



International Propeller Club of the United States

Promoting the Maritime Industry Since 1927

April 2023 Newsletter



SEPTEMBER 25-28, 2023

Port of Charleston, Charleston, South Carolina

The Propeller Club of
Charleston



97th International Convention in Charleston, South Carolina!

The 97th International Convention will be hosted by the Propeller Club of Charleston from September 25 - 28, 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.***"

☐ Book your stay at the Francis Marion Hotel in Downtown Charleston [HERE](#), using the online code: PROPELLER23

CALL FOR NOMINATIONS!

All members are reminded that at our International Convention in Charleston, SC this September, new officers and members of the Board of Directors will be elected. Keep an eye out for more information, but please be thinking about how you might serve our organization in the future.

Message from the President



In the last issue of our newsletter, I spoke about the need for companies, unions and associations that are engaged in the maritime industry to partner with the International Propeller Club so that together, we can expand our efforts to recruit the next generation of seafaring and shoreside maritime leaders. By working together, we can educate those who are unfamiliar with our industry and ensure that we will be available to provide those considering a career

in our industry with the information they need to choose a maritime career path. We at the International Propeller Club believe very strongly that it is not only our responsibility but our obligation to reach out to the younger generation and to serve as mentors and teachers so that we can help them bring the maritime industry into the future.

At the same time, it is incumbent on all of us as individuals to step up and work with our colleagues in our industry to achieve these objectives. The challenge is too great and the task too important for any of us to sit back and leave it to others to shoulder this effort. To move our industry forward – and to move the International Propeller Club forward – we all need to find some time to dedicate to this cause.

In the time that I have had the privilege of serving as International President I have come to realize that despite the time and energy devoted to our organization by our Headquarters Staff, Admiral Joel Whitehead and Cheryl Rothbart, and our International Officers, we need the help and involvement of all of you – the members of the International Propeller Club. To this end, we have a number of opportunities available for those who are willing to lend their expertise and experience – and their time – to us. And while I recognize and sincerely thank those of you who are already doing so by serving as local port and regional officers, by serving on the International Board, or by serving on one or more of the committees we have established to coordinate and facilitate this work, I encourage those who have not yet signed up to do so.

For example, our Communications Committee has been set up to recommend and implement the external and internal communications efforts of the International Propeller Club. The Committee will focus on public relations efforts with the media in order to provide up-to-date information to the general public of the importance of the maritime and allied industries. At the same time, the Committee will help develop a social media plan for the International Propeller Club so that we can more effectively communicate with our members.

Another incredibly important Committee is our Student Committee. Under the leadership of our Vice President for Student Ports, Maryanne Richards, the Student Committee will assist us in servicing, promoting and expanding the Student Port Program. This will include maintaining existing Student Ports, both domestic and international; developing new Student Ports worldwide; and developing programs to educate future workers in the maritime and allied industries.

Finally, we have set up a Membership Development Committee. This Committee will work in conjunction with our International Executive Vice President Joel Whitehead and our Second International Vice President Costis Frangoulis. It will assist them in their efforts to revitalize inactive ports and to organize new ports to help foster the growth of our organization.

The above, along with our Corporate Sponsorship and Maritime Policy Committees, are just a few examples of the steps we are taking to grow the International Propeller Club and to promote the maritime industry. If you are interested in helping and interested in participating on any of these Committees, please contact me or our Headquarters staff.

C. Jim Patti, International President

International Propeller Club
jpatti@miraid.org

From the Executive Vice President

Spring is a great time for Regions to get together with their member Ports to get to know the other leaders nearby, share best practices, and consider nominations for the International Awards to be presented at our convention in Charleston this September. Each Region can submit only one nominee for the International Propeller Club Member of the Year, the International Maritime Person of the Year, and the International Port of the Year. Port Presidents and Regional Vice Presidents should be on the lookout for a message soon from IPC Headquarters about the 2023 International Awards.



The last several weeks have been very interesting for me. In late March, I attended USA Maritime's "Maritime Sail-In" in Washington, DC where officers and representatives from

U.S.-flag shipping companies, American maritime labor unions, and related maritime organizations were on Capitol Hill for the eleventh Maritime Industry Congressional Sail-In. I represented the International Propeller Club and there were many other Propeller Club members who attended as well. We met with Senators, Representatives and their staff to discuss the importance of the U.S.-flag merchant marine to our Nation's economic, military, and homeland security and the need to strengthen the commercial sealift readiness capability provided by our industry to the Department of Defense. Most importantly, we provided Congressional offices with the most up-to-date information about new and existing programs and policies important to the U.S.-flag merchant marine and to American maritime jobs including the Maritime Security Program and the Tanker Security Program.

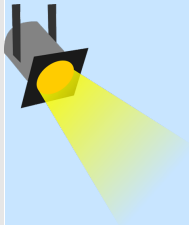
Earlier this month, I attended the "Ports of the Future" conference in Houston and represented the International Propeller Club. The IPC sponsored the Student Poster Research Competition for the first time this year. I thought poster competitions died in the 70s, but no! Perhaps because of the graphics and using a computer to make their posters, students participated from around the world and as far away as Singapore! And to make the posters, they had to do a great deal of research which was very evident in the quality of the posters. All told, 87 certificates were presented to the students. Congratulations to them all and I know some of them will pursue careers in the maritime industry!

Joel

Joel Whitehead, Executive Vice President

International Propeller Club

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MEMBER IN THE SPOTLIGHT

Nikki Hocutt Port of Mobile



Nikki Hocutt serves as Seabulk's Operations Manager at the Port of Mobile. There she is responsible for directing all aspects of Seabulk's operations in Mobile, most especially the company's commitment to Service Excellence through Safety. She is Seabulk's first female Operations Manager.

A native of Mobile, Alabama, Nikki started her career with Seabulk in June 2011. During her time there she served as Mobile's Operations Coordinator and as an active member of numerous maritime organizations supporting the Port of Mobile and its mariners. She has over 20 years of expertise in logistics, sales, and marketing from her previous employment with Radcliff/Economy Marine Services, Inc.

The International Propeller Club has been an important aspect of her exceptional career. "There are many benefits of being a Propeller Club member but my favorites by far are the friendships I have made and being a part of the wonderful contributions we make to the community. Maintaining membership in a maritime industry club like this one keeps me in touch with other professionals in my area and keeps me well-informed on current events."

Does your Port have an outstanding member we can highlight in our newsletter?
Let [Joel](mailto:joel@propellerclubhq.com) know!

Around our Propeller Club Ports



Port of Algeciras, Spain

The Propeller Club of Algeciras celebrated ten years of commitment to maritime and port development in March. This club of active managers and entrepreneurs professionally linked to different industrial sectors and international trade, especially in the fields of logistics, transport, and the maritime-port sector, celebrated a decade promoting cooperation and the search for synergies between the members of logistics chains at national and international levels.

To commemorate its anniversary, the Propeller Club of Algeciras held a day of coexistence on March 18, which brought together its associates, entities, and friends of the Club. In addition to sharing impressions about this fruitful stage and the latest developments, attendees visited the Isla de las Palomas in Tarifa, the southernmost point of Europe, and then enjoyed lunch at Finca Cortijo El Algarrobo, in the municipality of Los Barrios.

During this event, the president of the Propeller Club Algeciras, Juan Ureta reviewed the trajectory of the Club, highlighting that "in these ten years, the cooperation of our Propeller has contributed its grain of sand to strengthen the maritime, logistics and port sector". During the event, he also thanked the presence of representatives of other Propeller Clubs including Barcelona, Bilbao, Madrid, Seville, and Valencia, the latter being also the club that sponsored Algeciras. He also stressed that "everything that has been achieved has been thanks to the effort and dedication of both the different Boards of Directors that have succeeded." He also thanked Gerardo Landaluce, president of the APBA, and Karim Breir, Maritime Captain of Algeciras.



Port of Monaco - To LNG or Not to LNG?

In March, the Propeller Club of Monaco heard from Mr. Per-Christian Willoch Fett, Director - Global Head of LNG, Fearnleys AS. Mr. Fett has seagoing experience on tankers and as a Navy officer in the Royal Norwegian Navy. He has spent the last 26 years in the LNG industry, mainly on the shipping & project development side with commercial shipping strategies, running LNG tenders, owner/yard negotiations & charter party negotiations, voyage cost analysis, and logistical optimization of LNG trades.

Mr. Fett spoke about the current state of LNG worldwide. At Fearnleys, Mr Fett has mainly been working on LNG and FSRU projects, on ship brokering and advisory services since year 2000. He is today leading Fearnleys global LNG team of around 20 advisors and LNG shipbrokers located around the world.



Pacific Region

Regional meetings are a very important part of Propeller Club, as they offer a forum to meet others in the industry and also learn from and share ideas with other clubs. Representatives from clubs in Seattle, Tacoma, Northern California, LA/LB, and San Diego gathered last Thursday for the first time, in person, in many years. It was long overdue, but SO good! We covered topics from board succession and transition plans to social media, and from creative event ideas to sponsoring maritime academy cadets to convention. Thank you to Cheryl Rothbart and Joel Whitehead for joining us virtually, going over all the latest information from

headquarters and everything that International is working on. A VERY special thank you to Alex Tzikas and the Propeller Club of San Diego for hosting our informative meeting, and also a social reception for us afterward...it was fantastic to meet others on your board and members of your club. I appreciate the following Pacific Coast Region leaders who both flew in from Washington and attended from California to make this such a successful event: Tosca Pinder, Todd Vincent, Rockney Nigretto, Candy Nigretto, Stas Margaronis, David Thornburg, Alex Tzikas, Tim Dernbach, and Dante Sitta.



Port of Portsmouth, NH

The Propeller Club of Portsmouth will hear a presentation by Mark Sanborn, Assistant Commissioner of the NH Department of Environmental Services. He leads New Hampshire's efforts to participate in the siting and development of substantial OSW resources in federally regulated waters of the Gulf of Maine.

Assistant Commissioner Sanborn will update the club on the US Bureau of Offshore Energy Management's (BOEM) leasing process and opportunities for stakeholders to participate; New Hampshire's efforts to create and support workforce development, supply chain opportunities associated with the floating turbine technology required, energy transmission, both offshore and onshore connection to the power grid; and potential infrastructure and related projects.

There will be time set aside for Q & A with Assistant Commissioner Sanborn, and Captain Geno Marconi, Director of NH's Division of Ports & Harbors, and other participants in NH's Offshore Wind and Port Development Commission.

Maritime News

Failure to understand new megatrends will leave CEOs locked out of world trade system

Apr 10 - Understanding the intertwining forces of digitalisation, regionalisation, and sustainability will be key to survival in the post-pandemic environment, writes Dr Thang Nguyen, lead economist at Oxford Economics Singapore.

As the Singapore Maritime Week returns in late April, industry leaders in the international shipping community are scrambling to understand what a post-pandemic global trade system will look like. A failure to understand the implications will leave their businesses adrift.

The coronavirus pandemic has accelerated three trends that were already disrupting world trade. First, the increasing use of digital technologies is revolutionising international trade especially in issues related to cross-border investment, trade finance, and supply chain management.

Second there has been a trend towards greater fragmentation. Concerns about supply chain resilience have led governments and businesses to reconsider their supply chain configuration. Geopolitical issues such as the Russian invasion of Ukraine and China-US tension further breaks down the global trade and investment system through new economic barriers and sanctions.

Third, the growing focus on sustainability is also having an impact on maritime trading. Particularly, the International Maritime Organization is leading the discussion for the industry's decarbonisation agenda.

Make no mistake: these trends of digitalisation, regionalisation, and sustainability were

already in motion. What is new is that these trends are increasingly merging into each other. For example, technological sanctions on Russia and major policies such as US CHIPS Act shows that global fragmentation has shifted from trade wars to technological decoupling. **Splash247** | Read [more](#)

China's Maritime Strategy: To Own the Oceans by Adverse Possession

12 Apr - Even as states and conservation organizations are still celebrating the new United Nations treaty that hopefully will protect 30 percent of the high seas, China is working, in plain sight, to take sovereign control of the world's oceans.

The global presence of China's "distant water fishing fleet" has garnered substantial attention, particularly since its heightened visibility around the Galapagos Islands in 2020. Most of that attention has centered on concerns about sustainability and allegations of illegal, unreported and unregulated fishing. In many cases, however, China's activities have been on the high seas, making such fishing arguments limited at best, since no state can claim sovereignty over the living marine resources outside of its Exclusive Economic Zone.

Ironically, however, it seems that is exactly what China wants: sovereignty over the high seas. What perhaps has been the most overlooked aspect of the distant water fishing fleet is China's express strategy — since at least 2010 — to occupy the oceans in an effort to gain "rights and interests." In other words, China likely believes that, in time, the presence of its distant water fishing fleet on the high seas will convert into some degree of sovereign control over those waters and the resources in them. Put differently, China is working to gain ownership of the oceans through adverse possession.

The doctrine of adverse possession does not actually exist in maritime law. An Anglo-American property law concept, it is sometimes known as "squatter's rights" and allows for an individual to obtain the legitimate, legal title to real estate simply by occupying that property for an extended period of time without the permission of the real owner. Each jurisdiction has slight variations, particularly with regard to the length of time required to obtain these real property rights and interests. Most, however, contain similar elements. In Maryland, for example, the requirement is that the individual engage in "actual, open, notorious and visible, exclusive, hostile and continuous possession." Not only are those elements similar throughout the United States and the United Kingdom, they are similar throughout most common law jurisdictions. **Maritime Executive** | Read [more](#)

Trust in tomorrow – the evolution of underwriting in Marine Insurance

29 Mar - The maritime industry is manoeuvring towards the destination of decarbonisation, but the unpredictable route, and ever-increasing complexity of the journey, creates major challenges for all ocean stakeholders. Skuld's executive underwriter Matias Bøe Olsen assesses how underwriters can help create certainty and trust in tomorrow in uncertain times.

How do you assess risks for shipowners looking at 25-30-years vessel lifecycles when no one seems to know what's going to happen tomorrow? How will the industry hit regulatory targets without a 'silver bullet' fuel solution? Why are you smiling Matias?

Matias Bøe Olsen has remarkable poise and maturity for someone comparatively new to the shipping industry. The big questions don't appear to derail him; simply putting him on track to deliver answers rooted in understanding, research and, with his education in marine engineering, a solid appreciation of technical considerations.

"We need to take things one step at a time," he says calmly. "Sustainability is a challenge, of course, but specialist underwriters can help. In fact, I'd go as far to say that the function of underwriting is actually sustainability in practice." **P&I Club News** | Read [more](#)

Shipping industry can save \$50 bn through four enablers of operational efficiency

28 Mar - A new insight brief series from the Global Maritime Forum identifies four actions that maritime and shipping industries can take now to support shipping's transition to a sustainable and resilient zero-emission future.

"We need to clean up shipping supply chains and optimise our operations. To do this, we must collaborate, standardise, and be transparent. Let's share the benefits of slowing down and let's collectively make a difference," says Eman Abdalla, Global Operations & Supply Chain Director at Cargill Ocean Transportation, one of the largest transporters of dry and bulk cargo in the world.

The shipping industry is facing a major transformation as it is working towards full decarbonisation by 2050. Short-term actions that improve the operational efficiency of existing vessels – saving fuel, money, and time through changes in ship speed and performance – can play a critical role in reducing emissions today, while also preparing for a more manageable long-term transition which will involve more expensive zero-emission fuels and eventually a price on carbon.

Zero-emission fuels and technologies are imperative for the decarbonisation of the industry, but they are not commercially available at scale today. Cutting down on fuel costs by improving the operational efficiency of fleets will be a prerequisite for the adoption of more expensive zero-emission fuels and a foundation for green corridors – routes between major port hubs where zero-emission solutions are supported and demonstrated. **Hellenic Shipping News** | Read more [here](#)

Many GHG policy specifics to firm up ahead of MEPC 80

Mar 28 - With one more meeting of the IMO's Intersessional Working Group on Greenhouse Gases (ISWG-GHG) remaining before the crucial Marine Environment Protection Committee (MEPC) 80 meeting in July, clues are beginning to emerge as to the shape of the Revised GHG Reduction Strategy, according to UMAS.

While shipping organizations have expressed their disappointment at the lack of progress at ISWG-GHG 14, the meeting was not a decision point for policy or strategy; most of that action is to come at MEPC 80.

Dr Aly Shaw, Policy Lead at UMAS said: "This meeting marked a growing clarity on likely ambition for 2050 and also 2040, which is a positive sign for an equitable transition which, at its core, requires targets aligned with limiting temperature rise to 1.5 or below. However, despite the repeated support across meetings for a just and equitable transition that leaves none behind - there is little sign of this commitment being embedded throughout the revised strategy as of yet."

Dr Tristan Smith, Director of UMAS said: "It is hard to overstate how important the MEPC 80 outcomes will be both for society's efforts to avoid dangerous climate change, but also for the shipping sector. Reading from the numbers of how many support high ambition outcomes, there are positive signs. But this is a simplistic way to estimate how these debates will conclude. The nature of the off-IMO debate leading up to MEPC 80 is therefore crucial." **Seatrade Maritime News** | Read [more](#)

Port strikes take their toll on supply chains and seafarers

13 Apr - The number of port strikes around the world has been growing over the past year, causing headaches for supply chain providers as well as distress for seafarers denied shore leave.

The number of protests and strikes affecting port operations quadrupled last year to 38 incidents, according to Crisis24, a maritime security consultancy. From trucker stoppages in South Korea to dock strikes in Britain, worker shortages have prompted shipping lines to divert or delay cargoes globally.

With the cost of living crisis affecting most nations, strikes at ports have proliferated in the

opening months of 2023, especially across Europe.

Nick Rowe, NorthStandard's head of strike & delay, told Splash that the cost of living crisis had come to a head with port strikes making headlines in the US, UK, France, Germany, Italy, Spain, Finland, Israel and Argentina already this year.

"The fundamental point is there is a global cost of living crisis," Rowe said, adding: "Inflation has outstripped wages, and it has not been so stark for many years, and there is potential for labour unrest to disrupt ports in many places." **Splash247** | Read [more](#)

The Backbone of Global Trade Faces Antitrust Questions in US Congress

28 Mar - As consumer demand surged during the pandemic and logistics networks clogged up, the liner companies were accused of operating like cartels, driving up freight rates for US imports and other busy routes while refusing to take lower-fare exports.

President Joe Biden even took credit in his State of the Union address in February for cracking down on soaring shipping costs, adding "let's finish the job" by strengthening antitrust enforcement.

Now, a wave of legislation is coming just as the carriers navigate a market that's turned sharply in their customers' favor, with rock-bottom freight rates sure to slash profits that reached all-time highs through much of the past 18 months.

One bill would scrap the exemption for the predominately foreign-owned ocean carriers from federal antitrust laws. The Ocean Shipping Antitrust Enforcement Act would also "address unfair practices that harm American businesses, producers, and consumers," such as unjustified container rate increases and refusing cargo bookings for American exports. The bill was introduced last week by California Democrats Jim Costa, John Garamendi, Josh Harder and Jimmy Panetta, and South Dakota Republican Dusty Johnson.

The World Shipping Council rejected the bill's premise that carrier agreements are uncompetitive, and in a statement Monday the group said it would work with the bill's sponsors to understand their policy objectives. **Bloomberg News** | Read [more](#)

Spain cracks down on ship-to-ship transfers

28 Mar - Spain is cracking down on ship-to-ship (STS) transfers as its coastline becomes a hotspot for Russian cargoes heading to Asia, often on old, substandard tonnage.

Member states of the International Maritime Organization (IMO) are debating this week a proposal to clamp down on STS transfers at the United Nations body's legal committee.

In the wake of sanctions against Russia, the volume of STS transfers has soared with Russia taking cargoes from its coast on smaller tankers and then moving them onto larger ships before heading to the likes of India and China, a trend that has alarmed many governments at the potential environmental risks posed.

STS transfer hotspots over the last year have emerged in Southeast Asia as well as off Kalamata in Greece, and off Ceuta, a Spanish outpost on the North African coastline. Israeli data firm Windward has detailed how Ceuta – an autonomous Spanish city on the north coast of Africa – has grown as a hub for Russian oil in the last year. Bordered by Morocco, Ceuta lies along the boundary between the Mediterranean Sea and the Atlantic Ocean. The area is also known as a hub for drug trafficking.

Braemar analysis suggests that demand for tanker space generated by STS transfers onto and off larger ships has grown from an average of 6.7m tonnes per day between 2016 and 2019 to 10.8m tonnes over the past three quarters. It now makes up 5% of all tanker demand. Some of this can be attributed to Russian flows to Asia, but the strong growth of US exports to Europe on VLCCs over the past year has also played its part.

Green solutions for shipping

Mar 27 - The shipping industry has a crucial impact on the development of human society, not only because ships carry more than 80 percent of global trade by volume and more than 70 percent by value, but also because of its potential impact on climate change. International shipping is responsible for about 3 percent of the total global greenhouse gas emissions; if shipping was a nation, it would be the sixth-largest emitting nation. According to the Fourth International Maritime Organization Greenhouse Gas Study 2020, emissions from international shipping could increase up to 40 percent of 2008 level by 2050. Maritime shipments declined 3.8 percent in 2020, because of the COVID-19 pandemic, but they bounced back by about 7 percent in 2021. While that is a welcome change, the rise in emissions is unwelcome.

Global maritime trade is projected to see an annual average increase of 2.1 percent for the period 2023-27, which is a slower rate than the previous three-decade average of 3.3 percent but still an increase. As a short-term measure to curb emissions, in 2021 the IMO members agreed to reduce the carbon intensity of all ships by 40 percent from the 2008 level by 2030. The adopted long-term measure will be revised this year.

International Shipping News | Read [more](#)

Russia's Shadow Fleet – Understanding its Size, Activity and Relationships

Mar 28 - The Russian shadow fleet or ghost fleet has been widely discussed and debated since the G7 Oil Price Cap for crude oil took effect on Dec. 5, 2022 and continued when the subsequent price cap on refined products became effective on Feb. 5, 2023. The G7 cap, imposed on crude and refined oil cargoes of Russian origin, set a limit of US\$60 a barrel for crude, US\$100 a barrel for diesel and kerosene etc. which trades at a premium to crude and US\$45 a barrel for fuel oil and naphtha which generally trades at a discount to crude.

The ceilings will be reassessed in mid-March with further reviews every two months. A transition period for refined products is currently in place for of 55 days, this excludes from the price cap vessels currently carrying Russian petroleum products that were purchased and loaded before Feb. 5, 2023 and unloaded before April 1, 2023. In this context, Russia has repeatedly stated that it will not work with the price cap, but the vast majority of seaborne Russian oil shipments rely on services provided by companies based in the G7.

Large volumes of Russian oil are shipped on Greek owned vessels and very significant numbers of Russian vessels are insured through the United Kingdom-based International Group of P&I Clubs. If Russia insists on not conforming to the price cap, it cannot use services located in G7 countries due to sanctions controls. Therefore, Russia needs to transport its oil output in order to maintain current cargo levels by other means, as the current Russian fleet alone does not have the capacity to do so. This scenario gives rise to the need for a substantial shadow or ghost fleet of vessels able to transport Russian oil at close to capacity as possible while potentially evading G7 sanctions and the crude and refined oil price caps.

There are multiple estimates as to how many vessels make up the Russian shadow fleet, ranging from 100 to a higher estimate of 6001. While an exact number in the shadow fleet would be difficult to determine, there are certain vessels with particular characteristics and patterns that can be used in an assessment of ships likely to be involved in the transfer or movement of Russian oil. This paper seeks to identify and analyze the key tactics and methods employed by Russian and non-Russian vessels when attempting to evade sanctions on the movement of oil and its refined products.

Hellenic Shipping News | Read [more](#)

Tension mounts in US West Coast ports labour talks

Apr 13 - The situation reached something of a climax in days just prior to the Good Friday holiday, when the two West Coast mega-ports, Los Angeles and Long Beach were forced

to cancel operations on their evening shifts due to a lack of workers turning up.

In a 12 April press event, Gene Seroka, Executive Director of the Port of Los Angeles, offered his comments on recent developments, but couched in the perspective of longer term moves towards a port with towards reduced greenhouse gas emissions.

Regarding the early April worker shortage, he said that that the Good Friday/ Easter Holiday normally brings reduced throughput. Nevertheless, in a press event attended by Seatrade Maritime News, Seroka described last week's developments as a "call to action", amidst a complicated backdrop that's "not new...where ongoing issues have been battled for some time".

Even though freight costs for boxes have cooled off significantly from their late 2021/early 2022 heights, the cargo shifts to the East Coast have stuck. Recent data shows overall cargo volume in March, 2023, at 622,233 teu, down substantially from the year earlier 959,674 teu. Frequently, "labour concerns" are cited by cargo shippers when asked why they've not shifted their activity back from the Atlantic ports to the major hubs at Los Angeles/ Long Beach. **Seatrade Maritime News** | Read [more](#)

Government Highlights



IMO, Norway and Singapore sign MOU on maritime decarbonization

IMO, the Ministry of Climate and Environment of Norway and the Maritime and Port Authority of Singapore (MPA) have signed a new Memorandum of Understanding, with the intention to collectively undertake technical cooperation activities to assist developing countries in their efforts to reduce emissions from ships and in ports.

The MoU was signed (20 March) by Mr. Kitack Lim, Secretary-General of IMO; Mr. Sveinung Oftedal, Chief Negotiator for Green Shipping of the Norwegian Ministry of Climate and Environment; and Mr. Teo Eng Dih, Chief Executive of MPA. The signing took place on the side-lines of the 14th Intersessional Working Group on the Reduction of Greenhouse Gas (GHG) Emissions from Ships (ISWG-GHG 14), which is being held at the IMO Headquarters in London, United Kingdom.

The signatories of the MoU will work together to exchange experience, knowledge and best practice, and undertake joint resource mobilization with a view to cooperate and collaborate on actions to reduce GHG emissions from ships, and the activities of ships in ports.



European Maritime Safety Agency

EMSA deploys remotely piloted aircraft services over the Gulf of Genova for increased maritime surveillance in support of the Italian Coast Guard

EMSA has started the deployment of its remotely piloted aircraft services in support of the Italian Coast Guard to gain increased maritime awareness over the Gulf of Genova until the summer. Leveraging on the successful campaign of last year, EMSA services will continue to enhance general maritime safety and security in the area, as well as to assist in search and rescue missions. Protection of the marine environment is another important aspect of the operation and flights will be used to monitor whale migration within the Pelagos Sanctuary, a protected area for marine mammals.

This multipurpose operation continues to support the Italian Coast Guard in further integrating these innovative services as part of their standard operating procedures to give

enhanced situational awareness. The flights can be followed remotely from four locations including the Sarzana base from where the aircraft is deployed, Imperia, Genova and Rome.

The aircraft being used is an AR-5 Evo unmanned fixed wing aircraft and it is under contract to EMSA from the REACT consortium, comprising CLS (maritime analytics) and Tekever (RPAS). It has several features making it suitable for this service including optical and infrared cameras, a maritime radar, an AIS receiver and an emergency position-indicating radio beacon (EPIRB) antenna. Using satellite communications, the aircraft also has the capability of performing both day and night operations.



Gulf of Mexico Oil and Gas Lease Sale Results Announced

29 Mar - As required by Congressional direction in the Inflation Reduction Act of 2022, the Bureau of Ocean Energy Management (BOEM) held Gulf of Mexico Lease

Sale 259, which generated \$263,801,783 in high bids for 313 tracts covering 1.6 million acres in federal waters of the Gulf of Mexico.

A total of 32 companies participated in the lease sale, submitting \$309,798,397 in total bids. Leases resulting from this sale will include stipulations to mitigate potential adverse effects on protected species and to avoid potential conflicts with other ocean uses in the region. Revenues received from offshore oil and gas leases (including high bids, rental payments, and royalty payments) are directed to the U.S. Treasury, certain Gulf Coast states (Texas, Louisiana, Mississippi and Alabama) and local governments, the Land and Water Conservation Fund and the Historic Preservation Fund.

Lease Sale 259 offered approximately 13,600 unleased blocks, approximately 73 million acres, in the Gulf's Western, Central and Eastern Planning Areas. All terms and conditions for Lease Sale 259 are detailed in the Final Notice of Sale information package, which is available at <https://www.boem.gov/oil-gas-energy/leasing/lease-sale-259>.



MARAD Approves First Ships for Its Tanker Security Program

The U.S. Maritime Administration (MARAD) has approved the first vessels for participation in its Tanker Security Program (TSP), a newly created public-private partnership program that makes U.S.-flag commercial product tankers available to support U.S. armed forces.

Modeled from MARAD's Maritime Security Program (MSP), the TSP assures the Department of Defense has access to U.S.-registered product tankers that may be used to supply the armed forces with fuel during times of armed conflict or national emergency. The program is also designed to ensure that a core fleet of U.S.-based product tankers can operate competitively in international trade and enhance U.S. supply chain resiliency for liquid fuel products. **Marine Link** | Read [more](#)

"Preparing for the Future" Webinar

The first in a series of webinars devoted to younger members and students will be held on May 3rd, 12:00 EDT. The first webinar will feature a panel of young Propeller Club members who will talk about how membership in a Student Propeller Club Port helped them start their maritime careers and what they are currently doing. Look for registration details in the coming days.

Be A Part of the Future of the International Propeller Club

The International Propeller Club's committees are up and running and we could use your experience and expertise to move us forward. We are seeing growth in our membership, and we want to provide more resources to you, our members. To provide what you need we need your input.

The **Membership Committee's** goals include increasing membership and retention of Ports and to develop new and dormant Ports as well as providing member benefits that are of the most value to you. In addition, we want to increase our student and young professional membership to help with workforce development in the maritime industry.

The **Student Membership Committee** will look at ways in which we can grow student and young professional membership. It will also develop a series of webinars to provide opportunities for students to learn about various aspects of the maritime industry by hearing directly from industry companies on qualifications, certifications, and opportunities.

The **Communications Committee's** goals are to increase our name recognition globally, increase our communication between clubs and provide meaningful webinars that are of value to you.

Consider joining one of these committees and being a part of the future of the IPC. Contact Cheryl Rothbart at cheryl@propellerclubhq.com or Joel Whitehead at Joel@propellerclubhq.com. **You can make a difference.**

Upcoming Events

"Preparing for the Future" webinar - May 3, 2023

National Maritime Day - May 22, 2023

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

97th International Propeller Club Convention, Charleston, SC - September 25-28 2023

World Maritime Day - September 28, 2023

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

