



Maritime Parliamentary Bulletin

W/C 06 December 2021

The purpose of this bulletin is to update MPs and Peers on the latest developments in the UK maritime sector and to provide a forward look to opportunities within the parliamentary business for positive advocacy.

The UK ranks as number 1 for blue technology globally

The MIT Technology Review's [Blue Technology Barometer](#) has ranked the UK as the number 1 country globally, scoring 7.83/10.00. The Blue Technology Barometer is a ranking of 66 coastal countries and territories on their progress and commitment toward protecting ocean sustainability.

The purpose of the report was to see where and how 'blue technologies' are being engaged to further efforts to clean up the oceans, reduce sea-related carbon emissions, and make maritime economic activities more economically and environmentally viable. Blue technologies are defined as "technology or tech-enabled processes that can help mitigate the effects of climate change or restore health to marine ecosystems".

There are three main contexts in which this is being achieved:

- Science and nature-based approaches to reduce pollution and address environmental degradation, such as microbial biotechnology approaches or "carbon-negative" polymers to take on the challenge of accumulating ocean plastics.
 - Attempts to increase decarbonization, either through directly removing carbon dioxide from the ocean or using the ocean as a "platform" for renewable energy.
 - The creation and management of information and insight into maritime commercial activities, through sensors and AI-enabled analytics.
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The United Kingdom ranks first, in large part because of its blue technology ecosystem.

The report cites that the UK is ranked as number one due to its “blue technology ecosystem and its leadership position in offshore renewable energy facilities, which includes the world’s largest offshore wind farm, a 50-megawatt facility off the coast of Aberdeenshire, Scotland. The UK is also committed to fishing and marine conservation activities and has made modest but significant progress on reducing carbon dioxide from marine activities.”

The UK scores the highest within the innovation pillar which assesses the countries' contribution to sustainable ocean technology research and development, including expenditure, patents, and start-ups. This comes as the UK Government recently announced the [winners for the £23m Clean Maritime Demonstration Competition \(CMDC\)](#) and revealed an extension to the competition in the [Chancellor's Autumn Budget](#), promising the maritime sector a share of £300m. The CMDC aims to support the design and development of technologies for the reduction of greenhouse gas emissions by the UK’s maritime sector as set out in the Clean Maritime Plan and support the transition to Net Zero by 2050.

Furthermore, within the sustainable marine activity pillar, the UK also scores high being placed at 9th. This pillar ranks each country on the sustainability of its marine activities, including shipping, fishing, and protecting the seas.

[Read more](#)

Maritime UK launches Version 5 of Industry Code of Practice for Maritime Autonomous Ship Systems

Maritime UK is today (6 December) launching Version 5 of the Industry Code of Practice for Maritime Autonomous Ship Systems.

The accelerating pace of change in maritime autonomy has required updated guidance for those owning and operating Maritime Autonomous Ship Systems (MASS). Whilst not a legal text, the Code has been used by manufacturers, service providers, and others as part of their day-to-day work. Many manufacturers have reported clients requiring compliance with the Code as a basis for contractual negotiations.

Whereas previous versions focused on the design, manufacture and operation of vessels, with a significant focus on skills, training, cyber security, pilotage, dynamic positioning, and Vessel Data Recording, Version 5 adds guidance on certification and registration, the Training and Certification scheme for Dynamic Positioning (DP) Station Keeping Systems for Remote Operations (Remote DP Operator Certificate), Vessel Data Recording, safety culture, navigation products and data, as well as the reporting of marine casualties, incidents and near misses and managing Remote Control Centre (RCC) workforce wellbeing.

Robert Courts MP, Maritime Minister at the Department for Transport, said:

“Autonomous shipping has the potential to drive forward the global maritime sector, and through our Maritime 2050 strategy, the UK is determined to leverage our position as the most innovative, competitive and sustainable maritime centre by the middle of this century. I am delighted that the UK is leading the way in design and manufacturing of these revolutionary designs, with safety at its core, and look forward to seeing the next chapter for shipping.”

Read the conduct principles and code of practice [here](#).

Maritime UK members give evidence at select committees

International Trade Committee – Global Supply Chain Crisis

On Wednesday 1st December, the UK Chamber of Shipping's Policy Director Gavin Simmonds and UKMPG CEO Tim Morris gave evidence to the International Trade Committee on the global supply chain crisis. The Committee explored the impact the coronavirus has had on supply chains, the issues facing UK ports, and the impact on importers, exporters, and consumers. It looked at how shipping rates have increased during the pandemic and the reasons for this. There was also debate about congestions at ports and how better infrastructure is needed around ports to ensure freight can be moved more easily and quickly, to help speed up the movement of goods. It is in recognition of the expertise of the Chamber of Shipping and UKMPG that they were asked to appear in front of the Committee and you can watch the session back [here](#).

Public Accounts Committee – EU Exit and the UK Border

On Monday 22nd November, the British Ports Association's Richard Ballantyne gave evidence at the Public Accounts select committee session on EU Exit and the UK Border. This session explored the impact of the new border arrangements on businesses and industry sectors. The committee drew attention to the recruitment and retention of staff in ports since Brexit and the challenges that port operators are now facing in terms of shipping roll-on-roll-off freight with truck driver shortages. You can watch the session [here](#).

Net Zero Maritime Showcase

Maritime UK's #NetZeroMaritime Showcase highlights specific projects about the delivery of the government's ten-point plan for a green industrial revolution.

iconvert™ Shore to Ship power solution. iconsys, a leading UK automation solutions provider and systems integrator has launched a new shore to ship power solution. Named iconvert™, a new turnkey solution, suited to multiple vessel types including offshore vessels, passenger ferries, tugs, and workboats. iconvert™ is a fully integrated product that offers unlimited flexibility of voltage and frequency, it can also be equipped with batteries to form a microgrid, limiting demand on the grid. Through this new product, which is one of many solutions aimed at ports, iconsys is serving the needs of the marine industry by helping to meet sustainability and emissions targets and the organisation calls for UK Government funding to support the roll-out of this solution. - [Read more](#)

The Cremyll Electric Ferry. The Voyager Boatyard successfully bid for funding to design and build an all-electric ferry (e-Ferry). The zero-emission boat will become the flagship vessel on Plymouth Boat Trips' historic Cremyll Ferry commuter route between Plymouth and Southeast Cornwall. Following in the footsteps of the company's prior conversion of a small, diesel workboat to a 12-passenger ferry (the e-Voyager), this larger 150-passenger capacity vessel will operate for up to 14 hours a day on a single overnight charge. [Read more](#)

Team QuestZero, comprised of IDPortal, Duodrive and Steamology, is delighted to have been awarded a prestigious Clean Maritime Decarbonization Competition grant. The QuestZero partnership is delivering a sustainable vessel propulsion and stability system design package for a ~24m Hybrid Research Vessel to replace Plymouth Marine Laboratory current vessel Quest. The ambition is for the vessel to be powered by a hydrogen-based zero-emission steam system, a high-efficiency contra-rotating propeller electric drive, advanced propellers, and wing sail with low profile hydrofoil/rudder stability system. [Read more](#)

Upcoming Parliamentary opportunities to promote maritime

Suggested questions, statements and briefing material can be provided on request.

House of Commons

We would be delighted if MPs would be willing to use any opportunities at PMQs and Business of the House Questions to promote the UK maritime industry (these questions are drafted to be suitable as either oral or written parliamentary questions):

- **PMQs – Wednesdays:** We would be delighted if MPs would be willing to raise maritime at PMQs if they are selected in the ballot, and are happy to support in drafting a question
- **09 Dec – DEFRA:** To ask the Secretary of State for the Department for Environment, Food and Rural Affairs what discussions his department has held regarding the role decarbonising the maritime sector can play in improving air quality.
- **15 Dec – Scotland:** To ask the Secretary of State for Scotland, what actions his department is taking to support the Scottish maritime industry to decarbonise.
- **16 Dec – Transport:** To ask the Secretary of State for Transport what support his department is providing to the maritime sector.

House of Lords

We would be delighted if parliamentarians would be willing to table requests for parliamentary debates on the UK maritime industry, and we can support them with suggestions for these.

Written Questions

We are also happy to support parliamentarians with ideas and the production of additional written questions.

Events for Parliamentarians

- **Maritime UK Christmas Party:** Every year the Maritime UK Christmas Party is held to celebrate the achievements of the sector throughout the year. This year's party is being held at Norton Rose Fulbright on Thursday 16 December. If MPs would like to attend, please get in touch.
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UK Maritime News

- Israeli maritime firm Windward floats on LSE after raising £34.5m – [City AM](#)
- Maritime UK welcomes RYA to diversity programme – [Sailing Today](#)
- Cory announces commitment to reach net zero by 2040 – [Your Thurrock](#)
- Babcock creates 500 jobs to support Type 31 frigate programme and unveils new assembly hall – [MTD MFG](#)
- Lord Mayor of the City of London visits Baltic Exchange - [Baltic Exchange](#)
- Marine-I Supports Innovative Anchoring Solution For Floating Offshore Wind - [Maritime UK SW](#)
- New British Marine quarterly technical report TR129 available - [British Marine](#)
- What does demurrage cover? - [Baltic Exchange](#)
- Sea cadets help rescue stranded Scottish locals during Storm Arwen – [Nautilus International](#)

Updates from Maritime UK

- [Blog: Clean propulsion challenge for marine vessels between 500 and 7,500 HP](#)
 - [Blog: Supporting industry clusters across the UK](#)
 - [Blog: Strengthening the link between academia and industry](#)
 - [Blog: Oceans for Good](#)
 - [Interview: Maritime decarbonisation - now is the time to lead the field, says CMB](#)
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The Maritime Sector - key messages

- Maritime contributes **£46.1bn to the UK economy and supports 1 million jobs** (more than air and rail combined).
 - Maritime is **responsible for keeping the country supplied** (resilience): 95 percent of British imports and exports in goods are moved by sea, including 25 percent of the UK's energy supply and 48 percent of food supplies. Investment is essential for maintaining these resilient supply chains that every constituent relies upon.
 - Ports **invest over £600m of private capital each year**, benefiting coastal economies through job creation and infrastructure investment.
 - Maritime workers are **43% more productive** than UK average.
 - Maritime is a source of **well-paid highly skilled roles**, which pay an average of £38,000 per year - £9,000 more than the national average.
 - Globally, **the maritime sector will double to \$3trn by 2030**.
 - Maritime makes a significant contribution to **all nations and regions of the United Kingdom**.
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Maritime UK's 2021 Priorities

Over the coming year, Maritime UK intends to focus on the following priorities, both by engaging with the UK maritime industry, and by working constructively with the Government and other political stakeholders:

- **Supporting maritime businesses and the UK maritime industry through Brexit changes**, as well as maximising the opportunities that arise from the UK once again becoming an independent trading nation.
- **Boosting the export and international trade potential of UK maritime** and improving the competitiveness of the UK's business environment to attract maritime businesses.
- **Delivering regional growth** through Maritime UK's Regional Cluster Development Plans in a way that aligns with the Government's wider levelling-up agenda.
- **Demonstrating the benefits (both environmental and economic) of maritime decarbonisation** ahead of the COP26 UN Climate Conference taking place in the UK this year, with a particular focus on **innovation** – Maritime UK will be working with the Government to ensure that funding allocated for maritime decarbonisation is effectively utilised.
- **Supporting and growing the workforce** by continuing to develop our Diversity in Maritime Programme, our Careers and Outreach Programme, and our Maritime Skills Commission.

Please email barney.scholes@beyond2050.co.uk for further information.

You can follow our Maritime UK Twitter account [here](#), and our website is [here](#).
