

British Ports Association Port And Heavy Duty Pavement

The Marine Bill was designed to establish a new UK-wide strategic system of marine planning to balance conservation, energy and resource needs, based on the principle of sustainable development and working with the devolved administrations. The Committee reports here reservations about the framework nature of the draft Bill. It was felt that too much of its policy is contained in secondary legislation or guidance. That there are significant areas of confusion of responsibility - between UK and international, especially EU, obligations; between devolved administrations; the many agencies and other bodies who will be involved in delivering the proposals in the Bill.

The emission of greenhouse gases from shipping is a serious problem for international climate change policy and they cannot be allowed to grow uncontrolled. The International Maritime Organization (IMO) has estimated that international shipping was responsible for annual emissions of around 843 million tonnes of carbon dioxide (MtCO₂) in 2007, or around 3 per cent of total man-made carbon emissions. This report follows up an earlier inquiry (Reducing carbon emissions from transport, HC 981-I, 9th report of session 2005-06, ISBN 9780215030412) and examines what efforts the Government is making in three main respects: (a) negotiations to tackle shipping emissions at an international level (within the IMO, the UN Framework Convention on Climate Change and the EU); (b) measures by which the UK is to take into account its share of international shipping emissions in domestic carbon budgets (through the Climate Change Act 2008); and (c) support in the UK for operational improvements and technological R&D aimed at reducing emissions from shipping. Very little progress has been made at the international level. A lack of urgency shown by industrialised nations and blocking actions by developing economies share the blame. The Government admits that the current calculation of the UK's share of international shipping emissions is an underestimate and should consult on how to improve the methodology it uses to calculate the UK's share of international shipping emissions. Government support for research and development should focus on technologies that can be retrofitted to existing ships, and offer a genuine alternative to fossil fuels, such as hydrogen fuel cells. There should be drastic acceleration of R&D into low- and zero-carbon propulsion systems.

The Driver and Vehicle Operator (DVO) Group is part of the Department for Transport and is made up of four agencies: the Driving Standards Agency, the Driver and Vehicle Licensing Agency (DVLA), the Vehicle Certification Agency (VCA) and the Vehicle and Operator Services Agency (VOSA). It was established in 2003 to promote closer collaboration between the agencies and to develop modernised co-ordinated services in order to deliver improved customer services and value for money. The Highways Agency is an executive agency of the Department for Transport and is responsible for operating, maintaining and

improving the strategic road network in England. Issues considered in the Committee's report include how the agencies contribute to departmental objectives and policy, issues of accountability and transparency, agency funding and accounts, shared systems and co-ordination.

management of the Crown Estate : Eighth report of session 2009-10, Vol. 2: Oral and written Evidence

The Use of Computers by Port Authorities in the United Kingdom
Port Engineering and Operation
Proceedings of the Conference on British Ports and Their Future
Thomas Telford Services Limited
Port Statistics Bulletin
Report on the 1983 survey of manpower in the ports industry
The Use of Computers by Port Authorities in the United Kingdom
The Use of Computers by Port Authorities in the United Kingdom
Port Statistics Bulletin
Report and Statement of Accounts - National Ports Council
Port Statistics for the Foreign Trade of the United Kingdom
Port Statistics 1985
Port Statistics for the Foreign Trade of the United Kingdom
Elements of Port Operation and Management
Springer Science & Business Media

new National Boatmasters Licence : Sixth report of session 2006-07, Vol. 2: Oral and written Evidence

How does Britain get its food? Why is our current system at breaking point? How can we fix it before it is too late? British food has changed remarkably in the last half century. As we have become wealthier and more discerning, our food has Europeanized (pizza is children's favourite food) and internationalized (we eat the world's cuisines), yet our food culture remains fragmented, a mix of mass 'ultra-processed' substances alongside food as varied and good as anywhere else on the planet. This book takes stock of the UK food system: where it comes from, what we eat, its impact, fragilities and strengths. It is a book on the politics of food. It argues that the Brexit vote will force us to review our food system. Such an opportunity is sorely needed. After a brief frenzy of concern following the financial shock of 2008, the UK government has slumped once more into a vague hope that the food system will keep going on as before. Food, they said, just required a burst of agri-technology and more exports to pay for our massive imports. Feeding Britain argues that this and other approaches are short-sighted, against the public interest, and possibly even strategic folly. Setting a new course for UK food is no easy task but it is a process, this book urges, that needs to begin now. 'Tim Lang has performed a public service' Simon Jenkins, Sunday Times

The Vehicle and Operator Services Agency (VOSA) has increased the number of dangerous commercial vehicles that it removes from the roads from 28,900 in 2007-08 to 36,500 in 2008-09, but the Agency could make better use of its resources and the effectiveness of its roadside checks is constrained. VOSA relies heavily on roadside checks to enforce regulations, carrying out around 252,000 checks in 2008-9. VOSA's approach is more effective in targeting vehicles which do not comply with roadworthiness regulations but most accidents are caused by driver performance and driver behaviour. The police are responsible for enforcing road traffic laws and dealing with breaches but the Agency could use roadside checks and operator visits to educate drivers and operators about road safety. It does not have a comprehensive education

programme for operators or drivers. The effectiveness of VOSA's roadside checks is constrained. Some stopping sites are no longer at strategically important locations owing to changes in the road network over time. Sites can also be rendered inoperable by local roadworks or diversions. The Agency's delegated powers to stop vehicles are provided inconsistently across Britain. The Agency's ability to target risky commercial vehicles entering the UK is limited by a lack of access to ship manifest and other information held by Government and because VOSA cannot always inspect incoming vehicles at ports. Not all sanctions can be deployed effectively against foreign drivers and the Agency has no direct power to impose sanctions on foreign operators. The Draft Marine Navigation Bill was published on 6 May 2008. (Cm. 7370, ISBN 9780101737029). A supplementary consultation on the ratification of the Nairobi Convention on the Removal of Wrecks, for which the draft Bill includes the necessary statutory provisions, was published at the same time by the Department for Transport. The Bill covers four main areas: (a) port safety, including measures relating to pilotage, National Occupational Standards for Harbour Masters and pilots, and extending powers of general direction to more harbour authorities; (b) the closure of harbours, and the subsequent relinquishing of the legal rights and duties of the harbour authority; (c) the role of the General Lighthouse Authorities, including their powers of enforcement, the territorial extent of their operations, their commercial work and their pension schemes; and (d) the ratification and implementation of the Nairobi Convention. The introduction of new powers to issue directions to port and harbour authorities and to specify minimum standards of competence for harbour masters and pilots is supported. The provisions relating to General Lighthouse Authorities are a sensible package intended to clarify their powers and put beyond doubt the legal validity of much of the essential work which they have been carrying out for centuries. The provision in the draft Bill to give statutory effect Nairobi International Convention on the Removal of Wrecks will remove from the UK taxpayer a significant potential liability in respect of wrecks in UK waters.

Port Management looks at the numerous types of business interactions that occur at active ports. These include cooperating with other ports, coordinating deliveries with ships, overseeing port development, advertising and promotion, and enforcing security and environmental protection initiatives. Including research, practical insights and case studies, this book looks at quantitative methods and market analysis, maritime logistics, port planning and pricing, and commercial law. Port Management covers all the main aspects of management, administration and policy, and fills existing gaps in the literature in this area. Edited by two leading academics who have conducted research for the Department of Transport and the United Nations, this text is international in scope and includes research-based findings from a global team of contributors. It provides fascinating insights into the geography, economics, politics and trade involved in port management. Online supporting resources include lecture notes, lesson plans and PowerPoints.

Marine Conservation Zones can protect our seas from over-fishing and give species and habitats space to recover, ultimately benefiting people whose livelihoods depend on healthy seas. But the Government has been too slow in creating these Zones, and it has failed to get coastal communities and fishermen on board. It is now well over four years since the launch of the programme, yet only 27 of the 127 sites recommended by independent project groups have been designated. Budget reductions at DEFRA mean the Government is currently unable

to demonstrate that the Marine Management Organisation - the public body charged with managing the zones - will have the resources needed to manage and enforce the MCZs. The Government must set out a strategy for the management of the 27 MCZs and management plans for individual Zones to demonstrate that they can be enforced. MPs are calling on the Government to bring forward the MCZ programme, so that more Zones are designated in the next phase, due in 2015. Ministers should follow a precautionary principle approach to designating new Zones, according to the Committee, and use the 'best available' data rather than applying the more stringent evidence standards recently introduced by the Government - which require data that is much harder and more expensive to obtain

This book provides an expert analysis of alternative investments routes and the investment strategies available to the major port players, and is a much-needed guide to expanding the investor base for private debt funding of projects from loan providers to bond investors. Port infrastructure investments are vitally important to all ports throughout the world; without these investments, the competitive position of ports and of the dependent logistics sector will deteriorate. National/regional governments and the local port authorities are no longer a guaranteed source of sufficient financial input to meet the continuous port infrastructure investment needs of major ports. It is, therefore, increasingly crucial for ports to broaden their strategies and secure alternative streams of investment. This book provides expert insight into areas of port infrastructure finance across the main regions of Europe, Asia, Africa and the USA. Topics include how to estimate future demand by way of forecasting; Public-Private Partnerships; corporatisation; the pricing mechanisms for syndicated loans; European port privatisation; finance strategies for ports in Asia, the USA and Africa; and a discussion of the investment strategies available to the major port players. Port Infrastructure Finance is an invaluable book for all parties involved in the port and maritime business, as well as investment companies, banks and other financial institutions involved in infrastructure investment. Since the publication of my books Elements of Shipping and more recently Economics of Shipping Practice and Management, both selling in over 130 countries, I have received numerous requests both from home and abroad for a companion volume on seaports. This book has been written to provide a practical, overall understanding of the elements of port operation and management of a competitive, ~profitable port authority. It reflects the author's many years of experience in port and ship management, international trade and education. It deals in simple language with the role and function of seaports in a trading pattern, port investment criteria, port tariffs, free ports and free trade zones, port traffic control, budgetary control and marketing, port management structure and dock labour, computerization, cargo-handling equipment, the economics of port design, the role of port cargo-handling organizations, the economics of international trade, finance of international trade, and many other aspects of this extensive subject. The importance of complete professionalism in all areas of port practice as a means of providing the viable, high quality service required to sustain and expand international trade cannot be overemphasized. This book will help towards establishing that professionalism. The material assembled here is intended not only for students preparing for seaport examinations, but also for persons employed in port authorities. In short, it is an aide-memoire to those engaged in the industry throughout the world and may be regarded as 'the port executive's handbook'.

Ports and Inland Waterways is a review of sources of statistics on ports and inland waterways in the United Kingdom and covers subjects such as foreign traffic by commodity; coastwise traffic by commodity; special traffic; scheme and non-scheme port traffic; container and roll-on traffic; contents of containers; driver accompanied and unaccompanied road goods vehicles; and restow movements. Transshipment and transit movements are also included, along with fishery traffic, passenger traffic, and shipping movements. This volume is comprised of 12 chapters and begins with an overview of ports and shipping places in the United Kingdom, with

emphasis on standardization, collection, and collation of port statistics on a national basis and the creation of the National Ports Council under the Harbours Act of 1964. A brief summary of industry activity concerned and its organization is given in order to present a clear background understanding of how data are collected; what is being measured; the stage at which measurements are made; what the reporting units are; the channels through which returns are routed; and where they are processed. Statistics of customs ports and other areas of the industry are then provided, including those of manpower and finance. Proposed developments for the industry are discussed in the last chapter. This book will be of interest to transportation officials, statisticians, economists, and social science researchers.

This book deals with the revolution of containerization, a breakthrough in maritime transport. Until World War II, maritime transport and transshipment of general cargo had been virtually unchanged for decades. Mechanization and the introduction of small unit loads improved productivity and working conditions in the shipping business. A real breakthrough came from outside the maritime sector railway and trucking companies launched the transportation of vehicle-sized loads. Malcom McLean, a trucking magnate who had acquired the Pan-Atlantic Steamship Corporation, envisaged land-sea-land services, door-to-door, with trailer Maritime trade is an essential lifeline for the remote island nations of the Pacific, which rely almost entirely on imports for essential goods. This study aims to foster dialogue among governments and development partners on how to leverage smart ports to support trade, resilience, and more inclusive economic growth across the region. It examines practical applications of smart ports in the Pacific context and explores options to align international best practices with unique local features such as relatively small trade volumes, geographic isolation, and vulnerability to extreme weather events. The study makes recommendations on how to achieve short-term “wins” by implementing technology and business process solutions, and provides a strategic framework for developing more robust smart port ecosystems over time.

International shipping is currently at a crossroads. The decision of the International Maritime Organization (IMO) in April 2018 to adopt an Initial Strategy so as to achieve by 2050 a reduction of at least 50% in maritime greenhouse gas (GHG) emissions vis-à-vis 2008 levels epitomizes the last among a series of recent developments as regards sustainable shipping. It also sets the scene on what may happen in the future. Even though many experts and industry circles believe that the IMO decision is in line with the COP21 climate change agreement in Paris in 2015, others disagree, either on the ground that the target is not ambitious enough, or on the ground that no clear pathway to reach the target is currently visible. This book takes a cross-disciplinary view of the various dimensions of the maritime transportation sustainability problem. “Cross-disciplinary” means that a variety of angles are used to examine the book topics, and these mainly include the technological angle, the economics angle, the logistics angle, and the environmental angle. The book reviews models that can be used to evaluate decisions, policy alternatives and trade-offs. For sustainable shipping, a spectrum of technical, logistics-based and market based measures are being contemplated. All may have important side-effects as regards the economics and logistics of the maritime supply chain, including ports and hinterland connections. The objective to attain an acceptable environmental performance, while at the same time respecting traditional economic performance criteria so that shipping remains viable, is and is likely to be a central goal for both industry and policy-makers in the years ahead. At the same time, policy fragmentation is likely to create distortions of competition and sub-optimal solutions. This book attempts to address these issues and identify better solutions. /div Sustainable Shipping: A Cross-Disciplinary View includes chapters that cover many relevant topics. These include a general view of maritime transport sustainability, green ship technologies, information and communication technologies (ICTs) for sustainable shipping, green tramp ship routing and scheduling, green liner network design and

speed optimization. Market based measures, oil pollution, ship recycling, sulphur emissions, ballast water management, alternative fuels and green ports are also covered. The book concludes by discussing prospects for the future, with a focus on the IMO Initial Strategy. "This book contains a unique wealth of information on sustainable shipping. The knowledge it provides is rigorous, complete, and well supported by statistics, technical reports, and scientific references. The treatment of the various topics is not only informative but also analytical and critical." —Gilbert Laporte, Maritime Economics & Logistics (12 May, 2020)

In this report looking at policy for improving road and rail access to ports, the Transport Committee urges the Department for Transport (DfT) to become a keener advocate for UK ports. The Government should contribute to significant improvements to strategic networks which also deliver wider benefits - rather than simply expect port operators to pick up the entire bill for measures required to mitigate increased traffic due to port expansion. If the Government chooses to apply European Commission state aid rules in this area more strictly than other EU countries it should explain why it does so. Policy in this area should be applied consistently across the country. While some ports have contributed towards transport schemes to improve access, others have not and the differences in approach have not been explained or justified. Ports should also continue to contribute to local transport infrastructure improvements, following discussions with relevant local bodies. The Department for Transport should demonstrate whether port master plans have had any impact, highlighting good examples of such plans and of how they have influenced decision makers. Finally, the Government should devise a more effective successor to the Waterborne Freight Grant, to stimulate coastal shipping.

National Policy Statements (NPS) are a key component of the new planning system for nationally significant infrastructure projects, introduced by the Planning Act 2008. The Act stipulates that a proposal for a National Policy Statement will be subject to public consultation and allows for parliamentary scrutiny before designation as national policy by the Secretary of State. The draft Ports National Policy Statement (Department for Transport, 2009) has been welcomed by many organisations as a good start which can be built upon. The Committee has recommended a number of modifications and expects the Department will improve the draft as a result of the consultation and scrutiny processes. The Committee has reservations regarding the Government's 2007 policy for ports and the lack of guidance on location for port development in the NPS but this, of itself, does not make the NPS unfit for purpose. But the Committee cannot recommend designation at this stage on two counts. Firstly, a key, related policy statement - the National Networks NPS - has yet to be published. Secondly, the organisation likely to be one of the principal decision-makers for port development - the Marine Management Organisation - has yet to be established and so has been unable to comment on guidance that will be of great importance to its role. These are fundamental flaws in the consultation process and the Ports NPS should not be designated until they are rectified.

Incorporating HC 788-i and ii of session 2001-02

This volume deals with the diverse range of industries concerned with the supply and processing of food in the UK. It covers sources relating to food production and processing, including foodstuffs supplied from abroad, and also fish supply and processing.

This major new reference work provides an authoritative and wide-ranging guide to archive sources now becoming available for British political history since 1945. With a user-friendly layout, the book presents a comprehensive range of 1,500 personal papers from leading statesmen, backbench politicians, writers, campaigners, diplomats and generals which cover the key aspects of British history since the end of the Second World War. Compiled by an experienced archivist, this comprehensive, easy-to-use and authoritative guide is an invaluable resource for researchers of modern British history.

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