



MARITIME  
UK

# MARITIME PARLIAMMENTARY BULLETIN

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## W/C 7 September 2020

*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 – suggested parliamentary questions relating to maritime can be found at the end of this bulletin.*

### Current political context

- An Oral Question on the UK maritime sector has been secured by Lord Mountevans on 17 September. We would be delighted if Peers with an interest in the maritime sector and coastal communities are able to participate in this debate to demonstrate high-levels of support for the sector to the minister.
- The maritime sector has made a significant contribution to the UK's COVID response. We have kept supply chains open, ensuring access to vital resource across the country including food, fuel and medicines.
- We are now looking to develop greater resilience, create jobs and boost economic growth across the UK's coastal communities.
- To achieve this, Maritime UK has been working collaboratively and successfully with the Department for Transport to shape a Comprehensive Spending Review bid in terms of maritime.
- Maritime UK is now seeking the support of parliamentarians to help 'seal the deal' with the Chancellor and his Treasury colleagues through the use of parliamentary questions, debates, press activity and private advocacy.
- Prime Minister Boris Johnson visited the Appledore Shipyard in Devon on 25 August, setting out his aim for the UK to become a "shipbuilding superpower", and he stressed the importance of "green shipping" – specifically mentioning the potential of hydrogen vessels.

### Key messages

- Maritime contributes **£46.1bn to the UK economy and supports 1 million jobs** (more than air and rail combined).
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- 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**, with the market for maritime emission reduction technologies reaching \$15 billion per year by 2050, resulting in economic benefits to the UK of \$690 million per year.
- Maritime makes a significant contribution to **all nations and regions of the United Kingdom**.
- **\$1.4-1.9tn will be needed to decarbonise** the global maritime industry.



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## Our Autumn Spending Review bid is designed to kick-start a world-leading programme to decarbonise the maritime sector

- **Sustain and create high-skilled, well-paid, green jobs:** 1.1m jobs are generated by the UK maritime sector, and investment at the CSR will unlock a wave of green jobs to help the sector decarbonise.
- **Get us to net-zero:** Achieving a net zero maritime sector requires investment now, with the life cycle of a ship being around 25-30 years.
- **Rejuvenate our shipbuilding industry:** No country has yet pulled ahead in the zero-emission maritime race. The UK has the skills and manufacturing potential to become a global leader - let's act fast to secure maximum jobs and economic growth potential.
- **Drive economic development in coastal communities:** Growth in the UK maritime sector will unlock significant growth in areas that are essential for the Government's 'levelling-up' agenda.

The bid is centred on plans to **replicate the success of the UK's automotive industry** in driving its decarbonisation journey. It therefore replicates the Office for Low Emission Vehicles for the maritime sector, with a **government investment of £1bn** to kick-start the UK's maritime decarbonisation programme. This investment, unlocking further private investment, will:

- Directly create **15,200 jobs** and a further **58,400 jobs** throughout the supply chain (73,300 total), according to the Centre for Economics and Business Research.
  - Create jobs in all four nations of the United Kingdom, particularly in coastal communities with a tradition of maritime economic activity, including shipbuilding.
  - Set the UK **on a course to meet its legal net-zero maritime obligations**.
  - Position the UK as the **world-leader in maritime decarbonisation** and help transform the UK into a **scientific superpower**, by taking advantage of the fast-growing market for clean maritime technologies and fuels.
  - Fund a programme of **plug-in grants for vessels** and support the roll-out of **electric charging in ports**.
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- Fund a **demonstrator programme** to prove the commercial case for low and zero-emission technologies like **hydrogen**.
- Fund low TRL technologies to identify innovative **new and radical solutions** to deliver net-zero.
- **Result in carbon savings of up to 82 MtCO<sub>2</sub>e by 2050** as well as significant associated reductions in air pollutant emissions, generating benefits valued at billions of pounds.
- Maritime decarbonisation is an untapped opportunity. **The marginal cost of decarbonising maritime is lower than decarbonising other modes** because of the greater amount of carbon savings immediately available due to lack of intervention. This means that one pound spent in maritime decarbonisation would deliver greater marginal carbon savings compared to other modes.

## Action is needed now because:

- Maritime decarbonisation is **essential to meet the legislative target** of net zero emissions by 2050. In 2018 domestic **shipping alone produced more GHG emission than rail and buses combined**, whilst representing only 1% of transport emissions in 2009. **Action is needed now** to support the deployment of low emission vessels and infrastructure.
  - Regulation alone is not going to be sufficient: **building on the automotive experience, capital investment in maritime decarbonisation is needed to unlock the industry's potential** and kick-start the transition to zero emission shipping. Intervention will demonstrate the **UK climate leadership ahead of the COP26 summit**, to be hosted in the UK in November 2021.
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## UK maritime news

### In the press

- Britain's maritime industry demands £1bn to develop green technology for ships - [The Mirror](#)
- Britain's ship-building boom: 10,000s of jobs could turn coastal areas into power houses - [The Express](#)
- Maritime industry chief calls for Royal Navy supply ships to be built in Britain - [The Mirror](#)
- Reborn shipyard pins hopes for growth on post-Brexit boom - [The Guardian](#)
- 'Build Royal Navy supply ships in Britain and boost the UK's maritime industry' - [The Mirror](#)
- Britain's first robot ship prepares to set sail – [The Telegraph](#)

### Industry latest

- Ports eyeing up Autonomous shipping possibilities - [British Ports Association](#)
- Union calls for UK government to guarantee maritime resilience - [Nautilus International](#)
- OPITO lays groundwork for cross-sector skills transfer, in collaboration with the Merchant Navy Training Board - [UK Chamber of Shipping](#)
- Eight boat line-up from Princess Yachts at BOATS2020 - [British Marine](#)
- Agricultural trade is shipping's bright star - [Baltic Exchange](#)
- Marine-I spearheads innovation in marine energy for smart grids - [Maritime UK SW](#)

## Upcoming Parliamentary opportunities to promote maritime

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

### 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.

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- **PMQs:** To ask the Prime Minister, what support is the Government providing to the maritime sector to help it recover from the economic damage caused by the COVID crisis.
- **9 Sep – Scotland questions:** To ask the Secretary of State for Scotland, what steps he is taking to support the maritime industry in Scotland.
- **10 Sep - DEFRA questions:** To ask the Secretary of State for the Environment, Food, and Rural Affairs, what assessment his department has made of the role of hydrogen technology can play in improving air quality at ports.
- **15 Sep - Treasury questions:** To ask the Chancellor of the Exchequer, what steps he is taking to support private investment in the UK maritime industry.
- **16 Sep - Wales questions:** To ask the Secretary of State for Wales, what steps he is taking to support the maritime industry in Wales.
- **17 Sep - Transport questions:** To ask the Secretary of State for Transport, what assessment his department has made of the role hydrogen can play in decarbonising maritime transport.
- **29 Sep - BEIS questions:** To ask the Secretary of State for Business, Energy, and Industrial Strategy, what steps he is taking to support private investment in the UK maritime industry.
- **30 Sep – Northern Ireland questions:** To ask the Secretary of State for Northern Ireland, what steps he is taking to support the maritime industry in Northern Ireland.

### Lords

- **17 Sep - Oral Question:** What proportion of the £22 billion of research and innovation funding is allocated to the maritime industry to assist that sector meet its net zero emissions obligations. Maritime UK will be issuing a briefing for this question and we urge all supportive Peers to attend if possible.

### Westminster Hall debates, Adjournment debates and Lords Oral Questions

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

### Written Questions

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

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

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