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|  **Questionnaire on the Implication of Brexit Policy on the U.K Ports Industry** **Where -**1. **Completely Disagree**
2. **Mostly Disagree**
3. **Somewhat Disagree**
4. **Neither Agree or Nor Disagree**
5. **Somewhat Agree**
6. **Mostly Agree**
7. **Completely Agree**
 | **Strongly Disagree**

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| **1** | **2** | **3** |

 | **Neither**

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| **4** | **5** |

 | **Strongly Agree**

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 |
| Uncertainty in post Brexit trading markets is damaging to the U.K port industry. |

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| There is significant lack of Government policy and support to the U.K port industry in relation to the operational implications of Brexit. |

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| Free ports are a suitable alternative to the current single market economy and customs union advocated by the *European Union*.  |

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| The main operational concern post Brexit, relates to congestion of the port hinterland due to increase levels of customs control measures.  |

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| Would membership of the *European Economic Area* provide a measure of stability to the U.K port industry?  |

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| Does Brexit represent a significant opportunity to develop alternative port infrastructure in Scotland? Enabling access to new trading routes and markets. |

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| Does the introduction of autonomous technology represent a possible solution to the perceived problem of congestion due to, increased custom control measures? |

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| Labour shortages and reduced access to E.U skilled shipping personnel are viewed as a realistic consequence of a hard Brexit. Will the U.K port industry be in a strategic position to absorb this possible situation?  |

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| In order to sustain economic growth and development of the U.K port industry, should the Government offer financial support, in the form of grants and, subsidies and taxation incentives. |

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| The introduction of the new I.T customs clearance solution, CHIEF will need to potentially manage increased output, from 60 million to 300 million per year. How much faith do you have in this system to deliver in an uncertain trading environment? |

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| How important is the introduction of a clearly defined and enforced customs union, in relation to U.K port marketing strategy? |

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| The U.K Government is not representing the concerns of U.K port management in the operation of post Brexit trading agreements. Is there a perceived lack of cooperation and integration in developing robust strategies?  |

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| New bilateral trade agreements with India and other developing nations, represents a potential for political stability and economic growth. Especially without the need to obtain a consensus approval from the other 27 E.U Member States. How significant will the U.K port industry view this statement? |

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| The *British Shippers Council* debated the impact of Brexit in *July* 2017 and concluded that it is still too early to determine what the outcome will be, because it depends on what new trade agreements are negotiated with both E.U and non-E.U trading partners. Is this still the case, given the short time frame? |

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| Is the perceived concern that foreign shipping companies will terminate their direct call services to U.K ports valid? Especially given the view that the U.K maybe considered politically isolated, after March 2019 and the final Brexit negotiations.  |

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| Will the U.K ports industry benefit from moving away from the over regulated E.U culture of rules and directives? Resulting in a more flexible approach to stimulating international trade and growth. |

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| Would a transitional period be advantageous for the U.K ports industry in establishing new strategies to maintain frictionless trade, reducing red tape and congestion of hinterlands?  |

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| Does related industry currently possess an element of sustainability that will enable an ordinated transition to an independent customs union? |

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| The *Maritime and Ports Sector Report* compiled by the U.K Government, grossly understates the challenges encountered by the ports industry, in the build and aftermath of Brexit. Is this a fair conclusion made by the *British Ports Association*? |

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| Brexit represents a unique opportunity for economic innovation and it is dependent on the Government pursuing a policy that promotes free trade zones, throughout the nation’s leading ports. Is this statement still a true reflection of current U.K port management perceptions? |

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**Thank You For Your Time and Assistance.**