



Law Society  
of Scotland

# Consultation Response

Maritime 2050

May 2018



## Introduction

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The Law Society of Scotland is the professional body for over 11,000 Scottish solicitors. With our overarching objective of leading legal excellence, we strive to excel and to be a world-class professional body, understanding and serving the needs of our members and the public. We set and uphold standards to ensure the provision of excellent legal services and ensure the public can have confidence in Scotland's solicitor profession.

We have a statutory duty to work in the public interest, a duty which we are strongly committed to achieving through our work to promote a strong, varied and effective solicitor profession working in the interests of the public and protecting and promoting the rule of law. We seek to influence the creation of a fairer and more just society through our active engagement with the Scottish and United Kingdom Governments, Parliaments, wider stakeholders and our membership.

Our Marine Law sub-committee welcomes the opportunity to consider and respond to the Department for Transport's consultation: *Maritime 2050*. We have the following comments to put forward for consideration.

## General comments

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We recognise the significant role that the maritime sector has played in the UK across a wide range of platforms including trade, economy, culture and heritage, and the environment.

In light of the UK's planned withdrawal from the European Union (EU), it is of great importance that effective private international law measures are put in place with regard to jurisdiction and enforcement of judgements, to replace existing EU-based arrangements. This is necessary to ensure that businesses can continue to operate on a consistent platform and that the UK's expertise and key role in maritime legal matters can continue.

## Consultation Response

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### Q1. - Q3.

These matters are addressed above.

### Q4. - Q5.

We have no comment to make on these questions.

## **Q6. What developments (for example technological) in other sectors of the UK economy could influence user demand for maritime services in the future?**

We recognise that developments in technology will drive ever greater global demand for quick access to products. There is a possibility that this will, in turn, drive demand for ever more transport of goods by sea. This demand will need to be balanced against growing environmental and clean seas concerns, as well as the time required to renew a fleet of ships.

## **Q7. What do you think are the current and potential weaknesses in the UK maritime sector?**

A key challenge for the maritime sector is that work tends to be carried out in silos. The maritime industry needs good on-shore support and infrastructure, including road and rail connectivity. Those responsible for approving transport and planning proposals, however, may have different and sometimes conflicting motivators. This can result in delays in work commencing or, on occasion, projects not commencing at all due to a lack of 'big picture' thinking.

## **Q8. What will our strategy need to contain to enable us to identify and address potential and existing market failures effectively?**

The UK's withdrawal from the EU, and any altered customs requirements, are likely to have a significant impact on goods being brought into the UK by sea. There is a need for contingency planning to ensure that there is no negative impact caused by the transition of the UK out of the EU. A clear policy statement from Government may assist people involved in the maritime sector to plan around the anticipated changes to import/export processes.

## **Q9. – Q14.**

We have no comment to make on these questions.

**For further information, please contact:**

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