

A- General overview**i. Morphological structure of the Atlantic coastline (data)**

1.1. Length of coastline in km	The length of coastline of Great Britain plus its principal islands is about 31,368 km (http://www.cartography.org.uk/default.asp?contentID=749)
1.2. Total area of the coastal zone in km ² (within a range of 10 km from the coast).	214,406.7 KM ² (http://epp.eurostat.ec.europa.eu/portal/page/portal/maritime_coastal_regions/data/database) does not specify 10 km
1.3. No. of inhabited islands (if any).	132

ii. Population and related social conditions for the Atlantic maritime areas (data)

2.1. Total country population (Eurostat).	58,789,213 (at 2001)
2.2. No. inhabitants living in the Atlantic coastal area.	46,414,243 (2011) (http://epp.eurostat.ec.europa.eu/portal/page/portal/maritime_coastal_regions/data/database)
2.3. Total employment of population aged 20-64 living in Atlantic area (last three years – Eurostat).	Employment rate, age group 15–64 (%) 2011: 69.5; 2012: 70.1; 2013: 70.8 (source: http://epp.eurostat.ec.europa.eu/statistics_explained/index.php/Employment_statistics)
2.4. Female employment rate, persons aged 20-64 (figures for 15-64)	2003: 65.3; 2008; 65.8; 2013: 65.9 Source: Employment rates for selected population groups
2.5. Older persons employment rate, persons aged 55-64	2003: 55.4; 2008: 58.0; 2013: 59.8 Source: Employment rates for selected population groups
2.6. Total unemployment of population aged 20-64 living in Atlantic area (last three years – Eurostat).	
2.7. Youth unemployment rate, persons aged 15-24 (figures for 16-24)	767,000 (April to June 2014) source : (http://www.parliament.uk/business/publications/research/briefing-papers/SN05871/youth-unemployment-statistics)

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iii. Economic role of Atlantic maritime areas over the national total (data)

3.1. Gross Domestic Product (GDP) per capita in the Atlantic coastal areas (in euros) (if available from the last three years).	
3.2. Gross Domestic Product (GDP) per capita in the country (in euros) (if available from the last three years).	2011 – 30,600 2012 – 30,200 2013 – 30,600 http://epp.eurostat.ec.europa.eu/portal/page/portal/maritime_coastal_regions/data/database
3.3. Gross Value added (GVA) (in euros) in the last three years (if available) in the Atlantic coastal areas.	
3.4. Gross Value added (GVA) (in euros) in the last three years (if available) in the country.	

iv. GVA – Details by NACE activities (data)

Sector	GVA of coastal regions (billion EUR)	Share in the national GVA for the sector
Agriculture, Aquaculture and Fishing (A)		100
Manufacturing (C)		100
Construction (F)		100
Wholesale and retail trade; transport; accommodation and food service activities; information and communication (G-J)		100

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v. Employment – Details by NACE activities (data)

Sector	Employment of coastal regions (thousand) Oct-Dec 2011 (for All Regions)	Share in the national employment for the sector All in employment : 29,203,000
Agriculture, Aquaculture and Fishing (A)	354	
Manufacturing (C)	2863	
Construction (F)	2165	
Wholesale and retail trade; transport; accommodation and food service activities; information and communication (G-J)	8040 (Wholesale, retail & repair of motor vehicles, Transport & storage, Accommodation and food services, Information & communication)	

Source: [EMP13: Employment by industry \(last updated February 2012\) \(Excel sheet 151Kb\)](#)

B – Marine and maritime economic activities (MEAs)

Overview of relevant maritime economic activities in the United Kingdom at NUTS-0 level.

Maritime economic activity		Gross Value Added (EUR, billion)	Employment (*1000)	Number of enterprises	Other indicators	Source & Reference year
0. Other sectors						
0.1	Shipbuilding (excl. leisure boats) and ship repair					
0.2	Water projects					
1. Maritime transport						
1.1	Deep-sea shipping				512	2010 Goods freight transport by sea , (million tonnes)
1.2	Short-sea shipping (incl. Ro-Ro)					
1.3	Passenger ferry services				Volume of passenger transport relative to GDP [Index (2000 = 100)] 86.3 Number of passengers :	2012, Volume of passenger transport relative to GDP passenger numbers of passengers

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Maritime economic activity		Gross Value Added (EUR, billion)	Employment (*1000)	Number of enterprises	Other indicators	Source & Reference year
					28,824,000	
1.4	Inland waterway transport					
2. Food, nutrition, health and ecosystem services						
2.1	Fish for human consumption					
2.2	Fish for animal feeding					
2.3	Marine aquaculture					
2.4	Blue biotechnology					
2.5	Agriculture on saline soils					
3. Energy and raw materials						
3.1	Offshore oil and gas					
3.2	Offshore wind					
3.3	Ocean renewable energy					



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Maritime economic activity		Gross Value Added (EUR, billion)	Employment (*1000)	Number of enterprises	Other indicators	Source & Reference year
3.4	Carbon capture and storage					
3.5	Aggregates mining (sand, gravel, etc.)	29,910.3		1,263	58,949.9 ((Production Value)	2012, Eurostat annual detailed enterprise statistics for industry
3.6	Marine minerals mining	See 3.5 (Source does not split from Marine minerals mining)				
3.7	Securing fresh water supply (desalination)					
4. Leisure, working and living						
4.1	Coastal tourism					
4.2	Yachting and marinas					
4.3	Cruise tourism					
5. Coastal protection						
5.1 – 5.2	Coastal protection against flooding and					

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Maritime economic activity		Gross Value Added (EUR, billion)	Employment (*1000)	Number of enterprises	Other indicators	Source & Reference year
	erosion					
5.3	Protection of habitats					

Breakdown of maritime economic activities in the Atlantic NUTS2 regions of the United Kingdom.

Maritime economic activity		Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
0. Other sectors				
0.1	Shipbuilding (excl. leisure boats) and ship repair	Shipbuilding in the UK is now centred on Scotland (after closure of BAE in Portsmouth). BAE in Scotland alone employ 3,600 people in shipbuilding and repair. Cammell Laird in largest shipbuilder in the UK.	Significant in terms of employment regionally.	
0.2	Water projects	Water construction projects are undertaken throughout the UK. Current consultation on proposed changes to the water industry currently underway (England)		www.waterprojectsonline.com www.gov.uk/government/consultation/waterindustry
1. Maritime transport				
1.1	Deep-sea shipping	About 95% of UK imports and exports by volume are transported by sea. Dover Strait is the busiest shipping lane in the world, with several major ports.	Wider economic development depends on success of maritime industry. There has been significant investment in modernisation and safety – significant employer to UK economy.	www.gov.uk

Maritime economic activity		Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
1.2	Short-sea shipping (incl. Ro-Ro)	See above		
1.3	Passenger ferry services	Several significant ports in terms of destination and passenger numbers (both commercial and leisure)	Employment	
1.4	Inland waterway transport	Competitive alternative to road and rail transport, but not significant compared with other EU countries such as Germany and the Netherlands.	See 1.1	
2. Food, nutrition, health and ecosystem services				
2.1	Fish for human consumption	<p>Significant industry at regional/local level in some areas (e.g Peterhead, Newlyn, Brixham) but not in terms of GDP.</p> <p>New CFP, quota management and discard adds to uncertain future</p>	<p>Supports regional/local employment, some tourism, although fleet declining having knock on effect on related industries, some historically important ports are now very small scale/non-existent.</p> <p><10m fleet accounts for majority of employment and catch given much higher number of vessels (for non-pressure stocks)</p>	Defra, MMO, SEAFISH

Maritime economic activity		Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
2.2	Fish for animal feeding	Mainly for aquafeeds for salmon farming, some use in agriculture (ruminants)	Some concern that new CFP will direct species suitable for human consumption to animal feeding sector (discard ban)	
2.3	Marine aquaculture	Very small contribution to GDP but very important locally (highlands and Islands of Scotland). Main species produced are salmon and trout. Many farms controlled by multi-national companies	Local employment. Limits to further expansion due to licensing, regulations and disease and pollution concerns	STECF – The economic performance of the EU aquaculture sector
2.4	Blue biotechnology	Considerable potential although current low activity, similar to EU as a whole. Research undertaken into food production e.g. aquaculture	Currently limited, but potential for highly skilled employment	EU Commission
2.5	Agriculture on saline soils			
3. Energy and raw materials				
3.1	Offshore oil and gas	Mainly North Sea production in Scotland. Very significant to economic development and attractive to external investors – inland alternatives (gas) currently being explored E.g. fracking	Employment, economic development, investment	

Maritime economic activity		Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
3.2	Offshore wind	UK has invested heavily in this sector to increase renewable energy supply. Offshore renewables are part of the UKs development strategy and climate change objectives	Current uncertainty regarding efficient energy production and supply in the UK, increased energy costs as a result of investment in renewables	
3.3	Ocean renewable energy	See above		
3.4	Carbon capture and storage	The UK Carbon Capture and Storage (CCS) Commercialisation competition makes available £1 billion capital funding, together with additional operational funding through the UK Electricity Market Reforms, to support the design, construction and operation of the UK's first commercial-scale CCS projects.		
3.5	Aggregates mining (sand, gravel, etc.)	Increasingly important sector as costs of inland extraction increase and availability decreases	Significant in terms of construction, social factors such as available housing but impacts on other industries such as fishing, energy	www.gov.uk/carboncaptureandstorage

Maritime economic activity		Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
3.6	Marine minerals mining	Current exploration of feasibility of mining tin off Cornish coast	Employment but impact of other sectors such as surfing which is worth around £64 million to Cornish economy and supports around 1,600 year round jobs	MMO
3.7	Securing fresh water supply (desalination)	n/a	n/a	
4. Leisure, working and living				
4.1	Coastal tourism	Regionally very important. Coastal tourism provides significant input to local/regional economies in many areas. Some smaller areas, Newlyn, for example, rely almost solely on income from the coastal zone (fishing and tourism). Marine activities such as recreational fishing, diving, boating etc support year round jobs, or important seasonal employment. Marine based activities are important for communities all around the coast of the UK	Regionally very important for employment opportunities and economic development. Coastal tourism is important to the UK economy and offer considerable potential for further development and this is part of the UK coastal development objectives	Gov.uk MMO Coastal tourims
4.2	Yachting and marinas	Marinas can be found along the coast of the UK and at all main ports	Support infrastructure development and local economy	

Maritime economic activity		Overview	Socio-economic indicators	Source & Reference year (ex. Eurostat 2010)
4.3	Cruise tourism	Cruises operate out of some of the main ports (Dover, Southampton and Folkestone) and increasing in importance		
5. Coastal protection				
5.1 – 5.2	Coastal protection against flooding and erosion	Serious flooding can happen at any time. In England, more than 5 million properties are at risk of flooding - that's nearly 1 in 6. There are also more than 200 homes at risk of complete loss to coastal erosion in the next 20 years. It's possible 2,000 more could become at risk over this period.		www.gov.uk
5.3	Protection of habitats	UK coastal habitats are a priority for nature conservation. This is partly due to the variety of specialised species associated with them, but also because of their naturalness, fragility, scarcity and intrinsic appeal. Accordingly, there are seventeen coastal habitat types listed under Annex I of the EU Habitats Directive and five coastal priority habitats listed under the UK Biodiversity Action Plan .		JNCC

Description of the most relevant marine and maritime economic activities (selected on the basis of their potential in terms of employment growth, sustainability, competitiveness).

Maritime transport

Almost all imports and exports in the UK are transported by Sea. The UK is home to the most important shipping lane in the world (Dover Strait) and is the largest marine sector in the maritime economy in terms of growth, GDP, employment, investment. As travel and trade have changed over time, ships and their cargoes have developed in size, character and technology.

To encourage economic growth through trade and travel, the UK government has:

- encourage commercial development by ports
- ensure effective regulation of vessels in UK waters
- work to improve maritime security and safety, including search and rescue capabilities

Actions

To maintain effective ports for trade and travel, the [National Policy Statement for Ports](#) was developed.

One objective of the development plan is to increase the number of vessels registered in the UK. This will provide a basis to develop an [internationally competitive maritime sector](#). To do this the government has/are:

- introduced tonnage tax and reformed the ship registration process at the [Maritime and Coastguard Agency \(MCA\)](#)
- supporting seafarer training through the Support for Maritime Training scheme (SMarT)
- With the [UK Ship Register \(UKSR\)](#) works with the owners/managers, class societies and other stakeholders in the marine industry to improve the standards of safety at sea

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Oil and gas

Historically, North Sea oil (particularly) and gas have been key drivers of the UK economy. Research indicates that significant hydrocarbons remain in the UKCS but the challenge is to ensure a business environment which encourages the maximum economic recovery of the UKCS recognising that future opportunities are likely to be yet more expensive to develop and less commercially attractive to investors. Given the technical, pricing and cost uncertainties, any long term production and tax forecasts are inherently uncertain and should be treated as such given the broader commercial pressures on the oil and gas industry.

Marine Tourism

Marine tourism is important to the UK economy. Worth an estimated £350 billion in 2012-2013 and growing, marine tourism contribution to GDP has increased. Some sectors are growing considerably, for example **Boating tourism contributed an estimated £3.7billion to the UK economy in 2012/13, according to a new report published by the British Marine Federation.**

This figure accounts for 3.2% of all tourism expenditure in the UK, according to *Deloitte: The economic contribution of the tourism economy in the UK, November 2013.*

UK boating tourism supports approximately 96,000 full-time equivalent (FTE) jobs through direct and indirect effects.

This annual contribution to the UK economy in 2012/13 is estimated to be larger than the total tourism impact of the 2012 Olympic and Paralympic Games between 2005 and 2017 (including pre-event visits, the Games themselves and the estimated ongoing legacy effect).

C. List of existing clusters operating in areas of relevance for the Atlantic Plan.

Name of the cluster	Responsible body	Contact details of person of contact (name, family name, telephone, mobile phone, email, website, postal address)	Source of funding	Name of Members	National / Regional level	Maritime sector(-s) concerned	Objective (max 150 words)	Geographic area covered
N/A								



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D. List of maritime strategies at regional and national level, as well as those under preparation.

Title of the official document	Responsible body	National / Regional level	Maritime strategy concerned	Publishing date	URL	Objective	Beneficiaries	Source of funding	Budget	Geographic area covered	Population interested
National Strategy for Maritime Security	Ministry of Defence, Foreign & Commonwealth Office, Home Office and Department for Transport	National		13/5/14	https://www.gov.uk/government/news/national-strategy-for-maritime-security	The strategy outlines, for the first time, the UK's approach to delivering maritime security at home and internationally, setting out how the UK organises and uses its extensive national capabilities to identify, assess and address maritime security challenges.		UK Government		UK	All sectors
Forging Ahead: UK Shipping Strategy	House of Commons Transport Committee	National		2013-14	http://www.parliament.uk/pa/cm201314/cmselect/cmttran/630/630.pdf	to promote the UK as a globally competitive location for shipping which encourages maritime trade; <ul style="list-style-type: none"> • to build a maritime skills base that supports a vibrant UK maritime sector; and • to ensure that UK shipping is safe, secure and environmentally responsible 		UK Government		UK	Shipping



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A Strategy for Growth for the UK Marine Industries	UK Marine Industries Alliance	National		2012	http://www.ukmarinealliance.com/sites/default/files/cms/SEN24125%20Marine%20Strategy%2040pp.pdf	By 2020 the UK marine industries will be renowned for the quality and value for money of their high technology products, systems and services globally, and for their overall and substantial contribution to the UK's economic, environmental and social well being. The strategy identifies key themes that can: <ul style="list-style-type: none"> • help the marine industries deliver against market opportunities • enable companies to grow their market share 			UK	All sectors
A Future for Maritime Cornwall: The Cornwall Maritime Strategy 2012-2030	Cornwall County Council	Regional		2012	http://www.cornwall.gov.uk/media/3623048/Maritime-strategy-2012.pdf	The Maritime Strategy for Cornwall covers the period 2012-2030 and provides a unifying and long-lasting policy framework for the planning of Cornwall's land, sea and coast well into the 21st century.		UK Government	UK	All sectors
Modern	Department for	National			http://w			UK	UK	Ports,



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Ports: A UK Policy	Transport - Exeter Council				ww.exeter.gov.uk/media/pdf/k/4/ECC.MA.2.2.pdf		Government			Shipping, Fishing, Tourism
The UK Renewable Energy Strategy	Department for Energy and Climate Change - UK Government	National		2009	https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/228866/7686.pdf	This Strategy will help us tackle climate change, reducing the UK's emissions of carbon dioxide by over 750 million tonnes between now and 2030. It will also promote the security of our energy supply, reducing our overall fossil fuel demand by around 10% and gas imports by 20–30% against what they would have been in 2020. And it will provide outstanding opportunities for the UK economy with the potential to create up to half a million more jobs in the UK renewable energy sector resulting from around £100 billion of new	UK Government		UK	

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						investment. In parallel with energy saving, nuclear and carbon capture and storage, this is a key element of our overall transition plan for setting the UK on the path to achieve a low-carbon, sustainable future that helps address dangerous climate change.					
Protecting and sustainably using the marine environment – the Marine Strategy Framework Directive	DEFRA - UK Government	National		5/8/14	https://www.gov.uk/government/policies/protecting-and-sustainably-using-the-marine-environment/suporting-pages/implementing-the-	<p>The directive came into force on 15 July 2008 and was transposed into UK law by the Marine Strategy Regulations 2010. It requires member states to:</p> <ul style="list-style-type: none"> • provide an assessment of the current state of their seas by July 2012 • provide a set of detailed characteristics of what good environmental status means for their waters, and associated targets 				UK	Multi-sector

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					marine- strategy- framew ork- directive	and indicators, by July 2012						
						<ul style="list-style-type: none">• establish a monitoring programme to measure progress by July 2014• establish a programme of measures for achieving good environmental status by 2016						

