

## **1) Trustworthiness at the border, presented by Mike Brookbanks – Independent Consultant & Visiting Fellow at University of Surrey**

This subgroup will look at modelling trust at the UK borders, focusing on the relationship between the importer and the government.

As explained in the [UK Border Strategy \(UK Government, 2020\)](#) report, the reducing friction in International Trade (RFIT) project was initiated in March 2019 to understand how Blockchain Distributed Ledger Technology and associated technologies can be used to seamlessly integrate supply chain data with HM Revenue and Customs (HMRC) and the Food Standards Agency's systems, guaranteeing the timeliness and provenance of critical data and avoiding the need for discrete declarations. This project is a step towards a more operationally efficient supply chain network, as it provides transparency in the data between producers, importers and the UK border.

There is typically a mature relationship between an importer and a producer. However, this is not necessarily the case for the relationship between an importer and the UK government. We therefore plan to model the latter during the study group. This model is expected to incorporate attributes such as calculative trust and cognitive trust etc., as detailed in the paper: [The impact of a blockchain platform on trust in established relationships: a case study of wine supply chains](#), while also considering uncertainties. Other aspects to do with operational resilience, developments in technology and how the model fits with the complex supply chain (where there's a network of trust) could also be considered.

Together with the HMRC border risk assessment, the model developed during the study group could then be used by relevant parties (e.g., the government) to help determine how trustworthy a given importer is, and thus help manage risk at the borders.

## **2) Delivering Shore Power, presented by Alex Pepper – Senior Policy Lead - ESG at UK Major Ports Group (UKMPG)**

The Department of Transport currently has a call for evidence on shore power and implementing maritime commitments in the Transport Decarbonisation Plan, which can be found [here](#). The call for evidence looks to see how the government can support the wider implementation of shorepower in the UK and has a deadline of 25 April 2022, which makes this a timely challenge. The details gathered from this consultation will be used to inform future policy development.

The delivery of shorepower at ports is often quite challenging, with many ports lacking a clear demand or available electrical capacity to deliver such demand even if it was to exist. Concerns exist as to whether a mandate on shorepower would be appropriate, when the costs can vary significantly from site to site, and there may be other lower cost options that have a greater emission reduction benefit. Is shorepower good value as an emissions reduction scheme for shipping and as a contributor to the Transport Decarbonisation Plan?

This subgroup will take a fresh look at a range of reports on shore power, accounting for new developments since these reports were published such as the progress in access to alternative fuels.