



DELIVERING A GREEN FUTURE FOR SCOTTISH SHIPPING & PORTS

Scotland is leading the UK's path to a green future with its target to reach net zero by 2045 five years ahead of other nations' targets.

The shipping industry is already taking action to help achieve this with research and development into new fuels and technologies already underway. Meanwhile in Orkney Harbour there is the first shore power facility in Scotland, one of only two in the UK, which is powered by green energy and made possible through a mix of private investment and public funding.

Industry cannot play its full part though without action from legislators to ensure we have the infrastructure and skills the sector needs. While there is unquestionably a role for the UK Government in securing ambitious international targets at the International Maritime Organization much of what is needed in Scotland can be delivered by the Scottish Government.

By working together, we can ensure that Scotland is a global leader in decarbonisation and a blueprint for other nations, both in the UK and further afield, for how to decarbonise the shipping and port industries bringing jobs, investment and prosperity to Scotland.




#GreenFutureScotland

**DELIVERING A
GREEN FUTURE
FOR SCOTTISH
SHIPPING & PORTS**

Keeping Scotland supplied

19,000+
commercial vessels
called in Scottish ports in
2021, including
14,000 cargo vessels



A THIRD
of Scotland's total freight is handled
by Scottish ports, almost
67m tonnes
of cargo



Around
30,000
people are expected to be
employed in offshore wind
in Scotland by 2030



A prosperous Scotland

Shipping and ports industries contribute:

Almost
£2.5bn
in Gross Value Added*
to the Scottish economy



27,000 jobs
and support almost
150,000 more
in the wider economy



In 2019 Scotland exported
OVER £35bn
of goods to
international markets
with much of it relying
on ports and ships to
reach its destination



*GVA (Gross Value Added) is the measure of the economic value generated by an industry and is defined as the difference between output and the cost of production.

The need for early action

Combined with Scotland's world-leading target for net-zero, the shipping and port industries traditionally work on longer time frames than other sectors.

With the average economic lifespan of a ship being over 25 years and port infrastructure taking many years to come online, ship owners and port operators are already

taking investment decisions that will impact Scotland's decarbonisation pathway well into the 2040s.

By giving port operators and shipping companies the confidence to invest in new technologies and fuels now, we will help ensure they can play a full role in meeting Scotland's ambitious net-zero targets.

The importance of infrastructure

Research and development of new fuels and technologies is already underway and the support of Scottish Enterprise is crucial for its continued development.

Equally important though is the delivery of associated infrastructure at ports, which are vital as energy and decarbonisation hubs. This will ensure that as new fuels and technologies are developed and become viable at scale shipping companies have the confidence they will be readily available and that emissions at berth can also be reduced. However, all too often investments to deliver new green infrastructure and associated jobs at ports are hampered by planning and consenting processes that are too long and costly. These lengthy processes discourage investment that would otherwise take place.

Offshore wind has a central role to play in our journey to net zero and Scotland is uniquely placed to capitalise on this. The Government should engage early with the sector to ensure that more of the benefits of the next generation of offshore wind are realised in Scotland.

In addition, with recycled steel from ships having a carbon footprint that is only 15% of new steel, there is an opportunity for it to play a significant role in reducing Scotland's wider carbon footprint. But recycling yards based in Scotland must be able to compete in a highly competitive international market.

► Scottish Government can help by:

1. Working to lower the barriers to investment in shore power, including grid capacity challenges alongside ensuring planning systems and consenting processes are quicker and more supportive of sustainable development in ports.
2. Continuing to ensure research and development funds are allocated to help develop technologies and fuels to deliver green shipping.
3. Engaging with the ship recycling sector in Scotland with a view to providing a tax environment that encourages investment.



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Delivering the right skill sets

As we decarbonise new green skills and jobs will come to the fore, especially in sectors where there is the greatest challenge. This is an opportunity to ensure that the shipping and ports industries have a talented and diverse workforce driving business growth. It is also a chance to provide those already in the sector with new skills and job opportunities so they are not left behind.

We recognise that industry must take the lead in promoting the sector and through the Merchant Navy Training Board, Maritime UK and Maritime Skills Commission the sector has strong voices to help ensure we have a pipeline of talented people to serve all parts of the sector.

We also work with institutions such as the City of Glasgow college, already a global leader in providing nautical courses, to further promote careers in maritime.

► Scottish Government can help by:

1. Helping to raise awareness of careers in the sector and encouraging schools to offer maritime based courses by including maritime qualifications in school league tables.
2. Supporting lifelong learning measures to enable individual career paths within the sector to change and adapt with new technological developments.
3. Working to deliver investment to ensure the development of skills for green jobs in the maritime sector.

Contacts

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