

**GENERAL ELECTION 2019**

# **UK Ports Policy Priorities**

**A thriving £9.7 billion industry**



**£600m+ private annual  
investment in infrastructure**



**115,000 highly productive jobs**



## **Six** Ports Policy Priorities

1. A Brexit Settlement that works for ports
2. Safe and Secure Ports
3. A Fresh Look at Port Zones and ‘Free Ports’
4. World Class Connectivity for World Class Infrastructure
5. Making the Most of Our UK Maritime Opportunities
6. A Fisheries Regime that Supports UK Communities

## **1. A Brexit Settlement that works for ports**

### **A Tax Point, not a Check Point**

UK ports have consistently backed Government policy of ensuring continued frictionless trade at our frontiers. That means no new checks at the border.

The British Ports Association has been working closely with Government and industry since the 2016 referendum to ensure that the free flow of trade at our frontiers is not impeded by Brexit.

This is an issue that particularly affects ferry ports, as they tend to deal with large volumes of intra-EU traffic and so do not undertake routine customs or regulatory checks. In addition to this they have become increasingly efficient with cargo driving off a ferry and out of the port often in a matter of seconds. This traffic and the key trading gateways that support it is particularly important for consumer goods and other cargo that is time sensitive.

**UK ports want to see an end to Brexit uncertainty: it's bad for investment and bad for the economy.**

## 2. Safe and Secure Ports

The industry has a good record on safety, but we want it to be better. Safety is the top priority for every port authority and port operator in the UK. Ports play a key role in ensuring navigational safety within their waters by maintaining world-class infrastructure at no cost to the taxpayer.

Through industry body *Port Skills & Safety*, the industry works closely with the Health & Safety Executive and trade unions in promoting landside safety in the workplace and improving the safety culture throughout the industry.

The British Ports Association works closely with the Maritime & Coastguard Agency on marine safety and ensures that good practice is reflected in the Port Marine Safety Code.

On security, ports and Port Police work very closely with Government, the Police and security services to ensure that ports and our borders are secured whilst allowing legitimate trade to flow. We are supportive of regular reviews to the effectiveness of policy and resourcing in this area.

### Key asks

- More resources for the Maritime & Coastguard Agency to ensure it can continue to keep our seas and coastlines safe, including in and around port areas. The MCA should have what it needs to support the Port Marine Safety Code. Government should also reassess the resourcing of the UK's emergency towage provision.
- Rollout a campaign on the dangers of alcohol and recreational boating to complement action to close legal loopholes in this area
- Greater recognition and inclusion of Port Skills & Safety in Government landside safety policy work
- Ensure Border Force have the resources they need to keep our borders secure without impacting legitimate trade and passenger flows

### 3. A Fresh Look at Port Zones and 'Free Ports'

#### A Licence to Operate

The British Ports Association and a coalition of UK airport and seaport operators have developed proposals for new Enterprise, Development and Free Trade Zones. These designations will support regional growth centred around key UK transport hubs.

Read more about our proposals at [www.britishports.org.uk/election19](http://www.britishports.org.uk/election19)

More widely, the BPA has worked with industry partners to develop a 10 point plan to reform terrestrial planning to unleash the potential of ports. This includes recognising Port Masterplans in the wider planning system and extending permitted development rights so that they are in line with other industries.

#### Key asks

- Implement the recommendations in the *Port Zones UK* report 'A Licence to Operate: Enterprise, Development and Free Trade Zones'
- Reconstitute the 'Free Ports Advisory Panel'
- Formal recognition for Port Masterplans in wider planning system and the implementation of the industry's 10 point plan for the terrestrial planning regime
- Ensure that marine licensing and consenting bodies have the resources they need to assess applications in an efficient and consistent manner
- Work with industry on forthcoming proposals around marine planning



## 4. World Class Connectivity for World Class Infrastructure

UK ports invest over £600m a year in new infrastructure. Large scale port development is currently underway in Aberdeen, Dover and Tilbury. This investment supports 115,000 highly productive jobs plus hundreds of thousands more in the supply chain.

95% of UK trade is handled by UK ports, helping British industry remain competitive through efficient operations. Ports rely on good surface infrastructure – roads and rail – from the port gate to ensure that goods and passengers continue to move as freely as possible. In 2018 the Government published the ‘Port Connectivity Study’ to identify where improvements are needed.

85% of cargo transiting a port is moved by road. Investment in both roads and rail connections are vital to helping the industry remain efficient and supporting the wider economy.

A new road investment programme must ensure that ‘last mile’ connections to ports match the quality of our port infrastructure and bottlenecks must be reduced. This also helps cut congestion on roads and in our towns and cities.

### Key asks

- Revisit public infrastructure investment opportunities from the 2018 Port Connectivity Study in the next Budget
- Formal recognition for Port Masterplans in wider planning system
- A review of funding for local authorities’ roads and local transport budgets

## 5. Making the Most of Our UK Maritime Opportunities

The UK boasts hundreds of ports along its coastline, rivers and estuaries. Ports are the foundation of the entire £46.1bn maritime economy, supporting industries including leisure and tourism, commercial fishing, offshore energy aggregates and more. The UK's unique mixed model of port ownership has delivered a competitive, productive and investment-led successful industry providing over 115,000 jobs. That successful mixed model should continue.

Ports operate at no cost to the taxpayer, acting as the guardians of marine safety in their harbour areas. The UK could reap environmental and economic benefits from encouraging more from these assets by supporting more coastal shipping and continuing to back marine industries like offshore wind.

We encourage the new Government to take forward a new study into the benefits of coastal shipping, which is between 15 and 25 times more energy efficient for moving freight than road or rail. This should be part of a wider freight strategy that is long overdue.

Finally, a new Maritime Bill in this Parliament is needed to address a number of longstanding legislative issues, including closing the loophole that allows non-professional mariners to consume alcohol when navigating leisure craft.

### Key asks

- A new Maritime Bill to ensure our legislative and regulatory regime is up to date and supports the maritime economy
- A new freight strategy that recognises the value of coastal shipping
- Meet the Clean Maritime Plan commitment to commission a study on the economic and environmental benefits of coastal shipping to the UK
- Stick to commitments to support decommissioning in the UK
- Take forward the offshore wind sector deal with guaranteed UK content
- More recognition for maritime and cruise opportunities in the Tourism sector deal and wider mainstreaming in Government tourism policy

## 6. A Fisheries Regime that Supports UK Communities

UK fisheries were a key issue in the 2016 referendum and the UK's departure from the European Union is an opportunity to re-examine our fisheries policy.

A new domestic grant scheme to replace the current European Maritime Fisheries Fund must be at the heart of a new UK fisheries policy. It should support the Government's aims and ambitions for UK commercial fisheries by prioritising schemes and funding streams that support and enhance the economic and environmental sustainability of the sector.

Alongside a funding scheme to help fishing ports diversify their income and become more competitive, we are keen to see more seafood landed in the UK. This is the best way to ensure that the benefits of our fisheries are shared amongst UK coastal communities. This is a relatively simple change to enact that can be done through the existing licensing regime.

### Key asks

*A new transformational fishing fund:*

- A £100m+ a year domestic fisheries fund with clear, strategic aims that tie into wider policy to revive UK fishing
- A ringfenced infrastructure strand, recognising the foundational importance of ports to the wider industry
- Remove the £1m cap for infrastructure projects
- Back projects that support the diversification and wider competitiveness of ports and related businesses, where this will sustain local commercial fishing activity

*Restoring the Economic Link*

- Amend the economic link requirement in commercial fishing licenses to make it mandatory to land all UK quota in a UK port. A phased approach would be appropriate





# BACK UK FISHING

SIGN THE PLEDGE SUPPORTING POLICIES THAT SUPPORT ECONOMIC SUSTAINABILITY FOR UK FISHING PORTS & COMMUNITIES

The British Ports Association's Fishing Ports Group represents almost every fishing port across the UK - big and small. Read more about our ideas here: [britishports.org.uk/fishing](https://britishports.org.uk/fishing)

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## A GENUINE ECONOMIC LINK

40% OF UK QUOTA IS LANDED ABROAD. UK COMMUNITIES SHOULD BE GUARANTEED A STAKE IN OUR RESOURCES BY ENSURING THAT ALL UK FISH IS LANDED IN THE UK

2

## A TRANSFORMATIONAL FUND

UK GOVERNMENT MUST COMMIT TO A NEW £100M FISHERIES FUND THAT SUPPORTS THE TRANSITION TO AN ECONOMICALLY VIABLE FISHING INDUSTRY

3

## A FAIR DEAL ON UK QUOTA

GOVERNMENT MUST COMMIT TO REVIEWING THE UK QUOTA SYSTEM TO ENSURE THAT THE LONG-TERM FUTURE OF THE INDUSTRY IS ASSURED