

03. red-hot port matters

07. market sms

10. short stories

- Samskip to connect Portugal and the UK directly
- UK Government Brexit Guidance
- Guidance for hauliers and commercial drivers
- Peel Ports promises to ensure smooth cargo flow despite Brexit
- Queen takes personal interest in Britain's rail reform
- New arrival for Project Pilgrim
- BPA's 2020 priorities outlined
- Digitalisation as an answer to Brexit
- When it finally comes...
- DFDS' Brexit preparations
- Heysham set for post-Brexit growth on Irish Sea
- Business booms in the Eurotunnel
- No halt to the HGV driver shortage

featured article

14. It's time to turbo-charge trade

David Leighton

16. BREXIT and transport: A talk with ITS UK's Jennie Martin

ERTICO

18. Playing Nostradamus

– A chat with Mark Simmonds, Head of Policy and External Affairs, British Ports Association

Andrzej Urbaś

BREXIT

21. editorial
21. upcoming issues
21. partnership events

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red-hot port matters

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Mitsubishi Shipbuilding christens new cargo-passenger ship

The vessel will inherit the name *SALVIA MARU*, replacing the second ship bearing the name that is currently operated by the client company **Tokai Kisen**. Handover is scheduled for June 2020 upon completion of rigging work, after which the vessel will enter service on a regular route connecting Tokyo with the Tokyo Islands of Oshima, Toshima, Nijijima, Shikineshima and Kouzushima, as well as for operating the "Tokyo Bay Night Cruise" during the summer season. The new *SALVIA MARU* is a joint construction project of the **Yokohama-based Japan Railway Construction, Transport and Technology Agency (JRJT)** and **Tokai Kisen**. The ship is 118 m long and 17 m wide, with a gross tonnage of approximately 6.2k tonnes. It has a prescribed capacity of 1,343 passengers and carrying capacity of 38 cargo containers and is able to cruise at a speed of around 20 knots. The propulsion system comprises variable pitch propellers and azimuth propellers with 360-degree horizontal rotation. As an eco-friendly ship, the *SALVIA MARU* offers stable operation and improved energy efficiency, as well as a reduced environmental load and barrier-free accessibility. It has been designed with "connections" as the chosen theme, alluding to the idea of sea voyages linking not only people, cities and the mainland with islands but also the past with the future. A distinctive feature of the ship is the azure-coloured hull, evoking the shade of island seas.

CMA CGM initiates alternative fuels coalition

During the French Maritime Economy Conference, **Rodolphe Saadé**, Chairman and CEO of the **CMA CGM** Group, recommended that French President **Emmanuel Macron** initiate an international coalition for the energy transition of the transportation sector. The head of state committed to actively supporting the proposition, aimed at the development of a more competitive and less carbon-intensive energy source. The 'Eco-Energetic Transition of the Maritime Sector' project, led by the **French Maritime Cluster, ADEME** (French Environment & Energy Management Agency), **Bureau Veritas** and **CMA CGM**, is just the first step. The goal is to carry out an inventory of available technologies and new developments in ship propulsion. The data collected will help guide and structure future work. In a further announcement, CMA CGM's skipper also unveiled the choice of **Marseille-Fos** as a strategic hub in the Mediterranean for the supply of liquefied natural gas (LNG) for its future 15k TEU vessels. The vessels are set for delivery starting in 2021 and will operate between Asia and the Mediterranean. Saadé also offered a take on his vision of the future of the maritime industry. One of the two main focus points would be logistics, underscored by CMA CGM's recent acquisition of **CEVA Logistics** and the transfer of the company's HQ to Marseille. The other being digitalization, with the Group actively pursuing projects related to blockchain technology, Internet of Things (IoT) and artificial intelligence (AI).

UECC's newbuilds to be 'green financed'

The Gothenburg-located **Svenska Skeppshypotek**, an organisation that provides financing to the shipping sector with a significant Swedish interest or influence, will loan approx. \$70m for the construction of three dual-fuel gas-run battery-enhanced pure car & truck carriers (PCTCs). According to **United European Car Carriers (UECC)**, a 50/50 JV between the Japanese **NYK Line** and the Swedish **Wallenius Lines**, securing Svenska Skeppshypotek's Green Financing will make the company eligible for reductions in borrowing costs. **China Ship Building Trading** and the **Jiangnan Shipyard Group** will construct three PCTCs for UECC, with delivery scheduled to start from July 2021 onwards. Each of the 169 m-long and 28 m-wide vessels will offer a carrying capacity of 3,600 units (up to 5.2 m tall) across ten decks, out of which two will be hoistable. The ships will be equipped with two ramps, a quarter and a side of 160t and 20t of safe working load, respectively.

Gasum-Swedegas LNG & LBG deal

The two have entered into an agreement thanks to which **Gasum** will be able to use **Swedegas'** facility in the **Port of Gothenburg's** Energy Harbour to offer bunkering of both liquefied natural (LNG) and biogas (LBG). Swedegas' facility comprises jetties nos. 519 and 521 where vessels can be bunkered from a fixed pipeline as they're loaded or discharged (jetty no. 520 is to be added to the set-up in 2020). **Tern Ocean**, a tanker currently chartered by Preem, was Gasum's first client in Gothenburg, receiving her batch of bunker gas on 24 October 2019.

World's most powerful all-electric clean-up boat

Torqueedo will supply the engine and battery for the *Waste Cleaner 66*. The vessel, designed for waste removal in inland waterways and harbours, will be unveiled by **EFINOR's Sea Cleaner** subsidiary at the International Nautic Boat Show in Paris-Porte de Versailles. The ship is powered by a Torqueedo 25kW Deep Blue motor with a 40 kWh Deep Blue battery, which provides up to eight hours of operating time at a cleaning speed of two knots. The 20 ft. aluminium boat, built at EFINOR's shipyard in Paimpol, can retrieve up to 500 kg of solid waste and 1k litres of liquid waste, including hydrocarbons like oil or fuel spills. The system automatically separates water and hydrocarbons to eliminate emulsification. *Waste Cleaner 66* is designed for operation in inland waterways, harbours and coastal waters, including jetties and tight corners where access is difficult. The platform can conduct suction at a halt or when moving, either forward or in reverse. It can be trailered for road transport and has a single point of lifting for easy launching and recovery.

Oldendorff joins Getting to Zero Coalition

The group is an alliance of over 100 companies and organisations related to the maritime sector, additionally supported by various government bodies and intergovernmental organisations (IGOs). Members of the coalition are focused on the decarbonization of the shipping industry and meeting the associated targets set by the IMO. The aforementioned goals are the reduction of greenhouse gas (GHG) emissions from shipping by 50% by 2050. The group is committed to getting commercially viable deep-sea zero-emission vessels into operation by 2030. According to **Oldendorff**, the decision comes on the heels of the recent COP25 Climate Change Conference in Madrid. The company is heavily invested in eco-friendly solutions. Over 95% of their fleet and most of their chartered vessels are equipped with environmentally friendly technology. The company has also recently signed a research agreement with the **Massachusetts Institute of Technology's (MIT) Center for Bits and Atoms (CBA)**, which will investigate disruptive improvements in ship design and propulsion to achieve the IMO 2050 requirements.

Corsica Linea to offer innovative digital platform for passengers

The Swedish port, in partnership with **Hogia**, has introduced a fully automatic, real-time gating solution for its existing gate-in. The new service has been implemented in October, after a trial period. By connecting to the dedicated ship's server, passengers can access a rich variety of high-quality content via their mobile devices. The platform can also boost on-board sales thanks to its shopping functionality. Users can browse a digital catalogue and look for products of interest. There is something for everyone among the 650k passengers carried yearly on seven vessels operated by **Corsica Linea** in the Mediterranean Sea. The content has been tailored to different demographics' interests and includes the latest Hollywood blockbusters, as well as a dedicated space for younger viewers.

Inmarsat launches Fleet LTE service in the North Sea

The solution will allow vessel operators to access high-speed 4G, Fleet Xpress maritime VSAT Ka-band and continuous L-band connectivity within a single fully managed hybrid package. A deal struck earlier this year with subsea fibre and offshore LTE network operator, **Tampnet**, made it possible to implement the new service, aimed primarily at offshore support vessel operators. It leverages low-latency, high data speed communications available via a dedicated Access Point Name (APN) on the Tampnet North Sea LTE network and could be extended to other regions such as the Gulf of Mexico if successful. Fishing and ferry operators active in the area may also benefit from the new system. **Inmarsat Fleet LTE** is available in a range of service bands that deliver data speeds of up to 40 Mbps with Round Trip Delay of around 35-40ms. However, when LTE is not available, services automatically switch over to Ka-band Fleet Xpress committed information rates, with continuous back-up from L-band FleetBroadband. Meanwhile, connectivity via FleetBroadband continues even outside the LTE coverage area. Service transition between LTE and VSAT is fully automated, with routing depending on data needs and network conditions, while vessels only need to add two LTE antenna and a modem on deck to enable the upgrade, which can be rented or purchased. The solution mitigates the risks of dual billing and connectivity drop-offs. Having its own APN means the provider can guarantee customers access to LTE services enabled via Tampnet's 3k km subsea fibre network. "Inmarsat Fleet LTE also comes without hidden costs and offers owners plan flexibility to support business demand from third parties. Owners can choose from various LTE plans up to 40 Mbps, upgrade and downgrade between packages without additional fees, and choose separated dedicated bandwidth plans for charterers," said **Eric Griffin**, VP Offshore and Fishing, Inmarsat Maritime.

Inaugurating OPS at the Port of Dunkirk

APL SINGAPURA, operated by the **CMA CGM** Group, was the first to make use of **Terminal des Flandres'** on-shore power supply (OPS) facilities. Also known as 'cold ironing', OPS allows ships to turn off their auxiliary engines at berth by switching to a shore-based electric power source, reducing air and noise pollution. It cuts SO_x and NO_x, as well as particle emissions, to zero. Provided power is sufficient for the vessel to feed its needs while at berth, such as maintaining controlled temperatures in refrigerated containers (reefers). The cold ironing system installed at the Terminal des Flandres will become fully operational during the first half of 2020. **Actemium** is the technology provider of choice for the project. The company designed and supplied a cold ironing system that fits into six 40ft containers, converting the public electricity supply for use by berthed ships. With a capacity of 8 MW, enough to power nearly 1k homes, this system is one of the most powerful currently in use in Europe. The operation was co-financed by the Urban Community of Dunkirk, the Hauts-de-France region (via the European Regional Development Fund), and the **Port of Dunkirk**. The CMA CGM Group covered the cost of the equipment needed to connect the vessel, in line with its efforts to support the energy transition in the shipping industry.

Liebherr air conditioning systems on the road in Eastern Europe

Liebherr-Transportation Systems signed a contract with **Siemens Mobility Austria** and will deliver 50 air conditioning systems for the Czech Railjet version CDJet. Delivery is planned by the end of 2020. The Czech operator **České Dráhy** will start operating the coaches on the **Budapest-Bratislava-Prague** route from 2021. The scope of the delivery includes compact air conditioning units that are installed in the underfloor area of the cars as well as the associated peripheral devices and parts.

Finnlines orders two new ferries

China Merchants' Jinling Shipyard (Weihai) will deliver the Superstar Class hybrid ro-paxers, each worth some \$135m, in 2023. Once completed, the 229.5 m-long and 33.6 m-wide vessels, having the highest Finnish/Swedish ice class, will be able to take up to 1.1k passengers on-board, at the same time offering 5.1k lane metres of cargo capacity. The newbuilds, designed by **Knud E. Hansen**, will be deployed across the **Kapellskär-Långnäs-Naantali** route, replacing **Finnsman** and **Finnfellow**.

'Balanced Logistics' HHLA wants to be climate neutral

The terminal operator and intermodal rail & road service provider has announced its ambition to become a climate-neutral company by 2040. "[...] We are well aware of our responsibility to protect the climate, and that is why we are implementing specific measures for efficient and more sustainable container handling and environmentally friendly transport chains. Regardless of the dynamic that the climate protection debate has taken on recently, HHLA has been making a significant effort to increase the energy efficiency of its processes, conserve resources and consistently reduce emissions for many years now," **Angela Titzrath**, Chairwoman of **HHLA's** Executive Board, said. She then highlighted the company's up-to-date eco-efforts, "The self-imposed target to reduce CO₂ emissions per handled container by at least 30% by 2020 was thus achieved ahead of time last year. We are now setting new targets. We're working on halving our absolute CO₂ emissions by 2030 compared to the figures from 2018. The aim is to make the entire HHLA Group climate neutral by 2040." Specifically, the company's Port of Hamburg-located **Container Terminal Altenwerder** (CTA) has been certified as climate-neutral by **TÜV Nord**. CTA operations are now primarily powered by green electricity, and HHLA compensates for CO₂ emissions that are still being generated through emission reduction certificates, thereby supporting environmentally-friendly projects that are certified according to the highest gold standard of Voluntary Emission Reduction (VER; incl. wind farms in India; low-friction, anti-fouling ship hull paint; and reforestation of rainforests in Panama). Terminal processes that still produce CO₂ emissions will be gradually electrified, or their transition to electric power will be field-tested. The CTA's CO₂ footprint will be again reviewed by TÜV Nord in 2020. In addition, the company has developed HHLA Pure, with which the company wants to establish for its clients climate neutral port-hinterland transport chains in Europe. "The forwarding company Jakob Weets and transport logistics company cargo-partner are both pilot customers for whom Metrans [HHLA's rail intermodal arm] transports containers from the Port of Hamburg to Central and Eastern Europe. If, for instance, the handling and rail transport of a 20-foot container from CTA to Prague, roughly 700 km away, generates a CO₂ footprint of approximately 80 kg per standard container (TEU) this certified value can be compensated for with HHLA Pure. [...] Following a successful pilot phase, HHLA Pure will be brought onto the market in 2020," the company wrote in a press release. HHLA will move towards the 2040 goal under the new 'Balanced Logistics' brand, which Titzrath explained as "[...] finding a balance between economic success, good working conditions, social responsibility and environmental and climate protection." In this regard, she also said, "Those who invest in innovative, climate-friendly technologies at an early stage achieve sustainable results faster, which is to the benefit of shareholders, customers, staff members and society."

First LNG fuelled ferry built in Japan

Mitsubishi Shipbuilding, based in Yokohama, has signed a contract with **MOL** (Mitsui O.S.K. Lines) for the construction of two ferries fuelled by liquefied natural gas (LNG). The vessels are scheduled for successive completion and handover by early 2023. The ferries will be approx. 199.9 m long and 28 m wide, with a gross tonnage of approx. 17.3k tonnes. They will have a maximum prescribed capacity of 763 passengers and a carrying capacity able to accommodate approx. 136 trucks, each 13 m long, and 100 passenger cars. The vessels will be powered by a high-performance dual-fuel engine able to run on both LNG and A-type heavy oil. It is the first time such a propulsion system will be installed on a Japanese ferry. The engines will have a beneficial impact on the environment, allowing for a 20% reduction in CO₂ emissions and virtually eliminating SO_x emissions. Due to an increased truck carrying capacity, the ferries will meet the need for a modal shift in transportation and represent an evolution in casual cruising, with relaxed and open public spaces including an expanded bath and restaurant, and an atrium extending through three floors. The vessels will be operated by **Ferry Sunflower Ltd.**, based in Oita, on its **Osaka-Beppu** route.

Naval drones coming to Oostende

ECA Group will construct its new drone manufacturing plant in the **Port of Oostende**. The company will be supplying their unmanned systems for 12 minesweeping drones as part of a contract with the Belgian and Dutch navies. The contract, carried out by the Belgium Naval & Robotics consortium, consisting of ECA Group, **Naval Group** and involving multiple Belgian companies acting as partners and suppliers, totals at nearly €2bn. It is an innovative approach to mine hunting, a concept known as 'stand-off'. The unmanned systems clear the mines autonomously while being controlled from the mothership located away from the danger zone. These include the submarine drone A18-M, the towed sonar T18-M, the surface drone (USV) INSPECTOR 125 and the mine inspection and neutralization drones (ROV MIDS) Seascan and K-STER, as well as the launch and recovery drone-drone systems and the necessary surface equipment. The aforementioned systems will be manufactured at the new factory, to be built on the former site of Beliard in the port area. The 5k m² plant is to become operational in 2022. Once the navy contract is fulfilled, the consortium foresees the possibility of future export sales. Starting investment for the construction of the factory and production start totalled at €10m.

exactEarth and Hisdesat sign a deal with EMSA

The **European Maritime Safety Agency (EMSA)** selected the companies to provide it with the exactView RT, a second-generation real-time satellite-AIS data service, for a four-year period. Revenue estimates reach up to €4.8m. Satellite-AIS is a navigational safety system by which ships relay information regarding their identity, position, speed and heading, that is then captured by a satellite constellation, such as exactView RT. ExactEarth's solution consists of 58 operational satellite payloads and seven orbital spares that annually track a population of more than 600k unique vessels worldwide and generate real-time Average Global Revisit rates. In addition, an inter-satellite relay link guarantees download and delivery to EMSA of the AIS positions with an Average Latency of less than one minute after the message has been sent by the vessel.

Port of Felixstowe upgrades ro-ro facilities

They will allow the port to accommodate larger ro-ro vessels and improve the efficiency of vessel operations. The works, which are due to be completed before the end of the Brexit transition period, include the lengthening of the port's ro-ro berth number three and the replacement of the current hydraulic ramp at number four with a larger floating linkspan. **Nusrat Ghani MP**, Maritime Minister, inspected the construction site. **Clemence Cheng**, CEO, Port of Felixstowe, commented on the Minister's visit, "Roll-on/Roll-off is an important component of the port's business. With three sailings per day to Vlaardingen in Rotterdam, we provide a vital connection to North Europe for UK importers and exporters. The port is already Brexit-ready and the improvements that we are starting today, coupled with additional trailer parking that has already been completed, will enhance capacity, capability and performance for Ro/Ro traffic at Felixstowe." He also mentioned Felixstowe's efforts to upgrade the containerised capability in order to cater for the increase in trade with the rest of the world, a result of new trade deals that will be struck upon UK's exit from the EU.

Tideworks scores contract with Freightliner and Pentalver

The company will supply the subsidiaries of **Genesee & Wyoming (G&W)**, UK's largest intermodal rail freight provider, with its terminal operating system (TOS) solutions. G&W will deploy the Intermodal Pro TOS and Traffic Control equipment dispatch system across its network of rail and container terminals. It will integrate with third-party systems including gate management and automation, container sales, maintenance and repair functionality, as well as support of a customer web portal. **Tideworks** will provide all necessary implementation services and user training. Furthermore, the system will enable **Advent Intermodal Solutions'** cloud-based terminal software, including its community portal, pregate vehicle booking system and equipment manager, to also be implemented.

Künz to supply new crane for Hafen Linz

The company has been awarded the contract to provide a new gantry crane for the Austrian terminal, currently under reconstruction, in order to meet the needs of trimodal transport. **Künz's** crane features a double-sided cantilever and a slewing trolley, and by 2021 it will span two adjoined barges, four railway tracks, a truck-loading and driving lane each, a working area for mobile handling equipment, as well as a storage area. The telescopic piggy-back spreader will stack containers of each type one over five over a width of 40 m.

Kalmar celebrates new milestone in Italy

The company's 200th straddle carrier has been delivered to the **Medcenter Container Terminal (MCT)**, located in **Gioia Tauro** in southern Italy. MCT, a megaport for vessels trailing the Asia-Mediterranean routes, recently crossed the 50m TEU handled mark, since its opening in 1995.



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FINNISH PORTS' CONTAINER TRAFFIC: 1,224,479 TEUs handled in I-IX 2019 (+1.5% yoy)

Imports also rose by 1.5% year-on-year, to a total of 616,291 twenty-foot containers, while exports by 1.4% yoy, totting up to 608,188 TEUs.

Finnish ports' container traffic (TEUs)

Port	Imports	Yoy	Exports	Yoy	Total I-IX 2019	Yoy
HaminaKotka	253,380	+4.2%	258,458	+4.1%	511,838	+4.2%
Helsinki	206,081	+4.7%	190,673	+3.5%	396,754	+4.1%
Rauma	96,191	-1.9%	99,254	-1.3%	195,445	-1.6%
Hanko	24,280	+3.5%	22,908	+1.1%	47,188	+2.3%
Oulu	13,641	-21.5%	12,902	-30.5%	26,543	-26.2%
Kemi	6,951	+20.6%	7,513	+20.8%	14,464	+20.7%
Tornio	4,828	-7.7%	6,582	+8.1%	11,410	+0.8%
Kokkola	6,539	-24%	4,472	-7.7%	11,011	-18.1%
Kalajoki	1,930	+341%	1,742	+485%	3,672	+399%
Turku	1,175	+12.4%	1,462	+1.7%	2,637	+6.2%
Uusikaupunki	584	+1.4%	744	+4.6%	1,328	+3.2%
Pietarsaari	537	-	624	-	1,161	-
Raahe	28	-86%	433	+169%	461	+27.7%
Pori	146	-97.5%	273	-94.3%	419	-96%
Vaasa	0	-	140	+159%	140	+159%
Eurajoki	0	-	8.0	-	8.0	-
Total	616,291	+1.5%	608,188	+1.4%	1,224,479	+1.5%

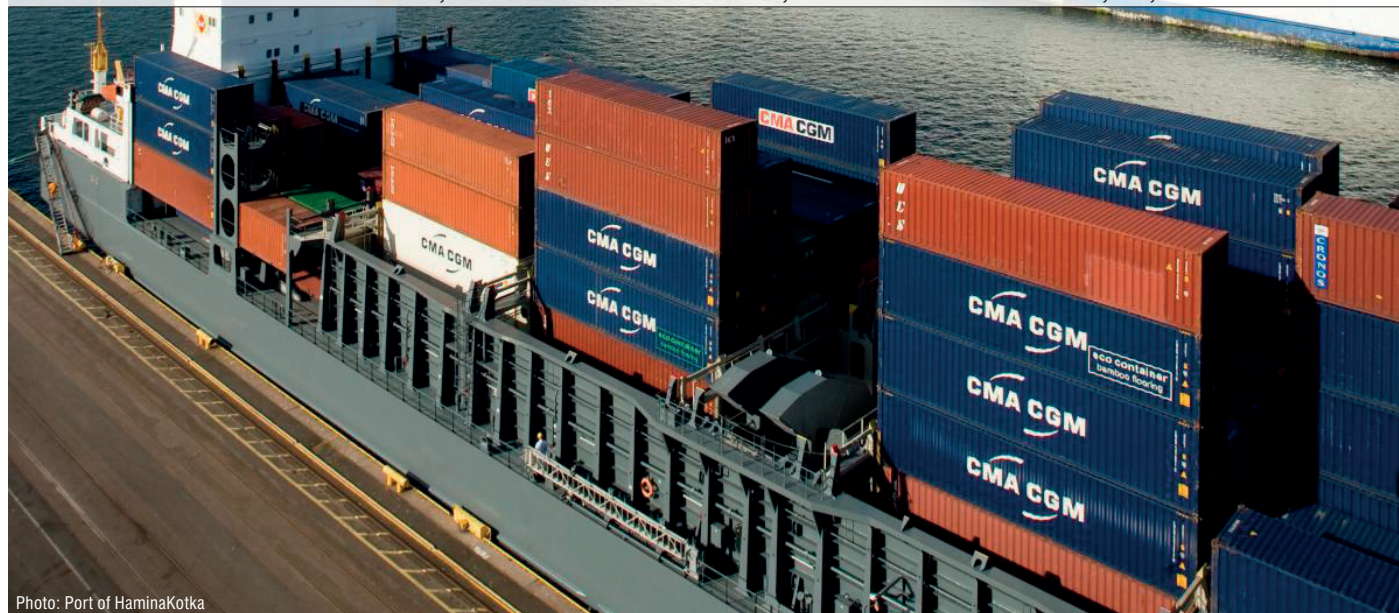


Photo: Port of HaminaKotka

FINNISH PORTS:

75.35mt handled in I-IX 2019 (-2.8% yoy)

Out of the total, international traffic accounted for nearly 74.71mt (-2.9% year-on-year), while the remaining 647.4kt (+1.7% yoy) was handled domestically.

Finnish ports' volumes (tonnes)

	I-IX 2019	Yoy
Sköldvik	16,526,970	+2.0%
HaminaKotka	11,677,260	-2.8%
Helsinki	10,640,134	-3.9%
Rauma	4,326,912	-16.3%
Naantali	4,196,574	-2.5%
Kokkola	4,303,330	-2.8%
Hanko	3,669,928	+0.5%
Raahe	3,539,155	-0.9%
Pori	2,346,532	-6.8%
Tornio	2,329,808	+3.8%
Uusikaupunki	1,925,709	-13.8%
Oulu	1,840,994	+2.2%
Inkoo	1,603,149	+1.5%
Turku	1,532,583	+0.5%
Kemi	1,245,149	-12.7%
Pietarsaari	959,225	+6.8%
Kaskinen	841,241	+3.8%
Vaasa	666,301	-1.2%
Kalajoki	422,613	-1.1%
Lappeenranta	186,795	-21.0%
Eurajoki	166,550	-21.9%
Kantvik	142,051	-30.2%
Tolkkinen	102,618	-6.6%
Joensuu	76,359	-4.7%
Kristiinankaupunki	43,782	+109%
Kuopio	17,451	+6.2%
Varkaus	14,607	+28.3%
Salo	11,076	+738%
Total	75,354,856	-2.8%

PORT OF GDAŃSK:

39.83mt handled in I-IX 2019 (+9.4% yoy)

The turnover of liquid bulk noted the sharpest increase, of 19.9% year-on-year, to a total of 13.98mt.

Port of Gdańsk's volumes

	I-IX 2019	Yoy
General cargo (incl. timber), out of which	17,530.9kt	+8.2%
Containerised	15,798.3kt	+6.8%
Liquid bulk	13,979.5kt	+19.9%
Coal	5,130.4kt	-5.5%
Other dry bulk	2,858.5kt	+4.8%
Grains	327.4kt	-15.5%
Total	39,826.8kt	+9.4%
Container traffic		
TEUs	1,563,854	+8.7%
Passenger traffic		
Ferry & cruise	155,560	+33.8%

SPANISH PORTS:

428.11m tonnes handled in I-IX 2019 (+1.89% yoy)

The top three challengers are Bahía De Algeciras, with 82.9m tonnes handled (+1.9% year-on-year), followed by Valencia, with 61.62m tonnes (+8.4% yoy) and Barcelona, with 51.96m tonnes (+1.6% yoy).

Spanish ports' volumes in I-IX 2019 (million tonnes)

No.	Port	2019	Yoy
1	Bahía De Algeciras	82.9	+1.9%
2	Valencia	61.62	+8.4%
3	Barcelona	51.96	+1.6%
4	Bilbao	26.58	-0.3%
5	Huelva	26.15	+8.7%
6	Cartagena	26.08	+5.4%
7	Tarragona	25.09	+5.7%
8	Las Palas	19.88	-1.1%
9	Castellón	15.54	-3.8%
10	Gijón	13.46	-7.0%
Total Top 10		349.26	+2.95%
11	Baleares	13.25	+4.0%
12	A Coruña	9.79	-15.4%
13	Santa Cruz De Tenerife	9.45	-3.8%
14	Ferrol-San Cibrao	8.86	-10.8%
15	Santander	4.85	+13.8%
16	Almería	4.39	-16.1%
17	Avilés	3.89	+3.0%
18	Bahía De Cádiz	3.33	+12.9%
19	Vigo	3.23	-1.1%
20	Sevilla	3.12	+0.5%
21	Málaga	2.61	+20.3%
22	Pasaia	2.38	+2.9%
23	Alicante	2.22	-5.8%
24	Motril	2.08	-4.3%
25	Ceuta	1.94	+4.2%
26	Marín Y Ría De Pontevedra	1.83	-0.7%
27	Vilagarcía	0.99	+13.2%
28	Melilla	0.64	-3.3%
Total		428.11	+1.89%

NCSP GROUP:

109.8mt handled in I-IX 2019 (+4.4 yoy)

Highest growth in transshipments has been registered in the liquid bulk segment, with 88.1mt handled (+16.7% year-to-year). The biggest drop occurred in the dry bulk cargo group, with only 7.3mt handled (-44.8% yoy).

NCSP Group's volumes

	2019	Yoy
General cargo	9.7mt	-11.1%
Dry bulk	7.3mt	-44.8%
Liquid bulk	88.1mt	+16.7%
Containers	4.5mt	-3.3%
Other	0.2mt	-78.5%
Total	109.8mt	+4.4%
Container traffic (million TEUs)		
Total	0.48	+3.2%

RUSSIAN SEAPORTS:

766.8mt handled in I-XI 2019 (+2.7% yoy)

Exports amounted to 596.8mt (+4.7% year-on-year), followed by 74.9mt made in cabotage (-12.7% yoy), 61mt in transit (+5.1% yoy), and 34.1mt in import traffic (+3.4% yoy). The turnover of liquid bulk totalled 424mt in the reported period, up by 8.8% on the result from January-November 2018. Dry bulk and general cargo added the remaining 42.8mt (-4.0% yoy). With 235.8mt (+5.1% yoy) handled in I-XI 2019, the country's Baltic seaports continue to lead the chart. Next in line were the ports from the Azov-Don (-6.2% yoy to 234.1mt), Far East (+5.2% yoy to 194.1mt), Arctic (+14.5% yoy to 96.1mt), and Caspian Sea (+150% yoy to 6.7mt) regions.

NORWEGIAN PORTS:

134.8mt handled in I-IX 2019 (+0.2% yoy)

Drops in the general cargo and liquid bulk segments, with 7.7mt (-2.2% year-on-year) and 61.2mt (-1.6% yoy) handled respectively, have been offset by positive results in the dry bulk and container groups, with volumes reaching consecutively 58.4mt (+2.0% yoy) and 5.0mt (+5.3%).

Norwegian ports' volumes

	2019	Yoy
General cargo	7.7mt	-2.2%
Liquid bulk	61.2mt	-1.6%
Dry bulk	58.4mt	+2.0%
Containerized	5.0mt	+5.3%
Other	2.4mt	-1.2%
Total	134.8mt	+0.2%
Container traffic (million TEUs)		
Unloaded	2.34	+7.1%
Loaded	2.43	+2.3%
Total	4.76	+4.6%
Passenger traffic (millions)		
Total	5.1	+3.0%

NORTH SEA PORT:

71.4mt handled in 2019 (+1.5% yoy)

Main factors behind the port's third record year in a row are growth in the dry bulk and container segments, with respectively 34.6mt (+5.4% year-on-year) and 2.5mt (+48.7% yoy) handled, as well as steady growth in exports (+9.9% yoy).

North Sea Port's volumes

	2019	Yoy
Dry bulk	34.6mt	+5.4%
Liquid bulk	20.1mt	-2.2%
Containerized	2.5mt	+48.7%
General cargo	11mt	-6.6%
Ro-ro	3.2mt	-9.6%
Total	71.4mt	+1.5%

PORTS OF GENOA:

49.4mt handled in I-IX 2019 (-2.1% yoy)

Drops in the general cargo and liquid bulk segments, with 30.6mt (-2.0% year-to-year) and 16.3mt (-2.9% yoy) handled respectively, accounted for the negative end result.

Ports' of Genoa volumes

	2019	Yoy
General cargo, out of which	30.6mt	-2.0%
Containerized	19.1mt	-2.0%
Conventional	11.5mt	-2.0%
Dry bulk	2.5mt	+1.3%
Liquid bulk	16.3mt	-2.9%
Total	49.4mt	-2.1%
Container traffic (million TEUs)		
Total	2.02	+0.0%
Passenger traffic (millions)		
Ferry	2.27	+3.7%
Cruise	1.48	+11.1%
Total	3.75	+6.5%

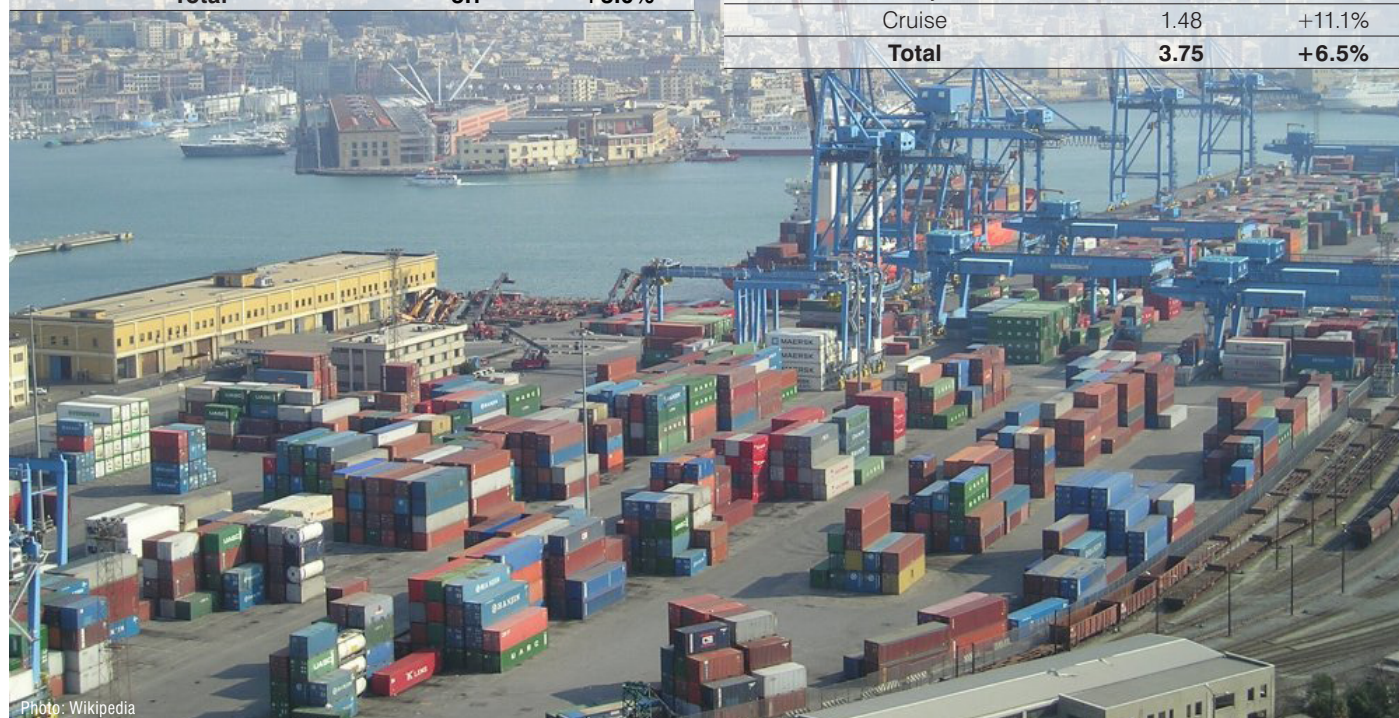


Photo: Wikipedia

short stories

Photo: Pexels

Samskip to connect Portugal and the UK directly

Samskip has launched a new, direct weekly service connecting both countries, introducing its own vessel to sustain links between **Tilbury**, **Lisbon** and **Leixões** and its multimodal hub **Port of Rotterdam**. The Netherlands-based group introduced a 1k TEU container ship on charter from November 1. It will sustain UK-Portugal transit times of five days while continuing to offer four-times-weekly services from Rotterdam to Leixões and weekly to Lisbon via space booked with other carriers. The upgrade should result in a 30-40% growth in volumes on the route. The upgrade will allow Samskip to grow its Portugal-UK volumes by 30-40%, according to **Lisa Westerhuis**, Samskip Trade Manager Iberia. **Luís Paz da**

Silva, International Commercial Managing Director, Noatum Maritime Services, Samskip's agency in Portugal, said 45ft length containers were proving key in persuading Portuguese importers and exporters to switch away from road haulage. "The 45-footer is especially competitive with trailers at distances of up to 200km from the ports, including cross-border," he said, estimating that the 45ft market in Portugal today is four times what it was ten years ago. As the service launch is coinciding with continuing doubts over full Brexit outcomes, she emphasized that Samskip had added staff to customer services in Portugal and its UK customs team, while its customs clearance expertise already covers key markets external to the EU, such as Norway.

UK Government Brexit Guidance



The 81-page document, prepared and published by the **UK Government**, features key operational requirements for the RoRo mode of transport. The RoRo environment is key to UK-EU trade and locations that support RoRo

freight movements carry their own unique challenges including short crossing times, the onsite capacity required for physical intervention, and volume of freight flowing through the ports or tunnel. The Guidance is designed to help meet these requirements. Simply scan the QR code to access the full document.



Guidance for hauliers and commercial drivers

A compact 23-page guide titled 'Transporting goods between the UK and EU in a no-deal Brexit: guidance for hauliers,' published by the UK Department for Transport, sheds light on the proper permits and licences that will be required should the UK leave the EU without the deal. Simply scan the QR code to access the full document.

Peel Ports promises to ensure smooth cargo flow despite Brexit

Its **Liverpool**, **Heysham** and **Sheerness** sites will supposedly have the capability to limit the impact UK's departure from the EU will have on trading. This is a result of their combined capacity to handle 1m RoRo units per year. All three ports have already taken steps to improve resilience ahead of Brexit, including increased throughput capacity for heavy goods vehicle (HGV) trailers, as well as storage space to support smooth trade operations by ferries. **Mark Whitworth**, CEO, Peel Ports, said in a comment for BusinessLive, "Our industry must address the risks of congestion. 75% of the trailer freight market between north-west Europe and Britain passed through the pinch point of the Dover Straits. The solution we are putting forward is a simple one, which will help maintain smooth trade and also offer increased value to cargo owners. Unaccompanied trailers offer more flexibility for longer sea crossings, taking advantage of capacity at ports other than Dover, such as London Medway. These journeys allow for

clearance checks to be completed without the pressure of a 90-minute crossing increasing throughput and capacity. Using RoRo also helps to alleviate the critical lack of drivers available on both sides of the continent. Elsewhere at our ports at Heysham and Liverpool, we have unrestricted access to the Irish Sea with daily services transporting cargo across the Irish Sea Hub. We know that these practical solutions will help our customers to mitigate the risk which Brexit could bring. We believe cargo owners and their logistics providers can ensure their supply chain is protected, regardless of the regulatory framework around Brexit, by embracing RoRo and alternative ports across the UK." According to **Peel**, transporting non-perishable freight unaccompanied is both faster and more cost-effective than the driver-accompanied alternative. The company is also convinced that routing through ports such as **London Medway** would be just as viable as the Dover Strait route. While the sea leg is longer, road miles are reduced.

Queen takes personal interest in Britain's rail reform

Queen's Speech, customarily delivered during the State Opening of Parliament directly from the throne, featured a command for the government to bring forward proposals on railway reform. This comes as a slight surprise, pre-empting the so-called **Williams Review**, currently being worked on by Keith Williams, Chair of the Rail Review. The review was established to recommend the most appropriate organisational and commercial frameworks to support the delivery of the government's vision for the railway. Rail Review's findings and recommendations are yet to be presented. It will accommodate the views and needs of various parties involved in the rail sector in the UK, including trade unions, passenger groups, businesses, politicians,

think-tanks and passengers. Queen's interest is expected to put passenger train operators under pressure. It adds a new level of importance to the findings of the Review. Whether it will also shake up the freight industry, currently marginalised in the ongoing debate, remains to be seen. Speaking to RailFreight.com, **Maggie Simpson**, Director General, Rail Freight Group, commented on the matter, "We are pleased to see that Government intends to take forward the outcome of the Williams Review in this parliamentary term. Although the conclusions of the review have not yet been published, we have been encouraged by the narrative to date, which has been clear that any new structure must work for rail freight, as well as for passengers."

New arrival for Project Pilgrim

Six electric rubber tyre gantry cranes, worth €8.2m, arrived from China to the **Port of Immingham** as part of the approx. €38.7m expansion project of the **Immingham Container Terminal**. The cranes took 34 days to travel from China to the UK, where they were discharged using ship led facilities. They will be used to stack containers in the UK's biggest port in terms of tonnage. The equipment will now go through several check-up stages, including modification works and mapping, ready to be commissioned for work at the end of February. **Simon Bird**, Regional Director, ABP

Humber, said, "[...] we have already seen huge success from a similar investment in our Port across the Humber in Hull. The electric rubber tyre gantry cranes will also reduce fuel consumption by 95% and will, therefore, complement our efforts to reduce emissions." Project Pilgrim is yet another step in **ABP's** continued investment in **Humber Ports**. One of Immingham's sister ports, Hull, saw sailings increase from five to 15 per week in 2018, adding new destinations as partners. Pilgrim is a similar initiative, focused on expansion, layout improvement and addition of new equipment.



Photo: ABP

When it finally comes...

The **Road Haulage Association** prepared a short checklist of possible consequences that the now seemingly inevitable Brexit will bring. If ratified, the withdrawal agreement will see the UK leaving the EU as soon as January 31st, 2020. This, in turn, will begin a transition period which will run until at least December 31st, 2020. It will be a busy time for the media, with a lot of negotiating going on as to the shape of the future relationship between the UK and the EU. That said,

nothing will change during that period for the road haulage perspective. Community licences, driving licences, CPC and so on will operate in 2020 as if the UK never left. There will be no need to engage with ECMT permits to transit to 3rd countries via the EU, and there will be no customs formalities for trade between the two former partners in 2020. Operators will still be able to employ EU staff as now. What happens in 2021 remains to be seen.

DFDS' Brexit preparations

The company has been preparing for the UK's departure from the EU since 2016. Its main focus now is to inform small and medium-sized companies about how they can and must prepare for what comes next. IT is a main focus point for preparations. In order to be able to offer ongoing customer support and maintain the trade flow after the leave, systems need to be integrated and adapted for smooth communication with customs' and port authorities' IT infrastructure. **Kell Robdrup**, Senior VP, **DFDS**, offered some deeper insight, "We aim to offer customs clearance as a new service to our customers. In addition to customs competence, this includes allocating or acquiring extra space at terminals for customs clearance, and for storing trailers that are awaiting customs clearance." These preparations also include certification as an Authorised Economic Operator (AEO) by the customs

authorities, enabling DFDS to offer simplified customs procedures and securities. AEO status has been granted to the company in the UK and in most countries with DFDS routes to and from the UK. In order to keep the customers as informed as possible, the company organized meetings in various locales and countries it pursues business in, offered webinars for freight customers and established a go-to Brexit website featuring guidelines for both logistics providers and their clientele. Robdrup adds, "We anticipate that many smaller and medium-sized companies will not be ready to handle customs clearance on 31 October. If customers arrive without the necessary documentation, the regulations will not allow them to board the ferry. This is most likely to affect the flow on our Channel routes at the beginning and cause some customers to use our Rotterdam – UK services instead."

Heysham set for post-Brexit growth on Irish Sea

In a short expose, **Alistair Eagles**, CEO, **Seatruck Ferries**, shared the origin story of his company and shed some light on how Heysham will stay relevant in a post-Brexit trading landscape. The company started its business in 1996, with a single trip, carrying just 70 trailers of freight during its maiden week of cruise between **Warrenpoint** in Northern Ireland and **Heysham**, Lancashire. That route is still in operation today, operating eight vessels, undertaking 78 departures

and handling approx. 7.5k freight units on a weekly basis. Seatruck is the only ferry company dedicated solely to freight on the Irish Sea, according to Eagles, a major reason for its success. Thanks to new hinterland connections, port traffic in Heysham is able to access the motorway without the need to transit Lancaster, which further reduces costs and time. The port also profits from Seatruck's unaccompanied trailer model, especially given the recent driver shortages in the UK.



Photo: Peel Ports

No halt to the HGV driver shortage

Fifty-nine thousand heavy goods vehicles (HGVs) are needed in the UK. According to a recent report by **FTA**, one of the country's biggest business groups focused on support of efficient logistics, 64% of transport and storage businesses are in need of skilled workers. The report provides a detailed examination of the various factors behind the shortage, including Brexit. According to the analysis, 60% of HGV drivers are over the age of 44, and only 19% are under the age of 35. The number of drivers is down 16k or -5.0% year-on-year. It is a result of a mix of an ageing workforce, coupled with low unemployment, declining EU net migration and difficulties the sector has in attracting new candidates. It suffers from a poor understanding of the industry

and sector image, as well as straining working hours and lack of quality driver facilities. **Sally Gilson**, Head of Skills Campaigns, FTA, said, "The logistics sector is the lifeblood of the nation's economy, supplying businesses with the goods they need to operate and contributing a total £124 billion gross value added (GVA) each year. The UK economy cannot operate without HGV drivers; they are an integral part of the logistics workforce and a vital cog in the UK's interconnected supply chain. Without them, businesses would simply come grinding to a halt, and Britain would find it very hard to keep trading." The report can be accessed for free by scanning the QR code.



Digitalisation as an answer to Brexit

The UK finished 2019 by becoming the 24th country to ratify the e-CMR protocol, the digital version of the United Nations Convention for the carriage of goods via road. Cost reduction and lowering of the administrative burden count among the benefits, possibly making it an answer to ensuring smooth truck movements between the UK and the EU post-Brexit. The e-CMR protocol enables transport operators and drivers to use an electronic version of the traditionally paper-based CMR consignment note.

It also allows for significant time saving and increased supply chain visibility, making it more transparent for all of the involved parties. **Matthias Maedge**, Director of Advocacy, IRU, said, "The UK's decision to ratify the e-CMR protocol results from the joint advocacy efforts of IRU together with its UK members, the Freight Transport Association and the Road Haulage Association. This move comes at a crucial moment and will go a long way towards overcoming the potential barriers to trade arising from Brexit [...]."

Business booms in the Eurotunnel

October 2019 was financially a record year in the Tunnel's 25-year history, as reported by **Getlink**, the parent company in charge of operations linking Great Britain and France by means of the **Channel Tunnel**. Stockpiling in preparation for the UK leaving the EU was cited as the reason for the all-time record of almost 154k trucks transported through the 51 km long twin bores. It beat the old record, established in March 2019, by approx. 1.5k trailers. This news will certainly appeal to environmentalists, observing emissions saved due to the drop in road miles travelled. However, the issue of shuttle trains able to provide services only between **Coquelles** and **Folkstone** remains. The Tunnel's loading gauge is far larger than either the British or French networks, meaning all road traffic has to detrain on arrival. Therefore, it is impossible to travel further by rail without major reconstruction. While

routes have been enhanced over the years and low-floor rolling stock has been introduced, the gauge difference is not an issue easily solved. Then there is also the parking problem. Trains arriving every ten minutes, carrying 32 tracks each, pose capacity problems for local authorities, as exemplified by the **English County of Kent**. It runs the risk of becoming the country's chief lorry parking lot whenever Tunnel operations go awry. In the past, the issue has been addressed by introducing Operation Stack, a contingency plan used in order to park heavy goods vehicles (HGVs) heading for mainland Europe on the carriageway of the approach motorway. The plan has been revisited due to fears of the congestion resulting from customs chaos after Brexit. An entire airport has been commandeered to take any additional HGVs, apparently a prudent move.

BPA's 2020 priorities outlined

The **British Ports Association** (BPA) named sustainability, energy transition, regional growth, connectivity, innovation, safety, training, regulatory review and port 'impact' as key themes for the year 2020 in its annual New Year's message. **Richard Ballantyne**, CEO, BPA, offered a comment regarding the most pressing matters, "2020 could be a pivotal year for ports. The passed the EU Withdrawal Agreement will see the UK diverging from European customs rules meaning new border controls for freight operators. This will be a major challenge for parts of the UK logistics sector including those on the Irish Sea, so working with the Government to ensure additional costs and delays are kept to a minimum will be central to our discussions with officials. There will of course be potential opportunities to influence the expected deregulation drive which may include shaping any new infrastructure and fisheries funding, as well as State Aid rules and port service regulations. We also expect the Government to press ahead with a Free Ports policy so encouraging an inclusive port zoning strategy, looking at how ports of all type and location will feature in national and regional growth strategies will be central. Separately working with the UK Government and devolved administrations, as well as implementing some of the previously considered strategies such as Maritime 2050 in England and others in the rest of the UK, will be key themes for the BPA this year." **Mark Simmonds**, Head of Policy and External Affairs, BPA, shed some light on the specifics of the Association's sustainability agenda, "For many, 2020 is the year of the sulphur cap, but the focus on air emissions from ports and shipping more widely will continue to grow. Whilst Brexit has dominated the headlines for years, sustainability has been the issue that affects all ports, and it will be near the top of the political agenda for the next decade – whether it's emissions, planning rules or marine litter. This presents

huge challenges for ports and sustainability, and the environment will be a particular focus for the BPA this year. More generally, the energy transition will continue to change the way ports operate as some cargoes decline or fall away completely whilst new ones appear, and offshore renewables become ever more important to the sector. Finally, a 'new' UK Government, Brexit and any potential economic fallout may mean that the industry's ideas for improving the planning and consenting regimes for ports start to be heard with more interest in Westminster, Holyrood, Cardiff Bay and Stormont." The statement also featured some points on how the Government and local authorities can support growth in the port sector. While cargo figures went down, tourism remains popular. The UK cruise passenger numbers increased by 15% to 2.2m in 2019 and are expected to continue to go up in 2020. This trend, along with interest in offshore renewables and wind energy development, needs to be capitalized upon. The BPA also vows to focus heavily on transport connectivity for ports in 2020, hosting the first Port Connectivity Summit in March, in order to bring attention to the investment needed to better integrate ports into the wider transport infrastructure. Furthermore, the Association plans on renewing calls for a new UK Freight Strategy. Safety remains an important topic, with support for Port Skills and Safety, UK's professional ports health and safety membership organization, continuing. Improvement of safety culture and performance, as well as sharing of best practices from both inside and outside the port sector, top the list. Last but not least, the BPA promises to further support the promotion of maritime careers through various careers events, forums and school outreach sessions. 2020 will see the launch of the 'People in Ports' initiative, giving insights into the employment opportunities offered by UK ports.

Photo: Digital Buggu

It's time to turbo-charge trade

by **David Leighton**, *Former Group Head of Corporate Affairs & Marketing, Associated British Ports; Founder and Director, Front Street*

As the UK begins a new phase in its journey towards delivering Brexit, the Government's intention to "turbo-charge" the nation's preparations for no deal has been made clear. Whilst leaving the EU without a deal is not a desirable outcome for many, it is vital to make sure that British businesses are thoroughly prepared. It is also vital to look beyond Brexit and to turbo-charge the nation's capacity to export and trade, and preparing for no deal can be part of that.

It is also vital to look beyond Brexit and to turbo-charge the nation's capacity to export and trade, and preparing for no deal can be part of that.

As the UK's leading port operator, handling one quarter of the nation's seaborne trade, ABP remains committed to making sure our ports are ready for a no deal Brexit, in particular offering our Humber ports as alternatives to Dover where the risk of disruption is greatest. Since 2016 ABP has invested more than £250 million across its network of 21 ports around Britain, including the expansion of our container facilities on the Humber at Immingham and Hull. As well as working closely with government and customers, ABP has deepened co-operation with other European ports connected with the Humber who share our determination to keep trade moving efficiently.

Importantly, ABP's approach offers longer-term benefits for businesses and the economy. Because the Humber is closer to many of the UK's principal centres for manufacturing and distribution, making greater use of its ports for EU trade can facilitate easier and more resilient access to export

markets. In addition, by enabling a significant reduction in distances travelled by HGVs on Britain's roads, there is an opportunity to improve safety and cut CO₂ emissions to help tackle climate change. Research by the University of Hull Logistics Institute has demonstrated that moving just 10% of cargo from Dover to the Humber, destined for distribution hubs in the North and Midlands, can save 100,000 tonnes of CO_{2e} every year.

But ramping up the UK's wider preparations for a no deal Brexit can also deliver longer-term benefits, boosting the nation's exports and trade.

One of the potential gaps in the UK's no deal readiness is that too few businesses trading with the EU are registered to make customs declarations; recent reports indicate that only one third of the estimated 240,000 EU-trading UK firms have signed up for so-called 'EORI status'. Further, customs processes are currently not all that easy to swiftly get to grips with. Consequently, there is an urgent need for a high profile campaign to encourage more businesses to prepare for no deal and to direct those businesses

// Delivering real success in boosting exports and trade also depends on a much bolder, long term and inspiring vision for the economy with exports and trade at its heart.

// We need to build a shared agenda capable of making sure the UK continues to strengthen its position as a world-leading exporter.

to a source of information that offers simplified, straightforward guidance about what they need to do.

Encouraging more businesses to prepare for no deal by acquiring the capability to deal with customs procedures is just one of the ways we can strengthen the UK's no deal readiness and, at the same time, help increase the nation's capacity to export to growth markets across the world; one part of achieving 'Global Britain'.

Another important policy priority to help prepare for no deal, as well as enhance the competitiveness of the UK's ports outside the Customs Union, is to drive the establishment of free ports. Free ports enable goods to move in and out of ports without requiring the payment of customs duty, as long as the goods remain inside specially designated zones. Free ports can therefore attract more trade and create jobs, but not solely in port or logistics operations. Many ports and sites located adjacent to ports, such as Port Talbot and the Humber International Enterprise Park, offer large areas of development land close to deep water, ideal for facilitating the efficient import of raw materials or components and export of finished products.

Free ports can capitalise on these advantages and make these sites even more attractive for investment in new manufacturing. A 2016 report authored by Chief Secretary to the Treasury, Rishi Sunak, indicated that free ports can deliver 86,000 new jobs and in areas where jobs are most needed. The report notes that of the UK's 30 largest ports, 17 are in the bottom quartile of Local Authorities when ranked by the ONS' Index of Multiple Deprivation. Free ports is a further example of a policy that can both underpin no deal readiness and support longer term growth in exports and trade, as well as helping transform Britain's hard-pressed coastal communities.

Vigorous debate and disagreement about a more determined approach to no deal Brexit will continue. Yet it remains the

case that lying within this endeavour there are actions that Government can take that will deliver longer term benefits whatever the outcome of the Brexit negotiations.

There are of course many other steps which need be taken to increase Britain's exports and trade. For the ports sector, which handles 95% of the UK's trade in goods, they include prioritising investment in transport infrastructure connecting ports to make sure businesses have the best possible access to global markets. It is also important to enable ports to develop and grow to meet customer demand. One example is the Port of Southampton, the UK's number one export port. Every year the port handles £40 billion of exports, including £36 billion destined for countries outside the EU. Major British manufacturers such as JLR rely on the port's infrastructure to export their products all over the world, which is why some 11,700 jobs in the automotive sector rely on the port in the West Midlands alone. Making sure the port is well-connected and can continue to grow is fundamental to the future success and competitiveness of exporters throughout the country.

Ultimately, delivering real success in boosting exports and trade also depends on a much bolder, long term and inspiring vision for the economy with exports and trade at its heart; it demands genuinely ambitious goals; and it requires a much broader strategy. In 2017 ABP published a policy paper advocating a 'Trade First' review of government policy, cutting across all relevant government departments. The purpose of the review would be to make sure policy across Whitehall is aligned with the goal of increasing exports and trade. Its scope would need to include departments such as education in order to excite new generations to export and trade across the world, and to equip them with the skills they need to achieve that. We need to build a shared agenda capable of making sure the UK continues to strengthen its position as a world-leading exporter, eliminating the trade deficit and creating a stronger foundation for the nation's long term prosperity. That work needs to start now. It's time to turbo-charge trade. ■



Photo: Pexels

BREXIT and transport: A talk with ITS UK's Jennie Martin

by **ERTICO**, as part of the 'Women on the Move' interview series

In this fifth interview of ERTICO's campaign #womenonthemove2019, we speak to the Secretary General of ITS UK: Jennie Martin. In her twenty years at ITS UK Jennie has built a solid experience in the sector, which makes her today an important point of reference in the European ITS community. Will BREXIT highly impact the transport sector? How is ITS UK preparing for this massive change?

■ **Jennie, tell us about yourself. How did you become involved in the transport sector?**

When I left university I simply looked for work. I did not have any particular field in mind. Quite by chance, I got a graduate traineeship with British Rail, the pre-privatisation body which used to run the UK's railways. It was there that I got interested in transport as a sector – the complexities of running a rail network can't help but fascinate. My second job was with the transport authority for the City of London, the financial district or "Square Mile" as it is more commonly known. That was my first encounter with ITS. The Square Mile is fantastically well resourced, as you can imagine, and was at the forefront of what were then quite new ideas. At that time, they also looked at an early version of the SCOOT system for the whole of central London. I never went to that office but I imagine an enormous computer installation in its own air-cooled basement room.

■ **What do you find appealing in transport?**

My interest in transport and in ITS is all about how it supports societies and individuals. I really have no interest in infrastructure or technology for its own sake. Though I have been known to admire a beautiful historic railway station from time to time. Travel is a human as well as a practical and economic need. One of the reasons why people are harmed psychologically by being confined for long periods of time, is our innate need to move around. Working in the transport sector is therefore a great mix of technical, practical and social endeavour. It is also deeply political, which adds another layer of interest.

■ **Transport is still a male dominated field, and there are many initiatives that try to involve more women. Is ITS UK promoting women in transport, and if yes, how?**

Yes, ITS (UK) prioritises working for diversity in the ITS workforce. Transport as a "product" is used by almost the whole



#womenonthemove2019

WITH JENNIE MARTIN ITS UK

Photo: ERTICO

population, so it is unlikely that the service will be the best if it is designed for a small section of the population. People live very different lives and this is reflected in their travel needs and choices. The best ITS team will include people from a variety of backgrounds, so that many different transport needs and experiences are raised during any given project. Women are one of the most under-represented groups in the UK's transport workforce but it is definitely changing for the better and has been for the past decade or so. We run a Women in ITS group to create a welcoming space for women to network in. I can testify that the social dynamics are entirely different in this group than in the usual ITS setting of 30 men and 3 women. That is the purpose of the group: to create the environment where women can be as comfortable as the men of ITS are at all our other events. Men are welcome in our Women's group and it is interesting to see how they are a little cautious and quiet in that setting, just like women often are when outnumbered ten to one. This is all basic human psychology, it is not discriminatory or radical.

■ **As woman, what do you personally do to promote women in transport?**

I always encourage and invite younger and/or more junior women to put themselves forward: to give talks, to voice opinions, to enter into professional

debate and accept disagreements when these occur. As the workforce gets more gender balanced, this will become normal, but in the UK we are still in a situation where there are unspoken fears that having a professional disagreement with a man is somehow unfeminine and unattractive. My mantra is that we go to work to be respected, not to be liked.

■ **Let's talk about BREXIT. Transport is going to play a crucial role in BREXIT negotiations. How is ITS UK preparing for this?**

ITS (UK) is taking a pragmatic view of Brexit. At the time of writing we do not know what Brexit will look like in any case. Business will find a way whatever happens. I firmly believe that ITS products and services will be provided between the UK and the EU once the dust has settled. There will be new bureaucracy to get used to, and probably a need to be smart in order to offset cost increases, but the business will carry on. Both sides also know that divergent standards, specifications and protocols will not benefit anybody, and I believe that the UK will adhere to the ones already in place. Formal standards are nothing to do with the EU, and will not be affected. But I also think that UK technical experts will continue to keep in touch informally with the relevant EU groups and that everybody will see the sense in not having UK ITS drift into technical divergence! ■



Photo: Paul Basel

Playing Nostradamus

by Andrzej Urbaś

We had a chat with Mark Simmonds, the Head of Policy and External Affairs at the British Ports Association, asking him to divine the future and share with us his views on the shape of the port industry after Brexit finally happens

- **The general election is over, the Conservative party scored a major win. Boris Johnson is set on leading the UK out of the European Union by the end of January 2020. UK's departure from the EU seems inevitable – what are the likely scenarios for the UK's maritime sector depending on future trade relations between the country and the EU?**

It will all depend on the agreements struck between the UK and the EU. Right now it is still not entirely clear what the new Prime Minister and the UK Government really want out of that. Those are very early days of the Government of course, so we'll have to wait and see what their negotiating position and their ambitions will be when it comes to the trade deal.

We've seen them put forward a new Withdrawal Bill this week and there was some speculation around that, as it has not included items that were in the previous one, prior to the election, regarding workers' rights and environmental standards which the Government have always promised would be maintained on the same level as before leaving the EU.

There's been some speculation that the Government may then seek to

lower those standards, and I believe that is something the EU has been worried about in the past: a UK economy operating looser standards and presenting a more attractive business environment. So, there's been some concerns about upholding a level playing field for business. This is something that Boris Johnson PM might be willing to do, but it also could be a negotiating tactic. It will be interesting to see whether they come out and explain in more detail what they are actually after or whether we are facing another year or so of talks behind closed doors with the industry being kept in the dark.

The deadline is tight, and the UK seems set on leaving the EU with or without a trade deal. We at the BPA are obviously very keen on a deal being made, and we have been saying for the last two or three years that we would prefer there to be a strong regulatory alignment and agreement, which is paramount for keeping trade flowing freely across the border and made the importance thereof very clear. So far, the Government has always been very supportive of that, and now we will see whether they really meant what they said.

Then there is also the deal our government wants to strike with the US, and the only way to allow sufficient space for the latter is to make a looser one with the EU, or strike a series of sector-specific or 'mini deals' with each. There have been voices saying that the new PM is making life very hard for himself trying to negotiate such a complex agreement in just one year, but if it were to be a very loose and simple one then it might actually be possible.

- **Should "no-deal Brexit" become a reality, what will be the most severe consequences for the ports in the UK?**

It really depends on what you mean by no-deal. We could end up with different types of a no-deal scenario. There is the one lacking any sort of withdrawal agreement, and that would not benefit either of the involved parties.

But as it seems, we now may have a case where there is an agreement on the UK leaving the EU by the end of January 2020, while, at the same time the future trade relationship remains unclear. That is what I believe to be more likely. As mentioned before, the Government is keen on setting a very tight deadline but they had set



deadlines before and missed them a few times so read into that what you will although the Prime Minister now has a much firmer grip on his Government and on Parliament.

I believe it is very likely that we will get a withdrawal deal eventually. That is almost done. As to consequences of not having a trade deal, the BPA always recognized the potential for disruption at the ports and it depends somewhat on the fact, that without a trade deal there will be no transition period beyond 2020. There might not be one even if a deal is struck, and to be honest everything that could apply in a no-deal scenario can very much apply if we have one without an agreement guaranteeing frictionless trade, which seems is the direction we are heading.

The effects will obviously be focused on ports with a large amount of EU traffic; short sea ferry ports in particular as they tend to have little or no customs or regulatory controls in place. For BPA, the worry has always been that there are going to be new checks introduced at the border and that is now very likely indeed. If there is no transition, you will have new checks and controls introduced abruptly in ports where there have not been any for 40 years. They will be lacking the space necessary to conduct these checks and for some ports this might be quite a shock. At the Port of Dover for example, a truck can come out of the port gate in two minutes after disembarking.. These ports have become very good at exchanging cargo very quickly, the reason being there have not been any checks in place slowing down the process.

I foresee difficulties if we get the kind of deal that causes some issues for ports, similarly to a no-deal scenario, but not for the reasons we were expecting while preparing for a possibility of leaving the

EU without any kind of agreement. That is obviously going to be a challenge.

■ **Speaking of preparations, how far are you in terms of issues related to customs clearance?**

UK ports are as prepared as they can be, but I believe that sometimes our message has been misunderstood, and some believe that there is not going to be any friction whatsoever. The ports are ready, but disruption is inevitable when you introduce a new system with a lot of new checks where there have been none previously.

Ports that are most likely to be affected have been working very closely with local resilience forums, the police and other agencies that have a stake in the process to ensure that any congestion is managed. The BPA itself has been working very closely with the UK's border force and customs agencies and others as well.

The Government said that in case of a no-deal scenario, some checks for incoming traffic might be eased or conducted inland, away from the ports, although I believe those easements were prepared for a 'no divorce deal' scenario rather than a 'no trade deal' scenario which is now the more likely of the two. Some funding has been spent on ensuring that in case of congestion, traffic might be redirected to other ports. However, none of that can fully mitigate the situation and there still would be some disruption. If you introduce friction into a scenario where there was no friction before, you are going to become less efficient. Moving cargo in and out of the UK will probably cost more, at least in the short term, and it will generally become harder to move it through the affected ports.

Other routes may be introduced or alternative modes of transport found,

butterflies are very important for the UK and that is not likely to change in the short or medium term. We have twice as many trailers coming into the country as we have containers. Bringing cargo in by road has always been an attractive option for importers: the UK is a big market on a small island with lots of ferry ports and a decent road network. With the short crossing between the EU and the UK, it is fairly easy to simply put your stuff in a lorry and drive it through a port and on to where it needs to be with very little fuss. If this becomes harder in the future, containers or other modes of transport might become more appealing to hauliers. We may also see less transshipment through the EU, so we could also observe more deep-sea hauls from the US and China directly into the UK, particularly if there are new trade deals agreed. But it is all guesswork at the moment.

■ **Leaving the EU also means that British ports won't have access to funding via mechanisms such as the Connecting Europe Facility. Are there plans for similar instruments to be created, and will they be sufficient to assure that the UK's port industry remains competitive?**

That remains to be seen. In the UK, there has been sort of a consensus between Government and the industry over the past 20-30 years, when a big chunk of UK's port industry has been privatized, that ports should be commercially run and financially independent, pursuing more private capital and investment. I believe that this understanding is still there, and the Government expects the port industry to pay for itself. The industry has always been somewhat suspicious of direct Government investment in ports and it can be controversial.



Photo: Aberdeen Harbour

That said, there are two big schemes at Aberdeen and Dover that have both attracted some EU funding and generally I would expect the Government to put something similar in place in the short term but they may take different forms and again it is something we will have to wait to find out. The issue of EU funding has not been high on our list of priorities for the industry so far, with the exception of the EMFF which has been successful in supporting UK fishing ports. The Government has made arrangements for a new domestic EMFF scheme and has signaled that the UK might be willing to participate or opt-in to certain schemes. Will we see a UK version of the CEF? I don't know, I don't think it's on the table at the moment.

More widely, Brexit has seen the UK Government directing some funding towards the freight industry, buying out ferry capacity for example, as part of no-deal Brexit preparedness. It remains to be seen if moves like that were one-off quick fixes or the result of new appetite to invest or intervene directly – it is more likely the former in my opinion but we will see. I think in general the Government will not be expecting demands from the UK ports for lots of public funding.

■ **What shape will the British Isles' link to continental Europe take should the UK stop being a part of the TEN-T network?**

It will be odd to have the TEN-T network and then see the big gap around the UK, despite the fact that you cannot expect the UK to be included in it after its departure from the EU. I hope that both parties

can find a way to work together and work out some sort of partnership and develop mutual thinking in the future. Whilst our trading relationships and rules may change the geography hasn't.

■ **Any other issues remaining that need to be solved before the UK leaves the EU?**

We will be able to get rid of the Port Services regulation, which is the one thing that the Government promised us for a number of years. Once we understand what their ambitions are in this area, we will see how we can take advantage of that

We have been talking to the Government about establishing free ports, and the benefits of that will depend on the shape of our relationship with the EU. Should we have a more distant one, the status of free ports may well become more attractive to certain UK ports. We are keen to explore how that might work. We will also be able to see how EU's environmental regulations could be improved upon, how they might work better for ports. Obviously, we are not thinking about weakening them, just making sure how they could better suit the UK's unique setup and how environment rules can better reflect the dynamic nature of the marine and coastal environment.

■ **Scotland. How big are the chances for it to leave and stick with the EU? Any extra preparations?**

Not really. The UK Government still says that they will not allow another referendum on Scottish independence. We will see how that plays out. Lots of

critical commentators are of the view that it is more likely now.

The Scottish Government is responsible for Scottish ports, while the UK Government takes care of trade and shipping policy (and English ports). So, we are already right at the forefront of that kind of division and used to dealing with slightly diverging regulatory systems for different UK ports. In a way we already have the challenge of having four additional governments within the UK that are dealing with ports and all taking slightly different positions or approaches. This works best when each of those four Governments are able to work closely together and big political disputes make that harder.

We have always been of the view that there needs to be a level playing field for the ports across the UK, and that is what we focus on when talking to the respective governments about when they have divergent views on how port policy should be managed.

In the end, it would not affect the ports directly but indirectly in terms of what it would mean for the economy and having another land border, that would be a huge challenge.

■ **Before we wrap it all up, how about investors' moods? They tend to become a little cautious in times of uncertainty. Are the ports and terminals seeing development?**

There is definitely a lot going on. As I have mentioned earlier, Aberdeen has a huge project underway; they are effectively building a new port next to the existing one. Dover as well, they are constructing a brand-new general cargo and cruise terminal next to their ferry terminal. That will be a major expansion. Tilbury in London are investing as well, and many others too.

I have stated that before, Brexit mainly affects a relatively small number of ports; it is mostly ferry ports that bear the brunt of it. Most of the other ports are actually not directly affected in a huge way, although there will be indirect effects, of course.

What has been observed in the last couple of years is that investors have been on hold waiting for Brexit to be resolved. A lot of ports will simply be keen for it to be sorted. The investors might go somewhere else, they might not be too happy about how it all ended, but at least they will know what is happening and how to move forward and so we hope that an end to uncertainty will unlock much of this investment.

Conducted on December 18th, 2019 ■

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Small ports vs big issues

partnership events



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BE/Brussels
www.europeanshippingweek.eu



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19-20 February 2020
UK/London



6th International LNG Congress
2-3 March 2020
BE/Brussels



Ports 4.0
3-4 March 2020
LV/Riga



IAPH World Ports Conference 2020
17-19 March 2020
BE/Antwerp



Intermodal Asia 2020
17-19 March 2020
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