



International Propeller Club of the United States

Promoting the Maritime Industry Since 1927

May 2023 Newsletter



The 2023 Salute to Congress to Honor Senator Maria Cantwell (D-WA)

The International Propeller Club will recognize the leadership of Senator Maria Cantwell (D, WA) with its 39th annual Salute to Congress award on June 13, 2023, at a reception and dinner at the Army Navy Country Club, 1700 Army Navy Drive, Arlington, Virginia. Senator Cantwell, a strong advocate for America's maritime industry, has represented the State of Washington in the United States Senate since 2001 and is the

first woman to serve as Chair of the Committee on Commerce, Science, and Transportation. [CLICK HERE TO REGISTER](#)



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."***

☐ [Register for the Convention HERE](#)

☐ [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, we will elect new officers, Regional Vice Presidents, and At-Large Directors at the Port President's meeting. If you want to serve our organization in the future, contact Executive Vice President Joel Whitehead.

Message from the President



Last year the International Propeller Club had the distinct privilege of honoring a group of World War II merchant mariners at our Salute to Congress event prior to receiving their long-overdue Congressional Gold Medals. These mariners and their seafaring brethren truly represent the Greatest Generation, and their service and devotion to our country must never be forgotten.

It is especially fitting as we celebrate National Maritime Day in the United States that we remember not only the sacrifice made by our WWII mariners but the contributions made to our nation's security by all our merchant mariners. History has proven that the United States must have a strong, active privately-owned U.S.-flag commercial merchant marine to meet the economic and national security requirements of our Nation. In fact, it is the U.S.-flag merchant marine and its U.S. citizen crews that have enabled the Department of Defense to do its job effectively and efficiently. DOD is able to proceed with the confidence of knowing that our industry will, as it always has, provide the civilian merchant mariners needed to crew the surge vessels called into action at the start of hostilities as well as the privately-owned vessels and civilian crews needed to provide the sustainment required throughout the extent of the war or other international emergency.

Without this capability, the Department of Defense would either be forced to dedicate its resources to replicate what our industry can do or entrust the security of our Nation and the safety of American troops deployed around the world to those who may not share America's foreign policy and defense objectives. foreign-owned and controlled flag of convenience vessels crewed by foreign nationals. To do so would be to jeopardize the lives of American servicemen and women who will no longer be guaranteed the supplies and equipment they need to do their job in support of our country.

This is why we should on this and every National Maritime Day honor the licensed and unlicensed American merchant mariners who have never turned away from the challenges that must be faced to preserve the democratic way of life at home and overseas. As they did at the founding of our nation, during World War II, and in every conflict before and since, the men and women of the United States-flag merchant marine stand ready to sail into harm's way whenever and wherever needed by our country to enhance America's military and economic interests and to support and supply our armed forces deployed overseas.

"Support Our Troops" is more than a catchy slogan on a bumper sticker to America's mariners. Rather, it is why they go to sea and accept the risks that come with protecting and supporting their fellow citizens. We must do all that we can to ensure that those in government understand the importance of supporting programs like the Maritime Security Program, the cargo preference statutes, and the cornerstone of American maritime policy, the Jones Act. Without these programs, and without new and innovative action on the part of the Federal government and our industry, we will not have the vessels and mariners we will likely need in the future.

Let's truly honor America's mariners and the American maritime industry by making Ship American as much a component of our national economic policy as Hire American and Buy American.

C. Jim Patti, International President

International Propeller Club
jpatti@miraid.org

From the Executive Vice President

While we celebrate National Maritime Day in the United States this week, we will also celebrate the International Day for Women in

Maritime. This recognition began in 2021 proclaiming an International Day for Women in Maritime on 18 May each year. The day celebrates women in the industry and is intended to promote the recruitment, retention, and sustained employment of women in the maritime sector and raise the profile of women in the maritime industry.



It's truly amazing to see the changes in our industry over the last decade or so. We have some amazing women leading the way in the maritime. International leaders include Melina Travlos, President of the Union of Greek Shipowners, Despina Theodosiou, President of WISTA International & CEO of Tototheo Maritime, and Dorothea Ioannou, Chief Executive Officer at Shipowners Claims Bureau, Inc. and managers of The American P&I Club. We see the same in America with such great leaders as Jennifer Carpenter, President & CEO of the American Waterways Operators, Admiral Linda Fagan, Commandant of the U.S. Coast Guard, Kathy Metcalf, President and CEO of the Chamber of Shipping of America, and Vice Admiral Joanna Nunan, Superintendent of the U.S. Merchant Marine Academy. How things have changed, and for the better!

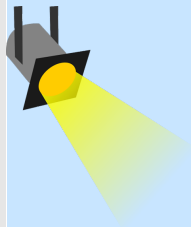
We will also have a major panel on Women in Transportation at our International Convention in Savanna this September, so register now!

Joel

Joel Whitehead, Executive Vice President

International Propeller Club

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MEMBER IN THE SPOTLIGHT

Lénaïck Le Faou

Port of Nantes-St. Nazaire, France



Lénaïck Le Faou is the President of the Propeller Club Nantes-St. Nazaire, France, since January 2022. She has been a member since 2005 and has been the treasurer of the club for several years. She managed an Inland waterways transport company on the Loire River for about ten years, the "Compagnie Ligérienne de Transport", a subsidiary of the Sogestran group which operates for industrial groups. She is convinced that maritime and Inland waterways transport have a significant role to play in the face of current environmental challenges. As President of the Propeller Club Nantes St. Nazaire, in close cooperation with Annick Scott, she is also responsible for the local Student Port which gathers more than 50 students mainly from the National Maritime Merchant

Academy. This Student Port is the most important in France. Lénaïck is also involved in the activities and development of the French Speaking Region of the International Propeller Club.

For her, being part of the International Propeller Club has many interests: "I like the idea of cooperation and professional networking to promote the maritime sector, which is too little known. I have placed my mandate towards our members under the sign of curiosity and learning. After the monthly dinner conferences that we organize, we each leave with new knowledge that allows us to progress in our professional lives but also we cultivate our knowledge of each other to work together in our region. I am also very proud to participate in the relationship between the student port and the professionals."

Does your Port have an outstanding member we can highlight in our newsletter?

Around our Propeller Club Ports



Port of Boston

At the Propeller Club Port of Boston's USCG Night, USCG Captain of the Port Captain Kailie Benson welcomed the Massachusetts Maritime Academy student port with open arms and ran a successful event with over 100 members! Students met some great people and learned how the USCG Boston Sector is training and promoting Maritime safety, especially in and around all of the Offshore

Wind Turbines on the East Coast.



Port of Casablanca, Morocco

During the Iftar of 14 April 2023, organized by the International Propeller Club Port of Casablanca, guests took part in a guided tour of the virtual maritime museum led by its founder, the Port's President, Capt. Abdelfattah Bouzoubaa. The museum was put online at the end of the tour. This virtual maritime museum

(www.museemaritime.ma) is the result of research,

collection, digitization, and archiving of documents and photos relating to the Moroccan merchant navy over the past century. This work aims to preserve the maritime memory of Morocco for the benefit of future generations.



Port of Port Canaveral, FL

At the Propeller Club's May Luncheon held at Fishlips in Port Canaveral, graduating Seniors from the Rockledge High School HELM Maritime Program and Scholarship award winners from around the county were recognized. Thank you to Brevard County School Board Chairman Matt Susin for being the luncheon guest speaker and for his support for Career and Technical education. Special

recognition was given to HELM Director and Teacher Sarah Hardy for all of her dedication and commitment to the program over the last seven years!



Port of Tacoma, WA

The Sea Cadet crew of the *Charles N. Curtis* is supported by the Propeller Club of Tacoma. While on board the training vessel *Doolin-Rogers*, they earned first place in "Dress Power" at the Opening Day Parade of Boating Season, hosted by Seattle Yacht Club. This is the season-opening parade where clubs and their boats from throughout Washington and British Columbia gather each

year to celebrate a new season. To the *Curtis* Crew – a job well done and an award well earned!



On April 27, the Port of Savannah hosted the Southeast Region Propeller Clubs at the 2023 Annual SERAC meeting. This was the first in-person SERAC since the pandemic in 2020. Leadership representation was strong with over half of the 13 Port Clubs in attendance. During the Conference attendees networked, conducted business meetings, discussed strategic planning, and shared best practices bringing forward a sense of togetherness in the

mission, vision, and value of The Propeller Club as a whole. The Port of Savannah pulled out all the stops with trolley rides, tastes of the town, and the accommodations at the Hotel Desoto, blending the elegance, history, and charm of one of America's oldest cities with a dose of Southern spirit.

Special guest speakers, Bert Brantley, President and CEO of the Savannah Area Chamber of Commerce, and Lee Beckman, Manager, Georgia Ports Authority, shared their passion for the success and growth of the Georgia Ports, giving the attendees insight and inspiration of the impact the maritime / transportation and logistics industry has on the ports and its community.

Nominations for our Annual Awards were presented to those within our industry, community, and Port Clubs who go above and beyond, getting observed for their hard work, dedication, leadership, and passion. The award for Maritime Person of the Year was The Propeller Club of Port Canaveral's own Wayne Justice, Rear Admiral, USCG, Ret. Member of the Year was awarded to The Propeller Club of Port of Port Manatee's Rachel Gallant and the Propeller Club Port of the Year was awarded to The Propeller Club Port of Savannah. We congratulate each of you! Due to term limits, elections were held for SER Secretary and Vice President, and I am happy to announce that Lynne Vadelund and Liz Miller will be continuing to serve in their current roles.



Port of Piraeus

On Wednesday, April 19th, the Propeller Club Port of Piraeus had the pleasure of welcoming 150 new members to the family in a very beautiful event at the Stavros Niarchos Cultural Center. At our Members' Day event, we were honored by the presence of 300 guests, while the keynote speaker and special guest was CEO of Safe Bulkers, Mr. Polys Hajioannou.

Maritime News

Iran seizes third tanker, US boosting military presence

15 May - Iran has detained a third tanker in the space of 19 days, as the confrontation over the control of maritime assets in the Persian Gulf heats up.

"An Iranian oil tanker, which was seized by a foreign company five years ago, has been returned to the Islamic country in an operation by the Islamic Revolution Guards Corps (IRGC)," state news agency IRNA said on Friday.

On Saturday, the Tehran Times cited reports from Iranian news agency Tasnim to say that the 10,000-ton oil tanker Purity had returned to Iranian territorial waters as a result of a court order and a joint operation by the IRGC Navy and Intelligence Ministry, according to Mojtaba Qahremani, head of the justice department in Iran's southern province of Hormozgan. **Seatrade Maritime News** | [Read more](#)

Seafarer 'Happiness' Declines, Shipping Industry Urged to Prioritize Wellbeing

4 May - The first quarter of 2023 saw a decline in seafarers' happiness levels, as reported by the latest Seafarers Happiness Index (SHI) published by The Mission to Seafarers. The study, supported by NorthStandard and Idwal, captured sentiments across a broad range of welfare issues and revealed a dip in overall happiness from 7.69 to 7.1 out of 10 compared to Q4 2022.

The survey found that seafarers' satisfaction levels fell in nine out of ten surveyed areas. Key concerns included shore leave access, sign-on, and sign-off procedures, inadequate food provisions, bureaucratic paperwork, ineffective leadership, and social isolation. Furthermore, disparities in health and well-being programs, dental care access, mental health support, and career advancement opportunities were also reported. Despite the decline, seafarers acknowledged the importance of positive onboard interactions for their well-being and job satisfaction. However, a lack of entertainment options and shared spaces onboard ships has hindered their ability to engage in social activities.

Revd Canon Andrew Wright, Secretary General of The Mission to Seafarers, said the decline in the satisfaction of seafarers following steady improvements throughout 2022 illustrates the importance of maintaining momentum on seafarer welfare and addressing challenges collaboratively. Thom Herbert, Idwal Senior Marine Surveyor and Crew Welfare Advocate, called for a focus on improving nutrition and meal quality to promote onboard culture and camaraderie. "Moving out of the pandemic does not make lack of shore leave any less of an issue and we need to keep a spotlight on this to ensure it improves," said Herbert. "As a former seafarer, I know how important good nutrition and food are to keep you healthy and motivated. Good meal times together can also go a long way to help the onboard culture and camaraderie. Getting food right for people is basic and we should be doing better," Herbert added. **gCaptain** | [Read more](#)

Six extra pairs of eyes at Antwerp

Six autonomous drones are now patrolling the skies above the Antwerp port area boosting operational management and security

The drones will perform daily flights in the Antwerp port area, in a world first that will help bolster overall security at the port.

Launched on 5 May, the 'D-Hive drone-in-a-box' network is the result of a partnership between the Port of Antwerp-Bruges, DroneMatrix, SkeyDrone and Proximus.

Port Strategy | [Read more](#)

Maritime Industry Needs To Embrace A Robust Safety Culture To Tackle Transformations, Says DNV

16 May - A new report from DNV and Lloyd's List Intelligence, "Maritime safety trends 2012-2022: Advancing a culture of safety in a changing maritime landscape", found a surge in the number of safety incidents involving machinery damage or failure.

With incidents on the rise, more needs to be done to address safety, particularly as the industry faces uncertainties related to decarbonization and digitalization.

The analysis found that the overall number of safety incidents increased by 9% in 2022, driven by a 12% increase in incidents involving machine damage or failure. This highlights the importance of developing a better understanding of new technologies and placing equal value on human, organisational and technological elements, helping to cultivate a robust safety culture in maritime companies and within the industry.

"New technologies, alternative fuels and more advanced digital systems offer many solutions, but they also bring increased uncertainty and new risks," said Knut Ørbeck-Nilssen, CEO Maritime, DNV. "Rules, procedures and guidelines continue to be essential

elements, but they mean less if they are not embraced by crew, or if they don't become ingrained in the safety culture of a company. This will lead to a deeper awareness of the safety hurdles and a more comprehensive understanding of new technologies.”

Marine Insight | [Read more](#)

Slowing volumes and sluggish container demand see terminal operators face tougher times in 2023

May 16 - Despite port throughput growth grinding to a halt in 2022, terminal operators in the main have reported strong financial results. However, Drewry's latest analysis indicates far tougher conditions in 2023 due to weakening demand and high inflation.

It is increasingly evident from the latest port throughput and trade data that container demand is now firmly in retreat. While we expected the market to slow in 2022 on the back of consumer expenditure shifting away from goods back towards services together with inventory de-stocking, the downturn that started in the back half of 2022 accelerated in early 2023 with high inflation eroding consumers' spending power and confidence. Drewry's March 2023 forecast predicted that global port throughput would increase by just 0.4% in 2023, following on from the 0.5% growth recorded in 2022. Drewry has long tracked the performance of the leading terminal operators, and in 2022 we introduced a new series of financial indices to monitor the revenue, cost, and earning trends in the sector. **Seatrade Maritime News** | [Read more](#)

Supply chain headlines are gone — but challenges remain

24 April - Last year, many headlines were focused on supply chain challenges that were impacting retail and every other industry. The nation's ports saw congestion on the water with vessels backed up, as well as on land with terminals full of both loaded and empty containers. There were difficulties with finding enough truckers, a shortage of chassis to carry the containers, and ongoing challenges with rail operations.

A year later, we're no longer seeing daily news stories about supply chain congestion, leading many to assume the challenges have been resolved. While supply chain operations have certainly improved over the past year, this is mainly due to the fact that import volumes have significantly dropped from where they were during the height of the pandemic. According to the most recent NRF Global Port Tracker report, import cargo volume at the nation's major container ports should climb steadily through this summer but will remain below record-setting levels seen during most of the pandemic.

NRF forecasts positive growth for the retail industry as consumers continue to spend. However, economic challenges remain, and persistent inflation is certainly front and center. Will consumers keep spending, or will they start to pull back to focus on necessities?

On top of this, there remain many outstanding issues that have plagued the supply chain for years. These issues were exacerbated by the pandemic and right now, while volumes are low, is the time to collectively address them. That includes the need for better information sharing and coordination among supply chain partners to better plan and prepare for the next disruption. **National Retail Federation** | [Read more](#)

Shipping's most pressing concerns analysed

25 April - In volatile, uncertain, complex, and ambiguous times, knowing what peers view as the most critical challenges in the mid-term helps to define, refine, and de-risk decisions. This is of particular importance in industries where stakes are high like in the maritime sector.

Our new maritime expert study found that three schools of thought that emphasise sustainability and digitalisation are top of mind of thought leaders and practitioners in maritime shipping.

In a Delphi study conducted in February/March 2023, 49 maritime industry experts from all over the world identified 20 issues which they consider to be the greatest challenges within the maritime sector over the next three years. Most of these experts are from areas such as operations, consulting, academia, research, media, and law describe themselves as operations personnel and consultants.

In three subsequent rounds, the participating experts out of a pool of 250 rated the expressed 20 issues on a 1-5 scale, with five high. As expected, consensus increased over the three rounds.

After round three, the top five issues in importance are decarbonisation, environmental sustainability, effective digitalisation, energy efficiency, and cyber security. The bottom five perceived challenges are human capital investment, maritime investment, maritime governance, price/capacity management, and financial resource allocation. In the middle of the list, we find themes like supply chain resilience, geopolitics, and trade sustainability.

But are there different schools of thought that emerged? By factor analysing the respondents' ratings, we assigned positive and negative loadings to the experts' answers which yielded indeed three schools of thought that explain over 58% of the variance in opinion.

The first group (Factor 1, representing 23 % of participants) identifies maritime standardisation as an important school of thought. Maritime standardisation is associated with digitalisation, but aspects, like standardised procedures, processes, and physical infrastructures (such as containers), are included too. Unsurprisingly, the outcome of the analysis indicates some disagreements on the complex topic of data exchange.

The second school (Factor 2, representing 22 % of participants) identifies decarbonisation, energy efficiency, and cyber security as highly important. Those three dimensions may seem scattered, but decarbonisation and energy efficiency are complementary as they are pieces of the same puzzle. Given the experience of cyber-attacks affecting the maritime ecosystem and the need to respond to the societal concerns of enhanced sustainability, this school of thought is driven by business threats that challenge existing practices.

The third distinctive school of thought (Factor 3, representing 13 % of participants) mainly addresses social and environmental sustainability. Within this group we also noticed a positive consensus on maritime safety. **Splash 247** | [Read more](#)

A greener voyage: the EU emissions trading scheme finally given the all clear to set sail for maritime

25 April - On 18 April 2023, the European Parliament voted in favour of the legislative amendments published on 8 February 2023 to the EU Emissions Trading Directive (the "Amendment") to include the maritime sector in the EU's Emissions Trading Scheme ("EU ETS").

The inclusion of the maritime sector in the EU ETS has been on the horizon for at least two years while the final form of the proposed amendment to Directive 2003/87/EC (the "ETS Directive") establishing a system for greenhouse gas emission allowance trading within the EU has gone back and forth between the European Commission, the Council of the European Union and the European Parliament. From the day the original proposal was tabled on 14 July 2021 as part of the 'Fit for 55' package of proposals to today's date, Watson Farley & Williams ("WFW") has tracked the potential amendments and consequences for shipowners, managers, charterers and other maritime participants.¹ At long last those stakeholders can plan their operations with a greater degree of certainty and some of the multifaceted ramifications of this development are set out below.

"The EU ETS will be extended to cover Maritime Transport in respect of (i) 100% of the emissions from intra-EU maritime voyages; (ii) 100% of emissions from ships at berth in EU ports; and (iii) 50% of emissions from voyages which start or end at EU ports, where the other destination is outside of the EU." **Hellenic Shipping News** | [Read more](#)

New study finds 15 key pain points for women at sea

28 April - The new qualitative study from the Global Maritime Forum and the All Aboard Alliance contains a wide spectrum of perspectives from women seafarers who address the challenges they experience at sea, from ill-fitting safety gear to slower career progression, and harassment.

From the anonymous interviews, the All Aboard Alliance has identified 15 key pain points which fall into four broad categories:

- Difficult for women to succeed professionally at sea
- Challenging social relations onboard
- Employment challenges at sea
- Physical conditions onboard
-

Some of the pain points are already known, but the detailed accounts are very valuable. The study itself contains a selection of the quotes recorded to illustrate the pain points.

“These issues must be addressed. First of all, because it is the right thing to do. Secondly, because the maritime industry is changing rapidly, and more advanced skills are needed – ones which require us to holistically look at the full talent pipeline to identify the best candidates – for the maritime sector to thrive and grow,” says Mikael Skov, Co-Chair of the All Aboard Alliance, and CEO of Tanker operator Hafnia, which in 2022 launched its Maritime Cultural Lab aboard four of its vessels, with crew matrixes consisting of at least 50% women – to learn more about the cultural nuances and impact of a more diverse crew. **Hellenic Shipping News** | [Read more](#)

Second Seafarer Surrenders License in USMMA Sexual Assault Cases

11 May - A second seafarer has surrendered his license to the U.S. Coast Guard as part of the high-profile sexual assault cases involving midshipmen at the U.S. Merchant Marine Academy during their Sea Year duty. This case stems from the reports by Midshipman-Y, who along with Midshipman-X, drew national attention and increased awareness of the systemic problems in the work environment at sea.

A spokesperson for the U.S. Coast Guard confirmed to a New York news outlet, Newsday, that an electrician working aboard the Alliance Fairfax, Paul Pagano, had voluntarily surrendered his license last week before hearings began on his case. The U.S. Coast Guard Investigative Service had filed a complaint stemming from his time on board the Ro-Ro vessel that operates under charter to Maersk Line primarily transporting equipment for the U.S. Army. **Maritime Executive** | [Read more](#)

Maritime CEO Forum: Tomorrow's workforce identified

28 April - Where shipping is getting it right and wrong when it comes to attracting and retaining the best talent and how different the demands of the industry will be in the coming decade in terms of requisite skillsets made for a very lively human resources session at this week's Maritime CEO Forum held at the Fullerton Hotel in Singapore.

Moderator Cara Carter, a director at Halcyon Recruitment, got proceedings underway warning delegates that the talent shortage the industry is currently experiencing is only set to worsen. Sophie Smith, speaking on the day her firm was revealed to be one of Singapore's best employers, said it was vital to be future-focused, going after Gen Z and Gen Alpha.

“If we don't adjust our practices we will be left behind. We need to fish in different talent pools such as tech which is better at looking after young people,” said Smith, the chief human resources officer at BW Group, one of the world's largest shipowners.

Carter said as many as 250,000 people have been laid off from the tech sector in recent months, an ideal target labour market if shipping could present itself correctly.

CATO & congressional allies propose dismantling the Jones Act

16 May - At a time when the U.S. Maritime Administration (MARAD) is tasked with producing a National Maritime Strategy to upgrade U.S. shipbuilding and shipping, the libertarian Cato Institute's proposal is to repeal the Jones Act.

Cato's Jones Act Reform project is led by research fellow Colin Grabow who "is making waves in revealing the consequences of the Jones Act, which has further exacerbated the supply chain crisis by requiring sea transport of cargo between American ports be performed by ships that are U.S. built, owned, flagged, and crewed," according to Cato's annual report.

The Cato Institute report also praised Senator Mike Lee (R-UT) and Rep. Tom McClintock (R-CA) "who have introduced several bills aimed at dismantling national protectionism, including a full repeal of the Jones Act."

The U.S. Maritime Administration's (MARAD) National Maritime Strategy would provide the basis for the United States to assess maritime shortfalls and address them through greater investment and/or policy changes, according to Sara Fuentes, vice president of Government Affairs, Transportation Institute and Jonathan Kaskin, national vice president for Legislative Affairs, Navy League of the United States.

Recently, both Fuentes and Kaskin told AJOT that they are worried that the decline in U.S. shipping and shipbuilding has gone on for so long that the issue lacks a national urgency: "What we need is for the White House to make a National Maritime Strategy a top priority that will mobilize national resources to get the job done," Kaskin said.

Fuentes and Kaskin emphasized safeguarding U.S. maritime jobs for coastal and inland vessel transport as provided by the Jones Act. This is vital, they say because the Jones Act protects the jobs of U.S. vessel carriers, shipbuilders, and mariners from outsourcing. **AJOT** | [Read more](#)

Sustainability moving to the top of the agenda for some shippers

26 April - Besides the cost of greener shipping, sustainability policies and 'sustainable contracting' are moving to the front of the agenda for some shippers. As recently as two years ago, shippers were just starting to 'ask questions' and to gather information about environmental and decarbonisation issues in shipping.

Now, more shippers are including detailed questions in both their Request for Information and in their bid sheet concerning sustainability, as part of their procurement tenders. Can my preferred carrier(s) ship products with a lower or zero CO2 emissions? Does the carrier use bio-fuels? At what cost? Does the carrier have a sustainability strategy?

The next step will be to define and implement sustainability Key Performance Indicators, including the measurement of carbon footprint and – the final goal – actual reductions in greenhouse gas emissions.

This is a complex journey, which can be summed up as follows: Drewry has partnered with the Smart Freight Alliance on sustainability in shipping and can offer advice to support strategy development. Part of this support involves the establishment of sustainability related filtering questions and the modelling of sustainability related KPIs.

Our discussion with other industry stakeholders and our assessment of the planning of sustainability measures is that now is the time for shippers to think about how they include "green contracting" in KPI monitoring. **Hellenic Shipping News** | [Read more](#)

11 May - After intense and lengthy political discussions, the German government has now given permission for Chinese Cosco Shipping Ports Limited (CSPL) to buy into Container Terminal Tollerort (CTT) at the port of Hamburg with a minority stake.

There has been intense political opposition in Germany to Cosco's desire to buy a stake in CTT from Hamburger Hafen und Logistik's (HHLA), and in the process, the stake has been reduced from the original 35 percent to now 24.9 percent and the Chinese company gets neither exclusive rights to the terminal nor access to strategic know-how.

But because Germany's federal authorities for information security have categorized the HHLA-owned terminal as critical infrastructure, the deal required another approval, and that is what has now fallen into place.

"The decision makes it possible to expand CTT to become the preferred transshipment location for long-time HHLA customer Cosco," HHLA writes in a statement and continues: "About 30 percent of the goods handled in the Port of Hamburg come from or are destined for China. CSPL's minority share thus ensures employment and strengthens Hamburg's national and international importance as a logistics hub as well as the industrial nation of Germany." **AJOT** | [Read more](#)

Ocean freight rates plummet

11 May - The cost of shipping containers out of Europe has plummeted from the peak prices of 2021 and 2022, with spot rates on the main corridors down by close to 70%. However, according to the latest data from Oslo-based Xeneta, some trade lanes are still capable of commanding prices far above pre-pandemic levels, with recent long-term contracts on selected corridors over 100% more expensive than 2019 equivalents.

Xeneta crowdsources real-time rates data from leading global shippers, allowing it to assess the very latest market moves. Unsurprisingly, given current sentiment, Xeneta's European export intelligence shows both spot and long-term ocean freight rates have collapsed compared to the historical highs recorded in the space of the last year to eighteen months.

"All arrows are pointing down, with dramatic falls across the board," says Peter Sand, Chief Analyst, Xeneta, when referring to prices on the five main European export trades (to the Mediterranean, Far East, Middle East, US East Coast, and South American East Coast).

"The biggest lanes are also the biggest losers, with the front haul Far East corridor down 69% year-on-year. Spot prices for the trade are now just under USD 600 per FEU, equivalent to 18% below the pre-pandemic average of 2019. The US East Coast route has experienced the sharpest decline in absolute dollar terms, with prices now a staggering USD 6 000 per FEU lower than their peak in mid-May 2022. As of early May spot prices on this recently very strong trade stood at USD 2 745 per FEU." **AJOT** | [Read more](#)

The history of port terminal charges

25 April - Marine Terminal Operations were for centuries the most obscure and unimportant link in the chain of world trade.

The merchant vessels carrying the exotic cargo, together with their crews bearing tales of strange foreign lands and of terrific storms at sea, encounters with sea serpents, mermaids and assorted buccaneers and other freebooters, were the glamour boys of that day. The shore-based merchants, amassing vast amounts of wealth, became the foundation for our great middle class. Cargo handling required only a strong back and weak mind.

While there is some reference to port charges in the past, these involved only light monies, pilotage fees and other taxes assessed by governments for the use of a harbor by

a vessel. Charges for the actual handling of freight have been largely unrecorded if they existed at all. **Freight Waves** | [Read more](#)

New Bill Seeks to Curb Anticompetitive Behavior Among Ocean Carrier Alliances

24 Apr - New bipartisan legislation has been introduced in the U.S. House of Representatives that could help to curb anticompetitive behavior among ocean carrier alliances.

The “Ocean Shipping Competition Enforcement Act” (H.R.2710) was introduced by Representative John Garamendi (D-CA-08) and would allow the Federal Maritime Commission to block agreements among ocean carriers or marine terminal operators that are determined to be unreasonably anticompetitive without needing to first obtain a federal court order.

The bill was proposed after Federal Maritime Commissioners Max Vekich and Carl W. Bentzel in December requested that the U.S. House Committee on Transportation and Infrastructure make the change in federal law. Garamendi, who serves on the committee, said that after reforming the country’s ocean shipping laws for the first time in nearly a quarter of a century with the passage of the Ocean Shipping Reform Act of 2022 (OSRA), Congress must ensure that the Federal Maritime Commission “can do its job and fully enforce the law.”

“The ocean shipping industry was the last transportation sector deregulated by Congress in 1984. Because of that, today the industry is now dominated by nine foreign-flagged ocean liners that openly collude under three carrier alliances handling some 80 percent of cargo,” said Garamendi. **GCaptain** | [Read more](#)

Arctic shipping’s foggy future

28 April - As the Arctic warms and loses sea ice, trans-Arctic shipping has increased, reducing travel time and costs for international trade, while increasing concerns of an environmental catastrophe in a comparatively pristine environment. A new study published in Geophysical Research Letters has found that the Arctic Ocean is getting foggier as ice disappears, reducing visibility and causing costly delays as ships slow to avoid hitting dangerous sea ice.

Arctic sea ice has been shrinking for decades. That loss has opened shipping channels in the Northwest Passage and the Northern Sea Route, allowing even non-icebreaker vessels to skip the time-consuming Panama and Suez Canals farther south. But as the ice recedes, cold air is exposed to more warm water, and warm vapour condenses into fog in those new passages. Hidden chunks of ice already pose risks to vessels making their way through foggy, low-visibility routes.

“The future of shipping in the Arctic is unclear, but fog could pose a significant challenge,” said Xian Yao Chen, a physical oceanographer at the Ocean University of China and author of the study. “When designing shipping routes across the Arctic, we need to consider the impact of fog.” **Splash 247** | [Read more](#)

U.S. Stresses Importance Of LNG For Europe

24 Apr - Russian President Vladimir Putin belied that his invasion of Ukraine in 2022 would go largely unopposed by the U.S. and its allies for the same reason that he was able to invade the country in 2014 and annex Crimea. That is, that the non-U.S. part of the North Atlantic Treaty Organization (NATO) – Europe – would not risk being cut off from the cheap and plentiful supplies of Russian gas that they had been using for decades to power their economies. He was wrong this time, for a variety of reasons analysed in my new book on the new global oil market order. Not only were the NATO allies not prepared to roll over this time in favour solely of their own interests but Putin’s actions in Ukraine have re-energised the U.S.-led security, economic, and energy alliance comprising most

European countries and many Asian ones as well. To safeguard these gains, the U.S. last week stressed the necessity for the allies to ramp up investments in gas to ensure that never again would the alliance be hostage to the weaponised energy supplies of Russia.

Speaking at a G7 ministers' meeting on climate, energy and environment in Japan, U.S. Assistant Energy Secretary, Andrew Light, highlighted the need for continued investments by the allies in new gas supplies. He also stressed that U.S. liquefied natural gas (LNG) supplies remain critical to European energy security as it continues to reduce its reliance on Russian gas. He added that the U.S. is not concerned about Russia still being able to sell its oil and gas, despite sanctions, as it is allowing countries to buy energy at lower prices. **Oil Price** | [Read more](#)

California ports to collaborate on joint data system

10 May - California's five major container ports – Los Angeles, Long Beach, Oakland, Hueneme, and San Diego – have signed a Memorandum of Understanding to collaborate in the creation of the California Port Data Partnership.

According to the Governor's Office of Business and Economic Development, the goal of the Partnership is "to jointly advance computerized and cloud-based data interoperability with a common goal of supporting improved freight system resilience, goods movement efficiency, emissions reduction, and economic competitiveness."

The initiative is the first-of-its-kind initiative and is the latest in a series of initiatives launched by California and the U.S. federal government in response to the kinks in the supply chain last year that left scores of vessels anchored off the state's ports while waiting for berths at clogged terminals.

Last year, the California legislature approved a new budget that included \$27 million in grant funding for the development of the port data system "designed to improve the movement of goods throughout the state and fortify the supply chains."

Professional Mariner

Government Highlights



Technical feasibility assessment on shipping decarbonization

A study on the readiness and availability of low- and zero-carbon ship technology and marine fuels, commissioned by IMO under its Future Fuels and Technology for Low- and Zero-Carbon Shipping Project (FFT Project), has been submitted to the Marine Environment Protection Committee (MEPC 80).

Amongst the key findings, the study suggests that achieving a more ambitious decarbonization pathway than business as usual is feasible, with a strengthened level of ambition and implementation of further GHG reduction measures.

The study was completed by Ricardo-AEA Ltd and DNV, under the first phase of the FFT project. The project was launched in September 2022, to support GHG emissions reduction from international shipping. It provides technical analysis to the Organization in support of policy discussions held in the Committee and its subsidiary bodies.

On the basis of the identified state-of-play and projections on global uptake and dissemination of low- and zero-carbon marine technology and fuels, the study assesses different decarbonization scenarios for international shipping.

The main findings, including a summary report of the study, have been submitted to MEPC 80 (MEPC80/INF10), in order to help inform Member States as they work towards the revision of the Initial IMO GHG Strategy by providing a feasibility analysis on possible strengthened levels of ambition. The study was partly funded by the IMO GHG TC Trust Fund. The final report can be downloaded from the [FFT project webpage](#).



Seafarer Statistics in the EU - Statistical review (2021 data STCW-IS)

The statistical review presented in this report is based on data extracted from certificates and endorsements registered by EU Member States, Iceland, and Norway until 31 December 2021. This data which was transferred and recorded in the STCW Information System (STCW-IS) until 31 December 2022, represents a snapshot of the European labour market in terms of the number of seafarers holding valid certificates and endorsements in 2021.

The main beneficiaries of this eight statistical review, for policy-making purposes, are the EU Member States, the Commission and the European Parliament. Additionally, ship owners and ship operators may continue to derive added value in terms of knowing the magnitude of manpower available in the EU to crew their vessels. The information provided in this review is also intended to be useful to maritime education and training institutions in the EU, as it could facilitate assessing market needs for these services. Finally, researchers, seafarers and the organisations that represent them may find valuable data and analysis in the review.



House subcommittee discusses US port cybersecurity

The top concern of a recent subcommittee hearing was the prominence of Chinese-made cranes from Shanghai Zhenhua Heavy Industries Co. (ZPMC) operating at U.S. ports. The Office of Congressman Carlos Gimenez photo

Last week, the House Transportation and Maritime Security Subcommittee held a subcommittee hearing on the vulnerabilities in U.S. port security. The top concern of subcommittee Chairman Carlos Gimenez, R-Fla., was the prominence of Chinese-made cranes from Shanghai Zhenhua Heavy Industries Co. (ZPMC) that operate at U.S. ports.

Those testifying included Rear Adm. Wayne R. Arguin Jr., assistant commandant for prevention policy, Coast Guard (USCG); Eric Goldstein, executive director for cybersecurity, Cybersecurity and Infrastructure Security Agency (CISA); and Neal Latta, assistant administrator for enrollment services vetting programs, Transportation Security Administration (TSA).

Gimenez's opening remarks highlighted the importance of ports to U.S. economic and national security. "Ports represent soft targets to our adversaries, and a large-scale operational disruption at a major port could have a debilitating effect on our country," he said. "It is critical that we understand and address the security vulnerabilities at our maritime ports."

USDOT Announces Funding for 27



Small Shipyards in 20 States to Help Increase Productivity and Create Jobs

The U.S. Department of Transportation's Maritime Administration (MARAD) announced \$20.8 million in grant awards to 27 small shipyards in 20 states through the Small Shipyard Grant Program. The funds will help shipyards modernize, increase productivity, and expand local job opportunities while competing in the global

marketplace.

"Small shipyards strengthen America's commercial fleet, bolster our economic security, and generate good jobs," said U.S. Transportation Secretary Pete Buttigieg. "We are proud to support these shipyards reinforce their vital role in the U.S. maritime sector." Since 2008, MARAD's Small Shipyard Grant Program has awarded \$303 million to nearly 350 shipyards in 32 states and territories throughout the U.S.

"As shipbuilding technologies continue to advance, Small Shipyard Grants help America's shipyards acquire the equipment they need to compete, thrive and expand America's maritime industry," remarked Maritime Administrator Ann Phillips. "These grants are also economic boosts to the communities in which shipyards are located as well as to our industrial supply chain."

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

International Day for Women in Maritime - May 18, 2023

National Maritime Day - May 22, 2023

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

Board of Directors Meeting - June 27, 2023

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