

# MARITIME ANNUAL REPORT 2018-2019



Department  
for Transport



# “THE UK IS ONE OF THE PREMIER GLOBAL MARITIME NATIONS.”

## MINISTERIAL FOREWORD

PARLIAMENTARY UNDER SECRETARY OF STATE FOR TRANSPORT, MINISTER FOR MARITIME, NUSRAT GHANI MP

As Maritime Minister over the past year I have had the privilege to see first-hand the extraordinary work done across the sector. I am delighted to say that this period has seen Government deliver ground breaking work, and this report shines a spotlight on a number of these outstanding achievements.

This year we have published Maritime 2050, a long-term strategy that lays out our ambitions for the sector. It is the first strategy of its kind in a generation, and it is indicative of the type of ambitious, original thinking that is required in an era of rapid technological change.

Maritime 2050 looks to the future. I am also immensely proud of the delivery of so many other important activities in the present.

Diversifying the workforce has been a priority. The Women in Maritime Charter was launched in the past year, helping tackle the gender imbalance in UK maritime. Supporting our maritime people has been at the fulcrum of the Government's work over the past 12 months, and it will continue to be at the heart of our efforts for the next 12 months.

Exemplary standards remain a foundation of the UK sector. The Maritime and Coastguard

Agency (MCA), Marine Accident Investigation Branch (MAIB), and General Lighthouse Authorities (GLA) are unparalleled organisations that protect people in UK waters. This provision of a safe and secure environment for the sector undoubtedly helps make the UK maritime offer globally competitive.

The preparation work for the UK's exit from the EU has been a further priority. This work has helped safeguard the continued movement of goods into the UK in all scenarios. At a time when our sector has received unprecedented focus, Government and industry has risen to the challenge.

Enhancing our commitments to protecting the environment and supporting new technologies have also been areas of huge success. The recently published Clean Maritime Plan provides an ambitious routemap for the UK to lead the way internationally. Likewise, the support and funding for research and innovation we have provided will help ensure that the UK is at the leading edge of the new technological frontier.

These are just a selection of the efforts that are currently underway, and I am excited by what the future holds. Global oceangoing trade is expected to more than treble in the next few decades. Guided by

recommendations in Maritime 2050, work has begun on preparing for this future.

These plans will only be achievable with strong Government and industry partnership. The accomplishments of the past year have been possible due to this strong relationship. I thank the sector for this cooperation, and reaffirm the commitment to working hand in hand going forward. London International Shipping Week (LISW) 2019, the biggest maritime promotional event of 2019, provides an immediate opportunity to showcase the fruits of this partnership, highlighting the UK maritime offer to an international audience.

“  
TOGETHER, WE  
CAN ENSURE  
THAT A TRULY  
GLOBAL UNITED  
KINGDOM  
SPEARHEADS  
THE MARITIME  
SECTOR IN THE  
MONTHS AND  
YEARS AHEAD. ”

*N. Glen*



# INTRODUCTION

## THE MARITIME SECTOR IS INTEGRAL TO THE UK ECONOMY

It is the key transport mode underpinning international trade. It directly employs 186,000 people in the UK and provides an indirect boost of over £37bn to the economy. It secures the vital supply of fuel and food needed to keep the nation running.

Within the sector, the role maritime plays in supporting the lives of citizens is well known. The unique challenges of the UK leaving the European Union has highlighted the significance of the sector to the wider public. Today, maritime is at the forefront of many people's minds. This has come with challenges, but it has also provided a unique opportunity to broadcast the contribution of the sector more widely.

Government has risen to this challenge, working with industry to enable the flourishing of UK maritime. This work has acknowledged that change is inevitable. Technological, environmental, and economic conditions are certain to vary over the coming years. In a sector that spans several individual industries, Government has had to think strategically to plan for the future. Consequently, Maritime 2050: Navigating the Future was launched in January, the first long-term maritime strategy the country has produced for a generation. This work informs many of the Government's plans reported here.

THE MARITIME SECTOR  
DIRECTLY CONTRIBUTES

**£14.5bn**

**GVA TO THE UK'S  
ECONOMY**

**185,700**

**ARE DIRECTLY  
EMPLOYED**

Source: The economic contribution of the UK  
Maritime sector: A report for Maritime UK, cebr, 2017

2018-19

INCLUDING INDIRECT  
AND INDUCED IMPACT  
**THE MARITIME  
SECTOR CONTRIBUTES**

**£37.4bn**  
**GVA TO THE UK'S  
ECONOMY**

**957,300  
JOBS**

## THIS REPORT

The Government has been working extensively over the past 12 months to support the maritime industry, and it will continue in its work over the next 12 months with this same degree of commitment. Front line maritime services are delivered on a daily basis by Government, keeping those in the sector operating safely. The Government is clear that it will never compromise on delivering those vital services that make the UK a safe and secure place to do business.

The Annual Report, published each summer by the Department for Transport's Maritime Directorate, serves two principal functions. It communicates the achievements of the past 12 months and reports against the ambitions set out in the previous Annual Report.

**IT ALSO OUTLINES THE GOVERNMENT'S AMBITIONS FOR THE NEXT 12 MONTHS, IN LINE WITH THE THEMES OF MARITIME 2050, HIGHLIGHTING THE ACTIONS THAT WILL BE TAKEN.**

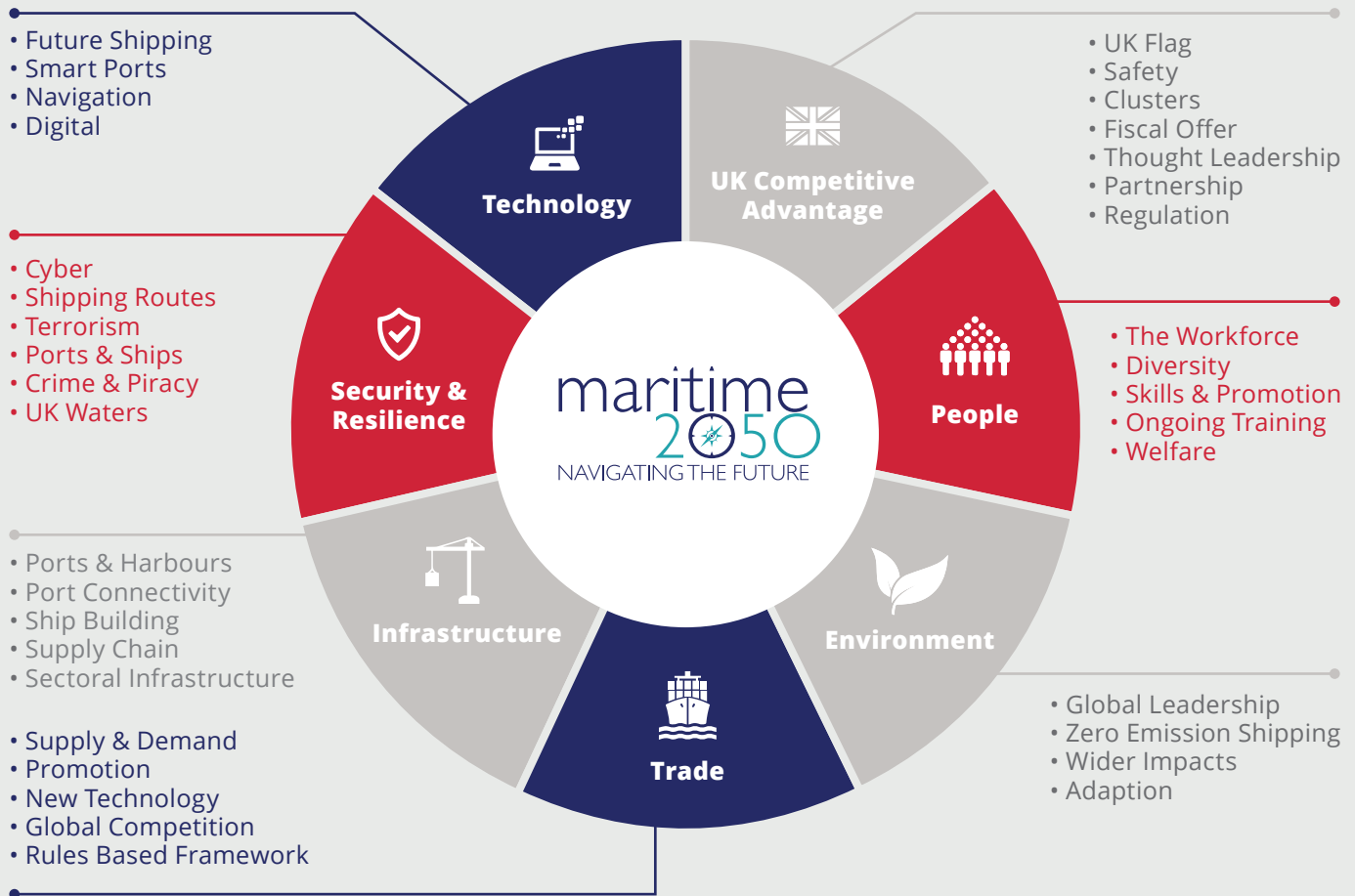
# STRATEGY AND ENGAGEMENT: MARITIME 2050



## THE UK MARITIME SECTOR IS STRONG. ACTION IS NEEDED, HOWEVER, IF SUCCESS IS TO CONTINUE

Global competition and emerging technologies present challenges and opportunities that the UK needs to be prepared for.

A longer-term proactive approach is therefore needed if the sector is to maximise its potential. Maritime 2050 provides this. Published in January 2019, it outlines the strategic ambitions for Government and industry to deliver in the coming years. It identifies those areas in which the UK can take action to benefit from the coming changes and affirm its place as a leader in the global market.





# IN THE LAST 12 MONTHS GOVERNMENT HAS:

- **Developed, produced and launched Maritime 2050**, a comprehensive long-term strategy built on seven high level themes containing a total of 184 recommendations. Each theme is designed to ensure that the UK's maritime offer remains world-leading, and that the UK takes advantage of new innovations and business opportunities. The strategy was delivered after extensive stakeholder engagement and consultation from across the breadth of industry, including shipping, ports, leisure marine, engineering and business services. An expert panel of leaders in their field was also convened to advise and challenge.



- **Published three thematic route maps, on trade, technology and the environment.** These route maps give greater detail to the overarching recommendations in Maritime 2050, outlining the specific steps that will be taken to achieve the stated ambitions.
- **Developed the International Oceans Strategy**, led by the Foreign and Commonwealth Office, providing a blueprint for international action by the UK to protect and promote a sustainable global blue economy. The Strategy is due to be published this year.

## 2017-2018 AMBITIONS AND OUTCOMES

✓ **Delivering the Maritime 2050 strategy.** This will be accompanied by a series of themed route maps pointing towards delivering a framework that is intended to inform both Government policy making and industry investment decision making.

✗ **The UK intends to publish an International Ocean Strategy** which sets out its intention to promote the development of a sustainable blue economy at the global level by 2030.

# IN THE NEXT 12 MONTHS GOVERNMENT'S AMBITIONS INCLUDE:

- **Publishing the remaining Maritime 2050 route maps** covering the themes of UK Competitive Advantage, People, Infrastructure, and Security and Resilience. The Maritime Strategy Committee will oversee the implementation of Maritime 2050, including through these route maps, ensuring that Government and industry's stated ambitions are being met.
- **Delivering several short-term recommendations** within Maritime 2050, pushing the ambition for innovation and forward thinking.
- **Implementing recommendations arising from other strategies**, including the National Shipbuilding Strategy, the International Oceans Strategy, and the Clean Air Strategy. There will also be engagement on forthcoming strategies, such as the Scottish Maritime Strategy.
- **Hosting an outstanding London International Shipping Week (LISW) 2019**. Thousands of delegates from across the globe will experience almost 200 events in the capital under the theme of 'Trade in a Changing World'. Government will have an integral role in successfully managing and organising the week's events, including connecting industry leaders to those at the highest level of Government.
- **Shaping and promoting the maritime agenda** by delivering and hosting high profile events on the maritime calendar, including bidding to host the Global Maritime Forum in 2020.
- **Undertaking a Law Commission review** into marriage ceremonies in England and Wales; a two-year project that will look into the current marriage laws – potentially opening up opportunities for civil ceremonies in new locations, such as weddings at sea.



# IN NUMBERS

OVER **100**  
RESPONSES TO THE  
CALL FOR EVIDENCE

**7** THEMES 

**1** LAUNCH  
EVENT AT  
THE IMO 

**1,750** LEAFLETS DISTRIBUTED

**13** EXPERT PANEL MEMBERS  
CHALLENGING THE STRATEGY

**337**  
PAGES IN THE **MARITIME**  
**2050** REPORT

**184**  
RECOMMENDATIONS

**5** MEETINGS OF  
THE EXPERT PANEL





# UK COMPETITIVE ADVANTAGE

## THE UK HAS A UNIQUE MARITIME OFFER

It is an offer that utilises maritime strengths from across the entirety of the UK. It supports outstanding maritime thought leadership by hosting the International Maritime Organization (IMO) and being home to a wealth of leading maritime experts. It offers a safe and secure business environment underpinned by a strong partnership between Government and industry. Its adherence to safety and security continues to be the envy of the world. The UK Ship Register is renowned for its quality brand, and consistently obtains high world rankings. The City of London is the global epicentre for maritime professional business services, notably for legal and insurance services. Each of these elements testify to the strength of the UK maritime offer. Together, they form the unique environment which gives the UK its competitive advantage on the global stage.

# £5M RESCUE BOAT FUND INITIATED IN 2014

## SINCE 2014



82 NEW RESCUE BOATS

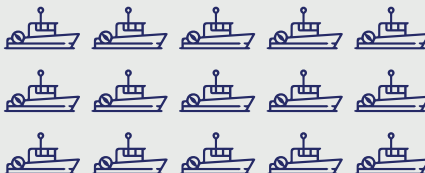
1,800 ITEMS OF EQUIPMENT FOR RESCUE OPERATIONS

5 

ITEMS OF CREW KIT

## THIS YEAR ALONE

57 CHARITIES HELPED



15 BOATS

 1 HOVER CRAFT

Source: DfT

## 2017-2018 AMBITIONS AND OUTCOMES

- 

**Further exploring opportunities** to ensure the UK is an attractive destination for maritime business including our support for the services sector and future tonnage tax arrangements.
- 

**Working closely with Maritime UK** and other industry partners across the maritime sector to promote its vital importance to the UK economy domestically and internationally.
- 

**Taking forward the next round of the 2018/19 round of the Rescue Boat Grant Fund** – a further £1 million in grants for capacity building in the inshore/inland rescue sector.
- 

**Consulting on the legislative framework** governing the use of personal watercraft (jet skis).

# IN THE LAST 12 MONTHS GOVERNMENT HAS:

- **Delivered the five-year, £5 million Rescue Boat Grant Fund**

initiated in 2014. The Fund has been a huge success, allocating funds to over 100 charities and enabling the provision of over 80 new rescue boats, and vital equipment necessary for the volunteers who risk their lives to save others. This has helped safeguard UK coastal and inland waters.

- **Held a second Maritime Safety Week in 2019**

following the success of the inaugural Maritime Safety Week. These have brought together sector partners to reflect on the range of incredible safety activity going on across the UK, initiating important conversations about essential safety questions.

- **Published the first ever Maritime Safety Action Plan.**

The Plan highlights the breadth of work already being undertaken by Government and its agencies. It

sets out stretching, but achievable, ambitions and actions that will be taken forward in the short, medium and long-term, supporting the Maritime 2050 vision.

- **Developed a consultation** on the legislative framework governing the safety of personal watercraft, to be launched this summer”

- **Continued to work closely** with Maritime UK, amongst others, to ensure a true partnership between Government and industry. This has seen joint successes in a number of areas, notably mutual support for the Woman in Maritime Charter and Maritime 2050.

- **Prioritised the entire UK maritime offer**, focussing upon the outstanding maritime clusters found across the country. This has included hosting Maritime 2050 workshops in Belfast, Manchester, Edinburgh, and the Solent. Support has also

been provided to Mersey Maritime to promote their best-in-class cluster model across the country, with Maritime UK.

- **Delivered changes to the UK Ship Register**

(UKSR) registration regulations. These included widening owner eligibility to include owners based in the Commonwealth and some additional jurisdictions, and adding bareboat out services. These changes make the UK flag a truly ‘International’ register in 2019.

- **Established a Tonnage Tax Working Group**

that enables key stakeholders such as the UKSR and the UK Chamber of Shipping to inform cross-government considerations of tonnage tax reform.

- **Engaged through the IMO to show UK thought leadership**

on a range of areas, including the environment, safety, and security.

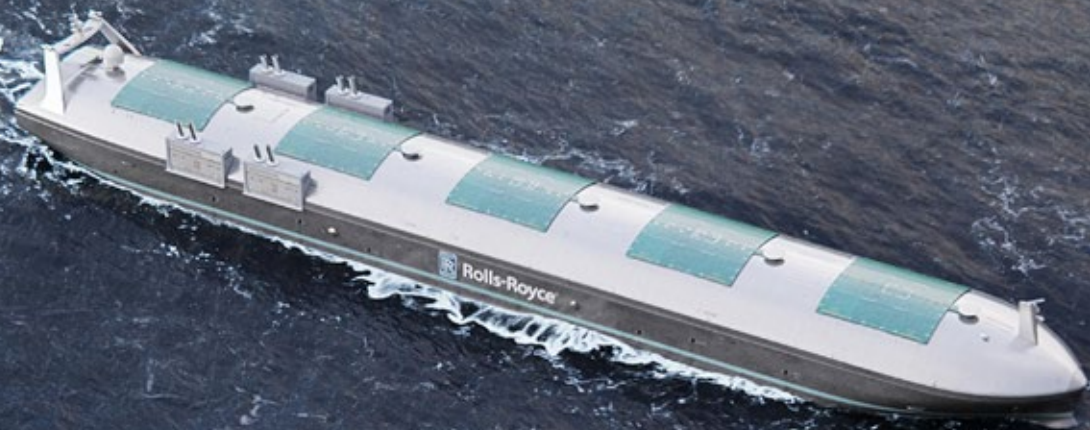
# IN THE NEXT 12 MONTHS GOVERNMENT'S AMBITIONS INCLUDE:

- **Pursuing, with industry partners, the development of a major campaign** to raise awareness of the risks of alcohol and drug use for recreational mariners.
- **Taking forward the immediate and short-term actions** set out in the Maritime Safety Action Plan, published during Maritime Safety Week.
- **Publishing a report into the UK's Maritime Professional Business Services sector**, in partnership with Maritime London. This report will identify the drivers which have led to the UK becoming the foremost global centre for maritime professional services, and discover what can be done to ensure that it retains its leading position long into the future.
- **Conclude the efforts of the Tonnage Tax Working Group**, delivering recommendations to Ministers.
- **Continuing to work in close partnership** with Maritime UK and stakeholders across the sector, including in the delivery of Maritime 2050 route maps.
- **Promoting UK thought leadership** by engaging internationally through the IMO and other fora. LISW 2019 will provide an excellent platform to showcase this UK leadership.









# TECHNOLOGY

## TECHNOLOGICAL CHANGE HOLDS HUGE POTENTIAL FOR THE MARITIME SECTOR

Digitalisation, artificial intelligence and autonomous technologies could bring staggering benefits. Government will be central in encouraging this innovation. Maritime 2050 sets out the Government's ambition to utilise rapid changes in maritime technology, making the sector cleaner, safer and more efficient. Positioning the UK as a world leader in the development, manufacture, and uptake of new technologies will bring benefits both domestically and internationally.

## 2017-2018 AMBITIONS AND OUTCOMES



### **Publishing a Smart Shipping route map,**

building upon the success of the Maritime Autonomy Futures Lab. The route-map will explore five key areas: Vision, Infrastructure, Skills, Technology and Regulation.



### **Playing a leading role as the International Maritime Organization**

(IMO) begin to explore the regulation of autonomous vessels.



### **Continuing to support industry**

through the bidding process for the Industrial Strategy Challenge Fund. Successful bids are due to be announced by the end of the year.



# IN THE LAST 12 MONTHS GOVERNMENT HAS:

- **Published the 'Technology and Innovation in UK Maritime' route map** to compliment the Technology chapter of the Maritime 2050 strategy. The route map sets out how Government and industry can work together to ensure that, through development of maritime autonomous technology, the UK will remain a major maritime nation.

- **Established the Maritime Autonomy Regulation Lab** (MARLab), led by the MCA, bringing together academia and industry to pioneer innovative regulatory solutions for Maritime Autonomous Surface Ships (MASS). In the longer term, MARLab's work will allow the UK to gather a body of expertise and evidence to enable it to lead international efforts to regulate maritime autonomy at the IMO.

- **Following support for a bid to the Industrial Strategy**

**Challenge Fund**, the Government has worked with industry to examine other routes for promoting innovation in UK maritime. This has included financially supporting the work of Maritime Research and Innovation UK (MarRI-UK), a consortium of leading maritime industry and academia. Government has provided a £300,000 grant for start-up costs for MarRI-UK, as well as £1 million for the launch of a clean maritime competition, to support innovation in achieving the aims of the Clean Maritime Plan.

- **Supported the opening of the Port of Tyne 2050 Innovation Hub**, the first port innovation hub of its kind in the UK. It is an important step in ensuring that the UK is at the forefront of maritime innovation in the years ahead, helping deliver on the ambition of Maritime 2050.

# IN THE NEXT 12 MONTHS GOVERNMENT'S AMBITIONS INCLUDE:

- **Establishing a Centre for Smart Shipping**, in collaboration with industry, to oversee and implement the recommendations set out in the Technology and Innovation in UK Maritime route map.
- **Continuing to work alongside MARLab**, and the MCA, to facilitate the safe testing of autonomous technologies.
- **Working with industry to develop more maritime innovation hubs** in UK ports. These hubs will be ideal locations for the development and testing of new technologies, as well as a clustering of expertise.
- **Facilitating a 'hackathon' style event**, bringing together technologists and industry professionals to rapidly develop appropriate technological solutions to maritime challenges.
- **Continuing to support the work of Maritime Research and Innovation UK** (MarRI-UK) to promote new maritime opportunities, generating growth for UK businesses and becoming a world leader in clean and smart shipping. The Government has launched a clean maritime competition, and will explore the development of a technology and innovation competition.

## 2017-2018 AMBITIONS AND OUTCOMES



**Reviewed with the sector our approach towards the Industrial Strategy** and, whilst continuing to explore other priorities, have sought to prioritise the development of Maritime Research and Innovation UK (MarRI-UK) as a significant driver of the Maritime Industrial Strategy



**Continuing our engagement with industry**, to ensure the delivery of a compelling and ambitious sector deal bid, planned to be formally submitted alongside the publication of the Maritime 2050 Strategy at the end of this year.



# PEOPLE

1851 Trust, Phil Williams

# PEOPLE

MARITIME 2050 MAKES CLEAR THAT THE PEOPLE OF THE MARITIME SECTOR ARE A KEY ELEMENT OF THE FUTURE; THEY ARE THE LIFEBLOOD THAT ENABLES ITS SUCCESS.

Having the right working conditions, skills, training and career opportunities is paramount. The UK compares favourably internationally in these areas, but much more is still to be done. Increasing diversity in the industry will boost productivity by drawing expertise from a wider talent pool. For those already working in maritime, transitioning between careers within different parts of the sector will further increase the breadth of expertise. To improve the welfare of the workforce, the UK will continue to bear its influence through international fora. Government will be central to each of these plans.

GETTING THESE INITIATIVES RIGHT WILL ENSURE THAT THE UK NOT ONLY REMAINS AN OUTSTANDING PLACE TO WORK AND DO BUSINESS, BUT THAT IT SETS THE INTERNATIONAL STANDARD.



# IN THE LAST 12 MONTHS GOVERNMENT HAS:

- **Instigated and supported industry in the development and launch of a Woman in Maritime 'Pledge'** and subsequent

'Charter' to boost gender diversity. The Pledge has now seen over 110 maritime organisations signed up. The Charter was launched late last year, which moves participating organisations from a show of intent to solid action for change. It has completed its pilot phase with all 4 pilot companies setting out their action plans and gaining Charter certification.

- **Addressed gender diversity** and promoted maritime awareness amongst young girls by providing £100,000 to the 1851 Trust to support their careers roadshows for girls.

- **Brought engineering pods** to schools to provide engineering

experiences to children as part of the 2018 Year of Engineering.

- **Supported maritime apprenticeships** for both seafaring and on shore roles. There are now four ratings apprenticeships available that include Able Seafarer Deck, Maritime Electrical/Mechanical Mechanic, Maritime Caterer and Workboat Crew Members.

- **Published an Impact Assessment** on the proposed changes to the National Minimum Wage and began work to implement the recommended legislative changes.

- **Recognised the individual contribution of those working in the Merchant Navy and fishing fleets** of the UK, Isle of Man, and Channel Islands in granting 19 state awards for the Merchant Navy Medal for Meritorious Service.

- **Worked to develop a more robust and consistent inspection regime** for ensuring compliance with maritime passenger rights and accessibility legislation. Activity is on target to deliver all the maritime recommendations set out in the DfT's Inclusive Transport Strategy. The MCA Passenger Survey of reduced mobility and disabled passengers has been published.

- **Supported the training of new seafarers** by allocating 116 SMarT Plus placements in 2018/19, bringing the cadet intake to 802.

- **Raised maritime awareness in schools** by providing £40,000 to the Institute of Chartered Shipbrokers to rollout the programme "Why Shipping matters: an introduction for schools".



## 2017-2018 AMBITIONS AND OUTCOMES

- **Ratified the International Labour Organization's Work in Fishing Convention.** The Convention entitles all those working in the fishing industry to written terms and conditions of employment, decent accommodation and food, medical care, regulated working time, repatriation, social protection and health and safety on board.
- **Tackled potential issues of Modern Day Slavery,** particularly in the fishing industry, by working with UK Border Force, the Joint Maritime Operations Centre, the Gangmasters and Labour Abuse Authority, the National Crime Agency, and other key stakeholders.



**Working with maritime stakeholders on the extension of a National Minimum Wage** to the UK's territorial waters for all seafarers regardless of nationality and flag.



**Delivering a number of accessibility related initiatives,** including ensuring existing legislation is better enforced, transport staff are better trained, and that better and more accessible information is provided to passengers.



**Continuing to work collaboratively with maritime stakeholders,** including charities and port chaplaincies, to demonstrate and promote the UK as a world leader in addressing modern day slavery and other forms of exploitation. Ensuring the UK remains a leading voice in the IMO and ILO to improve and uphold the international standards of welfare and social protection for all seafarers and fishermen.



**Further driving the work of the Women in Maritime Taskforce** to achieve the launch of the Women in Maritime Charter and make recommendations for improving gender diversity within the industry.

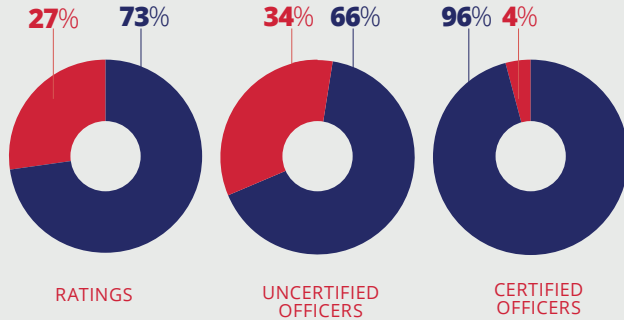


**Working with industry on the development of maritime apprenticeships** and sharing of best practice, to enable new routes into the maritime sector for young people and encourage the training of UK ratings.

# IN THE NEXT 12 MONTHS GOVERNMENT'S AMBITIONS INCLUDE:

- **Publishing the Maritime 2050 People route map**, setting out the direction and vision for the People recommendations in more detail.
- **Establishment of the Maritime Skills Commission** to assess the sector's skills needs and to work with the Single Industry Body tasked with career promotion, as recommended in Maritime 2050.
- **Amending the national minimum wage** legislation to provide greater protection to all seafarers working domestically in UK territorial waters.
- **Continuing efforts to increase the annual cadet intake** through SMaT funding. Government will also deliver further maritime apprenticeships for use by industry including one for Boatmaster-Tidal Inland Waterways.
- **Successful delivery of the People Like Me project** for the maritime industry, a public campaign designed to promote maritime careers to a wider diversity of people. Following successful completion of the pilot phase of the Women in Maritime Charter, it will now be open to participation from the entire maritime industry.
- **Working with industry on the 2019 Seafarers Awareness Week** and Maritime UK careers hub during LISW 2019, promoting awareness of maritime careers and gender diversity.
- **Recognising the contribution of those working in the sector** through the 2019 nominations for the Merchant Navy Medal for Meritorious Service.
- **Continuing to deliver the maritime recommendations set out in the DfT's Inclusive Transport Strategy.** This will include conducting another annual survey of disabled passengers, inspecting popular ferry routes and port terminals, ensuring operators test their facilities with local disabled groups, and identifying exemplary operators.

## CURRENT GENDER DISTRIBUTION OF UK SEAFARERS ACTIVE AT SEA (COS MEMBERS)



**TO ADDRESS THIS, IN THE LAST 12 MONTHS GOVERNMENT HAS:**

PROVIDED **£100K** TO THE 1851 TRUST TO SUPPORT THEIR CAREERS ROADSHOWS FOR GIRLS

ENCOURAGED **100** MARITIME ORGANISATIONS TO PLEDGE TO ADDRESS GENDER DIVERSITY

**IN THE LAST 12 MONTHS GOVERNMENT HAS AWARDED:**



**19**

MERCHANT NAVY MEDALS FOR MERITORIOUS SERVICE

Source: DfT Seafarers in the UK shipping industry 2018



1851 Trust, Phil Williams



# ENVIRONMENT

## SHIPPING IS A HIGHLY EFFICIENT MODE OF TRANSPORT.

However, the sector is continuing to grow, and if GHG emissions from international shipping are not addressed effectively, they may account for 17% of global emissions by 2050. Strong action from both the public and private sector will be central to arresting this increase. Encouraging more efficient modes of propulsion and cleaner technologies can bring both economic and environmental benefits.

BY LEADING THE WAY INTERNATIONALLY AND DOMESTICALLY, THE UK HAS AN OPPORTUNITY TO BE ONE OF THE FIRST COUNTRIES TO ACHIEVE ZERO EMISSION SHIPPING.

## 2017-2018 AMBITIONS AND OUTCOMES



**Producing a Clean Maritime Plan**, which will set out policy intention and action to address emissions to air from shipping at a national level



**Driving the uptake of cleaner technologies** and greener fuels by bringing the maritime sector together under a new Clean Maritime Council.



**Continuing to demonstrate leadership** in the next round of negotiations on GHGs at the International Maritime Organization in October 2018, working with international counterparts, industry and civil society to develop the policies and measures needed to deliver emission reductions.

# IN THE LAST 12 MONTHS GOVERNMENT HAS:

- **Developed and published the Clean Maritime Plan**, the Maritime 2050 route map for the environment. The Clean Maritime Plan focuses on zero emission shipping, addressing the need to mitigate greenhouse gases and air quality pollutants. It identifies potential opportunities for the UK in the transition towards zero emission shipping. The Plan has been shaped by an extensive process of consultation and research.
- **Implemented enforcement and penalties legislation** to improve the safety and environmental protection practices involved in the breaking and recycling of end-of-life ships. This came into force on 31 December 2018.
- **Developed and published a package of measures to tackle air quality concerns** including Port Air Quality Guidelines and a Call for Evidence on options to control emissions from domestic and inland shipping.
- **Maintained and enhanced the UK position** as a leading voice on GHG emissions from international shipping in negotiations at the IMO, and developed a well-informed position on energy transition to that was widely supported when presented at the IMO.

# IN THE NEXT 12 MONTHS GOVERNMENT'S AMBITIONS INCLUDE:

- **Continuing to work with other States at the IMO** to manage the transition to the new global standard requiring ships to use low sulphur fuel oil from 1 January 2020 onwards.
- **Launching a call for evidence** for domestic non-tax economic incentives to promote a transition towards zero emission shipping.
- **Working collaboratively with industry and academia** through organisations such as the Clean Maritime Council and MarRI-UK.
- **Maintaining leadership on maritime GHG issues at the IMO**, with a particular focus on developing the long-term solutions needed to decarbonise the sector. This will include discussions at the IMO Marine Environment Protection Committee meetings in 2020.
- **Commencing work on reviewing the enforcement**, penalties and sanctions for maritime environmental regulations, as announced in Maritime 2050, to ensure they are both proportionate and dissuasive.
- **Building on the call for evidence on inland and domestic shipping** to develop appropriate policy responses to further address pollutant emissions from shipping.





# TRADE





## MARITIME TRADE IS VITAL TO THE UK ECONOMY. IT IS THE MAIN ROUTE BY WHICH GOODS ARRIVE OR LEAVE THE UK.

It encompasses a wide range of specialised shipping and on shore activities, as well as a large and vibrant professional business service sector. The UK has a global trading reach, possessing a world regarded expertise in the maritime services field, and a first-rate merchant fleet. Government is striving to build on that trading excellence by working with business to make trade easier, to remove barriers – whether regulatory, legislative or financial – and unlock the potential of international exports.

# IN THE LAST 12 MONTHS GOVERNMENT HAS:

- **Published a maritime trade route map** to serve as an action plan to deliver the key Maritime 2050 trade recommendations.

- **Signed a mutual recognition agreement** with the United States covering marine equipment. This deal, with one of the UK's most valuable trading partners, means that manufacturers, ship-owners and consumers will not be adversely affected by the UK leaving the EU. The deal also promotes cooperation between the UK and US on international marine equipment regulations.

- **Proactively engaged with international partners** to maintain and build existing and new dynamic relationships. This included attending the Consultative Shipping Group in Montreal and Washington DC, engaging with a range of EU partners through international fora,

and attending meetings of the Red Ensign Group in Montserrat. It has also involved the Maritime Minister leading a delegation to China and Hong Kong, as well as attending the Posidonia meeting in Greece.

- **Welcomed a wide range of international visitors** to the UK, including delegations from Poland, Spain and Bahrain. These visits, both inward and outward, increase the profile of the UK on the maritime stage and help maintain the relationship with international maritime partners.

- **Worked with the EU 27 nations** and others through maritime focused organisations. This included meetings of both the European Maritime Safety Agency (EMSA) and the Maritime Administrations Implementation Group (MAIG) over the last year. These engagements have strengthened relationships

with these and other groups, ensuring that the UK continues to be pivotal to global maritime regulation and trade.

- **Recognised that Maritime trade is the life blood of the UK economy;** and as a responsible Government therefore ensured robust plans were in place in the event that the UK departed from the European Union without a deal in place. This ensured the UK maritime sector could continue to operate efficiently and effectively by delivering the necessary regulatory framework in preparation for the UK's exit from the EU.

- **Prepared the regulatory framework for the UK's exit from the EU.** This entailed putting in place the necessary legislation that will ensure the smooth functioning of the maritime trade sector after the UK leaves the EU.

## 2017-2018 AMBITIONS AND OUTCOMES

- **Worked with a number of maritime agencies** to ensure that the coverage they provide will not be affected negatively by the UK leaving the EU.
- **Secured additional freight capacity** to relieve potential pressure on the Dover straits and helped ensure that critical goods continue to enter the UK in the scenario of a no-deal Brexit. Extensive work was undertaken with a range of key sectors to understand their capacity needs.
- **Developed plans for the best post EU exit trading relationship.** These plans are the result of working hand in hand with UK industry. They will seek to open new areas internationally and support the UK's domestic sector.



**Focussing on negotiating the right future** relationship as we leave the EU.



**Focussing on delivering a maritime regulatory framework** that enables the sector to continue to function effectively and efficiently after EU Exit.



**Publishing a Maritime Trade Opportunities Plan** which will be linked to Maritime 2050.



**Continuing to work towards a more industry informed, strategic approach to international engagement**, ensuring that opportunities are seized and realising tangible deliverables.



**Playing a full role in Consultative Shipping Group** to ensure UK remains a global maritime centre.



**Continuing to work on the development of plans to deliver frictionless trade at the border after EU Exit.**



**Attending the next IALA pre-diplomatic conference** and continuing to drive its change to an Intergovernmental Organisation.

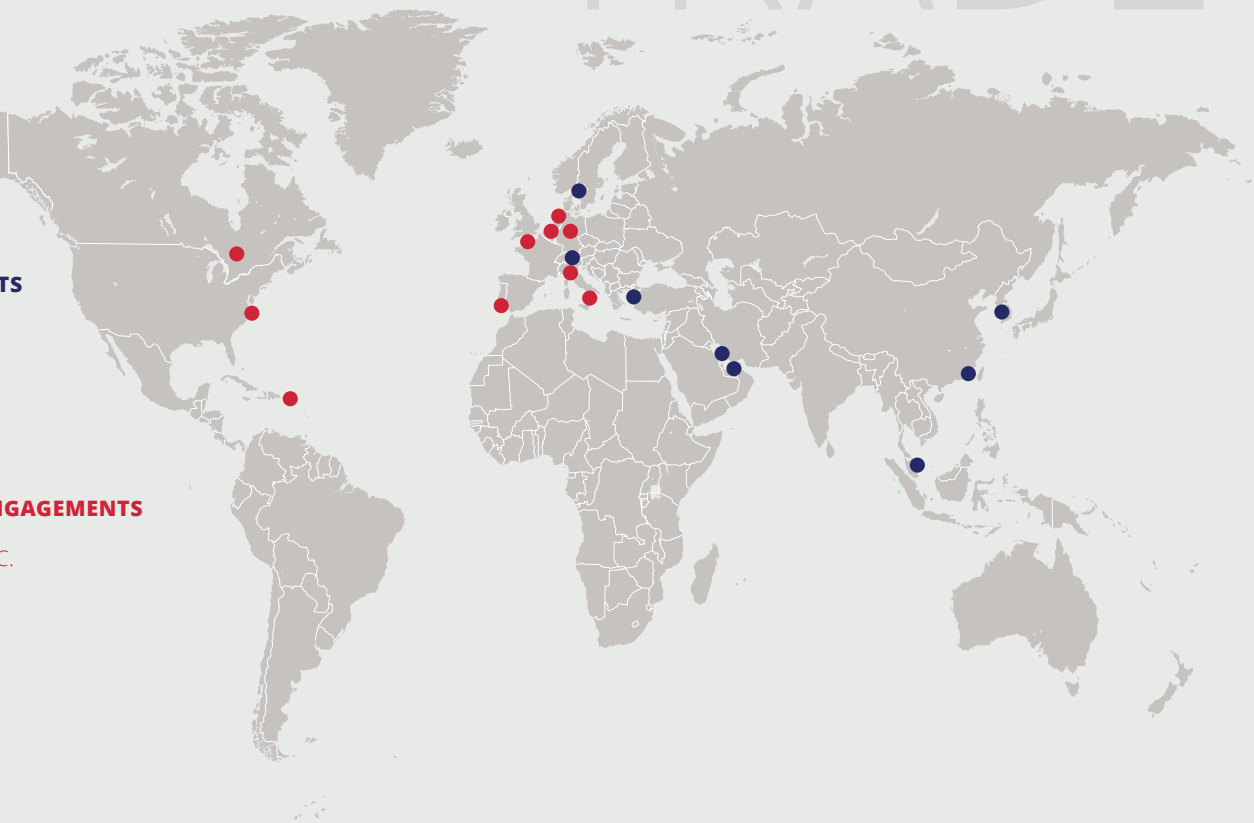
# TRADE

## OVERSEAS MINISTERIAL ENGAGEMENTS

Shanghai  
Hong Kong  
Oslo  
Singapore  
Bahrain  
Dubai  
Athens

## OVERSEAS ENGAGEMENTS BY OFFICIALS

Washington D.C.  
Montserrat  
Montreal  
Guernsey  
Amsterdam  
Lisbon  
Malta  
Brussels  
Eindhoven  
Livorno



# IN THE NEXT 12 MONTHS GOVERNMENT'S AMBITIONS INCLUDE:

- Advancing an independent maritime trade policy.** This requires working hand in hand with UK industry to ascertain their changing needs, guaranteeing policies that suits the needs of stakeholders.
- Continuing to engage with partners overseas** to ensure that the UK maritime sector is well represented and the UK's voice is heard. This involves working with international partners on areas of common interest.
- Working on trade agreements with a range of international counterparts.** These efforts will seek to get the best possible terms for the UK maritime sector within larger UK wide trade deals, including the future economic partnership with the EU 27 nations.
- Developing a 5-year Trade Plan,** through the Department of International Trade, designed to boost UK maritime exports in key markets worldwide. The Plan will provide a framework for how Government and industry will work together in partnership to secure an increased share in the global maritime sector.





# INFRASTRUCTURE

## EFFICIENT INFRASTRUCTURE IS THE BEDROCK OF A THRIVING MODERN MARITIME TRADE SYSTEM.

In a truly global economy, ports and ships must transfer goods seamlessly across the wider supply chain. Integrating new technologies with existing infrastructure is imperative to this aim.

That is why Maritime 2050 focused upon both the opportunities, and the challenges, that come with innovation in shipping and ports. Government has an important role to play in supporting this innovation, encouraging investment projects across the country. Such moves are already underway, with several billion pounds worth of port investment made or planned in recent years. These designs will help ensure that the UK's infrastructure is fit for the greener, cleaner, and demanding economies of today and tomorrow.

# OVER THE LAST 12 MONTHS GOVERNMENT HAS:

- **Held a Ports Planning Summit.**

This brought together the ports sector, local authority interests and government departments to understand the effects of the planning system on port developments and consider areas for change.

- **Resolved complex legal and casework issues** for several of our ports, covering port bylaws and harbour revision orders.

- **Delivered the Maritime 2050** infrastructure chapter after extensive industry engagement.

- **Established a Virtual Freight Team (VFT)** to ensure consistent cross-modal communication and understanding on freight matters. It brings together expertise in road, rail, aviation, and maritime. The VFT has contributed to making the case for freight

matters in cross-government discussions and reviews. This also informs a wider approach to understanding the full value of freight and port connectivity, including the importance of key economic corridors.

- **Continued to engage with road and rail stakeholders** to understand the challenges and opportunities of port connectivity. These efforts have included the provision of £10 million worth of funding for a new access road at Newhaven Port, supporting the regional economy.

- **Supported ports by improving data collection.** This included launching an upgraded website to make it easier for ports and shipping agents to provide data; using data on vessel arrivals from the MCA's Consolidated European Reporting System (CERS); and

using additional sources of data to develop the evidence base for maritime EU exit analysis. All of these efforts have allowed ports to better concentrate on the core task of moving goods into and out of the country.

- **Procured and completed independent research into the current usage and long-term potential of coastal shipping and inland waterways** as modes of freight transport. The research delivers an improved understanding of the scale at which coastal shipping and inland waterways are currently being used as part of the wider UK freight network. It also presents forecasts of what the future uptake of the two modes might look like out to 2050. This new evidence base will be an important part of wider thinking on strategic freight issues.



# IN THE NEXT 12 MONTHS GOVERNMENT'S AMBITIONS INCLUDE:

- **Working with industry to publish a Maritime 2050 infrastructure route map.**

This will detail the steps that will be taken to ensure that the UK's maritime infrastructure is ready for the world of 2050.

- **Continuing to take forward the recommendations**

from the Port Connectivity Study. Much progress has been made, but further work remains to fully integrate maritime infrastructure into the wider supply chain, and doing so is a priority for Government.

## 2017-2018 AMBITIONS AND OUTCOMES



**Attaining a better understanding** of the barriers and challenges of the coastal shipping market.



**Establishing a “virtual freight team”** as set out in the Port Connectivity Study, enabling further analysis of key cross-modal economic corridors to ports to understand the benefits of increased connectivity.





# SECURITY AND RESILIENCE



WITHOUT A SAFE AND SECURE OPERATING ENVIRONMENT, THE BENEFITS THE MARITIME SECTOR PROVIDES COULD NOT BE REALISED.

When security measures are effective, their importance can often be overlooked. Security failures hit the headlines, while successes do not. A huge amount of work goes into creating a secure maritime environment, however. Government is central to these efforts. In projecting UK influence abroad, and bolstering resilience at home, the Government strives to uphold the stability and prosperity of maritime trade.

# OVER THE LAST 12 MONTHS GOVERNMENT HAS:

- Monitored security compliance** across 400+ port facilities via a comprehensive programme of inspections.
- Kept shipping interests appraised** of specific risks and threats in the maritime sector. Piracy and other criminality remains a persistent threat, especially in the Gulf of Guinea. This has continued to be a focus, and Government has constantly monitored the threat picture and advised shipping of appropriate mitigations to take, and grown the capability and focus of the National Maritime Information Centre and the Joint Maritime Coordination Centre.
- Developed Maritime Security Decision Support Guidance**, in conjunction with industry partners. This highlights both mitigation and response options in the ship and port environment to security risks.
- Developed a new programme** for supporting the maritime security of Overseas Territories (OT) and Crown Dependencies (CD). Security Assessments have been delivered at 11 OT ports facilities in the last year, with an ambitious plan formulated to assess a total of 39 OT and CD port facilities in the next year.
- Raised security standards** at important commercial maritime ports overseas. This is critical to protecting British ships, crew and passengers that use those ports. It is also helping to protect key imports into the UK that may originate or transit from those locations, and any other British interests present in these areas. Activities have included conducting joint security assessments at many of these ports, delivering specialist security training, and sharing UK best practice on maritime security. Real change in the security culture at many of these ports has occurred due to these efforts.
- Undertaken an intensive programme** of work with international partners to raise maritime security standards overseas. Burden sharing strategies have been implemented and opportunities taken to maximise respective maritime security capacity development expertise. This has delivered a step change in the way in which maritime security assistance is provided to other countries.
- Assessed resilience risks** and developed response plans by establishing a Channel Crossings Forward Look Group. This group reviewed risks to the Short Sea Crossings, prior to the expansion of the Government's EU exit response and planning.

## 2017-2018 AMBITIONS AND OUTCOMES

- **Commissioned all operators** of essential services in the UK maritime sector to complete a cyber assessment framework.
- **Developed and delivered Statutory Instruments** that ensure Government is able to adapt relevant policies to the changing situation of EU exit when required.

- **Played a vital role bringing industry and Government together** to understand and respond to security challenges in the Maritime sector. Through fora such as the National Maritime Security Committee (Industry) and National Maritime Security Committee (Officials), communication between key partners has been ensured, producing a more comprehensive security picture.

✓ **Refining our domestic security regime** and support to UK Overseas Territories and Crown Dependencies using improved data analysis and up-dated techniques.

✓ **Expanding our overseas protection programme**, promoting implementation of internationally-recognised standards through bilateral and multilateral engagement with key partners.

✓ **Developing and testing response plans**, focussing on major maritime security and resilience risks.

✓ **Promoting vigilance for cyber risks**, reviewing the related guidance to industry.

✓ **Ensuring that the security provisions** for international ferry services evolve in response to best practice guidance, changing threats and operational need.





# IN THE NEXT 12 MONTHS GOVERNMENT'S AMBITIONS INCLUDE:

- **Conducting a full review of maritime security**, looking at both the legislation and polices that underpin the sector. This exercise and subsequent recommendations will form the Maritime 2050 Security and Resilience route map.
- **Continuing to share best practice internationally** and work collectively with other nations on shared maritime security interests.
- **Delivering more joint assessments**, more capacity development assistance and doing more with other governments to raise maritime security standards. This will build on the UK's reputation as a world leader in maritime security, and to be firmly established as a provider of maritime security expertise and assistance on a global scale.
- **Consulting on measures to dispose of time expired pyrotechnics** in the maritime leisure sector.
- **Revising specific guidance** for combatting the threat of cyber-attacks against ports.
- **Continue to work on research and development** of new technologies to further develop abilities to respond to risks in the maritime sector. This work will include a pilot at four sites to build on the successful proof of concept study Disruptive Effects for Maritime Port Security (DEMPS), as well as additional work to continuously improve our approach to screening and other risk mitigations.

# GENERAL LIGHTHOUSE AUTHORITIES







The three GLAs are:

- **Trinity House** (England, Wales, the Channel Islands and Gibraltar);
- **Northern Lighthouse Board** (Scotland and the Isle of Man); and
- **Irish Lights** (the island of Ireland).

Together they have the **statutory responsibility for the provision of marine aids to navigation** around the British Isles.

Their joint mission is the delivery of a **reliable, efficient** and **cost effective** aid to navigation service for the benefit and safety of all mariners.

Between them, the GLAs look after over **16,000 aids to navigation (AtoN)**. These include lighthouses, buoys, radar beacons, AIS and the Differential GPS service and AtoN for Local Lighthouse Authorities and for the Offshore Oil and Aquaculture industries. They also have a statutory responsibility to mark and if necessary remove wrecks and new dangers to navigation.

Through their **research and development team** 'GRAD', the GLAs are world leaders in researching and developing ground-breaking technology to improve the safety of navigation. They are also active members of IALA which sets international standards for aids to navigation.



TRINITY HOUSE



Northern  
Lighthouse  
Board



Commissioners of  
**IRISH LIGHTS**  
Navigation and Maritime Services

# MAIB

MARINE ACCIDENT INVESTIGATION BRANCH

## **The Marine Accident Investigation Branch (MAIB) is charged with investigating marine accidents of all kinds.**

The Branch investigates accidents involving UK ships worldwide, and accidents involving any vessel occurring in UK waters.

It makes recommendations aimed at improving safety at sea, serving a vital function, and one which saves lives.

## **2018 saw the Branch publish 21 investigation reports.**

These reports covered different accident types, including 4 groundings, 5 collisions, 3 capsizes, and 5 occupational accidents – each involving a fatality.

## **The MAIB is also alive to emerging safety issues.**

Digitalisation in shipping is one such example. The MAIB, in collaboration with the Danish MAIB, commenced

a Safety Study into how the Electronic Chart Display and Information System (ECDIS) is being used at sea. Investigations of groundings have suggested potential problems with use of this system.

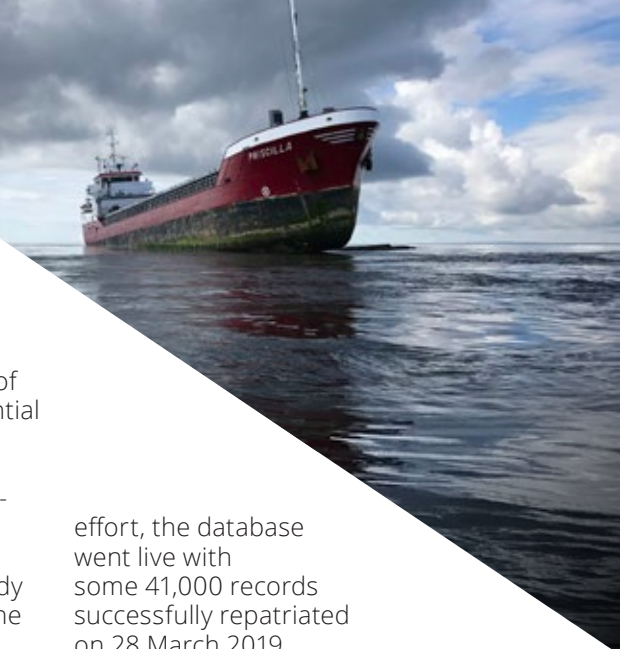
The study team visited 31 ships, interviewed more than 150 watchkeepers, and sought the views of manufacturers, vessel managers and deep-sea pilots. The final study report will be published early in the autumn.

## **The Branch has been preparing for a range of Brexit outcomes,**

including drafting secondary legislation as a contingency in the event of a no-deal scenario. Of more immediate impact has been the need to develop and build a database separate to that of the European Marine Casualty database, enabling the Branch to continue to function outside of the EU. After several months of planning and

effort, the database went live with some 41,000 records successfully repatriated on 28 March 2019.

In addition to accident investigation, priorities for 2019 include: **recruiting** to bring the Branch back up to strength; **developing a new case management system**, in concert with the Air and Rail Accident Investigation Branches (AAIB and RAIB); **improving stakeholder engagement**; and **reviewing processes** with the aim of delivering top quality investigation reports in quicker time.





Maritime &  
Coastguard  
Agency

## THE MCA WORKS TO PREVENT THE LOSS OF LIFE ON THE COAST AND AT SEA.

It provides a 24-hour maritime search and rescue service around the UK coast, and international search and rescue through HM Coastguard. Its **1,131 staff** are responsible for producing legislation and guidance on maritime safety matters, ensuring the environmental safety of UK coast and waters, and providing certification to seafarers.

From MCA's network of **11 operation centres**, Her Majesty's Coastguard co-ordinates search and rescue missions across the UK. In the last year the Coastguard Rescue Service has **responded to over 22,000 incidents**.

Search and rescue helicopters operate from 10 bases and have responded **2,438 times**, rescuing 1,606 people in the past year.

Over **3,500 volunteers** in the Coastguard Rescue Service provide outstanding support to their local communities. Alongside the RNLI,

they play a vital role in ensuring the safety of users of the sea and coast. The UK Ship Register has a total fleet of **10.9 million** gross tonnage.

The MCA's Receiver of Wreck team has dealt with around **7,000** individual pieces of wreck across the UK.

The MCA processes over **17,000** seafarer documents annually and receives over **85% positive** customer satisfaction with its service.

The MCA's Marine Surveyors undertook **3,080 surveys** and **2,881 inspections** of UK ships during the 2018/19 Financial Year.

They also carried out **1,481 Port State Control inspections** on **1,437 individual ships** to ensure they were meeting the required standards during which we identified 3,450 deficiencies with 40 ships being detained in the period



**2,438** 

UK CIVILIAN SEARCH AND RESCUE HELICOPTER TASKINGS IN THE PAST YEAR

**1,606** **PEOPLE** RESCUED LAST YEAR



**182 PEOPLE** ASSISTED LAST YEAR



Department  
for Transport

**LONDON**   
INTERNATIONAL SHIPPING WEEK

Join us at LISW 9–13th September. To find out more go to  
**[londoninternationalshippingweek.com](http://londoninternationalshippingweek.com)**  
or email **[LISW@dft.gov.uk](mailto:LISW@dft.gov.uk)**