

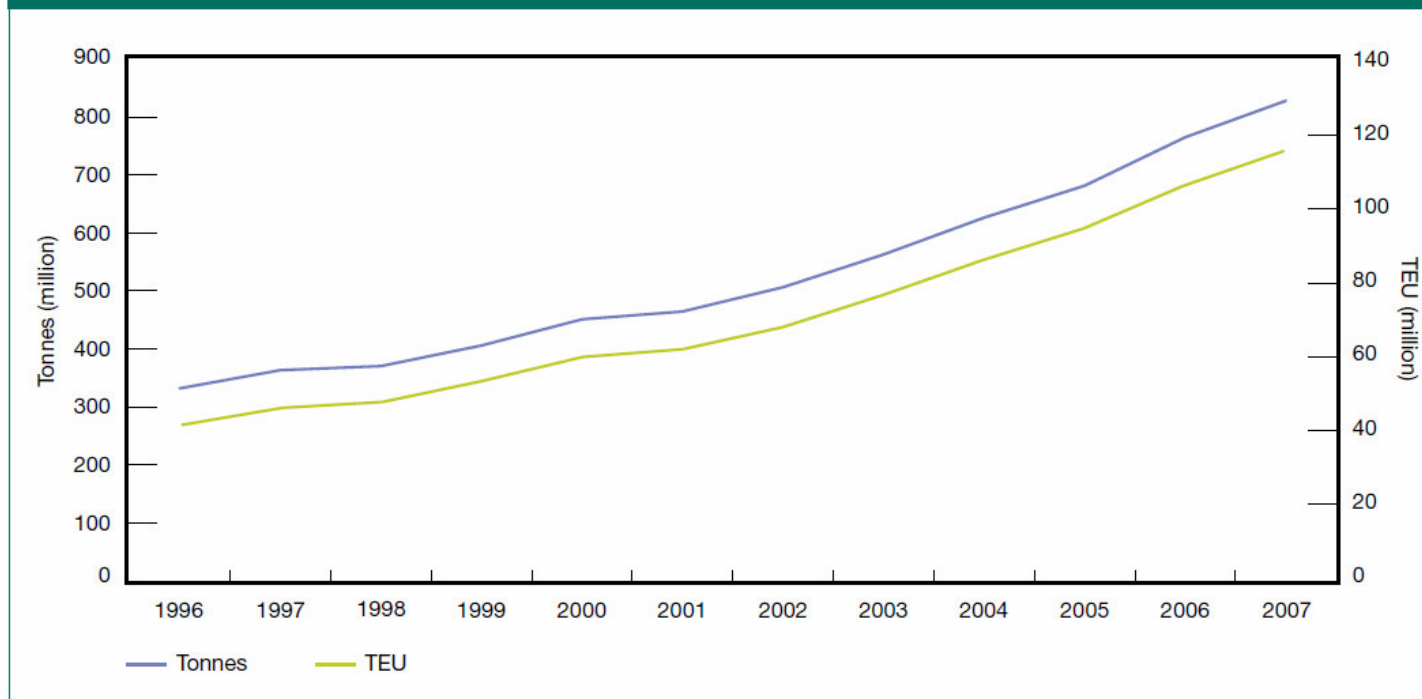
Trade and Maritime Security

Simon Webb

Maritime Trade

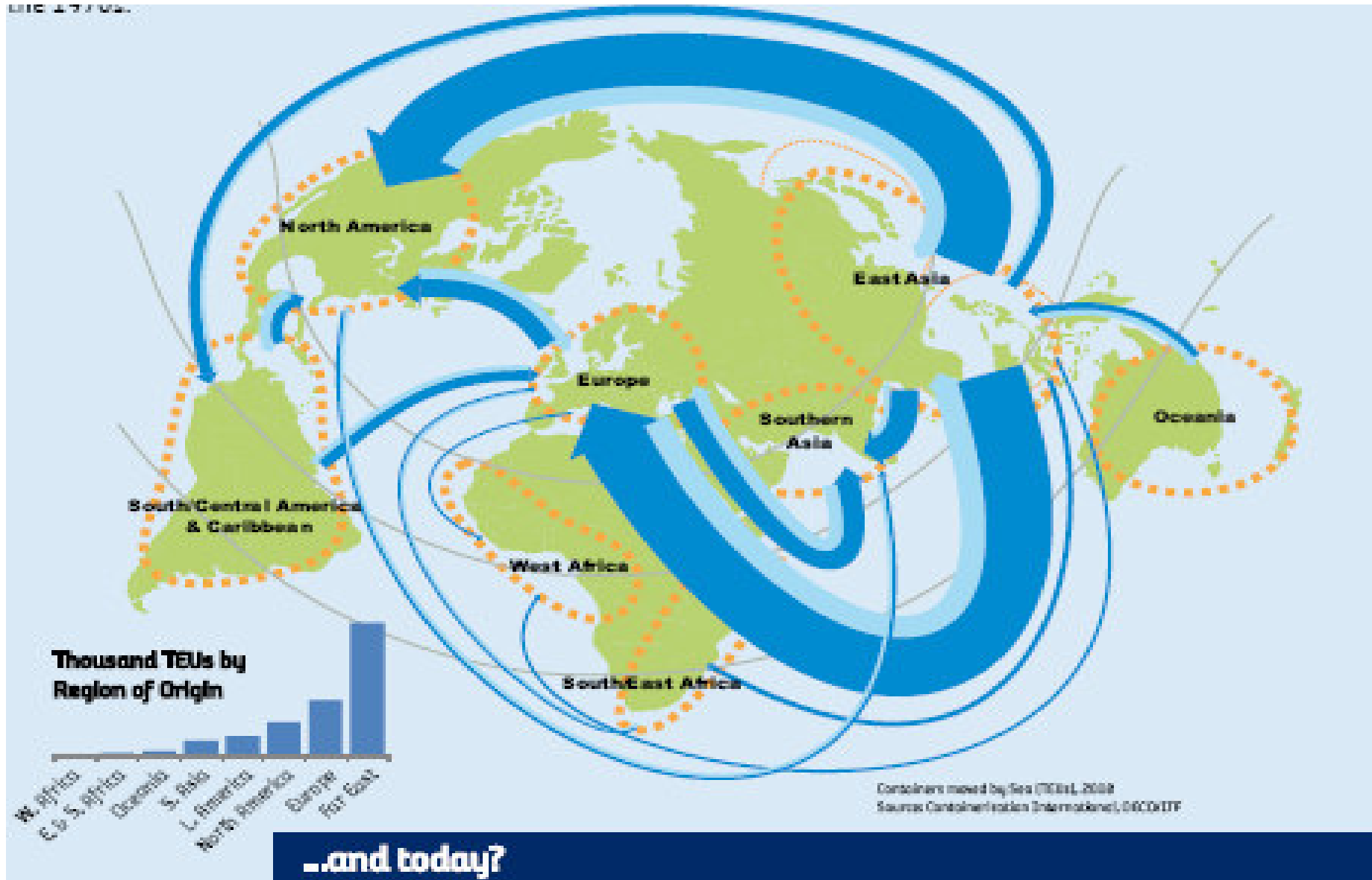
- Global trade foundation of UK's economic prosperity
- Massive growth over last 20 years, running at 7-8% per annum until last Winter's dip

Figure 8: Worldwide containerised loaded maritime TEU, 1996–2007



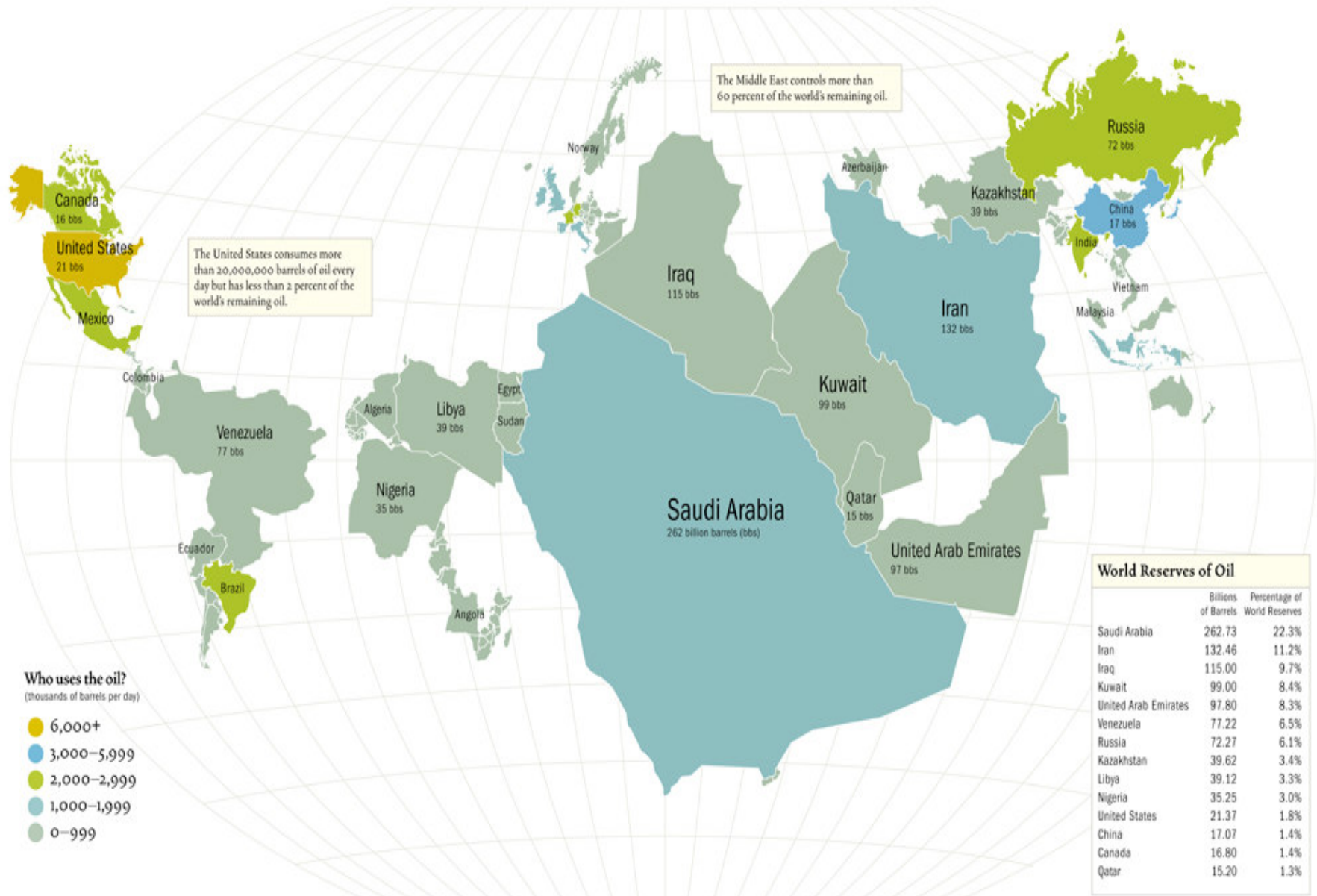
Source: MDS-Transmodal, 2007

Container Flows 2008



- Last week's International Transport Forum of 50 countries at Leipzig underlined that "international supply chains need to be secure and reliable" to underpin renewed growth
- Navies have long had a strategic role in ensuring free and secure navigation, which helps UK competitiveness; nationalisation of airspace has impeded the efficient development of aviation and growth in airfreight has ceased
- With around 70% of its fuels forecast to be imported by 2020, much from areas including less stable countries: "UK will be more vulnerable ... to disruption of supplies as supply routes become longer"(Energy White Paper)

Who has the oil?



Each country's size is proportional to the amount of oil it contains (oil reserves); Source: BP Statistical Review Year-End 2004 & Energy Information Administration

Maritime Security closer to UK

- Resilience has been generally infrastructure centred
- New opportunities from e-navigation, especially long-range ship-tracking and automatic identification, to give a Common Recognised Information Picture
- Challenges of larger vessels, extreme weather events and offshore renewables
- A variety of command systems

Readiness

- Economically threatening crises can develop suddenly and enter the media space immediately: most mistakes are made in the first 48 hours and credibility is then slow to recover
- So, being in practice at all levels, from international strategic to tactical, is a key factor in successful outcomes
- Insurers are a significant component
- Need for links between Navies and Shipping .. that can function well at pace; “planning jointly is as important as the plan”