

# Ports across England to receive £10 million to support Brexit transition



- Major port areas to receive a share of £10 million for transition planning
- Money will help the local area to prepare for the end of the transition period.

Councils across England will receive a share of £10 million to support their preparations for the end of the transition period, Local Government Secretary Robert Jenrick has announced (Monday 16 November).

The fund will help councils prepare for changes at the border, bolstering local plans to ensure operations can continue to run smoothly at the end of the transition period.

For example, Kent County Council will receive £1.7 million to help with preparations for Operation Brock, the planned traffic management system for ports including Dover and Folkestone. The funding will be used to ensure traffic at the port and in the surrounding areas can move easily, preventing delays to freight and other vital local services.

In addition, Hull City Council which has a high impact Roll-on Roll-off port will receive funding to help respond to any localised disruption. Other areas such as Doncaster will receive additional funding to support local priorities and employ specialist staff to help with their transition planning and reporting to ensure they can continue to deliver vital services.

This share of the additional £10 million comes on top of £704 million government investment into our borders, including £470 million for port infrastructure.

We continue to engage with local areas on what support they may need to ensure an orderly end to the transition period.

The money is an unringfenced allocation covering spend in 2020 to 2021.

Full allocations:

- Ashford Borough Council – £1 million
- Bournemouth, Christchurch and Poole Council – £86,000
- Bristol City Council – £86,000
- Cheshire West and Chester Council – £86,000
- Dartford Borough Council – £500,000
- Doncaster Council – £86,000
- Dover District Council – £500,000
- East Riding of Yorkshire Council – £86,000
- East Suffolk District Council – £150,000
- East Sussex County Council – £86,000
- Epping District Council – £500,000
- Essex County Council – £150,000
- Folkestone and Hythe District Council – £150,000
- Great Yarmouth Borough Council – £86,000
- Hampshire County Council – £150,000
- Hull City Council – £150,000
- Ipswich City Council – £86,000
- Kent County Council/Kent Relief Forum – £1.7 million
- Lancashire County Council – £150,000
- Lancaster City Council – £150,000
- Medway Unitary Authority – £150,000
- North East Lincolnshire Council – £150,000
- North Lincolnshire Council – £150,000
- North Tyneside Council – £86,000
- Plymouth City Council – £86,000
- Portsmouth City Council – £150,000
- Redcar and Cleveland Unitary Authority – £150,000
- Sefton Council – £150,000
- Solihull Metro Borough Council – £800,000
- South Holland District Council – £86,000
- Southampton City Council – £150,000
- Tendring District Council – £150,000
- Thanet District Council – £500,000
- Thurrock Council – £500,000
- Warrington Borough Council – £800,000

Published 18 November 2020

Last updated 18 November 2020 [+ show all updates](#)

#### 1. 18 November 2020

First published.

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## [New support for UK space hubs unveiled](#)

Each area, dubbed a ‘space hub’, will use government funding to bring

together local authorities, expertise and businesses to create a strategy for how their area can take maximum advantage of the commercial space race. Harwell in Oxfordshire established itself as a space hub in the last 10 years, and ministers want to replicate this success in other areas.

Funding is going to seven locations – including the North West, the West Midlands and West Yorkshire – to ensure space is a priority for regional economic growth and attract commercial investment from space companies to these areas.

In the last decade, space has transformed into one of the UK's fastest growing and most venerable sectors. Trebling in size since 2010, at the last count the UK space industry now employs close to 42,000 people in all corners of the country and generates an income of nearly £15 billion every year.

The government is committed to making space a sector that thrives beyond the 'Golden Triangle' of London, Cambridge and Oxford, and contributes jobs and growth to regions across the whole of the UK. This approach is reinforced by support for seven potential spaceport locations in areas across Cornwall, Wales, and Scotland.

Science Minister Amanda Solloway said:

The UK's space sector has shown incredible resilience to the coronavirus pandemic and will continue to play a key role in our recovery – from creating high-quality jobs to finding unique ways to support our NHS.

This funding will arm local leaders up and down the UK with the tools they need to put their local areas at the front of the commercial space race, while refuelling the tank of the UK economy and helping Britain realise its ambitions as a global space superpower.

The six-month projects will see local government, experts and business leaders come together to find out how their area can take advantage of the opportunities of the commercial space age. Each location will use the money to assess their current space capabilities and develop action plans for how they can accelerate the growth of their local space hub.

Dr Colin Baldwin, Head of Local Growth Strategy at the UK Space Agency said:

Space has gone from a nice-to-have sector to a heavyweight industry in the UK over the past decade – trebling in size and now employing over 42,000 people.

We know that space will help put fuel back in the tank of the economy as it recovers from the pandemic and are determined this growth will be felt in all corners of the country.

Space hubs will be led by a consortium of Local Enterprise Partnerships (LEPs), combined authorities, academic institutions, research groups and businesses, to look at current strengths and set a strategy for how to grow the space sector in their area.

The UK Space Agency will also support Space Leadership Forums in each region, bringing together local government, business leaders and academia into a representative body that can drive forward this work and champion the sector.

Receiving funding are:

- Science and Technology Facilities Council (STFC), which will lead a project focused on North-West England
- West of England Combined Authority (WECA), which covers Bristol, Bath and North-East Somerset and South Gloucestershire
- City-REDI of the University of Birmingham
- University of Leeds and Leeds City Region Local Enterprise Partnership (LEP) working across West Yorkshire
- Enterprise M3 Local Enterprise Partnership, which will cover Surrey and Hampshire
- Welsh Government, which will carry out activities across the whole of Wales
- AstroAgency on behalf of the Scottish Space Leadership Council, which will look across all of Scotland

In addition to funding for seven areas in this round, money went to Northern Ireland earlier this year, where a project is being led by Invest Northern Ireland to carry out analysis of its local space sector, to work out where investment would be best directed, continuing the important, collaborative partnership between the UK Space Agency and the Devolved Administrations.

The aerospace industry, which has been dramatically impacted by COVID-19, is an important part of the regional economies of many parts of the UK. This funding will help certain localities explore opportunities to use existing industrial strengths to support the space sector.

New money is just one element of an expanded programme of regional activity which the UK Space Agency will be setting out in the coming months, that will be delivered alongside key partners such as the Satellite Applications Catapult, as part of its commitment to help re-balance the economy and

support new high-skilled jobs and careers in space across the country.

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## Prime Minister's article in the Financial Times: 18 November 2020

Slowly but surely humanity is taking the upper hand in the fight against the virus. We have not won yet. There are still hard weeks and months to come. But with better drugs, testing and a range of vaccines, we know in our hearts that next year we will succeed.

We will use science to rout the virus, and we must use the same extraordinary powers of invention to repair the economic damage from Covid-19, and to build back better.

Now is the time to plan for a green recovery with high-skilled jobs that give people the satisfaction of knowing they are helping make the country cleaner, greener and more beautiful.

Imagine Britain, when a Green Industrial Revolution has helped to level up the country. You cook breakfast using hydrogen power before getting in your electric car, having charged it overnight from batteries made in the Midlands. Around you the air is cleaner; trucks, trains, ships and planes run on hydrogen or synthetic fuel.

British towns and regions – Teeside, Port Talbot, Merseyside and Mansfield – are now synonymous with green technology and jobs. This is where Britain's ability to make hydrogen and capture carbon pioneered the decarbonisation of transport, industry and power.

My 10 point plan to get there will mobilise £12bn of government investment, and potentially three times as much from the private sector, to create and support up to 250,000 green jobs.

There will be electric vehicle technicians in the Midlands, construction and installation workers in the North East and Wales, specialists in advanced fuels in the North West, agroforestry practitioners in Scotland, and grid system installers everywhere. And we will help people train for these new green jobs through our Lifetime Skills Guarantee.

This 10 point plan will turn the UK into the world's number one centre for green technology and finance, creating the foundations for decades of economic growth.

One – we will make the UK the Saudi Arabia of wind with enough offshore capacity to power every home by 2030.

Two – we will turn water into energy with up to £500m of investment in hydrogen.

Three – we will take forward our plans for new nuclear power, from large scale to small and advanced modular reactors.

Four – we'll invest more than £2.8bn in electric vehicles, lacing the land with charging points and creating long-lasting batteries in UK gigafactories. This will allow us to end the sale of new petrol and diesel cars and vans in 2030. However, we will allow the sale of hybrid cars and vans that can drive a significant distance with no carbon coming out of the tailpipe until 2035.

Five – we will have cleaner public transport, including thousands of green buses and hundreds of miles of new cycle lanes.

Six – we will strive to repeat the feat of Jack Alcock and Teddie Brown, who achieved the first nonstop transatlantic flight a century ago, with a zero emission plane. And we will do the same with ships.

Seven – we will invest £1bn next year to make homes, schools and hospitals greener, and energy bills lower.

Eight – we will establish a new world-leading industry in carbon capture and storage, backed by £1bn of government investment for clusters across the North, Wales and Scotland.

Nine – we will harness nature's ability to absorb carbon by planting 30,000 hectares of trees every year by 2025 and rewilding 30,000 football pitches worth of countryside.

And ten, our £1bn energy innovation fund will help commercialise new low-carbon technologies, like the world's first liquid air battery being developed in Trafford, and we will make the City of London the global centre for green finance through our sovereign bond, carbon offsets markets and disclosure requirements.

This plan can be a global template for delivering net zero emissions in ways that creates jobs and preserve our lifestyles.

On Wednesday I will meet UK businesses to discuss their contribution. We plan to provide clear timetables for the clean energy we will procure, details of the regulations we will change, and the carbon prices that we will put on emissions.

I will establish Task Force Net Zero committed to reaching net zero by 2050, and through next year's COP26 summit we will urge countries and companies around the world to join us in delivering net zero globally.

Green and growth can go hand-in-hand. So let us meet the most enduring threat to our planet with one of the most innovative and ambitious programmes of job-creation we have known.

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# PM outlines his Ten Point Plan for a Green Industrial Revolution for 250,000 jobs

The Prime Minister today sets out his ambitious ten point plan for a green industrial revolution which will create and support up to 250,000 British jobs.

Covering clean energy, transport, nature and innovative technologies, the Prime Minister's blueprint will allow the UK to forge ahead with eradicating its contribution to climate change by 2050, particularly crucial in the run up to the COP26 climate summit in Glasgow next year.

The plan – which is part of the PM's mission to level up across the country – will mobilise £12 billion of government investment to create and support up to 250,000 highly-skilled green jobs in the UK, and spur over three times as much private sector investment by 2030.

At the centre of his blueprint are the UK's industrial heartlands, including in the North East, Yorkshire and the Humber, West Midlands, Scotland and Wales, which will drive forward the green industrial revolution and build green jobs and industries of the future.

The Prime Minister's ten points, which are built around the UK's strengths, are:

1. Offshore wind: Producing enough offshore wind to power every home, quadrupling how much we produce to 40GW by 2030, supporting up to 60,000 jobs.
2. Hydrogen: Working with industry aiming to generate 5GW of low carbon hydrogen production capacity by 2030 for industry, transport, power and homes, and aiming to develop the first town heated entirely by hydrogen by the end of the decade.
3. Nuclear: Advancing nuclear as a clean energy source, across large scale nuclear and developing the next generation of small and advanced reactors, which could support 10,000 jobs.
4. Electric vehicles: Backing our world-leading car manufacturing bases including in the West Midlands, North East and North Wales to accelerate the transition to electric vehicles, and transforming our national infrastructure to better support electric vehicles.
5. Public transport, cycling and walking: Making cycling and walking more attractive ways to travel and investing in zero-emission public transport of the future.
6. Jet Zero and greener maritime: Supporting difficult-to-decarbonise industries to become greener through research projects for zero-emission planes and ships.

7. Homes and public buildings: Making our homes, schools and hospitals greener, warmer and more energy efficient, whilst creating 50,000 jobs by 2030, and a target to install 600,000 heat pumps every year by 2028.
8. Carbon capture: Becoming a world-leader in technology to capture and store harmful emissions away from the atmosphere, with a target to remove 10MT of carbon dioxide by 2030, equivalent to all emissions of the industrial Humber today.
9. Nature: Protecting and restoring our natural environment, planting 30,000 hectares of trees every year, whilst creating and retaining thousands of jobs.
10. Innovation and finance: Developing the cutting-edge technologies needed to reach these new energy ambitions and make the City of London the global centre of green finance.

Prime Minister Boris Johnson said:

Although this year has taken a very different path to the one we expected, I haven't lost sight of our ambitious plans to level up across the country. My Ten Point Plan will create, support and protect hundreds of thousands of green jobs, whilst making strides towards net zero by 2050.

Our green industrial revolution will be powered by the wind turbines of Scotland and the North East, propelled by the electric vehicles made in the Midlands and advanced by the latest technologies developed in Wales, so we can look ahead to a more prosperous, greener future.

To deliver on six points of the plan, the Prime Minister has announced new investment, including:

**Carbon capture:** To revitalise the birthplaces of the first industrial revolution, the UK will be at the global forefront of carbon capture, usage and storage technology, benefiting regions with industries that are particularly difficult to decarbonise.

An extra £200 million of new funding to create two carbon capture clusters by the mid-2020s, with another two set to be created by 2030. This increased the total invested to £1 billion, helping to support 50,000 jobs, potentially in areas such as the Humber, Teesside, Merseyside, Grangemouth and Port Talbot.

**Hydrogen:** Up to £500 million, including for trialling homes using hydrogen for heating and cooking, starting with a Hydrogen Neighbourhood in 2023, moving to a Hydrogen Village by 2025, with an aim for a Hydrogen Town – equivalent to tens of thousands of homes – before the end of the decade. Of this funding, £240 million will go into new hydrogen production facilities.

**Nuclear:** £525 million to help develop large and smaller-scale nuclear plants, and research and develop new advanced modular reactors.

**Electric vehicles:** Following extensive consultation with car manufacturers

and sellers, the Prime Minister has confirmed that the UK will end the sale of new petrol and diesel cars and vans by 2030, ten years earlier than planned. However we will allow the sale of hybrid cars and vans that can drive a significant distance with no carbon coming out of the tailpipe until 2035.

The UK car industry already manufactures a significant proportion of electric vehicles in Europe, including one of the most popular models in the world.

To support this acceleration, the Prime Minister has announced:

- £1.3 billion to accelerate the rollout of chargepoints for electric vehicles in homes, streets and on motorways across England, so people can more easily and conveniently charge their cars.
- £582 million in grants for those buying zero or ultra-low emission vehicles to make them cheaper to buy and incentivise more people to make the transition.
- Nearly £500 million to be spent in the next four years for the development and mass-scale production of electric vehicle batteries, as part of our commitment to provide up to £1 billion, boosting international investment into our strong manufacturing bases including in the Midlands and North East.

This will help protect and create thousands of new jobs, particularly in the Midlands, North East, and North Wales.

We will also launch a consultation on the phase out of new diesel HGVs to put the UK in the vanguard of zero emission freight. No date has been set yet.

Homes and public buildings: £1 billion next year into making new and existing homes and public buildings more efficient, extending the Green Homes Grant voucher scheme by a year and making public sector buildings greener and cutting bills for hospitals and schools, as part of the Public Sector Decarbonisation Scheme.

Greener maritime: £20 million for a competition to develop clean maritime technology, such as feasibility studies on key sites, including Orkney and Teesside.

This follows ambitious plans to make the UK the [world leader in clean wind energy](#), and plans for [greater protections for England's iconic landscapes and the creation of new national parks](#), as set out by the Prime Minister over the last few weeks.

Other key parts of the plan will be driven forward by significant investment set out over the last year, including the £1 billion energy innovation fund to stay ahead of the latest technologies needed to reach new energy targets, £5 billion for alternative greener ways of travel including cycling, walking, and buses, and £5.2 billion to create for new flood and coastal defences in England by 2027.

These new commitments backed by government funding send a clear signal to industries across the British economy to invest in the UK, which is why today

the Prime Minister will host a virtual roundtable with green investors to set out his ambitious plan and incentivise further private sector investment.

This marks the beginning of the UK's path to net zero, with further plans to reduce emissions whilst creating jobs to follow over the next year in the run up to the international COP26 climate summit in Glasgow next year.

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## Foreign flagged ships detained in the UK during October 2020

During October, there was one new detention of foreign flagged vessels in a UK port.

1. In response to one of the recommendations of Lord Donaldson's inquiry into the prevention of pollution from merchant shipping, and in compliance with the EU Directive on Port State Control (2009/16/EC as amended), the Maritime and Coastguard agency (MCA) publishes details of the foreign flagged vessels detained in UK ports each month.
2. The UK is part of a regional agreement on port state control known as the Paris Memorandum of Understanding on Port State Control (Paris MOU) and information on all ships that are inspected is held centrally in an electronic database known as THETIS. This allows the ships with a high risk rating and poor detention records to be targeted for future inspection.
3. Inspections of foreign flagged ships in UK ports are undertaken by surveyors from the Maritime and Coastguard Agency. When a ship is found to be not in compliance with applicable convention requirements, a deficiency may be raised. If any of their deficiencies are so serious, they have to be rectified before departure, then the ship will be detained.
4. All deficiencies should be rectified before departure.
5. When applicable, the list includes those passenger craft prevented from operating under the provisions of the EU Directive on a system of inspections for the safe operation of Ro-Ro passenger ships and high-speed passenger craft in regular service and amending directive 2009/16/EC and repealing Council Directive 1999/35/EC (Directive EU 2017/2110).

## Notes on the list of detentions:

- Full details of the ship: The accompanying detention list shows ship's International Maritime Organisation (IMO) number which is unchanging throughout the ship's life and uniquely identifies it. It also shows the ship's name and flag state at the time of its inspection.
- Company: The company shown in the vessel's Safety Management Certificate (SMC) or if there is no SMC, then the party otherwise believed to be responsible for the safety of the ship at the time of inspection.
- Classification society: The list shows the classification society responsible for classing the ship only.
- Recognised organisation: Responsible for conducting the statutory surveys: and issuing statutory certificates on behalf of the flag state.
- White (WL), grey (GL) and black lists (BL) are issued by the Paris MoU on 01 July each year and shows the performance of flag state.
- Deficiencies: The deficiencies listed are the ones which were detainable. Further details of other deficiencies can be provided on request.

## SHIPS DETAINED IN OCTOBER 2020

### Vessel Name: BEN NEVIS

GT: 2793

IMO: 9647758

Flag: Malta (white list)

Company: Arena Ship Management Services

Classification society: ABS

Recognised organisation: ABS

Recognised organisation for ISM Doc: ABS

Recognised organisation for ISM SMC: ABS

Date and place of detention: 5th October 2020 at Aberdeen

Summary: Two deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
18203 – Wages	Missing	Yes

This vessel was released 30th October 2020

## DETENTIONS CARRIED OVER FROM PREVIOUS MONTHS

### Vessel Name: MARCO POLO

GT: 22080

IMO: 6417097

Flag: Bahamas (white list)

Company: Global Cruise Lines Ltd

Classification society: DNV GL

Recognised organisation: DNV GL

Recognised organisation for ISM Doc: DNV GL

Recognised organisation for ISM SMC: DNV GL

Date and place of detention: 19th June 2020 at Avonmouth

Summary: Six deficiencies with one ground for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers’ employment agreement (SEA)	Expired	Yes

This vessel was still detained on 31st October 2020

**Vessel Name: VASCO DA GAMA**

GT: 55877

IMO: 8919245

Flag: Bahamas (white list)

Company: Global Cruise Lines Ltd

Classification society: Lloyd’s Register

Recognised organisation: Lloyd’s Register

Recognised organisation for ISM Doc: DNVGL

Recognised organisation for ISM SMC: Lloyd’s Register

Date and place of detention: 19th June 2020 at Tilbury

Summary: Five deficiencies with three grounds for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers’ employment agreement (SEA)	Expired	Yes
18204 – Non-payment of wages	Not according to SEA	Yes
15150 – ISM	Not as required	Yes

This vessel was still detained on 31st October 2020

**Vessel Name: ASTOR**

GT: 20704

IMO: 8506373

Flag: Bahamas (white list)

Company: Global Cruise Lines Ltd

Classification society: DNV GL

Recognised organisation: DNV GL

Recognised organisation for ISM Doc: DNV GL

Recognised organisation for ISM SMC: DNV GL

Date and place of detention: 19th June 2020 at Tilbury

Summary: Two deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers’ employment agreement (SEA)	Expired	Yes
18203 – Wages	Missing	Yes

This vessel was still detained on 31st October 2020

**Vessel Name: ASTORIA**

GT: 16144

IMO: 5383304

Flag: Portugal (white list)

Company: Global Cruise Lines Ltd

Classification society: BV

Recognised organisation: BV

Recognised organisation for ISM Doc: BV

Recognised organisation for ISM SMC: BV

Date and place of detention: 19th June 2020 at Tilbury

Summary: Five deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
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01220 – Seafarers’ employment agreement (SEA)	Expired	Yes
18203 – Wages	Missing	Yes
15150 – ISM	Not as required	Yes
18204 – Non-payment of wages	Non-payment of wages	Yes

This vessel was released 22nd October 2020

**Vessel Name: COLUMBUS**

GT: 63786

IMO: 8611398

Flag: Bahamas (white list)

Company: Global Cruise Lines Ltd

Classification society: Lloyd’s Register

Recognised organisation: Lloyd’s Register

Recognised organisation for ISM Doc: DNVGL

Recognised organisation for ISM SMC: Lloyd’s Register

Date and place of detention: 19th June 2020 at Tilbury

Summary: Five deficiencies with four grounds for detention

Defective item	Nature of defect	Ground for Detention
01220 – Seafarers’ employment agreement (SEA)	Not as required	Yes
18203 – Wages	Not according to SEA	Yes
01220 – Seafarers’ employment agreement (SEA)	Invalid	Yes
15150 – ISM	Not as required	Yes

This vessel was still detained on 31st October 2020

**Vessel Name: LIVA GRETA**

GT: 851

IMO: 8801072

Flag: Latvia (white list)

Company: Regulus SIA

Classification society: RINA

Recognised organisation: RINA

Recognised organisation for ISM Doc: RMRS

Recognised organisation for ISM SMC: RMRS

Date and place of detention: 11th January 2020 at Birkenhead

Summary: Nine deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
11113 – Launching arrangements for rescue boats	Inoperative	Yes
15150 – ISM	Not as required	Yes

This vessel was still detained on 31st October 2020

**Vessel Name: POSEIDON**

GT: 1412

IMO: 7363217

Flag: Iceland (White list)

Company: Neptune EHF

Classification society: NA

Recognised organisation: NA

Recognised organisation for ISM Doc: DNV-GL

Recognised organisation for ISM SMC: N/A (SMC issued by Flag)

Date and place of detention: 19th July 2018 at Hull

Summary: Ten deficiencies with two grounds for detention

Defective item	Nature of defect	Ground for Detention
02106 – Hull damage impairing seaworthiness	Holed	Yes
07113 – Fire Pumps	Insufficient Pressure	Yes

This vessel was still detained on 31st October 2020

**Vessel Name: TECOIL POLARIS**

GT: 1814

IMO No: 8883290

Flag: Russian Federation (Grey list)

Company: Tecoil Shipping Ltd

Classification society: RMRS

Recognised organisation: RMRS

Recognised organisation for ISM DOC: RMRS

Recognised organisation for ISM SMC: RMRS

Date and place of detention: 6th June 2018 at Immingham

Summary: Twenty-seven deficiencies with six grounds for detentions

Defective item	Nature of defect	Ground for Detention
10104 – Gyro compass	Inoperative	Yes
10127 – Voyage or passage plan	Not as required	Yes
15150 – ISM	Not as required	Yes
11104 – Rescue boats	Not properly maintained	Yes
11101 – Lifeboats	Not ready for use	Yes
01117 – International Oil Pollution Prevention (IOPP)	Invalid	Yes

This vessel was still detained on 31st October 2020

### **Vessel Name: CIEN PORCIENTO (General Cargo)**

GT: 106.

IMO No: 8944446.

Flag: Unregistered.

Company: Open Window Inc.

Classification society: Unclassed.

Recognised organisation: Not applicable.

Recognised organisation for ISM DOC: Not applicable.

Recognised organisation for ISM SMC: Not applicable

Date and place of detention: 4 March 2010, Lowestoft

Summary: Thirty deficiencies including seven grounds for detention

This vessel was still detained on 31st October 2020

Notes to Editors

- The MCA is a partner in the Sea Vision UK campaign to raise awareness and understanding of the sea and maritime activities. Sea Vision promotes the importance and economic value of the sector and works to highlight the exciting range of activities and career opportunities available to young people within the UK growing maritime sector.

- Follow us on Twitter: @MCA\_media

For further information please contact Maritime and Coastguard Agency Press Office, on: +44 (0) 2380 329 401 Press releases and further information about the agency is available [here.](#)