

# BRIDGE

Issue 01

A PD Ports Publication

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## Steel River Reborn

Transforming Energy  
Mark Carney

Levelling Up  
Frans Calje

Local Hero  
Chris Kamara

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Inaugural Foreword from **Kirsten Donkin**, Editor

# Welcome

Dear reader, we’re delighted to launch our new publication, Bridge, celebrating and championing everything that’s great about the River Tees and the Tees Valley.

Published twice a year, Bridge will draw together insights from business leaders, local personalities, and others, to keep our readers informed about the progress we are making, and how we are building a better, more prosperous future for our region. We want to brief you with all the excellent work, not just that PD Ports is doing, but also what our customers, partners and other organisations are doing, as we collectively strive to deliver the promise of levelling up, and building on this proud region's position as one of the most exciting industrial and cultural areas of the UK.

Bridge also aims to offer perspectives on how we can continue to address challenges and seize new opportunities to make certain we achieve our shared ambition, benefiting both the region and the nation.

In our maiden edition, we are extremely pleased to welcome contributions from Mark Carney, ex-Governor of the Bank of England and Vice Chair of Brookfield Asset Management and Head of Transition Investing; Elected Independent Mayor of Middlesbrough, Andy Preston; John McCabe, CEO, North East England Chamber of Commerce; Maritime UK's Ben Murray; and, in our regular 'Local Hero' feature, the irrepressible Chris 'Kammy' Kamara. We also have views from the experts at PD Ports such as our Chief Commercial Officer, Geoff Lippitt and our CEO, Frans Calje.

Our goal is to inform as well as entertain and we hope you will join us as we highlight all the wonderful things about the Tees Valley.





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**Mark Carney**, Vice Chair of Brookfield Asset Management and Head of Transition Investing, and former Governor of the Bank of England, argues the financial sector can play a crucial role by redeploying its formidable firepower in support of climate action.

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# Governments must seize the chance to transform our unsustainable energy systems

Recent events have put into sharp relief the many failings of the global energy system. Energy is a weapon in a horrific, unjust war. Households in developed economies are facing crippling energy bills. Across the developing world, the grind of energy poverty is worsening. All the while, the climate crisis grows, building future costs that will dwarf current hardships.

Our energy system today is unreliable, unaffordable, inaccessible and unsustainable. We need to move rapidly to a new system that supports both climate stability and a thriving, inclusive economy. This transition will be complex and, if mishandled, disruptive. As recent IMF analysis demonstrates, getting demand and supply incentives wrong could mean the difference between a barrel of oil priced at \$20 or \$190 by 2030.

Current high energy prices are, in part, the product of energy policies that have been too timid. As a consequence, the burden of adjustment is falling on households, oil majors are amassing record-breaking windfall profits and progress on energy security and environmental sustainability is lagging. Turning this around requires bold actions by governments, companies and the financial sector.

Although the transition to a resilient energy system will still require some limited investment in fossil fuels to replace declining fields and diversify away from unreliable suppliers, the real action will be in clean energy. To limit warming to 1.5C, projected clean energy investment must run at four times the rate of fossil fuel investment by the end of this decade. That will require a tripling of the current pace of clean energy investment.

Energy majors could help fill this financing gap by funnelling a portion of profits into energy transition opportunities such as renewable generation, transmission and battery storage, investing in our future while phasing down their past. Thus far, however, these companies have largely directed their windfall profits to shareholders via dividends and share buybacks. For a comprehensive solution to the energy transition, we must look elsewhere.

“Our energy system today is unreliable, unaffordable, inaccessible and unsustainable.”

The financial sector will play a crucial role. Given the current limited ambitions and capabilities of traditional energy companies, investors need to redeploy their windfalls to the solutions of the future: wind, solar, hydrogen, nuclear and other clean energy sources. The current spending practices of oil and gas majors are misaligned with the transition to net zero by 2050. Investors should take this misalignment into account and redirect capital to companies with credible transition plans.

The Glasgow Financial Alliance for Net Zero is creating the tools and commitment so that financial institutions can make these decisions. We are working with the UN, OECD, IMF and French president Emmanuel Macron to establish a public platform for climate transition data that will provide all stakeholders with the transparency they need to encourage progress and track outcomes. Increasingly, GFANZ members are aligning their financing activities with the net zero transition through robust emissions reduction targets, plans and metrics.

To help convert its members’ financial firepower into action, GFANZ is developing a comprehensive framework for transition planning. This includes guidance for transition plans of financial institutions and companies, decarbonisation pathways for key sectors of the economy including energy, a framework to support the transparent and responsible phasing out of high-emission assets, and the alignment of the portfolios of financial institutions with countries’ climate goals.

The windfall profits of energy companies and the much larger balance sheets of GFANZ members create the opportunity to accelerate the move to a resilient, sustainable energy system. Governments must now seize it. To convert their climate goals into meaningful progress, governments must back their Glasgow net zero commitments with credible, comprehensive and ambitious policies that support the deployment of private capital to clean energy.

In recent months, momentum has accelerated with initiatives including the UK’s Energy Security Strategy and the measures in the proposed Inflation Reduction Act in the US. The latest European energy strategy, RePowerEU, slashes clean energy project approval times to one year, sharpens incentives and aims to more than triple the installed base of clean power while quintupling the run rate of clean energy investment by 2030.

As they implement these policies, it will be critical that governments prioritise a just transition. The energy transition won’t be sustained if we sacrifice our economy and, with it, people’s livelihoods. Workers in unsustainable firms need retraining to move into the jobs of the future. And governments should direct tax windfalls from the energy sector to vulnerable households through near-term direct financial assistance for the bleak and costly winter ahead, and medium-term measures to improve energy efficiency and lower bills.

The war and windfall profits expose the many deficiencies of our current energy system. But they also offer a way forward for those bold enough to seize it.









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PD Ports Chief Executive Officer, **Frans Calje OBE**, reflects on how new investment and new ambition is transforming the Tees Valley.

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# Steel River Reborn

For centuries, the Tees Valley, with the River Tees at its heart, has been home to industries that have helped power prosperity across the nation. The emergence of the steel industry in the late 19th century earned the River Tees its nickname, 'The Steel River', owing to the many steelworks that operated along its banks.



“We are proud of our reputation as the UK’s number one port operator for supporting young people.”



Sadly, the closure of the Teesside Steelworks at Redcar in 2015 witnessed the end of steelmaking in the region. Yet today, the River Tees continues to serve industries that still make the Tees Valley a leading centre for manufacturing and places the region at the forefront of exciting new opportunities for growth.

As Statutory Harbour Authority and custodian of the River Tees, as well as owner and operator of Teesport, PD Ports is responsible for over 28 million tonnes of cargo transiting the River Tees every year. The services and state-of-the-art infrastructure we provide gives businesses throughout the Tees Valley and beyond the fast and efficient access to global markets that they need to thrive. That’s why we continue to invest. Since 2005, we have helped to attract more than £1.5 billion of investment to the Tees Valley and helped create more than 2,500 new jobs. The closure of the steelworks was a devastating blow to people and businesses across the region, including our own. However, thanks to our ongoing investment PD Ports now employs more people than before steelmaking came to an end. Our investment demonstrates PD Ports’ enduring commitment to levelling up. It is a commitment enshrined in our vision to make the River Tees the UK’s most successful port region by 2050. The plans behind our vision aim to add an extra £3.2 billion to the economy and create an estimated 38,000 new jobs. The successful bid to create the UK’s largest Freeport on the River Tees, announced last year, was an important milestone in achieving that vision, with Teesport serving as the Freeport’s principal maritime gateway.

Over the past year alone our investment plans have increased by £75 million, spurred by customer demand and our commitment to accelerating the drive towards Net-Zero. We are also advancing work on the £350 million Northern Gateway Container Terminal (NGCT), which will have the capacity to handle over one million containers, three times more than the Humber.

NGCT will be a major boost not just for the Tees Valley, but for businesses across the north seeking more sustainable and more secure supply chains. Transporting more cargo to and from a port that is closer to businesses in the north saves significant CO2 emissions compared to using distant ports in the south.

CO2 emissions can be further reduced by using PD Ports’ expanding rail freight network, with 27 intermodal rail services connecting Teesport to destinations across the UK and offering the capacity to remove 85,000 trucks from the road every year.

Moving cargo away from congested bottlenecks in the south also offers greater supply chain resilience. Over the past two years, the importance of securing more reliable and robust supply chains has been further underlined by the sobering impact of the Covid-19 pandemic and Russia’s invasion of Ukraine. PD Ports’ pioneering approach to portcentric logistics and manufacturing, enhanced by collaborative relationships with trading partners such as the Port of Rotterdam, will undoubtedly continue to help businesses address this major long-term challenge. Our port estate on the River Tees is over 450ha and home to amongst the most advanced warehousing and distribution solutions available anywhere in the UK, including Tesco and Asda. We also offer over 1.3M sq. ft. of specialised storage capacity for cargoes ranging from construction materials to agricultural feed. Our multi million-pound Teesport Bulks Terminal, opened during the height of the Covid-19 pandemic, is just one example. Based on the former Steel Export Terminal, it is also a fantastic example of how innovation and ambition can combine to create a new future.

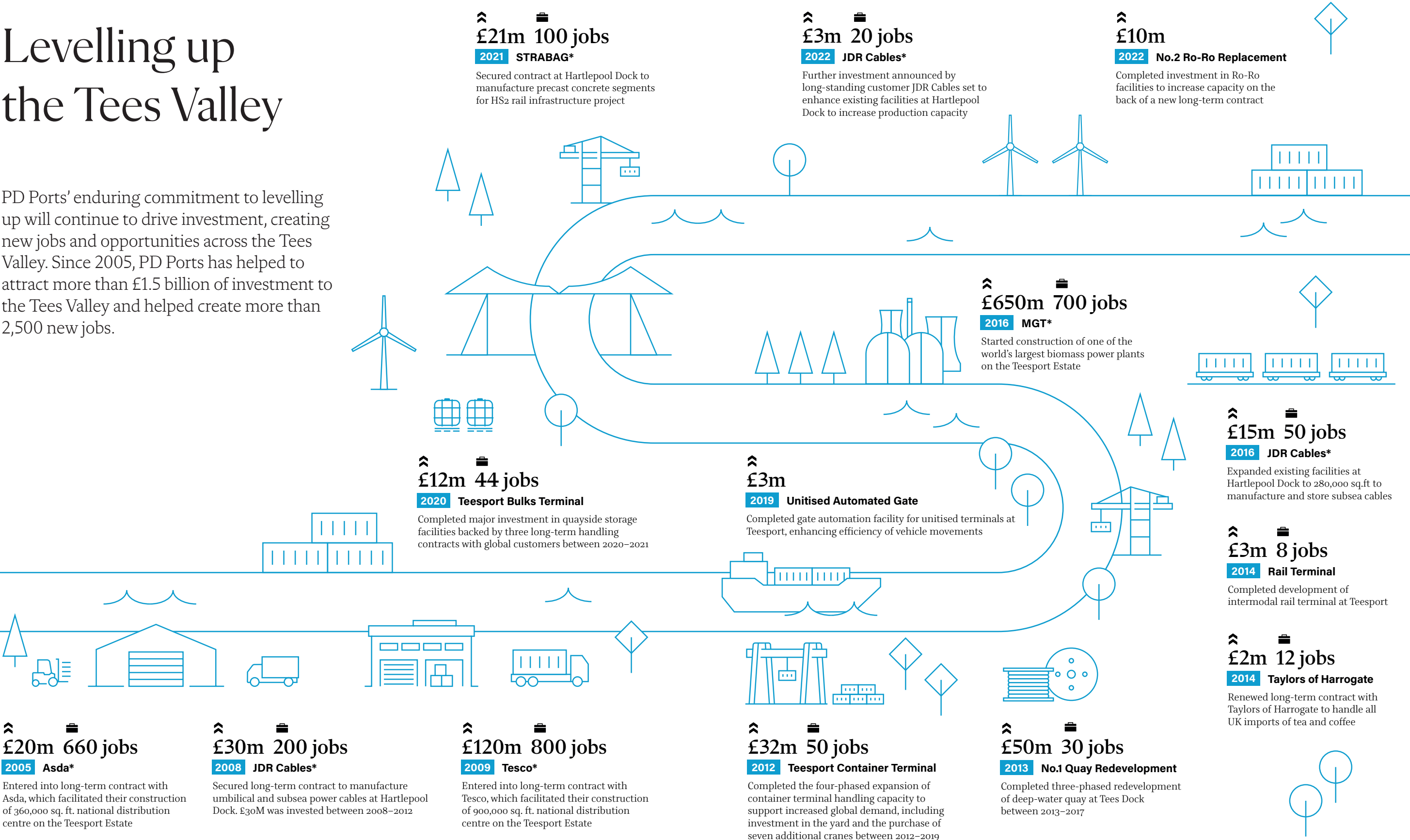
Successfully building a new future of course depends on investment in people, not just new assets and infrastructure. We are proud of our reputation as the UK’s number one port operator for supporting young people, an achievement that reflects our industry-leading apprenticeship programme and our work to help and inspire future generations. PD Ports works closely with organisations such as the Tees Valley Education Trust, the High Tide Foundation, and the Logistics Academy to help young people develop the skills they need to succeed and to realise their full potential. Following the pandemic, this year we also relaunched the Teesport Explorers programme which gives local primary school children their first glimpse of potential future careers around the River Tees.

As new investment and new ambition continue to transform the Tees Valley, for those children and for the communities they are part of, the Steel River is reborn.



# Levelling up the Tees Valley

PD Ports’ enduring commitment to levelling up will continue to drive investment, creating new jobs and opportunities across the Tees Valley. Since 2005, PD Ports has helped to attract more than £1.5 billion of investment to the Tees Valley and helped create more than 2,500 new jobs.



\*Third party investment





Maritime UK Chief Executive, **Ben Murray**, explains why the new Government should look to maritime to realise its ambitions.

# Backing maritime is backing a better future

The maritime sector has always been a backbone of our country and economy, stepping up to the challenge when the country needed it most during the pandemic, and since through numerous challenges to resilience including sanctions on Russia, Brexit and supply chain pressure. The public and decision-makers are now recognising the value and importance of maritime.

“Maritime is one of the UK’s largest industries with £116 billion in aggregated turnover, more than the rail and aviation industries combined.”

According to the State of the Maritime Nation 2022 Report, compiled by the Centre for Economic and Business Research (CEBR) for Maritime UK, maritime is one of the UK’s largest industries with £116 billion in aggregated turnover, more than the rail and aviation industries combined. For every £1 of turnover generated directly by the sector, a further £2.62 was generated indirectly across the supply chain, underscoring the far-reaching impact of an industry that carries 95% of the UK’s global trade.

The sector also supports more than 1 million jobs across the country, many of which are in coastal communities where employment opportunities have a significant impact on the socio-economic prospects of individuals, in line with the levelling up agenda. These are often highly productive and well-paid jobs, adding 45% more value than the UK average and compensating employees with salaries that are 30% higher than the UK benchmark.

At the time of writing, the next Prime Minister had not been announced. Whether it’s Rishi Sunak or Liz Truss, however, one thing is clear: the new Prime Minister should back the maritime industries to realise their ambitions.

From ensuring energy security to responding to climate change, strengthening defence and levelling up, our sector makes a strong positive contribution to many of the issues that have been discussed during the leadership hustings.

For its part, Maritime UK is publishing a new Programme for Government, setting out the shared policy priorities and objectives for the maritime industries. It’s a platform that identifies the key policy issues that bind the shipping, ports, engineering, science, leisure and professional services industries, and will accelerate our progress toward the ambitions that both industry and government share in ‘Maritime 2050’.



# Maritime UK’s Programme for Government and its recommendations cover five key priority areas:

01

## Environment

Actions here include scaling up co-investment in research, development, and deployment of pro-green technologies, with a key focus on green infrastructure for vessels. That is supported by a commitment to international regulation, led by the International Maritime Organisation, and a more proactive government approach to help operators to invest in environmentally friendly assets, as well as disposing of older and more polluting ones.

02

## Regional Growth

Building upon the freeports programme and recognition of the sector’s contribution to levelling up, actions here seek to unlock further private investment by making targeted reforms to the business environment.

03

## Competitiveness

With an increasingly competitive global maritime environment, actions here are designed to attract new maritime business to the UK, boost the export of maritime products and services to growing markets and attract new FDI.

04

## People

The industry is making great progress on initiatives like Diversity in Maritime and the national Careers and Outreach Programme, but there are some actions that only government can take to help ensure we have the resilient talent pool that we need. This includes reviewing the apprenticeship levy and getting more maritime qualifications approved.

05

## Innovation

With the UK’s research and innovation budget increasing, we’re focused on ensuring that maritime can access as much of this pot as possible. Given the cutting-edge nature of much of the sector’s innovation, there’s also a focus on ensuring that regulation keeps pace with technological developments.



Whilst there is a much better understanding of the value and contribution of the maritime sector to the UK, helping us to better make our case to government and attract the talent we need for the future, we need to ensure that awareness remains, and is built upon.

That’s where Maritime UK Week comes in. Maritime UK Week 2022 will shine a spotlight on the latest developments in the maritime sector and engage people across the UK with the world of maritime. Held between Monday 10 October and Sunday 16 October, people around the country are invited to explore the world of maritime through a series of careers fairs and open days. Maritime UK is encouraging maritime businesses to invite their local MPs to visit and is convening discussions with new ministers to brief them on the sector’s priorities.

PD Ports are playing its part in Maritime UK Week. As part of their continued commitment to supporting the next generation and raising awareness of career pathways into the sector, they are hosting three days of school visits as part of the innovative Teesport Explorers programme. Then, to conclude the week, they are hosting a visit for careers leads at Teesport, including a guided port tour and river trip, to educate the educators on why careers in our sector should be promoted as attractive and attainable to the next generation. Activity like this is happening across the UK, and together, we will have a real impact.

There is a great buzz around the maritime sector at the moment, and it’s important that we all work together to ensure its contribution and potential are understood by the new government and that the public’s awareness of our role continues to grow further.



**Lauren Bywater**, General Manager of the High Tide Foundation, introduces one of the most important and growing initiatives helping to provide young people with rewarding futures in industry.

# High Tide Foundation: A decade of connecting Tees Valley’s young people to exciting careers

“If you are running a business, no matter what size and no matter your industry, High Tide can help you find the future talent you need to thrive and grow, long into the future”



The High Tide Foundation is an independent charity which exists to deliver work experience and career programmes to 11–19-year-olds all across the Tees Valley area. In this first decade since our inception in 2012, our charity has gone from strength to strength in providing much-needed employment experience and workplace insights, connecting young people with a range of careers across our region.

The Tees Valley is the proud home to a diverse collection of successful businesses, from innovative engineering and manufacturing, to world-class professional services and creative industries. With all of this ingenuity and opportunity on our doorstep, there has never been a richer world of workplaces from which young people can choose. Part of the challenge is not just introducing young people to a wealth of new possibilities, but also giving them the confidence to pursue these careers successfully and become tomorrow’s best employees with important contributions to make.

High Tide opens the next generation’s eyes to the rewarding industries that they may not have even previously known existed, let alone considered, but crucially also offers life-enriching experiences and real-world advice to help young people take those important first steps down exciting new career paths. Our programmes not only benefit young people themselves, their families and their communities, but the businesses that join our organisation also see significant benefits, helping their businesses and industries to grow and subsequently contributing to the long-term economic health of the region as a whole.

Back in 2012, we started with founder businesses PD Ports and Casper Group, initially to promote opportunities within the Maritime industry – one of the ‘hidden industries’ which struggles to attract talent despite its importance to this island nation. But we quickly began to work with more and more businesses, unlocking industry after industry for our young people to explore and consider committing their working futures to. Beyond the maritime horizon, IT Services, Law, Manufacturing and Financial Services businesses are now amongst our corporate partners, whilst many more organisations, from Boots to Barclays, from Nissan to Northumbrian Water, and from Middlesbrough College to Middlesbrough

Football Club, have become members. But there is always more to do in our tireless drive to improve.

Since those early beginnings, the High Tide Foundation continues to evolve and adapt. The pandemic proved the catalyst for the charity to undergo something of a digital transformation and we seized the opportunity to start doing our important work virtually. As we adapted to the challenges of the pandemic, we actually found that we could reach more young people than ever and help provide that vital kickstart to their career development. Since 2012, High Tide has helped around 20,000 young people find work placements. Before the pandemic, this figure was around 14,000, which highlights the growth we’ve achieved. Prior to the pandemic we were helping 200 to 300 students a year by facilitating physical work experience; with our new digital resources, we hope to help around 7,500 students during this year alone, with a hybrid model of online, school-based and workplace-based programmes.

We continue to develop our organisation and we ceaselessly search for more businesses, from more sectors to expand the possibilities for our young people.

To the businesses across Tees Valley, our message is clear: It has never been easier to be part of our mission to not only invigorate young people and help offer them exciting and productive futures in work, but also to make sure that your business benefits from the very best, brightest and most dedicated future employees.

If you are running a business, no matter what size and no matter your industry, High Tide can help you find the future talent you need to thrive and grow, long into the future – and we source it all, right here in Tees Valley from some of the most inventive and hardest-working young people in the country.



**Kirsten Donkin** explains how PD Ports is continuing to support young people with the relaunch of the Teesport Explorers schools engagement programme.

# PD Ports relaunches schools engagement programme

PD Ports is proud to be the UK’s number one port operator for supporting young people. Our vision is to inspire the next generation to think ‘maritime’ when considering future careers - opening the eyes of as many young people as possible.

Over the last two decades, we have offered award-winning apprenticeship programmes and have a proven track record in attracting, retaining and developing talent, having trained over 105 apprentices in the last five years alone.

However, we also recognise that the earlier in life children are exposed to career experiences, the greater the impact and the greater the chance of positively influencing perceptions.

First trialled pre-pandemic in 2019, PD Ports has now officially revamped and relaunched its innovative Teesport Explorers programme, which aims to give primary school children their first glimpse of maritime careers through interactive port tours and digital classroom resources.

Aimed at Teesside primary school children, the Teesport Explorers programme seeks to challenge stereotypes, raise aspirations, celebrate local maritime heritage and promote maritime careers. Working in collaboration with local primary schools, PD Ports will offer structured programs including interactive port tours, classroom talks and enterprise projects.

Earlier this year, we welcomed 30 children from Middlesbrough-based Pennyman Primary Academy on an exclusive re-launch trip to spend time with people from across our business from the marketing team, engineering department, harbour police, transport team and operations whilst taking in all the sights and sounds that Teesport has to offer.



“Our vision is to inspire the next generation to think ‘maritime’ when considering future careers”











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With events continuing to expose the fragility of global supply chains, PD Ports Chief Commercial Officer, **Geoff Lippitt**, reflects on how ports and Government can help businesses boost supply chain resilience.

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## The UK's supply chain challenge

The ability to import and export goods in and out of the UK is critical for our prosperity and our survival as a nation. We import more than one third of the energy we use and almost half of the food we consume. While 80% of cars manufactured in the UK are exported, around 60% of the components used to make those cars are produced overseas.

Our dependence on global supply chains is huge and inescapable, yet for many years this reality rarely featured in the political and media spotlight. Not anymore.



“Securing resilient global supply chains is set to remain a major challenge for businesses and the nation.”

Teesport can also reduce the risk of supply chain disruption by offering a reliable alternative to ports in the south that are more vulnerable to congestion and delays. An ongoing programme of major investment will continue to make sure cargo transits smoothly and efficiently. This investment includes the new £350 million Northern Gateway Container Terminal, which will be capable of handling more than one million containers every year, and we will continue to invest in leading-edge equipment and infrastructure to meet customer demand. Thanks to an innovative partnership with the Port of Rotterdam, new systems and technology at Teesport are easing the burden of additional checks on trade with the EU, reinforcing the reliable service that businesses demand.

For many businesses, especially those in the north, using Teesport further reduces the risk of supply chain disruption by shortening the distance that goods must travel compared to using ports in the south. The shorter distance makes delays caused by traffic congestion less likely and has the added benefit of lowering CO2 emissions. These benefits can also be achieved by taking advantage of Teesport's expanding network of rail freight services, offering the capacity to remove around 85,000 HGVs from the roads every year.

An important strategy for businesses seeking to minimise the impact of supply chain disruption, is building up inventory. That's why many companies are embracing the 'just-in-case' supply chain model in preference to the perhaps more familiar 'just-in-time' approach. Again, Teesport offers solutions with state-of-the-art facilities capable of storing a wide variety of cargoes on a cost-effective basis. As a pioneer in port-centric logistics, we also have a strong track record in developing new warehousing facilities tailored to meet customers' changing operational needs.

Of course, Government also has an essential role to play in boosting supply chain resilience and there is evidence that the Government is focused on the challenge. Welcome initiatives include plans for the 'Single Trade Window', part of the Government's 'Future Border Strategy', that will use technology to make trading across borders easier. Working with industry, the Government has created a 'Future of Freight Plan' that aims to make end-to-end freight journeys more efficient and reliable with "greater resilience built into the system."

These are undoubtedly strong foundations to build on and it must be hoped that the Government will do so. By way of illustration, enabling businesses to use alternative routes for moving goods in and out of the UK, either on a contingency basis or as part of diversifying their supply chains, requires making certain that transport links to ports are fit-for-purpose. Achieving this outcome might in turn require a greater emphasis on supply chain resilience within the decision-making processes that guide future public investment in transport infrastructure. Indeed, there is a strong case for embedding supply chain resilience across a much wider spectrum of Government policy and decision-making. As the trend towards reshoring exemplifies, improving supply chain resilience is not only about trade or transport policy.

It is clearly safest for the Government to base its approach on the assumption that the scale and gravity of the supply chain challenge facing the UK will increase over time. Nonetheless, the effectiveness of the Government's response might still be undermined by disagreements about the scale of the challenge or the perennial temptations of short-term expediency, often manifested in an aversion to cost. In respect of the latter, it is useful to recall that while investing in resilience does have a cost, the cost of failing to invest in resilience can be far, far higher. The experience of the pandemic and the global events that continue to unfold before us suggest this is a lesson we can no longer afford to ignore.







**John McCabe**, CEO, North East England Chamber of Commerce, considers how the River Tees promises a new era of opportunity, for the region.

# A new era of opportunity

The Chamber and the River Tees go back a long way. The Middlesbrough Chamber of Commerce’s founding fathers recognised the importance of developing an industrial port as far back as the 1870s when they worked together to develop a fully functioning port to get their goods to market.

“The North East is a region with a healthy balance of trade and a strong manufacturing base which requires world class logistical facilities and support.”

Whilst the willingness of our industrial forefathers to build wasn’t entirely altruistic, they did re-invest a great deal of their significant profits in infrastructure for the greater good of the river, some of it is still standing today. A look back in the Chamber archives reveal discussions at Chamber meetings on what was needed, where it would be built and who would pay for it. Planning permission, government funding and the impact on the great crested newt didn’t figure large in their thinking. Right up until the 1980s Chamber meetings minuted regular reports on shipping tonnage and it is possible to track the changing economic fortunes of Teesside through those figures.

150 years on and the River Tees is as important today. William Gladstone’s famous “infant Hercules” has grown up and is looking at its next industrial labour, the green energy revolution. It is hard to overstate the importance of geography here, a prime location on the North Sea basin, a deep-sea port with the closest access to what will be the

largest offshore windfarm in Europe. This will provide growth for years to come, not only in the construction of the turbines themselves but in the cabling and data provision.

There are other opportunities, and international trade remains central to the regional economy. The North East is a region with a healthy balance of trade and a strong manufacturing base which require world class logistical facilities and support. Some of that support will be met by the inception of the new Freeport on the Tees and there is already interest from a number of multinationals in the Green Energy sector.

It is arguable however that our real strength is in our SMEs who have demonstrated consistently their ability to open up new markets, adapt to new opportunities or are successful as part of complex and interconnected supply chains. Many of those companies are now looking to become part of the green energy supply chain and use their formidable engineering and technology expertise to ensure that the region stays at the forefront of the green energy revolution.

For our companies to succeed, they require support, not only in terms of logistics but also expertise in technology, finance, international trade and, most importantly, skills. It seems an obvious thing to say but we have to train the right numbers of people in the right disciplines at the right time and that will require partnerships between employers and the education sector.

If we are able to do that the future looks bright for the region and the River Tees.





**Andy Preston**, the elected independent Mayor of Middlesbrough, talks about his favourite things about the Tees Valley region.

# My Tees Valley

Middlesbrough, the beating heart of the Tees region, is on the rise. In the toughest of times, we are reinventing our town centre in a medium-term vision to attract more people to live, work and visit the centre of our town.

We’re involved in an ongoing programme to build state-of-the-art offices, which are quickly snapped up by ambitious businesses of all sizes, a regional hub for leisure and entertainment is set to replace empty retail units and hundreds of homes are being built to encourage urban living.

And we’re bringing our Historic Quarter – home to PD Ports’ beautiful HQ – back to life with a series of investments that will make our proud heritage a key part of our ambitious future.

Here’s my three favourite things about the Tees Valley...



## Bouncebackability

The Tees Valley has suffered more than its fair share of setbacks over the years – but, as the saying goes, what doesn’t kill you makes you stronger. Teessiders are full of steely resolve. We’ve suffered the loss of our traditional industries, including our once mighty steelworks, but necessity has made us masters of reinvention.

The Tees region, and Middlesbrough in particular, is a leading ‘tech town’, with a range of impressive digital agencies enjoying local, national and global success.

As part of my long-term vision to help make Middlesbrough the UK’s Digital City, we’re building Boho X, the best offices for 100 miles around, and we’re attracting a range of ambitious, growing businesses who are creating and retaining jobs in the heart of our town.

## Top of the Class for Education

The Tees Valley is making great strides to provide our young people with the skills needed by our businesses and industries of the future.

Teesside University continues to lead the way on so many fronts, while Middlesbrough College – having created an impressive digital training centre – recently announced details of its promise to tackle digital poverty by providing a dedicated laptop to every new full-time student.

Within a stone’s throw of the college, construction work on Middlesbrough’s first secondary school in a generation is set to get underway, while the world’s most famous school, Eton College, plans to open a sixth-form college in the town focused on giving opportunities for bright but disadvantaged students.

## Enterprise and Ambition

Middlesbrough is leading the way in the toughest of financial climates. The first half of 2022 saw more business start-ups in Middlesbrough than anywhere else in the North-East – more than 500.

It’s no wonder Middlesbrough has been named by the national press as the third best small city in Europe for investment.

Surprised by all this positivity? Get in touch. I’d love to show you around Middlesbrough – a town on the rise.”



# River Tees Roundup

Highlights of exciting developments taking place around the River Tees and across the Tees Valley.

## Tees Green Hydrogen

EDF Renewables UK and Hynamics, a subsidiary of the EDF Group specialising in hydrogen, has announced plans to invest significantly in its Teesside operation supporting local and national government aspirations to regenerate the region by investing in decarbonisation. Tees Green Hydrogen will be a pioneering project utilising electricity from Teesside Offshore Wind Farm along with a new solar farm to power its hydrogen electrolyser. The project will supply local businesses, including PD Ports, with hydrogen to support carbon reduction efforts.



## Seajacks anchors at Teesport

PD Ports has entered into a long-term deal with Seajacks, a world-leader in offshore solutions, to bring their UK Marine base to Teesside. Formerly based in Amsterdam, the new agreement will see Seajacks utilising Cargo Fleet Wharf at Teesport Commerce Park to berth up to three of the world’s most advanced and capable self-propelled jack-up vessels whilst not out at work in the North Sea.

## Port community provides lifeline for Middlesbrough baby hospice

A generous donation of £15,000 has enabled a Middlesbrough-based baby hospice to provide a week’s worth of care for six babies. Zoe’s Place, which provides care for children under the age of five living with life limiting illnesses, received the donation from the Teesport Charitable Contribution Fund, which comprises voluntary donations made by the owners of visiting vessels to the River Tees.

## Inaugural Teesside Freeport investment underway

SeAH Wind has started construction on the South Bank of the River Tees to construct a new £400M offshore wind foundation factor creating 750 jobs once complete. The 1.13 million sq.ft. facility, is expected to produce up to 150 monopiles destined for installation in the North Sea.











LOCAL HERO

# Chris Kamara

One of Middlesbrough's favourite sons and successful footballer turned beloved pundit and TV personality, Chris 'Kammy' Kamara, talks to Bridge's Emily Bulmer about his memories of growing up in the town as a Boro fan, how the area has changed, vegetarian Parmos and the philosophies to be found in Take That songs.



Born in Middlesbrough on Christmas Day in 1957, Chris Kamara grew up in the Park End area with his mother, father, brother and sister, where his love of the beautiful game and Middlesbrough FC began to grow.

His early memories centre around family but also football. “Ayresome Park is the first thing that comes to mind each time I think of the town,” he recalls, “1967 was my first Boro game. It was Middlesbrough vs Oxford United and we won 4–1.”

His passion for football comes across in his near-photographic memory of the game and its history. “I can’t remember what happened yesterday, but football wise, I remember it all!” he laughs.

To prove his point, he volunteers the details of his first trip to the old Middlesbrough ground, “In that first game, John O’Rourke scored three and John Hickton got the other one,” and he flashes the trademark schoolboy grin the nation has come to love as a pundit and pitch-side reporter with Sky Sports.

Kammy returned to the town and visited Teesport as part of a forthcoming TV project and reminisced, “I left Middlesbrough in 1974, a long, long time ago, when I was 15 or 16 years old. I’d just left school that Easter.”

Like many people from our region, Chris has links to the region’s Maritime traditions, his father Albert, a former steel worker, was the driving force behind Kamara’s decision to join the Royal Navy. But later that same year of 1974, playing for the Royal Navy’s football team, Kammy was spotted by then Portsmouth Manager, Ian St. John (later of TV’s Saint and Greavesie fame), and signed to Portsmouth as an apprentice, launching his lifelong career in football.

Chris played for his beloved Middlesbrough only for a brief spell in 1993 as a loanee from Luton Town, but crucially, he got to play on the hallowed old pitch at Ayresome Park.

The Riverside Stadium, Middlesbrough’s current home, opened its doors to supporters in 1995.

“I’ve actually lived more away than I actually have in the town. But every time I come back, something has changed and that’s great that it’s always developing and moving forward. The roads have changed and of course for me, the big change is the Riverside Stadium.”

But although his career took him away from his roots, Kamara remains a ‘Boro lad’ through and through. “You can never forget where you’re coming from,” he smiles again, “Take That sing it brilliantly! I’d say to anyone, listen to that song and really listen to those lyrics: ‘Soon my journey in life will be someone else’s dream,’ – everyone should follow that idea.”

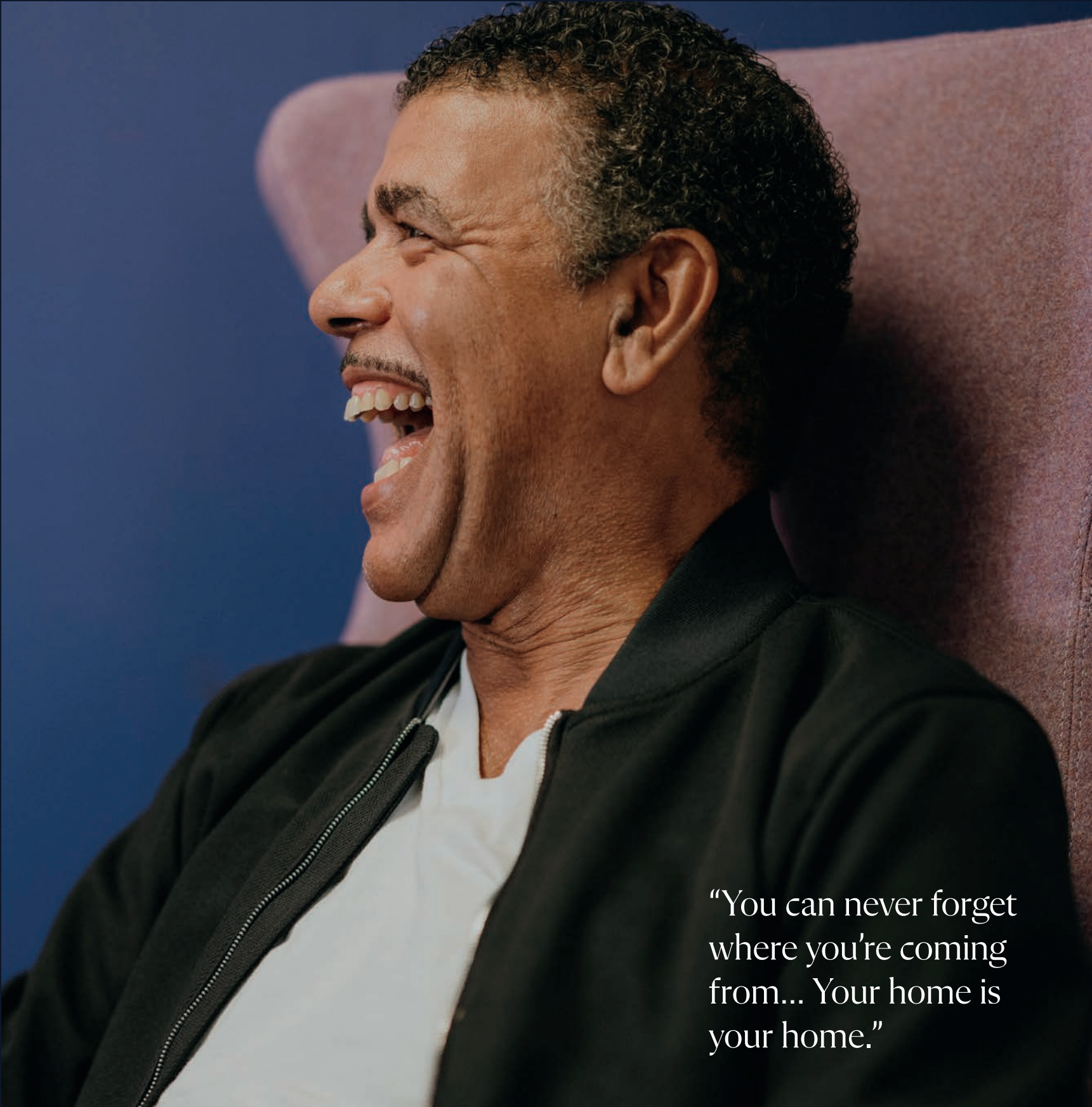
And he becomes proudly stern, “Your home is your home, you can never diss it.”

In other things Kammy still loves about the region to this day, he turns to our distinctive regional cuisine, “Apart from the football stadium, I’d say, still love going for a Parmo!” although even that pleasure shows the sign of modern times, “Would you believe it, I’m on veggie Parmos now! I’m a vegetarian these days, so was delighted to find out, a couple of years ago, that they’d started doing veggie Parmos, so I can still enjoy them. They’re even better than the real thing!”

As our brief time with the great man comes to an end, we asked Kammy to sum up Middlesbrough in three words and he couldn’t resist his now famous catch phrase:

“It’s unbelievable! Sorry, that’s only two words.”

Not if we get rid of the apostrophe, Chris.



“You can never forget where you’re coming from... Your home is your home.”



# BRIDGE

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