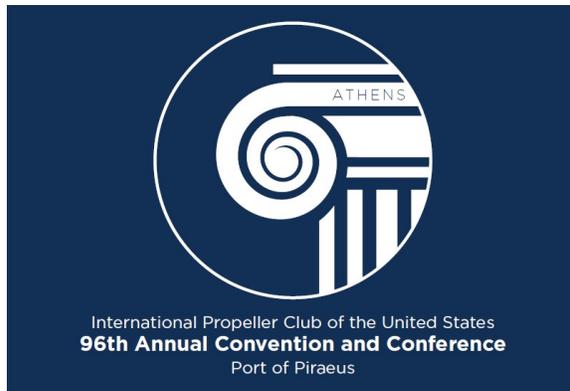




International Propeller Club of the United States

Promoting the Maritime Industry Since 1927

August 2022 Newsletter



The 96th International Convention and Port Presidents Meeting will be held in Athens, Greece from September 20 - 22

Our International Propeller Club – one of the world’s oldest international maritime organizations – will have its 96th annual Convention and Port President’s meeting

in Athens, Greece from 20-22 September. Members are anxious to network and reacquaint themselves with maritime professionals from around the world, especially since the Covid-19 pandemic required virtual meetings in 2020 and 2021. The Propeller Club of Piraeus, Greece will host the event at the Grand Hyatt Athens Hotel. The International Propeller Club of the United States, Port of Piraeus, was founded in 1935 and is the oldest active Club outside the United States, and, in terms of membership is the largest Club in the world with over 700 members.

The Convention will feature many opportunities for maritime professionals to learn about hot industry topics. The Convention will feature six panels on topics of great interest to the maritime community including:

- Current Geopolitical Events and their Impact on Trading Patterns and Energy Routes
- Port Operations in Today’s Fast-Changing Environment
- The Human Element: Preparing for the Future in Maritime Education and Reskilling
- Two panels on Navigating the “NEXT” Stage of the Shipping Evolution Driven by Digitalization and Decarbonization, and
- Sustainable Shipping.

Registered guests and spouses of Propeller club members will have a guided tour of Athens with a visit to Acropolis Hill, followed by a stroll around the magical district of the Plaka. The second day’s tour will take them to the amazing New Acropolis Museum which is focused on the archaeological discoveries at the Acropolis of Athens. The final day will be a guided tour of the Temple of Poseidon located at the tip of the Sounion Peninsula at the southernmost point of Attica. Made entirely of white marble, it was erected in the middle of the 5th century BC and dedicated to Poseidon, the ancient god of the sea. Members and guests will cap off the Convention’s activities with a cocktail reception and gala dinner at the Yacht Club of Greece.

Join your International Officers, Board of Directors, and Port Presidents! It’s not too late to attend a Convention of a lifetime!

[DETAILED INFORMATION AND REGISTER HERE!](#)

Message from the President



THERE IS STILL TIME TO REGISTER FOR OUR CONVENTION!

For those of you who have not yet registered to attend our September 20 – 22, 2022 Convention and Conference in Athens, there is still time to sign-up so you can join your colleagues in the maritime industry for what will be an informative, productive and enjoyable event.

The leadership of the Propeller Club Port of Piraeus and the organizers of our 2022 Convention and Conference, led by International Propeller Club Third Vice President Costis Frangoulis, have put together a program that will give you the opportunity to discuss a wide range of new and challenging issues affecting the international shipping industry.

The impact COVID 19 and its variants have had and continue to have on international commerce and the recruitment and retention of mariners; the response to new and expanded environmental concerns and regulations affecting not only the construction and operation of vessels but ports and infrastructure development; the growing and increasing cybersecurity threats against the worldwide maritime community. These are just a few of the topics that will be addressed by the speakers and panelists they have lined-up to participate in the conference sessions over the three days. These individuals are recognized experts and leaders not only in the maritime industry but in the fields impacting the modernization and growth of our industry and the efficient and economical movement of international waterborne commerce.

Equally important, as our first in-person Convention and Conference since 2019, those attending will have the opportunity to interact, to network and to speak face-to-face with individuals representing all aspects of our industry and coming from cities and countries from around the world. In fact, the membership of the International Propeller Club includes individuals who are engaged in all components of our industry and this diversity of membership, unique within the maritime industry, is our greatest strength and asset and is what enables us to share and exchange information that directly or indirectly affects each member.

In addition, I remind the officers of each of our Propeller Club Ports that our bylaws stipulate that each port send their President or a designated representative to our Convention. This way, each port will have the opportunity to participate in the election of officers and to discuss and decide issues affecting the operation of the International Propeller Club. The International Officers want and need the input from each of our member ports so that we can better ensure that our organization is truly serving the interests of our individual ports, regions and, most importantly, our membership. If your Port's President or designated representative has not yet registered, please do so as soon as possible so he or she can receive the proper credentials.

For additional information and to register to attend, please use the registration link above or on our homepage. Hope to see you in Athens.

C. James Patti, International President
jpatti@miraid.org

From the Executive Vice President

An important bit of business at the upcoming Convention will be the Port President's meeting. Two important items of business will be done there. First, we will vote to fill several Officer and Board of Directors positions that have become vacant. International President Jim Patti has appointed a Nominating Committee that will recommend some outstanding leaders to fill the vacancies. A vote will be held at the second Port President's meeting on September 22nd.



The second item will be to consider several proposals to amend our Bylaws. A Bylaws Committee has already met many times over the last several months and has reported its recommendations to me, and I have circulated the Bylaw changes to all Port Presidents. While there are many minor grammatical changes, there are several major revisions including:

- Changing the name of our organization from "The International Propeller Club of the United States" to "The International Propeller Club." We feel this name change better reflects the international nature of our organization.
- Adding new sections dealing with the suspension or expulsion of Ports from the International Propeller Club
- Removing the Western European Region and changing the name to The French Region. This will regroup all French-speaking clubs into one region.

As International President Jim Patti notes above, there is still time to register for our 96th International Convention in Greece. You won't want to miss it!

Joel Whitehead, Executive Vice President

International Propeller Club

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MEMBER IN THE SPOTLIGHT: **Annick Scott** Port of Nantes-St. Nazaire, France



Annick Scott, President of the Western Europe Region, shared some thoughts about what the International Propeller Club means to her. "The International Propeller Club (IPC) is a worldwide business Maritime organization, with important human values, and I personally think "integrity" comes in the first place.

It's in Baltimore, Maryland, where my husband is from, that I first heard about the IPC. Later on, after Texas and Florida, we moved to France, close to where I was born.

It was in Nantes Saint-Nazaire at a Maritime Conference that I met one of the founders of the Club that was created in 1984. He invited me to the IPC, and I never let go since - now for 18 years. Promoting all the Maritime industry, in all the fields, and at all the levels, in a good spirit attitude, that's the key. We are all in the same "Big Boat." You are free to come to the Clubs, to share with the other members, and discuss issues to avoid future problems.

I have always liked to create links. To bring members together, you have to create links. The meetings, events, and conventions gave me several opportunities to do so, and I always integrate the students with us. We are in a perpetual movement, so sharing with

the students, the ones that will keep the Boat moving tomorrow, should be a constant reflex."

Fair winds and following seas to you all, Annick

Does your Port have an outstanding member we can highlight in our newsletter?
Let [Joel](#) know!

Maritime News

Sanctions, Russian oil, and the tanker market

8 Aug - Successive rounds of European Union (EU) sanctions have steadily tightened the screw on Russian oil exports since the country invaded Ukraine. The bloc's sixth Sanctions Package, announced in early June, included a ban on seaborne crude oil imports from Russia later this year and petroleum products from early 2023.

The sixth round of sanctions was accompanied by plans to prohibit the provision of insurance for the transport of Russian oil and products, New York broker Poten noted in its latest weekly report. The insurance ban gave the latest round of EU sanctions real teeth, the broker said, because the global marine insurance market is dominated by companies based in the EU and the UK. Such a ban could impact up to 90% of world ocean-going tonnage, including a significant proportion of the world's tanker fleet.

However, so far, Poten noted that the UK Government has not introduced similar insurance restrictions. This could be because of the country's present political turmoil or perhaps because of spiralling energy prices, supply shortages and high inflation.

Meanwhile, the EU has also tweaked its sanctions package to allow European companies to transact with certain Russian state-owned entities, such as Rosneft. Poten said that the EU will now allow European entities to ship oil to third countries "to avoid any negative consequences for global energy security". **Seatrade Maritime News** Read [more](#)

Women In Maritime: diversity benchmarking report highlights bright spots in fragmented industry

A new global gender diversity benchmarking study, published by the International Maritime Organization (IMO) on its first Women In Maritime day, shows that while female representation is increasing in some sectors much work still has to be done in others.

Women make up one fifth of the workforce of the 500 surveyed maritime authorities and agencies of the Member States, according to the inaugural report by the IMO and the Women's International Shipping and Trading Association (WISTA). However, this is still in line with general industry data that women make up only 2% of the maritime workforce globally as gender diversity is extremely fragmented by sector, according to the data.

WISTA International president Despina Panayiotou Theodosiou said: "The knowledge we have gathered about gender diversity in the maritime industry through this first Women in Maritime Survey 2021 is an important step in our ambition to create holistic gender diversity. As a first snapshot, this survey gives telling evidence of how much work still needs to be done. But it also shows us where there are a few bright spots. The maritime industry can see for itself which sectors are pushing ahead with diversity, and which are not." **IMO** Read [more](#)

The World Maritime University (WMU) is calling all seafarers to participate in a survey on hours of work/rest, workload, and ship manning.

3 Aug - Recently, the International Maritime Organization proposed the initiation of a scoping exercise to enhance the effectiveness of provisions on seafarers' hours of work and rest hours, and on fatigue. The WMU's survey, funded by the ITF Seafarers' Trust, will serve as a sounding board for this discussion.

Research from a WMU team published in November 2020 underlined systemic failures in the implementation of the regulatory regime for seafarers' hours of work and rest, undermining the credibility of international regulations relating to working hours.

WMU is conducting the survey in collaboration with the International Federation of Shipmasters' Associations (IFSMA), the Nautical Institute (NI), the Institute of Marine Engineering, Science and Technology (IMarEST), and the International Seafarers' Welfare and Assistance Network (ISWAN). To take the survey, click [here](#). **Splash 247** Read [more](#)

Panama Ship Registry introduces measures to strengthen Flag Inspection Program in International Shipping News

The Panama Maritime Authority (AMP) through the Directorate General of Merchant Marine (DG GM) that oversees the Ship Registry, has introduced measures for strengthening the flag inspection program, with emphasis on vessels calling at US ports eligible for a US Coast Guard's Port State Inspection (PSC), and improving control and compliance rate of the fleet.

The measures will ensure compliance with safety, security, and environmental standards by encouraging and promoting a better maritime industry. In addition, the Registry is increasing monitoring of vessels with deficiencies and detentions through the regional Port State Control regimes. **International Shipping News** Read [more](#)

Liner shipping on course to smash last year's record profits

10 Aug - Liner shipping is on course to smash last year's record profits by as much as 73%, according to new forecasts from John McCown-led Blue Alpha Capital, citing the soaring contract rates secured by carriers in 2022 and the ongoing port congestion issues.

Net income this year will likely reach \$256bn based on the 11 carriers monitored by Blue Alpha Capital, a figure Bloomberg has pointed out is roughly equivalent to the gross domestic product of Portugal. Last year, liner shipping made a record profit of \$148bn, according to McCown.

McCown has raised his outlook by \$36bn since an earlier April forecast after a series of better-than-expected results for the second quarter were announced, the latest of which was South Korea's HMM today.

HMM revealed a record net profit of \$4.62bn for the first half of 2022, up by 1,560% over the same period last year. Eleven carriers will make a combined net income this year that is on par with the GDP of Portugal. **Splash247** Read [more](#)

Next US Energy Boom Could Be Wind Power in the Gulf of Mexico

18 Aug - With passage of the Inflation Reduction Act, which contains US\$370 billion for climate and energy programs, policy experts are forecasting a big expansion in clean electricity generation. One source that's poised for growth is offshore wind power.

Today the U.S. has just two operating offshore wind farms, off of Rhode Island and Virginia, with a combined generating capacity of 42 megawatts. For comparison, the new Traverse Wind Energy Center in Oklahoma has 356 turbines and a 998-megawatt generating capacity. But many more projects are in development, mostly along the Atlantic coast.

The Biden administration has identified two zones for offshore wind power development in

the Gulf of Mexico, which up until now has been firmly identified with oil and gas production. As part of his climate strategy, President Joe Biden has set a goal for the deployment of 30 gigawatts (30,000 megawatts) of offshore wind generating capacity by 2030 – enough to power 10 million homes with carbon-free electricity.

MarineLink Read [more](#)

A Surge in Shipbuilding

10 Aug - While some shipyards struggled to stay afloat during the initial outbreak of COVID-19, the post-pandemic environment is predicted to usher in an encouraging era for shipyards' orderbooks.

In 2020, orders for containerships fell to their lowest number in a decade and dry bulk and tanker orders experienced similar slumps. Both 2021 and 2022 saw an uptick in orders, and shipping analysts now predict that 2023 will again see high levels of orders across all sectors, raising concerns of a potential oversupply. Demand for newbuilds is such that many shipyards are finding it increasingly difficult to accommodate new orders.

The enormous orderbook predicted for 2023 begs the question: where is the capital coming from to finance all these newbuilds? The answer may lie in creative financing solutions and the diversification of funding sources. Earlier this year, it was announced that one shipowner secured financing for its dozens of newbuilds through various financing structures. These included a set of export credit agency backed loans, sale and leaseback arrangements, syndicated bank loans, and equity. Other shipowners have been seen to turn exclusively to sale and leaseback financing to fully cover their large newbuild programmes. Still, some continue to rely on traditional equity and debt finance.

It is clear, therefore, that despite this surge in orders, shipowners continue to seek, and find, diverse and alternative sources of ship finance. **Hellenic Shipping News** Read [more](#)

Panama Canal welcomes largest vessel by cargo capacity, marking expansion's continued impact six years later

2 Aug - Last month, the Panama Canal celebrated the transit of CMA CGM's Zephyr, the containership with the largest cargo capacity to ever transit the waterway. On July 1, the vessel completed its return trip through the Expanded Canal's Neopanamax Locks, which opened six years ago to accommodate the world's growing fleet of large containerships.

The Neopanamax containership Zephyr has a total capacity of 16,285 TEUs. After calling at the U.S. ports of New York and Savannah, the Zephyr sailed back southbound through the Canal, from the Atlantic to the Pacific Ocean, in route to Qingdao, China.

AJOT Read [more](#)

A World Recession Could Slow Down Demand for Shipping

19 Jul - With inflationary pressures leading central banks around the world to increase rates, a global recession could very well be in the cards moving forward. In such a likelihood, demand for shipping is bound to take a hit, although, it should be noted that there are a number of factors which could help prevent this, or at least offset its impact. In its latest weekly report, shipbroker Allied said that "recession fears have started to mount once again as many market pundits speculate that the latest slump in commodity prices noted over the past month is a precursor of global markets being set for a major cool down. During the first half of the year, the main worry has been over the rapid rise noted in raw material prices which had been feeding a surge in consumer price inflation.

Hellenic Shipping News Read [more](#)

Congestion shifts to US East Coast ports

19 Jul - Congestion at US West Coast ports hit the headlines last year as it reached

record levels with vessels waiting more than three weeks to berth at the key ports of Los Angeles and Long Beach (LA/LB) with severe pressure on the supply chain. However, the latest edition of The McCown Report by Blue Alpha Capital said that the port congestion situation in the US had morphed from primarily impacting the West Coast to impacting all coastal ranges.

According to the report, the total number of container ships waiting to berth at US ports had fallen from a peak of 150 at the start of the year to 125, however, many more vessels waiting at facilities on the East Coast. **Seatrade Maritime News** Read [more](#)

European Ships Struggling to Deliver Russian Crude Before the Commencement of New EU Sanctions

Jul 19 - European cargo ships are scrambling to deliver Russia's crude while they can, ahead of the new sanctions against Moscow, set to start on 5 December.

Since Russia invaded Ukraine, Western nations, along with the US, have not used Russian energy or promised to wean off of Russia's imports. Once the new set of sanctions is in place, the vessels loaded with sanctioned crude will not be able to secure insurance coverage, indicating that their sailing will not be legal anymore.

Marine Insight Read [more](#)

Digitalisation driving change in shipbuilding

22 Jul - Digital systems, autonomous operations, and smart software offer scope to transform most industrial sectors, like the automobile industry for example. But shipping generally lags, and shipbuilding is even further behind the curve due to the various risks involved. Should this continue, the traditional shipping industry may be unable to keep up with the increasing competition from disruptive new players who use digital technology to suit ever-increasing demands on shipbuilding and design. So, where should we focus our efforts to expedite a new digital era in global shipbuilding?

Hellenic Shipping News Read [more](#)

Port of LA Calls FBI After Cyber Attacks Double

24 Jul - The Port of Los Angeles is the victim of approximately 40 million cyber-attacks per month, mostly from Europe and Russia including former Eastern Bloc nations. This is double the number of attacks since the start of the COVID19 pandemic. The Port has contacted the FBI for assistance.

"Our intelligence shows the threats are coming from Russia and parts of Europe. We have to stay steps ahead of those who want to hurt international commerce," said Gene Seroka, director of the Port of Los Angeles, in a BBC interview. "We must take every precaution against potential cyber-incidents, particularly those that could threaten or disrupt the flow of cargo."

The Port of Los Angeles is now working with the Federal Bureau of Investigation's cyber-crime team to prevent attacks and improve security. It has also invested millions of dollars in a Cyber Resilience Center (CRC) it built with IBM to study cyber-crimes, prevent attacks, and share information with the FBI. **GCaptain** Read [more](#)

Ships that 'scrub' emissions earn twice as much as those that don't

26 Jul - Since the regulation's enforcement date on Jan. 1, 2020, ships have had to use more expensive fuel with 0.5% sulfur content known as very low sulfur fuel oil (VLSFO), or fuels with even lower sulfur content.

The exception: Ships can install exhaust gas scrubbers at a cost of around \$2 million-\$3

million per ship. Scrubber-equipped vessels can continue to burn the cheaper fuel used pre-2020 that has 3.5% sulfur content, known as high sulfur fuel oil (HSFO). If the spread between HSFO and VLSFO is wide enough, the fuel-cost savings cover the cost of the scrubber installations and generate profits thereafter.

Shipowners have bought a lot of scrubbers. And the VLSFO-HSFO spread is now gapingly wide. Scrubbers are “paying off in record amounts,” said Jefferies shipping analyst Omar Nokta in a client note Wednesday. “Several shipowners have disclosed a full payback already of their initial investment.” **International Shipping News** Read [more](#)

Ranked: The World’s Largest Container Shipping Companies

Visual Capitalist Read [more](#)

Demurrage and detention charges increased by 12% worldwide; have ‘become a significant cost center for shippers

Surplus containers are piling up at warehouses as demand wears out, resulting in rising demurrage and detention charges, contributing substantially to the operational costs for shippers. These were a few inferences that were discussed during a recent webinar hosted by Container xChange, world’s leading technology platform and infrastructure provider for container movement.

A powerful panel of speakers from Drewry, S&P Global, and Container xChange discussed the impact of charges on shippers worldwide amidst the changing dynamics of demand and supply for containers on a global scale. Forecasts shared by the experts on the panel indicated a potential further flattening of demand into the peak season. However, it also was emphasised that the impact of the disruptions will take time to wither irrespective of containers moving at a greater or slower pace into the coming holiday season.

George Griffiths - Editor, Global Container Freight, S&P Global Commodity Insights said during the discussion, “The shipping industry is going to see the freight rates stay flat for the rest of the year; however, it could see a little variance but might not fall off the cliff to the extent that we saw it rise when it did in 2020 and 2021.” **AJOT News** Read [more](#)

U.S. LNG Exports to Europe On Track to Surpass Biden Pledge

July 26 (Reuters) – When U.S. President Joe Biden promised European leaders in March that he would help secure new supplies of liquefied natural gas to offset shortages from Russia’s invasion of Ukraine, his pledge was greeted with skepticism.

After all, the U.S. LNG industry was already hitting its export limits and the global market is dominated by long-term contracts that can dictate where exported gas would go for twenty years at a time.

It turns out, however, that Biden’s promise may have been far too modest.

The United States is on track to blow past Biden’s March commitment of an additional 15 billion cubic meters of LNG for Europe this year, according to a Reuters analysis of export data compiled by Refinitiv, and to triple the pledge. **GCaptain** Read [more](#)

Cruise Industry Recovery Runs Into Labor Crisis

Jul 20 – Andrea Mather’s plans for a long-awaited summer cruise around the Hawaiian islands with her financial analyst husband unraveled after her booking with Norwegian Cruise Line’s Pride of America was canceled due to a staffing shortage. It was the second time this year that the 55-year-old homemaker’s plan to go on a cruise was scuppered.

The cruise industry is sailing in choppy waters yet again as it has to deal with a storm of labor problems, red-hot inflation and recessionary threat, after barely steadying itself from the blows of an 18-month shutdown due to the pandemic.

Wall Street analysts have already cut their 2022 revenue estimates for cruise operators by 5%, on average, since the beginning of the second quarter. **GCaptain** Read [more](#)

Port of New York's Expanded Gate Hours Isn't Helping Supply Chain Snarls

21 Jul - The US's second-largest port complex is struggling to process cargo despite expanded gate hours, illustrating fresh difficulties plaguing supply chains as shippers redirect goods to avoid bottlenecks in other parts of the country.

For almost two years, the New York City area's Port of New York and New Jersey has seen terminals expand operations into the evening on weekdays and into the weekend. Despite the push, less than 4% of cargo is moved on Saturdays each week, according to Port Director Beth Rooney. "It's crickets," she said. "We can't continue to handle a 30% increase in cargo in the same hours of operation."

Ongoing supply-chain issues and uncertainty around labor talks at the country's largest gateways in California have led carriers to seek alternative locations in other parts of the country. Imports into the East Coast were up by 9.6% this year through April, while the West Coast saw a 0.3% increase, according to the National Retail Federation. GCaptain Read [more](#)

New US Demurrage and Detention rules – what you need to know

26 Jul - Demurrage and Detention charges have been a particular point of contention among US shippers in the ongoing supply chain disruption and have been acted on quickly with the introduction of the Ocean Shipping Reform Act 2022 (OSRA 2022).

On June 16, barely six weeks ago, President Joe Biden signed OSRA 2022 into law greatly expanding the scope of what the Federal Maritime Commission (FMC) could do in achieving its mandate, which is to: "Ensure a competitive and reliable international ocean transportation supply system that supports the US economy and protects the public from unfair and deceptive practices."

When new legislation is enacted, Federal agencies typically have some time period to draft proposed rules, open them up for comments, and then- sometimes, revise the wording before entering the exact wording into the US Code. It is noteworthy that one aspect of OSRA 2022, that dealing with invoicing for Demurrage and Detention (D and D), an attention getting issue, takes immediate effect. **Seatrade Maritime News** Read [more](#)

Shipping container fees are falling around the world, but not in the U.S.

12 Aug - Late container charges known as detention and demurrage (D&D) in the United States are the highest in the world, according to a recent report by Container xChange, and are out of sync with D&D charges that have been falling around the globe.

Detention is the charge the merchant pays for holding an ocean carrier's container outside the port, terminal, or depot, beyond the contracted free time. In this portion of the contract, an ocean carrier stipulates how long a merchant can have the container before charges are imposed.

Demurrage is the charge related to a merchant's use of the container while in the port. The merchant is allotted a certain amount of "free time" to have the container in the port before charges are incurred. The merchant pays the ocean carrier a fee if the merchant goes beyond the amount of contracted "free time." This charge is to motivate merchants to move their containers out of the port.

Port congestion has been a big factor in inhibiting the swift movement of containers out of the port. Recently, the Port of New York and New Jersey announced it would levy new charges against ocean carriers to encourage them to move empty containers out of port and free up space for the processing of containers more efficiently.

Hellenic Shipping News Read [more](#)

Calls for EU container line block exemption review grow louder

Ten associations in the ports, shipping and logistics sectors have called for an immediate review of the EU's block exemption rules for container lines.

25 Jul - In a joint letter to the European Commissioner for Competition, Margrethe Vestager, the signatories demanded an immediate review of the EU's Consortia Block Exemption Regulation for the container shipping industry. The regulation allows for the sharing of commercially sensitive information between container lines to enable control of vessel supply, size, and route frequency - exempting lines from certain parts of EU competition law.

The block exemption was last renewed in April 2020 and the signatories said supply chains have suffered huge disruption, blanked and diverted sailings, skipped calls and a quadrupling of freight rates on some routes.

The letter noted investigations in the US which led to the Ocean Shipping Reform Act. The signatories said OSRA "addressed many of the grievances of users and services suppliers to the container shipping lines", while others in the shipping industry say OSRA lays blame for complex logistical issues at the feet of foreign container lines. Hong Kong recently renewed its block exemption rules for container vessel sharing agreements after a review of the market last year. **Seatrade Maritime News** Read [more](#)

US Becomes Top LNG Exporter in First Half of 2022 -EIA

25 Jul - The United States became the top liquefied natural gas (LNG) exporter in the first half of 2022, the Energy Information Administration (EIA) said, citing data from CEDIGAZ, as the country increased supply to Europe amid the Ukraine crisis.

U.S. LNG exports rose 12% to average 11.2 billion cubic feet per day (bcfd) in the first half of the year compared with the second half of 2021, the EIA said. Increased LNG export capacity, higher prices, and demand, particularly from Europe, helped boost exports.

LNG exports have been growing dramatically over the last several years as countries worldwide seek to diversify away from dirtier coal plants. However, it takes several years to build new facilities; the United States is not expected to add substantial new capacity until at least 2024. **MarineLink** Read [more](#)

Crew Shortage Poses Major Challenge to Restoring Ukrainian Grain Exports

27 Jul – Finding enough seafarers willing to sail ships stuck inside Ukraine's ports is set to pose a major challenge to the proposed grains corridor designed to ease an international food crisis. Russia and Ukraine last week signed a deal to restart grain and fertiliser exports that have been blocked in the Black Sea and on Wednesday Turkey unveiled a centre to coordinate the resumption of shipments. But some 80 ships remain blocked in Ukraine and the evacuation of most of their crew members means more mariners are needed in the region to get the cargoes moving.

Henrik Jensen, managing director of Danica, which specialises in providing crew for ships in Ukraine and eastern Europe, said it may be hard to find people willing to go. "The main concern at the moment is the security of crew members," he said.

At the start of the conflict in late February approximately 2,000 seafarers from all over the

world were stranded aboard 94 vessels in Ukrainian ports. Around 450 are left on the estimated 80 vessels remaining, mainly dry bulk ships that carry grain, but also other cargo vessels transporting other commodities, according to data from U.N. shipping agency the International Maritime Organization (IMO) and from shipping sources.

GCaptain Read [more](#)

Port Report: Rotterdam Throughput Stays Strong Despite Russia Decline

26 Jul - The volume of total cargo throughput in the port of Rotterdam was 0.8% higher in the first half of the year (233.5 million tonnes) than in the same period in 2021 (231.6 million tonnes). In many segments, the war in Ukraine led to significant changes. For example, imports of both LNG and coal rose very sharply as an alternative to reduced European imports of Russian gas by pipeline. The throughput of crude oil increased, with oil products falling off. Throughput of iron ore, agricultural bulk and containers was lower than in the same period last year.

Container transport to and from Russia has come to a halt, and persistent bottlenecks in global container logistics caused cargo to shift from large to smaller container ports. In anticipation of the sanctions on coal and oil, less Russian coal, crude oil, oil products and LNG were imported in recent months. Companies are increasingly importing from other countries.

"Europe relies heavily on Russian energy. The current geopolitical situation makes Europe very vulnerable. The availability of energy and raw materials at reasonable prices cannot be taken for granted. A positive development is that concrete steps have been taken in recent months to make our energy supply more sustainable and to further our energy independence, particularly through investment decisions to build a large biorefinery and Europe's largest green-hydrogen plant," said Allard Castelein, CEO Port of Rotterdam Authority. "The business community has made a commitment in the last half year to invest €3 billion in the energy transition. In addition to the vulnerability of the European energy system, nitrogen emissions continue to be a major bottleneck. Several major projects, including the CO2 capture and storage project Porthos, are being delayed or threatened by delays due to uncertainty and restrictions associated with nitrogen emission."

MarineLink Read [more](#)

Strike action, inland capacity stymies global port productivity

29 Jul - Port congestion globally is continuing to be exacerbated by a dangerous mix of labour shortages through strikes and inland logistics capacity. According to new data provided by project44, in Europe, German and Dutch ports are bogged down with the fallout in contract negotiation talks with the German labour union ver.di, which "has not moved ahead favourably," project44 writes in its July Port Report. Earlier this month a third strike within a handful of weeks took place in Germany following a collapse in negotiations between dockworkers and employers.

Additionally, Russia-bound containers at the ports' facilities – such as Rotterdam – have slowed operations since shipping lines stopped servicing the country following the on-set of the Russia-Ukraine war. **Port Technology** Read [more](#)

The 10 most in-demand shore-based professionals this year

Leading maritime recruitment firm Faststream has identified the 10 most in-demand shore-based professionals for 2022.

"The maritime and shipping sectors are booming and hiring managers are in pursuit of the best people in the market to help achieve their business goals. Across all sectors and disciplines, talented people are in demand," Faststream CEO Mark Charman wrote in a post on the company's website. **Splash247** Read [more](#)

Visualizing the World's Largest Oil Producers

28 Jul - The world is in the middle of the first energy crisis of the 21st century. High energy prices, especially for oil, gas, and coal, are driving decades-high inflation in various countries, some of which are also experiencing energy shortages. Russia's recent invasion of Ukraine has exacerbated the crisis, given that the country is both a major producer and exporter of oil and natural gas.

Using data from BP's Statistical Review of World Energy, our infographic provides further context on the crisis by visualizing the world's largest oil producers in 2021.

Visual Capitalist Read [more](#)

Government Highlights



IMO Secretary-General welcomes signing of initiative to allow shipments of commodities via Black Sea

IMO Secretary-General Kitack Lim on Friday (22 July) welcomed the signing of an initiative to establish a humanitarian maritime corridor to allow ships to export critical cargoes of grain and foodstuffs from Ukraine. The initiative was signed in Istanbul, Türkiye after several weeks of talks. IMO participated as part of the UN delegation. Mr. Lim attended the signing ceremony in Istanbul.

"I am very pleased that all parties have reached agreement on the way forward for ships to safely transport much-needed grain and other commodities through the Black Sea. This agreement would not have been possible without the spirit of cooperation by the countries involved and the leadership shown by UN Secretary General António Guterres in proposing this initiative," IMO Secretary-General Lim said.

"The safety of ships and seafarers remains my top priority. IMO instruments, including the International Ship and Port Facility Security (ISPS) Code, underpin this agreement for safe and secure shipping through the Black Sea. I commend the efforts of all involved, particularly the IMO Member States - Russian Federation, Türkiye and Ukraine."

The IMO Council, at its 35th Extraordinary Session in March, requested the IMO Secretary-General to collaborate with relevant parties to initiate the establishment and support the implementation of a blue safe maritime corridor in the Black Sea and the Sea of Azov. **IMO** Read [more](#)



Coast Guard Cyber Command releases 2021 Cyber Trends and Insights in the Marine Environment report

22 Aug - The Coast Guard enthusiastically announces the release of the first annual Cyber Trends and Insights in the Marine Environment report. This report aims to continue the Coast Guard's tradition of collaborating with owners and operators in the ME to provide relevant information about best practices to secure their critical systems based on Coast Guard findings. The report intends to aid Sector Commanders, their staffs, and maritime facility leadership teams, including Facility Security Officers (FSOs), IT Directors, Chief Information Officers (CIOs), Chief Information Security Officers (CISOs) and other executives. It supports their ability to identify and address cyber risks within their purview. The report contains a detailed summary of findings along with mitigations applicable to a



Biden-Harris Administration Continues Offshore Wind Momentum, Announces Next Steps for Gulf of Maine

WASHINGTON — As part of the Biden-Harris administration's goal of deploying 30 gigawatts of offshore wind energy capacity by 2030, the Department of the Interior today announced next steps to bring the opportunity of offshore wind energy to the Gulf of Maine. The Bureau of Ocean Energy Management (BOEM) has made available a Request for Interest (RFI) and Request for Competitive Interest (RFCI) in the Federal Register for public comment.

"President Biden has set ambitious goals to address the climate crisis, and in response the Interior Department is taking historic steps to develop a robust and sustainable clean energy future," said Secretary Deb Haaland. "Today's announcement for the Gulf of Maine represents one of the many milestones that this Administration has achieved to advance offshore wind development, create good-paying jobs, and lower consumer energy costs, while collaborating with our government partners, Tribes and key stakeholders to protect biodiversity, advance environmental justice and safeguard other ocean uses." Read [more](#)



FMC Establishes OSRA 2022 Implementation Webpage

The Federal Maritime Commission has established a webpage dedicated to its actions and activities related to the implementation of the Ocean Shipping Reform Act of 2022 (OSRA).

"OSRA 2022 is now law and the Federal Maritime Commission intends to act expeditiously to implement both the letter and the spirit of the Act. Establishing a resource where the public can easily and quickly see all relevant materials related to OSRA implementation is critical to keeping all interested constituencies informed of progress the Commission is making in meeting the mandates established by the Congress and the President," said Chairman Daniel B. Maffei.

This page provides links to key OSRA documents including rulemakings, Industry Advisories, and press releases. **FMC** Read [more](#)

Upcoming Events

96th Annual International Propeller Club Convention, Athens, Greece, Sept. 20-22, 2022

World Maritime Day, September 29, 2022

International Day for Women in Maritime 2023, May 18, 2023

97th Annual International Propeller Club Convention, Charleston, SC, September 2023

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