



# International Propeller Club of the United States

Promoting the Maritime Industry Since 1927

## February 2023 Newsletter



### 97th International Convention in Charleston, South Carolina!

The 97th International Convention will be hosted by the Propeller Club of Charleston from September 26-29, 2023! It will be held at the historic Francis Marion Hotel which offers spectacular views of Charleston's church steeples, historic mansions, and its famous harbor, providing easy access to the wealth of Charleston's attractions. The theme this year is "*Propelling Tomorrow with Innovation Today*." Look for registration information soon!

## Message from the President



For more than two years now, those of us who are directly or indirectly involved in the maritime industry have been called upon and counted upon to do our jobs in the face of unexpected and unprecedented obstacles. From the onset of the worldwide COVID pandemic to the disruptions in world trade and the resultant supply chain challenges to the Russian invasion of Ukraine, the worldwide maritime industry has been asked to adapt to these unprecedented issues and problems so that our industry would be able to continue to serve and support domestic and international commerce and to respond to the demands of importers, exporters and the consumer.

It is safe to say that no group within our industry has been called upon more and felt the impact of these challenges more than the seafarer. And yet, all too often the impact on those who crew the world's merchant ships has gone largely unnoticed, and they and their families have been forced to endure separations and difficulties that are not prevalent in other industries.

Sadly enough, the situation affecting seafarers continues to this day, this time a direct result of the War in Ukraine. Consequently, the International Propeller Club is proud to add our voice to the effort within the worldwide maritime industry calling for the evacuation of the more than 300 mariners trapped on vessels in the Black Sea and Sea of Azov. In a letter sent to the Secretary General of the United Nations on February 20, 2023, a diverse group of leading maritime organizations including the Union of Greek Shipowners,

the UK Chamber of Shipping, Stella Maris, the International Chamber of Shipping, Intertanko and many others noted there were “331 seafarers still trapped on vessels in the Black Sea and the Sea of Azov” and called on the United Nations “to address this matter urgently and evacuate all remaining seafarers and ships.”

Expressing a sentiment strongly endorsed by the International Propeller Club, the letter stated that “Our seafarers are the heart of our industry and cannot be forgotten. For twelve months now that have been caught up in a crisis far beyond their control. Simply doing their jobs cannot come at the expense of their lives. . . Without our seafarers, movement of the vital grain shipments out of Ukrainian ports would not have been possible. While there are challenges to evacuating seafarers and their ships, it must nonetheless be a top priority. Otherwise, we risk the lives of our seafarers, and this is unacceptable.”

It is long past the time that the world’s seafarers are treated with the dignity they deserve. We must all dedicate ourselves to protecting and supporting those who oftentimes rank among the world’s most vulnerable workers. The International Propeller Club firmly believes that every worker is worthy of respect; that we have an obligation to stand up for what is right and to speak out when individuals are being persecuted and abused; and to do what we can to help those who are less fortunate and who cannot protect themselves.

***Jim Patti, International President***

International Propeller Club  
jpatti@miraid.org

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## From the Executive Vice President

I give away my International Propeller Club business card a lot, especially when I meet people in an elevator or at some maritime event. That's when people see my distinctive Propeller Club lapel pin and say "I've heard of the Propeller Club...what are the benefits of being a member? Usually these are maritime people, because when I travel, I'm often at some maritime event. Then I launch into it: "If you're a maritime professional, you can grow your professional network in your port and around the world. If you need a connection in Houston, or New York, or Los Angeles - or Piraeus, Paris, Barcelona, or Le Havre - we can connect you. You can educate your community about how their lives would be so different if we didn't have a vibrant merchant marine. You can create lifelong friendships with people all over the U.S and around the world - some of my best friends live in France, Greece, Turkey, Belgium, Spain and Morocco. You can invest in your own community through events put on by your local Propeller Club Port. You can help recruit the future workers in our maritime industry through our Student Ports. And you can advocate for support of our industry from our local, state and national political leaders." Then I give them my card and say, "That's what the Propeller Club does. Come and join us."



Two of our biggest events are coming up later in the year. First, our Salute to Congress on June 13th in Arlington, Virginia, where we'll recognize a Member of Congress who stands out through their support of our industry. It's a great event and every Port should send a member. Then there will be our 97th International Convention and Port President's meeting in Charleston, SC from September 26 - 29th. This year's theme will be "*Propelling Tomorrow with Innovation Today*." You'll have a chance to learn a lot in a beautiful location - and don't forget to bring your lapel pin and business cards!

Joel

***Joel Whitehead, Executive Vice President***

International Propeller Club  
[joel@propellerclubhq.com](mailto:joel@propellerclubhq.com)



## MEMBER IN THE SPOTLIGHT:

### Tosca Pinder Port of Seattle



Tosca Pinder is currently the President of the Seattle Propeller Club. When she is not volunteering for the Club, Tosca is a Marine Insurance Broker and Associate Vice President at Newfront. In her role, Tosca works with businesses all across the maritime industry, including passenger vessels, tug & barge, yacht clubs, marinas, naval architects & marine engineers, and more. Outside of traditional maritime businesses, she has had the opportunity to support start-up clients who are bringing innovation and technology to the maritime industry. Tosca is passionate about supporting her clients in meaningful ways and understands the importance her role plays in their success and profitability.

Prior to joining Newfront, Tosca worked in various roles in maritime industry. After graduating from California Maritime Academy, Tosca worked in labor relations, representing shipping companies and terminal operators on the U.S. West Coast in the negotiation and administration of ILWU collective bargaining agreements. After moving to Seattle in 2015, Tosca worked in sales and marketing for a tug and barge company that offered ship assist services to companies operating in the Puget Sound and along the U.S. West Coast. In 2018, she took the opportunity to transition into marine insurance and has been helping businesses navigate the complexities of insurance ever since.

Outside of being President of the Seattle Propeller Club, she is an active member of the CMA Alumni Association, Passenger Vessel Association, and Women in Shipping and Trading Association (WISTA) Seattle Chapter. She enjoys connecting with others and mentoring future generations of leaders entering the maritime industry. In her free time, she likes to travel, try new restaurants, and spend time on the water with her husband.

On the importance of the Propeller Club in her career, Tosca shared, “The Propeller Club has always played a huge role in my career. My Propeller Club journey actually started when I was a cadet, where I had the privilege to serve as the President of the Student Port at the California Maritime Academy. I was able to leverage my position to network with the local maritime community and Cal Maritime alumni and provide opportunities for myself and others to learn about career opportunities in the maritime industry. I have always found community through the Propeller Club, which was extremely helpful when I made the move to Seattle. Being a part of this organization has not only helped me grow my network and elevate my career but continues to allow me to play a more active role in an industry I am really passionate about.”

The Seattle Propeller Club is one of the oldest Propeller Clubs and was recently awarded the 2022 International Port of the Year! On accepting the award, Tosca shared, “it is such an honor to be recognized for the work we are doing here in Seattle. We have a dynamic and dedicated group of individuals who have really made this Club as active and successful as it is. We welcome anyone from other Clubs to contact us if you are in Seattle to join us for our next event!”

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

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## Port of Port Canaveral

The Port of Port Canaveral's February Luncheon on Feb. 1 featured guest speaker as Capt. Tina Peña, Chief of Staff of the U.S. Coast Guard Seventh District. Capt. Peña's career has been as a Coast Guard aviator and aeronautical engineer. She provided an overview of the many missions of the 7th District and highlighted the mission diversity and innovation found at Port Canaveral

including being the second busiest cruise ship port in the world, hosting the first LNG bunkering operations in North America, and support of the Space Industry. Capt. Peña stated how impressed she was with the teamwork of all of the stakeholders at Port Canaveral in dealing with opportunities and challenges such as the response to the Hurricanes last year.



## Port of Paducah

### Paducah Propeller Club Urges Kentucky Jones Act Resolution

The International Propeller Club's Port of Paducah (Ky.) has taken the lead in seeking a resolution from the

Kentucky legislature to support the Jones Act.

House Concurrent Resolution 5 was introduced January 3 in the Kentucky House of Representatives by its sponsors, Reps. Randy Bridges and Steven Rudy, both of whom represent far western Kentucky counties. In addition to recognizing the importance of the Jones Act, the resolution also commemorates the centennial anniversary of its passing and encourages Congress to maintain its provisions.

"It was important back in the 1920s, but it's still important today because it requires that vessels doing domestic trade must be U.S.-owned and U.S.-crewed," said Caleb King, president of the club's Port of Paducah.



## Port of Piraeus, Greece

In a warm atmosphere and with great success, the Propeller Club of Piraeus celebrated the traditional cutting of New Year's bread or Vasilopita on January 23rd at the Grand Hyatt Hotel, in the presence of 370 distinguished guests.

Among the prominent attendees were the United States Ambassador in Greece and Honorary President of our Club, George Tsunis, the Minister of Maritime Affairs & Insular Policy, Giannis Plakiotakis, and the Minister of Education & Religious Affairs, Niki Kerameus.

During the event, the Club announced 22 scholarships, 17 donations, and 4 technical seminars to students and organizations. The Club's President, Costis Frangoulis, opened the event by saying *"It fills us with pride and optimism that we manage to fulfill, in the best possible way, one of the main purposes of the Propeller Club. That is, to support the young and deserving children who excel and are the hope and future of our country. And to support organizations that carry out important social work."*

The young generation provided the happy, positive ambience to the evening, with Pierce,



## Port of Tampa

One of the many organizations sponsored by the Propeller Club of Tampa is Tampa Port Ministries which will celebrate the opening of a new center to serve seafarers visiting Port Tampa Bay. Seafarers are international maritime workers aboard cargo and cruise ships, who are sometimes at sea for months at a time. The new center will be located in the port's Cruise Terminal 3 and will serve as a package and mail delivery hub, also allowing international maritime workers the ability to contact family and friends, utilizing free Wi-Fi. Tampa Port Ministries' objective is to meet the physical, social, and spiritual needs of seafarers, often from developing countries making modest incomes, as well as others who use the facilities of Port Tampa Bay. The Propeller Club of Tampa also held a Holiday Luncheon in December where 160 members attended and donated supplies for the Tampa Port Seafarers Center. These supplies are placed in their "store" for Seafarer travelers to shop in and pick any items they may need at no cost to them.

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## Maritime News

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### 25 Largest Ports in the World

12 Feb - Without ports, much of the world's economy would come to a standstill. They are an integral part of international trade, acting as a gateway between various countries while also providing both infrastructure and services required to transport goods and raw materials. Shipping has been the primary source of transportation of goods for several centuries and even though the advent of air transportation has led to a much quicker option, shipping allows for the transfer of a much higher volume of goods while being much more cost effective as well. Ports possess the facilities for ships to dock and load and unload cargo, known as cargo handling, one of the most important aspects of global trade. Today, even after airlines have been in existence for over a century and efficiency is ever-improving, 90% of all trade is still seaborne. **Yahoo.com** | Read [more](#)

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### Shipping industry call for help to evacuate the 300+ seafarers still trapped in Ukraine ports

Feb 20 - As we approach one year since the start of the war in Ukraine, the co-signatories of this letter write to you to highlight the 331 seafarers still trapped on vessels in the Black Sea and Sea of Azov. We call on the United Nations, and on your diplomatic influence, to address this matter urgently and evacuate all remaining seafarers and ships.

Our seafarers are the heart of our industry and cannot be forgotten. For 12 months now they have been caught up in a crisis far beyond their control. Simply doing their jobs cannot come at the expense of their lives.

We recognise and celebrate the United Nations, and your leadership, for the Black Sea Grain Initiative that the UN successfully brokered with Türkiye between Ukraine and Russia. This has allowed the safe passage of critical grain and fertiliser shipments from Ukraine to populations most in need, and curbed food prices from spiralling out of control.

We are committed to supporting the continued success of the Black Sea Grain Initiative, however this cannot come at the expense of innocent seafarers' lives. Action must be taken now. **International Shipping News** | Read [more](#)

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**CII is unfair to all ships: Union of Greek Shipowners**

13 Feb - Decarbonisation is an increasingly high priority to the Greek shipping community and though it has been estimated that a large proportion of the Greek owned fleet ranks highly in the new mandatory energy efficiency ratings from the IMO, frustration within shipping is rising and ideas on how best to revise it in 2026 are already evident.

The calls last week came despite the estimation that over a quarter of the Greek fleet have achieved an estimated CII rating of 'A', and 64% of the fleet have received an estimated rating between A-C. **Seatrade Shipping News** | Read [more](#)

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### **How does the shipping ETS work?**

Feb 20 - The Emission Trading System (ETS) creates a financial incentive for polluters to reduce emissions by putting a price on each tonne of emissions. This is in line with the polluter pays principle at the heart of European climate policy.

The ETS was adopted in 2003 and came into force in 2005. It covers all EU states plus Iceland, Liechtenstein and Norway. It mainly covers carbon dioxide (CO2) but also other greenhouse gases such as methane and nitrous oxide from energy intensive industries such as electricity and heat generation, oil refineries and production of various metals and chemicals, as well as aviation. From 2024, the ETS will apply to maritime shipping.

The ETS works through the concept of 'cap and trade'. Every year, a total limit is set on the amount of greenhouse gases (GHGs) that companies under the ETS can cumulatively emit in that year. This 'cap' is reduced each year by a politically decided percentage: the Linear Reduction Factor (LRF). The cap will eventually reach zero, meaning that companies operating under the ETS should no longer be allowed to pollute. Each tonne of emissions corresponds to 1 emission allowance (EUA). Companies can get EUAs either from European auctions (organised on behalf of Member States) – where companies bid for a certain amount of EUAs – or from trading with other companies. Hence the system is known as 'cap and trade'. **Hellenic Shipping News** | Read [more](#)

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### **The Impact Of Russia's Year-Long Invasion On The Maritime Ecosystem & Global Economy**

15 Feb - The West has remained relatively unified and measures such as the oil price cap are working: the average monthly number of tankers that had a port call in Russia and subsequently called port in the U.S./EU/UK decreased by 34% post-invasion. But countries such as India, China, and South Korea have obviously not agreed to comply with sanctions and the data shows a significant increase in their engagement with ships that had recently called port in Russia.

Additionally, while we did see a significant decrease in direct port calls in the U.S., EU, and UK from vessels that had called port in Russia, there is a bit of a loophole. Since the war began, the number of shipments arriving through ship-to-ship (STS) engagements has remained steady, despite the oil ban and price cap regulations. This is likely related to the "dark fleet," a group of vessels operating in the shadows by using DSPs, such as GNSS manipulation, to move sanctioned commodities.

The report's deep dive into DSPs looks at dark activities, GNSS location manipulation, and more, and is divided into regions: the South Atlantic, the Black Sea, and a new hub for smuggling Russian oil, the Alboran Sea. The Alboran Sea has seen a significant increase in the number of STS operations by crude oil tankers since the war commenced.

**Hellenic Shipping News** | Read [more](#)

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### **An ageing bulk carrier fleet**

16 Feb - In recent years the world fleet of bulk carriers has become noticeably older, with the average age increasing by about a third, amid very low scrapping. This 'maturing' vessel longevity trend may continue in the near future, although further ahead tightening emissions regulations could encourage more recycling, leading to restrained ageing. Over a decade ago, when newbuilding deliveries were exceptionally high, the bulk carrier

fleet's average age diminished from around 15 years. A decline to an average of under 9 years was followed, during the subsequent period, by a lengthening to over 11 years today. The scale of this increase has been broadly similar among the main statistical size groups – handysize, handymax, panamax, and capesize and larger.

Several influences have shaped the ageing trend. Some of these reflect the normal process of freight market adjustment to cyclical patterns and the evolving balance between demand for, and supply of tonnage together with the market's changing expectations for the future trend. But a new factor affecting bulk carrier owners' attitudes to asset transactions – environmental aspects affecting both ship propulsion and global commodity movements – has intervened, becoming much more prominent as a pervasive driver. **Hellenic Shipping News** | Read [more](#)

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### **Empty containers pile up at global ports as trade slows**

20 Feb - Empty containers are piling up at major ports around the world as slowing economies weigh on shipping demand.

In the week of Feb. 5, the CAx (Container Availability Index) rose to 0.64, according to container monitoring platform Container xChange. It was the 11th consecutive week the index was above 0.6. CAx values above 0.5 mean that more containers entered a port than left it. The CAx compares the number of full containers that were imported with the number exported. A CAx value of 0.5 means that the same number of containers leave and enter a port in the same week.

The docks in Shanghai port are filled with empty containers, and many must be moved to nearby Taicang port, a dock operator at Shanghai told Caixin. "We haven't seen such a scene for years," he said. During COVID-related lockdowns early last year, containers piled up on the docks and caused months of backlog in Shanghai, the world's biggest container port.

In recent months at export hubs including Shanghai and Qingdao, the CAx readings for 40-foot containers have held in the range of 0.6 to 0.7, while the indexes at the major import hubs of Antwerp in Belgium and Los Angeles in North America have been above 0.8, said Xu Kai, chief information officer of the Shanghai International Shipping Institute. **Port News** | Read [more](#)

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### **Seafarers' mental health in the COVID-19 era: lost at sea?**

Seafarers are exposed to several physical and psychosocial stressors. Recent studies highlighted specific disorders as fatigue, boredom and diseases as depression. Seafarers are also commonly exposed to post-traumatic stress disorder (piracy, accidents, threats). Coronavirus disease 2019 (COVID-19) impacts seafarers with an estimated 400,000 of whom are stranded on vessels around the world, with extended time on board, repatriation's difficulties and the financial concerns of the unexpectedly unemployed. International Maritime Organization has established the Seafarer Crisis Action Team to help them. In France, in last 10 months a dedicated call centre received 142 calls from 32 seafarers for psychological phone consultations mostly linked to this era. With the increase of duration of the COVID-19 crisis, psychological health care, repatriations and financial solutions are needed for seafarers. **Research Gate** | Read [more](#)

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### **The Port of Montreal wants to invest in future infrastructure**

Feb 2 - The Port of Montreal has earmarked \$335+ million in its new five-year investment plan for its infrastructure on the Island of Montreal. These investments are necessary to consolidate the Port of Montreal's status as a trade platform at the heart of the strategic St. Lawrence corridor, to support the energy transition, and to promote harmonious cohabitation with the neighbouring community. The announcement was made by Martin Imbleau, President and Chief Executive Officer of the Montreal Port Authority (MPA) this morning during a speech at the Transport and Logistics Forum organized by the Chambre

de commerce de l'Est de Montréal (CCEM).

During his speech on a strong and decarbonized supply chain originating in the east end, MPA President and Chief Executive Officer Martin Imbleau outlined the Port of Montreal's role and scope in the city's east end from a long-term perspective. Now that the Port of Montreal is approaching its full container handling capacity, it wants to invest heavily in its infrastructure on the island, which stretches 26 km between Cité-du-Havre and the east end of the island. **AJOT** | Read [more](#)

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### **The Port of Los Angeles has seen a significant slowdown in volumes at the start of the year as the Transpacific container trade softens.**

Feb 17 - The Port of LA handled 726,014 teu in January 2023 down 13% on the same month a year ago. For January 2023 loaded imports handled came in at 372,040 teu, down 13% compared to the previous year. Loaded were up slightly at 102,723 teu, an increase of 2.5% compared to last year. While the handling of empty containers saw a sharp drop to 251,251 teu, a 26% year-on-year decline.

Port of LA Executive Director, Gene Seroka, said that with a slowdown in cargo the port would be keeping an eye on vessel utilisation rates as while it handled 16% less boxes in January 2023 than a year earlier the same number of ships called at its terminals.

"That kind of statistic, combined with the 17 cancelled sailings that we saw in January tells us that we can expect more blank sailings in the weeks and months ahead," he said. Seroka said the port is expecting a continued slowdown from the Transpacific trade in the months ahead. "Looking into February, we'll see a significant volume decline and a softer market heading into quarter two," he said.

Factors behind this slowdown included extended factory shutdowns of up 30 days around Lunar New Year, warehouses in the US remained full, and rising interest rates dampening consumer spending. **Seatrade Maritime News** | Read [more](#)

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### **The 10 most expensive port construction projects in 2022: 85 major marine construction projects broke ground in 2022 at a total cost of over \$45.6bn**

14 Feb - Since the beginning of 2022, 85 major marine construction projects have broken ground at a total cost of over \$45.6bn. Of these, the top ten most expensive port projects have a combined cost of around \$17bn, according to the GlobalData construction project database.

This is roughly the same as last year. In 2021, 84 marine projects commenced construction, at a lower cost of \$39bn.

At a time when supply chains have come under increased scrutiny, due to Russia's invasion of Ukraine, rising energy costs and a cost-of-living crisis hitting consumers, investment in the ports that allow for goods to flow is more crucial than ever.

Almost half of all marine projects that broke ground in 2022 were port facilities projects (40), totaling a combined cost of over \$15bn. **Ship Technology** | Read [more](#)

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### **US: EU's largest maritime freight partner in Q2 2022**

15 Feb - Recent Eurostat data shows that, in terms of total gross weight of goods, the United States was the EU's largest maritime freight transport partner in the second quarter of 2022, with a total of 61 million tonnes, surpassing Russia (57 million tonnes).

Russia came in second position, followed by the United Kingdom (55 million tonnes), Türkiye (36 million), China (31 million), Norway (29 million), Brazil (24 million), Egypt (19 million), Nigeria (14 million) and Canada (13 million). The EU's transport with the United States, Russia and the United Kingdom combined represented one-third of total extra-EU

maritime freight transport.

Comparing the second quarter of 2022 with the same quarter of 2021, maritime transport between the EU and Russia recorded the largest fall (-22.1%), followed by Brazil (-12.6%). By contrast, traffic between the EU and Egypt and the United States increased substantially over the same period, by 22.9% and 21.1%, respectively.

**Eurostat** | Read [more](#)

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### **AWO's Carpenter says offshore wind could be the biggest U.S. maritime opportunity "in a generation."**

9 Feb - Jennifer Carpenter, president and CEO, American Waterways Operators (AWO) says "Offshore wind has the potential to be the biggest new opportunity for the domestic maritime industry in a generation."

In an interview with AJOT, Carpenter said: "We need conversations and contracts with wind developers to build the vessels that are needed for this trade."

Collaboration is key: "I've said before ... nobody is going to go out and build a vessel on spec. You can't expect somebody to go out and do that and take a chance ... AWO members are getting into this business building vessels, adapting vessels for this market. Others are chomping at the bit to do so. What we really need is to get wind developers and vessel owners together and talk turkey: What are the specs? What do you need? When do you need it?"

She also warned against wind developers who might seek Jones Act waivers to bring foreign built vessels and foreign crews into U.S. waters to do offshore wind work: "There are not going to be Jones Act waivers for somebody who failed to plan and then discovered: 'I need U.S. built. I need crew transfer vessels. I guess I need U.S. crewed feeder barges ... And so, make plans now so that you have what you need when you need it.'"

Carpenter noted: "We're in the early stages of this development and developers have had to contend with a lot of challenges: inflation and supply chain constraints. And I think it is important to take a realistic look at the US market and say: what do I need here? That starts with the Jones Act, the law of the land. If I'm transporting cargo between U.S. points, that's the Jones Act move. " **AJOT** | Read [more](#)

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### **APM Terminals targets U.S. Southeast and Midwest logistics growth**

14 Feb - APM Terminals Mobile will invest in expanding its rail infrastructure capabilities: a \$60 million rail expansion doubles capacity for customers in response to customer demand for more supply chain gateway options and inland rail logistics. Additional tracks, rail yard storage space and improved access from the berth to the railyard are planned. The improvements are designed to enhance productivity, safety, and supply chain speed to market.

"Our customers are looking for expanded options for their supply chains so we are focusing on faster connections to rail providers into inland markets," said Leo Huisman, Head of APM Terminals Americas. The company's operational focus is based on vessels that can arrive at any hour and can start port operations immediately. The exclusive APM Terminals Mobile rail facility will enable faster rail loading and departures. The project will take approximately 24 months to complete and will increase the total length of the working rail track at the facility to 12,000 ft. **AJOT** | Read [more](#)

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### **U.S. Great Lakes port officials recap 2022 shipping season, provide insights**

9 Feb - With the Great Lakes-St. Lawrence Seaway System's 2022 shipping season recently coming to a close, the Great Lakes Seaway Partnership is providing a closer look at the efforts that made last year's successes possible.

“Ports around the Great Lakes Seaway System demonstrated a high level of resiliency and a commitment to uplifting the American economy in 2022,” said Adam Tindall-Schlicht, Administrator, Great Lakes St. Lawrence Seaway Development Corporation. “The ability of the Seaway System to adapt and overcome various supply chain challenges domestically and internationally leaves me with a great sense of pride and optimism as we gear up for a strong 2023 shipping season.”

2022 saw notable increases in shipments of corn, soy, fertilizer, wind energy equipment, and a diverse range of other essential commodities on the Seaway System.

**AJOT** | Read [more](#)

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## Government Highlights



### **IMO Sub-Committee on Human Element, Training and Watchkeeping develops amendments to the STCW Code**

Bullying and harassment, including sexual assault and sexual harassment (SASH), in the maritime environment have known detrimental effects on seafarers including depression, poor performance, unhealthy coping mechanisms and isolation. Moreover, seafarers who experience or witness bullying and harassment, including SASH, are more likely to make errors at work and provide compromised levels of service. In the maritime industry, these experiences lead to negative effects on recruitment and retention of seafarers and pose significant risks to the safe and secure operation of maritime vessels. The International Maritime Organization (IMO) has recognized the importance of developing a maritime workplace culture that is safe and inclusive for all seafarers and maritime professionals as a means of improving operational safety and security in the maritime industry.

The IMO Maritime Safety Committee (MSC) recognized that training and education would provide the necessary foundation to empower seafarers to challenge the longstanding culture that has been tolerant of bullying and harassment, including SASH. MSC instructed the Sub-Committee on Human Element, Training and Watchkeeping (HTW) to prioritize the development of mandatory training provisions addressing bullying and harassment, including SASH, for the Standards of Training, Certification and Watchkeeping (STCW) Code.

The ninth session of HTW (HTW 9) met February 6 – 10, 2023 and considered proposals on mandatory training requirements to address bullying and harassment, including SASH. The United States submitted a proposal developed in consultation with the National Merchant Marine Personnel Advisory Committee and the National Merchant Mariner Medical Advisory Committee, which the sub-committee agreed to use as the basis of the draft amendments to the required personal safety and social responsibilities training. The U.S. submission proposed the addition of a new competence on the prevention of bullying and harassment, including SASH, with associated knowledge, understanding and proficiencies (KUPs) addressing prevention, awareness, bystander intervention, response, and reporting of bullying and harassment, including SASH.

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**PORT OF ROTTERDAM NOW  
USING INTEGRATED PLANNING  
TO HANDLE INLAND CONTAINER**



# EFIP

## SHIPPING

Since January, the Port of Rotterdam has started to use integrated planning to manage inland containers shipping. This integrated management is possible thanks to a tool called Nextlogic to which barge operators forward port call, rotation and cargo information in advance for each inland vessel. Terminals do the same for the available quay capacity. Nextlogic then synthesizes all the information and creates an optimal schedule for all the parties. Such a system does not yet exist anywhere else. It will enable the port to be more productive by preventing empty runs at the terminals and by making the barges pass through the port with as few disruptions as possible. Rapid expansion of planned barge volume is critical to Nextlogic's development in 2023. Currently, integrated planning accounts for about 60% of the market. In the coming year, this figure is expected to reach 80-85%.

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## USDOT Announces More Than \$660 Million Available Through the Port Infrastructure Development Program

The U.S. Department of Transportation's Maritime Administration (MARAD) has announced a Notice of Funding Opportunity (NOFO) making available more than \$662 million in Federal Fiscal Year (FY) 2023 funding for MARAD's Port Infrastructure Development Program.

The PIDP investment will modernize our nation's ports and help strengthen our supply chains for generations to come, helping to reduce shipping time, costs, and ultimately the costs of goods for the American people. The President's infrastructure package provides \$450 million annually in funding for the Program.

"America's ports play a central role in our supply chains," said U.S. Transportation Secretary Pete Buttigieg. "With today's announcement, we are helping make our ports safer, more efficient, and more reliable—strengthening supply chains, reducing costs for the American people, and positioning us for economic success."

MARAD's Port Infrastructure Development Program discretionary grants help eligible applicants including port authorities, states, local governments, indigenous Tribal nations, counties, and other eligible entities complete critical port and port-related infrastructure projects. Grants are awarded on a competitive basis to support projects that improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. MARAD will also consider how projects address climate change and sustainability, equity, and workforce development objectives.

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### **2023 International Propeller Club Officers, Board of Directors and Staff**

As a member of the International Propeller Club, it's important that you are able to communicate with our Officers, Board members and staff. You can get a complete listing of them [here](#).

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### ***Please Note that our Address has Changed!***

The mailing address for the International Propeller Club Headquarters has changed due to our street being renamed by the City of Fairfax, Virginia. We are still at the same location, just a different street name. The new mailing address is:

## Upcoming Events

International Day for Women in Maritime - May 18, 2023

National Maritime Day - May 22, 2023

Salute to Congress, Arlington, VA - June 13, 2023

97th International Propeller Club Convention, Charleston, SC - September 26-29 2023

World Maritime Day - September 28, 2023

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## IPC Headquarters Staff



**Joel Whitehead**  
Executive Vice President  
[joel@propellerclubhq.com](mailto:joel@propellerclubhq.com)  
(703) 389-1510



**Cheryl Rothbart**  
Associate Executive  
Director  
[cheryl@propellerclubhq.com](mailto:cheryl@propellerclubhq.com)  
(703) 304-5717

***Our Headquarters staff is always happy to help you - just call us!***

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**International Propeller Club**  
3927 Blenheim Blvd. #101A  
Fairfax, VA 22030

(703) 691-2777 | [Homepage](#)

