provided free to BPA member ports. We hope to organise more of these workshops for members in 2019.
PILOTS' NATIONAL PENSION FUND

The BPA continues to provide the secretariat for the Association of Participating Bodies of the PNPF. Following some difficult challenges created by the recovery scheme in recent years, the Association is continuing to work with the PNPF Trustee to create a new scheme for new joiners. A consultation with all affected pilots on introducing a new defined contribution scheme was held in 2017 however this was later paused following the introduction of the Master Trust Regulations. The Association has therefore proposed an alternative cash balance scheme and has been in discussions with the Trustee on this, with a consultation paper expected to be issued to all affected pilots in the first half of 2019. Members will be updated when more information is available.

PORT SKILLS AND SAFETY

Port Skills and Safety (PSS) provide a vital role setting industry guidance and demonstrating that the ports industry can take the initiative by setting its own high standards. BPA supplies three representatives on its Management Committee and PSS complements the BPA’s activities and messages. PSS undertook a programme of leadership engagement in 2018 and this included a port leaders dinner, a special session at the BPA’s annual conference as well as further consideration of accident statistics and safety alert information sharing for benchmarking purposes and information about training courses and apprenticeships.
MARITIME UK

The BPA is a member of the umbrella group Maritime UK and sit on it's National Council and various working groups, as well as attending events such as the Party Conferences.

Maritime UK’s **Women in Maritime programme** was launched this year to address fairness, equality and inclusion within the maritime sector. The programme is led by the Women in Maritime Taskforce, which the BPA are a member of, and brings together leaders from across the maritime sector to identify practical steps to increase the number of women in maritime.

Over 100 organisations have formally pledged their support for the Women in Maritime programme which commits them to creating positive change within their respective organisations, and collectively, across the UK maritime sector. Good progress is being made on developing the Charter and the four toolkits, which will help organisations within the maritime sector attract more young people, attract more women, retain talent and increase diversity in leadership.

*We are committed to building an employment culture that actively supports and celebrates gender diversity, at all levels, throughout our organisation, and our industry*

Members of Maritime UK’s National Council signing the Women in Maritime pledge, July 2018

Richard Ballantyne chairing Maritime UK’s fringe event on ‘Building a Coastal Powerhouse’ during the Conservative Party Conference, October 2018
BPA CONFERENCE

The BPA Conference was hosted by the Port of Tyne in 2018 and was a great success. Hosted by individual ports each year, the conference is the only national event of this type and our sincere thanks go to Port of Tyne for the event itself for what was a truly memorable occasion and included excellent hospitality. The 2019 conference will be hosted by the Belfast Harbour Commissioners and will be held on 16 & 17 October.

BPA INTERNAL DEVELOPMENTS

In terms of the BPA’s team, we welcomed a new member of staff this year, Shenaz Bussawon, in the role of Personal Assistant & Office Manager. Shenaz helps organise our events and also looks after much of the BPA’s finances, website, member communications and general administration.

Following approval from BPA Council this year, we will be looking to recruit a Policy and Economic Analyst to join our team in 2019. They will be undertaking analysis of legislation and regulatory costs, as well as overseeing studies, research and member surveys that will provide the BPA with more informed information when lobbying Government for changes over certain rules, such as environmental designations, planning applications, marine incidents and transport issues.

At the start of 2019 the BPA’s Mark Simmonds also became the Head of Policy & External Affairs. He will continue to lead on environmental and technical policy issues, as well as media and public affairs.
BPA WORKING GROUPS

Scottish Ports Group

Chaired by Lorna Spencer (Caledonian Maritime Assets Ltd.)

The Group has continued to foster a close relationship with Scottish Government officials focusing on Brexit as well as familiar topics such as port governance, freight and transport policy, licensing issues, the devolution of the Crown Estate, marine protection designations and our ‘Port Zones’ policy.

We were also closely involved in Transport Scotland’s ongoing review of the Scottish Transport Strategy, the review of the Scottish Marine Plan and also discussed the findings from a series of Scottish port inspections with the Health & Safety Executive.

Our Annual Scottish Parliamentary Reception was jointly hosted with the UK Chamber of Shipping in December and was again a great success, with the new Scottish Transport Minister Michael Matheson MSP addressing attendees. Held alongside our main Scottish Ports Group meeting, the Reception has now become a staple event in the Scottish maritime calendar.

To further promote the Scottish ports sector we produced a brochure titled ‘Scottish Ports: Gateways for Growth’ which was launched in April by Transport Minister at the time, Humza Yousaf MSP. The brochure provides insightful information about Scottish ports, demonstrating what they do and the value they provide. It was produced in conjunction with Scotland’s enterprise bodies, Highlands & Islands Enterprise and Scottish Enterprise.

In 2019 we will continue to follow the implications of Brexit on Scottish ports and expand our lobbying in respect of marine and environment issues.
Scottish Environment Group

Chaired by Derek McGlashan (Forth Ports)

This new Group met 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.

It welcomed the Director of Marine Scotland to the inaugural meeting and has received updates on licensing and marine designation policy development. Clydeport hosted the second meeting where the Group received presentations from Scottish Environment Protection Agency on some of their recent activity on bathing waters which has caused some ports some significant issues, and the transhipment of waste.

Scottish Local Authority Ports Group

Held alongside our Annual Scottish Parliamentary Reception, this Group meets annually and in 2018 welcomed the MCA’s Port Liaison Manager to give an overview of the recent Port Marine Safety Code Health Checks Report and some examples of common issues that came up in their findings. There was a presentation on potential legal issues that local authority ports should be aware of which include use of harbour funds, use of harbour land including disposal powers, s31 harbour due challenges, definition of a vessel/ship and port governance structure. A round table discussion was also held with Transport Scotland and the Group considered topics such as Scotland’s Maritime Strategy, preparations for Brexit and how local authorities can enforce harbour byelaws.
BPA WORKING GROUPS

Welsh Ports Group

Chaired by Callum Couper (Associated British Ports) and organised jointly with the UKMPG

This all industry group has been working more closely with Welsh officials from Cardiff to understand and help shape their priorities. Following the Wales Act 2016 most ports policy functions were finally devolved from Westminster to the Welsh Government this year. Normally the Group’s Annual Reception for Welsh Assembly Members in Cardiff takes place in the autumn but this year it was pushed back to January 2019.

Following the Welsh Government’s Ports Development Fund in 2017, the Group worked with Fisher Associates to produce a report titled ‘Future Contribution of Welsh Ports to Sustainable Wales’. This identified how the Welsh Government might best support the industry to contribute towards the sustainable social, economic and environmental development of Wales over the next five to ten years. We also worked with an external provider to develop an online Welsh Ports Capability Directory which provides up-to-date technical information on Welsh ports, similar to the online Scottish Energy Ports Capability Directory. Both were funded by the Welsh Government Ports Development Fund.

Welsh Ports Capability Directory, visit directory.welshports.org.uk for details

Richard Ballantyne giving evidence on Welsh Ports Policy at the Senedd Economy, Infrastructure and Skills Committee, January 2018
BPA WORKING GROUPS

Northern Ireland Ports Committee

This is a newer committee and is developing its identity as a collective forum. As there was not a Northern Irish Assembly in 2018 the Northern Irish Ports Committee did not meet formally, however we continued to monitor and update members on relevant policy developments and news and we had an industry retirement lunch for the outgoing port CEOs from Belfast and Warrenpoint.

In terms of policy, with the Assembly not sitting the most prominent development from the NI Executive was from the Department of Agriculture, Environment and Rural Affairs (DAERA) who launched a public consultation this year on the proposed Marine Plan for Northern Ireland. We submitted a detailed response on behalf of members and expect the final Marine Plan to be published in 2019.

Moving forward Northern Irish ports are presented with particular issues arising from Brexit in that a possible land border with the EU could damage their competitiveness. The potential future introduction of a ‘hard’ customs border for freight travelling to/from the Republic of Ireland will be a major focus for the Committee and in 2019 we will be further exploring how we develop the Committee’s links with the Northern Irish Government and the sector’s collective interests and profile. We will be looking to organise a meeting of the Northern Ireland Ports Committee in 2019.

Communications Network

Chaired by Richard Christian (Port of Dover)

This is a new network group formed in 2017 for port member PR and communications professionals to help members better promote themselves and establish new and effective communication methods, media and press announcements at their port. Discussions at the last meeting focused on community engagement and communications for new developments, dealing with difficult stakeholders, crisis management, awards and sponsorship, social media and internal communications.
BPA WORKING GROUPS

Environment Policy & Sustainable Affairs Group

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

During 2018 the announcement on the third tranche of Marine Conservation Zones in England was made and the continued activity round the proposed designations of Special Protection Areas in Scotland. This all industry group has considered a wide range of issues from marine plans to dredging. Licensing and air quality remain high on the Group’s agenda and will remain likely to do so for the next year. The Group is informing our continued engagement with Government on air quality as well as a number of international issues such as the Ballast Water Convention and the Port Reception Facilities Directive.

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. The impact of Brexit on the Ro-Ro sector has continued to be a major focus of the group this year as depending upon negotiations this sector may see the most changes post Brexit. ‘No deal’ planning and processes for getting trade flowing through ports have resulted in much government discussion.

Separately, understanding UK Border Force’s policies in terms of border security and freight and passenger throughput continue to be a key interest of the group. We have also attempted to clarify the rules on Trader Provided Free facilities at ports which is something we will continue to follow, especially given the possible re-introduction of frontier controls on ferry/Ro-Ro port routes post Brexit.
BPA WORKING GROUPS

Finance Managers Group
Chairied by James Bell (Aberdeen Harbour)

This group is comprised of finance personnel from ports round the UK. It meets twice a year and invites external speakers to present on various subjects. In the last year the Group considered topics such as Customs Temporary Storage and Union Customs Code, property damage and security valuations, capital allowances for structures, buildings and investments and Defra’s consultation reviewing the use of red diesel. External presenters also briefed attendees on Brexit developments, customs legislation and practices, port specific Aggregates Levy and cyber security.

Fishing Ports Group
Chairied by Martyn Boyers (Grimsby)

The Group has focussed on three key priorities in 2018:

- Lobbying Government to strengthen the economic link between fisheries and port communities by increasing landing criteria – thereby strengthening fishing ports’ economic resilience in the process
- Ensuring Government understands the importance of fishing port infrastructure and lobbying for the introduction a successor scheme to the European Maritime & Fisheries Fund (EMFF) that will support the transition out of the Common Fisheries Policy (CFP) towards economic sustainability for fishing ports
- Ensuring continued barrier-free and frictionless access to EU markets for fish, given that nearly 80% of fish landed in the UK is exported.

None of these three issues are actually dependent on any particular Brexit scenario which has, as expected, dominated UK fisheries policy in 2018.

The Group has also welcomed the introduction of the Responsible Fishing Ports Standard. This was rolled out for larger fishing ports and the standard for smaller ports is expected soon. The BPA has also worked closely with the Government on several issues, including preparations for a no-deal Brexit.
BPA WORKING GROUPS

HR & Employment Network

Chaired by Nicky Goldsbrough (Shoreham Port)

This Group consists of HR and employment professionals from a wide range of UK ports and meets twice annually to collaborate on common issues, share ideas and network. In 2018 the Group considered topics such as BPA benchmarking survey, employee assistance programmes, General Data Protection Regulation, Women in Maritime programme, promoting careers in ports and gender pay gap reporting.

The Group also had guest presentations on the impact of technologies in maritime on employment, port operations apprenticeship and apprenticeship levy, unconscious bias, social media and imposing terms and conditions on union labour. Following discussions at the most recent HR & Employment Network meeting an exercise will be conducted in 2019 to benchmark absence data at ports as at present there is very limited data available for the industry.

Marine/Pilotage Group

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

Much of the work of this all industry group stems from the Port Marine Safety Code Steering Group and updating of the Guide to Good Practice. It also takes the lead in responding to MAIB reports. The Group invites representatives from the UK Maritime Pilots’ Association when appropriate to discuss issues of mutual interest. Priority issues have included Brexit, the Safe Sea Net, EU-wide single maritime window interface for ships, dangerously weighted heaving lines, defective pilot ladders, offshore wind farms and the requirements of a Consolidated European Reporting System post Brexit.

Throughout the year the Group has also had the Director of Maritime Safety and Standards at the MCA, Head of Navigation Policy at the Department for Transport and the new SOSREP attend meetings.
BPA WORKING GROUPS

Municipal Ports Group

Chaired by Andy Brigden (Cornwall Council)

The Group is comprised of English and Welsh local authority owned ports and was initially set up to feed into the update of the Municipal Ports Review guidance document. The Group has traditionally met annually and at its most recent meeting attendees discussed the Maritime 2050 Strategy, Maritime Growth Study, Ports Good Governance Guidance document and the recent Austerity Study Guidance. The use of harbour funds by local authorities, grants and funding, Port Marine Safety Code, and Ministry of Housing, Communities and Local Government priorities and future comprehensive spending review was discussed.

At the most recent meeting there was a discussion on the future of the Municipal Ports Group due to the very low attendance at this meeting which was thought due to increasing time and budget pressures for municipal ports. It was agreed that the Group would no longer have annual meetings and the BPA would continue to communicate with the Group via email on relevant policy matters. Municipal Port Group members would also be encouraged to attend the Regional Ports Group meetings which are held twice a year and would be continued to be represented on BPA Council.
BPA WORKING GROUPS

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 southern Irish ports. 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. In 2018 the Group met in Dover and Teesport. Industry experts presented to the Group on innovations and challenges from the development of new terminals and quays, asset tagging, contaminated sediment and lifting equipment.

Port Infrastructure Group meeting and tour of Teesport, November 2018
Regional Ports Group

Chaired by Kevin Mowat (Tor Bay Harbour)

The Regional Ports Group is comprised of English and Welsh ports with an annual throughput of less than 1 million tonnes and/or with a strong marine leisure focus. It normally meets twice a year and holds mini seminar sessions with speakers on particular topics. This year the Group considered a wide range of topics including the Port Marine Safety Code and its associated guidance, the Department for Transport’s Port Good Governance Guidance, cyber security, as well as engaging with Government on issues such as the ‘definition of a ship’ and the use of alcohol by recreational boaters.

Security & Resilience Group

Chaired by Ewan Duncan (Associated British Ports) and organised jointly with the UKMPG

This new Group has been formed to disseminate updates on and form industry-wide positions on security and resilience policy. The Group has looked at the introduction of the Network & Information Systems (NIS) Directive and fed information back to Department for Transport on their wider cyber security policy.

It has also received updates and fed back to Government on new guidance for dealing with marauding terrorist attacks at ferry and passenger ports and shared good practice on physical security issues such as guarding.