CS1 ◀ The UK, a naval power ►

Assembled in Rosyth shipyard, Scotland, HMS

Queen Elizabeth joins HMS Prince of Wales for the

first time at Portsmouth Royal Navy dockyard, The

Daily Mail. 4 December 2019. Photo Robin Jones/

HMS Queen Elizabeth arrives in New York City. Octo-

ber 19, 2018, before returning to the North Atlantic

to continue testing supersonic stealth fighter iets

with the US Navy. Crown copyright, Royal Navy web-

Digital South.

site.

GUIDELINE:

I am proud to say the Royal Navy continues to deliver where it matters – on operations. In the last 12 months the Royal Navy has been making its presence felt in every ocean with some conspicuous successes. Whether upholding UN Security Council Resolutions against North Korea, seizing record amounts of drugs in the Indian Ocean, or restoring our carrier strike capability. Not to mention of course the remarkable achievement that is 50 years of unbroken continuous at sea deterrence. [...]

And the very things that make the Royal Navy unique within defence – our ability to deliver influence and offer political choice through persistent stand-off presence, [...], continues to see demand for our services at high levels, both at home and abroad.

Admiral Sir Philip Jones, First Sea Lord, speech, Sea Power Conference 2019, London, 15 May 2019.

GUIDELINE:

Our decision to leave the European Union clearly changes our political relationship. Yet the Royal Navy's work with our continental partners continues, from lifesaving duties in the Mediterranean to exercises in the Black Sea. Most importantly, NATO remains the cornerstone of our defence policy, with the Royal Navy commanding half its standing maritime groups and the UK one of the few nations to meet NATO's 2% defence spending target. The renewal of the nuclear deterrent is evidence of our commitment, while the new carrier strike is a massive uplift in our ability to contribute to multi-national operations.

Both these projects rest on the continuing strength of the US/UK partnership. [...] US support is but a stepping stone on the path to a full UK operating capability. [...] Admiral Sir Philip Jones, First Sea Lord, global policy speech,

Sea Power Conference, London, 11 September 2017.

GUIDELINE:

The competing demands of Russia's resurgence and the security challenges across the Mediterranean raise questions about priorities for investment but the prospect of a larger navy presents an historic opportunity to strengthen and potentially expand our global footprint. [...]

The opening of HMS Jufair in Bahrain has been welcomed by our partners in the Gulf as a sign of the UK's commitment to the region. [...] It also begs the question about whether the Royal Navy's work [...] should end at the Gulf, or whether we need to project to the Indian Ocean, and beyond. The Asia-Pacific region contains 2 of the 3 largest economies in the world [...]. If the UK wishes to forge new global trading partnerships, this is somewhere we need to be.

Admiral Sir Philip Jones, First Sea Lord, global policy speech, Sea Power Conference, London, 11 September 2017.



Bersama Lima, the annual exercise held by the Five-Powers Defence Agreement to safeguard the region. Hosted by Singapore in 2018, it saw a step up in UK naval involvement. 'Bersama Lima 2018', Marhalim Abas, *Malaysian Defence*, 2 October 2018.

GEO ◀ MARITIME POWER ►

CS2 < A powerful maritime economy >

GUIDELINE:

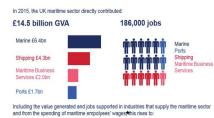
London maritime business services cluster is a world leader and central hub for maritime insurance, finance and legal activities. The industry had a direct turnover of $\pounds 6.6$ billion in 2017 and employed 23,500 people.

Then there is the cluster of organisations, often with UK leaders, that have located around the IMO's London presence. The coexistence within a few square miles, of numerous highly significant maritime, trading and finance companies is one of the main reasons that London has historically been the world-leading centre of maritime business services.

In addition, London remains a major port - UK's second biggest by tonnage, with new investment to expand and upgrade London Gateway.

Maritime 2050 - Navigating the Future, Department for Transport, January 2019.

GUIDELINE:



£37.4 billion GVA

UK maritime sector contribution to the economy. Maritime 2050 - Navigating the Future, Department for Transport, January 2019. Note: Marine includes shipbuilding, marine renewable energy and recreational marine activities Beyond the intuitive importance of the sea to an island nation, it is vital for the UK to pursue a maritime strategy. So whilst our country's physical geography may give us no choice but to embrace the complex challenges of the maritime economy, the significant opportunities it also presents are there to be capitalised upon.

The well-established growth in seaborne trade, the changing shape and age profile of the world's population, the eastward geographical shift in the global economic centre of gravity, and climate change are all trends that will shape the future of global economies in the coming decades. For each of these trends there are strong arguments to explain why a maritime strategy can offer the UK both economic resilience and competitive advantage. Admiral Sir Philip Jones, First Saa Lord, speech, Saa Power

Conference 2019, London, 15 May 2019.

GUIDELINE:

The UK shipping industry dominates the sector, accounting for 40% of its output. This is not surprising given its importance to UK trade and supply-chains.

957 000 jobs

UK ports are also central to world trade: 5% of all global maritime freight traffic passes through UK ports at some point in its journey. Maritime container ships having more than doubled in size within a generation, major ports are expending in the drive for increased volumes and efficiency. Investment of this nature is crucial if the UK economy is to remain competitive internationally.

However, shipping is likely to be negatively affected in the case of a no-deal Brexit. According to the government, it is expected that channel freight trade could face significant disruption for up to six months.

'UK reliance on the maritime economy', Daryn Park, Centre for Economics and Business Research, September 16, 2019.



'Whether it's a pre-cruise stop off, a post-cruise wind down or you simply fancy a weekend away, Southampton makes for a top city break'. Lottie Gross, *www.loveexploring.com*, 02 June 2020. Photo: Sharad Raval/Shutterstock



London International Shipping Week: showcasing the UK and London maritime industries to international markets. Official Event Guide. September 2019.

GEO ◀ MARITIME POWER ►

CS3 < Going green & maritime power >

Highly protected marine areas in English waters

Lindisfarne

Allonby Bay

Celtic Sea

Existing marine

protected areas

Atlantic Ocean

"Five

highly

protected

marine

planned

fishing",

P. Bark-

ham & H.

Horton,

Guardian,

20 June

2022.

UK Off-

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Offshore

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HM Gov-

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Strategy.

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2019.

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North Sea

North-east

Inner Silver Pit

Dolphin Head

Operational

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Planned

Under Construction

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in Offshore Wind

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areas

GUIDELINE:

As evidence mounts for the need to act with urgency to address climate change, it is clear a global transition to a greener maritime sector is underway.

The UK already has strong influence at a number of global fora such as the IMO, and is a leader in the field of international maritime environmental diplomacy. Leading by example, the UK was also the first advanced economy to commit to net zero carbon emissions by 2050.

Globally, the rising importance of the blue economy will generate renewed interest in environmental regulation as we move towards 2050. The UK will maintain its leading role, ensuring the sector meet climate change and wider environmental goals, using its influence to shape international regulation aligned with our interests.

Maritime 2050 - Navigating the Future, report, Department for Transport, January 2019.

GUIDELINE:

As the global transition to zero emission shipping gathers pace over the coming years, driven by increasing international pressure to tackle emissions of greenhouse gases and air pollutants, we must also harness the power of the financial sector to bring about a greener future.

The UK is already a trailblazer in the development of green financial products, providing capital to projects that tackle climate change. It offers huge opportunities for the maritime economy and will enable industry and government to use the power of financial markets to secure sustainable growth. It also allows the UK to build on its existing position as a world leading financial centre so as to become the global hub to provide green finance and legal services for a more sustainable maritime sector.

Clean Maritime Plan. Department for Transport. July 2019.

GUIDELINE:

It is perhaps not surprising that coastal communities voted for change - for Brexit. For many of these coastal communities, people feel left out and left behind. Traditional industries have departed and, whilst some new sectors such as renewable energy have arrived, many of the lost jobs and investment have not been replaced.

Leaving the EU's failed Common Fisheries Policy is one of the most important benefits of Brexit. It means we can create a fairer system which will allow marine habitats to thrive, with new powers to support our fishing sector and conserve our wonderful Blue Belt at home and abroad. This new Fisheries Bill takes back control of Watch out, Macron! UK deploys GUNSHIPS to Channel our waters, enabling the UK to create a sustainable, profitable fishing industry for our coastal communities. 'Fisheries Bill to enshrine sustainability in law'. Environment

Secretary Theresa Villiers, press release, 29 January 2020.



in huge warning to EU fishing. Paul Withers, The Sunday Express, 3 January 2021.

GEO ◀ MARITIME POWER ►

5 British Virgin Islands,

7 South Georgia and the

South Sandwich Islands

and Tristan da Cunha*

10 Sovereign Base Areas (Akrotiri and Dhekelia)

11 British Indian Ocean Territory

12 British Antarctic Territor

including Gough Island Dependency

9 Gibraltar

8 Saint Helena, Ascension

6 Falkland Islands

GUIDELINE:

UK overseas 1 Pitcairn, Henderson, Ducie & Oeno Islands 2 Cayman 3 Bermuda 4 Turks and Caicos Islands



Overseas Territories, the Ministry of Defence's Contribution, HM Government, March 2012.

GUIDELINE:



Exclusive Economic Zone Exclusive Fishery Zone The Marine Zones of the UK and its Territories. UK National Strategy for Maritime Security, Ministry of Defence, May 2014.

The relationship between the UK and the Overseas Territories is founded on mutual benefits and responsibilities. The Territories offer the UK a global presence and strategic reach in support of our international objectives. Their global spread gives us access to diverse regions of the world; as a set of strategic assets, some of the Territories host military bases or cover regions of significant current operational and long term strategic value. [...]

CS4 ◀ Dependent territories & maritime power ►

The Territories benefit from the relationship with the UK through defence and security. The UK contributes to their protection from crime and support in the event of natural disaster; to ensure that they are able to trade, exploit their natural resources and develop their economies free from external interference.

> The Overseas Territories, security, success & sustainability, Foreign & Commonwealth Office, June 2012.

Tourism is a major part of the economy of most Territories especially -but not exclusively, for Caribbean islands. They built their reputation as beautiful, safe, exclusive and high-end tourism destination and their tourism industry is aimed at the luxury market. It is important to develop this industry but also to consider carefully environmental impacts so that the coasts, seas and wildlife that attract tourists are not damaged.

Cruise ships also stop at the Cayman Islands and Bermuda in the Caribbean but also Gibraltar in the Mediterranean and the Falkland Islands on the way to Antarctica. However, this growing market has a high environmental impact on vulnerable maritime environments -hence the drive for a more eco-friendly tourism.

Sustainability in the UK Overseas Territories, House of Commons Environmental Committee, 8 January 2014.

GUIDELINE:

The Overseas Territories are home to many species and environments found nowhere else in the world, offering the rich environmental assets for which they are internationally recognised. Each of the Territories depends on these assets in some way, e.g. for fisheries or tourism.

As their maritime environment is threatened by climate change, pollution and overfishing, competition for resources and serious weather events are likely to increase. Moreover, the OTs' ability to manage their environments and mitigate climate change may be hampered by the loss of EU funding.

Hence the government's responsibility to protect these vulnerable communities, planning for a more sustainable development.

Global Britain and the British Overseas Territories: Resetting the relationship. Parliament, 21 February 2019.



Helicopter and crew from HMS Iron Duke assisting in disaster relief training in Montserrat. Overseas Territories, Ministry of Defence, March 2012.