### The UNITED KINGDOM



#### B – Marine and maritime economic activities (MEAs)

Overview of relevant maritime economic activities in the United Kingdom at NUTS-0 level.

Maritime economic activit	у	Gross Value Added	Employment (*1000)	Number of	Other indicators	Source & Reference year
		(EUR, billion)		enterprises		
0. Other sectors				l		
0.1	Shipbuilding (excl. leisure boats) and ship repair					
0.2	Water projects					
1. Maritime transport				<u> </u>		
1.1	Deep-sea shipping				512	2010 Goods freight transport by sea, (million tonnes)
1.2	Short-sea shipping (incl. Ro-Ro)					
1.3	Passenger ferry services				Volume of passenger transport relative to GDP [Index (2000 = 100)]	2012, Volume of passenger transport relative to GDP
					86.3  Number of passagers:	2010 <u>passenger numbers</u> of passengers













Maritime econor	nic activity	Gross Value Added (EUR, billion)	Employment (*1000)	Number of enterprises	Other indicators	Source & Reference year
					28,824,000	
1.4	Inland waterway transport					
2. Food, nutrition	n, health and ecosystem services					
2.1	Fish for human consumption					
2.2	Fish for animal feeding					
2.3	Marine aquaculture					
2.4	Blue biotechnology					
2.5	Agriculture on saline soils					
3. Energy and rav	v materials					
3.1	Offshore oil and gas					
3.2	Offshore wind					
3.3	Ocean renewable energy					













Maritime econor	mic activity	Gross Value Added	Employment (*1000)	Number of	Other indicators	Source & Reference year
		(EUR, billion)		enterprises		
3.4	Carbon capture and storage					
3.5	Aggregates mining (sand, gravel, etc.)	29,910.3		1,263	58,949.9 ((Production Value)	2012, Eurostat annual detailed enterprise statistics for industry
3.6	Marine minerals mining	See 3.5 (Source does not split from Marine minerals mining)				
3.7	Securing fresh water supply (desalination)	3.				
4. Leisure, worki						•
4.1	Coastal tourism					
4.2	Yachting and marinas					
4.3	Cruise tourism					
5. Coastal protec	tion					
5.1 – 5.2	Coastal protection against flooding and					















Maritime economic activit	у	Gross Value Added (EUR, billion)	Employment (*1000)	Number of enterprises	Other indicators	Source & Reference year
	erosion					
5.3	Protection of habitats					











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Breakdown of maritime economic activities in the Atlantic NUTS2 regions of the United Kingdom.

Maritime economic acti	Maritime economic activity		Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
0. Other sectors				
0.1	Shipbuilding (excl. leisure boats) and ship repair	Shipbuilding in the UK in now centred on Scotland (after closure of BAE in Portsmouth). BAE in Scotland alone employ 3,600 people in shipbuilding and repair.  Cammell Laird in largest shipbuilder in the UK.	Significant in terms of employment regionally.	
0.2	Water projects	Water construction projects are undertaken throughout the UK. Current consultation on proposed changes to the water industry currently underway (England)		www.waterprojectsonline.com www.gov.uk/government/consultation/waterindustry
1. Maritime transport	•			
1.1	Deep-sea shipping	About 95% of UK imports and exports by volume are transported by sea. Dover Strait is the busiest shipping lane in the world, with several major ports.	Wider economic development depends on success of maritime industry. There has been significant investment in modernisation and safety – significant employer to UK economy.	www.gov.uk













Maritime economic activity		Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
1.2	Short-sea shipping (incl. Ro-Ro)	See above		
1.3	Passenger ferry services	Several significant ports in terms of destination and passenger numbers (both commercial and leisure)	Employment	
1.4	Inland waterway transport	Competitive alternative to road and rail transport, but not significant compared with other EU countries such as Germany and the Netherlands.	See 1.1	
2. Food, nutrition, health and				
2.1	Fish for human consumption	Significant industry at regional/local level in some areas (e.g Peterhead, Newlyn, Brixham) but not in terms of GDP.  New CFP, quota management and discard adds to uncertain future	Supports regional/local employment, some tourism, although fleet declining having knock on effect on related industries, some historically important ports are now very small scale/non-existent. <10m fleet accounts for majority of employment and catch given much higher number of vessels (for non-pressure stocks)	Defra, MMO, SEAFISH













Maritime economic ac	ctivity	Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
2.2	Fish for animal feeding	Mainly for aquafeeds for salmon farming, some use in agriculture (ruminants)	Some concern that new CFP will direct species suitable for human consumption to animal feeding sector (discard ban)	
2.3	Marine aquaculture	Very small contribution to GDP but very important locally (highlands and Islands of Scotland). Main species produced are salmon and trout. Many farms controlled by multi-national companies	Local employment. Limits to further expansion due to licensing, regulations and disease and pollution concerns	STECF – The economic performance of the EU aquaculture sector
2.4	Blue biotechnology	Considerable potential although current low activity, similar to EU as a whole. Research undertaken into food production e.g. aquaculture	Currently limited, but potential for highly skilled employment	EU Commission
2.5	Agriculture on saline soils			
3. Energy and raw ma			T	T
3.1	Offshore oil and gas	Mainly North Sea production in Scotland. Very significant to economic development and attractive to external investors – inland alternatives (gas) currently being explored E.g. fracking	Employment, economic development, investment	













Maritime economic	activity	Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
3.2	Offshore wind	UK has invested heavily in this sector to increase renewable energy supply. Offshore renewables are part of the UKs development strategy and climate change objectives	Current uncertainty regarding efficient energy production and supply in the UK, increased energy costs as a result of investment in renewables	
3.3	Ocean renewable energy	See above		
3.4	Carbon capture and storage	The UK Carbon Capture and Storage (CCS) Commercialisation competition makes available £1 billion capital funding, together with additional operational funding through the UK Electricity Market Reforms, to support the design, construction and operation of the UK's first commercial- scale CCS projects.		
3.5	Aggregates mining (sand, gravel, etc.)	Increasingly important sector as costs of inland extraction increase and availability decreases	Significant in terms of construction, social factors such as available housing but impacts on other industries such as fishing, energy	www.gov.uk/carboncaptureandstorage













Maritime economic	activity	Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
3.6	Marine minerals mining	Current exploration of feasibility of mining tin off Cornish coast	Employment but impact of other sectors such as surfing which is worth around£64 million to Cornish economy and supports around 1,600 year round jobs	ММО
3.7	Securing fresh water supply (desalination)	n/a	n/a	
4. Leisure, working	and living			
4.1	Coastal tourism	Regionally very important. Coastal tourism provides significant input to local/regional economies in many areas. Some smaller areas, Newlyn, for example, rely almost solely on income from the coastal zone (fishing and tourism). Marine activities such as recreational fishing, diving, boating etc support year round jobs, or important seasonal employment. Marine based activities are important for communities all around the coast of the UK	Regionally very important for employment opportunities and economic development. Coastal tourism is important to the UK economy and offer considerable potential for further development and this is part of the UK coastal development objectives	Gov.uk MMO Coastal tourims
4.2	Yachting and marinas	Marinas can be found along the coast of the UK and at all main ports	Support infrastructure development and local economy	













Maritime economic activ	vity	Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
4.3	Cruise tourism	Cruises operate out of some of the main ports (Dover, Southampton and Folkestone) and increasing in importance		
5. Coastal protection				<u> </u>
5.1 – 5.2	Coastal protection against flooding and erosion	Serious flooding can happen at any time. In England, more than 5 million properties are at risk of flooding - that's nearly 1 in 6.  There are also more than 200 homes at risk of complete loss to coastal erosion in the next 20 years. It's possible 2,000 more could become at risk over this period.		www.gov.uk
5.3	Protection of habitats	UK coastal habitats are a priority for nature conservation. This is partly due to the variety of specialised species associated with them, but also because of their naturalness, fragility, scarcity and intrinsic appeal. Accordingly, there are seventeen coastal habitat types listed under Annex I of the EU Habitats Directive and five coastal priority habitats listed under the UK Biodiversity Action Plan.		JNCC











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Description of the most relevant marine and maritime economic activities (selected on the basis of their potential in terms of employment growth, sustainability, competitiveness.

#### Maritime transport

Almost all imports and exports in the UK are transported by Sea. The UK is home to the most important shipping lane in the world (Dover Strait) and is the largest marine sector in the maritime economy in terms of growth, GDP, employment, investment. As travel and trade have changed over time, ships and their cargoes have developed in size, character and technology.

To encourage economic growth through trade and travel, the UK government has:

- encourage commercial development by ports
- ensure effective regulation of vessels in UK waters
- work to improve maritime security and safety, including search and rescue capabilities

#### **Actions**

To maintain effective ports for trade and travel, the National Policy Statement for Ports was developed.

One objective of the development plan is to increase the number of vessels registered in the UK. This will provide a basis to develop an <u>internationally competitive maritime sector</u>. To do this the government has/are:

- introduced tonnage tax and reformed the ship registration process at the Maritime and Coastguard Agency (MCA)
- supporting seafarer training through the Support for Maritime Training scheme (SMarT)
- With the UK Ship Register (UKSR) works with the owners/managers, class societies and other stakeholders in the marine industry to improve the standards of safety at sea











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#### Oil and gas

Historically, North Sea oil (particularly) and gas have been key drivers of the UK economy. Research indicates that significant hydrocarbons remain in the UKCS but the challenge is to ensure a business environment which encourages the maximum economic recovery of the UKCS recognising that future opportunities are likely to be yet more expensive to develop and less commercially attractive to investors. Given the technical, pricing and cost uncertainties, any long term production and tax forecasts are inherently uncertain and should be treated as such given the broader commercial pressures on the oil and gas industry.

#### **Marine Tourism**

Marine tourism is important to the UK economy. Worth an estimated £350 billion in 2012-2013 and growing, marine tourism contribution to GDP has increased. Some sectors are growing considerably, for example Boating tourism contributed an estimated £3.7billion to the UK economy in 2012/13, according to a new report published by the British Marine Federation.

This figure accounts for 3.2% of all tourism expenditure in the UK, according to *Deloitte: The economic contribution of the tourism economy in the UK, November 2013.*UK boating tourism supports approximately 96,000 full-time equivalent (FTE) jobs through direct and indirect effects.

This annual contribution to the UK economy in 2012/13 is estimated to be larger than the total tourism impact of the 2012 Olympic and Paralympic Games between 2005 and 2017 (including pre-event visits, the Games themselves and the estimated ongoing legacy effect).









