

# MARITIME BIENNIAL REPORT

APRIL 2019–MAY 2021



Department  
for Transport



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# MINISTERIAL FOREWORD



To have been appointed Minister for Maritime during a time of great challenge is an incredible privilege. I have long recognised the vital work of the maritime sector, but to witness the way the industry has supported the nation in the face of unanticipated adversity has been truly remarkable.

This report reflects two years of successes – including the work of my two valued predecessors – and I am confident that over the next year we will make further strides in building a robust and globally competitive maritime sector. An important map to that bright future is our landmark Maritime 2050 Strategy. Now two years old, the support for the

recommendations in the strategy is as strong now as it was when the department launched it. The enthusiasm from everyone we work with so closely is immensely gratifying, and I am delighted that their drive to achieve those commitments matches our own.

To reflect on some of the work delivered in the last two years:

In 2019 we launched the Clean Maritime Plan, one of the first countries to produce a national action plan since the International Maritime Organization (IMO) published its greenhouse strategy in 2018. This is a bold and ambitious strategy detailing how we will

tackle air quality and greenhouse gas emissions from our sector, supporting the transition to cleaner technologies and delivering Net Zero.

We opened the first Maritime 2050 Technology Hub at the Port of Tyne; this wonderful facility is leading the way in strengthening partnerships between thought leaders, academia, the maritime sector and government in the field of technology. Several successful events have already taken place and we look forward to the creation of more innovation hubs.

2019 saw us invest millions of pounds in our ports and harbours around the UK to prepare them for EU exit and plan for future growth.

“

THE LAST 18 MONTHS DEMONSTRATED MORE CLEARLY THAN EVER THE CRITICAL ROLE THE MARITIME SECTOR PLAYS IN ALL OUR LIVES.

”

We also supported the work of our colleagues in HM Treasury and Ministry of Housing, Communities and Local Government (MHCLG) as they took steps towards a consultation for a proposed Freeports strategy again with the focus on stimulating trade.

As this report details, we also delivered the biggest and best London International Shipping Week (LISW) to date. It was a strong year for the maritime sector, and we showed the world that the UK is the place to do maritime business, that we are committed to delivering on our promises set out in Maritime 2050 and that we will continue work towards its ambitious targets.

2020 was a year of profound contrasts, of enormous loss and new hope. The last 18 months demonstrated more clearly than ever the critical role the maritime sector plays in all our lives. Each and every person in the industry has played a role in supporting the nation: our port workers, international ferry providers, global shipping lines, lifeline services, cruise operators, professional services providers, and of course our heroic seafarers; these and many more have worked tirelessly and deserve our thanks.



# IN A TIME OF GREAT CHALLENGE WE DELIVERED SOME MAJOR ACHIEVEMENTS:

We drove forward a summit to lead the world on supporting seafarers as vital key workers and secured a commitment from 14 Governments from around the world to discuss this in their own parliaments, gaining the praise and recognition from two UN organisations; the IMO and International Labour Organization (ILO).

We also delivered a national minimum wage for seafarers, guaranteeing that those UK seafarers who have supported the nation so selflessly throughout the pandemic will always be paid a fair and proper wage.

In 2020 we repatriated thousands of stranded holiday makers from cruise ships; we then hosted many of those

ships as they were laid up around the UK coast. We also protected lifeline services to islands around the UK, ensuring that communities remained connected and supplied.

We kept critical freight flowing into and across the UK throughout the pandemic. Of course, the start of January 2021 saw the end of the transition period, an important milestone in the UK's independent trading future. A smooth transition was achieved through extraordinary work on both maritime security and freight contingency plans.

As 2021 progresses, I look forward to seeing the maritime sector in action, including at LISW, the Global Maritime Forum and COP26. I am very proud to represent this incredible industry

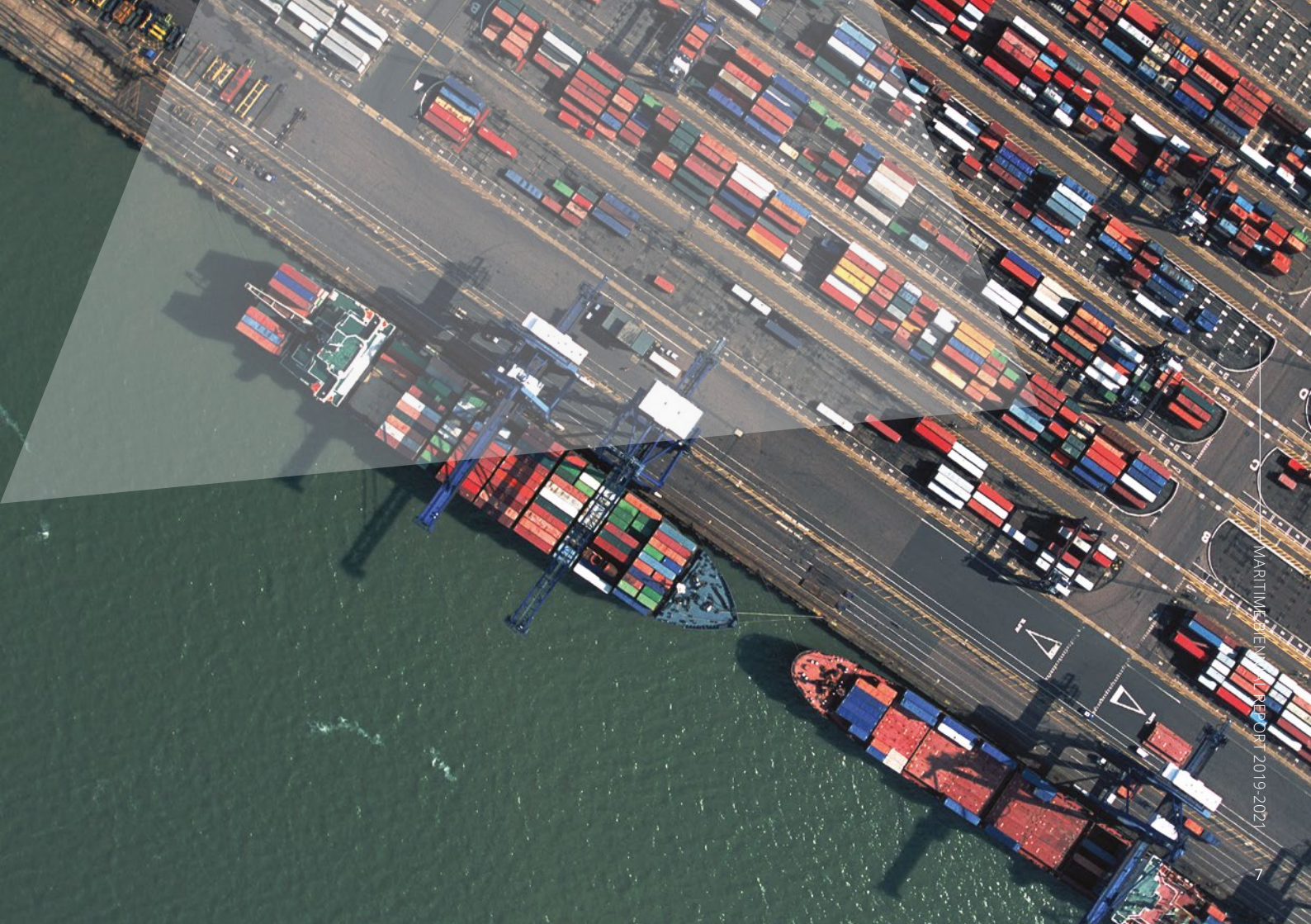
and I am grateful to everyone who has worked so closely with us during our most challenging times. I hope you will find this report a great record of the excellent work we have done and continue to do as we deliver on the vision of Maritime 2050.

**Roberts Courts MP**

Parliamentary Under Secretary of State for  
Maritime, Aviation and Security



**MARITIME  
2050**



# INTRODUCTION





**Maritime is the key transport mode underpinning international trade, securing the vital supply of fuel and food needed to keep the nation running, and is at the forefront of responding to the global technological, environmental and economic challenges and opportunities that we are facing.**

Maritime UK estimates that the maritime sector helped to support a total of £108.8 billion in turnover, approximately 1.1 million jobs and £21.6 billion through the compensation of employees (2017). With the role the sector plays in supporting the lives of UK citizens it will be integral to our continuing success now that we have left the European Union and move towards our recovery from the COVID-19 pandemic.

Maritime 2050, published in January 2019, sent a clear message to the world that the UK has the ambition to be a leading maritime nation for the next 30 years and beyond,

setting out the strategic framework which informs Government policy and gives confidence to potential investors in the UK economy. This report sets out how the Government has continued to work with the maritime industry to deliver this strategy. It also outlines our ambitions for the next 12 months, demonstrating that the Government will not compromise on delivering the vital services that make the UK a safe and secure place to do business, while tackling the additional challenges faced by the sector.

In the past year, the sector has seen unanticipated and unparalleled difficulties during the global COVID-19 pandemic; it has also risen to meet these challenges. Crisis-led work has been prioritised in the last year, recognising the urgency in maintaining the flow of critical goods throughout the transition period and in light of increased safety requirements. This report covers some of the exceptional work that has taken place under great pressure, but

also outlines how our strategic priorities will be progressed over the next 12 months. The long-term vision of Maritime 2050 remains just as relevant as when it was first published. However, it must be acknowledged that to ensure a successful recovery from COVID-19, the maritime sector needs support in specific areas in order to guarantee a recovery which allows for post COVID-19 growth. As the country restarts, recovers, and Builds Back Better following COVID-19, Maritime 2050 remains a crucial shared commitment between Government and industry.

“

MARITIME 2050  
REMAINS A CRUCIAL  
SHARED COMMITMENT  
BETWEEN GOVERNMENT  
AND INDUSTRY.

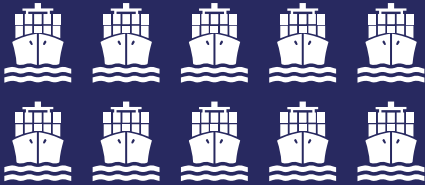
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# STRATEGY AND ENGAGEMENT



IN SEPTEMBER 2019  
APPROXIMATELY  
**20,000**

VISITORS FROM ACROSS THE GLOBE  
CONVERGED IN LONDON FOR  
**LONDON INTERNATIONAL  
SHIPPING WEEK**



## INTRODUCTION

**The UK maritime sector has risen to the dual challenges of preparing for the UK's exit from the European Union and reacting to the COVID-19 pandemic.**

Along with global competition, the UK's maritime sector has faced the challenges of preparing for the country's departure from the European Union and the COVID-19 pandemic which, as the biggest health emergency in a generation, has had an unprecedented impact on the transport system including on the maritime sector.

Maritime 2050 continues to provide the strategic overview for Government and industry to work together. Its ambitions include helping the country recover from the COVID-19 pandemic, taking advantage of the opportunities including global competition and emerging technologies, and ensuring the UK maintains its place as a leader in the global maritime market.

## SINCE 2019 GOVERNMENT HAS:

- Published the **People Route Map** setting out the direction of travel on the delivery of the Maritime 2050 People recommendations. The route map announced the establishment of a Maritime Skills Commission to assess and report on the skills needs of the sector, and the tasking of a Single Industry Body to better coordinate maritime career promotional activity and raise awareness of the sector in schools. A total of £550,000 pump-priming funding was given to these organisations to get them started.
- **Worked closely with industry to host an outstanding LISW** in September 2019, with approximately 20,000 visitors from across the globe converging in London for the week's programme of around 200 events.
- Successfully bid to host the **Global Maritime Forum**, now scheduled for October 2021.

## 2019-21 AMBITIONS AND OUTCOMES:

✓ Delivered several **short-term recommendations within Maritime 2050**, pushing the ambition for innovation and forward thinking.

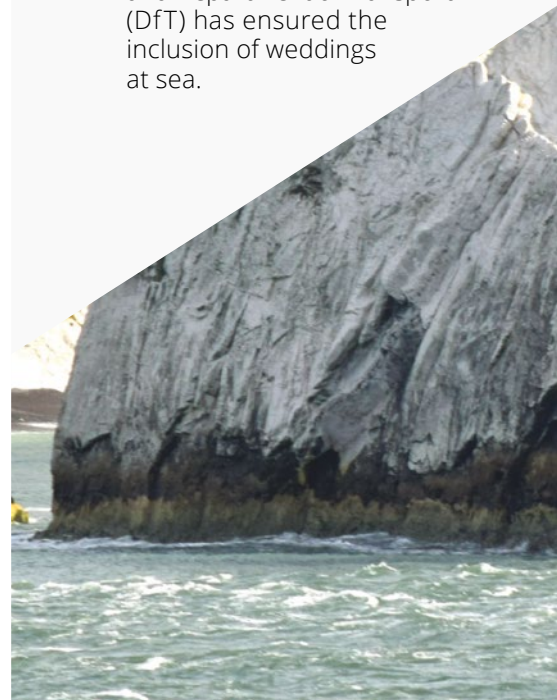
✓ **Implemented recommendations arising from other strategies**, including the National Shipbuilding Strategy, the International Oceans Strategy, the Clean Air Strategy, and the review of the Scottish National Marine Plan.

✗ Published the remaining **Maritime 2050 route maps** covering the themes of UK Competitive Advantage and Infrastructure. Due to COVID-19, publication of route maps is being reassessed in this coming year.

✓ **Hosted an outstanding LISW 2019**. Thousands of delegates from across the globe experienced over 200 events in the capital under the theme of 'International Trade in a Changing World'. Government played an integral role in successfully managing and organising the week's events, including connecting industry leaders to those at the highest level of Government.

✓ Shaped and promoted the maritime agenda by delivering and hosting high profile events on the maritime calendar, including successfully bidding to host the **Global Maritime Forum** in 2020 (now in 2021).

✓ **Undertook a Law Commission review** into marriage ceremonies in England and Wales; a two-year project that will look into the current marriage laws – the review is currently under way and Department of Transport (DfT) has ensured the inclusion of weddings at sea.





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

- Government will work with the UK Maritime sector to implement **long term COVID-19 recovery** plans and investigate ways to rebuild and improve resilience of the UK maritime sector following the COVID-19 pandemic, including opportunities to continue delivering on our Maritime 2050 objectives. This will include publishing a COVID-19 Recovery Route Map.
- **Complete the transition to new border arrangements** reflecting our status as a free and independent trading nation, while ensuring that goods continue to flow freely in and out of the country.
- **Support and deliver an ambitious programme of engagement** across the Global Maritime Forum, LISW, and COP26, promoting the UK as a global leader in maritime.

GOVERNMENT WILL WORK WITH  
**MARITIME UK**  
TO IMPLEMENT A LONG-TERM  
**COVID-19 RECOVERY MAP**



# SPOTLIGHT: LONDON INTERNATIONAL SHIPPING WEEK 2019 – A WORLD IN A WEEK

September 2019 saw the fourth LISW take place in the capital, supported strongly by the Department. Since the first event in 2013, the week-long schedule of activity to promote the UK's maritime proposals has grown year on year and is now a bustling hive of activity welcoming over 20,000 delegates to over 200 events across 5 days.

The Department invested six months of planning with a dedicated team to ensure that the very best of the maritime sector was presented and showcased to an international audience. Beginning on the Saturday with the arrival of NLV Pharos into London and taking up her temporary home next to HMS Belfast, the arrival was marked by the ship coming through Tower Bridge complete with Pipe Major Stephen Duffy piping her through to cheers and applause

from the crowds. NLV Pharos was kindly made available by the Northern Lighthouse Board and hosted a number of events aboard; a reception for the Scottish Maritime Cluster on Monday, the launch of a joint initiative between the Department and Associated British Ports (ABP); the Port Economic Partnership at Southampton, and on Thursday, a Maritime Careers Fair which was also visited by the Prime Minister Boris Johnson who took the opportunity to announce Babcock International as the winning bidder to build the Royal Navy's new Type 31 frigates in a £1.3bn deal.

On the subject of shipbuilding, another Lighthouse Authority, Trinity House, announced the launch of an invitation to tender for a replacement of THV Patricia which, nearing 40 years old, is scheduled for retirement.

From the opening of the London Stock Exchange on Monday morning, the then Maritime Minister, Nusrat Ghani MP, was a hugely visible figure throughout the week, demonstrating the Government's support for the sector. During the week, the Minister managed to attend 27 events and conduct several bilateral meetings with visiting Government Officials from around the globe. In total, 12 Government Ministers participated in events during the week and a further two members of the Scottish Parliament also joined events.

The Secretary of State led a round table discussion at Lancaster House attended by some of the most prominent figures in domestic and international shipping. These now steadfast events in the LISW calendars allow industry open forum to discuss directly with the Government

their views on key topics such as decarbonisation, trade and the future as we work towards delivering Maritime 2050.

On Tuesday evening we saw not one but two Government hosted receptions take place simultaneously. The first at Banqueting House, in the presence of HRH The Princess Royal, saw 500 of the biggest names in the maritime sector assemble to network and hear from the Secretary of State and Maritime Minister just what Government is doing to support and grow the sector. The second attended by Baroness Vere, celebrated the relationship between the Royal and Merchant navy fleets hosted aboard RFA Lyme Bay.

RFA Lyme Bay was also the location for the DfT led Technology Showcase on Wednesday, an exposition for the latest maritime technology currently being developed and pioneered by UK enterprises. On the flight deck Sea-Kit's USV Maxlimer, the first unmanned vessel to undertake a crossing of the North Sea just a few months previously, generated a lot of interest and showed the progress the UK is making in autonomous vessels.



**DURING LISW THE DEPARTMENT FOR  
TRANSPORT ANNOUNCED:**

**£1M** MarRI-UK  
TECHNOLOGY COMPETITION

**LAUNCH OF CLEAN  
MARITIME AWARDS** **£90,000**  
GRANT AWARDS TO THE  
**SAILORS SOCIETY**



**£60,000**  
TO APOSTLESHIP OF THE SEA

**£1M**  
ADDITIONAL FUNDING FOR CLEAN MARITIME  
AND MARITIME TECHNOLOGIES



PUBLICATION OF THE  
**2050**  
MARITIME 2050 PEOPLE  
ROUTE MAP

**1<sup>ST</sup>** MARITIME  
**2050**  
PORT ECONOMIC  
PARTNERSHIP  
WITH ABP  
SOUTHAMPTON



**Launch of DfT-Maritime London-  
PWC competitiveness study on  
maritime business services**



# £40,000

GRANT FUNDING FOR **PEOPLE LIKE ME** PROJECT TO PROMOTE DIVERSITY IN THE MARITIME SECTOR



# £300K

FUNDING FOR THE **MARITIME SKILLS COMMISSION**

**REPLACEMENT OF TRINITY HOUSE VESSEL PATRICIA**

# £250K

FUNDING FOR THE **SINGLE INDUSTRY BODY**



A first at LISW 19 was the Global Trade Hub, a shared space provided by DfT, DIT and Maritime UK to host and showcase events. DfT delivered several workshops on Green finance, Tonnage Tax and ran drop in sessions for the UK Ship Register (UKSR) to meet with customers new and old. The culmination of the week at the conference and gala dinner allowed us to reflect on all that we delivered during the week. And as the end of the financial year dawned, the planning for LISW 21 began, planning just as much promotion for the UK maritime sector and ensuring that we remain the world's leading maritime nation.

# COMPETITIVE ADVANTAGE



## The global maritime landscape continues to evolve alongside changing technological, environmental and economic priorities.

As home to a wealth of leading maritime experts across all sectors, the UK maritime sector is uniquely placed to provide outstanding thought leadership, offer a safe, secure and trusted business environment and continue to lead on safety and security.

In Maritime 2050, Competitive Advantage focused on the maritime professional business services sector and the steps needed to remain a leading global nation.

As the COVID-19 pandemic evolved, supporting all parts of the maritime economy was a priority. As our focus shifts to recovery, there is a need to collaborate across the maritime sector on fiscal challenges and emerging opportunities.

Government will continue to work with industry to deliver the ambitions in Maritime 2050, retaining the UK's competitive advantage at a global level and enhancing the attractiveness of the UK's maritime clusters.

### SINCE 2019 GOVERNMENT HAS:

- Worked closely with lifeline service operators and local Councils in the **Isles of Scilly and Isle of Wight** throughout the COVID-19 pandemic to secure financing to support the provision of essential services and goods to these communities.
- Prioritised work in preparation for the **cruise sector restarting safely**, working to ensure that the UK cruise industry can restart as soon as it is safe to do so.
- Engaged closely with the maritime sector during the COVID-19 pandemic to assess their **financial needs and challenges**. Supported numerous stakeholders wanting to access COVID-19-related financial products.
- Promoted UK thought leadership by engaging internationally through the IMO and other fora. LISW 2019 provided an excellent platform to showcase the UK leadership.
- Delivered, in partnership with stakeholders, two successful **Maritime Safety Weeks** which recognised the excellent safety work that goes on across the sector and focused on overcoming specific challenges such as fishing safety.

- Collaborated effectively with international and UK Government partners to enhance the management of the Department's 4,500 **shipwrecks portfolio**. This work included implementing in partnership with the United States the International Agreement for the RMS Titanic providing additional protection for the wreck, improving understanding of the environmental and safety contingent liability, developing digital records management, and establishing a new salvage award methodology which should help provide significant income to the UK taxpayer.
- Work continues to realise ambitions set out in DIT's **five-year plan for exports and investment**.

## 2019-21 AMBITIONS AND OUTCOMES:



**Published 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.



Took forward the immediate and most pressing actions set out in the **Maritime Safety Action Plan**.



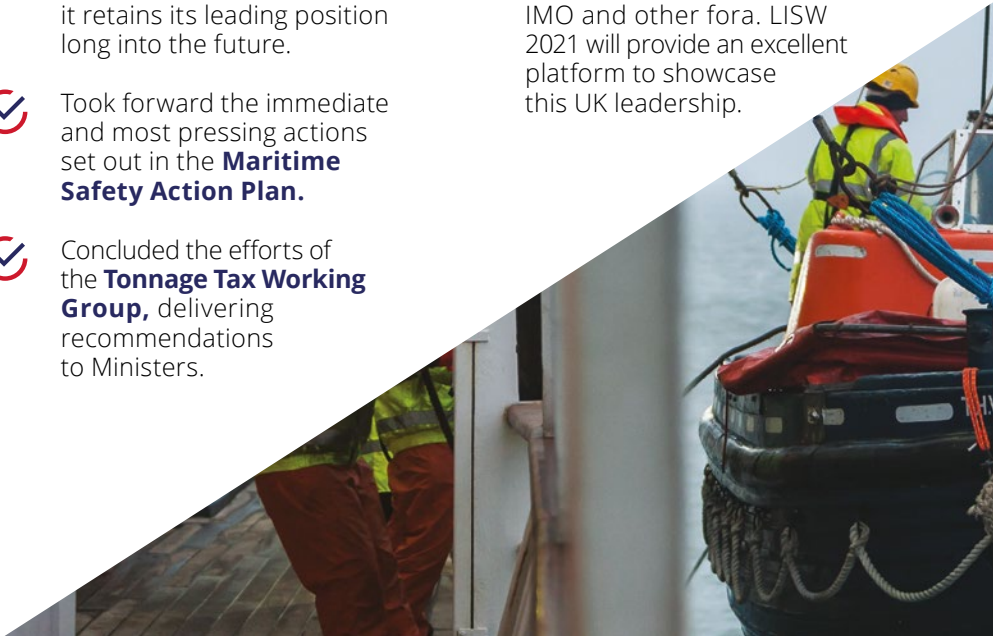
Concluded the efforts of the **Tonnage Tax Working Group**, delivering recommendations to Ministers.



Continued to **work in close partnership with Maritime UK and stakeholders** across the sector, including in the delivery of some Maritime 2050 route maps and preparing for LISW 2021.



Promoted **UK thought leadership** by engaging internationally through the IMO and other fora. LISW 2021 will provide an excellent platform to showcase this UK leadership.





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

- Work with the maritime services sector to **progress the 2019 study into the sector's competitiveness**. As we look to economic recovery and boosting the UK's competitiveness, identify new priorities to progress so that the maritime services sector retains its global position.
- Collaborate with industry to **identify investment opportunities** that can facilitate economic recovery and growth across the UK.
- Effective marketing by industry and Government of what the UK maritime sector has to offer both **domestically and internationally**.
- Continue to **respond to challenges presented by COVID-19** and ensure that lifeline services continue to run.
- Develop the **UK Export Finance** offer and promote this more widely across the sector.
- Work with the Department for Business, Energy & Industrial Strategy (BEIS) and industry to develop their **green finance** offer to increase accessibility amongst maritime stakeholders.
- Establish a Ministerial Working Group for **Maritime Growth**, to drive forward the key recommendations from the Maritime 2050 report, set clear targets and monitor progress.
- Deliver on commitments in our **Maritime Safety Action Plan** and host another successful and wide-ranging Maritime Safety Week.
- Focus on **key risk areas, such as fishing safety**, to eliminate avoidable accidents and fatalities.
- Continue to enhance digital records management of the DfT's **shipwrecks portfolio** and understanding of ownership, and work with the National Archives to promote public access to DfT archival material.

# SPOTLIGHT: CRUISE

Cruises are a valuable part of the UK economy, particularly for those coastal communities which have too often been left behind. Since the outbreak of the COVID-19 pandemic, the Department has worked closely with the cruise sector to overcome a number of challenges and prepare for a restart and recovery of this vital sector.

At the start of the COVID-19 pandemic, together operators and Government repatriated over 19,000 UK national passengers from vessels around the globe and the UK allowed and facilitated repatriations to their home states for over 13,000 crew members from cruise ships.

Following this huge operation, operators and Government have continued to work together to learn lessons from the COVID-19 pandemic and enhance and review protocols to ensure cruise safety. In October, the UK Chamber of Shipping and Cruise Line International Association published a COVID-19 framework for cruise.

The UK Chamber of Shipping's framework for cruise operators was a significant milestone in working towards restarting UK cruising. The IMO recognised these protocols as good practice; an achievement for all parties involved and a positive reflection of the hard work and efforts that went into seeking to enhance the resilience of the cruise sector. Since then, DfT led the first iteration of the Global Travel Taskforce Report, which the Prime Minister tasked with outlining the route to reopening international travel. With the input of industry, unions, and associations, we proposed a phased plan for the resumption of cruise operations.

Unfortunately, the rise of the COVID-19 rate in the UK and the advent of a second wave meant that cruises were unable to begin the phased restart plan in 2020.

However, the cruise sector used this extended period of suspension to further improve their protocols, taking into consideration the developments made as the COVID-19 pandemic has progressed.

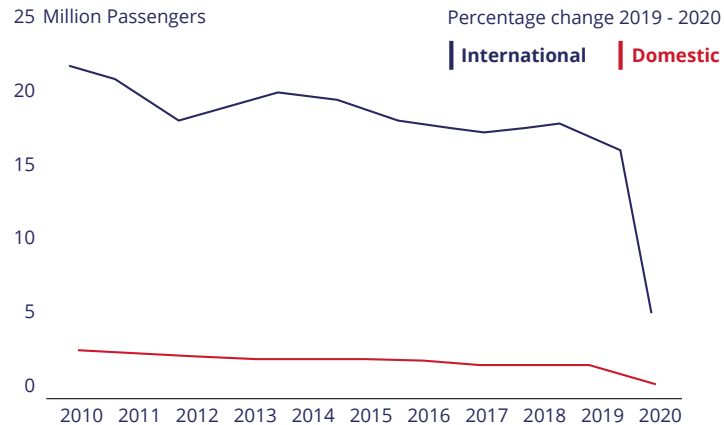
It was when the roadmap out of lockdown was published in February 2021 that the Department was able to secure clarity for the sector regarding under which stage domestic cruises could restart from the UK. Domestic cruises were permitted in England under Step 3 of the roadmap, no earlier than 17 May.

In April 2021, the successor to the Global Travel Taskforce report was published. After significant engagement across Government and with industry, we achieved a positive recommendation; to restart international cruises alongside the wider restart of international travel, in line with the "traffic light" system.



## COVID-19: PASSENGER TRENDS

### UK INTERNATIONAL AND DOMESTIC SHORT SEA PASSENGER NUMBERS, 2010-2020



In 2020, the COVID-19 pandemic affected both international and domestic short sea passenger numbers. There was a marked decrease in sea passengers in 2020 compared to previous years.

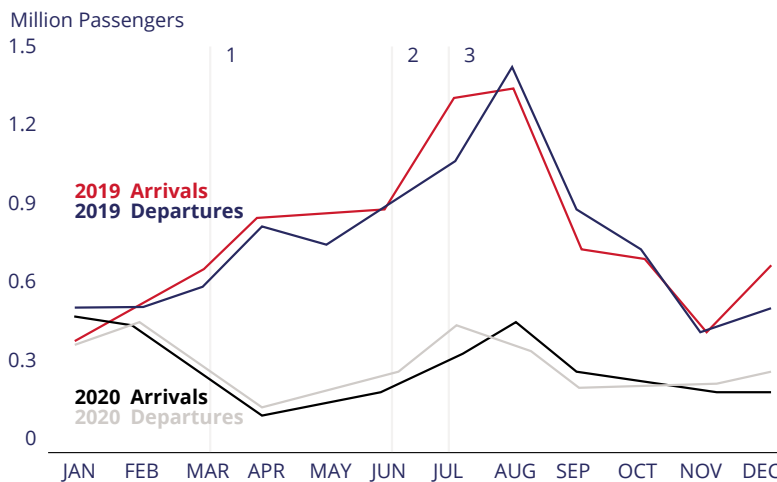
In 2020, international short sea passengers decreased by 63% compared to 2019, and domestic short sea passengers decreased by 57% compared to 2019.

A DECREASE OF  
**63%**  
OF INTERNATIONAL SEA  
PASSENGERS IN **2020**  
COMPARED TO **2019**

## FOR INTERNATIONAL SHORT SEA PASSENGERS:

- April 2020 saw the biggest year-on-year fall, down 85% on 2019, with April being the first full month following the start of the national lockdown.
- Passenger figures slowly increased from May 2020, showing the usual increase in the summer months (although still largely down on 2019). The increase in passengers occurred alongside the introduction of the 14-day self-isolation requirement (on 8 June) and travel corridors for most countries that sea passengers travel to and from (on 10 July).
- While most travel corridors relevant to short sea routes were removed, passenger figures levelled-off in August and declined steadily from September to November as is usual in Autumn.

## INTERNATIONAL SHORT SEA PASSENGERS BY MONTH, 2019 AND 2020



Source: Sea Passenger Statistics 2020: Short Sea Routes, SPAS0107





## SOCIAL RESEARCH ON MARITIME USERS

Ipsos MORI conducted a 4-part UK-wide online survey from May 2020 to March 2021 on behalf of DfT as part of the All change? research programme designed to track changes in travel behaviour over time. All change? involves longitudinal analysis where the same individuals are asked the same questions at different points in time. A large proportion of respondents expressed reluctance to use a cruise as a method of transport:

- 44% of Wave 1 respondents agreed they would avoid travelling by cruise if lockdown measures were still in place in 12 months. This increased to 52% for Wave 2.<sup>1</sup>

- There was a suggestion that respondents would prefer to travel by ferry more than by plane if lockdown measures were to persist:
- 24% of Wave 1 respondents agreed they would prefer to travel by ferry more rather than by plane if lockdown measures were still in place in 12 months. This increased to 25% of respondents for Wave 2.<sup>2</sup>

Qualitative research commissioned by DfT which involved focus groups with previous maritime passengers in June 2020 showed that there were mixed feelings about returning to maritime travel, but it was seen as safer than flying with ferries perceived to have better air circulation and more space to social distance.<sup>3</sup>

1. (DfT/Ipsos Mori: 'All Change? Travel Tracker', Wave 1: 14 May – 4 June 2020; Wave 2: 21 July – 3 August 2020)

2. (DfT/Ipsos Mori: 'All Change? Travel Tracker', Wave 1: 14 May – 4 June 2020; Wave 2: 21 July – 3 August 2020, excluding not applicable answers)

3. (DfT/Ipsos Mori, 'Confidence using aviation and maritime transport in June 2020).

IN 2020 A DECREASE OF

# 44%

OF WAVE 1 RESPONDENTS  
AGREED THEY WOULD AVOID

**TRAVELLING  
BY CRUISE IF LOCKDOWN**

MEASURES WERE STILL IN

PLACE IN

# 12

**MONTHS**





# ENVIRONMENT



**We are committed to supporting the UK maritime sector to meet the environmental challenges of the 21st century. The UK was instrumental in the adoption of a landmark climate change deal at the IMO, which aims to reduce global shipping emissions by at least 50% by 2050, pursuing efforts towards zero as soon as possible this century.**

Investment in tackling climate change will allow us to prepare the conditions for thousands of new jobs to be created in greener industries, delivering clean growth and protecting our natural environment for future generations. Maritime has the potential to be a role model in this. In June 2019, the UK became the first major economy to legislate for a Net Zero domestic greenhouse gas emission target by 2050.

The 2050 Net Zero target was set in legislation through an amendment to the Climate Change Act 2008.

In April 2021, through its sixth Carbon Budget, the UK Government set in law the world's most ambitious

climate change target, cutting emissions by 78% by 2035 compared to 1990 levels. This would bring the UK more than three-quarters of the way to Net Zero by 2050. For the first time, this will incorporate the UK's share of international aviation and shipping emissions. These emissions are an important part of our overall decarbonisation efforts and this change allows for these emissions to be accounted for consistently with other emissions included within the sixth Carbon Budget.

#### **SINCE 2019 GOVERNMENT HAS:**

- Published the **Clean Maritime Plan**, setting out our strategy for achieving Net Zero in the maritime sector. The Clean Maritime Plan is the environmental route map of Maritime 2050, implementing its recommendations.
- Launched '**Greening Finance/ Financing Green**' for Maritime initiative at LISW 2019.

- Provided seed funding to contribute to the establishment of **MarRI-UK**.
- Funded an initial competition for innovation in clean maritime with MarRI-UK and funded clean maritime projects through the Department's **Transport Technology Research Innovation** (T-TRIG) Grant.
- Supported the establishment of the **Clean Maritime Awards**. Announced in November 2020, these awards celebrated leaders in the field of emissions reductions.
- Consulted in 2021 on how the **Renewable Transport Fuel Obligation** could be used to encourage the uptake of low carbon fuels in maritime.

- Continued to assess the potential for **economic incentives to support the transition to zero emission shipping**, building on our Clean Maritime Plan commitment to launch a call for evidence on non-tax incentives. In 2020, the Government launched a consultation on a potential carbon emission tax, assessing among other things whether this could be applied to shipping.
- Completed a study to identify and support potential **zero emission shipping clusters** in the UK.
- Continued to demonstrate leadership in **Green House Gases (GHG)** negotiations at the IMO, working actively with high ambition states to develop measures to peak, reduce and eventually eliminate GHG emissions from the sector.
- Along with other states at the IMO, developed and published guidelines in mid-2019 to manage the transition to the **new global 0.5% sulphur limit for fuel oil**, introduced in 2020.
- Carried out extensive stakeholder engagement and consultation to inform the planned publication of the **Transport Decarbonisation Plan**.
- Launched a **£20m Clean Maritime Demonstration Competition**, to fund feasibility studies and initial technology trials in clean maritime technologies. This competition aims to place the UK at the forefront of the design and manufacture of zero emission vessels, and to support cleaner, greener ports.
- Announced the **Maritime Future Technologies** team within the Maritime & Coastguard Agency (MCA), implementing and building upon the commitment in the Clean Maritime Plan to establish an emission advisory service.



## 2019-21 AMBITIONS AND OUTCOMES:

✓ **Continued 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.

✓ Built on the call for evidence on inland and domestic shipping to develop, appropriate policy responses to further address **emissions from shipping**, with the input of stakeholders being used to inform the forthcoming TDP.

✓ Worked collaboratively with industry and academia through organisations such as the **Clean Maritime Council** and **MarRI-UK**.

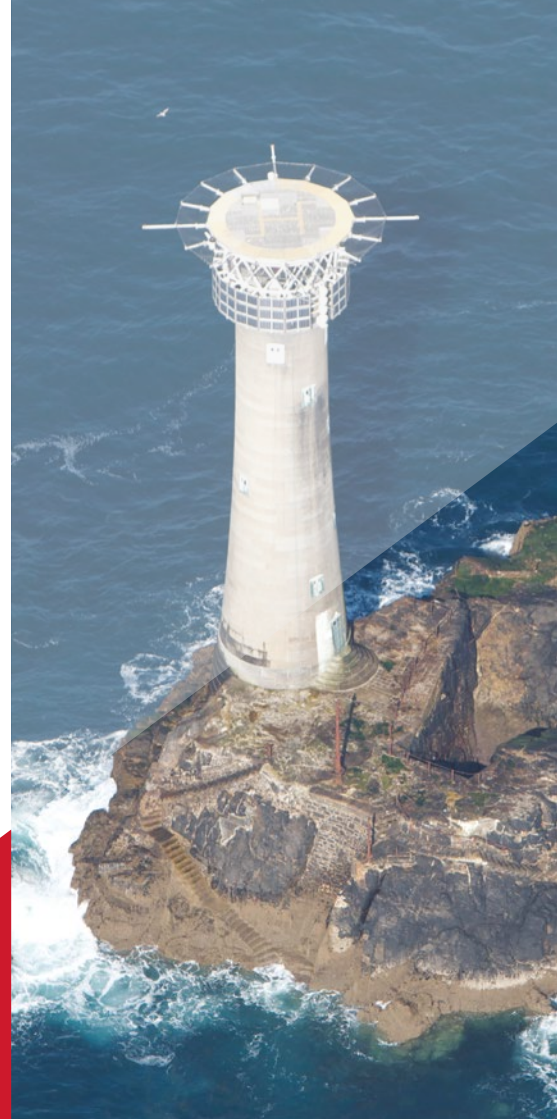
✓ **Maintained leadership on GHG issues** at the IMO through the Intersessional Working Group on Greenhouse Gas and the Marine Environment Protection Committee.

✓ Commenced work within Government reviewing the **enforcement, penalties and sanctions for maritime environmental regulations**, as announced in Maritime 2050, to ensure they are both proportionate and dissuasive.



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

- Publish the **Transport Decarbonisation Plan**, setting out our next steps to transition the Domestic Maritime Sector to Net Zero by 2050.
- Launch the **£20m Clean Maritime Demonstration Competition** and showcase winning projects at LISW and COP26.
- Continue to support ongoing collaboration between Government, academia and industry via the **Clean Maritime Council and MarRI-UK**.
- Implement the actions from the **Clean Maritime Plan**, and delivering the Domestic Maritime elements of the Transport Decarbonisation Plan.
- **Maintain our leadership** in discussions on GHGs from international shipping at the IMO and promote measures to accelerate the decarbonisation of international shipping.
- Enhance and extend our planned maritime decarbonisation initiatives for **COP26**, which will take place in Glasgow in November 2021.
- Implement **IMO air pollution controls** into UK law, including stricter nitrogen oxide (NOx) emission standards for new ships in the North Sea & Baltic Sea emission control areas.
- Update the Merchant Shipping (Air Pollution) regime to **align UK regulations** with the most recent IMO standards.





# SPOTLIGHT: CLEAN MARITIME DEMONSTRATION COMPETITION

## **MARITIME DECARBONISATION AND INDUSTRY INNOVATION IS VITAL TO ACHIEVE NET ZERO AND TACKLE CLIMATE CHANGE.**

The Prime Minister announced his ten point plan for a green industrial revolution in November 2020. A cornerstone of this announcement was a commitment of £20 million for the Clean Maritime Demonstration Competition (CMDC), which will fund feasibility studies and technology trials in clean maritime technology.

This one-year 'springboard programme' will lay the foundation for a network of real-world demonstrations, kick-starting maritime decarbonisation in the UK. Launched in March 2021, the Competition is the first of its kind for our maritime industry. Building on the vision set out in the Department's Clean Maritime Plan, published in 2019, it underlines our commitment to address emissions from this sector, and drive forward the Government's commitment to Build Back Better.

It will support the development of zero emission technologies in the United Kingdom and kick-start investment into the sector, building on our competitive strengths in zero emission technology and enabling innovation in UK shipbuilding.

The Competition was scoped by DfT officials with input from maritime and other industry stakeholders. In January 2021, the Department and Maritime UK held eight regional industry workshops and a National Briefing. This was an opportunity for interested organisations to learn about the competition, ask any questions and give feedback on the scope of the competition as it were.

The intention of the CMDC is to lay the foundation for a network of future real-world projects that will demonstrate the technical and commercial viability

of novel zero emission technologies, accelerating their commercial uptake. Technology demonstrations will also provide the platform for developing the necessary regulation to deploy these technologies at scale.

It will be critically important to maximise this demonstration to build greater momentum and drive bolder ambition. Our investment will help stimulate the requalification of coastal communities, drive investment in zero emission technologies like hydrogen and propel the green industrial revolution, supporting the creation of green jobs and the industries of the future.

# TECHNOLOGY



## **Smart shipping and autonomy will make the sector a cleaner, safer, and more efficient place to work.**

The UK's goal is to become a global leader in smart shipping, harnessing our existing technological and maritime strengths and building on the work set out in the Government's Industrial Strategy.

Technology will create new, highly-skilled, job opportunities – helping to make maritime careers more attractive to a more diverse range of people. We want to capitalise on digitalisation, big data analytics, and more robust communications to ensure that ships and ports are better connected, improving business decisions and efficiency. Smart and autonomous shipping could reduce emissions from shipping, lower costs in the industry, and deliver improvements in safety.

### **SINCE 2019 GOVERNMENT HAS:**

- Published the **Technology & Innovation Route Map** in January 2019.

- Worked with MarRI-UK to launch the **Technology and Innovation Call** in September 2019.
- Launched a **'Maritime Innovation Hub'** in the Port of Tyne to support technology developments and regional productivity.
- Developed a **regulatory framework for autonomous vessels** (through MCA) to support UK R&D, attract international business and lead efforts at the IMO to establish a new regulatory framework.
- Committed an extra £1.5 million to MarRI-UK, to deliver the **Smart Maritime Land Operations (SMLO)** competition and has so far awarded funding to 21 different projects. The SMLO will be used to deliver a flagship project towards meeting the Maritime 2050 recommendation for joint industry and Government flagship projects and supporting the development of maritime technologies in the UK.



## 2019-21 AMBITIONS AND OUTCOMES:

✔ Continued to work alongside MARLab with the MCA, to facilitate the safe testing of **autonomous technologies**.

✔ Worked with industry to develop further **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.

✔ Facilitated a “hackathon” style event, bringing together technologists and industry professionals to rapidly develop appropriate **technological solutions to maritime challenges**.

✔ Continued to support the work of 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 the Clean Maritime Competition, and will explore the development of a technology and innovation competition.

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

- The development of **A Future of Navigation** report, looking into the use of smart charts for autonomous vessels, in collaboration with the MCA and UKHO.
- Continue supporting organisations such as MarRI-UK to **support and grow innovative businesses** in the UK marine tech sector.
- Create 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.
- Support processes to promote creation of a network of **Maritime Innovation Hubs** based in UK ports.



# SPOTLIGHT: SS RICHARD MONTGOMERY

This August will mark 77 years since the SS Richard Montgomery, a US Liberty cargo ship, ran aground in the Thames Estuary. The World War II shipwreck is situated at the mouth of the River Thames between Sheerness in Kent and Southend-on-Sea in Essex. It is believed to hold 1400 tonnes (net explosive quantity) of munitions – though their current condition is unknown.

The DfT is responsible for the long-term management of the wreck but works closely with the MCA to monitor its condition.

The management of the SS Richard Montgomery is a key priority for DfT. The MCA undertakes regular surveys of the wreck to monitor its condition and inform management policy.

In January 2020, the Department announced its intention to reduce the SS Richard Montgomery masts due to advice given by the Expert Advisory Panel, which consists of industry and Government experts.

The mast reduction project is a cross-Government workstream. DfT is working closely with the Ministry of Defence on the procurement process for a private contractor to reduce the masts, which was launched on 5 June 2020. The MoD will also provide operational oversight of the removal of the masts. The mast reduction itself is planned to commence in 2022, with preparatory work due to begin this year.

Once the masts are removed, the Expert Advisory Panel will advise on a long-term management plan for the wreck.

**77** YEARS SINCE  
**SS RICHARD  
MONTGOMERY**

RAN AGROUND IN THE  
THAMES ESTUARY



**BELIEVED TO HOLD**

**1400**

**TONNES** (net explosive quantity)  
**OF MUNITIONS**

# PEOPLE



**Having a highly skilled, diverse, flexible workforce is critical to the success of the UK's maritime sector, and the pressures of COVID-19 have demonstrated just how vital our seafarers are. In order to attract the brightest and the best, it is essential to promote the sector's vast range of career opportunities and to create the right working conditions where people want to work and progress.**

Great strides have been made to promote gender balance, but Maritime 2050 recognised that there was more to be done in addressing diversity as a whole and the sector continues to progress its diversity agenda. On skills, there is greater awareness of the need to capitalise on the opportunities presented by changing technologies and new roles and to diversify the industry and boost productivity by drawing expertise from a wider talent pool.

COVID-19 has shone a light on the working and employment conditions for seafarers and their

overall welfare. International law sets obligations on port, flag and coastal states, employers and employees – however domestic public health priorities have meant that some of those obligations have not been recognised and this contributed to the global crew change crisis during 2020 and into 2021. The UK was the first state to recognise seafarers as key workers in March 2020, and since then has continued to be a world leader standing up for seafarer rights and working with international organisations, domestic and international social partners and other states to facilitate and support seafarers both domestically and internationally.

With Government and industry working together on the sector's recovery from COVID-19, it is even more critical that the skills base is future proofed, employers attract from a diverse talent pool and the sector creates an environment where people want to work and progress.

## **SINCE 2019 GOVERNMENT HAS:**

- Established a **Maritime Skills Commission** as recommended in Maritime 2050, appointed Professor Graham Baldwin as Chair and providing £300,000 in pump-prime funding.
- Supported the establishment of a **Careers Taskforce** to coordinate maritime career promotional activity. The Department awarded £250,000 to enable the Taskforce to commence work.
- Delivered the **'People Like Me Project'** for the maritime industry, a public campaign designed to promote maritime careers to a wider diversity of people.

**PEOPLE  
LIKE ME  
PROJECT** 

- To **raise the profile of maritime in schools**, a total of £150,000 in grants was awarded to the 1851 Trust to support its work in encouraging girls to learn about STEM subjects and maritime careers at sea and onshore, and £40,000 to the Institute of Chartered Shipbrokers (ICS) to help them raise awareness of the sector in schools.
- During LISW 2019, a **Careers Hub** was held on the NLB Pharos highlighting the importance of building skills and career pathways in maritime. The PM visited the Hub which gained national media attention.
- Delivered a successful completion of the pilot phase of the **Women in Maritime Charter**, which is now expanded and open to participation from the entire maritime industry.
- Provided **£100,000 to Maritime UK** to fund the skills and diversity programme manager post.
- Seen delivery of the Maritime 2050 diversity recommendation with the Women in Maritime Taskforce being expanded to become a **Diversity in Maritime Taskforce** with networks for Women, Pride, Ethnicity and Mental Health.
- **Established new maritime apprenticeships** and supported the sector's Apprenticeships Pledge to protect the UK's current and future apprenticeship cohorts.
- Researching young people's perceptions of aviation and maritime sectors for careers with **focus on BAME and STEM**.
- Provided **£10,000 to provide mobile WiFi units** at ports for seafarers.
- Introduced appropriate **regulatory changes** to realise the benefits of new technologies to seafarer training.
- Increased **UK global influence on seafarer training** by providing the policy and regulatory direction needed to support further roll out of UK maritime training institutions' programmes overseas.
- Assisted cadets who have been unable to complete their training and/or obtain their Certificate of Competency during the COVID-19 pandemic by **extending SmarT funding** beyond the agreed 150 weeks.
- **National minimum wage** has been extended to include all merchant seafarers working in UK territorial waters and to those working in the UK offshore sector on the UK Continental Shelf.
- Ensured **UK tonnage tax regime** remains highly competitive and continue to consider the opportunities to further improve our current offer. The training link is and will remain integral to the UK scheme and it is recommended that the training link in the UK's










tonnage tax regime continues to support UK maritime workforce ambitions, while also supporting growth.

- Recognised individual contributions to the sector through the **Merchant Navy Medal for Meritorious Service** and amended the Royal Warrant to include the British Overseas Territories.

**£100,000**  
**SKILLS & DIVERSITY**  
**FUNDING**  
TO MARITIME UK



## 2019-21 AMBITIONS AND OUTCOMES:

-  Published 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.
-  Amended the **national minimum wage** legislation to provide greater protection to all seafarers working domestically in UK territorial waters.
-  Continued efforts to increase the annual cadet intake through **SMarT 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.
-  Worked with industry on the **2019 Seafarers Awareness Week** and Maritime UK careers hub during LISW 2019, promoting awareness of maritime careers and gender diversity.
-  Recognised the contribution of those working in the sector through the 2019 nominations for the **Merchant Navy Medal** for Meritorious Service.



# SPOTLIGHT: NATIONAL MINIMUM WAGE FOR SEAFARERS

Under Maritime 2050, Government made a key commitment to introduce a National Minimum Wage for all seafarers working in the UK territorial waters, affording them the same protection as land-based workers.

A cross-Government and industry legal working group guided the development of the legislation. The National Minimum Wage (Offshore Employment) (Amendment) Order 2020, which brings almost all those working in our waters into scope of the UK National Minimum Wage, came into force on 1 October 2020.

Enshrining the National Minimum Wage and working rights for seafarers in law will reduce the benefits of using a cheaper overseas workforce, benefiting UK seafarer job prospects. It also puts the UK ahead of any EU state in its protection on pay.

Delivering on our promise to secure a National Minimum Wage for all seafarers forms part of our long term goal to create an attractive domestic labour market in the UK and to drive up minimum standards for seafarers in the UK whatever their nationality.



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

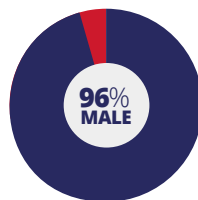
- To utilise the evidence from the **Maritime Skills Commission's** first report to inform policy, particularly in light of the sector's recovery from COVID-19.
- With the Maritime Skills Commission, undertake a **Cadet Review** to understand the sectors future shipping skills needs.
- Work with the **Maritime Careers Taskforce** to promote the sector as a career destination for young people, to attract workers from other sectors and ensure professional development takes place.
- Work with the newly created **Diversity Taskforce** and its networks to take further action for improving diversity within the industry.
- Undertake a **Diversity Study** to develop a baseline for the sector's diversity statistics, subject to funding.
- Continue to work across Government and with industry in supporting **green shipping and shipbuilding**.
- Work with the **Careers Taskforce** and the sector to promote the take up of maritime careers, including supporting the 1851 Trust's roadshows for girls.
- Continue to deliver the maritime recommendations as 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.
- Join forces 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.
- Continue to tackle potential issues of **modern slavery**, particularly in the fishing industry, by working with UK Border Force, the Joint Maritime Operations Centre, the Gang masters and Labour Abuse Authority, the National Crime Agency, and other key stakeholders.

- Deliver a number of **accessibility related initiatives**, in line with DfT's Inclusive Transport Strategy, including ensuring existing legislation is better enforced, transport staff are better trained, and that better and more accessible information is provided to passengers.
- Ensure UK remains a leading voice in the IMO and ILO in improving and upholding **international standards of welfare** and social protection for seafarers & fishermen.

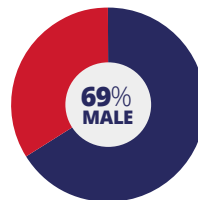


## PEOPLE: GENDER STATISTICS

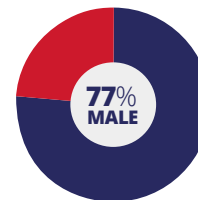
The majority of UK seafarers active at sea in 2020 were male (83%); of Certificated Officers 96% were male. Amongst Ratings, men accounted for an estimated 98% of deck and 99% of engine Ratings, compared with 62% for the hotel/catering/other grouping.



CERTIFICATED OFFICERS



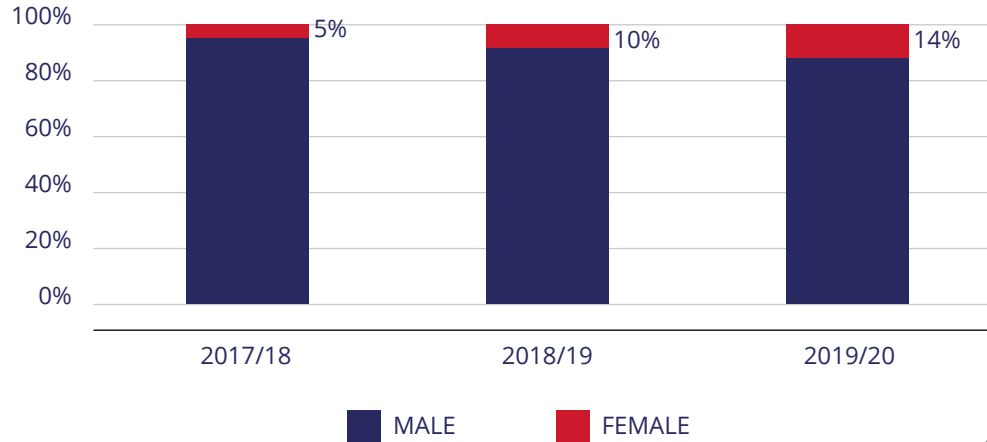
UNCERTIFICATED OFFICERS



RATINGS

Data supplied by MCA showed that the estimated number of Officer Cadets in training for the financial year 2019/20 was 1,660. In the same year, the number of new entrants under the SMarT1 scheme was 750. Both these figures are similar to 2018/19. Additional data supplied by MCA highlighted that 14% of new SMarT entrants in 2019/20 were female, up from 10% in 2018/19, and 5% in 2017/2018.

## THE PERCENTAGE OF SMART ENTRANTS WHO ARE FEMALE IS INCREASING EACH FINANCIAL YEAR



“ THE MAJORITY OF UK SEAFARERS ACTIVE AT SEA IN 2020 WERE MALE (83%) ”





# SPOTLIGHT: LEADERSHIP DURING THE CREW CHANGE CRISIS

The UK and DfT have been at the forefront of protecting all seafarers regardless of nationality from the start of the crisis, encouraging our international partners to follow our lead. The difficulties surrounding repatriation, crew changes, and seafarers at sea beyond their contracts created an operational challenge of unprecedented scale across the shipping industry. The humanitarian impact on maritime workers and their well-being was severe.

This is why the then Minister raised serious concerns and wrote to the International Maritime Organization, the International Labour Organization and the World Health Organization on 23 March, confirming that the UK will continue to meet its international obligations related to the transit and transfer of seafarers.

To address the issues around crew changes, the UK organised an international virtual summit on 9

July 2020. The Secretary of State for Transport opened the event with the clear message that we wanted the international community to unite and work together to find the solution we need to support our vital maritime key workers.

This summit had 15 major seafaring states in attendance, and 14 international Governments signed a joint statement pledging their commitment to resolving the issues facing seafarers around the globe. The UK continues to lead internationally in exploring and testing more ways that we can help seafarers during this crisis. The Government has ensured the UK remained open for seafarers of all nationalities throughout this crisis, whether to take shore leave or be repatriated, in accordance with PHE requirements and social distancing.

In December 2020, the UK took a leading role in the development of resolutions adopted by both the UN General Assembly and the Governing Body of the International Labour Organization, calling for a coordinated global approach to tackling the crew change crisis, setting out the measures which must be taken by member states in order to overcome the crisis. Many of the measures called for were already implemented by the UK; we continue to show leadership in addressing these issues. The MCA has published an information note which aims to help address serious concerns about seafarer well-being arising due to COVID-19 restrictions. The UK is proud that it has treated all seafarers properly in line with established international conventions. The UK is fully committed to the welfare of all seafarers regardless of their nationality, and we continue to ask other states to follow this example.

# INFRASTRUCTURE & FREIGHT



## INTRODUCTION

**The maritime sector is at the heart of the UK's freight operations ensuring that goods we want and use every day get to where they are needed.**

There are over 100 UK ports, with almost 100,000 ships arriving, handling almost half a billion tonnes of commercial cargo. The Government recognises the fundamental role that freight operators and ports play in our continued success as an island nation and the connectivity of our ports to local, regional and national transport infrastructure networks is of vital importance. Maritime infrastructure, freight and the wider supply chain has been a key focus for Government. Its necessity to the economic, transport and industrial fabric of the country cannot be overstated – it has been vital to the UK's response to the COVID-19 pandemic and ensuring a smooth transition period, and the sector directly contributes £1.7 billion a year to our economy.

## SINCE 2019 GOVERNMENT HAS:

- Delivered the **Port Infrastructure Resilience and Connectivity** (PIRC) competition, offering ports across England the opportunity to bid for a share of £10 million to help deliver upgrades which enhanced capacity and resilience, and maintained trade flow.
- Provided **£15 million funding** for the development of key port connectivity road and rail projects.
- Worked across Government on development and delivery of the **Ports Infrastructure Fund**, providing grants to help ports make the infrastructure changes needed to implement UK's Border Operating Model.
- Agreed a **joint statement with Ireland and France** to underscore the importance of freight and trade links and the commitment of respective Governments to share best practice and support business.
- Worked with the Ministry of Housing, Communities and ports sector, including consideration of changes to **permitted development rights** that were included in the Freeport consultation.
- Worked across Government on the **development of Freeport policy**, consultation and announcement of locations.
- Continued working with the **Marine Management Organisation (MMO)** to support our ports through working on port byelaws, and harbour revision orders.

**£15M**  
**FUNDING FOR KEY**  
**PORT CONNECTIVITY**  
**ROAD & RAIL PROJECTS**



- Delivered a **cross-modal freight capacity framework** which can be used to support the continued flow of vital 'Category 1' goods (such as medicines) in the event of disruption at the border; this was utilised first as part of EU Exit planning and later to prepare for the end of the transition period.
- Negotiated and ran a successful **Public Service Obligation (PSO)** scheme to support the flow of critical goods on 16 Great Britain-Northern Ireland and Great Britain-mainland Europe routes.
- Began the development of a **Future of Freight strategy**.
- Worked with industry and international partners to keep **critical freight flowing into and across the UK during the COVID-19 pandemic**, stepping in to keep vital ferry, freight and lifeline services moving during an unprecedented period of peacetime adversity.
- During the first wave of COVID-19, established **cross-modal industry fora** for information gathering and sharing, including at Ministerially-chaired sessions; also established a Cross-Whitehall forum for handling and advising on Government freight needs.



## 2019-21 AMBITIONS AND OUTCOMES:

-  Continued 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.
-  Worked with industry to consider the overall resilience of supply chains and how we can **improve resilience** across the freight system.
-  Worked with industry to publish a **Maritime 2050 infrastructure route map**. Due to reprioritisation in 2020, this will be carried forward into 2021.

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

- Continue to work with the maritime and freight sectors to monitor, review and enhance the **overall resilience of UK supply chains** and how we can improve resilience across the freight system as a whole.
- Conduct a call for evidence and publish the **Future of Freight Strategy**.
- Develop **options for Government intervention** or support in the sector, if needed in extreme circumstances.
- Work with MHCLG and HM Treasury to ensure that the roll-out of the **Freeports initiative** addresses the needs of the transport sector.
- Address the needs of the ports sector in working to **remove the Ports Services Regulation**.
- Improve our **international network** of freight contacts to ensure the UK remains the premier destination for incoming and outgoing freight.

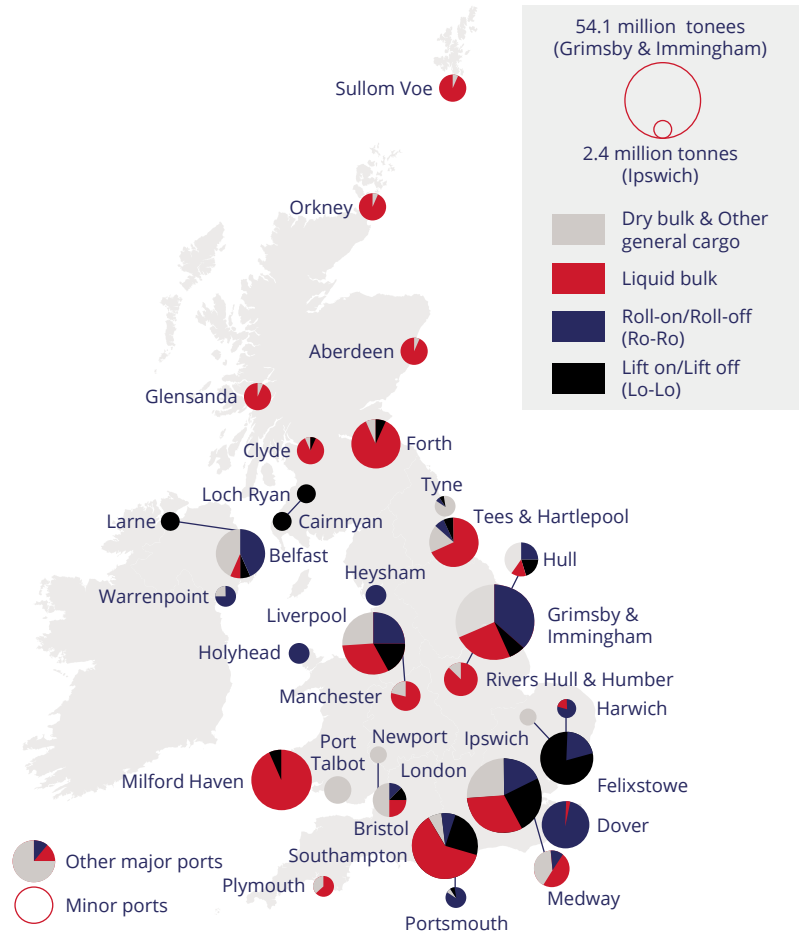
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FUTURE OF FREIGHT WILL BRING TOGETHER KEY GOVERNMENT DEPARTMENTS AND INDUSTRY LEADERS ACROSS MODES TO CO-DEVELOP AND DELIVER A COHERENT STRATEGIC PLAN, UNLOCKING FREIGHT'S POTENTIAL TO SUPPORT DECARBONISATION AND LEVELLING UP.

”

## FREIGHT ACROSS THE UK

Ports are spread across the UK and tend to be specialised by their geographical location, benefiting their local economies as well as having national significance.



# SPOTLIGHT: SUPPORTING CRITICAL FREIGHT

**GOVERNMENT TOOK DECISIVE, TARGETED ACTION DURING THE LOCKDOWN TO ENSURE THE WELL-BEING OF THE COUNTRY THROUGHOUT THE PANDEMIC.**

The Critical Freight Taskforce, embedded within the Maritime Directorate in DfT, co-ordinated the COVID-19 freight response, setting up a new and unprecedented monitoring and reporting process to capture important cross-modal information on the health of the freight network.

This required reporting in on key issues from freight sectors, and we are thankful to the industry organisations that responded so positively to our requests and continue to input into Government. The operator data and intelligence contributed to a freight dashboard that helped inform Government decision making on the COVID-19 freight response and restart.

## **COVID-19 RESPONSE: PUBLIC SERVICE OBLIGATIONS**

On 24 April the Secretary of State for Transport announced a package to help support the flow of critical goods on up to 31 routes between Great Britain-Northern Ireland and Great Britain-mainland Europe.

Public Service Obligations were placed on 16 routes, and contracts signed with 6 operators. The PSOs lasted nine weeks from 11 May.

The UK and the island of Ireland rely on these routes for critical goods. The PSOs were designed to ensure that services carrying these goods continued to run. Operators were reimbursed

for fully variable costs plus an appropriate attribution of other costs where they would otherwise have made a loss.

Each operator and route was subject to rigorous checks and analysis by commercial and technical experts.

The PSOs ended on 12 July, having successfully bolstered Ro-Ro freight services and successfully ensuring that the UK maintained a steady influx of critical goods.

## GOVERNMENT SECURED FREIGHT CAPACITY (GSFC)

To mitigate the risk of disruption at the border from 31 December 2020, DfT procured capacity of over 3,000 HGVs per week initially across 9 different routes between the UK and EU to support the continued flow of vital Category 1 goods. Category 1 goods are those which are critical to the preservation of human and animal welfare and/or national security of the UK, such as human and veterinary medicines.

The secured capacity operated across nine routes from eight ports in England. These are: Felixstowe, Harwich, Hull, Newhaven, Poole, Portsmouth, Teesport and Tilbury. From 2 April, this became eight routes from seven ports, when the Poole relationship was ended. These ports were included following consideration of the information and evidence available to Government, including modelling of potential disruption at these and other ports away from the Short Straits.

The UK has not experienced any significant border disruption since 1 January 2021, when Government

secured freight capacity sailings began. The current contracts provide GSFC until 30 June 2021 and GSFC tickets have been on sale since 23 November 2020.

### SPOTLIGHT: MARITIME EFFORTS IN DOVER IN DECEMBER 2020

COVID-19 put a spotlight on the flows of freight in and out of the UK. One of the most significant challenges was the French decision to close its border to all traffic, including freight, during Christmas 2020. This left tens of thousands of HGV's and their drivers stranded on either side of the Channel. HMG responded urgently and decisively to not only resume the flow of traffic, but more importantly to ensure the welfare of drivers stranded in Kent. DfT worked at pace to arrange core legislative and health control measures which resulted in critical freight and food supplies flowing again.

The Maritime team linked the front-line ferry and port operators to the

Ministers in the Department, as well as wider Government, in order to provide a critical maritime response. This response was operational 7 days a week while the crisis was ongoing and ensured the UK remained open and moving, all the while protecting the welfare of both drivers and our population. It is thanks to this joined up and focused work that operations were able to continue through Christmas and Boxing Days to ensure the backlogs of HGV in Kent were cleared, drivers returned home to their families and supermarkets remained stocked over the Christmas period.

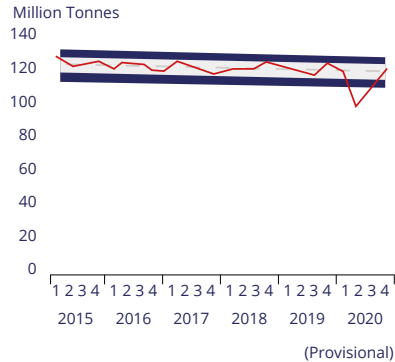




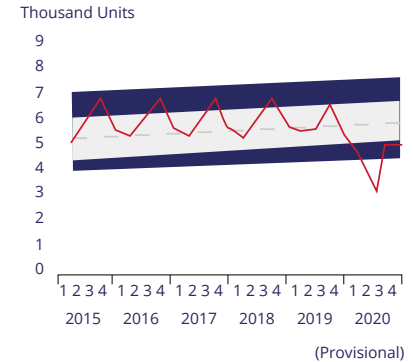
## COVID-19: FREIGHT TRENDS

- Comparing provisional figures for the year ending December 2020 with the previous year, total freight tonnage decreased by 10% to 428.2 million tonnes; and unitised traffic decreased by 23% to 17.8 million units.
- April to June saw the largest year on year declines, as shown in the figure below, the decrease was significantly outside the expected trend, showing the impact of the global COVID-19 pandemic on port freight traffic.
- At the end of 2020, comparing Oct-Dec to the same period in 2019, the total volume of freight was down 8%, similar to Q3 where traffic was 9% below 2019. Unitised traffic showed some recovery in the same period, 9% less than the same quarter in 2019, compared to Q3 where traffic was 26% below 2019, however this includes passenger cars, which are historically lower in the winter months.

UK PORT FREIGHT TONNAGE TRAFFIC FROM 2015



UK PORT FREIGHT UNITISED TRAFFIC FROM 2015



■ Within two standard deviations

■ Within one standard deviation

— Estimated long term trend

— Quarterly Port Freight

Note: Unitised traffic includes passenger vehicles, HGVs and containerised traffic.  
Source: Department for Transport Table PORT0502

“ AT THE END OF 2020, COMPARING OCT-DEC TO THE SAME PERIOD IN 2019, THE TOTAL VOLUME OF FREIGHT WAS DOWN BY 8%

”

# SPOTLIGHT: FREEPORTS

The Government announced the intention to create Freeports in the UK in July 2019. A consultation was undertaken from February to July 2020, and eight successful bids were announced in March 2021: East Midlands Airport, Felixstowe and Harwich, the Humber region, the Liverpool City Region, Plymouth, Solent, Thames and Teesside.

HM Treasury has overall responsibility for Freeports policy, and MHCLG leads on the bidding and allocation process. As the Department responsible for the transport sector, we advised on the central role ports of all modes can play in making a success of the policy and will provide critical support to ensure successful delivery.

Our Freeports policy builds on existing UK strengths: in maritime sector these are world-class port infrastructure, and the second largest ports sector in Europe. It also re-connects us with our maritime history and reinforces our position as an outward-looking trading nation. Freeports will be national hubs

for international trade, innovation and commerce, regenerating communities across the UK; attracting new businesses, spreading jobs, investment and opportunity to towns and cities across the country. They will bring together ports, local authorities, businesses and other key local stakeholders to achieve a common goal of shared prosperity and opportunity for their regions.

Freeports combine a carefully chosen selection of policy levers determined through a thorough assessment of international evidence and best-practice, extensive stakeholder engagement, and a successful public consultation.

## **DfT'S WORK ON FREEPORTS HAS INCLUDED:**

- Influencing the development of Freeports policy
- Collaborating across Government to ensure a fair consistent bidding process inclusive of specialist knowledge

- Providing substantial input into the Freeports consultation document, which asked respondents to consider a model of bidding process led by ports directly as a result of our intervention.

Freeports will level up the regions by spreading opportunity, and help drive our economic recovery from the impacts of the COVID-19 pandemic.

- 6 of the UK's 10 biggest sea ports are Freeports
- 8 of England's 10 biggest sea ports are Freeports
- Freeports cover 55% of the UK's total sea port tonnage
- Freeports cover 80% of England's total sea port tonnage



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MARITIME BIENNIAL REPORT 2019-2021

# INTERNATIONAL & TRADE



## Maritime trade can unlock huge potential for the UK.

With up to 95% of goods (by weight) moving to and from the UK by ship, maritime trade is a big driver for the UK economy. The Government has committed to ensuring 80% of UK trade is covered by Free Trade Agreements (FTAs) and we have been working closely with the Department for International Trade to ensure that maritime interests are reflected in the new deals being negotiated with priority trading partners.

As well as seeking a relationship with the EU based on trade, negotiations with the US, EEA-EFTA, Australia, New Zealand and others started during this period, and FTAs with Japan and the EU were signed.

Through these FTAs, we are seeking the inclusion of commitments to facilitate international shipping and provide the industry with greater legal certainty.

## SINCE 2019 GOVERNMENT HAS:

- Continued to organise international engagements with partners overseas. This included an international engagement programme for **LISW 2019** and an international Ministerial visit to promote UK maritime expertise.
- Successfully bid to host the 2020 **Global Maritime Forum (GMF)** Annual Summit in London (postponed until 2021 due to the COVID-19 pandemic).
- Met legislative requirements for **EU Exit**, including identifying and agreeing legislation as well as making any amendments needed to ensure a smooth transition for the UK.
- Established **Expert Trade Advisory Groups** to enable Government to draw on external knowledge and experience to ensure that the UK's trade policy is backed up by evidence. We have

worked closely with the Department for International Trade on this.

- **Signed FTAs with the EU and Japan**, including sector-specific commitments for UK maritime transport suppliers in both deals.
- Actively participated in **FTA negotiations with the United States, Australia, New Zealand, and EEA-EFTA states**, alongside partners across Government.



## 2019-21 AMBITIONS AND OUTCOMES:



Advanced an **independent maritime trade policy**. This required working hand in hand with UK industry to ascertain its changing needs, guaranteeing policies that suit the needs of stakeholders.



Continued to engage with partners overseas to ensure that the UK maritime sector is well represented, and the UK's voice is heard. This involved working with **international partners** on areas of common interest.



Worked on trade agreements with a range of international counterparts. These efforts sought to get the best possible terms for the UK maritime sector within larger UK wide trade deals, including the future economic partnership with **EU 27 nations**.



Developed a 5-year Trade Plan, through the Department of International Trade, designed to **boost UK maritime exports** in key markets worldwide. The plan provided a framework for how Government and industry will work together in partnership to secure an increased share in the global maritime sector.

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

- Ensure maritime objectives are achieved through **FTAs** currently being negotiated with the US, Australia and New Zealand and EEA-EFTA states.
- Ensure maritime priorities are reflected in the UK's future free trade agreements, including in our planned accession to the **Comprehensive and**

### Progressive Agreement for Trans-Pacific Partnership (CPTPP).

- Develop a strategy for promoting UK ambitions in the international fora, including the **World Trade Organization (WTO)**.
- Continue to **build strong relationships internationally** through ministerial engagement and our international engagement programme.
- Continue to work with the Department for International Trade and maritime stakeholders to ensure the **prosperity of UK maritime trade**.
- Continue to enhance relationships with trading partners through **bilateral engagement** and development of bilateral maritime agreements.

# SPOTLIGHT: EU EXIT AND MARITIME

## THE DEPARTMENT FOR TRANSPORT ENSURED MARITIME CONCERNS WERE A PRIORITY DURING EU NEGOTIATIONS

British maritime history is long and prestigious, and our goal throughout the EU negotiating period was to protect and enhance our worldwide reputation. Maritime links to the European Union have been an important part of our past, and both the UK and the EU recognise the value of our cooperation as we move forward.

As part of the Trade and Co-operation Agreement (TCA) with the EU, the UK Government negotiated the inclusion of provisions on International Maritime Transport Services to provide legal certainty for the shipping sector and allows both parties to continue enjoying non-discriminatory access to ports and port infrastructure; the use of maritime auxiliary services such as storage and warehousing; customs facilities and the assignment of berths and facilities for loading and unloading.

The TCA also includes provisions for the facilitation of roll-on, roll-off traffic between UK and EU ports. Finally, it includes a list of reservations covering all sectors, adopted in order to protect domestic policy and regulation development.

Other issues were not included in the TCA, and we are working hard to agree new protocols and trade agreements. From 1 January 2021, maritime cabotage rights in the EU and EEA no longer applied to UK service providers for example, so we have been engaging with priority countries to identify options to maintain market access on a reciprocal basis. A UK system of national regulations for marine equipment conformity assessment also came into force, and as the EU/EEA stopped recognising UK certified equipment at the same time, we have decided to continue recognising EU/EEA approvals for 24 months.

This is only one of several new processes that have come online since leaving the EU. Since the UK no longer has access to the European Maritime Safety Agency's information systems, domestic replacement systems were developed and implemented by the MCA.

We have also amended domestic legislation to recognise EEA seafarer qualifications, which allows EU-certified seafarers to continue working onboard UK-flagged vessels. In order to obtain reciprocal recognition of UK seafarer qualifications by the EU, we have encouraged a number of EU Member States to initiate third-country recognition procedures.

# SECURITY & RESILIENCE





## Protecting the security and stability of our operating environment is fundamental to the prosperity of the maritime sector.

Maritime Security and Resilience is essential to realising our potential and to projecting UK influence overseas. Ports have remained open for business, despite COVID-19, various protests around the country, industrial action abroad and other disruptions that risk the full, secure and safe business and operational capability of ports.

### SINCE 2019 GOVERNMENT HAS:

- Continued work on a programme of **international maritime security measures** including assessments at ports overseas and agreeing maritime security cooperation with partners overseas.
- Continued to maintain a **security compliance programme** across port facilities, however creative thinking as to different ways of working have been required during a challenging time.

- Delivered revised **Port Facility Security Instructions** for the maritime security industry. Working with industry stakeholders to ensure everyone's opinion was represented.
- Finalised **cyber security guidance** for ports following our cyber assessment framework commission last year.
- Progressed security research and development work, including launching a pilot for **Disruptive Effects for Maritime Port Security (DEMPS)**, and developing the Maritime Advancements in Screening Technology (MAST) project.
- Raised the profile of **global maritime security initiatives** through joint work with our international partners.
- Led cross-Whitehall maritime security EU Exit preparations by delivering a **Protection of UK Waters** programme in response to the UK becoming solely responsible

for the protection of its waters for the first time in nearly 50 years, working with Whitehall stakeholders to ensure relevant policies and procedures were up to date, response structures were exercised and assets/technology were in place to respond to the risks.

- Established **new governance structures to oversee cross-Whitehall policy development** and incident response including the Maritime Security Ministerial Small Group, Maritime Threats Group and Maritime Threats Group (Response).
- Invested in the development and capacity building of the **Joint Maritime Security Centre (JMSC)**, cementing its role as the central coordinator for cross-Whitehall maritime security intelligence and major incident coordination.

- Led a harmonised maritime security contribution to the **Integrated Defence and Security Review** to represent cross-Whitehall interests.
- Worked closely to engage with ports and industry on issues affecting ports as a result of the **COVID-19 pandemic** and Transition arrangements.
- The **Port Resilience Team** worked with ports in winter weather preparedness, in particular the risk of Tidal Surge and identifying risks to staff.
- **Close engagement with both ports and ferry operators** on developing clear guidance on health screening and managing passenger flows within ports and on and off ferries to ensure social distancing, the wearing of face coverings and other essential precautions.
- Established new Governance structures to oversee **cross-Whitehall policy development** and incident response.

## 2019-21 AMBITIONS AND OUTCOMES:



Conducted a full review of maritime security, looking at both the legislation and policies that underpin the sector, to produce a refreshed National Strategy for Maritime Security aligned with Maritime 2050 and other Government strategies, due to be published in 2021.



Continued to share best practice internationally and work collectively with other nations on shared **maritime security interests**.



Delivered more joint assessments, more capacity development assistance and doing more with other governments to raise **maritime security standards**. This builds 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.



Consulted on measures to dispose of time-expired **pyrotechnics** in the maritime leisure sector. This work will be carried over to 2021-22.



Revised specific guidance for combatting the threat of **cyber-attacks** against ports and shipping.



Continued to work closely with the ports industry on all areas of operational and business capabilities particularly around **contingency planning and resilience** to outside factors.



REVISED SPECIFIC GUIDANCE  
FOR COMBATTING THE THREAT OF

# CYBER- ATTACKS

AGAINST PORTS AND SHIPPING



## SPOTLIGHT: INTERNATIONAL MARITIME SECURITY OPERATIONS TEAM

As a result of the COVID-19 pandemic travel restrictions International Maritime Security Operations Team (IMSOT) have not been able to conduct physical assessments and training events overseas. To ensure that the Maritime Security Strategic Engagement and Training (MSSET) programme continues to progress a suite of virtual capacity development training products has been developed. These virtual training events have been delivered to small audiences in our priority countries by IMSOT staff working remotely in the UK. The most recent series of training events was delivered to 106 Tunisian officials managing maritime security across seven major ports. IMSOT have additionally recruited and deployed Maritime Security Liaison Officers to North Africa, Sub-Saharan Africa and Asia-Pacific to raise international security standards, protect UK interests and support the 'Global Britain' vision.

## SPOTLIGHT: INTEGRATED REVIEW

The Integrated Review of Security, Defence and Foreign Policy (Integrated Review) sets out the Government's overarching national security and international policy objectives to 2025 which will inform future policy-making for all Government departments. The Maritime Security Division (MSD) worked with Cabinet Office to ensure the cross-cutting nature of maritime security and its criticality was captured in the Government's future plans. MSD brought together cross-Whitehall colleagues to establish a regular working group, which produced a number of thematic scoping documents establishing the role of maritime security against the Integrated Review framework. Through this working group, MSD established the key priorities and strategic interests of each Government Department. MSD harmonised views into a consolidated submission that reflected the diverse range of maritime security interests but also highlighted the foundational role of maritime security in the core themes of the Integrated Review.

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

- Publish a refreshed National Strategy for Maritime Security aligned with Maritime 2050 and other Government strategies.
- Implement **transition arrangements** for protection of UK waters following the end of the transition period in December 2020.
- Continue to work with partners across government and overseas to **share best practice** and work together on maritime security interests.
- Develop up-to-date **security training** films to support ports and port facilities with security staff learning and development both in the UK and overseas.



- **Respond to challenges presented by COVID-19** to ensure that the maritime sector's resilience is bolstered in order to protect the prosperity of UK trade.
- Engage with European partners to **establish bilateral relationships**, deepening maritime security cooperation and knowledge exchange.
- Lead the review and update of the **National Strategy for Maritime Security** with Whitehall partners to capture maritime security ambition, capabilities and risks.
- Develop and implement a plan for **Disruptive Effects for Maritime Port Security** (DEMPS) alongside continuing research into continuously improvement of screening and mitigations including MAST and an scoping of applicability of Access Pass Holder Information Distribution System (APHIDS) in the maritime domain.
- Carry out a **Gulf of Guinea research project** on the socio-economic and structural factors influencing piracy in the region, to be presented at the UK Chaired G7++ Friends of the Gulf of Guinea forum.
- Work with industry to develop and publish updated guidance on the use of armed guards to protect **UK-flagged vessels** against the threat posed by piracy.
- Maintain a **comprehensive compliance programme** both in the UK and overseas to ensure port facilities and the maritime sector is supported to comply with security regulations.
- Conduct **analysis of global strategic chokepoints**, exploring the maritime security of critical routes and impact on trade flows, UK interests and supply chains.
- Conduct a review of **International Ship and Port Facility Security (ISPS)** security levels.
- Consult on measures to dispose of **time expired pyrotechnics** in the maritime leisure sector.

# MARITIME & COASTGUARD AGENCY



Maritime &  
Coastguard  
Agency



The MCA is an executive agency of the DfT. It works to prevent the loss of life on the coast and at sea through its dedicated national 24-hour maritime and coastal search and rescue emergency response throughout the UK.

It produces legislation and guidance and provides certification to ships and seafarers through its survey and inspection regime, it enforces standards for ship safety, security, pollution prevention and seafarer health, safety and welfare for seafarers.

The MCA works with strategic partners to promote maritime safety, encourage economic growth, and minimise the maritime sector's environmental impact. It does this through Government's maritime safety and environmental strategy, and through our support to industry via the UK Ship Register. Its annual reports are available at [www.gov.uk](http://www.gov.uk).

## **SINCE 2019 THE MCA HAS:**

- During 2019 MCA's Coastguard search and rescue (SAR) co-ordination network responded to over **31,000 incidents** relating to distress and 999 calls. This figure increased to over 33,000 in 2020.
  - Continued work on the **UK Drowning Prevention Strategy**. Our emphasis on drowning prevention has led to a positive impact around the coast and we will continue working with other National Water Safety Forum members who are also focussed on saving lives around our coast and waterways.
  - In 2019 the UK was positioned in 5th Place on the **Paris MoU** White List. In 2020 the UK Ship Register improved on this and is now positioned in first place on the White List, demonstrating that the UK operates a quality Ship Register and leading to reductions in the frequency of inspections undertaken of UK-registered vessels by other flag states.
- At the end of March 2020, the **UK Ship Register** stood at over 10.2m Gross Tons; this is a slight decrease from our 2019 figure which saw the UK Ship Register Tonnage stand at over 10.4m Gross Tons.
  - During 2019, we successfully prosecuted ten enforcement cases, in 2020 that figure fell to three successfully prosecuted **enforcement cases**. The fall in cases being prosecuted was caused by a move to using alternative methods to manage breaches of legislation and to the pandemic. The combination of prosecutions and our focus on utilising other methods to quickly deal with breaches added to the safety of the maritime community.
  - Remained committed to **innovation and exploitation of new technologies**; in 2020 we conducted our first stage of drone search trials.

- During the COVID-19 pandemic continued to operate taking additional steps to support the maritime economy, protect lives and using our skills and resource to support the COVID-19 response.
- Advised cruise operators on how to deal with complex issues including outbreaks onboard, crew repatriation and vessel certification. Our assistance wasn't limited to UK registered vessels, the UK provided a safe harbour for 19 ships that were turned away from other international ports.



THE MCA ENFORCES STANDARDS FOR SHIP SAFETY, SECURITY, POLLUTION PREVENTION AND HEALTH, SAFETY AND WELFARE FOR SEAFARERS.



The MCA took a managed approach to relaxing controls to protect our staff from exposure to the risk of COVID-19 infection as well as to enable industry to continue to operate where possible in line with wider government guidance. This took the form of a range of Marine Information Notes covering:

SURVEY & CERTIFICATION  
**OF UK VESSELS**  
 DOMESTICALLY AND  
 INTERNATIONALLY OPERATING



VESSEL TRAFFIC  
**SERVICES**



**ORAL  
 EXAMS**



MARITIME TRAINING **SMarT**

EXTENSION OF  
**SEAFARERS'**  
 EMPLOYMENT  
**AGREEMENTS**





- Implemented a revised process to enable the continued issuance of **Seafarer certificates** during the pandemic. Alongside this, implementation of an online oral examination process to replace face-to-face examinations which had to be paused. This has meant a minimal delay to our customers and ensured that they were able to continue to carry out their work supported by the MCA.
- HM Coastguard has maintained **effective delivery of its 6 core functions**, including its emergency response capability, since the outbreak of COVID-19. It has also been significantly involved with offering mutual aid support to partner agencies through collaborative working with Local Resilience Forums and Partnerships throughout the UK.

## WHAT THE MCA INTEND TO ACHIEVE IN THE NEXT 12 MONTHS

- We will continue to improve the service offer of the UKSR to customers and will continue the next stages in a programme of improved digital systems. We will look to position the United Kingdom as the innovative **flag of choice**, supporting the development and implementation of emerging technologies. We will focus on emission reduction and autonomous shipping, both of which are important to delivering ambitions set out in Maritime 2050 and its accompanying route maps.
- We will continue to provide a dedicated national **24-hour maritime and coastal search and rescue emergency response** throughout the UK and continue to undertake survey and inspection activities.
- Following the release of our internal work plan, formerly known as The Big Three and now renamed **The Big Picture**, we have identified seven strategic objectives that they will work towards, which are:
  - Becoming the world's best performing flag state
  - Be a modern, progressive regulator
  - Grow the UK maritime economy and employment
  - Be the world's best performing coastal state
  - Reduce fatalities at sea
  - Be a world leader in maritime innovation
  - Be the go-to centre of expertise for UK maritime

BE A **WORLD LEADER** IN  
**MARITIME**  
 INNOVATION

# 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
- **Commissioners of Irish Lights** – the island of Ireland



TRINITY HOUSE



Northern  
Lighthouse  
Board



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

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

Their joint mission is the delivery of a reliable, efficient and cost effective aid to navigation services for the benefit and safety of all mariners. Their respective annual reports are available online.

Between them, the GLAs look after over 16,000 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.

The GLAs have overcome the challenges of the COVID-19 pandemic and have ensured there has been no loss of service. Despite the challenges faced they have maintained their operational capacity to ensure our shipping lanes remain open, clear and safe.



# MARINE ACCIDENT INVESTIGATION BRANCH

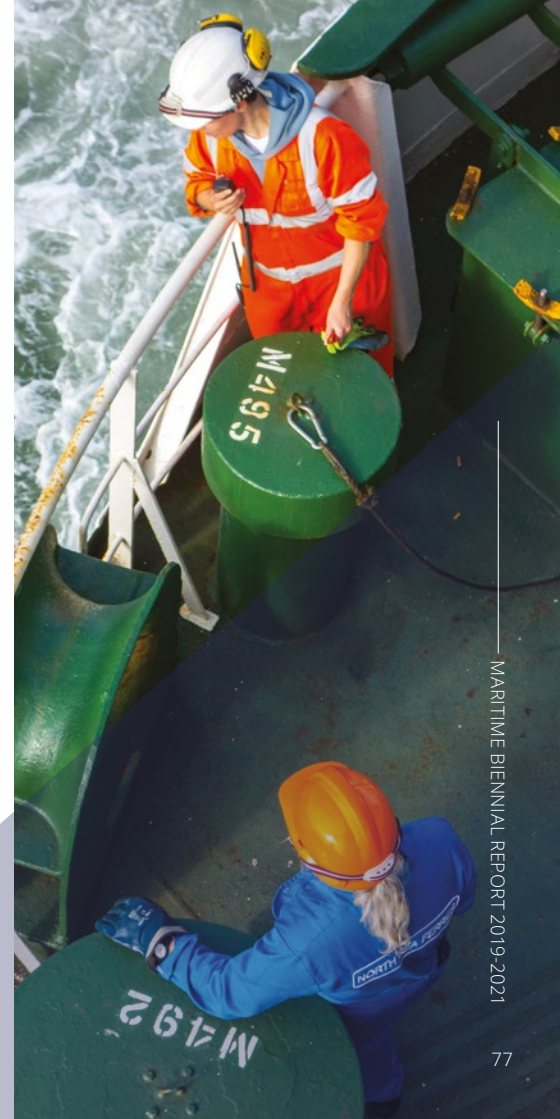


The Marine Accident Investigation Branch (MAIB) is tasked with investigating marine accidents of all kinds involving UK ships worldwide, and accidents involving any vessel occurring in UK waters. It makes recommendations aimed at improving safety at sea, serving a vital function and one which saves lives.

In 2019-20 the MAIB published 25 investigation reports and started 33 accident investigations. Of the investigations started, nine were into fishing vessel accidents, fourteen involved merchant vessels, five involved small commercial craft, and five involved leisure craft. During this time period, fatal accidents on commercial fishing vessels resulted in the loss of five lives. While this number appears small, given the number of professional fishermen, this is still a very high fatality rate compared with other UK industries.

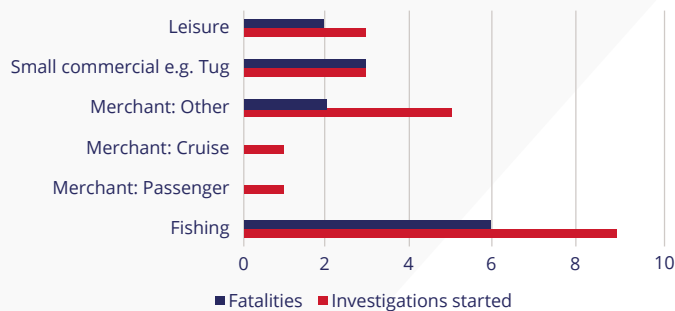
The MAIB continues to track emerging safety issues. The Safety Study into how Electronic Chart Display and Information Systems (ECDIS) are being used at sea, in collaboration with the Danish MAIB, is nearing completion. The finishing touches have been delayed by the recent COVID-19 restrictions, but the study should be published during 2021. At the other end of the technological spectrum, older workers losing their lives in occupational accidents on ships around the UK appears to be on the increase, though it is too early to say whether this is a blip or indicative of a wider trend.

**MAIB**  
MARINE ACCIDENT INVESTIGATION BRANCH

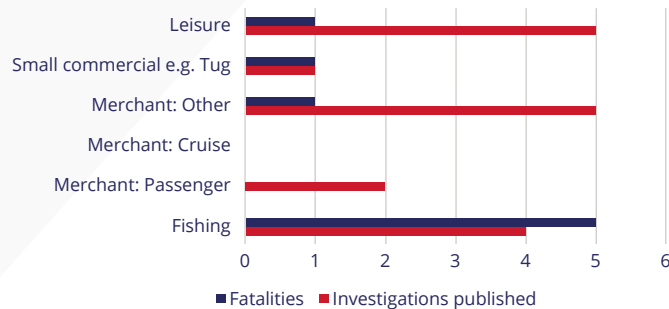


The last two years were a period of consolidation for the MAIB. While the UK has continued to report marine casualties to the EU until the end of the transition period, the MAIB has now repatriated all its historical accident data into a new database, and the MAIB's new case management system became operational in May 2020. New inspectors have been recruited to replace a number of retirees, and are now in training, and vacant administration and support posts have been filled. Importantly, approval has been obtained to increase the capability and capacity of the technical section so the Branch can keep abreast of the increasing digitisation of the marine industry. Finally, agreement has been reached with the Red Ensign Group (REG) Category 1 registers of Bermuda, Cayman Islands, Gibraltar and the Isle of Man for the MAIB to carry out independent Very Serious Marine Casualty investigations on their behalf. This is an exciting development that will benefit the wider REG family.

## 2019 TOTAL INVESTIGATIONS STARTED = 22



## 2020 TOTAL INVESTIGATIONS PUBLISHED = 17







Department  
for Transport