



International Propeller Club of the United States

Promoting the Maritime Industry Since 1927

March 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

Message from the President



In the last issue of our newsletter, I spoke about the need for organizations – companies, unions and associations – 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. Working together, we must educate those who are unfamiliar with our industry and be available to provide those considering

a career in our industry with the information they need to make an informed decision. Simply put, it is our responsibility to reach out to the younger generation and our responsibility to serve as mentors and teachers so they can help bring the maritime industry into the future.

As we embark on these critically important promotional efforts it is important that we do not lose sight of the fact that there is another equally important component to our workforce development project that must not be diminished or ignored. We must be prepared to confront and address the problems affecting our industry's current difficulty recruiting and retaining workers and offer meaningful and workable solutions.

We cannot, for example, hide from the fact that horrific incidents of sexual assault and sexual harassment aboard commercial vessels have occurred. It is not unreasonable to

conclude that these incidents have had a chilling effect on the desire of young people to pursue a career at sea. They demand – as we all should demand – that steps be taken to ensure that every worker in the maritime industry has a safe workplace environment and that no seafarer or shoreside employee should be subjected to sexual assault or harassment or discrimination of any type for any reason.

Significantly, there are many organizations in our industry that have responded, and their efforts to create a safer and more respectful workplace environment should be encouraged and applauded. Among these are America's maritime labor unions. Reflecting the seriousness of the issue, seven seafaring unions came together to issue a joint statement that reflects their commitment to "helping ensure that all seafarers have a safe workplace free of fear, harassment, bullying and any kind of assault." The unions went on to say that "turning a blind eye is not acceptable. All seafarers must be committed to active opposition to any type of harassment, bullying or discriminatory behavior. It is our collective duty to protect and respect our shipmates. As maritime professionals and decent human beings, we must look out for one another."

Are there those who will dismiss this strong commitment by America's maritime labor unions and others in our industry as too little, too late? Of course. But it can also be argued that their commitment followed by very specific actions by the seafaring unions and their U.S.-flag shipping companies demonstrate that it is better late than never.

I encourage you to reach out to the maritime unions, go to their websites, learn more about what they are doing to assure equal rights, respect and safety for all maritime workers. The maritime unions, together with their U.S.-flag shipping companies, the Maritime Administration, the United States Coast Guard and others in our industry clearly understand that the only way to move forward is to confront what has occurred and to take the steps that will hopefully prevent such incidents from occurring in the future.

C. Jim Patti, International President

International Propeller Club
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From the Executive Vice President

2023 has gotten off to a great start! Our Membership Committee just had its second meeting, and we are looking at ways individual Ports can grow, and also how we can grow the number of our international and domestic Ports. We are engaging with maritime industry leaders in many new places including Chicago, Cyprus, Panama, Vancouver, Bermuda, the Bahamas, and Bulgaria. Wouldn't it be great to start some new Ports there? Our Communications Committee will soon be meeting and we'll be focusing on how we can more effectively conduct a public relations campaign, including more use of social media platforms like LinkedIn to get out the word about the International Propeller Club. Those are all the more important as we approach our 100th anniversary in 2027.



Speaking of anniversaries, 2023 is an anniversary year for many Propeller Club Ports and I hope that each of these Propeller Club Ports will celebrate this with meaningful events for their members:

- Charleston, SC (90 years)
- Detroit, MI (90 years)
- Savannah, GA (90 years)
- Pensacola, FL (90 years)
- Washington, DC (90 years)
- Paducah, KY (80 years)
- U.S. Merchant Marine Academy (80 years)
- Key West, FL (50 years)
- Dunkirk, France (40 years)
- Concarneau Cornouaille, France (20 years)
- Pensacola, FL (20 years)
- Bilbao, Spain (10 years)

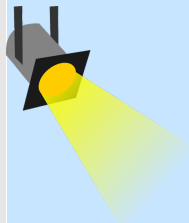
- Keiser University Student Port, FL (5 years)

Finally, now is the time that many Regions are having or planning a meeting of all their Ports. A Regional meeting is a great place to share success stories, hear from your IPC Headquarters staff, and talk about your Region's nominees for the 2023 Member of the Year, Port of the Year, and Maritime Person of the Year awards. These awards will be announced at 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 can book your reservation at the Francis Marion Hotel in Downtown Charleston at the link above.

Joel Whitehead, Executive Vice President

International Propeller Club

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MEMBER IN THE SPOTLIGHT

Leo Falgout Port of New Orleans



Capt. Leo Falgout, Jr., a resident of Jefferson Parish, Louisiana since 1960. He is a graduate of Rummel High School class of 1973 and studied at Loyola University, New Orleans. In 1976 he worked on an ocean-going tugboat, which eventually turned into a life-long career in the Maritime industry. For sixteen years, he worked in the oil field industry for Nolt J. Theriot of Golden Meadow, LA, working on pipe laying barges, derrick barges, towing and launching oil platforms, rig towing, international container barge transport, SBM Buoy Ship docking, and all things related. In 1978, he was issued his first Captain's license

that he maintains fully active to date.

In 1992, he began working for Eklof Marine of NY, later known as K-Sea Transportation. His licensing and skills were well adapted for towing ocean-going tank barges in the International trade of Oil and Chemicals. In 2000, he was the Owners Representative/Project Manager for the construction of a fleet of Ocean Classed Oil and Chemical tank barges as well as a 10,000 HP/185,000 bbl. capacity ATB. In 2011, K-Sea Transportation was purchased by Kirby Corp. where Falgout was Manager of Quality Assurance for the tug and barge fleet. Later in 2017, he served as the Owners Representative during the conversion of a newly constructed Oil Tank Barge to become classed as a Specialty Chemical carrier. To date, he remains employed by Kirby Marine Transportation as Special Projects Manager, currently assisting the Kirby Offshore Wind Team with their projects.

Leo's experience with the International Propeller Club was foundational to the success of his career. "In 2004, I was invited to join the Propeller Club of New Orleans. In 2006, I joined the Board of Directors and was elected President of the PCNO in 2021. My 2-year term in office ends in June 2023, and it has been a wonderful experience. My sincere thanks to everyone who has provided guidance and assistance with the many professional and social events we have offered to our membership and the public.

My first meeting was at the Plimsol Club World Trade Center and can honestly say I did not know what to expect in joining the organization. Today, I consider myself very fortunate to have done so. The Propeller Club has been very important to the success of my career. It has provided the opportunity to meet many colleagues in so many disciplines of the maritime community. The contacts made, the knowledgeable people that we share

time with, and the enjoyable social times together are to be cherished.

The opportunity of being able to share my personal maritime experiences with other PCNO members, especially the younger members of the organization, is gratifying. Enlightening our youths about all the diverse opportunities in the Maritime Industry is in need today. We must inspire, encourage, and welcome the next generations into our industry. The International Propeller Club and its local clubs around the globe are a pathway for influencing tomorrow's Maritime Leaders."

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

Around our Propeller Club Ports



Port of Port Canaveral

The club's March Luncheon was held on Wednesday, March 1 at Fishlip's Waterfront Bar & Grill, Port Canaveral. The guest speaker was Port Commission Chairman Kevin Markey who gave some background on his life and career as a Brevard native and provided an update on operations and capital improvements at the Port. Port CEO Capt. John Murray joined him for a wide-ranging question-and-answer period where parking improvements and future planning were among the topics discussed.



Port of Jacksonville

The Propeller Club of Jacksonville and the Jacksonville Chapter of the Navy League of the United States held their annual joint event on Thursday, March 23. They honored U.S. Coast Guard Sector Jacksonville's Sailor of the Year, and the Area Port of Jacksonville, Officer of the Year. The featured speaker was Captain Janet Espino-Young, Commander of U.S. Coast Guard Sector Jacksonville, who reflected on how the Coast Guard partners with Jacksonville Port Authority to instill benefits and growth within the City of Jacksonville. Additionally, Captain Espino-Young provided an update on her transition to the area since arriving over the summer.



Port of Mobile

The Propeller Club of Mobile held its annual "Law Night" where FBI Special Agent Joe Thompson gave an enlightening presentation on the local FBI's response to potential threats to our maritime entities. Specifically, he covered the large volume of petrochemical plants along our navigable river and bay system. Joe also talked about the increased amounts of drug and people trafficking happening in the Gulf of Mexico. All in all, we learned how important the FBI is to protect the community.

Port of Piraeus

The Propeller Club of Piraeus held a three-day open workshop "Blue Horizons - Shipping for the



New Generation" on March 17th at the Yacht Club of Greece with great success and attendance of students and graduates. For the first time, the three historical organizations of Piraeus, the Propeller Club, the Yacht club of Greece and HELMEPA collaborated with the aim of

strengthening the ties of today's youth with shipping.

During the opening day, greetings were addressed by Ms. Semiramis Paliou, President of HELMEPA, Mr. Costis Frangoulis, President of the Propeller Club, and Ms. Elisavet Procopiou, Vice President of the Y.C.G. An emotional speech was given by the President of Y.C.G., George Procopiou, to the young guests. The contribution of our General Secretary Danae Bezantakou as the main coordinator for our Club in this event, was exceptional.

This new collaboration attracted young people from 15-25 years of age, giving them the opportunity to learn from industry experts, engage in interesting discussions, and gain valuable insights into the world of shipping. Among the young participants whose company they enjoyed were several members of the Piraeus Student Port.

Maritime News

Chevron CEO says natural gas markets fundamentally changed by war

7 Mar - The global natural gas market has been more fundamentally changed for the long term than the oil market by Russia's invasion of Ukraine, Chevron Corp. Chief Executive Mike Wirth said on Monday.

The conflict in Ukraine and ensuing Western sanctions upended global oil and gas markets and disrupted supplies from Russia. Europe has turned away from dependence on Russian gas supplies and has no intention of changing that in the future, Wirth said in remarks at the CERAWEEK energy conference. An attack that disabled the Nord Stream pipeline from Russia to Europe means changes would be long-lasting, he added.

"Gas markets, I think, are structurally changed for the longest," Wirth said.

Russian oil is still getting to the market, he said, but at different costs, as ships travel longer distances to get Russian crude and fuel to countries that have not imposed sanctions. That has left the oil market and logistics tight and vulnerable to any unexpected supply disruption, he added.

"There's not a lot of swing capacity, there's not a lot of inventory capacity," said Wirth. "There's now a lot of constraints ... an unexpected event today would create a different balance."

Wirth said maintaining secure and affordable supplies while at the same time managing the energy transition to the low-carbon industry of the future was "one of the greatest challenges of all time." **Hellenic Shipping News** | Read [more](#)

Are MSC and COSCO poised to be ocean carrier growth leaders?

Mar 08 - MSC and COSCO will be the growth leaders in container shipping as other carriers such as Maersk focus more on logistics, according to noted global container shipping analyst Lars Jensen, principal at Vespucci Maritime.

Jensen observed, "MSC is going to grow phenomenally and so is COSCO. Maersk and Yang Ming are not going to grow much at all according to the (new shipbuilding) order books. This means that some carriers are going to be very aggressive in growth and they will need volume for these new vessels. The others are not into growth at all — they want

to sell logistics products or increase their unit profitability. This is going to ramp up the pressure between the carriers.”

At TPM 2023 in Long Beach last week, Jensen noted that the large new shipbuilding “order book will manifest itself as very high nominal fleet growth in 2023-2024, especially seen in the light of the current demand collapse.”

However, he noted that “Market rumors from shipyards report that deliveries are being postponed. We are coming out of the pandemic period into a cyclical downturn.”

AJOT | Read [more](#)

Amazon becomes a founding member of the Zero Emission Maritime Buyers Alliance

15 Mar - The alliance is part of the Cargo Owners for Zero Emissions Vessels (coZEV) initiative and aims to enable companies to access zero-emission shipping solutions that are not currently available.

“Through ZEMBA, freight buyers will accelerate the commercial deployment of zero-emission shipping, enable economies of scale, and help minimise maritime emissions. By working together, ZEMBA members will offer committed demand to build confidence among investors, carriers, ship owners, and producers of zero-emission fuels and renewable energy,” a release stated.

ZEMBA plans to issue a request for proposal (RfP) in 2023 to forward procure maritime shipping services that achieve zero or near-zero emissions on a lifecycle basis, for all greenhouse gases, not limited to carbon dioxide. The delivery of these services will be expected to start in 2025 or 2026. As ZEMBA membership grows in the coming years, ZEMBA plans to run similar tenders with larger volumes of demand until zero-emission shipping becomes mainstream in the industry.

“Removing the climate impact of hard-to-abate sectors, such as maritime shipping, requires continuous collaboration, investment, and innovation – which is why we joined ZEMBA,” said Kara Hurst, vice president of worldwide sustainability at Amazon. “Through ZEMBA, we are taking important steps forward together with other cargo owners to unblock challenges, accelerate solutions, and create the demand needed to decarbonise maritime shipping and support a clean energy transition.” **Splash247** | Read [more](#)

ONE’S Nixon says decarbonizing shipping could add \$2,000-\$3,000 per container

Mar 01 - Ocean carriers should focus on transitioning from fossil fuels to decarbonized green fuels but expect an added cost of between \$2000-\$3000 per forty-foot container, warned Jeremy Nixon, CEO of Ocean Network Express (ONE).

Nixon who spoke at the TPM 2023 conference in Long Beach on February 28th said an international regulation or carbon tax will be needed so that all ocean carriers make the investment together and not allow for some carriers to opt out continuing to operate with cheaper fossil fuels that will allow them to undercut decarbonized ocean carriers.

Nixon explained the process by which the adoption of green fuels would add \$2000 to \$3000 to the cost of a 40-foot container: “First, we have got to get the green fuel. So, the key three solutions, which are really methanol, ammonia, potentially synthetic LNG ... require a lot of green hydrogen. Many other industries are competing for green hydrogen, so we need to make this call to all governments, to the IMO (International Maritime Organization). We need to accelerate the production of green hydrogen across the energy companies.

The IMO is the United Nations agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships.

Nixon said the cost of fuel for container ships today is about \$1,000 per forty-foot

container: "That's roughly what the cost component is of using carbon fuel. These new fuels are going to be two or three times more expensive. So, potentially \$2,000-3,000 will be the future fuel cost of moving a 40-foot container." **AJOT** | Read [more](#)

Post IMO 2020 high sulphur fuel accounts for 26% of global bunker sales

15 Mar - With the IMO 2020 regulation restricting bunker fuel to 0.5% sulphur content from 1 January 2020 market observers had been expecting HSFO to become marginalised and potentially difficult to purchase in many ports. However, scrubbers have proved to be an economical option with owners benefiting from high price spreads between HSFO and very low sulphur fuel oil (VLSFO) and marine gas oil (MGO).

A presentation by Minerva Bunkering CEO, Tyler Baron at the Fujairah Bunkering and Fuel Oil Forum (Fujcon 2023) showed that in 2022 HSFO accounted for 26% of the 230 million metric tonne (mt) global marine fuel market in 2022. The largest share of the market was taken by VLSFO with 62%, while the MGO sales accounted for 11%, and other fuels 1%.

Looking at top bunkering locations, 28% of bunker sales in Singapore were HSFO, some 31% in Amsterdam – Rotterdam – Antwerp (ARA), and 35% in the US Gulf Coast.

Scrubbers allowing the continued use of HSFO have proved popular with owners of larger tonnage according to DNV as of 2023 there are 5,006 vessels fitted with exhaust gas cleaning system, or due to be this year. **Seatrade Maritime News** | Read [more](#)

The Suez Canal sets a new record

16 Mar - The 400-meter-long Ever Gifted helped set a record in the Suez Canal. It is one of the world's most important waterways - and now it has set a new record when it managed to get 107 ships with a total capacity of 6.3 million. tons through the Suez Canal in a single day without waiting, says the head of the Suez Authority, Admiral Ossama Rabiee.

The record was achieved by 56 ships in the southbound convoy - incidentally led by one of the world's largest container ships, Ever Gifted, at 400 meters - and 51 ships in the northbound convoy.

And according to Rabiee, the new record would not be possible without the new project, which has managed to make better use of the capacity of the Suez Canal and provide the opportunity for the transit of the very largest ships, such as the Evergreen-owned giant.

AJOT

65th navigation season opens on the St. Lawrence Seaway, a key corridor in the North American supply chain

22 Mar - Today, Terence Bowles, President and CEO of the St. Lawrence Seaway Management Corporation (SLSMC), and Adam Tindall-Schlicht, Administrator of the Great Lakes St. Lawrence Seaway Development Corporation (GLS), kicked off the 65th navigation season on the St. Lawrence Seaway.

They were joined by Transport Canada Associate Deputy Minister Dominic Rochon, Christopher Coes, U.S. Assistant Secretary for Transportation Policy. Also in attendance was Gregg Ruhl, President and CEO of Algoma Central Corporation, owner of the Captain Henry Jackman, a Seawaymax bulk carrier built in 2021 and the first vessel to pass through St. Lambert lock this season.

"The St. Lawrence Seaway is a vital link in the North American supply chain, supporting industries, creating jobs and assisting with sustainable development", said Terence Bowles. "With its advanced technology, the Seaway provides a reliable transportation route for ships transiting the system carrying a wide range of commodities required by

citizens on a daily basis. A few examples are grains for breads and pasta; iron ore and coal for steel used in vehicles and appliances; and cement for bridges and roads. We look forward to greater use of this marine corridor, and are optimistic about a strong start to the navigation season." **AJOT** | Read [more](#)

Seatrade Maritime to Champion the Next Generation of Professionals

Mar 09 - Seatrade Maritime Logistics Middle East, taking place 16-18 May at the Dubai World Trade Centre, is now accepting nominations for their 20-Under-40 awards initiative.

Recognising and celebrating the success and achievements of younger industry professionals, the awards, in partnership with YoungShip UAE, are designed to highlight individuals who have paved the way for positive change in the industry while contributing to its sustainability and growth.

Empowering the next generation of maritime professionals has long been close to the event's heart. Chris Morley, Group Director, Seatrade Maritime said: "We are delighted to be working with YoungShip UAE on developing the 20-Under-40 programme for 2023. Recognising and rewarding excellence isn't just about the individual though, it helps to boost an entire generation of professionals. For those starting out on their journeys in the maritime sector through to those considering maritime as a potential career for the future, being able to see one's peers celebrated and rewarded is only ever going to encourage and strengthen the talent of tomorrow." **Seatrade Maritime News** | Read [more](#)

Ratification of High Seas Treaty expected to take many years

7 Mar - Shipping is still digesting the weekend's big news from New York where close to 200 member states of the United Nations signed up for the Biodiversity Beyond National Jurisdiction (BBNJ) agreement, also known as the High Seas Treaty. The treaty paves the way for the establishment of more high-seas marine protected areas. Only 1.2% of the high seas are currently fully protected, but the aim is now to push this figure to 30%.

Vincent Van Quickenborne, the Belgian minister of the North Sea, commented: "This is a historic treaty. A crucial step for anyone who cares about the oceans. The BBNJ is to the ocean what the 2015 Paris Agreement is to the climate. After more than 17 years of negotiations, we can finally create nature reserves on the high seas."

The minutiae of the agreement, and an agreed timeframe, remain very unclear, but from a merchant shipping perspective, attention will likely turn to the use of open-loop scrubbers, the issues surrounding ever-greater ocean noise pollution, and the redrawing of certain shipping lanes.

Dr. Lucy Gilliam, senior policy officer at the Brussels-based NGO Seas At Risk, told Splash she remained cautious.

"The devil will be in the details, and much will depend on decisions made at the International Maritime Organization (IMO)," Gilliam said. **Splash247** | Read [more](#)

Nord Stream pipelines set to be mothballed boosting LNG shipping

Mar 06 - The two pipelines, each consisting of two pipes built by Russia's state energy firm Gazprom, were damaged by unexplained underwater blasts last year. Three of the pipes are damaged while one remains intact, according to a Reuters report. Russian gas exports through Nord Stream 1 were reduced sharply following the country's invasion of Ukraine last February. The new Nord Stream 2 was not commissioned.

According to the Reuters article, some of which was produced in Russia and therefore subject to reporting restrictions, Gazprom believes it is technically feasible to repair the pipelines. However, European countries have turned to other sources of gas in urgent moves to safeguard energy security. Amid continuing hostilities in Ukraine and no sign of any form of settlement, a resumption in Russian gas exports to Europe is unlikely any time

Panama Canal implements 'disruption charge'

Mar 07 - The disruption charge will apply to vessels causing disruptions to the normal transit schedule of the canal. The new tariff for vessels involved in an incident that causes will be charged in addition to the regular transit fees based on vessel size, type, and cargo.

According to the ACP, the disruption charge will be assessed on a case-by-case basis, considering the impact of the disruption on canal operations and the duration of the delay. The charges will be calculated based on a fixed rate per tonne of cargo or vessel displacement and capped at a maximum amount. **Seatrade Maritime** | Read [more](#)

Port of Busan will open its first automated terminal In 2023 using Korean cranes

22 Mar - The Busan Port Authority (BPA) expects to open its first totally automated container terminal in the latter part of 2023 and feature ship to shore cranes built in Korea.

In an interview with AJOT at BPA headquarters in Busan, Korea, E. H. Lee, BPA's director of marketing and international affairs, said the new terminal will feature Korean-built cranes that will also be automated. In 2022, the Port generated 22 million TEUs of container volume and was the seventh largest port in the world. Lee told AJOT that BPA's New Port opened in 2006 was built because older terminal facilities at Busan's harbor were insufficient to meet the growth in ocean carrier volumes. He said the New Port container terminals opened in 2006 and the original budget for their construction was \$10 billion. Lee said the eventual New Port expansion cost will total about \$32 billion when completed "and will be finished around 2040-2050. We are not sure yet because we have a trigger rule related to volume reaching a certain point." **AJOT** | Read [more](#)

Clean Shipping Coalition: UN at defining moment for 2030 and 2040 climate action on shipping

18 Mar - The International Maritime Organization (IMO) has a historic opportunity in the next three months to put the global shipping industry on an equitable, 1.5°C-aligned decarbonisation pathway. Governments must use the upcoming meeting of the Intersessional Working Group on Greenhouse Gases (ISWG-GHG-14) to support science-based climate targets for 2030 and 2040 that are vital for this transition. Last year's negotiations showed a major breakthrough on stepping up climate ambition for shipping. A clear majority of member states supported the adoption of a 2050 absolute zero-emission reduction target under the IMO's revised climate strategy, bringing the sector closer than ever before to the Paris Agreement goals. The IPCC climate science is clear, however, that preventing a global temperature rise beyond the 1.5°C climate-heating limit requires steep and immediate reduction in all greenhouse gas emissions across all sectors, including shipping.

IMO member states must listen to the climate-science, and urgently commit to halve climate pollution from ships by 2030 and to reach zero-emission by 2040. Given the disproportionate impacts of climate change felt in vulnerable and developing states already today, the IMO must also ensure this transition is just and equitable.

Exceeding the 1.5°C global-heating limit—even if temporarily—risks crossing triggering cascading and irreversible effects of climate change ('tipping points'), such as ice sheet melt (especially in the Arctic), sea level rise, marine ecosystem loss, extreme weather events and socio-economic disruptions. Shipping and ports are particularly vulnerable to these adverse effects, and every year of inaction this decade will add an estimated \$100 billion annually to the cost of shipping decarbonisation. This comes on top of the costs of the impacts of climate change on the industry, which is estimated to reach up to \$7.1 billion annually by 2050 if countries fail to act. **Hellenic Shipping News** | Read [more](#)

24,346 teu: MSC sets new boxship record

15 Mar - The newbuild containership avalanche is now in full swing, and with it size records are being smashed on a monthly basis.

The delivery of the 399.99 m long MSC Irina from Yangzijiang Shipbuilding has set a new world record in the escalating megamax race among global carriers. The 24,346 teu ship dethrones the 24,188 teu OOCL Spain, which was delivered last month by Nantong COSCO KHI Ship Engineering.

The MSC Irina is the first of six giants delivering from Yangzijiang. The ships feature a forward deckhouse and a 6/14/4 bay set-up, according to Alphaliner. MSC, the world's largest containerline, has also just taken delivery of the 24,116 teu MSC Tessa, the first of eight sister ships that will deliver from yards belonging to state-run CSSC Group in China this year.

The 14 megamax ships from CSSC and Yangzijiang are part of an MSC newbuilding program that includes more than 130 ships across various size classes. Alphaliner believes that MSC will be aiming for a fleet size of around 5.5m to 6m teu as the optimum size for a global standalone shipping line once its vessel-sharing agreement with Maersk comes to an end in early 2025.

The jumboisation of containerships has seen vessel capacities nearly quadruple in size this century. However, over the past year orders from global carriers have tended to be for ships in the 16,000 teu range, a more flexible size that can work across a range of tradelanes, rather than just the Asia-Europe route where today's megamaxs are deployed. **Splash247** | Read [more](#)

Demand for ocean space to grow five-fold by 2050

9 Mar - The amount of ocean space occupied by installations will grow five-fold by 2050, according to DNV's Spatial Competition Forecast. This will be driven by offshore wind, which will account for 80% of stationary infrastructure at sea by the midcentury, followed by aquaculture with 13% and oil and gas accounting for 5%.

The class society highlighted the North Sea as the area in Europe which will see the greatest competition due to a large number of shipping lanes and ports, as well as the intense presence of the fishing, aquaculture, oil and gas and wind industries. Installations for offshore energy and food production will cover 23% of the area between 2-50 km from shore in water depths less than 50 m, based on DNV's Spatial Competition Index.

Greater China will account for a third of all global infrastructure built at sea by 2050, mainly due to the sharp increase in offshore wind, which will make up 13% of the region's electricity production. The Indian Subcontinent sees the strongest growth in area covered by stationary infrastructure, as the region experiences fast offshore wind development requiring vast areas. Globally, the area occupied by fixed offshore wind will grow from about 9,000 sq km today to about 242,000 sq km by mid-century. Floating offshore wind will grow from a low 15 sq km today to more than 33,000 sq km by 2050.

"The ocean is crucial for the production of sustainable food and energy, but at the same time we must tread carefully as many ocean ecosystems are already under huge stress," said Bente Pretlove, Ocean Space programme director at DNV. "This report underscores the urgent need to balance protection, productivity, and social development objectives for a sustainable blue economy. Those developers that are most adept at early stakeholder engagement, spatial efficiency, flexible coexistence, and pursuit of sustainability are likely to be most competitive. Coexistence is essential for the sustainable growth of the blue economy." **Splash247** | Read [more](#)

IMO to debate threats posed by increasing ship-to-ship transfers

7 Mar - Member states of the International Maritime Organization (IMO) will debate a

proposal to clamp down on ship-to-ship transfers at the next meeting of the United Nations body's legal committee this spring.

In the wake of sanctions against Russia, the volume of ship-to-ship 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. Australia, Canada and United States have sent the IMO a joint submission raising concerns for the global liability and compensation regime relating to the increase in ship-to-ship transfers in the open ocean.

The submission argues that these transfers undermine the rules-based international order, increase the risk of pollution to nearby coastal states and also threaten the shared liability and compensation regime set out in the 1992 Civil Liability Convention and the 1992 Fund Convention and its supplementary fund protocol. The submission also argues the rise of Russian-backed ship-to-ship transfers undermines the fundamental principle of the polluter-pays regime if the so-called 'dark' ships and shipowners involved cannot be identified and held liable for damage caused by the oil carried on board their ships.

"These risky practices unjustly expose national and local governments and authorities to potentially fill the void of paying for response and clean-up costs and compensating victims where no international or domestic compensation fund can do so," the submission states. **Splash247** | Read [more](#)

Port of Valencia: more trains, longer trains, more goods and more containers

14 Mar - The railway is gaining more weight in the Port of Valencia. 13 trains a day, 90 a week, 380 trains a month. In total, 4,634 trains entered or left the Valencian precinct in 2022, 9% more than in 2021. Trains that are longer, with more wagons and carrying more containers and goods. And the trend for the coming years is that this figure will continue to increase, both in Valencia and in Sagunto, the latter port where work is being done on rail access.

This is no coincidence. It is the commitment that the Port Authority of Valencia (PAV) has been making for years to promote the rail-sea interconnection for the transport of goods. The objective is clear: to considerably increase the 4% share of the train in the movement of goods and products in order to get closer to the European average of 18%. In fact, the APV has budgeted 240 million Euro for actions with the locomotive and wagons as the main characters, in addition to other projects such as the Valencia-Madrid railway motorway, the support to loading points in its hinterland or the use of new technologies in the sector. **Hellenic Shipping News** | Read [more](#)

Port of South Louisiana celebrates wind energy at expansion at Avondale Global Gateway

15 Mar - Port of South Louisiana CEO Paul Matthews made the below statement after Gulf Wind Technology announced its partnership with Shell to establish a research, training, and technology demonstration program at Avondale Global Gateway. Port of South Louisiana is currently seeking to acquire and further develop Avondale Global Gateway.

"When the Port of South Louisiana began to look at acquiring the transformed Avondale Global Gateway, we were not only impressed by the current activity on the property, but we also recognized the potential for future development, especially in the area of renewable energy. Today's announcement from Gulf Wind Technology and Shell is confirmation that Avondale is open for business and attracting commerce and investment from the world's most recognizable organizations. PortSL congratulates everyone involved in making today's announcement possible. This is just the beginning. We look forward to fostering more development and job creation as Avondale Global Gateway's new owner."

AJOT | Read [more](#)

Port of Oakland approves zero emissions cargo-handling rule

Mar 15 - The new regulation was passed at the Port of Oakland's meeting on 9 March. Tenants at Port of Oakland, California, have until 31 December to create a cargo-handling equipment (CHE) conversion plan.

"Our goal is to grow the port with operations, equipment, and vehicles fuelled by energy that does not emit harmful pollutants into the air," said Port of Oakland Executive Director Danny Wan. "The port's environmental ordinance goes above and beyond state regulations and supports our path to zero emissions."

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Port of Savannah gains national market share

16 Mar - In the latest information from logistics data provider PIERs, the Georgia Ports Authority now handles one out of every 8.8 loaded twenty-foot equivalent container units in the U.S., its highest national market share ever.

The Port of Savannah moved 11.4 percent of the nation's loaded international containers for Fiscal Year 2023 through December, with more than 2 million TEUs. GPA's share of the U.S. container trade constituted an increase of 0.7 percent, equating to nearly 120,000 TEUs more than it would have moved at its previous market share.

"Our global economy is facing headwinds, but Georgia's deepwater ports continue to deliver dependable performance to keep business thriving," said GPA Executive Director Griff Lynch. "As the nation's top gateway for American farm and factory exports, the Port of Savannah serves as a hub for global commerce, linking every major ocean carrier calling the U.S. East Coast with superior connections to road and rail."

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Government Highlights



International Women's Day

International Women's Day is being celebrated across the United Nations system and the world. This year's theme is "DigitALL: Innovation and technology for gender equality".

In a statement to mark the day, the Secretary-General of IMO, Mr. Kitack Lim, noted the relevance of this theme for the IMO family: "Shipping is going through a transformation, tackling climate change through decarbonization and undergoing digitalization and automation at a rapid rate," he said.

Mr. Lim went on: "This transformation needs the best talent – and that means embracing diversity and ensuring that any barriers to participation are broken down. In maritime and across all sectors, working environments must be enabling, supportive and inclusive diverse participation by all, without hindrance."

**Update of EU Maritime Security
Strategy key to address
evolving maritime threats**



The European shipping industry warmly welcomes the updated EU Maritime Security Strategy and its Action Plan on “An enhanced EU Maritime Security Strategy for evolving maritime threats”. The updated Strategy solidifies the commitment of the EU to enhance its role as a global maritime security provider in a rapidly evolving geopolitical context.

Protecting economic activities at sea is crucial to safeguard the interest of the EU, its Member States, its citizens and its partners. ECSCA therefore supports the EU’s objective to strengthen the EU naval operations, such as EU NAVFOR Atalanta, by providing adequate naval and air assets. Drawing upon the lessons learnt from its pilot phase in the Gulf of Guinea, the expansion of the Coordinated Maritime Presences (CMP) concept can create synergies and make sure that assets are deployed flexibly and efficiently to respond to emerging threats. In this context, the shipping industry also welcomes the emphasis placed on addressing digital and hybrid threats as well as on enhancing the resilience of infrastructure and offshore installations.

“Shipping is essential for Europe’s security – energy security, food security, security of supply. Enhancing Europe’s capabilities in the maritime security domain is key to ensure that global trade lanes remain safe for our ships and their crews, and to address emerging risks such as cyber threats” said Sotiris Raptis, ECSCA’s Secretary General. “The updated Strategy especially emphasises the importance of cooperation between regional and international partners in security and maritime domain awareness. The European shipping industry is committed to build on the excellent cooperation with its EU partners to contribute to the objectives of the new Communication and Action Plan”.



Federal Register Notice: Public meeting in preparation for International Maritime Organization PPR 10 meeting

The Department of State announced in the Federal Register it will conduct a public meeting at 1 p.m. on Tuesday, April 11, 2023, both in-person at Coast Guard Headquarters in Washington, DC, and via Microsoft Teams. The primary purpose of the meeting is to prepare for the 10th session of the International Maritime Organization’s (IMO) Pollution Prevention and Response Sub-Committee (PPR 10) to be held in London, United Kingdom from April 24 to 28, 2023.

Members of the public may participate up to the capacity of the Microsoft Teams line or up to the seating capacity of the room if attending in-person. The meeting location will be the United States Coast Guard Headquarters, Ray Evans Conference Room: 6110-01-A, and the Microsoft Teams information is Conference Call-in number = +1 410-874-6742; Phone Conference ID = 801252414#. To RSVP, participants should contact the meeting coordinator, Ms. Nicole M. Schindler, by email at Nicole.M.Schindler@uscg.mil. Ms. Schindler will provide access information for in-person and virtual attendance.



USDOT Announces more than \$12 Million in Funding for the U.S. Marine Highway Program

1 Mar - The U.S. Department of Transportation’s Maritime Administration (MARAD) today announced a Notice of Funding Opportunity making \$12,423,000 available in Fiscal Year 2023

funds through the United States Marine Highway Program (USMHP), previously named America's Marine Highway Program.

"America's waterways serve as critical links in our nation's supply chains," said U.S. Transportation Secretary Pete Buttigieg. "These investments in our marine highways will help to strengthen our supply chains, reduce emissions, and create jobs across the country."

The USMHP seeks to increase the use of America's navigable waterways, especially where water-based transport is the most efficient, effective, and sustainable option. The USMHP helps to create maritime jobs, strengthen the nation's supply chains, reduce emissions, and lower maintenance costs.

"Since the establishment of the marine highways program, MARAD has awarded more than \$91.6 million in competitive grants to eligible organizations for marine highway services," said Maritime Administrator Ann Phillips. "These grants have supported the development and expansion of marine highways, vessels, and landside ports and infrastructure, which are critical to building supply chain resilience."

The Department will evaluate projects using criteria including the effect on movement of goods, level of non-federal funding investment, use of domestic preference, consideration of equity, and environmental justice. The Department will also consider geographic diversity when selecting grant recipients, as well as how the project addresses challenges faced by rural areas.

Applications must be submitted through Grants.gov by 11:59 p.m. EST on April 28, 2023.

Upcoming Events

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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