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Welcome to the Summer 2019 edition of Report magazine.

This anniversary issue marks the 10th edition of our magazine and rather fittingly includes a special feature on the important strategic role played by our Southampton port in Operation Overlord, celebrating the 75th anniversary of D-Day.

It also offers readers an introduction to Gareth Davies, the new Director General for the International and Security Group in the Department for Transport, who discusses his future vision for the UK's thriving maritime sector.

This is followed by a key piece by the Port of Antwerp, which re-emphasises the importance of its long-standing trade partnership with the UK and an article by the Shadow Minister for Education, Gordon Marsden MP, who highlights the importance of collaboration between government, academia and industry to ensure that the UK maritime workforce remains globally competitive.

Important industry voices are also present, including the FSB's Policy Group Chairman for Transport and Infrastructure who discusses the importance of investing in transport links to help small businesses prosper, and the RFG's Director General who makes the case for accounting for the needs of the freight sector in the Williams Review.

A wider theme running throughout this issue is the strong focus on the environment, featuring an article by IEMA on how to create a long-term environmental framework for businesses, and a piece by Economics for the Environment Consultancy (eftec) on natural capital, which reinforces the importance placed by the logistics industry as a whole on building an environmentally sustainable future.



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Along with the road network, the UK's railways are a critical link to the success of the port sector.
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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

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An introduction to Gareth Davies, Director General in the Department for Transport

The recently appointed Director General for the International and Security Group in the Department for Transport discusses his vision for the future of the maritime sector.



Gareth Davies
Director General, International and Security,
Department of Transport

I joined the Department for Transport as Director General for the International and Security Group in May 2019, moving from the Department for Business, Energy and Industrial Strategy, where I had been Director General for Business and Science. Prior to this, I was Head of the Prime Minister's Strategy Unit in Downing Street, as well as spending some time working in the private sector in both Asia and Europe.

Whilst I may have been in post for little over a month at the time of writing this, I'm aware that there is a strong relationship between the maritime sector and the Department for Transport and that you really do work in partnership. I'm encouraged by this, because part of good government is about understanding the needs of business and creating the partnership to help economies flourish. This has already been demonstrated in our collaboration to create a 30-year strategy for the industry – Maritime 2050.

It is an exciting time for the industry. Whilst Brexit has increased the attention we have received, many members of the public underestimate – or even don't think about – the scale of the maritime sector. The statistics are impressive: 95% of British imports and exports in goods are moved by sea, including 25% of the UK's energy supply and 48% of the country's food supplies, and you contribute £14.5 billion to the UK economy whilst supporting an estimated 186,000 jobs.

Earlier this year, the Department launched Maritime 2050, our ambitious and forward-looking strategy, which considers the challenges and opportunities ahead and identifies the UK's strengths, focusing on seven themes.

The UK's strengths:

01
UK Competitive Advantage



02
Technology



03
People



04
Environment



05
Infrastructure



06
Trade



07
Security



Coming from the Department for Business, Enterprise and Industrial Strategy, these are themes that are not only familiar but also themes which matter to me enormously and I look forward to working with you to help deliver this ambitious strategy.

The environmental impact of the sector features prominently in Maritime 2050 and the strategy highlights how the maritime sector can reduce emissions. It's a sobering fact that maritime currently accounts for 2% of global CO2 emissions, but the figure is predicted to rise to 17% if action is not taken.

So, it's right that we act to reduce the impact of the shipping sector on the environment. The International Maritime Organization has already agreed a global strategy to reduce the sector's greenhouse gas emissions by at least half by 2050.

“95% of British imports and exports in goods are moved by sea, including 25% of the UK's energy supply and 48% of the country's food supplies, and you contribute £14.5 billion to the UK economy whilst supporting an estimated 186,000 jobs.”

Soon the Department will be launching its Clean Maritime Plan, a route map of Maritime 2050, which will explain how we intend to reduce greenhouse gases and air pollutants to achieve our long-term goal of zero emission shipping.

“We need to be ready for all eventualities and ensure we can continue to do business with our closest business partners in Europe.”

It's an ambitious challenge, but it will also bring with it opportunities for growth and new business.

At the same time we need to work together in preparation for leaving the European Union. The importance of UK ports in our preparations cannot be underestimated and I know preparations to leave the European Union have placed enormous demands and pressure on the ports sector.

We need to be ready for all eventualities and ensure we can continue to do business with our closest business partners in Europe.

I look forward to working with you and your colleagues across the maritime sector on these challenges and hearing your perspective on how we achieve our shared goals. 



Fair winds: trading with Antwerp



Justin Atkin, Port of Antwerp Representative for the UK and Ireland, explores the long-standing trade partnership between the UK and the Port of Antwerp, the second-largest port in Europe, as well as the risks and opportunities posed by Brexit and the modal shift from accompanied to unaccompanied cargo.



**Port of
Antwerp**

The Port of Antwerp and the UK have an immemorially close trading relationship. The oldest document in our extensive port archives is an invoice for unloading a cargo of wool brought to Antwerp from London by a single-masted English cog, which dates back to the year 1120.

Whilst nowadays wool has long given way to chemicals, oil products, dairy and meat, over the centuries the UK has remained a constant and indeed essential trading partner. With a freight volume of nearly 17 million tonnes last year, the UK was the second-largest maritime partner for the Port of Antwerp.

We should be under no illusion that whatever the outcome, Brexit will change these trade relations between the Port of Antwerp and the UK. But 'change' does not have to mean 'worse'. Over the past three years we have done everything possible not only to maintain but also to improve our trade relations with the UK. As Winston Churchill once said: "Difficulties mastered are opportunities won."

Despite the continuing uncertainty, the Port of Antwerp has made intensive preparations for Brexit, when, or if, it comes. Indeed, we convened our special task force for the first time literally the day after the referendum. We have met with UK and EU representatives, have lobbied our own government, and have consulted the Customs authorities. We have appointed a representative, myself, to keep an eye on the situation in the UK and Ireland and to build our network. We have organised roadshows in Belgium and the UK. In short, nothing has been left to chance and over the past three years we have got the entire Antwerp port community as ready for Brexit as it can be. [X](#)

“With a freight volume of nearly 17 million tonnes last year, the UK was the second-largest maritime partner for the Port of Antwerp.”

“We should be under no illusion that whatever the outcome, Brexit will change these trade relations between the Port of Antwerp and the UK. But ‘change’ does not have to mean ‘worse’.”





“
*More than 60% of European
 purchasing power lies within a
 radius of 800km from Antwerp.*
 ”

“Antwerp is not a ferry port, and therefore can play a leading role in re-engineering supply chains and re-routing cargo flows.”

We have exhaustively studied all possible scenarios and surveyed the possible impact in detail. Admittedly, we have been regularly frustrated at the potential obstacles that may arise if the UK leaves the European Union, but we have kept focused on solutions and alternatives.

More than ever after Brexit, Antwerp can become the gateway to and from Europe for the UK. The port's strategic location will be a major advantage in post-Brexit times. Increased inspections checks and administration will add to transit time at ferry ports, compounded by the shortage of truck drivers, which Brexit will only make worse. Our analysis points towards a modal shift from truck to ship, from accompanied to unaccompanied transport and from Ro-Ro to Lo-Lo.

Antwerp is not a ferry port, and therefore can play a leading role in re-engineering supply chains and re-routing cargo flows. The Port of Antwerp already has shortsea connections with nine British ports. After Brexit these shortsea connections can only gain in importance.

In contrast to the ferry ports, the Port of Antwerp lies 80 kilometres inland. It is closer to the large centres of production and closer to consumers. More than 60% of European purchasing power lies within a radius of 800 km from Antwerp. We have excellent connections with the hinterland, not only by road but also by barge and rail. The Port of Antwerp has an ambitious growth plan to substantially increase the share of the latter two sustainable modes by 2030.

The Port of Antwerp has other advantages that make it a reliable hub for inbound or outbound logistic flows in post-Brexit times. Our storage capacity is unrivalled, with more than 7 million cubic metres of tank storage capacity, 16 liquid bulk terminals, 14 breakbulk terminals and more than 6 million square metres of covered storage space including numerous cold stores. Antwerp is a hub for the transshipment of all types of cargo.

In the past few years we have also worked hard to make our logistic processes simpler, faster and more efficient. Digitisation plays a crucial role in this development. With NxtPort, the Port of Antwerp has developed a state-of-the-art platform in which the port community unites its strengths with those of the tech community. We combine many years of logistics experience with technological innovation so as to play a pioneering role in the port scene. In a world where digitisation is blurring the borders, the data platform also reaches out to other international ports.

“More than ever after Brexit, Antwerp can become the gateway to and from Europe for the UK. The port's strategic location will be a major advantage in post-Brexit times.”

So, however Brexit turns out in the coming months, the UK will remain a privileged trading partner for the Port of Antwerp. Centuries of history cannot be simply wiped out and we are ready and able to put our trade relationships on a sound footing even in a reconfigured Europe.

Neighbours by geography, close friends by choice! 

Local skills strategies key to enabling lifelong learning in the maritime sector



Gordon Marsden MP, Shadow Minister for Education, highlights the importance of collaboration between government at local and national levels as well as partnering with academia and industry in order to ensure that the UK maritime workforce gains the skills necessary to remain globally competitive in future.

Despite the uncertainties and concerns over how Brexit, automation and other employment changes may pan out, the maritime sector can have a strong and positive future in a world where seaborne trade and economic activities are projected to expand and double in value by 2030.

As a former Shadow Maritime Minister, now covering skills, higher and further education, representing a coastal constituency, I'm glad the sector is looking at the long-term strategies of Maritime 2050. However, those strategies will only succeed if a key part of Maritime 2050 is engaging with coastal communities and a comprehensive and forward-looking skills strategy.

I've been emphasising, in lifelong learning and with a 21st century workforce where digital and online are breaking down traditional silos, the UK's challenge to keep up as an international skills brand with competitors in North America, the Gulf, the Far East and the maritime sector within Northern Europe.

Right now, we must ensure that, while expanding training and recruiting more British workers, we don't also shoot ourselves in the foot post-Brexit.

That, however, is what the Government's threshold of £30,000 a year proposed in its immigration white paper could do. The chair of Maritime UK Harry Theochari has said "Industry will always require access to overseas workers and, crucially, British workers will want and need to work elsewhere".

A threshold of £30,000 would, therefore, do real harm. Equally, we need to maintain the ability of UK seafarers to work in the EU, including within the superyacht industry. If we close the door to European workers, it's highly likely that the EU will do the same for Brits. That £30,000 visa threshold also hits parts of the country hard where salaries are lower – many of them maritime and coastal communities. That's why I have signed an all-party amendment opposing it.

Beyond Brexit, job and training demographics remain daunting. On top of the steady decline of the number of UK seafarers, the RMT say in their SOS2020 campaign over 50% of UK employees are now aged over 40, 74% and 76% in deck and engine employment. Surely it must make sense for the industry to take up fully the annual £100,000 for training.

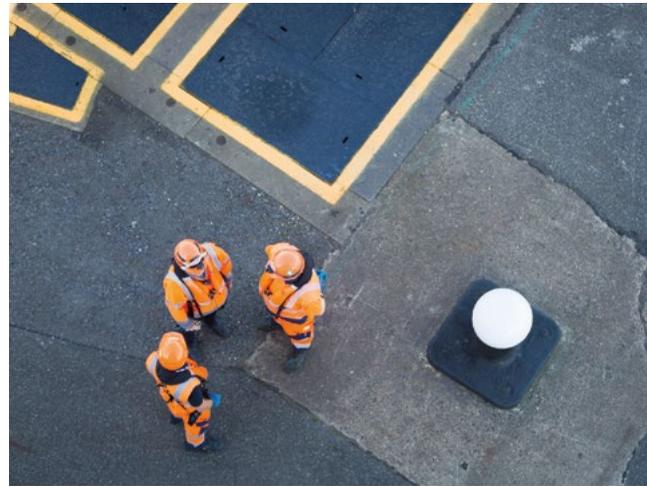
A recent EU Commission audit emphasised the growing percentage of maritime employees who need skilled vocational and higher technical educational qualifications. Maritime UK has also stressed the range of needs – seafarers, port workers, engineers, naval architects, shipbrokers and consultants and insurers – to keep competitive internationally.

What sort of skills will fit, not just for 2020 but into the 2030s? We will need more generic, enabling ones as well as bespoke skills, short, sharp focused and modular, alongside reskilling new and existing personnel. I think Maritime UK's National Council's definition gets it right – where the word 'skills'; refers to every aspect of recruiting, retaining and nurturing the skilled and talented people we need for future success, rather than a narrowed focus on training alone. [▶](#)



“I think Maritime UK’s National Council’s definition gets it right – where the word ‘skills’; refers to every aspect of recruiting, retaining and nurturing the skilled and talented people we need for future success, rather than a narrowed focus on training alone.”





“We need a comprehensive strategy to retrain and retain existing older workers as well as younger ones, including through traineeships. Governments need to back-proof as well as future-proof qualifications. People with lots of experience should not have to go back to square one.”



This chimes with the principle of "progression, progression, progression" in Labour's National Education Service and newly-launched Lifelong Learning Commission, and with what Maritime UK have said about fairness, equality and inclusion, particularly via its Women in Maritime Charter.

The challenges to meet automation, artificial intelligence and the growth of renewable fuels, will be daunting. The consultancy group BMT suggests around 1 in 2 of maritime employees will need additional skills in the next 5 to 10 years. Who will deliver these broader objectives both online and face-to-face? The Maritime Masters initiative, which ABP is sponsoring, brings industry and academia together, giving students opportunities to research with supporting companies around Britain's coasts.

There's Solent University's simulation centre which addresses both target groups with a virtual shipyard to test ships being designed. And my own local Further Education College, Blackpool and the Fylde, has a suite of virtual training at its Fleetwood Nautical Campus used by UK and overseas cadets and students on port placements nearby, and bespoke courses for offshore oil and gas workers in Liverpool Bay.

Local skills strategies led by stakeholders on the ground are key. Micromanagement from Whitehall, second-guessing those needs with modest pots of money, is increasingly ineffective.

That's why Maritime UK's Regional Cluster plan with sector stakeholders and chaired by Mersey Maritime is very welcome, with it joining up HE and FE research, local authorities and place-based businesses. It ties in with Labour's plans for a National Transformation fund which would include assistance to maritime and coastal communities.

We need a comprehensive strategy to retrain and retain existing older workers as well as younger ones, including through traineeships. Governments need to back-proof as well as future-proof qualifications. People with lots of experience should not have to go back to square one.

How do we make the apprenticeship levy more fit for purpose for large employers to use? How do non-levy paying smaller employers, vital parts of the supply chain for ports, shipbuilding, servicing and other areas, get funding support? How do we get better careers advice, for young people in coastal and maritime areas to spark their enthusiasm to consider careers in the sector?

These are big challenges, but ones that our maritime sector has a proven tradition of addressing. But policy makers need to give a leg up and not just take the sector for granted. **R**

Driving business ambition through improved transport links



FSB Policy Group Chairman for Transport and Infrastructure, David Tucker, makes the case for the importance of investing in excellent transport systems to ensure the success and growth of small businesses.



Small businesses, which include organisations with fewer than 250 employees, make up over 99% of businesses in the UK, with micro-businesses, which have 0-9 employees, accounting for some 96%. There are some 5.7 million SME's who employ 60% of the total workforce and represent 52% of turnover. For micro-businesses the figures are 33% employment and 21% of total turnover. Clearly, small businesses are a key part of the country's economy. Almost every aspect of commercial activity is covered by SMEs, from manufacturing and professional services to construction, agriculture and fisheries. Availability, reliability and efficiency, particularly in relation to transport and movement, are essential to all these businesses. For many the availability of an efficient and affordable logistics network is key to their operations.

As the UK's leading business organisation, The Federation of Small Businesses (FSB), has a mission to help smaller

businesses achieve their ambitions. Established over 40 years ago to help our members succeed in business, we are a non-profit making and non-party political organisation that is led by our members, for our members. FSB's focus is on delivering change which supports smaller businesses to grow and succeed.

It is important to achieve a transport system that works for all. It needs to be accessible, efficient, affordable and comprehensive. This system must include roads, railways, ports and airports, with the roads and railways providing appropriate access to ports and airports. The large ports, which primarily handle the import and export of containers and bulk goods, are generally well-connected to the main rail network and strategic highways. The same is not true of the majority of smaller ports. These ports are generally used for the transport of items such as agricultural and forestry products, construction materials, dry bulks and

general cargo and often provide the life blood of local industries. They are also often the home of the local fishing industry. They tend to service a large number of small businesses.

A number of the smaller ports were once connected to the rail network but these connections have declined or been removed throughout the years. This is despite the fact that using rail for freight delivers economic benefits directly and indirectly, as part of the wider logistics system. Rail freight is also seen to be the most environmentally-friendly way to move goods on land, and further reduces congestion on the road network by reducing the volume of road haulage required. It is essential that rail links to all ports are improved or reconnected, with assurances that they can survive and thrive alongside, and in conjunction with, services for rail passengers. The FSB recognises that rail freight is a key part of the wider transport system, linking rail

The UK's best-connected ports operator



01 Troon	07 Goole	13 Ipswich	19 Plymouth
02 Ayr	08 Hull	14 Swansea	20 Teignmouth
03 Silloth	09 Immingham	15 Port Talbot	21 Southampton
04 Barrow	10 Grimsby	16 Barry	22 Hams Hall Rail Terminal
05 Fleetwood	11 King's Lynn	17 Cardiff	
06 Garston	12 Lowestoft	18 Newport	

freight lines and services with all ports and airports, and interfacing with the road network.

The situation with road access is somewhat more complex. Currently, in England, there are basically two classes of road, the Strategic Road Network (SRN) of Motorways and major trunk roads and all other roads. The system is different in Scotland and Wales due to devolution. 2% of England's roads are in the SRN and the other 98% are secondary or local roads. However, the annual spend on the SRN is currently £5bn per year whilst the new roads spend on all other roads is about £2bn per year. Incidentally, Network Rail's annual spend is around £10bn per year, serving only 7% of overall passenger kilometres. Furthermore the SRN is managed by one organisation, Highways England, whilst all other roads are managed by some 153 local authorities.

There are proposals to set up a new Mayor Road Network (MRN) of secondary strategic routes but the funding is unclear and is unlikely to be extensive. Furthermore, governance may be obscure with various different organisations, such as Local Highway Authorities, LEPs and Combined Authorities bidding for funds. One positive point is that in the original criteria for the MRN, access to ports was limited to those handling over 2 million tonnes of traffic per year. However, to ensure that ports of high regional importance are captured as well, the Department for Transport has extended the port criterion to include all ports with over 500,000 tonnes per year. In short, the criterion for providing strategic access to smaller ports has improved but there is still no commitment by the Government to funding.

FSB will continue to push for a more equitable balance of transport funding with a particular emphasis on the need to provide suitable access to all regional ports and airports to support the needs of Small Business. **1**

D-Day remembered at the Port of Southampton



In the wake of the 75th anniversary of D-Day, Kate Pearce looks at the crucial role the Port of Southampton played in the success of Operation Overlord.

Preparations for the greatest ever seaborne invasion saw the Port of Southampton take centre stage in the build-up to D-Day and beyond.

Ocean Terminal in the Eastern Docks was used by larger ships during Operation Overlord and was an embarkation point for everything from personnel ships, hospital carriers, landing craft (Motor Transport Ships, Motor Transport Coasters), Train Ferries and Stores Coasters.

Nearby Town Quay was the focus for embarking troops who were camped in Marshalling Area C, as the rest of the city had become known.

"People talk about how you could have walked across Southampton water on the vessels that were so tightly packed together as preparations were made for D-Day," said historian, Dr Cheryl Butler.

The air of anticipation had been building in the city for some time as military activity grew by the day.

Rumours were rife: Monty had been spotted on Southampton Common, which had been turned into a vast military camp; De Gaulle was based at the Dolphin Hotel in the High Street; and Eisenhower was overseeing operations in the port.

The American army had bases in the Star Hotel in the High Street, the former Polygon Hotel and South Western House

near Dock Gate 4, which was known as HMS Shrapnel.

Author Elsie Sandell, who has written about the history of Southampton, described how every road and street was filled with vehicles three abreast and there were tank transporters and Sherman tanks.

"In the port, dock sheds were being used as dormitories and there had been a hive of activity in Marchwood and the port making the Mulberry Harbour.

"We see it as a leisure and cargo-handling port today but the infrastructure, deep channel and protected position mean it can easily be transformed for military use"

"It took six months to complete, with 20,000 men working on it and 1.5 million tons of concrete and steel," explained Cheryl, who is a Fellow of the Royal Historical Society and the Royal Society of Arts and an Honorary Fellow of the University of Winchester.

While the 75th anniversary commemorations have once more highlighted the key role the port played in

the success of D-Day, Cheryl was quick to point out that it is the versatility of the port that has enabled it to respond in times of national emergency.

"Throughout the history of the city, the port has always been able to turn itself into a military port.

"We see it as a leisure and cargo-handling port today but the infrastructure, deep channel and protected position mean it can easily be transformed for military use.

"From Henry V leaving for Agincourt in 1415 to the Tudor period and the First World War, the Port of Southampton has always been able to play a significant strategic role," she said.

From 31 May onwards troops began to make their way down to the coast and embark onto the ships and landing craft that would take them to Normandy. Vehicles were often loaded first, and troops on foot embarked only just before D-Day. The troops bound for landing on D-Day were followed by forces who would be landing on subsequent days, forming a steady stream moving down towards the south coast that in many places continued for months.

Initially it was British and Canadian troops who left through the port, followed by millions of American personnel.

More than a quarter of a million vehicles were shipped via the Port of Southampton and more than 3.5 million men between D-Day and the end of the war.

Cheryl added: "The city was badly bombed in the early years of the war, many had moved out, the military took over the majority of buildings that remained and from May 1944 onwards the city was on lockdown following orders from Eisenhower.

"When you think of what Southampton went through, it was somewhat fitting that she should play such a crucial role in bringing the hostilities to an end." 

"From Henry V leaving for Agincourt in 1415 to the Tudor period and the First World War, the Port of Southampton has always been able to play a significant strategic role."



A MAN IN A MILLION

In the months following D-Day to the end of WW2, 3.5 million troops embarked from Southampton docks.

Over 2 million of these were Americans, amounting to around 60% of all American troops and equipment shipped from British ports to the continent.

At this time Southampton ranked as fourth among the 60 US Army Ports operating in the world. The US Army 14th Major Port Transportation Corps arrived in Southampton in the summer of 1943 and they took over organisation of the port.

Their main role was to co-ordinate the shipment of American troops, military equipment and stores through the port.

On 25 October 1944, Private Paul Shimer Jr, of the 15th Infantry, Third Division, Seventh Army, stepped through the counting machine to become the millionth American soldier.

A large sign was hung around his neck, announcing 'The Millionth Yank', and he went through the agony of making an impromptu speech.

Paul Shimer Jr came from Chambersburg in Pennsylvania, where he lived with his wife, Marian, and three-year-old daughter, Patricia Ann.

Sergeant Shimer lost his life on 14 April 1945, just 24 days from the end of the war. He was killed

by the blast of a shell, as he led his men against a fortified German hill. He had served in the US Army for just 51 weeks.

His wife received the telegram informing her of her husband's death about one hour after reading an article in the Chambersburg local newspaper, *Public Opinion*, stating that her husband had been the 'Millionth Yank' to embark from Southampton, the British Censor having only just passed the information to the USA.

In 1947 the Southampton war-time mayor, Rex Stranger, visited Chambersburg and McConnellsburg to meet the Shimer family. Rex Stranger and his wife wanted to do something to commemorate the death of the young man he had shaken hands with three years previously in Southampton docks. They decided to place £1,000 in a trust fund for the daughter's education. The local

citizens, not to be outdone, raised \$3,000 for Rex Stranger to spend on worthy charities in England. They also gave him a large consignment of apples for Southampton schools.

Sergeant Shimer's war grave is one of 10,000 situated at Saint-Avold in France.

“The local citizens, not to be outdone, raised \$3,000 for Rex Stranger to spend on worthy charities in England.”



“More than a quarter of a million vehicles were shipped via the Port of Southampton and more than 3.5 million men between D-Day and the end of the war.”



“Given the scale of the environmental challenge, recreating the existing structures and frameworks won’t be sufficient; the status quo isn’t an appropriate policy or political response.”

Sustainability on the agenda: the new Environment Act



Martin Baxter, Chief Policy Advisor at IEMA, a worldwide professional body for those working in environment and sustainability, argues that the Environment Bill is a one-off chance to create a coherent long-term framework for the environment which could enable all parts of society to plan, invest and collaborate to substantially improve the environment on which we and future generations depend.

IEMA Transforming the world to sustainability

Growing public interest in the environment provides an important backdrop to the UK Government’s proposals for a new Environment Act. Polling ahead of the European Parliament elections put environment as the fourth most important issue facing the UK, on a par with the economy. Poor air quality, declining biodiversity, plastic waste and climate change are significant long-term challenges which will require concerted effort and investment over the long-term to make the necessary improvements. Politicians are in the headlights as the public demands immediate action with results to what are deep-rooted systemic problems – a difficult position made harder by declining levels of trust in politics.

For 45 years environmental policy in the UK has been driven by the EU. The forthcoming Environment Act therefore comes at a critical time, offering the potential to establish a legal framework

to help replenish nature and natural capital and provide the basis for using the country’s natural resources in a sustainable way. Given the scale of the environmental challenge, recreating the existing structures and frameworks won’t be sufficient; the status quo isn’t an appropriate policy or political response.

The Department for the Environment, Food and Rural Affairs (Defra) published the draft Environment (Principles and Governance) Bill on 19 December. It included environmental principles and provisions for their inclusion in a policy statement, measures relating to Environmental Improvement Plans and the creation of a new Office for Environmental Protection with the remit to monitor the implementation of environmental law and, where public authorities fail to comply with environmental law, take appropriate action including the power to take action through the courts. [▶](#)





This is an important starting point but there is more needed from Government to turn the Bill into a world-leading framework for governing the environment.

To govern the environment in the most cost-effective way, Government needs to set a clear and credible policy direction that enables all involved to plan, invest and collaborate across sectors to achieve multiple goals coherently, beyond the life of single parliaments. There is a strong case to include overarching objectives in the Environment Act, which will help to provide a common purpose and coherence for the governance and principles chapter of the Bill. This would allow the application of the Environmental Principles in policy-making and the development of targets and Environmental Improvement Plans. The role and function of the Office for Environmental Protection would include focussing policies on a core purpose, holding responsible parties to account for progress and anticipating early on where changes in direction are necessary, rather than waiting until problems are locked in.

Such national objectives become more critical as the UK leaves the EU and could be framed, for example, by three core principles. The first would be to continually improve environmental outcomes to achieve a healthy natural environment and support quality of life. The remaining two would be a commitment to the sustainable use of the environment to achieve society's needs and achieving a high-level of environmental protection.

The commitment by the Government to explore options for environmental targets in the Bill is welcomed. Meeting the

Government's commitment to leaving the environment in a better state will depend to a large extent on private sector activity and innovation. However, for all sectors to play their full part in a way that is also consistent with business success, there needs to be a coherent and predictable legal framework. The draft Bill seeks to place the Government's 25 Year Environment Plan on a statutory basis. However, the five-year review mechanism means that, in effect, substantial changes can be made which reduces certainty for investment. A process is therefore needed in the Bill to set legally binding targets, giving clarity to businesses and other stakeholders.

“The forthcoming Environment Bill comes at an important time as the UK prepares to leave the EU. In effect, it is being viewed as an ‘environmental constitution’.”

The Prime Minister and members of the Government have made a number of statements to the effect that the UK will continue to set high standards of environmental protection and that there will be no lowering of environmental standards when the UK leaves the EU. Non-regression is written into the UK/EU Withdrawal Agreement backstop arrangements, requiring both the EU and UK to “ensure that the level of

environmental protection provided by law, regulations and practices is not reduced below the level provided by the common standards applicable within the Union and the United Kingdom at the end of the transition period”.

The Environment Bill is expected to be the legislative route for the Government to implement the non-regression and alignment considerations relating to environmental protection, which is especially important in the context of future UK trade negotiations.

The forthcoming Environment Bill comes at an important time as the UK prepares to leave the EU. In effect, it is being viewed as an “environmental constitution”. The Bill will be substantial and includes important aspects of environmental principles and governance, as well as legislating in areas which are of significant public interest such as air quality and plastic waste. Parliamentary arithmetic suggests that the passage of the Bill will offer plenty of opportunities for amendments, not just from the opposition but also from the Government, given that only part of the Bill has been subjected to pre-legislative scrutiny. A high level of scrutiny will be welcomed if it leads to a better outcome, as the prize of a progressive new Environment Act which provides the legal framework for enhancing the natural environment over a generation is one that everyone should want to see. **1**

“
To govern the environment in the most cost-effective way, Government needs to set a clear and credible policy direction that enables all involved to plan, invest and collaborate across sectors to achieve multiple goals coherently, beyond the life of single parliaments.
”

Rail Freight Group on the Williams Review



Rail Freight Group Director General Maggie Simpson argues that the Williams Review of the structure of UK railways must take account of the needs of the freight sector due to its national importance for businesses across the UK.

Rail freight and ports are inextricably linked. One in four containers arriving at UK ports is moved by rail, and significant volumes of bulk products also travel to and from ports on a train. Along with the road network, the UK's railways are a critical link to the success of the port sector.

Many ports are working to increase the amount of goods transported by rail as part of their efforts to increase productivity as well as to improve the local environment by cutting congestion and reducing CO² and emissions related to air quality.

At the Rail Freight Group, we know that port operators and customers, particularly those involved in the intermodal and construction sectors, want to use more rail freight. We have recently established a new Intermodal Forum for our members to come together and share experiences and

“One in four containers arriving at UK ports is moved by rail, and significant volumes of bulk products also travel to and from ports on a train.”

best practice as well as to look at ways to promote the sector to business and political leaders.

Without ongoing improvements at ports and the development of new inland terminals, rail freight will be constrained in its ability to grow. But obviously we also need capacity on the rail network

itself, and need Government to continue supporting ports and rail freight with investments.

Over the last decade there has been good investment through the Strategic Freight Network Fund, including schemes to lengthen trains at Southampton which we hope to see completed soon. Gauge clearance work at Immingham will allow standard 40-foot containers to be moved by rail and work was completed some years ago to permit the same from Southampton.

Yet there remains more to be done, and we need Government to continue supporting rail freight schemes over the coming years. We were delighted that Scottish Government committed £25m to this to be invested over the next five years, whilst Westminster Government will assess each scheme on a case-by-case basis.

However, all this is set in the context of the current Williams Review of the Structure of UK Railways. This has been instigated primarily to address failures in the passenger sector, but it could have far-reaching effects on freight as well.

Thus far, the review has been collecting evidence and is yet to announce any conclusions or even a direction of travel. However, early themes appear to be around the degree of devolution of the railways to local bodies, commercial models for passenger services and increased accountability at the centre. All of these could impact on freight, directly or as a side effect.

So, in our submission to the Williams Review, we have emphasised that to meet the needs of freight customers, the railways must continue to offer a national network, which is responsive to their needs, and which maintains the current competitive market. It must also place the needs of freight users, including ports, at the heart of decision-making.

Our key points are that we must continue to ensure that freight paths are managed holistically across the network, avoiding 'boundary issues' where trains move between routes. Also, freight paths on the network need to be aligned with the



capacity and capability of the receiving terminals so that loading and unloading time is properly accounted for. It is also important to allow the freight timetable to change in accordance with customer needs (which do not change only in May and December as in the passenger sector). This includes new services, revised services, and short-term fluctuations to accommodate demand.

Effective planning of engineering works to keep diversionary routes available, even where they are in different networks, and to take full account of customer needs when scheduling work, is also vitally important. So is maintaining centralised contracts and unified standards and rules for freight, including acceptance of new equipment. There needs to be a single legal and

regulatory framework and stable and affordable charges applied on a network-wide basis which reflect the current principles of charging.

At the same time, Network Rail are making steps to develop their own devolved regional structure – and it would appear that the Williams Review conclusions will reinforce that devolution.

Yet most freight services span more than one Network Rail route, some crossing three or four. Customers are national (indeed, global) businesses with operations across the country, and freight operators equally have facilities and depots all over the network.

We believe that a central 'system operator' function is likely to be the most effective structure, which could either undertake all timetabling activities or provide a framework that others must adhere to. This could be a separate entity or part of a wider devolved organisation, but it must have the necessary authority over any regional or route businesses. A strong regulatory backstop would also be necessary.

Whatever the outcome, it will be important that in any future structural models for the railway, Government's role in providing a network for rail freight and in support of ports is maintained effectively. **■**



Power to the people: Hinkley Point C



In an interview with ABP South Wales Commercial Manager Richard Butler, Kate Pearce discovers why ABP is proud to be actively engaged in the supply chain partner programme for the construction of Hinkley Point C, the first new nuclear power station to be built in the UK in over 20 years.

As you might expect from the most expensive civil engineering project currently underway in Europe, the figures involved in the construction of Hinkley Point C are both large and impressive. The first new nuclear power station to be built in the UK in over 20 years, Hinkley Point C in Somerset will provide low-carbon electricity for around 6 million homes, create thousands of jobs and bring lasting benefits to the UK economy.

“Our deep-sea access and considerable berthing space – over 1,000m in Barry alone – allow our customers to make use of flexible chartering arrangements to supply into the HPC project.”

Some 3 million tonnes of concrete will be required for the structure and it is estimated £200 million a year will go into the local economy during the 10-year construction programme.



Pointing at a map of the UK, ABP South Wales Commercial Manager, Richard Butler, explains why the ports of Barry, Cardiff, Newport, Port Talbot and Swansea are aiming to become significant contributors in delivering supply chain solutions to the project's main contractors for the duration of the build.

Emphasising ABP's wealth of expertise in supporting the energy sector, Richard explains: "ABP South Wales is actively engaged in EDF's supply chain partner programme. Our port of Barry was selected as the main mobilisation hub to support the first phase of marine works, an essential offshore pre-build program conducted by Deme Group in 2018, which included underwater surveys, a capital dredging programme and a base to conduct crew transfer operations to the fleet operating in the channel.

"Months of engagement, preparation and planning have been underway behind the scenes, across multiple ABP functions including significant input from our Marine and Engineering teams, which should lead us onto our second programme of works, which is expected to start in quarter four of this year."

With construction taking place in Somerset, it is clear why ABP's South Wales ports would be well-placed to offer services to support the main contractors working to deliver the project to EDF.

Proximity, with the Port of Barry located only 11 nautical miles away across the Bristol Channel, and port capacity play an important part but there are also other key motivators for involving the South Wales ports.

"Our deep-sea access and considerable berthing space – over 1,000m in Barry alone – allow our customers to make use of flexible chartering arrangements to supply into the HPC project. Strong multimodal connectivity also allows us to combine sea, road and rail routes and encourage off-site import, storage and call-off capabilities.

"It's clear from our engagement with some of the key contractors to date that the nuclear industry regards supply chain security and traceability as key priorities.

"For this reason we have conducted multiple site visits with EDF tier 1 and 2 contractors to point out the dedicated warehouse and quayside facilities within our regional portfolio which we believe can deliver supply chain hub solutions, enable off-site pre-fabrication, pre-assembly and quality control of components before they arrive at the Hinkley Point C site.

“Our four neighbouring ports along the South Wales coastline enable us to consolidate further value-added services with the operational experience and capability of handling a wide range of cargoes including aggregates, steel products, project and specialised components.”

"Our four neighbouring ports along the South Wales coastline enable us to consolidate further value-added services with the operational experience and capability of handling a wide range of cargoes including aggregates, steel products, project and specialised components," he explains.

More than 4 million cubic metres of excavation works have been completed so far. The plant's water cooling tunnels, a complex project which ABP will be engaged in via Barry, will each be 3.3km long and bored to approximately 6m in diameter.

Richard adds: "This nuclear new build programme is expected to be complete and ready for commissioning by 2025 to 2026.

"There are over 90 top tier contractors awarded by EDF, with a significantly higher number at tier 2 and 3 level, therefore supply chain is wide and varied."

The South Wales ports are a vital, strategic facilitator in the support and growth of regional trade. The volume of cargo handled across several core commodities at the ports has increased over the last 12 months, which is a result of ABP's continued investment in infrastructure and services.

Richard clarifies: "In respect of Hinkley, we have invested in our facilities at Barry in anticipation of welcoming new HPC-related customers to the port later this year. This includes improvements to our port office and welfare facilities, additional parking zones, improved safe access, new LED lighting, shoreside power connectivity for vessels and various improvement works to enhance safety measures at our crew transfer point via our dedicated Queen Steps facility.

"We are a registered service provider with EDF's dedicated supply chain team, who use an online portal to provide contract information for all the top tier work packages. This has provided us a great platform to present ABP's ports, our services and infrastructure solutions direct to the nuclear community. We have also been active participants in many of the supply chain, meet the buyer and collaboration workshops across the region.

"ABP is now a full member of the Wales Nuclear Forum and continues to work closely with the Welsh Government in a bid to attract Hinkley Point C contract awards to businesses based in Wales." 

ABP Environmental Photography Competition

To mark World Environment Day 2019, ABP held its first ever Environmental Photography Competition, open to all ABP employees and their families, with a prize of £200 for the winner, £100 for second place and £50 for third.

The competition was judged by renowned national press photographer Matthew Writtle and there were many excellent entries, showcasing the wealth of environmental beauty around ABP's locations and the UK coastline. The competition was run by Head Office's Rachel Pennicott and Ruby Begum.

Winner

Daniel Parker, Application Developer based at the Port of Hull, captured the port against a breathtaking sunset. Judge Matthew Writtle said of the image, "The winner really stood out. Aesthetically it was an instant hit but I was fascinated by the subtlety of how the shapes and lines of the industrial buildings merged in harmony with those of the coastline".



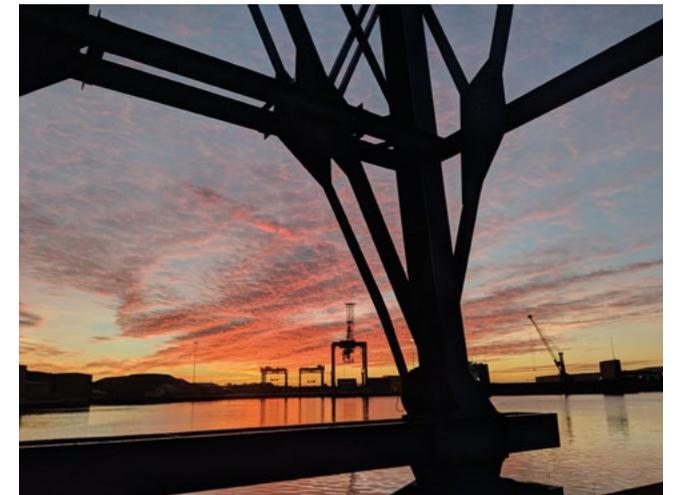
Second place

Andrew Pearson, Marine Ecologist at ABPmer based in Southampton, captured a Ro-Ro vessel against a stunning post-storm rainbow.

"There were many excellent entries, showcasing the wealth of environmental beauty around ABP's locations and the UK coastline."

Third place

Rod Lewis, Harbour Master and Marine Manager in South Wales, took this shot of Cardiff Docks at sunrise.



“The competition was stiff, with many wonderful entries vying for the title of first place”



Hull Wildlife by Tina Raleigh, Quality and Environment Systems Manager, Port of Hull



A common starfish on oyster beds at sunset below the ABP Marchwood estate, Andrew Pearson, Environmental Scientist – Senior Consultant, ABPmer



Door to the Ocean, Ian Davidson, Researcher, Port of Southampton

Blackpool Central Pier, Daniel Parker, Application Developer, Port of Hull



A juvenile grey seal rests on a kelp bed at the Isles of Scilly, Andrew Pearson, Environmental Scientist – Senior Consultant, ABPmer



Goole, Tina Raleigh, Quality and Environment Systems Manager, Port of Hull



Jellyfish and steamship - A compass jellyfish floats near the historic Calshot vessel at the Port of Southampton, Andrew Pearson, Environmental Scientist – Senior Consultant, ABPmer

NEWSWRAP

Bite-sized, all the latest news highlights from ABP



MILESTONE REACHED IN CONSTRUCTION OF NEW VEHICLE EXPORT TERMINAL

In May, a significant milestone was reached in the construction of a new £15 million multi-deck vehicle export terminal at the Port of Southampton as the first phase was handed over. As part of this crucial stage of the construction, parts of decks one and two were handed over to ABP, releasing nearly 1,000 spaces for automotive import and export.

“Three cruise calls and over 2,000 passengers are expected to utilise port facilities and services provided by ABP South Wales at the Port of Cardiff between May and June alone.”



SUCCESS FOR ABP TEAM SPIRIT

Over the Easter weekend, five teams from ABP Southampton took part in the gruelling 125-mile Devizes to Westminster Canoe Race to raise money for Different Strokes Southampton. The race has been held annually since 1948 and is a severe test of physical and mental strength and stamina which involves paddling non-stop for over 30 hours day and night.

UK'S LEADING PORT OPERATOR, ABP, APPOINTS NEW CHIEF COMMERCIAL OFFICER

In April, ABP announced that Julian Walker has been appointed Chief Commercial Officer. Julian will join the UK's leading port operator in September, from Cory Riverside Energy. He brings with him substantial expertise and experience of the port and shipping sector, globally. He has held senior roles with P&O Ports (now DP World), Euroports and, most recently, Impala Terminals (part of the Trafigura Group), where he held the position of Chief Operating Officer.

PORT OF CARDIFF PREPARES FOR START OF 2019 CRUISE SEASON

In April, the arrival of Marco Polo, owned and operated by Cruise and Maritime Voyages (CMV), officially kicked off the 2019 cruise season at the Port of Cardiff. Three cruise calls and over 2,000 passengers are expected to utilise port facilities and services provided by ABP South Wales at the Port of Cardiff between May and June alone.

“The £3.5 million crane purchased by ABP Humber will bolster eco-friendly operations at the port”



ABP'S PORT OF IPSWICH CELEBRATES OPENING OF NEW FERTILISER BLENDING AND BAGGING PLANT

In May, ABP, in partnership with national grain, seed and fertiliser company COFCO International UK, hosted an official ceremony to unveil a new fertiliser blending and bagging plant at the Port of Ipswich. Representing an investment of £700,000, the new plant will be based in the port's Coldock Bulk Bagging Terminal and will allow COFCO to increase the range of fertilisers offered to UK farmers, develop new products and improve distribution efficiency.

NEW £3.5 MILLION HYBRID CRANE JOINS THE 'DANCE OF CRANES' AT THE PORT OF HULL

In June, a new hybrid Liebherr harbour crane was delivered to the Port of Hull. The £3.5 million crane purchased by ABP Humber will bolster eco-friendly operations at the port, completing a package of investment made by ABP announced earlier this year. A hybrid crane was chosen specifically to help future-proof operations as the port moves towards supplying its own renewable energy.

ABP LAUNCHES NEW CORPORATE WEBSITE AT MULTIMODAL 2019

In June, ABP launched its new corporate website at Multimodal 2019, the UK and Ireland's leading freight transport, logistics and supply chain management event. Combining the latest in modern design and efficiency, the new website located at www.abports.co.uk is designed to streamline the user experience, making it even quicker and easier to find out about ABP's important role in keeping Britain trading.

An estate with a view: ABP Property



ABP HUMBER PROVIDES LAND TO SUPPORT KIA EXPANSION

In March, ABP Humber announced that it has sold over 40 acres of its existing land in Stallingborough to support the expansion of car manufacturer Kia Motors. The land, located two miles from the Port of Immingham, will enable Kia to expand their existing car storage facility. Kia's current storage facility can hold up to 17,000 cars. However, the purchase of this new land could allow an extra 8,000 cars to be stored within the secure compound.

TRITON KNOLL SIGNS NEW PORT LEASE WITH ABP AT GRIMSBY'S ROYAL DOCK

In April, Grimsby's Royal Dock was confirmed as the home for Triton Knoll's offshore construction, operations and maintenance facility after the project signed an eagerly awaited port lease with ABP Grimsby. A new construction and longer-term operations and maintenance base will be built across nearly four acres of prime port location, which the project says will create opportunities for both local jobs and suppliers.

STARLING BANK TO OPEN NEW OFFICE IN SOUTHAMPTON'S BUSTLING BUSINESS HUB TOWN QUAY

In May, Starling, the digital bank, announced plans to open a second office at bustling business hub Town Quay in the heart of Southampton. The newly refurbished office suites are part of a project launched last year to modernise the Town Quay site as part of a wider £5 million investment to upgrade property owned by ABP at the Port of Southampton.



In the...

An update from Westminster



Brexit continues to dominate British politics as the Prime Minister announces her departure.

In June, Theresa May officially announced her resignation as Prime Minister, having failed to secure the necessary support in Parliament to pass her deal on leaving the European Union. The issue of Brexit dominated the final months of Theresa May's premiership and remains the most prominent issue for candidates in the Conservative Party leadership contest, which will determine the next Prime Minister. The UK was originally meant to leave the European Union on 29 March but that was first delayed until 12 April before the EU granted an extension until 31 October.

The Prime Minister's resignation opens the way for a new leader to attempt to break the parliamentary deadlock. However, with both sides of the debate increasingly polarised, it means another summer of uncertainty for business and the maritime sector. As the latest date of departure approaches, the UK's ports continue to engage with government and industry stakeholders to ensure trade can continue to flow under any circumstances, including in the event that the UK leaves without an agreement. Ports on the Humber are among those preparing to manage increased traffic as importers and exporters in the North of England and the Midlands seek to avoid potential disruption on more vulnerable and congested trade routes in the South East.

The current focus on the importance of trade to the UK economy highlights

the need for policies which will support investment in infrastructure for freight. In April, the freight sector welcomed the publication of the National Infrastructure Commission's final report on its freight study. The report shows how the industry can decarbonise road and rail freight by 2050 through the adoption of new technologies and variations to the planning system. Accelerating the uptake of zero emission vans, preparing for the transition of zero emission HGVs, and decarbonising rail freight are identified as priorities. The report also calls for the establishment of a Freight Leadership Council to encourage more collaboration between Government and the freight sector.

The report includes important recommendations such as encouraging local authorities to incorporate freight in long-term infrastructure strategies, calling for Government to adopt a cross-modal, corridor-based approach to rail freight, and improving the planning system to take account of freight at an early stage of statutory planning processes. The findings demonstrate the important role that ports can play in maximising the potential for efficient operations and improving sustainability in supply chains.

The need to support the sustainable growth of trade was further emphasised in May when the Committee on Climate Change published its advice to Government on the UK's climate change targets. The advice recommends that the

UK should "set and vigorously pursue" a new net-zero greenhouse gas emissions target by 2050. The Committee recommends that the target should cover all greenhouse gases, include international aviation and shipping, and be met without international offsets.

Based on a robust review of the latest scientific evidence on climate change and appraising the costs and benefits of doing so, the report concludes that net-zero is necessary, feasible and cost-effective. While challenging, the report describes the recommendations as achievable with current technologies but requiring "clear, stable and well-designed" policies. The report is a call to action for Government to implement plans with clear direction and urgency.

The topics of trade, infrastructure and sustainability will be top of the agenda at London International Shipping Week in September when industry and government partners come together to celebrate and promote the strength of the UK's maritime offer. Leaders from every sector of the global maritime industry representing over 150 organisations will gather in London to take part in over 200 meetings and events over the course of the week. It comes at an opportune time for the sector when the need for collaboration on major issues is more important than ever. **1**

A day in the life...

Dawn Dickinson, ABP Head of Property, Short Sea Ports



Can you tell us a little bit more about your career so far?

Growing up, I always wanted to be an architect so when I left school at sixteen and went to the Hull College of Further Education to study a BTEC in Civil Engineering, I thought it was a step towards getting a degree in Architecture. But six months into it, I found myself in a situation where the whole tutor group received a letter warning that the course would be cancelled if we didn't take the lessons more seriously. Naturally, my mum was not very happy with this and to show that I was serious about my future, I applied for a job as a Trainee Land Surveyor, an apprenticeship available in the early 1990's, working for Humberside County Council. Fortunately, I got the job and continued studying for my Ordinary National Certificate then my Higher National Certificate both on day release. Combining a job with studying is never easy but I persevered, achieving the qualifications and getting my wish of progressing onto the degree in Architecture, all whilst continuing to work full-time.

When I enrolled, things were looking up. I was even allowed to skip a year because of the qualifications I already held. Nevertheless, as the course progressed, it was apparent that Architecture was not for me as ironically every piece of course work I produced was technically buildable just not creative enough. I found it hard to recommend "sky hooks" as a method of construction and failed the project element of the course. I admitted defeat but that wasn't to be the end of my studies. At the same time I found out that Humberside County Council would devolve and I was going

to be transferred to North Lincolnshire Council. I had to be accepted on an alternative degree course prior to transferring authorities, for my new employer to honour the commitment. I enrolled in a BA Hons in Environmental Studies on a distance learning basis.

At the time, I was in my early 20s, which is a period when one starts to really develop as an individual but I was going through some challenges in my life including family bereavement, the pressures of combining work and studying and a 2 hour daily commute. I struggled to cope, which was having a negative effect on my mental health. I had to turn things around so I made significant changes in my life.

I bought a house, left home and changed jobs, starting work for ABP as a Surveying Technician in the Humber office. This was the tail end of the 90s. After I completed my Environmental Studies degree, I grasped the opportunity to train to be a Chartered Surveyor, which involved another four years of studying for a RICS Diploma. I found it difficult at the time but I passed. My days at the time involved producing lots of CAD plans and measured surveys but no professional surveying work, so when an opportunity arose in ABP's Short Sea Ports region, I went for it.

I had already been helping Short Sea Ports with their drawings for a while and I knew Martin O'Hara, who was the Head of Property at that time. He knew me as 'Dawn the CAD girl' and wasn't aware that I had so many extra qualifications until I actually applied to work with ABP. A few years passed working with Martin as a Chartered Estate Surveyor,

“Last year was particularly strong for us as we took on five new customers, driving a lot of traffic through the port, which is great for business.”

until, on a rainy day in January 2015, I got a knock on the door from Martin O'Hara. He had driven all the way from Surrey to my home in the North, to tell me in person that he had decided to leave ABP, giving me a shock but also an unmissable chance to apply for the position as Head of Property. Although I didn't feel completely ready for this promotion, I decided to be brave and go for it because I was confident that I knew ABP, the ports and the people very well. I'm pleased to say that I landed the job and haven't looked back ever since.

What does a typical day at work look like for you?

My Monday usually starts with checking my diary to review all my appointments for the week and I consider the preparation for each. I then work these commitments around my list of ongoing cases, which allows me to compile my week's task list.

Primarily, my job right now is all about value creation and seeking opportunities to maximise our land use. I also look after my team and make sure they feel empowered to perform to the best of their abilities and deal with a wide variety of matters. In addition I continue to lead on significant estate management matters in the North West but this element will be relinquished once we have completed the recruitment of a new team member allowing me to have renewed focus on departmental strategic management.

Currently, I am working with the new ABP Property Development Company, headed by Sebastian Bull to bring new life to areas of ports no longer needed or complimentary to our core business.

One of the more interesting projects that I am involved in is the Ipswich Island site which is likely to be an exciting new residential-led development. Participating in regeneration projects is great because you can look back twenty years from now and know that you have been part of shaping the future and making it happen.

ABP has given me a lot of opportunities. I started out as an average Northern girl working as a Technician for ABP and through hard work I have been able to rise through the ranks to become the first female Head of Property. Also, working for ABP has allowed me to experience a lot of unique events including the launch of the ABP property brand when we hosted an exclusive party on top of the Gerkin, as well as days at the races with customers and even walking through the Yorkshire Water Tunnel beneath the Port of Hull, prior to commissioning of course. If you put in the work, ABP is a company that rewards you. We work hard and play hard.

What advice would you give to people, who would like to land a surveying job at ABP?

I think surveying is a fantastic career and becoming a chartered surveyor opens many doors. It may sound exaggerated but it means that you are probably never out of work. There is a lot of demand for qualified specialists at the moment. If you have the aptitude, work hard and are dedicated, I think you can build an incredible career at ABP. **R**

REFLECTING ON NATURAL CAPITAL AND FUTURE OPPORTUNITIES

View from the Bridge: Natural Capital



Ian Dickie, Director of Economics for the Environment Consultancy (eftec), a UK consultancy that applies environmental economics to public policy and business challenges, discusses the gains that businesses can make by recognising the power of natural capital.

Natural capital has risen in prominence as a new approach to environmental management for businesses and governments. The term 'natural capital' appears extensively in the Department for Environment, Food & Rural Affairs (Defra)'s 25 Year Environment Plan, published in 2018. It supports new policy proposals, such as for the planning system to require net environmental gain from development. The Natural Capital Protocol, a guide to natural capital assessment in business, was published in 2016. There are now estimated to be more than 100,000 copies of the Protocol in circulation worldwide.

So what is it that makes natural capital useful, or gives it such traction? Analysis of natural capital can use technical definitions, and specialist skills like Geographic Information Systems (GIS) and accounting, but its essence is that it makes explicit things that are already the basis of sound environmental management. At the heart of the natural capital approach are four concepts that go beyond traditional measurement of environmental impacts.

“Natural capital accounting provides the means for consistent measurement and valuation of impacts and dependencies.”

- 1. Dependencies:** Dependencies are a reliance on, or use of, natural capital. Businesses are dependent on natural capital through their own operations and down their supply chains, and the health of the workforce is improved by having access to the natural environment.
- 2. Values:** Valuation is an assessment of the relative worth of natural capital to people, in a particular context. Values don't have to be measured in monetary terms, but where possible using money as the metric allows economic methods to be used for judging trade-offs and allocating resources.
- 3. Assets:** The usual way to measure and value impacts and dependencies is to focus on flows (i.e. annual figures). But flows, like GDP or amounts of carbon sequestered by habitats, are a snapshot in time. The health of a business, and of the environment, depends on the quantity and quality of the stocks of natural capital assets such as the health of marine food webs that support commercial fisheries.
- 4. Forward-looking:** Healthy natural capital assets can provide benefits into the future, meaning that analysis of their value must be forward-looking. This supports a more specific definition of 'sustainability' – that enough is done to look after the environment to ensure it continues to provide benefits for future generations.

Gaining these insights on environmental management requires good information that is systematic and comparable. Disciplines from zoology, dating back to Linnaeus, the 18th century Swedish Scientist who published 'Systema Naturae' in 1735 and is known as the father of modern species classification, to accountancy, know the value of consistent information. Natural capital accounting provides the means for consistent measurement and valuation of impacts and dependencies. Consistency is needed across space and time,

enabling results for different natural capital assets and time periods to be compared. And consistency of presentation helps build a common understanding. [X]



“It’s a question of selecting the right tool to inform the decisions being faced.”

To maximise this insight, natural capital accounting tools have been developed. These range from national environmental accounts, to environmental profit and loss (EP&L) and natural capital balance sheets for assets. This might seem a confusing mix, but as with different measures of financial performance, they have distinct purposes. It’s a question of selecting the right tool to inform the decisions being faced. For example, financial profit and loss helps businesses see year-on-year profitability of their activities, while a balance sheet shows whether they are sufficiently wealthy to withstand risk. The same applies for EP&L and natural capital balance sheets.

The Corporate Natural Capital Accounting (CNCA) approach was designed by ettec, RSPB and PWC for the Natural Capital Committee in 2015. It is based on a distinct spatial boundary (one or more sites), and was designed for use by organisations managing land in the UK. CNCA concludes in a balance sheet comparing the costs of managing the assets within that boundary, to the value of the benefits those assets provide.

A natural capital account helps organise data about the different activities that depend on a particular part of the natural environment. This is particularly useful in busy areas such as ports and coastlines, where lots of groups receive benefits from the environment. Some of these benefits are bought and sold in markets, other benefits are not, such as carbon storage or recreation value. Some groups bear management costs due to regulatory requirements, others receive benefits in excess of what they pay.

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Accounting organises a consistent set of data on the amount and distribution of these different costs and benefits, recognising all stakeholder interests in a common framework. It therefore gives better information for decision-making towards sustainable environmental management.

Ettec is currently working with ABP’s in-house marine consultancy ABPmer to pilot the application of the natural capital approach within ABP’s South Wales ports. This work is already highlighting the significant range and scale of natural capital assets under ABP’s management and their values. 



Ian Dickie is a Director of Economics for the Environment Consultancy (ettec), and was an author of the Natural Capital Protocol. He is a member of the Advisory Panel of the Natural Capital Coalition, the board of the Aldersgate Group, and of the Sustainability Committee of the Institute of Chartered Accountants of England and Wales.

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