



MARITIME
UK

MARITIME PARLIAMMENTARY BULLETIN

W/C 21 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.

House of Lords maritime oral question

The House of Lords debated an oral question on maritime on Thursday, 17th September. The questions posed to the Government by Lord Mountevans was *“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?”*

Lord Callanan responded for the Government and stated that decarbonising the maritime sector represented an *“historic opportunity for the United Kingdom”*, as well as confirming that *“the Chancellor has made clear that one of his priorities is to make the UK a science superpower, including leading in the technologies that will support the government’s ambition to meet Net Zero by 2050.”*

A full transcript of the debate can be viewed on Hansard, [here](#).

Upcoming events

Supporters of Maritime UK have been made aware that the *Pelican of London* tall ship will be in London from Monday 21st September to Friday 25th, and we have been given the opportunity to invite people on board the ship throughout tomorrow, **Thursday 24th September**. It will be berthed in Canary Wharf close to South Quay DLR Station.

Pelican of London is one of two remaining operational Class A Tall Ships in the UK and owned by the Darwin200 project. Some more background on the project can be found [here](#). We have been offered to bring people on between **9am – 12pm**, or between **1:30pm – 3pm**.

If you are interested in visiting the ship, meeting some of the crew and taking some photos in support of the wider UK maritime industry, please email lvardheim@maritimeuk.org as soon as possible to confirm the time you would like to attend.

There will be further, similar maritime events taking place across the country in the next few weeks, which will be advertised in future editions of this bulletin. For more information about these, please contact bmurray@maritimeuk.org

Current political context

- 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.

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.
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- 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.



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**.
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- 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**.
- 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 MtCO₂e 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

Shipping makes £1bn pitch to cut emissions - [The Times](#)

Coastal communities must be at the centre of UK's economic recovery - [GlobalVision](#)

Meeting net-zero: The decarbonisation of maritime - [Gwydir](#)

Restart, recover, renew: inside Maritime UK's Covid-19 Sector Recovery Plan - [Ship Technology](#)

Mersey Maritime backs £1bn low-carbon funding bid - [Liverpool Business News](#)

New report reveals skills issues in the UK maritime sector - [Offshore Energy](#)

British Ports responds to reasonable worst-case scenario Brexit assumptions - [British Ports Association](#)

Hong Kong normalisation more posturing than punitive - [Baltic Exchange](#)

BOATS2020 appeal to Secretary of State rejected - [British Marine](#)

Call to action: Comprehensive Spending Review - [Mersey Maritime](#)

Nautilus member questions Labour leader on support for maritime sector - [Nautilus International](#)

Restart & Recovery and kickstarting tourism grants launched today - [Solent LEP](#)

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 (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 happy to support in drafting a question
 - **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
 - **7 Oct – Scotland questions:** To ask the Secretary of State for Scotland, what actions his department is taking to support the decarbonisation of the maritime industry in Scotland
 - **8 Oct – International Trade questions:** To ask the Secretary of State for International Trade, what actions her department is taking to support UK maritime trade links
 - **14 Oct – Wales questions:** To ask the Secretary of State for Wales, what actions his department is taking to support the decarbonisation of the maritime industry in Wales
 - **15 Oct – DEFRA questions:** To ask the Secretary of State for the Environment, Food and Rural Affairs, what analysis his department has made of the role decarbonising the maritime industry can play in reaching Net Zero by 2050.
 - **20 Oct – Treasury questions:** To ask the Chancellor of the Exchequer, what analysis the Treasury has made of the level of investment that would be required to decarbonise the maritime industry
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- **22 Oct – Transport questions:** To ask the Secretary of State for Transport, what support his department is providing to the maritime industry in their move towards decarbonisation

Lords

The following oral questions in the House of Lords represent opportunities for maritime decarbonisation to be raised:

- **1 Oct - Oral question:** Whether the Net Zero Review will take into account co-benefits, relating to improved health, productivity, and employment, in calculating the costs and investments needed to reach net zero emissions
- **6 Oct - Oral question:** Additional support for the transport industry to enable it to address the impact of the COVID-19 pandemic

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

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

Please email bmurray@maritimeuk.org for further information.
