



Department  
for Transport

# MARITIME ANNUAL REPORT 2017-2018



A photograph of two women in industrial workwear. The woman on the left is wearing a blue hard hat, a blue long-sleeved shirt, and a high-visibility orange and white safety vest. She is looking towards the woman on the right. The woman on the right is wearing an orange hard hat, glasses, and a dark blue denim work jacket. They are standing in a factory or industrial environment with a white wall and a blue door in the background.

# MINISTERIAL FOREWORD

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

The UK sits in the front rank of global maritime nations. Since my appointment as Minister for Maritime, I have experienced at first hand the full range and impact of the UK's maritime sector. I am proud that we have one of the most vibrant and competitive maritime sectors in the world.

Over the past year, the Government has signalled its intention to be more ambitious in both leading and supporting the maritime sector. We are delivering a step change in our activity and effectiveness. I want us to have a shared sense of what we are trying to achieve.



We should be confidently global in our approach. London International Shipping Week 2017, one of the premier worldwide maritime events, was a tremendous success. Thousands of delegates attended, including many senior industry figures and politicians, helping to build closer business links around the world. I am confident that LISW 2019 will further reinforce London's position as the global centre for maritime business. More recently, here at the IMO in London, the global shipping industry agreed for the first time to reduce emissions by 50 per cent by 2050. The UK Government played a leading role, and we will capitalise on the momentum in the months ahead.

We must continue to stand up for standards. Our Maritime and Coastguard Agency, Marine Accident Investigation Branch, and General Lighthouse

Authorities are world leading. We are raising the bar on our workforce, increasing funding for maritime training as a sign of our commitment to maritime growth and extending new rights to workers at sea. We have been a driving force behind the Women in Maritime Taskforce. I was delighted to launch recently the Women in Maritime Pledge, the first step to encouraging the sector to increase the number of women in maritime careers.

We have to plan for the long term. We launched the Port Connectivity Study, a vital first step in ensuring our ports stand up to the very best international comparisons long into the future. And our forthcoming long-range strategy, Maritime 2050, is an opportunity for us to demonstrate our ambition to be a world maritime leader and position the UK to meet the challenges ahead.

Underpinning this all, we need industry and government to work closely together. UK maritime industry is dynamic, efficient and attracts major investment – this is a sector that needs partnership, not support. The Maritime Growth Study created a new way of joint working that is now embedded into everything we do. I would like to thank industry for their sustained efforts in helping government to advance our common cause.

Taken together, this is an ambitious but achievable set of aspirations. And it is why I am optimistic about maritime, and why I am delighted to launch the Government's Maritime Annual Review. I look forward to working with you over the year ahead.

# INTRODUCTION WHY MARITIME MATTERS

The UK maritime sector has much to be proud of. It provides a strong and resilient core to the economy, both as a contributor in its own right and as an enabler for trade and investment.



The maritime industry will continue to play a key role in enabling international trade in goods, whilst making an important contribution to the economy in its own right. The UK's maritime sector generated £14.5 billion in 2016 and directly supported an estimated 186,000 jobs. Shipping and ports are critical to supplying the UK's daily needs. Around ninety five percent of exports and imports come by the sea.

Our status as a world leading global maritime nation means we are the number one destination for inward maritime investment in Europe. We have a world-leading maritime business services sector which continues to be the go-to place for those seeking high quality legal, insurance (including protection and indemnity), ship-broking and financial services.

The maritime landscape is forever evolving with emerging priorities being driven by future industrial, environmental and energy policies. Skills continue to underpin the UK strength in the maritime sector. Across the UK, maritime clusters have been bringing together industry, government and educational institutions to foster innovation and drive growth. The sector continues to embrace new technology and innovation as it becomes available and will remain committed to investing in a continually outward-looking, high-quality and leading industry.

Whilst leaving the EU means that government will now have the freedom to forge a new role for ourselves within the world; to negotiate our own trade agreements and to be a positive and powerful force for free trade.

## THIS REPORT

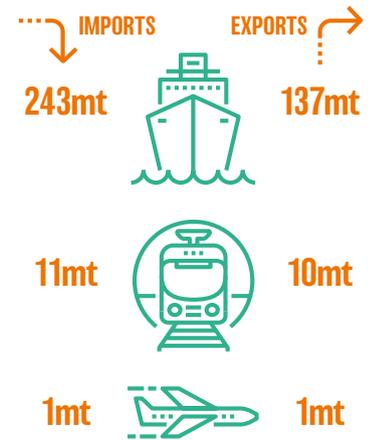
The government is pursuing an ambitious maritime agenda. This agenda includes a variety of reviews and initiatives publications, often relating to a particular challenge – such as the Maritime Growth Study – or a subset of the industry – for example our work on port connectivity. The intention in each case is to update the UK's approach, and then build the conclusions into business as usual. But this progress needs to be tracked and communicated in an open and transparent way.

The purpose of this report, to be published annually, is to provide visibility of the government's progress and ambition. It highlights the key things that government has achieved throughout the year and what it has planned for the year ahead. It also celebrates the successes that our front line maritime services deliver on a daily basis.

# 95%

**OF BRITISH TRADE IN GOODS BY WEIGHT WERE MOVED BY SEA IN 2016. THE REST BY AIR OR THE CHANNEL TUNNEL (A NEGLIGIBLE TONNAGE BY PIPE)**

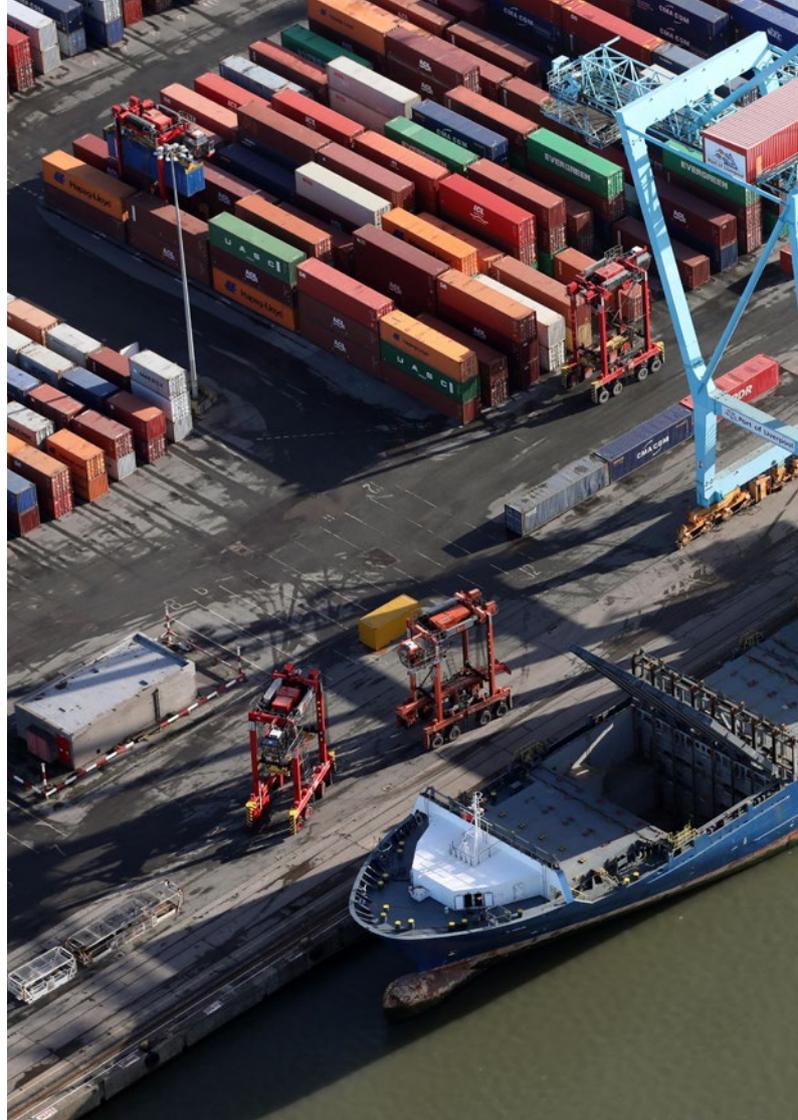
mt = million tonnes



# STRATEGY & ENGAGEMENT

The UK maritime sector is fundamentally strong and competitive and the UK remains an attractive place to conduct maritime business. Government is determined that this should continue. So while there are actions we can take in the short to medium term we must also look further ahead and plan accordingly. Industry plays an important role in delivering what we do now and in the future. Forging strong partnerships with both international and domestic businesses will provide opportunities to boost growth, trade and productivity in the maritime sector.

Over the past two years the Maritime Growth Study has given government and industry new impetus to promote and enhance the maritime sector. It has enabled the UK to look at what needs to be improved or changed now to continue to be a major player in the global market. The development of Maritime 2050 will provide opportunities to take into account changing circumstances and different scenarios.





## OVER THE LAST 12 MONTHS GOVERNMENT HAS:

Successfully partnered with industry to deliver London International Shipping Week (LISW) 2017. This focused on the future of international trade and how the maritime sector will need to adapt to meet future challenges. LISW was attended by thousands of delegates from at least 50 countries including more than 15 foreign ministers from the likes of Hong Kong, Greece, Nigeria and Ghana. As part of LISW we hosted and facilitated bilateral meetings with politicians and senior industry figures to explore partnerships, future opportunities outside the European Union and how to boost maritime and marine exports.

Introduced plans for the development of Maritime 2050 as a way to identify the challenges and opportunities that lie ahead for the maritime industry. Maritime 2050 will provide a long term strategy for the UK maritime sector. We have been consulting across the sector, building a strong evidence base and identifying areas of consensus and challenge. The work has been focussed on six broad themes – trade, environment, technology, security and resilience, infrastructure and people.

Maritime 2050 is an important component of a suite of strategy and policy documents that will establish the framework for marine and maritime matters in the UK. These all contribute to the Government's new UK oceans strategy announced by the Foreign Secretary in June 2018. They will together provide a blueprint for international action by HMG towards the oceans that supports the long-term prosperity of the UK and highlights an opportunity for the UK to develop a thriving 21st century marine and maritime economy and lead the global response to environmental change.





**OVER THE NEXT 12 MONTHS  
THE GOVERNMENT'S  
AMBITIONS INCLUDE:**

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

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

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

# INFRASTRUCTURE & PEOPLE

Successful ports are an essential factor in the economic health of the UK. They have invested billions of pounds in modern infrastructure to handle 95% of the freight that either enters or leaves the UK's borders. This commitment in turn ultimately benefits the wider economy. It is also notable that UK ports do so on a fully commercial and competitive basis.

Whilst ports provide a significant proportion of trade entering and leaving the UK, they are only one part of a wider supply chain. The effectiveness of a port operation, and the movement of freight to and from them, is closely linked to the efficiency of the wider transport infrastructure.

The UK's maritime strength is underpinned by its British officers and ratings who are respected and sought after across the world. To maintain our position as a leading maritime nation government is committed to ensuring that the UK maritime sector has the right skilled staff. The importance of this has been emphasised through the government's commitment to creating a world-class maritime training workforce for today and the future. That is why seafarer training is supported through SMarT and SMarT Plus and a range of maritime apprenticeships.

Fundamental to our future success is addressing and improving the gender diversity of the workforce, making use of the whole range of talent throughout the population. This work is being undertaken by Maritime UK's Women in Maritime Taskforce, with which the Department is an active member.

THE PORTS  
SECTOR DIRECTLY  
CONTRIBUTES:

**£1.7bn**

GVA TO THE UK'S  
ECONOMY



**24,000**

ARE DIRECTLY EMPLOYED  
BY UK PORTS





**OVER THE LAST 12 MONTHS  
GOVERNMENT HAS:**

Concluded in November 2017, the work of the cross Government and industry working group that considered the application of the National Minimum Wage to seafarers. The recommendations of the Group are now being considered by government as we look to ensure that seafarers and fishermen working in the UK enjoy similar levels of social and employment protection as those in land based jobs.

Published the Port Connectivity study in April 2018. This came after a year-long period of stakeholder engagement, research and analysis and enables better information on port plans and helps inform transport infrastructure investment processes. This is an important first step forward and builds the platform for future improvements.

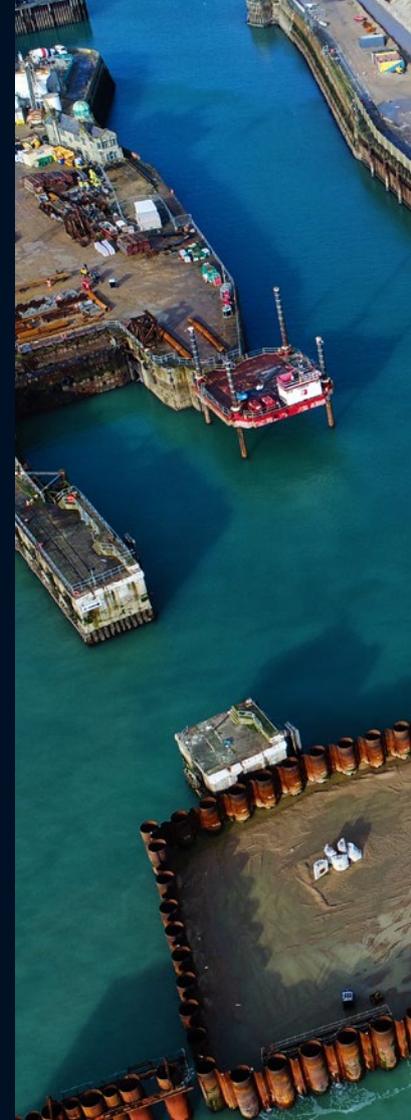
The study looked at the quality of hinterland links for ports in England and provided the first cross-modal overview of port, rail and road activity and issues by region. It also showed that government is undertaking significant investment in port connectivity and is fully aware of its importance as we enter the next periods of infrastructure investment.

In April 2017, the Merchant Shipping (Homosexual Conduct) Act was made. This Act repealed sections 146(4) and 147(3) of the Criminal Justice and Public Order Act 1994 which purported to preserve the right to dismiss a seafarer on a UK registered merchant navy vessel for an act of homosexuality. Their repeal removed any misunderstanding as to their policy effect where they may have been considered a statement that homosexual conduct, per se, was

incompatible with employment on UK merchant vessels. The Act also symbolically removed the last reference to homosexuality from the statute book.

In April 2018, announced SMaRT Plus. This provides a package that will see SMaRT funding doubled, over a 7 year period, from £15m to £30m per year thus enabling the cadet intake to increase to 1200 each year. In return, shipping companies will create additional UK training positions and commit to employ newly qualified SMaRT Plus officers in order for them to gain the 12 months sea time experience that is required to enable them to progress to their 2nd Certificate of Competency (CoC).

Become an active member of the Maritime UK led Women in Maritime Taskforce. Working with the members of the taskforce we are pressing for delivery of clear and robust recommendations with buy in from those that are able to deliver them. The Women in Maritime Pledge was launched in July 2018 committing maritime businesses to building an employment culture that actively supports and celebrates gender diversity.





Hosted the first Maritime Services Forum in March 2018, establishing a foundation for sustainable long-term cooperation between major leaders from the Maritime Services Sector and Government.

Building on the progress made to date, consulted disabled persons and persons with reduced mobility on their experiences when travelling by sea and inland waterways as part of a wider Government strategy to improve accessibility of our transport infrastructure and services.

Published new Ports Good Governance Guidance in March 2018. Prepared with the ports sector, this sets out the best practice on corporate governance, stakeholder engagement and other key areas including safety for board members and equivalents at all types of port – private sector, trust ports and those owned by local authorities.

Devolved ports policy for nearly all ports in Wales to Welsh Ministers in April 2018 under powers in the Wales Act 2017. Policy for reserved trust ports – of which Milford Haven is the only one – remains the responsibility of the UK government.

Delivered over £3.6 million of grants through the Inshore and Inland Rescue Boat Grant Fund significantly increasing capacity in the inshore/inland rescue and flood response sector since 2014 and launched the 2018-19 application window with a further £1 million in grants available.

Launched the inaugural Maritime Safety Week campaign in July 2018 to enhance awareness of safety issues, recognise the excellent work already being done and provide a focal point to deliver a concerted drive for continuous improvement in the sector.

Implemented 28% real-terms reduction in the costs of the General Lighthouse Authorities through efficiency savings since 2010.

Secured a reduction of 4½ pence in light dues paid by the shipping industry which covers the costs of the General Lighthouse Authorities over the past five years.

Concluded the latest General Lighthouse Authority Fleet Review which has considered in detail the future capability and management of the General Lighthouse Authorities' fleet of ships to ensure they have the correct assets available to deliver their critical statutory duties to maintain aids to navigation around our coasts and deliver value for money.



**OVER THE NEXT 12 MONTHS  
THE GOVERNMENT'S  
AMBITIONS INCLUDE:**

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

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

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

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

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

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

Undertaking year one implementation of the Port Connectivity Study recommendations, in particular, analysis of key economic corridors to ports, better understanding of barriers & challenges of the coastal shipping market, and establishing a “virtual freight team.

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

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

# ENVIRONMENT & INNOVATION

Our coastlines and coastal communities are vulnerable to environmental impacts from shipping, such as litter and noise, and emissions from ships can cause harm to human health and the environment. New and emerging technologies have the potential to transform

the maritime world beyond recognition and bring enormous benefits for the industry and customers alike. Innovation is embedded in our maritime sector, driving us to challenge existing practices, create new solutions using new technology and deliver progress.





## OVER THE LAST 12 MONTHS GOVERNMENT HAS:

Been at the forefront of a coalition of member states working towards an ambitious and credible deal to cut emissions of greenhouse gases at the International Maritime Organisation. The target is to cut GHG emissions from shipping by at least 50% aiming for 100% by 2050, alongside a commitment to the full decarbonisation of shipping as soon as possible during this century.

Worked closely with industry and academia on development of a new smart shipping strategy. In February 2018 Government hosted a ground-breaking Maritime Autonomy Futures Lab. The lab is an exemplar of how to create collaborative, innovative and evidence-based policy across Government.

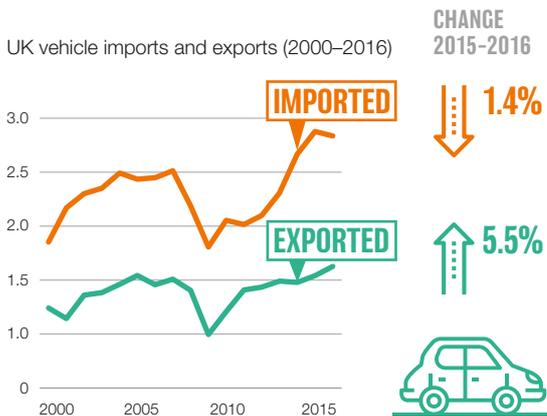
Designed a maritime air quality strategy to feed into Government's Clean Air Strategy which was published for consultation in May 2018.

Begun working with industry to identify flagship projects in industry to demonstrate the UK's expertise in maritime innovation.



# 1.54mn

VEHICLES WERE EXPORTED OUT OF THE UK IN 2016, THE LARGEST VALUE SINCE 2000



Supported industry's bid for funding through the Industrial Strategy Challenge Fund (ISCF): this includes funding to develop commercially viable green shipping technologies.

Worked with industry via Maritime UK to ensure that an expression of interest for a maritime Industrial Strategy sector deal was submitted to position it in the pipeline of industry proposals.





## INITIAL IMO STRATEGY FOR THE REDUCTIONS OF GHGs FROM INTERNATIONAL SHIPPING

The following key statistics show the number of hours of 'outward facing' engagement to increase the UK's profile.

WEEKLY  
**7am**   
TELECONFERENCES WITH  
AMBITIOUS COUNTRIES  
IN EUROPE, THE PACIFIC  
AND CANADA

**200km**  
CYCLED WITH THE  
CHAIR OF NEGOTIATIONS  


2 WEEKS OF  
**18 HOUR**  
DAY  
NEGOTIATIONS  
AT IMO 

**30**   
COUNTRIES ATTENDED  
A UK HOSTED 2-DAY  
MEETING

**25**   
AMBASSADORS /  
HIGH COMMISSION  
REPRESENTATIVES AT A  
RECEPTION HOSTED BY  
NUSRAT GHANI MP

**3**   
CROSS-GOVERNMENT  
TWEETS 

**40**   
RESPONSES FROM FOREIGN  
AND COMMONWEALTH  
OFFICE OFFICIALS LOCATED IN  
COUNTRIES AROUND THE GLOBE

**100+**   
COUNTRIES ATTENDED  
THE FINAL  
NEGOTIATIONS 

**OVER THE NEXT 12 MONTHS  
THE GOVERNMENT'S  
AMBITIONS INCLUDE:**

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

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

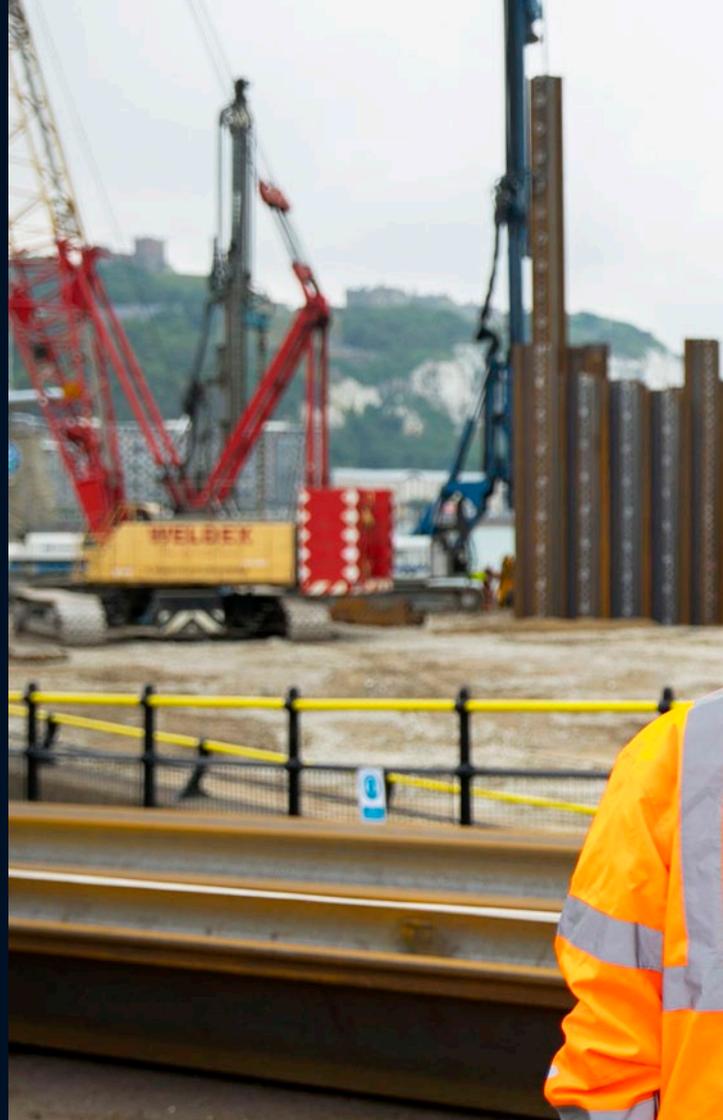
Producing a Clean Maritime Plan, which will set out policy intention and action to address emissions to air from shipping at a national level.

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

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

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

Playing a leading role as the International Maritime Organization (IMO) begin to explore the regulation of autonomous vessels.





PORTS ALSO HANDLE PASSENGERS, BRINGING TOURISM REVENUE INTO THE ECONOMY:

# 22mn

INTERNATIONAL SEA PASSENGER JOURNEYS THROUGH UK PORTS



# 829,000

PASSENGERS STARTED THEIR CRUISE AT SOUTHAMPTON IN 2015, MAKING IT EUROPE'S MOST POPULAR PORT FOR CRUISES



# TRADE & INTERNATIONAL

Maritime trade is the life blood of the UK economy. It is vitally important that it continues to function efficiently and effectively as we leave the European Union.

Government is confident that the UK can continue to expand its trading links after our departure from the EU and that the maritime sector will thrive and strengthen, as it harnesses the opportunities that exit brings. As we prepare to leave the EU, the UK has to grasp the opportunity to shape a new and ambitious maritime trade policy which supports our businesses at home and across the globe.

UK experience gained across the maritime sector, especially over the last forty years, and the expertise and knowledge that we hold are imperative to our global status. We are the home of the UN's International Maritime Organization. Our skills in Marine Accident Investigation, Search and Rescue and pollution control are key to the safety and environmental protection of our waters and those of our neighbours. Our willingness to share our expertise is of strategic importance to all our international partners.



## OVER THE LAST 12 MONTHS GOVERNMENT HAS:

Planned for the United Kingdom's departure from the European Union. In November the Government set out a vision for the UK's future as a truly Global Britain. The aim is for the United Kingdom to emerge from this period of change stronger, fairer, more united and more outward-looking than ever before. The Government wants to be a global trading nation that is a magnet for international talent, and we want to build a fairer society by embracing genuine economic and social reform. This is why our new Modern Industrial Strategy is being developed, to ensure every nation and area of the United Kingdom can make the most of the opportunities ahead. And why, as we continue to bring the deficit down, we

will take a balanced approach by investing in our economic infrastructure. We want the minimum possible disruption for business, and we will provide as much certainty as we can every step of the way.

Set out an ambitious plan for our future relationship with the EU: a Global Britain which thrives in the world by forging a bold and comprehensive economic partnership with our neighbours, while reaching out beyond our continent, to trade with nations across the globe.

Prepared to be in a position to develop and negotiate our own trade agreements. This includes a bold and ambitious free trade agreement with the EU which removes as many barriers to trade as possible.

In addition to transitioning existing EU trade agreements, the government has worked with a number of other countries to explore the best ways to develop our current trade and investment relationships, which could include entirely new Free Trade Agreements (FTAs).

Building on a hugely successful London International Shipping Week, the government initiated a new strategic approach to maritime trade policy through a programme of engagement to gather views from maritime stakeholders. Partners included representatives from the Maritime Services, Maritime Goods and Port, and Shipping sectors. Evidence gathered from this and ongoing engagement will influence our future policy decision making, including those pertaining to Free Trade Agreements.

Worked on post-EU regulatory frameworks. The Government wants the change from where we are now as EU members to our new partnership to be as smooth and orderly as possible. This includes ensuring our regulatory framework is fit for purpose, and enables the maritime sector to function effectively after Exit.

Delivered Ministerial attendance at international conferences, such as Posidonia in Athens, and official visits to Hong Kong and China, Malta, Bulgaria, Estonia and Portugal. These have enabled us to enhance and facilitate our strong bilateral relationships between government and industry in international maritime fora. This engagement provides much needed reassurances about the role of the City as a competitive shipping and financial services hub after EU Exit. This international engagement has also supported the

establishment of long-term partnerships, such as the Memorandum of Understanding signed between Maritime London and the Hong Kong Government during LISW 2017; as well as the Memorandum of Understanding between the London Maritime Arbitration Authority (LMAA) and the Shanghai Maritime University in May 2018.

Demonstrated our value to international partners in a number of ways, for instance through the prominent role we have played within the European Maritime Safety Agency (EMSA). Our engagement has also had a tangible impact on specific policy outcomes. Our influence on the International stage was most recently demonstrated through the ambitious new targets agreed for limiting greenhouse gas emissions at the International Maritime Organization (IMO).

Strengthened our international engagement through bodies such as Trinity House and the Northern Lighthouse Board, who are proactive members of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Council – the non-profit international technical body which gathers together marine aids to navigation authorities, manufacturers, consultants and scientific and training institutes from all parts of the world to improve the safety of navigation for all. IALA's biggest achievement has been to consolidate the 30-plus buoyage systems in use into two international systems.

The global role that bodies such as Trinity House play reflects including the development and improvement of common best practice standards, recommendations and guidelines as well as driving

innovation. This is a reflection of the long heritage and depth of experience of these bodies and their prestigious standing in this sector and places the UK at the forefront of ensuring that all mariners have the aids to navigation they need both now and in future, reducing accidents and contributing to the protection of the marine environment.

Strongly supported of the proposal for IALA to get the recognition it deserves and move its status from a Non-Governmental Organisation to an Intergovernmental Organisation, recognising the importance of the organisation in delivering navigation safety, and placing it on a par with similar bodies such as the International Maritime Organization and the International Hydrographic Organization.

Continued to support the IMO. London's strategic role in the maritime sector and its importance is further enhanced by the location of the IMO, in the heart of London and at the centre of UK government. Through our Permanent Representative to the International Maritime Organization, the Government continues to demonstrate our commitment international engagement.

The Government's commitment to the IMO was demonstrated through the attendance of Her Majesty the Queen, plus other international dignitaries, at the celebration of the 70th anniversary of the IMO alongside World Maritime Day 2017.

Played a full role in the Consultative Shipping Group (CSG), an international partnership of 18 countries working towards open and competitive maritime markets. During LISW 2017, the UK chaired and hosted the CSG to discuss trade opportunities and to re-emphasise what the UK has to offer. The group heard about our plans to maintain the UK as a global maritime centre.

**25%**

**OF UK ENERGY IS TRANSPORTED BY SEA**



**48%**

**OF UK FOOD SUPPLIES ARE BROUGHT BY SHIP**



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

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

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

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

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

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

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

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

# SECURITY & RESILIENCE

Government plays a strong, positive global role in maritime security. We project our power, influence and values to help shape a secure, prosperous future for the UK and to build wider security, stability and prosperity. We are assisted by global security partners and we work closely with shipping and ports operators to enhance the resilience of the sector. The UK National Strategy for Maritime Security (NSMS) underpins current maritime security policy across government.



**OVER THE LAST 12 MONTHS  
GOVERNMENT HAS:**

Established a major new programme to improve the protection of British maritime interests overseas, engaging with other States and providing targeted capacity building.

Improved communications with industry on current and emerging security risks, providing regular briefings and issuing timely written advice in response to high threat levels and recent incidents.

Published specific guidance for combatting the threat of cyber-attacks against ships while facilitating implementation of the EU Directive on the security of Networked Information Systems (NIS).

Strengthened domestic maritime security by reinvigorating the risk assessment process, promoting best port security practice and reinforcing the effectiveness of our compliance monitoring programme.

**OVER THE NEXT 12 MONTHS  
THE GOVERNMENT'S  
AMBITIONS INCLUDE:**

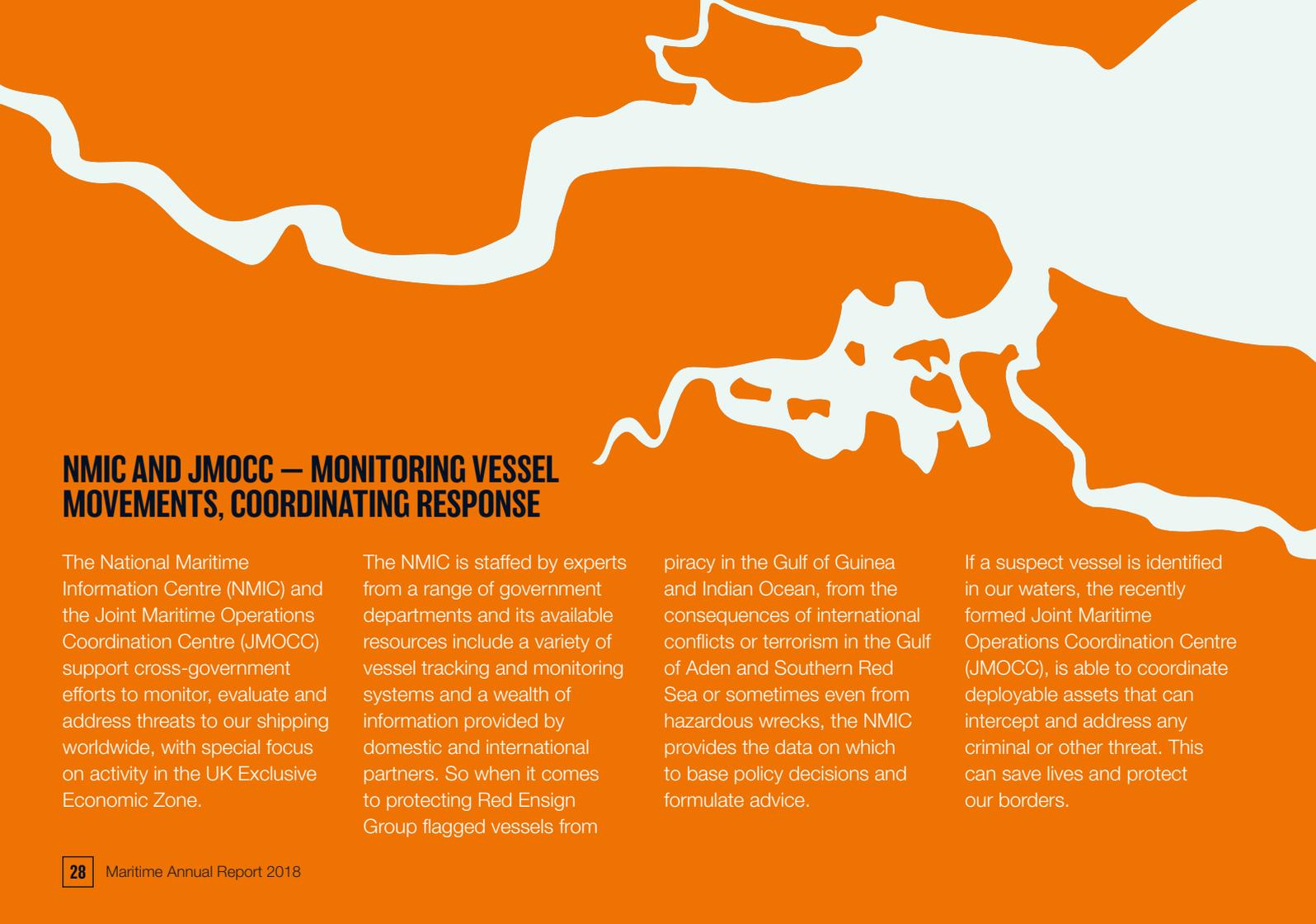
Refining our domestic security regime and support to UK Overseas Territories and Crown Dependencies using improved data analysis and up-dated techniques.

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

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

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

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



## NMIC AND JMOCC — MONITORING VESSEL MOVEMENTS, COORDINATING RESPONSE

The National Maritime Information Centre (NMIC) and the Joint Maritime Operations Coordination Centre (JMOCC) support cross-government efforts to monitor, evaluate and address threats to our shipping worldwide, with special focus on activity in the UK Exclusive Economic Zone.

The NMIC is staffed by experts from a range of government departments and its available resources include a variety of vessel tracking and monitoring systems and a wealth of information provided by domestic and international partners. So when it comes to protecting Red Ensign Group flagged vessels from

piracy in the Gulf of Guinea and Indian Ocean, from the consequences of international conflicts or terrorism in the Gulf of Aden and Southern Red Sea or sometimes even from hazardous wrecks, the NMIC provides the data on which to base policy decisions and formulate advice.

If a suspect vessel is identified in our waters, the recently formed Joint Maritime Operations Coordination Centre (JMOCC), is able to coordinate deployable assets that can intercept and address any criminal or other threat. This can save lives and protect our borders.

## MARINE ACCIDENT INVESTIGATION BRANCH

The Department's Marine Accident Investigation Branch (MAIB) is based in Southampton and investigates accidents involving UK-registered vessels anywhere in the world, and foreign-flagged vessels within UK territorial waters (12-mile limit). Established in 1989 following the *Herald of Free Enterprise* disaster off Zeebrugge in which 193 people lost their lives, the MAIB operates independently of the industry regulator and policy makers

The MAIB has 36 staff and in 2017 received 1,232 reports of accidents. It published 26 reports of its investigations. As well as this it made 56 formal

recommendations, targeted at those parts of the maritime sector best placed to act upon them. The MAIB's work sees it investigating accidents involving merchant vessels of all sizes, commercial fishing vessels, and recreational craft.

As one of the world leaders in accident investigation, the MAIB has recently provided a comprehensive training event for investigators from administrations in the Red Ensign Group, and this is due to be repeated later this year.

On 27 June, it published its 2017 Annual Report which contains information about recommendations made, and detailed accident statistics.



# MARITIME & COASTGUARD AGENCY

The Maritime and Coastguard Agency (MCA) works to prevent the loss of lives at sea and is an Executive Agency of the Department responsible for implementing British and International maritime law and safety policy. It is also responsible for land based search and rescue helicopter operations.





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

Search and rescue helicopters operate from 10 bases and have responded 2,636 times, rescuing 1,693 people.

The volunteers in the Coastguard Rescue Service provide outstanding support to their local communities. Alongside the RNLI they are increasingly being used to promote safety messages in support of the National Drowning Prevention Strategy which aims to halve drownings by 2026.

The UK Ship Register has a total fleet of nearly 16.5 million gross tonnage.

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

The MCA processes over 14,000 seafarer documents annually and receives over 90% positive customer satisfaction with its service.

The MCA's Marine Surveyors undertook 3,467 in-depth surveys of UK registered ships, and 2,732 other inspections.

They also carried out 1,312 Port State Control (PSC) checks of foreign ships in the 2017 calendar year.

