



MARITIME
UK

MARITIME PARLIAMENTARY BULLETIN

W/C 16 November 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.

Recent developments

- The Government has [published](#) its new 10-point plan for a green recovery, which includes a £20 million investment in developing clean maritime technology. This is included as Point 6 of the 10-point plan, which reads: *“Jet Zero and greener maritime: Supporting difficult-to-decarbonise industries to become greener through research projects for zero-emission planes and ships.”*
 - Maritime UK welcomes this investment as a very positive first step. Investment in green maritime will create thousands of well-paid, high-skilled jobs across all four nations of the United Kingdom. It will make an especially big impact in coastal communities, many of which have long needed attention and investment from government. Given maritime’s unique capacity to drive growth and employment at a difficult time for the country, the Government is absolutely right to view the sector as critical to meeting the UK’s net-zero ambitions and as an engine of the new green industrial revolution. However, much more public and private investment will be required if we are to reach our net-zero commitments.
 - Representatives of Maritime UK have met with the Maritime Minister, Robert Courts, after the announcement of the 10-point plan, to discuss these points.
 - Additionally, the Prime Minister has [announced](#) increased military investment, and an intention to make the UK the foremost naval power in Europe. Maritime UK welcomes the decision to put maritime at the heart of a new future for defence in the UK. This investment will create thousands of jobs, including at shipyards in coastal economies, and will boost order books, thus supporting the maritime industry’s drive towards decarbonisation.
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- Finally, the government launched its freeports bidding prospectus for England this week. The sector supports freeports and believes that they could and should be vehicles to help drive much-needed investment into coastal regions. It was welcome to see that the Government has listened to sector concerns on some key aspects of bid criteria and that there is flexibility about the models that bids can adopt. There is some concern that with the pressure of COVID-19 and preparation for the end of the UK-EU transition period time is tight for ports to develop the necessary bids. Also there remains concern about distorted competition for those parts of the country that do not attain freeport status. Although we understand some of the measures described in the freeports consultation will apply more widely than just freeports there is a need for this broader applicability to be extended to other pro-investment policy tools. Lastly, the sector wishes to see freeport proposals able to develop in all parts of the UK and the process and timelines in Devolved Nations remains unclear.
 - Over the coming months, Maritime UK will be undertaking a series of 'Roadshow' events across the regions and nations of the UK, to showcase what's happening already to get to net-zero, what support is required to accelerate this and how those attending can help. The first of these Roadshow events will be hosted by Maritime UK South West, and will take place on **14 December, 1600-1800**. It will feature leading companies from across the region's maritime sector. If you wish to attend this event, **please RSVP to barney.scholes@beyond2050.co.uk**
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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
- **26 Nov – DEFRA questions** – To ask the Secretary of State for the Environment, Food and Rural Affairs, what steps his department is taking to support maritime decarbonisation
- **1 Dec – Treasury questions** – To ask the Chancellor of the Exchequer, what steps the Treasury is taking to support maritime decarbonisation
- **2 Dec – Northern Ireland questions** - To ask the Secretary of State for Northern Ireland, what steps his department is taking to support maritime decarbonisation in Northern Ireland
- **3 Dec – Transport questions** – To ask the Secretary of State for Transport, what steps his department is taking to support maritime decarbonisation

Lords

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

- **30 Nov – Oral question:** Supporting private investment in the hydrogen sector in the UK
- **14 Dec – Oral question:** Work of the Committee on Climate Change
- **14 Dec – Oral question:** Promoting a green economic recovery following the impact of the COVID-19 pandemic

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.

UK maritime news

- [Maritime UK responds to Prime Minister's Ten Point Plan for a Green Industrial Revolution](#)
 - [Could the shipping industry derail plans to address the global climate emergency?](#)
 - [Youngest ever recipient of Merchant Navy Medal was 'just doing his job' in daring rescue](#)
 - [Winners of 2020 Maritime UK Awards announced](#)
 - [Major Ports Group welcomes the launch of the freeports Bidding Prospectus but calls for more time to submit bids](#)
 - [Ports welcome freeports milestone amid growing calls for the opportunities to be made available to all regions](#)
 - [UK government makes inroads in maritime autonomy](#)
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Current political context

- Maritime UK welcomes the £20 million Government investment for clean maritime provided through the Prime Minister's new 10-point plan for a green recovery as a very positive first step. This initial investment will allow the maritime industry to demonstrate the feasibility of maritime decarbonisation solutions. However, much more public and private investment will be required if we are to reach our net-zero commitments.
 - Maritime UK has been working collaboratively and successfully with the Department for Transport to shape a bid for a further £1 billion of Government investment to begin implementing maritime decarbonisation solutions across the sector.
 - Maritime UK is seeking the support of parliamentarians to secure this further investment in maritime decarbonisation, as we look towards the COP26 Climate Conference.
 - Additionally, Maritime UK welcomes the decision to put maritime at the heart of a new future for defence in the UK, as part of the Government's plan to increase military spending. This investment will create thousands of jobs, including at shipyards in coastal economies, and will boost order books, thus supporting the maritime industry's drive towards decarbonisation.
 - The maritime sector has made a significant contribution to the UK's COVID response. We have kept supply chains open, ensuring access to vital resources across the country including food, fuel, and medicines.
 - We are looking to develop greater resilience, create jobs, and boost economic growth across the UK's coastal communities.
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The maritime industry - 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**, 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.



We are aiming to kick-start a world-leading programme to decarbonise the UK's maritime sector. This will:

- **Sustain and create high-skilled, well-paid, green jobs:** 1.1m jobs are generated by the UK maritime sector, and investment will unlock a wave of green jobs to help the sector decarbonise.
- **Get us to net-zero:** Achieving a net-zero maritime sector requires significant 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.

Whilst we welcome the Government's commitment of £20 million investment for clean maritime as part of the 10-point plan for a green recovery, we are also seeking an **additional government investment of £1bn** to further progress the UK's maritime decarbonisation programme. This will unlock further private investment, and will:

- Directly create **15,200 jobs** and a further **58,400 jobs** throughout the supply chain (73,600 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.
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Investment is needed 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. **Further investment is needed** to support the deployment of low emission vessels and infrastructure.
- Regulation and smaller levels of investment to provide feasibility studies will not be sufficient: **building on the automotive experience, large-scale capital investment in maritime decarbonisation is needed to unlock the industry's potential** and kick-start the transition to zero emission shipping. Further investment will demonstrate **UK climate leadership ahead of the COP26 summit**, to be hosted in the UK in November 2021.

Please email bmurray@maritimeuk.org for further information.
