



**Delivering for Britain**



**The Chamber of Shipping**

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Refs: 1/306 1/325

Dear Mr Cruickshank

**TRANSPORT AND WORKS BILL PROPOSALS**

Your circular letter of 24 February enclosed a consultation document, "proposals for a new approach to delivering public transport infrastructure developments", and invited comments. The Chamber of Shipping, as the trade association for the British shipping industry, has a keen interest in the availability of transport infrastructure and is grateful for the opportunity to review your document.

The Chamber's interest in transport infrastructure is focussed, as you might imagine, on ports. It may also extend, depending on the port in question, to the main road and rail links between the port and its hinterland. The Chamber notes that developments concerning ports and their connecting roads would appear to be outside the scope of your proposals, and is content that they should remain so.

Indeed, the suggestion (on page 7) that the process for considering "nationally-significant" port developments should be brought into line with that for railways, tramways and canals causes concern. Apart from the obvious difficulties of judging whether a development is of national significance or not, commercial port developments are fundamentally different from publicly-funded infrastructure projects. It seems unlikely that a process designed for one would suit the other.

The Chamber would recommend that any proposals relating to ports developments be considered on their own merits and in the context of the Harbours Act 1964.

Yours sincerely

Tim Reardon

Secretary, Ports and Pilotage Issues Committee

