



# Maritime Parliamentary Bulletin

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## W/C 27 June 2022

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 parliamentary business for positive advocacy.

### Latest

#### **Maritime Recovery Route Map published**

On Thursday, Maritime Minister Robert Courts launched the government's Maritime Recovery Route Map.

Announcing the news at the Mersey Maritime Exchange in Liverpool, the minister outlined the actions and projects set out within the route map to support recovery from the pandemic and accelerate the implementation of Maritime 2050.

The route map contains a major focus on people, skills and seafarer wellbeing.

#### **Maritime Minister Robert Courts said:**

"Seafarer wellbeing is at the heart of our Maritime 2050 agenda and we know that mental health difficulties at sea affect thousands of seafarers. We are committed to tackling this and building a diverse, highly skilled and exciting sector across the board – from shipbuilders to bosuns.

"This funding will help us tackle this problem by supporting the excellent work being done by charities and social organisations and fostering new programmes.

"I am also pleased to be launching our recovery route map, which will help to build a resilient, innovative and future-facing maritime sector for generations to come."

#### **Ben Murray, Chief Executive at Maritime UK, said:**

"To realise the vision that we have for the UK maritime sector in 2050, we need the best people from all backgrounds to offer new thinking on the big issues of our age. That means being an inclusive sector, one that invests in its people and prepares for the future.

"Maritime UK is delighted that people and skills are at the heart of the government's maritime recovery route map and the industry is determined to accelerate its work on priorities like diversity and green skills."

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*Industry View: Maritime UK has worked closely with Government on the implementation of Maritime 2050. The recovery route map helpfully brings together a series of developments for the maritime sector across government. There have been some very promising areas of progress since publication in 2019, but there are other areas – such as infrastructure and connectivity – where progress is behind the curve. Industry is looking to the recovery route map and renewed focus on Maritime 2050 to accelerate progress in these areas.*

[Read the route map here](#)

### **Maritime UK gives evidence to Transport Select Committee on Maritime 2050**

On Wednesday, Maritime UK gave evidence to the Transport Committee on Maritime 2050, its objectives, implementation and effects. Maritime UK collected and presented evidence of Maritime 2050's progress to date.

The committee will now review the oral evidence and will publish their findings in due course.

Watch the session [here](#).

Should parliamentarians wish to discuss the evidence session or the themes covered, do get in touch.

Maritime UK have drafted suggested written questions which focus on some of the key items discussed during the evidence session. We would be grateful if parliamentarians were to submit these.

*Industry view: Increased government-industry collaboration is one of the most positive immediate outcomes of Maritime 2050. Industry is keen to hear from the Department for Transport on governance arrangements for future delivery of Maritime 2050 and to explore how other government departments can better support delivery.*

### **Future of freight strategy**

On June 15, the Department for Transport published the first cross-modal and cross-government plan for the UK freight transport sector.

The plan is a collaboration with industry and has engaged stakeholders extensively in its development, including through the [Freight Council](#). It sets out how the UK Government and industry have agreed to work more closely together, and with the devolved administrations, to deliver a world-class, seamless flow of freight across our roads, railways, seas, skies and waterways.

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The vision set out in the plan is for a freight and logistics sector that is cost-efficient, reliable, resilient, environmentally sustainable and valued by society for its role in supporting our way of life. The plan is also clear on the importance of the sector to achieving some of the government's strategic priorities.

The plan focuses on 5 priority areas of challenge identified with industry. It is the start of a long-term collaboration that will raise the status of freight within government. It sets out government and industry commitment to collaborate on several actions:

- The National Freight Network
- Transition to net zero
- Planning
- People and skills
- Data and technology

*Industry view: The strategy is welcome and focuses on the right issues – such as recognising the importance of national freight networks, of which maritime is a key component. The test now, much like Maritime 2050's infrastructure chapter, is whether the recommendations will be delivered. One quick win, which would deliver on net zero and levelling-up, would be to reform (it doesn't work for maritime in its current form) the Mode Shift Revenue Support and Waterborne Freight Grant to enable the maritime sector to play a greater part in delivering a greater flow of freight by water through inland and coastal shipping, easing pressure on the road network and providing a more carbon efficient mode of transport for freight.*

[Read more](#)

### **Climate Change Committee publishes 2022 Progress Report on carbon emissions**

On Wednesday, the Climate Change Committee (CCC) published its [2022 Report to Parliament](#), assessing the Government's progress in reducing emissions against the UK's statutory carbon budgets.

The report shows that the shipping emissions fell by 2% every year in the decade to 2021, with savings driven by a 26% fall in domestic shipping activity and a 7% reduction in outbound international freight shipping, due to significant reductions in the quantities of oil and coal being transported. Overall, the shipping sector accounted for 3% of the UK's total emissions in 2021, with just over half of that coming from international shipping.

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Among its recommendations for the maritime sector, the CCC called on government to:

- Provide support and incentives to drive private-sector investment in low-carbon maritime fuels, engine technologies, and storage facilities.
- Commit to the UK's first clean maritime cluster operating at commercial scale.
- Publish the Course to Zero consultation.
- Embed the Course to Zero into the next update of the Clean Maritime Plan.
- Consider how to avoid the extension of the UK Emissions Trading Scheme to shipping displacing activity to higher-carbon alternative modes (e.g. road freight).
- Develop a plan for deploying shore power and electric recharging infrastructure at all of the UK's major ports.
- Build upon the proposals for the UK Emissions Trading Scheme and the UK MRV regulations to explore options for an activity-based measure of UK shipping emissions.
- Report on progress in identifying green shipping corridors and the actions to implement them, as agreed within the Clydebank Declaration.
- Take a leadership role in pushing for inclusion of a Net Zero 2050 target within the 2023 update of the International Maritime Organisation's initial greenhouse gas strategy.
- Complete legislative changes for inclusion in the Carbon Budgets of NF3 from the Fourth Carbon Budget onwards and international aviation and shipping from the Sixth Carbon Budget onwards.

Maritime UK has prepared some suggested written questions on these recommendations. They are in the covering email.

### **Maritime Skills Commission launches Skills for Green Jobs Position Paper**

- Demand for green jobs is expected to see a 400% increase by 2030.
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- The green economy presents opportunities to attract new workers into the maritime sector and to develop and harness new skills-sets.
- The Maritime Skills Commission sets out 7 actions following extensive evidence gathering and independent reporting.

On Tuesday, the [Maritime Skills Commission](#) has launched the [Skills for Green Jobs Position Paper](#).

The Maritime Skills Commission (MSC) was established to ensure that the maritime sector has a pipeline of talented people to serve all parts of the sector covering shipping, ports, leisure marine, engineering, science and professional services.

The position paper sets out the key findings from the first evidence-based skills session in July 2021 and how the Maritime Skills Commission defines 'green' in reference to Green Skills and Green Jobs. The evidence-based session found that demand for green jobs is expected to be considerable, with some 1.7million additional jobs to be required by 2030, a 400% increase.

The Maritime Skills Commission has a key role to play in championing the skills required for green jobs in the sector and facilitating the responses of both industry and education and training providers.

The paper sets out 7 actions for the Commission following the evidence-gathering sessions and independent report at COP26, read them [here](#).

### **The first Global Women in Maritime series was held on Women in Maritime Day**

Women in Maritime Day celebrated women in the industry and is intended to promote the recruitment, retention and sustained employment of women in the maritime sector, raise the profile of women in maritime, strengthen International Maritime Organisation's commitment to the United Nations Sustainable Development Goal 5 (gender equality) and support work to address the current gender imbalance in maritime.

The Global Woman in Maritime series is a joint initiative between Diversity in Maritime and Women in Maritime Australia. This series has opened a global dialogue, that facilitates the sharing of best practices, lessons learned, and their unique experiences from being Women in Maritime on either side of the world.

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The first session “What is an Ally?” was inspired by the day’s theme of 'Training-visibility-recognition: supporting a barrier-free working environment'. The webinar discussed how to be an ally, what it means to be one in different countries and cultures and the steps the sector can take to increase allyship for all communities.

One common theme that came from conversations was the concept of workplace training and development incentives where staff would be encouraged to attend an event related to diversity and inclusion and then report back to their peers what they have learned and the steps that can be taken to become an ally. On the ground education and training are needed on diversity and inclusion and must include bullying and harassment, the procedures and training must be continuously updated to reflect this vision.

Watch the recording [here](#).

### Maritime UK industry in focus

Maritime UK is the umbrella body for the UK’s maritime sector, comprising the shipping, ports, engineering, science, leisure and professional services industries. In each edition of the bulletin, we focus on a different part of the maritime sector.

This week, the spotlight is on the ports industry, represented in Maritime UK by the British Ports Association and UK Major Ports Group.

#### **UK Ports Call for supercharging infrastructure as new report reveals ‘levelling-up’ power**

The UK ports sector has called on Government to supercharge the delivery of energy network infrastructure to ports with new research and a transformational funding programme.

Energy connectivity is a key enabler for ports if they are to act as hubs for the decarbonisation of freight transport on land and water. The call came as the sector’s trade associations, the British Ports Association and the UK Major Ports Group, released a summary of data produced by The Center for Economics and Business Research (CEBR) that demonstrates the huge positive impact ports have on boosting jobs and prosperity around the UK’s coast.

Friday’s CEBR report revealed that 125,000 people are employed in ports around the UK. These are highly productive and well-paid jobs – on average 51% more productive and 40% better paid than UK-wide averages. For each direct job in ports, there are more than six jobs created in wider supply chains and coastal communities – such communities that are all too often amongst the poorest in the UK.

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The sector contributes £10.8 billion in value to the UK economy – more than air, rail, warehousing, and storage. This is underpinned by consistent high investment – port operators and their owners invest an average of £600 million every year into their facilities and estates. This is on top of the crucial enabling role ports play for the whole economy as the gateways for 95% of UK global trade.

UK ports are committed to playing their foundational role in the UK's transition to a net zero future. They are already investing significantly in zero and low emissions equipment and energy generation. They are also key hubs for the UK's offshore wind revolution as bases for construction, operation, and decommissioning.

But ports are ambitious to go further. One of the constraints in realising these ambitions is the lack of electricity capacity in surrounding areas. The additional electricity demand to charge ships can be as high as the demand for the towns surrounding ports.

Ports would also like to go further and act as zero emissions refuelling hubs for trucks and trains, which is not possible under current grid constraints. Industry research suggests that 70% of ports are already at the ceiling of available grid power.

To help address this, the ports sector is calling for a new energy infrastructure programme based on 'Project Rapid' – which specifies the number of charge points on the strategic road network – and an expansion of the Government's Rapid Charging Fund to deliver more network capacity in port areas. Without the Government matching its rhetoric with tangible action, the ambitious targets we all hope to meet will not be achieved.

Read more [here](#).

### UK Maritime News

- £2.4 million funding to support seafarers' mental wellbeing - [UK Government](#)
  - Mersey maritime sector now worth £5bn a year - [Liverpool Business News](#)
  - Size of Solent's maritime economy highlighted at Maritime UK conference - [Daily Echo](#)
  - RRS Sir David Attenborough centre stage at "Poles Apart" gallery in National Maritime Museum - [Merco Press](#)
  - UK and Japan to strengthen ties with naval training - [Shepard](#)
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- Aberdeen firm North Star awards £2m deal for new vessels to join renewables fleet - [Energy Voice](#)
- British Boat Builder Delivers the World's First Fully Recyclable Boat to Police Scotland - [Afloat](#)
- Scotland's shipbuilding workload 'encouraging' but needs more certainty for investment - [Clydebank Post](#)

## Events for Parliamentarians

### Maritime UK at Party Conference

The Maritime Reception at Conservative Party Conference – 19:30, 2 October 2022  
The Maritime Roundtable at Labour Party Conference (TBC)

Contact [htebay@maritimeuk.org](mailto:htebay@maritimeuk.org) if you would like to support Maritime UK activity during party conference season.

### Maritime UK Week [10-16 October]

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.

Responsible for enabling 95% of the UK's global trade, maritime touches every part of our lives. As an island nation, during the pandemic, the maritime sector's key workers kept the UK supplied with food, energy and medicine. Now, as we move toward a greener industry, the sector is investing and growing all around the UK and needs talented people to join us. 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.

There will also be a programme of events bringing maritime professionals together to help make progress on key issues like diversity and inclusion in the sector.

Click here to learn more: <https://maritimeuk.org/week/politicians/>. If you would like to discuss how to support the week, contact [htebay@maritimeuk.org](mailto:htebay@maritimeuk.org).

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### 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
- **27 June** – DLUHC: what analysis his department has conducted of the economic impact an investment in maritime decarbonisation would bring to coastal communities in the UK.
- **28 June** – Treasury: To ask the Chancellor of the Exchequer, what analysis the Treasury has undertaken to calculate the value of decarbonising the maritime sector in terms of economic growth.
- **30 June** – Transport: To ask the Secretary of State for Transport if he can provide further clarification on the timeline for the extended Clean Maritime Demonstration Competition.
- **12 July** - Business, Energy and Industrial Strategy: To ask the Secretary of State for Business, Energy and Industrial Strategy what support he is giving to the vessel providers that support the Offshore Renewable Energy Sector.
- **13 July** – Women and Equalities: To ask the Secretary of State for Women and Equalities what conversations her department has had with the Maritime Industry to reduce the barriers to entry that women in the sector face.

#### 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.

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## Written Questions

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

## Consultations and Inquiries:

### Parliamentary

- Business Energy and Industrial Strategy Committee: Decarbonisation of the power sector (30 June)
- Business Energy and Industrial Strategy Committee: Post-pandemic economic growth: UK labour markets (no deadline specified)
- Treasury Committee: Jobs, growth, and productivity after coronavirus (no deadline specified)
- Environmental Audit Committee: The financial sector and the UK's net zero transition (30 June)
- International Trade Committee: UK trade negotiations (no deadline specified)
- International Trade Committee: UK trade negotiations – CPTPP accession (no deadline specified)
- International Trade Committee: UK – EU trading relationship (no deadline specified)
- Science and Technology Committee: The role of hydrogen in achieving net zero (no deadline specified)

### Government

- Department for Business Energy and Industrial Strategy: Developing the UK Emissions Trading Scheme (UK ETS) (17 June)
  - Department for Business Energy and Industrial Strategy: Floating Offshore Wind Manufacturing Investment Scheme: request for information (15 July)
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- Department for Environment Food and Rural Affairs: Consultation on the principles of marine net gain (30 August)

Maritime UK and its members will be responding to the above consultations and inquiries. To discuss these, please contact [gbuttironi@maritimeuk.org](mailto:gbuttironi@maritimeuk.org)

### Maritime recently in Parliament

- [Transport Committee Evidence Session - Maritime UK](#)
- [Shipping: New Businesses](#)
- [Shipping: Pay](#)
- [Shipping: Freeports](#)
- [Shipping: Harbours \(Seafarers' Remuneration\) Bill](#)
- [Freeports](#)
- [Ports](#)
- [Shipbuilding: Trade Competitiveness](#)
- [Inland Waterways: Repairs and Maintenance](#)
- [Clean Maritime Council](#)
- [Maritime Skills Commission: Staff](#)

### The Maritime Sector - key messages

- Maritime **contributed a total of £116.0 billion in turnover** and **supported over 1 million jobs** (more than air and rail combined).
  - Maritime is **responsible for keeping the country supplied**: 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.
  - **2021 has been a year of significant activity for the maritime sector**, on Freeports, developing the National Shipbuilding Strategy Refresh, securing extension to the Clean Maritime Demonstration Competition, a successful London International Shipping Week, major contribution at COP26 and at October's Budget and Spending Review, where the Chancellor announced reforms to Tonnage Tax.
  - As one of the primary sectors within the government's **ten-point plan for a green industrial revolution**, the UK maritime sector has an ambition to lead the world in developing, deploying, and exporting green maritime technologies.
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- 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**.
- In **Maritime 2050**, the UK has a strategy to become the world's most competitive maritime centre by the middle of the century.
- Maritime makes a significant contribution to **all nations and regions of the United Kingdom**.

Please email [htebay@maritimeuk.org](mailto:htebay@maritimeuk.org) for further information.

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

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