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It is my pleasure to welcome you to the Winter 2020 issue of *Report* magazine, which marks the close of what has been a tumultuous year for businesses due to the global pandemic but also one filled with progress on the road towards achieving net zero emissions.

Our flagship article in this issue comes from the Maritime Minister, Robert Courts MP, who hails the incredible resilience and dedication of maritime workers, views which are echoed by the Shadow Secretary of State for Transport, Jim McMahon.

Businesses have been working hard to support the UK's economic recovery and this is reflected in articles from CLIA UK & Ireland on the safe return of cruise, and decorative aggregates supplier Long Rake Spar on powering through the pandemic.

The UK's green economic recovery is a further key theme in this issue, with pieces from key players, including Drax, the Decarbonising Ports and Harbours Innovation Network and the Aldersgate Group on steps to build an environmentally sustainable economy.

As we approach the end of the Brexit transition period on 31 December, you will find a useful guide showing the steps business can take to ensure frictionless trade at borders on pages 16-17.

Reassurance is also provided by the article from the Port of Rotterdam, which explains that the port has implemented systems which will support trade with the UK after the end of the Brexit transition period.

This issue ends with an article from Claire Screen, ABP Head of Commercial (Containers), in which she discusses how the Humber provides reliable, cost-effective and sustainable supply chain solutions for businesses, which can strengthen resilience in the post transition period and beyond.



Henrik L. Pedersen
ABP Chief Executive Officer

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If you would like to share your perspective on the future of trade and the maritime industry, please get in touch at report@abports.co.uk

Maritime Minister on the resilience and dedication of the sector



Maritime Minister Robert Courts MP, expresses his gratitude to maritime workers for their fantastic work in keeping trade flowing during this difficult year and sets out the next steps on the road to the UK’s clean energy transition.

The nation continues the fight against the pandemic, with the maritime sector and Associated British Ports (ABP) specifically on the front line, after the announcement of further steps necessary to control the coronavirus. I realise that these measures introduce new challenges for business and individuals alike, but the nation recognises and is indebted to the whole of the maritime sector for its sterling work in keeping the nation fed and supplied with medical and essential goods throughout these unprecedented times.

I want to offer my sincere thanks to everyone in the ports sector for their tireless dedication and support. Without this our supply lines would not have operated. The resilience and dedication shown by everyone across our sector has been exemplary. I cannot emphasise enough how grateful we all are for the support you have given the nation.

Within a few days of taking up my post, I was lucky enough to be able to visit the Port of Southampton, a truly wonderful port. I was impressed by the scale and diverse nature of trade handled efficiently and professionally, from fuel and cars to freight. I was also pleased to see the spectacular upgrade and investment to the Ocean Cruise Terminal. I hope to be able to visit many more operations when we are in a better place than we are now.

We continue to work across my department and wider government to

“The nation recognises and is indebted to the whole of the maritime sector for its sterling work in keeping the nation fed and supplied with medical and essential goods throughout these unprecedented times.”

support and grow maritime trade as we move on from the pandemic and we are working together on a restart plan for the cruise sector. The cruise sector supports thousands of jobs and contributes significantly to the economy, whilst of course being enjoyed by hundreds of thousands of people. It supports coastal communities and jobs in the areas wherever these majestic vessels go, both around the UK and internationally. As soon as the time is right, we will be ready to relaunch this sector.

Our ports, no matter which corner of the country they are in, play a crucial part in supporting many local and coastal economies. It is vitally important that we support our ports infrastructure to ensure our prosperity and support jobs, local services and skills.

That is why we are focused on delivering a robust recovery for the maritime sector. This starts with tackling immediate issues in the coming weeks and months to ensure we maintain the strengths of the sector. We will also consider where actions can be taken to aid the long-term recovery of the sector and support the achievement of the vision we collectively set out in Maritime 2050.

We have already worked hard in preparing to leave the EU by investing in infrastructure around the country. We are ready for the new opportunities and environment we will be in on 1 January. In July, we announced a package of £705 million, with £470 million of that earmarked for ports infrastructure investment. Port Infrastructure Fund grants are being delivered directly to ports to make the necessary changes and departments right across government are working together to make this happen. There has never been more cross government interest in our ports infrastructure than now, so I am delighted that the cooperation between industry and government is so strong.

We want this to be a green recovery. We have a great opportunity as we emerge from the pandemic to implement new cleaner initiatives. This is reflected by the recent announcement by the Prime Minister that £160 million will be made available to upgrade ports and infrastructure across communities,



“ABP has already led the way with the design and build of the £310m offshore wind turbine production and installation facility at Green Port Hull, completed in 2017.”

like Teesside and Humber in Northern England, Scotland and Wales, to hugely increase our offshore wind capacity. This is already the largest in the world and currently meets 10 per cent of our electricity demand. ABP has already led the way with the design and build of the £310m offshore wind turbine production and installation facility at Green Port Hull, completed in 2017.

We have already launched our Clean Maritime Plan and we continue to strive towards delivering our net zero commitments. I am grateful for the work our stakeholders are putting into this in order to achieve our shared goals of delivering a cleaner, greener maritime sector.

Cleaner seas and reduced emissions all help to deliver a world and a future we can all be happy to hand on to future generations.

I am pleased to see that ABP has itself just ordered a fleet of new, more fuel-efficient pilot boats from a UK

manufacturer as part of a wide-ranging plan to reduce carbon emissions.

We have to take action now, for the path to a net zero sector is not a quick one. But steps are being made right here, right now. Hybrid vessels, electric vehicles in ports and many other energy efficient ways of working are all beginning to deliver the changes we need to see.

In November, as part of the Maritime UK awards, we are also awarding the first of our own Clean Maritime Awards. For me, it is incredibly gratifying to see the range and scale of some of the nominees in these awards. It is fantastic to have industry pick up the challenges we laid down and showcase these innovations and developments. I hope to see many more nominees and real solutions in the coming years at these awards.

It has been a difficult and challenging year. We could not have foreseen the scale and impact that the pandemic would have on our day to day lives and our ways of working. But in these

unprecedented times, it is important that we pull together as a nation, to ensure that we keep on working and we keep on delivering.

I must pass on again my sincere gratitude for everyone working on the front line during these difficult times. It is your strength, your resilience and your work that keeps the nation going. The UK has always been a proud maritime nation and this year has shown why that pride is justified, as never before. Thank you, all.

The key role of maritime in a green post-COVID recovery



The Shadow Secretary of State for Transport, Jim McMahon discusses the vital role played by maritime keyworkers during the global pandemic and how the industry could be at the heart of post-COVID financial recovery and decarbonisation.

The maritime sector really is the backbone of our economy. On a recent visit to the Port of Hull I saw first-hand the invaluable role those that support our nation's imports and exports play. Our country would simply not be able to function without the 100,000-plus people employed in the sector. During these tough COVID times, I want to extend my thanks for all you are doing to keep our country going.

Firstly it's right to note that, whilst it's true that the outlook for the maritime sector looks uncertain at present, we must remember the current Government can and should step in to support jobs and keep our vital shipping routes open. Though I don't want to get overly political, I'm clear we have to see more action from the Government to support jobs and companies in the maritime industry.

Another area where we've got to see more is Brexit. This sector is going to suffer greatly from the Government's chaotic approach to these negotiations. Our ports, our maritime industry and our country need a relationship with Europe that allows for as frictionless trade and travel as possible. I'm concerned Ministers aren't listening to these calls and are pushing ahead with an approach that could hurt the industry. So I welcome and support those that are continuing to hold the Government's feet to the fire on this important issue.

“The case for a green recovery, rooted in decarbonisation and climate justice, has never been stronger than it is now.”

More broadly, when I came into this role earlier this year, I was clear our party had to focus more on transport issues that weren't just trains and buses. Our maritime industry and ports are too fundamental to ignore. So I'm glad that after sustained pressure from the sector, trade unions and our Shadow Maritime Minister, Mike Kane, the Government has moved to extend the National Minimum Wage to seafarers. But there is more to do to improve the terms and conditions of seafarers and I'm grateful in particular for RMT's continued pressure on this issue.

As we hopefully move forward and beyond this COVID crisis we must turn out attention to the enduring crisis facing humanity, climate change. The case for a green recovery, rooted in decarbonisation and climate justice, has never been stronger than it is now.

Revitalising the maritime sector could create tens of thousands of jobs across the UK, with many of them green and concentrated in neglected coastal communities. It could lead to the renewal of the many towns and villages with a long history of maritime economic activity dotted along the UK's coastline. These seaside communities are in desperate need of improvements in transport, job opportunities and connectivity. They would be at the heart of maritime sector growth.

Many of these same communities derived their sense of identity and purpose from shipbuilding. Our shipyards were once the envy of the


“Revitalising the maritime sector could create tens of thousands of jobs across the UK, with many of them green and concentrated in neglected coastal communities.”

world, providing half of all new ships built worldwide. But our current global market share is now less than half a percent, and the UK's shipyards have become symbols of industrial decline. In communities in and around Glasgow, Liverpool and Newcastle the disappearance of the shipbuilding industry is felt like a lost limb. It doesn't have to be this way. Shipping has the potential to thrive once again, contributing to our economy, jobs and skills, as well as our reputation for maritime excellence around the world.

Labour is clear that it is time for the Government to act. Decarbonisation and the rebalancing of the economy are possible, and UK maritime, with its wealth of talent and expertise, has shown time and again its ability to generate enormous value. Already, the sector is worth £46.1 billion to the UK economy.

“If ministers are prepared to act fast and invest, then the UK can become a scientific and green technological superpower.”

No country has yet pulled ahead in the race to develop zero-emission shipping technology. But if ministers are prepared to act fast and invest, then the UK can become a scientific and green technological superpower. We can restore our neglected seaside communities and shipbuilding can become the envy of the world that it once was. But there is no time to lose.

Finally, can I again thank all those in the sector for everything they are doing during these tough times. 

Drax's role at the heart of transforming the Humber region to net zero

Drax CEO, Will Gardiner, sheds light on the transformation of Drax Power Station from coal to biomass over the past decades and how it is pioneering carbon removal technologies in order to help tackle climate change.



drax

Drax Power Station near Selby in North Yorkshire first started generating electricity using coal in the 1970s. Once the second half of the power station was built in the 1980s, it became the largest power station in the UK with the capacity to generate electricity for six million households.

Over the last decade, four of the power station's six generating units have been converted to use sustainable biomass, delivering carbon savings of more than 80% compared to when they used coal. This has transformed Drax to become the UK's largest renewable power generator and the biggest decarbonisation project in Europe.

In March 2021, this transition from coal to biomass will be complete, ending almost 50 years of power generation well ahead of the Government's 2025 deadline for phasing out coal power. This is a landmark moment in the UK's efforts to achieve net zero by 2050 and a major milestone towards delivering Drax's world-leading ambition to become carbon negative by 2030.

In order to power this transformation, we have created a robust and resilient global supply chain for sustainable biomass, importing 7.5 million tonnes of wood pellets a year, predominantly from the US South. The majority, around 4.5 million tonnes, comes through ABP Ports' facility at Immingham and is hauled by rail to our site at Selby in specialist wagons.

“In March 2021, this transition from coal to biomass will be complete, ending almost 50 years of power generation well ahead of the Government's 2025 deadline for phasing out coal power.”

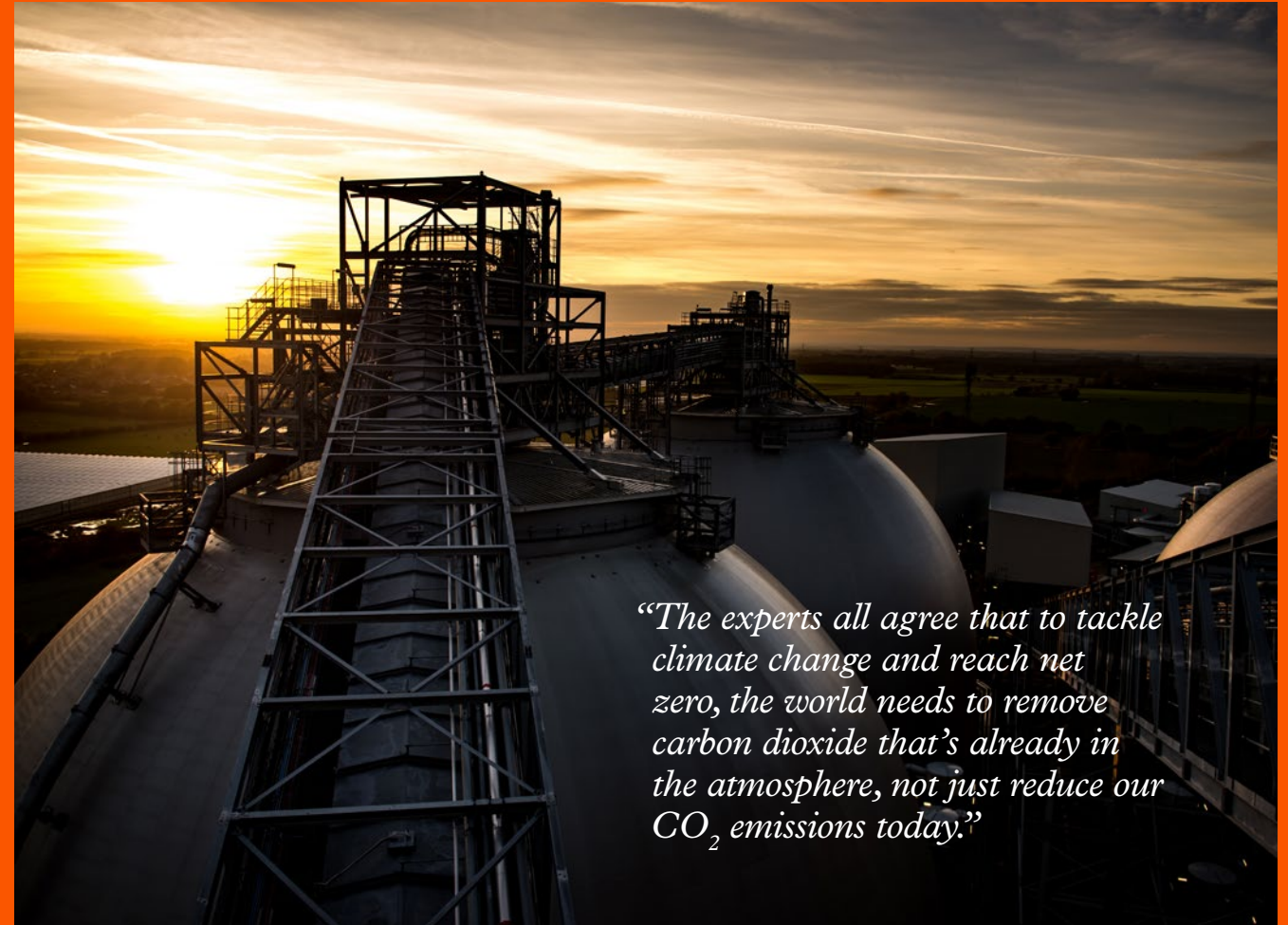


This integrated supply chain is the bedrock of our operations which helps powers households and businesses across the country.

Having been at the forefront of the shift to clean energy for over a decade through the conversion from coal to biomass, Drax is now ready to go further and help the UK lead the world's response to the climate crisis.

The experts all agree that to tackle climate change and reach net zero, the world needs to remove carbon dioxide that's already in the atmosphere, not just reduce our CO₂ emissions today. We need to develop negative emissions technologies that are fit for the future.

Drax is pioneering solutions now, which are ready to go. We have tested cutting edge carbon removal technology, that takes carbon dioxide from the atmosphere and can lock it away forever. We can modify our power station so that when we are running at full capacity, we will be permanently removing up to 16 million tonnes of carbon dioxide from the atmosphere a year. This is around 18% of the negative emissions the experts believe are required in 2050 to hit the UK net zero target. Combined with the sustainable forests from where we source our biomass, we are creating a system that captures and then removes CO₂ from the atmosphere both as the forests grow and as we generate electricity.



“The experts all agree that to tackle climate change and reach net zero, the world needs to remove carbon dioxide that's already in the atmosphere, not just reduce our CO₂ emissions today.”

This is called BECCS – bioenergy with carbon capture and storage.

Drax has already proven that BECCS works at the power station when last year we became the only power generator in the world to capture CO₂ from a 100% biomass feedstock using BECCS. With an effective negative emissions policy and investment framework from the Government, Drax could scale up BECCS as soon as the mid-2020s. The first BECCS unit could be up and running at Drax in 2027 – with all four capturing up to 16 million tonnes of CO₂ a year by 2035.

BECCS at Drax could also anchor the UK's first zero carbon industrial cluster where the captured CO₂ would be transported to the North Sea to be stored under the seabed in aquifers. The pipeline and storage infrastructure would enable other industrial businesses in the Humber and the North to decarbonise,

preserving and creating jobs, as well as developing new clean technologies, such as hydrogen, that could also be exported alongside BECCS.

The Zero Carbon Humber (ZCH) Partnership brings together international energy companies, heavy industry, leading infrastructure and logistics operators, global engineering firms and academic institutions in a plan to create the world's first net zero industrial cluster by 2040 through low carbon hydrogen, carbon capture and negative emissions, known as carbon removal technology. ABP's ports are also a critical partner as developing BECCS at scale would require further development of the supporting port infrastructure to provide the additional biomass needed.

The Humber is the UK's biggest industrial region employing 360,000 people in heavy industries including energy,

manufacturing and engineering and as the most carbon intensive region in the country, decarbonising here would make a more significant impact on addressing the climate crisis and supporting new jobs than anywhere else in the UK.

As the UK prepares to host the UN Climate Change Conference of the Parties (COP26) next year, we are pleased to see the Government aiming to lead the world in the fight against climate change. Drax stands ready to play our part, helping transform the Humber region and putting the UK on the path to net zero by 2050. **1**

A return to cruise: a promising future post-COVID-19

Andy Harmer, CLIA UK & Ireland Director, is confident about the safe return of cruise after the pandemic, as CLIA members work diligently to finalise new and enhanced protocols and technologies to ensure the safety of passengers.

Several months have passed now since CLIA cruise line members agreed to voluntarily suspend cruise operations back in mid-March. As the world faced an unknown and unprecedented global health crisis, the cruise industry decided to take immediate and aggressive action based on the information that was available at the time—and has continued to do so every step of the way under rapidly changing circumstances.

As an industry that has effectively taken responsibility for protecting public health on cruise ships for more than 50 years, CLIA ocean-going cruise line members have dedicated their time during the suspension of operations to determine ways to go even further in their efforts to protect the health of passengers, crew and the public.

Their approach is wide-ranging, with a holistic view of COVID-19 safety that entails a door-to-door strategy, beginning at the time of booking through to the passengers' return home.

As we plan for the resumption of operations, CLIA and its cruise line members continue to actively engage with our partners at the local, national and international levels to facilitate alignment. In the UK, CLIA has been very appreciative of the cooperation and collaboration between representatives from across the maritime sector, UK Government and national health

authorities to discuss challenges and help develop protocols.

Thanks to this collaborative approach, the UK cruise industry has been able to develop framework documents for cruise ship operators which outline new measures to be implemented to enhance public health protection. The rigour and detailed planning that has gone into these framework documents demonstrates the cruise industry's uncompromising commitment to public health and robust and uniform measures, and we are pleased that the Government has recognised these measures being taken by the cruise industry.

Whilst a set of core global industry protocols and operational enhancements are yet to be finalised, CLIA members have been collaborating to further protect public health—diligently working to finalise new and enhanced health protocols, technologies and sanitation solutions informed by some of the world's leading experts in science and the medical fields in coordination with public health officials, governments and ports.

Globally, CLIA ocean-going cruise line members have agreed to 100% testing of passengers and crew, with a requirement for a negative test, prior to boarding. This policy is mandatory for all CLIA ocean-going cruise line members for the initial restart of passenger service globally and is

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applicable to vessels capable of carrying 250 or more persons.

Other protocols under consideration include expanded cleaning and sanitation practices for ships and terminals, and comprehensive shipboard prevention, surveillance and response measures that are effective in protecting the safety and health of passengers, crew and the residents of the communities we visit.

Across Europe and other parts of the world, we have started to see a handful of cruise lines implement these strict and robust protocols, and the successful limited resumption now underway gives us confidence that we are on the right course.

Now that these initial sailings have begun effectively with strict protocols, resumption of operations in the UK is a critical next step. The cruise industry is a vital artery to our national economy, supporting over 88,000 jobs across an extensive eco-system of a wide range of industries and sectors, from ground and air transportation to food and beverage, lodging, manufacturing, hotels, professional services and a broad range of suppliers and service providers.

The resumption of cruising will serve as an important contributor to fuelling the global economic and societal recovery, and in order to prevent any more jobs from being lost we must work with UK Government to agree the route to restart.

Whilst our industry has been hit hard by COVID-19, I am confident about the future. People love to cruise, and that is part of what makes the cruise industry so resilient in the face of adversity. As we prepare to sail again, a strong cruise community will be critical to supporting the much-needed economic recovery.

Although a fully defined plan for the worldwide resumption of cruising has not yet been finalised, it has been great to see that cruises in some

markets have begun to resume in a gradual, phased-in manner on limited itineraries with protocols that are doing what they were designed to do.

Cruise lines will continue to work with ports and destinations so that cruise itineraries are designed with public health considerations and pre-arranged contingency plans as a top priority.

Health and safety will remain at the heart of everything we do, and CLIA will remain actively engaged with our partners at the local, national, and international levels to facilitate alignment and inform cruise industry protocols as we advance through the planning process.

As an industry that is innovative and adaptable, the industry has and will continue to make decisions based on the critical filter of people first, as we work together towards the safe resumption of cruise. **h**



Port of Rotterdam extends hand of friendship to the UK



Mark Dijk, Head of External Affairs at Port of Rotterdam Authority, outlines how the Port of Rotterdam has implemented a number of systems that will support trade with the UK after the end of the Brexit transition period.

Here we are, nearing the expiry of the Brexit transition period. As of 1 January 2021 – after years without border checks – customs formalities will once again be a fact of life. Are we happy with this situation? No. Do we think it will affect trade between our two proud seafaring nations? Undoubtedly. Will we be throwing in the towel? Of course not. When a challenge presents itself, Rotterdam is known for taking the bull by the horns, and that includes Brexit.

Of the 54 million tonnes of goods traded between the Netherlands and the UK every year, approximately 80% goes via the port of Rotterdam. And most of this volume by far is carried via ferry services to British ports like Hull, Harwich and Felixstowe.

So it comes as no surprise that as soon as the UK withdrawal proved irrevocable, the Port of Rotterdam Authority started carefully analysing the consequences Brexit may have, with a focus on the port's strengths, weaknesses, opportunities and threats.

We have already combined two of Rotterdam's specific strengths. The first is that a global port like Rotterdam

“Of the 54 million tonnes of goods traded between the Netherlands and the UK every year, approximately 80% goes via the port of Rotterdam.”

has decades of experience trading with the non-EU members referred to as 'third countries'. And our other forte is digitalisation. The Port of Rotterdam Authority is the driving force behind the digitalisation of logistics processes within the port – from port call optimisation to navigation applications for shipping, and from cargo trackers for container transport to the online planning of freight rail connections with the European hinterland.

We have bundled the aforementioned strengths in our port community system called Portbase. Portbase allows shippers, shipping companies, transport firms and – crucial in this specific context – customs authorities to share data, resulting in a very

swift and efficient logistics chain. For a number of years already, the international container shipping sector has used Portbase to notify the Port of Rotterdam of incoming cargo – well in advance of the vessel's arrival. Thanks to this digital pre-notification, Dutch Customs is able to swiftly evaluate and approve import declarations, allowing containers from third countries to be smoothly and efficiently forwarded via Rotterdam to their next destination.

Once it became clear the UK would be joining the group of third countries, it didn't take a huge leap of the imagination to consider adapting this existing, efficient system to also cover ferry services and short sea transport to British ports. In essence, the system works as follows. In the near future, ferry terminal operators will only allow trucks on board that have submitted a digital pre-notification of their cargo via Portbase. This avoids additional processing time at the terminal and ensures export to the UK can continue to run smoothly – including after Brexit. [X]



Right: International journalists watch a Stena Line Ferry depart from Hoek van Holland to the UK

Below: MSC Gülsün, one of the world's largest container vessels, arrives in Port of Rotterdam





Rotterdam skyline with Port of Rotterdam Authority office in the background, second tall building from the right

At this point, it isn't entirely clear to us how matters will be organised at the British end and how the Border Operating Model will work out in practice. Undoubtedly, the various new arrangements will take some to get used to. Nevertheless, whatever the future brings, the port of Rotterdam is equipped to handle it.

Port authorities, Dutch Customs and the Netherlands Food and Consumer Product Safety Authority will be working in partnership with Rijkswaterstaat, municipal authorities and the ferry companies to maintain a smooth flow of goods and keep the port accessible at all times. As mentioned above, we also have Portbase, a tried and tested IT system for maintaining smooth cross-border trade – including after Brexit.

Ferry terminals have clear admission requirements, which are that only cargo that has been digitally pre-announced will be allowed onto the terminal site, from where it can be shipped to the UK. As a buffer, we have a number of temporary, well-equipped truck parks in the vicinity of the ferry terminals where shipments that have not yet been pre-announced can be prepared by the transport company or cargo owner.

In addition, we have drawn up traffic circulation plans that can be used to avoid and mitigate possible congestion threats.

The Port of Rotterdam values its trade with the UK. Let us continue to keep an eye on our joint interests. British and Dutch producers and consumers stand to gain from a logistics process that has as few glitches as possible. Indeed, their livelihood and day-to-day

satisfaction as shoppers depend on it. It is now up to policymakers, customs and port authorities, shipping companies, transport firms and all other parties in the logistics chain to jointly tackle this challenge. The Port of Rotterdam wants to be a good partner to our British friends and continue to strengthen the trade relationship between our two nations, and very much remains open for business with the UK. 

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We have drawn up traffic circulation plans that can be used to avoid and mitigate possible congestion threats.
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Geen voorbereiding, geen oversteek!



No preparation, no crossing!



Keini überfahrt ohne vorbereitung!



Hazirlik yoksa, karşıya geçiş de yok!



Ни подготовки, ни перехода!



Bez przygotowania, bez przekraczania!



Pregătire lipsă, transport lipsă!



Без подготовка, без пресичане!



Brexit readiness: preparing for the end of the transition period



What will change at the end of the transition period?

The UK left the European Union on 31st January 2020 and entered an agreed transition period during which effective membership of the Single Market and Customs Union was maintained – this period will end at 11pm on 31st December 2020. Border controls for goods passing to and from the European Union (EU) will be introduced at the beginning of 2021.

The Government has published 'The Border with the European Union: Importing and Exporting Goods' (the Border Operating Model) setting out in

detail how these arrangements will be implemented. These controls will be introduced in 3 phases:

1 January 2021

Importers of non-controlled goods, that are not moving under the Common Transit Convention (CTC or Transit), should be able to defer payment and declarations for 6 months. This is called delayed declaration. You should check pages 32-34 of the Border Operating Model to confirm whether you qualify. If you do not qualify, you must submit full customs declarations for your goods when they arrive in the UK.

Importers of controlled goods will need to submit full customs declarations. There will be physical checks at the point of destination or other approved premises on selected cargoes.

All exports will be subject to full customs control and must be customs cleared before they are exported.

All goods (imports and exports) moving under Transit, a customs procedure that allows goods to move between the EU and CTC countries with duty only being paid in the country of final destination, must have permission from the local Transit Office before they continue their journey. You should check pages 37-40

of the Border Operating Model if you use or wish to use Transit.

1 April 2021

Health checks will be extended to all products of animal origin (POAO) and regulated plants and plant products, which will require declarations but will not be subject to physical checks at the border.

1 July 2021

From July all goods will require customs declarations at the point of import and will be subject to the relevant tariffs; Sanitary and Phytosanitary (SPS) checks will take

place at designated Border Control Posts (BCPs).

What is ABP doing to prepare for the end of the transition period?

ABP is working closely with government departments, local authorities, agencies and industry to prepare for the changes in trading arrangements when the UK leaves the transition period with the EU at the end of the year. ABP holds Authorised Economic Operator (AEO) status. ABP's container terminals on the Humber are already inventory linked and ABP's other operational facilities will be inventory linked by July next year. ABP is also working with the Government to

deliver new Border Control Posts (BCPs) in key locations to support the work of border agencies from the beginning of July next year.

Who do I contact if I have questions about these changes?

The UK Government has set up an online forum designed to help businesses and traders find answers to questions regarding the end of the transition period. You can access the list of questions and answers and interact with the community by registering on the forum homepage. [R](#)

Growth for decorative aggregates provider despite pandemic

Kenny Dean, Group Operations Director of Long Rake Spar Co. Ltd, discusses how the company has kept going throughout the COVID pandemic and has even seen an increase in business during these turbulent times.



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Although clearly the national shutdown significantly affected sales across the business, the peak in demand following has seen a phenomenal uptake in orders.

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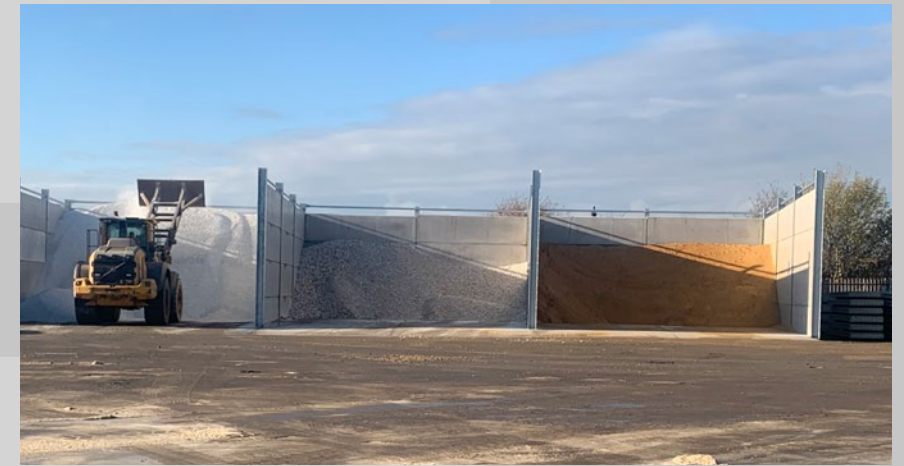
Long Rake Spar is a leading provider of decorative aggregates and supplies a wide range of construction industry businesses including builder's merchants, landscapers and contractors. With the business first established in 1867, the company has seen the worst the world has to offer in terms of two World Wars and 10 market recessions. The company has always remained strong and as such was well placed to navigate the tricky market situations brought about by the latest pandemic.

Long Rake Spar operates from multiple sites UK-wide. They have three production sites in Derbyshire, East Sussex and Shropshire and a further four dock sites, including ABP's Port in Garston. These four dockside storage facilities hold in excess of 100,000 tonnes of raw material. There is £2.6 million pounds worth of investment underway at Garston Docks and further investment underway at Rosyth Docks, Scotland to provide additional bulk storage of raw materials. The facilities at the Port of Garston are being enhanced and specifically tailored to the operations at Long Rake Spar and include the addition of sixteen external concrete storage bays and the building of a new 20,000 sq. ft warehouse. This improvement in facilities will allow Long Rake Spar to bring in 60,000 tonnes of decorative aggregates through Garston Docks alone. Garston Docks is a key strategic site for Long Rake Spar.

Not only does this location give us the ability to bring in and store aggregates, but also allows us to meet the demands of the Industrial minerals and powder market with tailored new facilities nearby. This includes tanker loading facilities and a further Warehouse, capable of storing 5,000 tonnes of product undercover.

High volumes of stock are held at Long Rake Spar's various sites to enable the company to react quickly and dynamically to demand for products. This allows for stock to be pulled to production sites from storage facilities in a calculated manner, reducing costs and from an ecological and environmental perspective, reducing the road miles of the products too. Further expansion and investments are planned at two of the production plants at Rye Harbour, East Sussex and Yowlgrave near Bakewell, Derbyshire, which will vastly increase the capacity to produce and store finished products ready for market.

Following the Government's national shutdown of garden centres and some customers also choosing to temporarily cease operating during March and April, the company took the decision to temporarily cease production at one of its sites and furlough the associated staff. The remaining two sites remained open, but with reduced staff to retain an element of stock build and security throughout the business. Shipments of aggregates into the UK were also



halted during April and May, due to the lockdown restrictions enforced on suppliers in Spain and Portugal.

Although clearly the national shutdown significantly affected sales across the business, the peak in demand following has seen a phenomenal uptake in orders. This has resulted in record numbers of new accounts being opened and sales increases exceeding forecasts for the year across the group.

ABP's Port at Garston has been instrumental in the Company's growth plans, handling incoming cargos from June to the end of October, with a total of 12 shipments berthing. This has contributed an additional £1 million increase in stock holding, to in excess of £5 million across the group. The initial stock holding which was put into place in readiness for Brexit and the further additional increases that followed, have ensured a seamless supply to the company's extensive customer base. The ability to be fully in control of the supply chain is a fundamental part of the long-term strategy at Long Rake Spar. This has put us significantly ahead of many competitors, who are wholly reliant on buying through UK intermediaries or distributors.

New infrastructure has also been put in place within the company, which has tripled the capacity to produce finished product, with new plant, machinery and

“ABP's Port at Garston has been instrumental in the company's growth plans, handling incoming cargos from June to the end of October, with a total of 12 shipments berthing.”

extended working hours all contributing to help with this increased demand. In 2021 there will be the further addition of washing and bagging facilities at Garston Docks. This will allow finished product to be produced and stored at dock side, further streamlining operations.

Long Rake Spar continuously looks towards the company's future success as a leading supplier of specialist decorative aggregates. Identifying strategic dock facilities to serve the needs of the company has been key to securing this success. ABP's investment in the Garston Docks site, along with their expertise in handling and efficiency, has allowed for us to plan for expansion in import, export and processing, even during the most turbulent of political and economic climates. ■

Launch of the Decarbonising Ports and Harbours Innovation Network



Liz English, ABP Project Development Manager and Chair of the 'Decarbonising Port and Harbours Innovation Network' Advisory Group, outlines the potential of the recently launched network to bring together industry and government partners in order to accelerate maritime transport’s transition to net zero carbon emissions by 2050.

In October we saw the launch of the 'Decarbonising Port and Harbours Innovation Network', facilitated by the Knowledge Transfer Network (KTN) as part of Maritime UK Week. The overarching objective of the network is to raise the profile of the critical role ports and harbours need to play in accelerating maritime transport’s transition to net zero by 2050 by giving clear direction for R&D investment.

As Chair of the Innovation Network’s Advisory Group, I hope I can play my part in bringing together industry, solution providers and government departments, in order to collectively agree what our cross-sector priority technological challenges are in meeting net zero objectives, and shaping a forward-looking R&D roadmap and investment plans.

Here at Associated British Ports (ABP), we have made huge strides over the years in decarbonisation. For example we currently have 19MW of solar and wind generating capacity on our sites, which we will increase to 29MW by this time next year, and we have made significant investment in electric and hybrid fleets. The 2050 net zero policy, however, sets a new level of ambition for the UK and the wider sector, which requires a fresh and focused collaborative effort to achieve, as no single player, even one of the larger port players like ABP, can achieve this alone.

Specifically, we need to bring new focus to how we avoid stranded assets as we move away from diesel. Whilst there are emerging hybrid and alternative powered options, as of today diesel driven equipment remains in many instances the only viable option for heavy industrial applications. Significant investment has and is being made in diesel powered port plant and equipment to keep trade flowing, and we need to generate confidence this will not be wasted investment over the 10, 20 or 30 year lifetime of those assets by working out how we move away from diesel or use less diesel for otherwise fit-for-purpose equipment.

This is a challenge not unique to port operators alone, with rail freight, road haulage and many other players in freight movement experiencing the same challenges. The transition to lower and zero emission fuels will also bring with it a more complicated supply and distribution picture with no single fuel of the future, but many, which will be complex. Additionally, the greater demand for renewable generation and electrification will see the increased need for energy storage and removal of grid constraints.

ABP is keen to be part of the solution to help its customers grow whilst reducing emissions. I very much hope that resolving these sector-wide challenges will be accelerated by working together across industry,

“Ports are and will continue to be a key link between these modes of freight transport, and therefore we are uniquely positioned to help facilitate and drive forward wider transport decarbonisation.”


including understanding the interfaces with the wider transport network such as road, rail and water-borne freight. Ports are and will continue to be a key link between these modes of freight transport, and therefore we are uniquely positioned to help facilitate and drive forward wider transport decarbonisation.

I’m looking forward to helping the Innovation Network realise this potential. If you too wish to get involved, there are various ways you can. The Innovation Network’s work over the next 18-month period will be completed via a series of working groups on Air Quality, Fuel Sources, Benefits, Regulatory and Policy, where we very much need people with expertise in these areas to contribute. The outputs of these working groups will also be shaped during a series of workshops, where we also need expert input.



Alongside the working groups and workshops, we will be utilising the KTN's Innovation Exchange (see www.ktninnovationexchange.co.uk) on a rolling basis to better understand the range of innovative solutions available or being worked on to address specific technical challenges, starting with avoiding stranded diesel assets in Q4 2020.

We hope to hear from as many innovators as we can through that process. All the knowledge, intelligence and expertise gathered through these work streams, will then be pulled together to develop our roadmap and investment plan for achieving decarbonisation in ports and harbours.

More information, including details on how to get involved can be found at: ktn-uk.org/infrastructure/decarbonising-ports-harbours 



Getting to net zero emissions: the UK needs a delivery plan



The UK urgently needs a comprehensive policy plan if it is to build a competitive, net zero emissions economy argues Nick Molho, Executive Director of the Aldersgate Group. The Aldersgate Group is a cross-economy alliance driving action for an environmentally sustainable and competitive economy, of which ABP is an active member.

“The Government recently announced £350 million of funding to support innovation in the heavy industry and transport sectors.”

The UK has world-leading commitments on climate change, being one of the first countries in the world to adopt a legally-binding target to achieve net zero emissions of greenhouse gases by 2050. However, despite good progress in cutting emissions from the power sector, emission reductions in most other parts of the economy are lagging and the UK is not on track for meeting its interim climate targets.

In its recent report, 'Building a Net Zero Emissions Economy', the Aldersgate Group argues that policy decisions in this parliamentary term will determine whether the UK can put itself on a credible pathway towards its net zero emissions target. It calls on the UK Government to put in place a comprehensive policy delivery plan to create the right conditions to drive affordable and timely private sector investment in the infrastructure, business models and supply chains that will needed to deliver on this ambition. Such a plan should be based around six key areas of action.

First, the Government needs to press ahead with regulatory measures and fiscal incentives to accelerate emission cuts in buildings, surface transport, power and waste. These tend to be known as 'low regret' sectors, where the required technological solutions and business models to cut emissions are well known but where there is currently an important policy gap. There is an urgent need, for example, to toughen up energy efficiency and carbon emission standards for new and existing homes, bring forward the shift towards zero emissions vehicles and develop an integrated transport strategy that seeks to drive down the carbon intensity of new transport infrastructure and minimise travel requirements.

A different approach is needed for 'hard to treat sectors' such as heavy industry, shipping, aviation and agriculture, where cutting emissions is significantly more complex. Here, the first priority is to put together an ambitious and targeted innovation programme to support large scale trials of technologies and business models that will be essential to cut emissions in these sectors. This includes carbon capture use and storage, green hydrogen production, the development of sustainable biofuels and electrification.

The Government recently announced £350 million of funding to support innovation in heavy industry and transport sectors, which builds on previous

announcements to support early stage hydrogen production and OCUS trials. However, the challenge at hand is to consolidate and grow these funding pots, so that new technologies can be tried out on a sufficiently large scale to provide valuable lessons that can then inform future policy making to commercialise these technologies. France and Germany, for instance, are committing €7 billion each in the early 2020s as part of their respective hydrogen strategies, with a target of achieving 6.5GW and 5GW respectively of green hydrogen production capacity by 2030.

Third, building on the Prime Minister's recent announcement to protect 30% of UK land to reverse biodiversity decline, policy makers need to start creating the right policy conditions to grow the potential for negative emissions to help offset any emissions which are likely to remain in complex parts of the economy. The starting point here should be to create a market for 'nature-based solutions', such as peatland and wetland restoration, targeted tree planting and improvements to soil quality, all of which provide a cost-effective way of absorbing carbon. Upcoming policy measures that are being considered as part of the Environment Bill and Agriculture Bill provide a unique opportunity to do this.

Fourth, the UK needs to significantly strengthen its Green Finance Strategy if it is to attract sufficient and

“It is essential that the UK’s future trade agreements promote high standards on the environment and climate change, reduce barriers for trade in low carbon goods and services and protect the UK’s future right to regulate on environmental and climate change policy issues.”

affordable private finance to get to net zero emissions. This should include setting up a well-capitalised National Investment Bank, with a clear mandate to support investment in complex low carbon projects and drive low carbon investment towards regions in urgent need of economic regeneration. This would be an effective way of crowding in private investment in innovative and complex low carbon projects, whilst also ensuring that the transition to a net zero emissions economy benefits multiple parts of the UK as has been done to an extent with offshore wind.

Fifth, the UK urgently needs to plug the deficit in skills that currently undermines the growth of low carbon supply chains across the UK economy. In a recent policy briefing on 'Upskilling the workforce for the 21st century', the Aldersgate Group called for a five-point low carbon skills strategy for the UK, with a particular focus on embedding environmental sustainability across the national curriculum, supporting higher and further education institutions to tailor courses to better meet the needs of local employers (including with respect to STEM skills)

and reforming apprenticeship standards and mid-career reskilling qualifications to equip the workforce with the skills needed in a net zero emissions economy.

Finally, a trade policy that is explicitly aligned with the UK's climate and environmental goals has a key role to play in helping the UK build a competitive net zero emissions economy and support the competitiveness of its businesses in the process. Unfortunately, this issue is receiving insufficient attention in the Trade Bill currently going through Parliament. As argued in Aldersgate's briefing, focus on low carbon and environment crucial for recovery', it is essential that the UK's future trade agreements promote high standards on the environment and climate change, reduce barriers for trade in low carbon goods and services and protect the UK's future right to regulate on environmental and climate change policy issues. The latter is absolutely critical to the UK's ability to introduce the measures needed to achieve its long-term goals and ensure these apply equally to all businesses active on the UK market.

The UK is in a strong position to build a globally competitive net zero emissions economy and this should be a central plank of its economic recovery strategy as it emerges from the COVID-19 crisis. Policy decisions in this parliamentary term will be absolutely critical in determining whether the UK can seize this opportunity and put itself on a credible pathway to achieve its net zero target. **R**

EMISSIONS

NEWSWRAP

Bite-sized, all the latest news highlights from ABP



PORT OF SOUTHAMPTON TO OPEN NEW CRUISE TERMINAL FOR 2021 SEASON

ABP is to open a new, next-generation-ready and open access cruise terminal for the 2021 cruise season in Southampton. The fifth dedicated cruise terminal at the port will benefit from roof-mounted solar power and will also have shore power connectivity installed. This investment of more than £55 million into the long-term future of cruise will strengthen the Port of Southampton’s position as Europe’s leading cruise turn-around port and the UK’s number one departure port.

“ABP unveiled the UK’s largest commercial rooftop solar array based at the Port of Hull, which will produce 6.5MW of energy, more than doubling ABP Humber Ports’ renewable energy generation.”



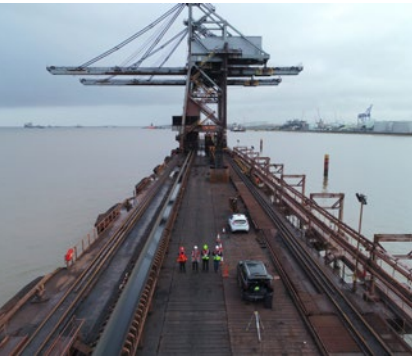
UK’S LARGEST ROOFTOP SOLAR ARRAY AT THE PORT OF HULL

In November, ABP unveiled the UK’s largest commercial rooftop solar array based at the Port of Hull, which will produce 6.5MW of energy, more than doubling ABP Humber Ports’ renewable energy generation. ABP’s £6.8 million investment will save 2,600 tonnes of CO2e per annum, which equates to the energy needs of 1,450 average UK homes.



MV GALICIA MAKES FIRST STOP AT ABP’S PORT OF PLYMOUTH

In October, ABP was delighted to welcome MV Galicia, Brittany Ferries’ newest vessel, to the Port of Plymouth. Measuring 215 metres, she will be one of Brittany Ferries’ largest vessels, and therefore trials at Plymouth were conducted in close cooperation with Cattewater Harbour Commission and Brittany Ferries when she arrived at the port. These trials were successful, and she docked safely and efficiently.



NEW DRONE TECHNOLOGY TRANSFORMS ABP’S ASSET MANAGEMENT

In July, ABP announced that it had successfully embedded drone technology into its asset management practices and policies, following an 18-month program. It utilised PwC’s specialist drone digital transformation team to support drone adoption and transformation in asset management, while Aerodyne Group, a DT3 (Drone Tech, Data Tech and Digital Transformation) solutions provider, was selected as ABP’s drone service provider, bringing its extensive experience and world-class technology to bear.

“ABP’s marine teams are able to support the UK SNS energy sector 365 days a year, making sure that its customers get a consistent, cost-effective and efficient service.”



ABP WINS PRESTIGIOUS ENVIRONMENT AWARD

In October, ABP won the prestigious ‘Environment’ category at the 2020 Heavy Lift Awards, recognising its investments in sustainability within the day-to-day running of operations and the long-term strategy of the organisation. As part of its renewables journey so far, ABP has celebrated many achievements, including the fact that 17 out of ABP’s 21 ports have renewable energy generation, providing clean power for the company and its customers.

ABP’S PORTS IN EAST ANGLIA KEEP AGRICULTURAL PRODUCTS MOVING

Despite the challenges presented by the pandemic this year, ABP’s ports of Ipswich and King’s Lynn have continued to play a vital role in keeping agricultural products moving in support of local businesses and farmers in East Anglia. From 23rd March to October, the Port of Ipswich reported handling nearly 1.6 million tonnes of cargo while King’s Lynn reported its busiest month in five years in October.

ABP INVESTS AROUND £9 MILLION IN STATE-OF-THE-ART PILOT BOAT FLEET

In November, ABP commissioned a fleet of nine new state-of-the-art pilot boats from Goodchild Marine Services, representing an investment of around £9 million to further enhance port operations across its network. The faster and more fuel-efficient vessels will be constructed by the Norfolk-based boat builder and will be delivered over the course of the next five years.

An estate with a view



NEW LEASE FOR EXPRESS FREIGHT SERVICES LTD AT PORT OF IPSWICH

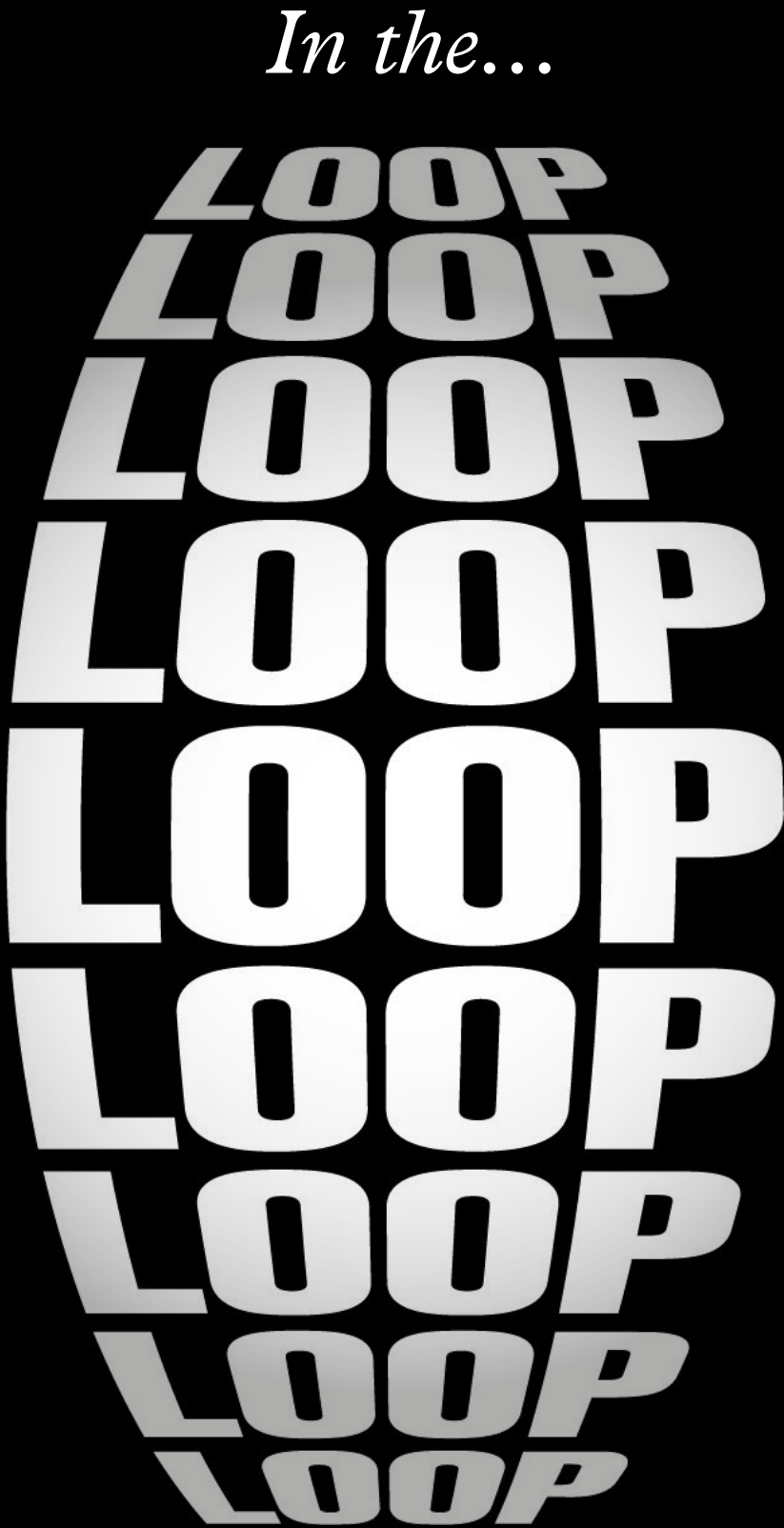
In November, the Port of Ipswich announced a new lease of 1.34 acres with Express Freight Services Ltd, which will provide secure vehicle storage and office space for the company at its West Bank Terminal. The ports’ West Bank offers more than 30 acres of secure open storage space, which is ideal for port-centric warehousing and logistics, multi-use warehousing, storage facilities and office accommodation.

PORT OF NEWPORT SIGNS NEW LEASE WITH POWER POLES LTD

In October, the Port of Newport celebrated a new lease with Power Poles Ltd (PPL), which will provide secure storage space to support the company’s regional operations. Power Poles Ltd, who supply quality treated wood poles from Nordic countries, distributing them throughout the UK, signed the lease for a 1 acre storage site at West Way Road in Newport. The Port of Newport is ideally situated to supply the Midlands using the A449 and M50 and has excellent rail connections for freight transportation.

LEADING WELSH AGGREGATE SUPPLIER SIGNS NEW LEASE WITH PORT OF CARDIFF

In August, the Port of Cardiff signed a new long-term lease with Stone Supplies Ltd, a leading Welsh supplier of bulk aggregate, sand and decorative stone. The lease relates to an open storage yard of 1 acre, located on Rover Way, next to the South Side Roath Dock terminal at the Port of Cardiff. Stone Supplies Ltd is part of the Ty Carreg Group, a family run group of businesses with over 35 years’ experience in the construction industry, and serves both the domestic and commercial markets throughout the UK.



In the...

An update from Westminster



A series of major announcements marks the end of a turbulent year as the Government sets out plans for green growth and economic recovery in the year ahead.

The severe effects of the global pandemic on the UK economy and the public finances were highlighted as the Chancellor Rishi Sunak delivered the Government's one-year Spending Review in November, with the Office for Budget Responsibility forecasting an 11.3% decline in GDP in 2020 and the total cost of borrowing running at £394 billion. The review confirmed a further £93 billion of Government spending to support public services and departments responding to the pandemic and committed to driving the UK's economic recovery by providing £100 billion of capital spending to kickstart growth and support jobs. The Government also announced a new levelling up fund of £4 billion for England that will invest in local infrastructure.

The spending review was accompanied by the publication of the long-awaited National Infrastructure Strategy, detailing the Government's long-term plans for delivering infrastructure investment. The strategy sets out how the Government intends to boost growth and productivity across the whole of the UK, while putting the UK on the path to meeting its net zero emissions target by 2050 by delivering infrastructure to decarbonise the UK's power, heat and transport networks. The strategy also outlines plans to support private investment and accelerate the delivery of projects through wide ranging reforms to planning and procurement.

The strategy is supported by the creation of a new national infrastructure bank that is due to begin operating in Spring 2021.

The bank will co-invest alongside the private sector in infrastructure projects across the UK and support the Government's ambitions on decarbonisation and levelling up. The bank will be based in the North of England and will fill the role left by the European Investment Bank. Further measures to boost infrastructure investment include a review of HM Treasury's Green Book guidance on how to assess potential investments and the implementation of recommendations made by the Project Speed taskforce to accelerate the delivery of projects across the Government's infrastructure portfolio.

The Prime Minister set out his ambitions for a green recovery by announcing a 10-point plan for a green industrial revolution. The ambitious plan for clean energy, transport, nature and innovation is backed by £12 billion of investment – unlocking three times that amount in private sector investment – to support green industries and help create up to 250,000 jobs. The plan will accelerate the transition to electric vehicles by banning the sale of new petrol and diesel cars and vans by 2030 and support decarbonisation in challenging sectors like aviation and maritime.

The plan sets ambitious targets to produce enough offshore wind to power every home in the UK, quadrupling what the sector currently produces to 40GW by 2030. This growth is expected to support up to 60,000 jobs by the end of the decade and is backed by a £160 million investment support scheme to upgrade ports and infrastructure for the sector. The plan makes

an extra £200 million in funding available for carbon capture and storage, increasing the total investment to £1 billion with the potential to support 50,000 jobs in areas such as the Humber, Teesside, Merseyside and Port Talbot. Through close collaboration with industry, the plan also aims to generate 5GW of hydrogen production capacity by 2030, supported by £500 million of funding, including £240 million that will go into new hydrogen production facilities.

A significant milestone was reached on the journey towards establishing Freeports in the UK, with the official launch of the bidding process in England paving the way for the first Freeports to be established in 2021. The prospectus provides details of the UK's bespoke Freeports model, detailing the customs, tax, planning, regeneration and innovation elements of the policy and the framework for allocation and delivery. Prospective bids will need to demonstrate how they will deliver on the core objectives of the policy to increase trade and investment, promote regeneration and job creation, and support innovation and decarbonisation. With bids in England due on 5 February, swift progress is needed in discussions between Government and the Devolved Administrations to ensure the benefits of Freeports can be shared in Scotland, Wales and Northern Ireland.

Ports have played a critical role in keeping goods moving throughout the pandemic and now stand ready to help drive trade and economic growth in the recovery. The ports sector has continued to work closely with industry and government partners to prepare and adapt to changing trading arrangements with Europe, and this collaboration remains vital as we strive to increase trade in the months ahead. Both as conduits for trade for businesses and consumers, and as hubs for renewable energy generation and new manufacturing, ports can serve as engines for regeneration and sustainable growth in regions across the country. **R**

A day in the life...

Sue Simonite Development & Environment Manager at the Port of Southampton

ABP is proud of the work done by its employees, from its maritime teams to those working in operations and administrative roles, as they keep Britain trading through this pandemic. To give a unique insight into the experience of one of the team, we spoke to Sue Simonite in Southampton.



Can you tell us a little bit more about your background and what your current role entails?

I joined ABP in 1997 as part of the graduate trainee programme. I spent the first few years working in Ipswich, the Humber ports and Cardiff and then I moved to Southampton in 2000. My main role focuses on environmental governance. This covers a very broad spectrum of subjects, including capital project development, resource management, stakeholder engagement and master planning.

Have you always worked in the environmental field?

Yes, my job has pretty much always focussed on the environment. Around the time when I joined ABP, there was a significant amount of environmental legislation being implemented in the UK so there was a real demand for expertise in the area. I picked up the mantle and ran with it!

Can you tell us more about the ways in which the Port of Southampton is protecting the environment?

The short answer is "in many ways". We always look at our operations and projects very carefully in order to minimise the impact on the environment.



This includes maritime operations, as well as daily activities, such as waste management, energy utilisation, renewables and air quality. We also work closely with partners around the port and the city to align, for example, on our Air Quality Strategy.

We have switched our small-sized vehicles from diesel to electric cars and hope to adopt further changes when there are equivalent options for our larger-sized vehicles such as the minibuses. The port has also invested significantly in solar projects and we anticipate that 50% of our own operations will be powered by solar by end of 2021. In 2018, we produced our own port air quality strategy, which was one of the first port air quality plans in the country. The aim of this plan is to reduce our emissions. We have also invested in facilities to make cycling easier for staff – either by providing secure facilities and showers or working with the council to secure funding for city-wide cycling networks.

We are seeing a shift in the maritime sector towards decarbonising operations. We recently welcomed the CMA CGM Jacques Saade on its first visit to the port. The ship is wholly LNG-powered, which reduces CO2 emissions by 20%, nitrogen oxides by 85%; and sulphur

and particulates by 99%. We are also very pleased to announce that our new cruise terminal will be shore powered enabled, allowing cruise ships to switch off their auxiliary engines whilst alongside meaning zero emissions while in port.

In your opinion, how can each and every one of us have a positive impact on the environment?

It's really important that we all take a moment to look at our daily activities and evaluate our environmental impact. We need to ask ourselves if we are recycling all we can, and turning off appliances or lowering the thermostat to save energy. Before getting in our cars we should also ask ourselves if we could walk or use public transport instead. If each of us makes a small contribution, the overall result across the country can make a significant difference. We shouldn't underestimate the difference individual actions can make.

Having a healthy and functioning environment is important for all of us. Sustainability is based on three objectives – balancing environmental, social and economic goals. Managing our operations sensitivity to protect the environment is important for future generations. We have a duty to prevent pollution, improve air quality and manage climate change challenges.

What would you say is the best aspect of your role?

I think I would say the variety of projects that I have been involved in, knowing that ultimately we are supporting businesses not only in the local area but right across the UK. It's been great to be part of a team that puts environmental performance at the heart of its core business values. I've been lucky enough to work with some amazing and inspiring people over the years, which has been a bonus. ■

Did you know?

- ABP handles 25% of the UK's seaborne trade.
- The Port of Southampton is the UK's number one export port.

For the latest job vacancies, visit: careers.abports.co.uk



View from the Bridge: Putting Humber Container Terminal on the world map



Claire Screen, ABP Head of Commercial (Containers), discusses how, with daily frequent services for Ro-Ro and Lo-Lo to major continental ports and excellent road and rail connections, the terminals on both banks of the Humber provide reliable, cost-effective and sustainable supply chain solutions for businesses.

“By moving cargo from southern ports to the Humber, businesses can save thousands of tonnes of CO2e every year travelling to locations within the Central East-West Corridor.”

Against the backdrop of the global pandemic, 2020 has brought many challenges for businesses across the world. Nevertheless, Associated British Ports (ABP) has risen to the challenge and has continued to build up its resilience by investing in port infrastructure and its container-handling facilities.

I joined the business as Head of Commercial (Containers) during the pandemic. This year is a very exciting time to be joining ABP’s team on the Humber, with the investments made within the Humber Container Terminal, which mean we can bring greater flexibility for customers with no forward booking for collections or drop-offs and increased capacity.

The Humber provides customers with the latest in resilient port infrastructure and efficient processes. We also offer bespoke services to make sure our customer needs are met. One of my main goals is to promote the fantastic options ABP’s ports on the Humber provide to international businesses. By moving cargo from southern ports to the Humber, businesses can save thousands of tonnes of CO2e every year travelling to locations within the Central East-West Corridor.

Indeed, if businesses ‘Think Humber’ this will help safeguard supply chains for traders concerned about potential

disruption at ports in the South East. It will also enable traders to reduce journey times by bringing cargoes closer to their destinations in the North of England and the Midlands.

ABP’s recent £50 million investment was focused on terminal upgrades at Immingham and Hull Container Terminals in order to enhance the services we can offer to business all over the world wanting to bring their cargo into the UK.

The £33 million upgrade and improvement programme at Immingham Container Terminal will future proof the terminal, extend its footprint, maximise efficiencies and improve the service to customers. This year, two new ship to shore cranes worth £11.5 million arrived, six electric rubber tyre gantry cranes worth £7 million, a safer car park was upgraded, and security gates were completely replaced for the increased traffic at the terminal.

The newly expanded terminal, along with the recent expansion in its sister terminal in the Port of Hull, means that the Humber has now the best equipped and located container port offer for retailers and suppliers to access their goods across the Midlands and the North of England.

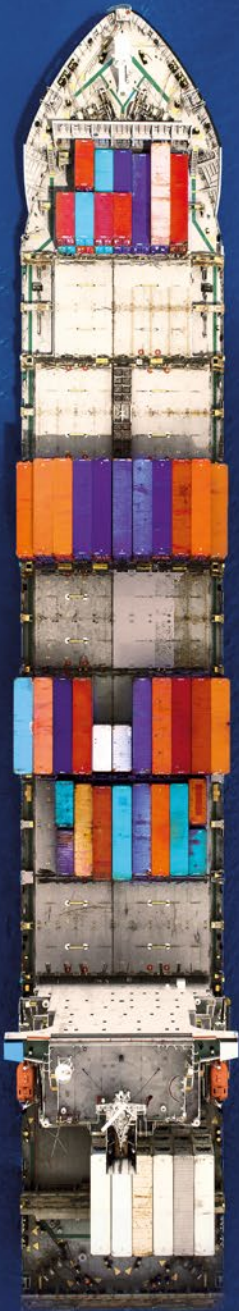
In addition, the Humber offers excellent road and rail access, providing customers with swift and efficient

#Think Humber

transport of cargo to major distribution hubs and centres of production in Britain. There are high frequency services that connect the Ports to the EU, the Baltics and Scandinavia, and are connected to base ports via feeders, linking with the global trades. ABP’s port-centric warehousing and multiuser facilities to (un)pack containers, palletise cargo and rework means they can handle a range of cargos from cartons, timber, flooring, bales and heavy coils.

My passion for the maritime industry stretches way back, from being a teenager and crewing a yacht to acquiring land-and-sea based industry qualifications. Indeed, I can draw on insights gathered over my 20-year career focused on communicating with cargo owners across UK, EU and internationally, promoting the UK’s shipping and port options to effectively support international business growth.

ABP is proud to offer land, expertise and the in-house funding to deliver existing or bespoke property solutions around the country. For more information please visit our website to get in touch: www.abports.co.uk/services/containers. 



Proud of our people:

Ashley Curnow, Head of Operations at ABP's Humber International Terminal (HIT)

Ashley Curnow was appointed Head of Operations for ABP's largest terminal, Humber International Terminal (HIT) at the Port of Immingham, in December 2019.

HIT employs over 100 people and is the world's largest biomass handling facility. Ashley is responsible for ensuring the ongoing safety of all terminal users and employees, leading on all aspects of terminal operations while also working with some of our largest customers.

"I'm proud and excited to be running the operations of ABP's largest terminal," says Ashley, who recently bought his first home in the area. "I feel like I've come full circle since working in the Humber for ABP. As part of my management training, I worked with the operations team at the terminal and am very proud to take on the role as head of operations. This is a great example of how ABP is supporting employee growth and development."

"I feel like I've come full circle since working in the Humber for ABP."



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