

Taskforce Recommendations

1. The Welsh Government will compile a defined list of organisations to come together virtually and act as a crisis management team in the event of future port closures.
2. All organisations represented on the taskforce and which rely on Welsh Ports operationally are to review any contingency plans they may have and consider the contribution they can make in the event of any future port closure, including joint working and amplifying agreed communications.
3. Port and ferry operators re-affirm their commitment to continue to communicate to government and stakeholders any operational issues – including maintenance work - that may impact on Irish Sea volumes using Ireland-Wales routes, in a timely and open manner.
4. The Welsh Government will publish a port and maritime, freight and logistics plan before the end of Government term. As part of that work, it will also establish a freight council (Terms of Reference and membership to be circulated in due course) and a truck stop mapping exercise for Wales which will be published in the new year.
5. The Welsh Government will ensure the needs of the sectors represented at the Task Force are considered as part of its resilience work on the A55, A494 and M4 corridors
6. The Welsh Government will share timelines for progressing work on Menai Crossings resilience and an update on potential A55 improvements and work with regional transport partners to understand what further improvements could be made to A40/A477.
7. The Welsh Government, Corporate Joint Committees and local authorities will work together to refine and improve stacking arrangements in the event of issues at ports including having regard to the impact on local communities. They will also examine the role of Regional Transport Plans to support these arrangements.

8. Ahead of the implementation of a future strategy, the Welsh Government, local authorities, North Wales Councils Regional Emergency Planning Service and port operators will work together to consider interim solutions to the welfare needs of drivers who are stranded or in stack arrangements because of port closures and the delivery of said welfare provision.
9. The Welsh Government will continue to work with UK Government Department for Transport's Maritime Resilience Team to ensure the importance of Irish Sea routes are recognised.
10. The Welsh Government will seek concrete feedback from UK government agencies such as Border Force on any lessons learnt following the closure of the port of Holyhead and share as appropriate.
11. The Welsh Government commits to meeting Government of Ireland transport officials on a six-monthly basis specifically to discuss ports.
12. Through its Dublin presence, the Welsh Government will maintain regular engagement with Ireland based stakeholders including Irish Ferries and the Irish Exporter Association.
13. The Welsh Government also commits to working with partner agencies across the UK and Ireland such as the Liverpool City Region, Transport Scotland, the NI Executive and the Irish Maritime Development Office to deliver a consistent and coherent response to the closure of any Irish Sea facing port with RORO facilities.
14. The Welsh Government will ask the owners of each recommendation for an update at the 6-month point or just before pre-election period and feedback to members of the Taskforce and Senedd Economy, Trade and Rural Affairs Committee.
15. The Welsh Government, as part of our ongoing engagement with Cyngor Sir Ynys Môn and other local stakeholders, will consider how partners gather intelligence in a timely manner to better understand the impacts on workers and businesses in the event of any future port closures. Welsh Government

will connect with Irish Government and the West Cheshire and North Wales Chamber of Commerce on its value to the community. This work will be cognisant of the commercial nature of port operators and consider the contributions made by members during the Holyhead-themed Taskforce meeting. The Office of National Statistics will shortly be publishing some analysis of card spending data in and around the Holyhead port area at the time of the port's closure. This will be compared to previous years when the port was open, as well as other ports in the UK where we believe activity may have been displaced to following the closure of Holyhead.