



Scottish Shipping Initiative

www.scottishshipping.com

ALL POINTS

The newsletter for Scottish Shipping

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The launch

Since its launch in June 2002, The Scottish Shipping Initiative has been gaining momentum; achieving growth in membership, profile and recognition.

So encouraged the SSI's board of directors elected to take the "Initiative" north and launched SSI to an audience in Aberdeen on Tuesday 25th February 2003.

With over thirty companies represented, Bill Boase, a director of SSI took the opportunity to underline the high dependency the economies of both Scotland and the UK place on the shipping industry. This issue of All Points takes this opportunity to provide a summary of the key points raised.

With a turnover in excess of £37 billion the UK's maritime sector is the largest in Europe. Employing more than a quarter of a million people, shipping is twice the size of aerospace or agriculture. The importance of the sector is further reinforced when consideration is given to the fact that over 90% of Britain's imports and exports travel by sea; maritime services contribute over £2 billion to the UK economy with the shipping sector contributing £2.2 billion and the UK is the world centre for maritime financial, insurance, legal, ship-broking and ship management services.

As technological leaders in offshore oil and gas extraction and superior skills in marine manufacturing, the UK is at the forefront of global shipping. Scotland plays a key role in this overall sector providing a disproportionate (by population) level of such activities as ship

management, banking, ports, ferries and marine engineering.

Bill continued to outline the need for a common voice for all players in the Scottish Shipping sector and went on to reinforce the need for a body such as SSI as awareness of Scottish shipping both domestically and internationally is simply too low. Specifically the aims of the initiative are to promote the industry, lobby for the industry and to educate the press, the public and students and pupils of our colleges and schools as to the significance of this key industry sector.

Following the formal element of the launch presentation, representatives of companies including Euroline Shipping, Searoute Bulk Services, Lloyds Register, BUE Viking and many others, participated in some lively debate. One (amongst many) salient points arising from this dialogue, was that the EU had invited bids from member states to manage the new European Maritime Safety Agency; and that little or no effort had been made by the UK to tender for this highly prestigious European – wide agency.

SSI members were prompt to bring this to the attention of a number of MSPs who are now offering their full support for Glasgow to be the sole UK bidder against competition that includes France, Greece, Italy and Portugal. It is rewarding to be able to demonstrate SSI's purpose in such a practical manner – and success in the bidding process would be even greater reward. We hope you will all lend the campaign your support.

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Overseeing **safety** at sea

The following is an extract from the Glasgow Herald, issue date 14.3.03, reporter Iain Wilson.

"A major drive has been launched for Glasgow to be named sole UK Bidder for a prestigious European-wide agency to oversee safety at sea ...

Proposals for Glasgow to be placed in the frame are being backed by MSPs, following briefings by the Scottish Shipping Initiative ...

The agency's creation was ordered last year by both the European Parliament and Council, after the Maltese tanker Erika sank off Brittany after splitting in two in December 1999, spilling 25,000 tonnes of fuel oil.

Its full launch has been made more urgent in the face of environmental damage caused by the sinking of Prestige, a rust bucket tanker carrying 70,000 tonnes of oil, off northern Spain in November.

The agency will include scientists and technical experts offering advice on maritime safety, officials to update and develop legislation and staff who will monitor prevention and safety systems.

It will also create a uniform scheme for investigating accidents, strengthening port controls and establishing a ship traffic and information system. It will also organise training for flag states, aimed at best practices across the community.

A decision on a permanent site for the agency probably will be taken at a summit of heads of Government."

Jim Lowe, a director of the SSI said yesterday, "We are trying to promote Scottish shipping, which already has a reputation for excellence and quality.

"This new agency is a great opportunity to enhance that reputation, especially in Glasgow, which for years has had a good name in shipping. It remains at the quality end of the industry, including ship design, ship management and marine training".

Future editions of All Points will report on the progress of this bidding process.

Up the Clyde without a ...

SSI are concerned at proposals to build a new bridge across the Clyde at Finnieston.

Under a design and build competition Glasgow District Council and Scottish Enterprise are proposing to build a new bridge crossing by Finnieston Street.

It is proposed that this be a fixed bridge which, by its nature, would restrict navigation of shipping upstream from this point and will directly affect companies, such as ship builders and tour and bus boat operators operating up river of Finnieston.

Any restriction of a right of navigation has to be looked at very carefully. While the level of shipping traffic upstream of the proposed bridged has been limited in recent years it is perhaps more relevant to look at possible future developments. With the exciting and ongoing development of Glasgow's riverside it could be short sighted to ignore the potential for passenger traffic on the river. Most waterfront cities worldwide consider that essential for their city's social and environmental well-being.

Strength in numbers

The Scottish Shipping Initiative is pleased to endorse the efforts of a new organisation, *Sea Vision UK*. With aims broadly aligned to our own, *Sea Vision* is a UK wide body. Set out below is an extract from its website and provides further details.

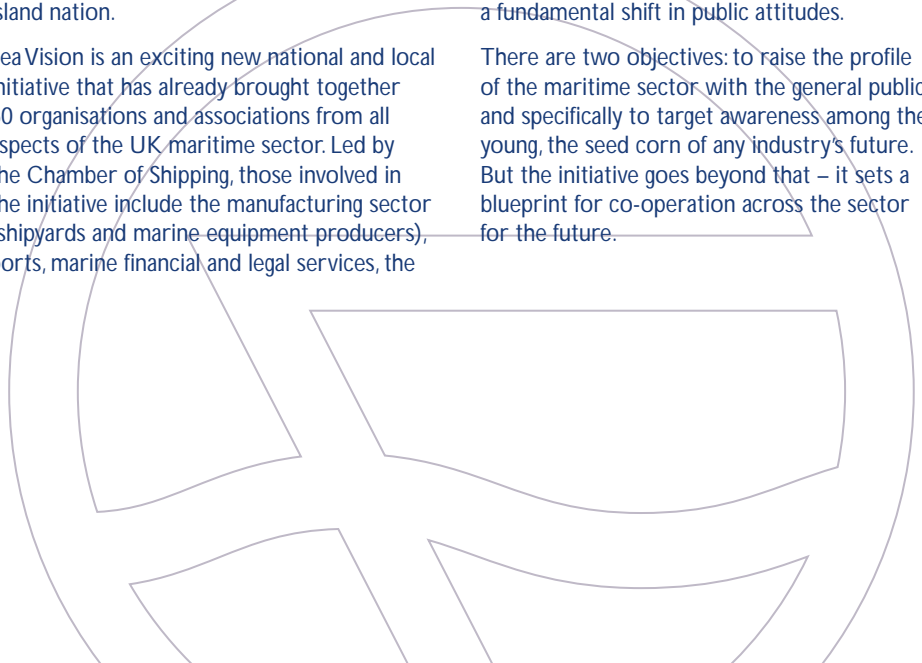
SeaVision UK is the public awareness campaign to promote the UK's wider maritime sector to the general public. It was launched to the maritime sector at a meeting held at the Chamber of Shipping on Tuesday 15 October 2002 and was followed by a public launch at the London Boat Show on 2 January 2003. The campaign aims to revitalize interest and understanding of the importance of the sea and the maritime sector to this island nation.

SeaVision is an exciting new national and local initiative that has already brought together 60 organisations and associations from all aspects of the UK maritime sector. Led by the Chamber of Shipping, those involved in the initiative include the manufacturing sector (shipyards and marine equipment producers), ports, marine financial and legal services, the

leisure sector (both boat-building and recreational activities), Government, the Royal Navy, commercial fishing, academia, professional institutes and societies, and many more. The sea and the maritime sector are vital to the health and wealth of Britain and the world. They are crucial to our environment. Yet research shows that many have little or no awareness of the sector. SeaVision aims to reverse that and to achieve a fundamental shift in public attitudes.

There are two objectives: to raise the profile of the maritime sector with the general public and specifically to target awareness among the young, the seed corn of any industry's future. But the initiative goes beyond that – it sets a blueprint for co-operation across the sector for the future.

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Aberdeen Harbour...

...redevelopment – meeting port users' needs

The addition of BP Exploration this year to the long list of oilfield operators using Aberdeen Harbour marks a significant consolidation of the port's role as the centre of activity for the offshore industry's marine support in North-west Europe.

A new service base at Albert Quay, leased from the Harbour Board by BP for an initial 10 years, will supply operations in the North Sea and Atlantic, and is expected to annually generate over 500 vessel arrivals, 1.7 million tonnes of shipping and more than 500,000 tonnes of cargo.

The facility may also provide opportunities for other port users. Previous development projects by the Board have, for example, helped assist the offshore industry to increase the use of vessel sharing as part of their drive for greater efficiency and cost-reduction.

Serving a wide range of industries, the port already handles over 4 million tonnes of cargo annually. Last year there were almost 8000 vessel visits, representing a record 18.4 million tonnes of shipping. It is both a local resource and a global gateway, and services also include

the "lifeline" routes to Orkney and Shetland, as well as direct connections with around 30 countries and others via trans-shipment at Continental ports.

As a Trust Port, all Aberdeen Harbour's profits go to the maintenance and development of facilities and services. The Harbour Board has re-invested over £130 million since the 1970s in a period which has also seen considerable private sector spend. The Board's budget for the five years to 2007 is £33 million.

Many of the projects have benefited port users generally, while others have been sector-specific – offshore oil and gas, paper manufacture, agriculture and fishing, for example.

"While the 80s and 90s saw the port virtually rebuilt, the process of redevelopment has continued into the 21st century to maximise the potential of the assets, to meet the changing needs of port users and to attract new business," comments General Manager, Barclay Braithwaite.

"Recognising that larger vessels were being brought into use in various sectors, we expanded our deep-water berthing – there are now 14 berths, most created in the

last decade. We have also provided extensive quayside laydown areas and attracted fabrication and assembly work from the offshore industry. A series of transit sheds brought significant growth in forest product traffic.

"A multi-user facility, including the port's third roll-on/roll-off terminal, opened at Matthews Quay in 2001, is also making a valuable contribution, including international traffic.

"The success in attracting BP to Aberdeen underlines the importance of making the right, competitive facilities available to meet customers' needs and this approach continues to be central to our strategy."

Main rates and charges for 2003 have been held at last year's levels, the fourth time in five years there has been no increase.

The Harbour Board is also taking an active role in various initiatives, national and international, in pursuit of integrated systems transporting goods and seafood between regions of the North Sea and North Atlantic, as well as fast coastal ferries in the UK. The expansion of sea-to-rail transport, bringing a range of benefits – economic and environmental – is another goal.

Programme

The following are some of the events planned for the coming year:

- 23-26 May International Festival of the Sea
25 June (Prov) SSI Annual General Meeting
16-18 Sept Seatrade London International Maritime Convention
October SSI Annual Conference

Membership application

Name: _____

Organisation: _____

Position: _____

Address: _____

Tel: _____

Email: _____

Fee

Individual membership: £250

Corporate membership: £1000
(includes 5 members)

Please make cheques payable to Scottish Shipping Initiative and send application form to the address shown adjacent, or for

further information call Bill Boase on 0131 718 6026 or alternatively Jim Lowe on 0131 228 2400.



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