Supporting the future

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Port regulation

The MCA's role in ports

HM Coastguard

- Manages coastal search and rescue emergency service for entire UK
- Audits Port Disaster Response Plans

Survey & Inspection

- Carries out the UK's 'Port State' functions, to implement and enforce the UK's obligations under international treaties such as Safety of Life at Sea (SOLAS) and Prevention of Pollution from Ships (MARPOL)

Technical Services Navigation

- Key role in Port Marine Safety Code & associated Guidance incl. Port Health Checks

Regulation & Standards

- Key role in regulation of new alternative fuels & water-based safety

Findings – *Supporting the ports ecosystem in decarb*

- Complex legislation & policy impacting governance, safety & moves towards decarbonisation.
- Need for more government direction on fuels & infrastructure
- Some ports not taking ownership
- Planning & port codes need to improve
- Communication across sector must improve
- International & academic engagement must improve

Recommendations under consideration

Urgent govt policy needed

A view on new fuels

Green energy infrastructure plan

An IMO led international carbon pricing

Well to wake guidance on new fuels

Full review of legislation

Hazardous goods regulation

Port governance

Future template for enabling legislation

Planning & environmental

To reduce regulation and bureaucracy, allowing for more agility

Template approach to alternative fuels/shore power investment

Increase civil service expertise in ports

Establish 'Port Regulator Steering Group'

Merge codes of practice

Greater domestic & international engagement, communication & leadership incl. identifying & managing the alternative fuels risk to urban/suburban environments

Maritime Autonomy

Autonomous ships

"a ship which, to a varying degree can operate independent of human interaction"

International Maritime Organization

Remotely Operated

Vessel operated from a location not on board the vessel

Fully Autonomous

Vessel operated by a system without human intervention

People

- valued experience to stay in maritime
- improve work-life balance
- "new" people into maritime

Safety

- reduce errors
- decision support to improve performance and safety
- remove humans out of dangerous situations

Environment

- improved fuel consumption
- smaller vessels = lower emissions

Economy

- reduce costs
- part of broader technological shift

The United Kingdom

- **Regulatory Developments**
  - Workboat Code – Remotely Operated Unmanned Vessel Annex
  - Future of Transport
  - Guidance for Innovative Technologies

- **Influence** international discussions

- **Government Research**
  - £1m MARLab
  - £416m R&D funding, e.g., Clean Maritime Demonstration Competition.
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- **Digital sector** £149 billion to the UK in 2018

- 40 -800 UK autonomous shipping companies within 10 years

What do we need to do….

Maritime & Coastguard Agency

Safer lives, safer ships, cleaner seas

Stable regulatory framework

Increase cyber security and safety

Build on the success of the Clean Maritime Demonstration Competition

Growth area in maritime with cross-cutting interests

Infrastructure development

Develop expertise in AI and Machine Learning

Collaboration

Support industry coming to the UK

Seafarer skills

Decarbonisation and Seafarer training

- MCA review of the training syllabus for UK Seafarer qualifications under the Cadet training and Modernisation (CT&M) programme, started by MCA to progress the recommendations from the Maritime Skills Commission's (MSC) report on modernising Seafarer training.
- Training on future fuels is being included as part of the core training for a UK CoC and this will be in addition to the STCW CoC's.
- Working with other education providers to provide clearer career pathways for seafarers transitioning to shore based roles (decarbonisation skills key to that)

Questions?