

Written evidence submitted by Maritime UK (MAR0030)

Background

On 22 June 2022, Ben Murray, chief executive of Maritime UK, gave evidence to the Transport Select Committee on the delivery of Maritime 2050. During that evidence session, Maritime UK told the committee that it would:

- report back about public funding in other jurisdictions for the development of shore power infrastructure compared to the UK;
- provide a list of recommendations that should be incorporated within the Clean Maritime Plan (CMP) Refresh;
- analyse the Transport Secretary's 9-point plan on seafarer pay protection and report back once legislation is published;
- provide the committee with examples of issues in the interaction between the sector and the Marine Management Organisation (MMO).

1) Public funding for the development of shore power infrastructure in other countries

In June 2021, Maritime UK published a report called [“G7 Maritime Decarbonisation Snapshot”](#), providing an overview of government initiatives, support for decarbonisation and the development of shore power installations across the G7. We submit this document to the attention of the Transport Select Committee.

2) Recommendations for inclusion in the refreshed Clean Maritime Plan

During the evidence session, Maritime UK agreed to provide a list of recommendations for inclusion in the Clean Maritime Plan (CMP) Refresh, which is due for publication in 2023.

The CMP Refresh should:

- provide clarity on emissions targets, what emissions are addressed, and how they are calculated;

- establish a market-based measure (MBM) for domestic shipping, whose proceeds are ringfenced for the maritime sector;
- give detail on available support packages from different parts of government in terms of tax incentives and R&D;
- bring the discussion about inland waterways into the plan and set out a national strategy on green infrastructure and shore power;
- make the Renewable Transfer Fuel Obligation workable for shipping;
- explain what is happening with UK-SHORE and what is the long-term strategy for the body;
- set out how green shipping corridors will be supported in the UK and elsewhere;
- take an in-depth look into financial products to support green infrastructure.

3) Industry views on the Seafarers' Wages Bill

During the evidence session, Maritime UK noted that it would continue looking at the Transport Secretary's 9-point plan on seafarer pay protection and report back to the committee following the publication of legislation.

On 13 July, the Government introduced the Seafarers' Wages Bill in the House of Lords. The Bill seeks to ensure that seafarers who regularly enter UK waters get paid at least the equivalent of the UK National Minimum Wage (NMW) by preventing firms from undercutting fair pay for seafarers through the use of legal loopholes to pay low wages. The Bill also proposes to enable port authorities to deny access to services calling regularly at UK ports who do not pay their workers equivalent rate to the UK NMW for time spent in UK waters.

Maritime UK is committed to ensuring the rights and welfare of seafarers and welcomes the Secretary of State's 9-point plan. Our members including the [UK Chamber of Shipping](#), [Nautilus International](#), and the [British Ports Association](#) have offered their respective contributions to the legislation. Maritime UK is keen to ensure this domestic legislation complements established international agreements.

4) Interaction between the maritime sector and the Marine Management Organisation (MMO)

Having asked to provide examples of the interaction between the maritime sector and the Marine Management Organisation (MMO), Maritime UK has asked its members to talk about the issues they have experienced on the ground and we have received a number of examples underpinning issues in the interaction between the maritime sector and the MMO.

There is a perception, rightly or wrongly, that the MMO suffers from a perennial problem in recruiting and retraining experienced staff, which has reinforced a common view of the MMO as a workplace for young professionals who do not tend to stay for long periods of time and do not necessarily have the right levels of experience to carry out their tasks effectively.

Members have also pointed to the MMO having significant problems in following-up licensing matters, as well as engaging with proactive stakeholders within the maritime sector. This has led to delays from the port licensing team in sampling plans and failures to respond to invitations to take part in industry-led activities or events. In addition, members reported being unable to establish contact with the MMO, despite enquiring through the appropriate channels, and finding that staff – in a few cases – had little knowledge of their respective responsibilities.

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