

# The future for environmental standards in the UK

## **Checked against delivery**

Good morning,

Just over a year ago I spoke at this forum on this very same topic – the future of environmental standards, principles and governance. Back then the first draft of the environment bill had been unveiled and the first meaningful vote on Brexit had just been lost.

In some ways a lot has changed – last week we left the EU and the full Environment Bill was published by a new government.

But perhaps the biggest change is the sizeable and welcome shift in public concern about climate change and the natural environment. It was great to see the PM recognise this launching the Year of Climate Action on Tuesday.

This can kick-start the decade of climate delivery that we need. Because the one thing that hasn't changed is the urgent environmental challenges we face.

A year ago I quoted tennis player Billie Jean King who said that pressure is a privilege.

Right now there are enormous pressures on our environment – I doubt nature sees it as a privilege.

Later this year the UK will host COP26 – in the run up the government has an incredible opportunity to show the bold leadership required to begin to ease the pressure.

It has already started with the legal commitment to reach Net Zero by 2050 last year.

Demonstrating its firm commitment to the highest environmental standards would show the scale of our ambition.

Because we should never underestimate the value and importance of having high environmental standards and strong and effective regulation.

With the UK inside the EU we have seen massive improvements in the quality of bathing waters in this country, whilst product efficiency standards have helped cut energy use.

Domestically, over the last decade the Environment Agency's own regulation has helped: reduce greenhouse gas emissions from sites we regulate by 47 per cent; reduce air pollutants like sulphur dioxides by 81 per cent and nitrous oxides by 65 per cent; and reduce serious pollution incidents by 14 per cent.

All of this helps create a better environment for people to live in.

It is also good for businesses, giving them certainty over the rules and allowing them to invest for the future. It drives resource efficiency and innovation and creates new markets.

Over the next decade the standards that are set in this country, and the regulation we do, can help tackle the climate emergency, prepare for its impacts, restore nature and help UK PLC.

So we welcome the Environment Bill – an ambitious and potentially transformative piece of legislation for the natural environment.

It sets out the new legal framework for environmental governance in this country and aims to put environmental thinking at the heart of policy making.

Environmental issues should never be seen as a nice to do, a cherry on top – they should be baked into government decision making – essential to building a better world.

We look forward to responding to the consultation on the policy statement on environmental principles to make sure the Bill achieves these aims.

So yes, let's bank the improvements that have been made,

But if we are going to meet the twin challenges of restoring the natural world and tackling the climate emergency we must do better than to simply maintain the status quo.

Our goal should not be to keep hold of what we currently have but to make it better.

And if the UK wants to be a global leader on the environment, it needs to set consistent standards internationally – we can't have one rule at home, while turning a blind eye to environmental degradation overseas.

The Bill requires the government to set legally binding targets on air quality, water, waste reduction, and nature recovery.

On Tuesday the Prime Minister rightly spoke about the global toll the impacts of climate change were having around the world. This is a description I recognise from my role as the UK Commissioner to the Global Commission on Adaptation.

But we also feel the impacts of climate change in this country. Our communities can experience the toll of both too little water and too much.

I would like to see the targets set under this Bill help us adapt to a changing climate.

Making us fit and ready to face the impacts of an increased risk of flooding, drought and heatwaves. Seeing nature as a friend to work with not a foe to fight against.

For example; restoring saltmarshes not only provides a habitat for diverse lifeforms, it also increases resilience to flooding by protecting the coastline.

As the government regains the powers to legislate for future environmental standards a broad and transparent framework which fosters a collaborative approach is the best way forward.

Standard setting should not sit in a small office in Whitehall, being decided by a small number of people.

The inclusion of business, government, regulators, NGOs and the public – will mean we can get effective standards – to protect and enhance the environment – that everyone can sign up to and support.

Shortly you're going to hear in depth views on the new Office for Environmental Protection.

With the right leadership we believe it will have the powers it needs to fulfil its role. It's good to see climate change included within its remit. Climate and the environment are inextricably linked.

We will welcome the scrutiny of the OEP and look forward to working with it.

However, for it to be truly effective it must look across the whole of government, and not just at those organisations it sees as doing 'Environment'.

It's also correct that it doesn't duplicate the functions of what we already have.

The second part of the Bill also has very welcome provisions.

It will help improve regional planning on water resources to help ensure water resources, flooding and pollution are better managed in a changing climate. It will also allow us to stop damaging, unsustainable abstraction.

The powers on waste crime will help us take more effective enforcement action against those breaking the law.

A new addition, on stopping the export of plastic waste to developing countries, will also help signify the UK's global leadership role.

We support the focus on air quality in the Bill, and the aim for the Environment Agency to work more closely with local authorities.

Legislating to mandate biodiversity net gain is welcome and we believe it can be a stepping stone to a longer term ambition of Environmental Net Gain.

As always, with all these provisions, the devil will be in the detail. We look forward to working with Defra to make sure we have the resources required to fulfil the ambitions set out in the Bill.

We know that without a healthy environment we cannot have a stable economy.

As abstract and distant from people's lives that discussion on principles and governance can sound the consequences are not. Dangerous air pollution, degraded bathing waters, increased flooding all have real world health and economic impacts.

If we are to meet people's growing expectations of environmental action, then the delivery bodies, doing the work on the ground, need access to the resources required to undertake complex and sometimes controversial work.

The environmental challenges we face are fundamentally connected to one another. Climate change is causing damage to ecosystems, whilst environmental degradation is leading to emissions that cause climate change.

With our role to regulate for the environment across sectors as diverse as farming, nuclear power, chemicals and water, the Environment Agency is well placed to provide expert advice to government on the challenges of the future.

I mentioned earlier some of the successes we have had – but we are always looking at how we can do better.

We will always be tough on those who break the rules, damage the environment and undermine trust in legitimate business trying to do the right thing.

But good regulation also involves collaboration – helping those we regulate perform better to achieve better outcomes for the environment.

By focussing on the 'what' – the standards we want to achieve – rather than a prescriptive 'how', good regulation creates the space for businesses to innovate, and innovate in the right way.

We are also making better use of modern technology and investing in digital systems. This will make it quicker and easier for people to apply for permits, and it will improve our ability to detect and disrupt those who act illegally.

This is important – because it means high standards and strong regulation won't mean more bureaucracy for businesses doing the right thing.

But just as importantly it will also enable the public to easily find out about their local environment, and the environmental record of the businesses that operate near their homes.

It creates more accountability and roots operators in their community. As people become more climate conscious and environmentally aware developing this connection will be important.

I started this speech reflecting on what had changed in the last year and talking about pressure.

Pressure can cause extreme reactions – it can burst a pipe or create a

diamond.

The pressure on our natural environment is no different.

As we look ahead to what might change in the next year, and the next decade, let's work together, use the opportunities in the Environment Bill, and in hosting COP26, so that just as we value the wonder of a diamond, we value the wonder of the natural world.

Thank you.

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## [PM call with Prime Minister Netanyahu: 6 February 2020](#)



The Prime Minister spoke to Prime Minister Netanyahu earlier today.

They discussed the United States' proposals for peace between Israel and the Palestinians and the Prime Minister reiterated his support for US efforts.

He also underlined the UK's longstanding view on the importance of a two state solution, with Jerusalem as the shared capital of both sides, and our opposition to the unilateral annexation of territory.

The leaders agreed that we should continue to strengthen our bilateral relationship following the UK's departure from the EU, including in areas such as trade.

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# Windrush Compensation Scheme extended by 2 years

The Windrush Compensation Scheme has been extended to give people more time to make a claim for compensation, the Home Secretary announced today (Thursday 6 February).

Extending the scheme by another two years is one of several measures the Home Secretary is bringing forward as part of the ongoing work to right the wrongs experienced by the Windrush generation.

To make the scheme more flexible to those who have suffered losses, the mitigation policy – the criteria by which financial settlements are made – is also being amended to take a wider range of circumstances into account.

The change means people will no longer only be expected to show they took immediate steps to resolve their immigration status.

For example, if someone lost their job as a result of not being able to evidence their lawful status and they tried to contact the Home Office or sought advice at any time to resolve this, then this will be taken into account.

This change may help some people qualify for a higher award, particularly where it relates to loss of employment.

Home Secretary Priti Patel said:

Successive governments failed the Windrush generation which is why we have listened to feedback from community leaders and those affected, to hear how the government can begin to do justice to those who have contributed so much to our country.

The Windrush Compensation Scheme has been developed in conjunction with those affected and I hope the scheme will ease the burden from the unacceptable mistreatment experienced by some members of the Windrush generation by successive governments.

Commenting on the changes, the independent adviser to the compensation scheme, Martin Forde QC said:

The compensation scheme that I designed aims to be fair, accessible and generous. Importantly, as these changes show, it has also been designed so that it can be updated and improved without delay in response to any difficulties of implementation.

By taking a more generous approach to mitigation evidence and

continuing the support available for those wanting to claim, the scheme will now be easier to navigate, more accessible than ever and will provide fair compensation to all those affected.

Martin Forde QC was appointed as Independent Adviser in 2018 and has made an invaluable contribution to both the design and implementation of the scheme.

The government previously committed to having an independent person appointed to provide oversight and reassurance of the compensation scheme. To deliver on this commitment, an advert will be brought forward in due course with Martin Forde continuing to provide support on an interim basis.

The Home Office is currently funding Citizens Advice to provide expert and independent advice to those who request support applying for compensation.

The charity has been appointed to continue the service for a further six months, whilst a contract to continue the support for the duration of the extended scheme is launched.

The scheme has been operational since April 2019 and made a compensation payment within just four months.

Figures shared with Parliament today show that up until 31 December, 1,108 claims had been received, with 36 payments made so far totalling £62,198.

Detailed compensation statistics will be published later this month. Compensation payments continue to be paid by the Home Office. Many of these payments are interim, which means claimants may receive further awards later.

The extension to the scheme was brought forward following ongoing engagement with stakeholders and members of the Windrush generation. It will remain open until 2 April 2023 but the duration of the scheme will be kept under review.

Rules and guidance to reflect these changes will be published imminently.

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## **Celebrating Maritime 2050 one-year-on**

General Secretary, my Lords, Ladies, Gentlemen, and colleagues – welcome so much, to the Houses of Parliament.

It is an absolute pleasure to host you for a few hours today as we celebrate [Maritime 2050](#).

It has indeed been an incredible year for the sector.

And over the past few months, I have travelled across the country to see how our ports and shipping sector have been responding to Maritime 2050.

I asked the team to make a list of everywhere I have been to, and just before I read it out I would like to put on record how pleased I am that my department is allowing me to stand still for a couple of hours...so thank you all!

I've visited Belfast, Blyth, Tilbury and London Gateway, Felixstowe and Harwich, Plymouth, Southampton, Liverpool and I am shortly about to depart for a tour in Scotland: Glasgow, Rosyth, Aberdeen and Orkney.

The breadth of work I've seen gives me huge confidence that the sector is meeting the challenges that we set out in Maritime 2050.

I've been out this morning launching Apprenticeship Week so I haven't seen the Prime Minister's speech just yet, but I know that the PM holds our ambitions to make sure that maritime is at the forefront of our new relationship with the EU.

I have seen that one of the first things he said was "the explosion of global free trade will be down to new maritime technologies".

We are already ahead of the game, we have thought about this, and have a route map in Maritime 2050.

For those of you who don't know this was our first long-term strategy for maritime.

But of course, a strategy has to be delivered and before I can talk about some of our biggest achievements I must take a moment to thank Maritime UK who have been fantastic ambassadors for Maritime 2050.

Every person in this room today has been fundamental to our success. So this afternoon is also a thank you from the department to you.

Let me take you on a journey of what we have achieved so far.

## **Trade**

Our trading relationships are fundamental to the UK's success.

Alongside Maritime 2050 we published the trade route map.

And we now have the DIT led 5-year trade strategy for maritime, which looks at increasing the UK's exports.

To ensure that Free Trade Agreements are in place now that we have left the EU, we've been working with Transport Expert Trade Advisory Groups to make sure we are as competitive and streamlined as we possibly can be.

We committed to considering the case for freeports. I know many of you have discussed this with me over the past few months, and we are close to delivering on this policy.

My job is to ensure what you, the ports sector, want is reflected in the



consultation and how we now go forward.

## Environment

Moving on to environment.

Maritime 2050 set out our focus on decarbonisation and zero emission shipping.

The landmark agreement at the IMO on greenhouse gas emissions set a global precedent.

And then just last July we published the [Clean Maritime Plan](#).

This makes us one of the first countries to publish a strategy on domestic action to reduce shipping emissions.

Of course, effective and efficient decarbonisation needs innovative thinking.

So we provided £1.5 million to MarRi-UK to launch a clean maritime innovation call.

We will also launch a call for evidence on non-tax economic incentives to promote a transition towards zero emission shipping shortly.

If we are looking to innovation, the UK's strengths in Maritime research and innovation will be crucial to delivering our future ambitions.

We have a clear opportunity to lead the world in the development and introduction of smart shipping technologies.

We have published our Technology and Innovation in UK Maritime route map.

And we are also looking forward to working with industry on their ambitious plans for autonomous Atlantic crossings which are planned for later this year...

Including MSubs, who I visited in Plymouth. They are crucial in us celebrating the Mayflower's voyage to America as this will be recreated with an autonomous ship.

This work is being supported by the ground-breaking work of the Maritime Autonomy Regulation Lab, MARLab.

We also provided MarRi-UK with £1.5million funding for the Technology and Innovation in UK Maritime call.

This is a real moment in history. Here in the UK we are setting standards for autonomous shipping.

Last July we were proud to launch the first 2050 Innovation Hub at the Port of Tyne.

I'm sure you will hear more about this from Lucy but I would like to offer my personal support to the work already taking place at the hub.

And this was only the start.

Our ambition is to see a network of Innovation Hubs to act as focal points for innovation in their region.

And we will be working incredibly hard for the rest of this year with you to make that happen.

## **People**

Our success above all else relies on our workforce.

And I want to see the UK as pioneering a social framework which will lead the way on an international level.

During London International Shipping Week, we launched the People Route Map, during the careers fair aboard the NLV Pharos – which the Prime Minister himself visited.

The issues we face are not straightforward.

Addressing gender diversity is a key concern of mine.

Women are very much underrepresented in the UK maritime industry. We definitely need to change that.

I'm thrilled to say there are now 122 companies signed up to the Women in Maritime Pledge.

We have also provided £40,000 grant funding for the Maritime and Me campaign, showcasing the exciting and rewarding maritime careers on offer.

And we have also supported the 1851 Trust who are undertaking a roadshow attracting young girls into STEM careers, primarily in maritime and transport.

I was lucky enough to see their roadshow in Belfast a few weeks ago.

We also provided £40,000 to help develop the Institute for Chartered Shipbrokers Introduction to Shipping Programme to younger students, primary age, to ensure they are open to careers available later on down the line.

In the people route map we announced the establishment of a Maritime Skills Commission providing £300,000 pump-priming funding.

And I am thrilled that Professor Graham Baldwin has been appointed as Chair.

## **Infrastructure**

We have many ports representatives here today.

Ports are the keystone of the maritime and freight sector.

Where these ports might have once supported power stations or coal supplies...

They are now embracing the massive opportunities provided by renewable energy and offshore activity.

I was recently at the Port of Blyth and was hugely impressed by their world leading wind turbine facilities.

Ports do not just support the wider economy, but the employment, skills, opportunities and prosperity help regenerate communities.

Collaboration is at the heart of everything we do – and we have set up Port Economic Partnerships and I am very keen that we champion these.

We've made a start, having established one with Southampton Port. I would like to thank Alistair for the work he has done on this.

Port Economic Partnerships had to unfortunately come to a standstill when the election was called but having caught up with him recently in Southampton they are now moving at a very good pace.

## **Competitive advantage**

I am committed to ensuring that the UK remains a world class place to do business.

We need to strengthen our existing offer and seize new opportunities.

Because we are embarking on a new relationship with the EU we recently made £30 million available to support our port infrastructure across the country.

Thinking about our offer on the world stage now more than ever is the UK's ambitions to be the best performing international flag.

But for me, it is about being the most ethical flag of choice.

We now have 24/7 registration support for customer in place. The MCA is also digitising all of its wider processes.

And taking steps to ensure our flag is and remains to be world class.

Of course, I couldn't stand before you today and not reflect on our hugely successful London International Shipping Week in September.

We all did a brilliant job, in partnership with all of you and particularly Maritime UK and Shipping Innovation...

Showcasing the UK maritime sector to the world.

And of course – successfully we have won the bid to host the Global Maritime Forum in October this year. It's been a huge success, so thank you once again for your support last September.

Our regions have a tremendous amount of potential so we have to encourage and support regional clusters.

On my recent visit to Liverpool I met with Mersey Maritime, and later this week look forward to meeting with the Scottish Maritime Cluster.

Clusters can play a crucial role in regional development and economic growth as well as re-vitalising coastal communities.

If you haven't yet thought about hosting a cluster you must definitely get in touch.

I know that Chris from Mersey Maritime is here today. When I went to visit Plymouth they were incredibly pleased with the support given to them in establishing a cluster, so thank you.

## **Future priorities**

Going forward, my focus will be on upgrading our infrastructure, embracing new technology – and the appetite is there to go further, and maritime has a huge role to play.

Of course, we mustn't forget tackling climate change. It is incredibly vital and is a high priority on this government's agenda.

And as we leave the EU, new opportunities will present themselves – our trading relations and the maritime offer will bolster cross-governmental work.

So, it is clear we have made significant progress on our commitments in Maritime 2050.

But it doesn't do justice to the comprehensive work underway, spanning every corner of the maritime sector.

And of course, we still have so much more to do.

So, 2019 has been a brilliant year, there is no denying it. There have been some challenges but we have been able to manage those.

2020 will be a year not only of change – further challenges – but of absolute choices that we can make together.

The choices we make will have a lasting impact.

And as we continue to ensure that Maritime 2050 is brought to life, I look forward to continuing the work hand in hand going forward.

Someone this afternoon said: "Minister, can we take a break now?" and I said no, we have only just begun!

I'd like to now introduce Lucy Armstrong, from the Port of Tyne, who will speak to us about how Maritime 2050 has influenced their work.

Thank you so much.

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## [100 years of maritime history and opportunities for 2020](#)

Ladies and Gentlemen.

Your Royal Highness.

Thank you for that welcome.

It's a real pleasure to speak to you this evening.

The Chamber of Shipping Annual Dinner is always one of the highlights of the maritime year.

But tonight is particularly special, as the Chamber celebrates 100 years since gaining the Royal Charter.

How different UK maritime looked a century ago.

Docks and canals had just come under the authority of the first Ministry of Transport, created by the Lloyd George government in 1919...

The department has come a long way.

Despite the contrasts between then and now, however, there are also striking parallels.

Like today, it was a time of great change.

With Britain's changing position in the world.

Countries eager to grab a greater share of an industry that Britain had dominated for so long.

And like now, the challenges facing the maritime sector were coupled with great opportunities...

Which is what I want to speak about this evening.

Earlier today the Prime Minister made his first speech as we start our new

role on the global stage.

And he opened with the quote: 'explosion of global trade with new maritime technologies'.

Well, having worked with you over the year I know that we are ready to take on the opportunity that comes our way. And I have let the PM know we are ready and waiting.

## Highlighting achievements

But first, don't we all agree that maritime is a great industry?

And it's been a pleasure to represent you in Parliament, across the UK and Europe, more widely overseas, and of course as hosts of the IMO.

As your Royal Highness's father, the Duke of Edinburgh, once said to me, MPs & ministers are getting younger and come and go.

And it's the nature of our political system that ministers are often given too little time to really make a difference.

So I'm delighted to have returned to the Department for Transport after the general election with continuing responsibility for maritime.

It's a role I have performed with pride for the past 2 years.

And I mustn't forget to thank the superb officials in the maritime directorate whose global reputation reflects their expertise and, thanks to having me as their minister, 7 days a week of hard graft. Thank you.

Teamwork has brought many personal highlights for us.

Achievements that I have only been able to deliver for maritime with your help.

For example:

- signing the ILO Work in Fishing Convention no188 – a reminder that the people in this industry come first
- creating & launching Maritime Safety Week – to ensure we continue to fight for water safety, fisherman and seafarers
- reconfirming our commitment to the Bonn Agreement – dealing with oil pollution of the North Sea
- delivering a £30 million fund to ports across England to upgrade infrastructure
- as Minister for the Year of Engineering, I believe the most successful government programme as it reached over 5 million young people and families to inspire them to work in our industry
- launching the [Clean Maritime Plan](#) – more on that in a minute
- and working with the IMO and Secretary General to push forward women in maritime, the environment, and further work on human rights and transparency to follow

We can all be proud of what we've achieved in the last year.

And it began with the publication of [Maritime 2050](#).

Galvanising industry and government to work together on reaching our shared long-term vision.

We set the sector a further mission, this time to deliver zero-emissions shipping in the UK, through our Clean Maritime Plan.

I know this is not straightforward or without economic consequence.

Reducing the environmental impact of shipping is critical to our growth strategy for the industry.

And it was good to see industry taking up the challenge, such as the International Chamber of Shipping's proposal for a major \$5 billion research and development fund to tackle emissions in the shipping industry.

Importantly, all these measures were the product of detailed industry involvement, knowledge and expertise...

So while they are visionary, they also set out real-world plans to achieve our shared responsibility.

Of course, September saw the sector come together to deliver another outstanding London International Shipping Week...

When we were once again able to promote our dynamic and world leading maritime sector to the world.

So much planning. So much work, for all of us. But so worth it.

As the PM said in his speech earlier maritime tech is vital, and we are deeply progressive.

We published the Technology and Innovation in UK Maritime route-map, our vision for maritime autonomy.

To support this, we worked with MarRi-UK to launch the £1.5 million Technology and Innovation fund.

This will set standards worldwide.

And there was another small issue in 2019 that brought the department and industry together...

Preparing our departure from the EU.

I want to thank everyone in maritime who engaged with government over the past year...

And who – despite the pressures and complexities involved – tirelessly gave their time to get the industry ready, and prepare the country.

Your contribution has been incredible. Thank you for being patient and I look forward to rolling up our sleeves and cracking on with the next phase.

Where once again maritime will be key to delivering the government agenda.

## **2020**

As we have worked together it's clear to me that we still have much more to do.

I believe in 2020 we can drive even more positive change.

That's the message I've been taking on my tour of ports over the past month... as I've visited Blyth, Liverpool, Southampton, Plymouth, Felixstowe, Belfast, Tilbury and London Gateway.

And this week when I visit Glasgow, Rosyth, Orkney and Aberdeen.

It's been great to catch up with all the latest growth plans and investments and to ensure that real Maritime 2050 progress is being made on the ground.

For example, the incredible UK innovation behind autonomous technology in Plymouth and at the National Oceanography Centre in Southampton...

And seeing our ports' ambitious projects to future-proof for bigger ships and benefit from potential new trade deals...

To catching up on the first Port Enterprise Partnership at Southampton...

And touring the world-leading offshore wind testing centre in Blyth, where earlier this year they welcomed the world's longest wind turbine blade at 107 meters (in case the Americans claim there's is bigger!) to their facilities.

We are always bigger and better in the UK!

And I've had some very interesting discussions about our plans to introduce freeports across the UK.

And I am determined we get this right for you and I will continue to represent your views.

## **Flag plans**

Meanwhile, our mission to become the world's best-performing flag continues...

We'll have representation secured in Greece by March, and the Digital UK Ship Register is in the final stages of testing.

As we rapidly move towards a modernised flag service, this allows us to provide even better, more responsive customer service, supported by a global network of MCA surveyors and intelligent data that will diminish the risk of detentions.



I spoke earlier about the competitive nature of the industry.

Just as we need to present a high-quality offering to potential partners, we also need to offer value.

And we are working across government to introduce fiscal improvements to the UK flag to provide a much more competitive financial proposition to world shipping.

Alongside that, the UK will be the ethical flag of choice.

So we're really looking forward to hosting a Green Finance Forum, and of course the Global Maritime Forum in London later this year...

Hugely important events for the industry as we modernise and become greener, cleaner and more transparent.

## **Atlantic crossing**

I've already mentioned the role of technology in helping us seize the opportunities of the future.

Later this year, a ground-breaking British maritime project will create global headlines for all the right reasons.

When an autonomous ship is due to sail independently across the Atlantic to mark the 400th anniversary of the Mayflower voyage, travelling from Plymouth, to Plymouth, Massachusetts.

Developed by UK-based MSubs, this new initiative builds upon the first unmanned international voyage which took place last year, by UK manufacturer Sea-Kit.

Both projects have been enabled by the UK's innovative stance on autonomous shipping testing and development...

Through the work of the Maritime Autonomy Regulation Lab, led by the Maritime and Coastguard Agency.

The work will be used to shape the evolution of international regulations through the IMO.

So it's here in the UK, where we are setting the standards internationally on creating the rules, regulations, rights and vocabulary that will shape the market and governance for years to come. We are making history.

## **Middle East**

That question of safety in shipping – has been very much on our minds recently as a result of the increased tensions in the Middle East.

Some 9 million tonnes of shipping was protected by the Royal Navy over a period of nearly 4 months, allowing British vessels to continue operating in

the face of direct threats in the Strait of Hormuz.

The International Maritime Security Construct is providing security to commercial shipping in the Gulf, and the Ministry of Defence

And Department for Transport continues to review the threat, and advise shipping on a daily basis.

In case you weren't aware, as threats to shipping evolve, just last week I was pleased to publish new cyber security guidance

And I visited Southampton University to see their continued investment in maritime cyber security testing, which they plan to roll out as the exemplar of shipping cyber security.

## **Conclusion**

So, to sum up, 100 years on from the Chamber's Royal Charter, we find ourselves at another historic juncture...

And as we set out our vision for Global Britain there has never been a greater opportunity to unleash the UK's full potential.

And maritime is at the heart of it.

As a sector we need to continue to think bigger, bolder and work even faster so we don't get left behind.

We have some big issues to contend with, but the last year has shown that the maritime industry is not afraid to take risks... and, by the way, neither am I.

I believe 2020 is the year we start the maritime revolution.

This is the year where we really deliver our long-term vision for maritime.

Where we ask: "how do we want to be remembered in 2120?" 100 years from now...

This year feels to me to be a turning point.

The start of a fresh era for shipping in this country, built on innovation, enterprise and ambition.

A chance to create a new chapter in the history of this remarkable industry.

Just think, in 100 years' time at your next anniversary someone else will be standing here quoting many of you in this room...

Saying that we were the ones who got it right. We were the ones who had the vision.

Thank you.