

VIBRANT, QUALITY AND SUSTAINABLE SHIPPING: TRADING GLOBALLY AND FUELLING NATIONAL ECONOMIC SUCCESS

Attractive business and financial environment

1.1 To maintain a competitive and stable **fiscal package** to attract and retain shipping, and to underpin our maritime skills base, including:

- An internationally competitive Tonnage Tax regime with training obligations for participating companies.
- Tax and National Insurance arrangements for UK seafarers that reflect arrangements for working at sea and encourage employment.
- Pursuing EU State Aid Guidance that supports a competitive European shipping industry while ensuring a level playing field between Member States.

1.2 UK shipping to exploit opportunities in potential **growth-sectors** that also meet wider environmental and social objectives by:

- Developing short sea and coastal shipping as alternatives to road transport to help reduce congestion and carbon emissions.
- Supporting the development of the UK off-shore industry, including renewables.
- Supporting cruise and ferry sectors.

1.3 To exploit **emerging technologies** to reduce costs and deliver environmental benefits, including by:

- Developing existing international standards and regulations to support the safe introduction into service of larger ships offering increased efficiency.
- Early investment by industry in new technologies delivering environmental benefits.
- Adopting a flexible approach to regulating developing new technologies to encourage take up.

1.4 To sustain the UK **professional seafaring skills** base to meet the needs of the maritime sector, including ports and services, at sea and ashore by:

- Promoting maritime careers and the take up of maritime apprenticeships and cadet training.
- Sustaining financial support for maritime training through National Apprenticeship Service funding for apprenticeships and the Support for Maritime Training programmes.
- Identifying the most cost-effective approaches for training officers and ratings within the apprenticeship and SMarT models.
- Continuing to review the best balance of training commitments required from ships under UK Tonnage Tax.

1.5 To minimise **costs on ships calling at UK ports** by:

- Continuing to reduce the costs of providing Aids to Navigation and the Light Dues charged on ships.
- To work towards effective checks and balances on port charges.

1.6 To encourage investment in **infrastructure** suitable for modern shipping industry, including:

- Port investment to handle the increasing size of ships.
- Bunkering infrastructure to support alternative fuels.

1.7 To **protect shipping and the environment from accidents and security threats** by:

- Government and industry to work internationally to address the threat from piracy and maintain high standards of protective security.
- Close engagement between government and industry on emergency towage, coastal protection and salvage capability to support ships in distress.
- Ensuring insurance and liability obligations match known risks and are fully achieved by industry.
- Mitigating risks from cyber threats.

Shaping international outcomes

2.1 To promote **UK plc and UK economic interest** in the international arena by:

- Promoting the UK as a global shipping base and centre for maritime services.
- Promoting the UK Flag as the register of choice for high quality ships.
- Promoting the excellence of UK training.

2.2 To work to ensure that **international regulatory framework** does not disadvantage the UK by:

- Ensuring EU and domestic legislation is generally consistent with a global level playing field in shipping.
- Promoting 'Better Regulation' principles in the EU, IMO and ILO.

2.3 To engage internationally in the **IMO and EU**, with the support of industry and unions, to promote action that enhances safety, protects the environment and supports growth including:

- Promoting a global approach to greenhouse gas emissions from shipping that delivers operational and environmental benefits.
- Ensuring a holistic approach to environmental regulations based on clear measurable net benefits.
- Maintaining rigorous safety standards in implementation of new regulation.

2.4 To engage internationally in the **ILO, IMO and EU**, with the support of industry and the unions, to promote employment rules that protect the seafarer, encourage employment and achieve a global level playing field wherever possible, including:

- Encouraging wide ratification and implementation of Maritime Labour Convention.
- Working to ensure that EU social and health and safety legislation takes into account the special circumstances of working at sea.

Proportionate Regulation

3.1 Government, with the support of industry, to ensure that domestic and international **technical standards for ships** support cost effective trade while maintaining and enhancing safety through:

- Consistent application of better regulation principles.
- Proportionate and consistent application.
- Using goal-based standards.

3.2 To encourage maritime employment by applying proportionate and effective **employment and working standards** that take into account the special circumstances of working at sea:

- Optimum application of Equality Act and EU Social Agenda.
- Applying proportionate H&S regulation.
- Ensuring the needs of ship operators are taken into account in immigration rules.

3.3 To identify and remove **unnecessary burdens** on UK shipping by:

- Further improving government-industry engagement during the development of legislation.
- Implementing the results of the Maritime Red Tape Challenge.
- Continuing to develop equivalent, less burdensome, standards where appropriate (e.g. Codes).

3.4 To work to ensure that **international maritime legislation** is implemented in a timely manner and imposes as little burden on industry as possible through:

- Avoiding 'gold-plating' as necessary.
- Effective consultation and assessment of the costs and benefits.
- Timely transposition or ratification.

Working in partnership

4.1 To ensure **cross-Whitehall policies** take maritime interests into account including:

- Addressing any unintended or indirect consequences on shipping of wider legislation.
- Ensuring marine environmental policies (e.g. marine planning and licensing of maintenance dredging) take into account maritime activities such as shipping.
- Ensuring that the importance of protecting vital shipping lanes is taken into account in marine planning.
- Ensuring that necessary controls on entry of ships, cargo and passengers into the UK do not impede trade and growth.

4.2 To cooperate on timely and effective **compliance regimes following implementation of legislation** including:

- Regulations governing implementation of MARPOL and other conventions (e.g. sulphur and ballast water).
- Raising awareness and compliance with passenger rights.

4.3 To promote **good working conditions** for UK seafarers in cooperation with trade unions:

- Facilitating of seafarers' movement and shore leave.
- Working to halt the unfair criminalisation of seafarers.