EXECUTIVE SUMMARY - I would like to contribute the following key points

- Environment - moving freight (for both import and export) off the roads has many benefits including lowering the carbon footprint of most materials and products, also reducing congestion and maintenance costs. However the quality of ships / barges needs closely controlling to avoid pollution.

- Infrastructure – Scotland already has a Motorway of Water freely available around its coast and islands and it should be used more.

- Competitiveness – there are currently too many economic disadvantages in moving freight by water. The biggest being the cost of ships entering and leaving port. This is free for lorries but can cost £4000 each call for a modest sized cargo ship. A level playing field is needed.

- Subsidies – result in market distortion and usually adversely affect existing operators. This is a complex subject. The EC has promoted various initiatives but their motivation, implementation and success is questionable.

- Knowledge and Understanding – freight transport is a complex subject with many conflicts of interest.

- Offer – Now retired, I am available to help the Committee should it have the need for unbiased and considered independent opinion. The majority of contributions will need evaluation and interpretation by someone with practical and considerable proven expertise of the freight and import / export industry in Scotland.

- I fully support your initiative which is well founded

- Communications – please contact
  Tim Lowry - shipping@timlowry.co.uk

- Experience and related positions held
  Currie Line (Grangemouth) - Chairman from 1990 to 1995
  Mac Van Container Line - Chairman from 1991 to 1995
  Unigas Rotterdam - Director from 1990 to 1997
  Anchor Line and George Gibson (Leith) - CEO from 1990 to 1997
  Lapthorn and Coastal Bulk Shipping - CEO from 2003 until 2009
  Freight by Water (UK Govt sponsored) - Executive Chairman 2006 / 7

Hands on freight responsibility and experience shipping to and from Scotland includes coal, grain, fertilisers, oil and oil products, liquid gas, chemicals, aggregates, containers (mainly whisky and dry chemicals), scrap and oversize machinery.

7 January 2015