



SHIPPING Network

The official magazine of the Institute of Chartered Shipbrokers

100

ROYAL CHARTER
Centenary 1920-2020

Promoting professionalism in the shipping industry worldwide

Issue 60 March 2020

Centenary
special spotlight
inside

Building the bigger picture

**Global mega infrastructure demands
lean heavily on logistics**

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Leading the infrastructure charge

Krishnan Subramaniam explains why the Middle East is an attractive prospect for shipping demand



Krishnan
Subramaniam

The Middle East is a perfect microcosm of global shipping infrastructure demand with its combination of port and terminal infrastructure, hinterland facilities as well as the demand related to inland projects.

Of the myriad hinterland infrastructure developments, of particular note is the ambitious Gulf Co-operation Council (GCC) rail project. Phase one of Etihad rail in the UAE is now operational and phase two is planned and approved. Phase two is being constructed in a series of packages in a strategy developed to ensure competitive tenders by aligning mainline civil and track packages geographically within each Emirate. When complete, the volume of goods transported across the network will increase from 7m tonnes per year in phase one to more than 50m tonnes.

A plan also exists to link Etihad Rail with Oman on one side and the Saudi Arabian network on the other. However, this part of the project has taken a back seat over the last couple of years.

More generally, the rail sector in the GCC region is rapidly evolving. In recent years member States have gradually realised the importance of developing regional rail infrastructure, recognising the key role that the rail industry can play in the diversification of economies, in facilitating GDP growth and providing a more environmentally friendly and sustainable method of ground transportation.

Consequently, this is not the only rail project being pursued in the GCC region. As of 2017, there was estimated to be over 1,300 active transportation projects in the GCC spanning the four key transportation sectors of rail, road, aviation and maritime, with a total project value of nearly \$380bn. A significant proportion of this investment has since gone towards developing the GCC's rail infrastructure, most notably a GCC-wide initiative known as the GCC Railway Project. With an estimated cost of over US\$240bn, the GCC Railway Project is set to be one of the largest cross-border rail networks in the world, linking key cities within each of the GCC nations of the United Arab Emirates, Saudi Arabia, Kuwait, Bahrain

and Oman, into an integrated, pan-Arabian route of over 2,117 kilometres. Originally tabled for completion in 2018, it is now expected to be completed in 2021.

ON TRACK INVESTMENTS

A number of other rail projects are either ongoing or planned for the region, further reaffirming the heightened regional focus on developing this sector. Saudi Arabia, for example, has included its strategy for rail infrastructure development within its Saudi Vision 2030 plan, a key feature of its ambitious policy to help diversify the Saudi economy. The Riyadh Metro project, a US\$23bn scheme consisting of six lines totalling 176 kilometres and 85 metro stations, is set to be a key part of the Kingdom's transportation network once completed. Currently in the testing phase, the Riyadh Metro is due to become fully operational in 2021 at which point it is expected to transport 3.6m passengers per day. The Saudi Railway Company has also announced plans to construct a 960-kilometre railway line between Jeddah and Riyadh as well as a 340-kilometre railway linking the industrial cities of Yanbu and Jeddah.

Port infrastructure is also being prioritised. Khalifa Port in Abu Dhabi is set for expansion of its container terminal to increase its handling capacity from 5m to 7.5m teu by the end of 2020. Added to that is development in Oman with Sohar undergoing a major expansion and the Port of Duqm's plans to become a major port in the region. The Saudi Arabian ports of Dammam and Jubail have also been steadily expanding, as well as the Red Sea ports of Jeddah and Yanbu.

All this development is adequately serving the plethora of infrastructure projects currently taking place in the region. These include transport upgrades, public facilities and sporting projects. Well over \$2.43tr in construction spend is coming from the Gulf States alone, spearheaded by the UAE and Saudi Arabia. In short, there are many exciting opportunities emerging in the long and short term for logistics service providers.

Probably the biggest infrastructure project in the Middle East right now is Qatar's \$200bn World Cup spend, while Expo 2020 in Dubai has leaned heavily on the logistics sector to allow it to deliver when the Expo opens later this year.

Meanwhile, the GCC's largest economy Saudi Arabia is continuing to invest in infrastructure. In January 2019, Crown Prince Mohammed Bin Salman announced a \$425bn investment, covering a wide range of major developments.

In the pipeline are new metro and transport links for its major cities. As many as five airports will be expanded and refurbished, and a brand-new airport is being built to service capital city Riyadh.

It's certainly an exciting time to be in the logistics industry in the Middle East. **SN**

Krishnan Subramaniam FICS is president of the Middle East Branch of the Institute.

Credit: ETHAD RAIL



When complete, Etihad Rail will be able to move more than 50m tonnes per year



Build it bigger

Whether we like it or not, we live in a 'bigger is beautiful' world: supersized SUVs, grandiose buildings and sun-blotting skyscrapers monopolise plans. While not everyone appreciates the charge to large, demand for goods and products to meet the big bang is undeniably good news for shipping and logistics.

The World Expos and Olympics covered in this issue are excellent examples of the spike in cargo demand created by these showcase scaled-up events. And there's a long lead time too, ensuring that demand for shipping of the commodities and goods needed to construct these massive events stretches for a good few years.

What are also interesting are the spin-offs and legacies that these shipping-hungry events create. We have the first World Expo in London

in 1851 to thank for two important modern-day shipping-related projects currently underway: a hull fouling project through the IMO and a ship autonomy explainability initiative.

Port infrastructure gets to play along too, as the wave of greenfield terminal development over the past decade can attest to, especially in those regions where Expos and global sporting events have taken place. And then there are the supporting services: agents, brokers, forwarders, charterers... the knock-on effect is profound.

For shipping, bigger really is beautiful when it comes to global infrastructure development; the maxim of 'build it and they will come' now reads 'build it and shipping will come'. [SN](#)

Carly Fields, FICS

Editor

Leading the infrastructure charge

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Crack down on animal trafficking trade

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Talking up technology?

The industry's obsession with digitalisation risks undervaluing the human factor, writes Julie Lithgow

Time to tackle dangerous goods risks

Carly Fields discusses dangerous goods paperwork failings with Stefan Gielen

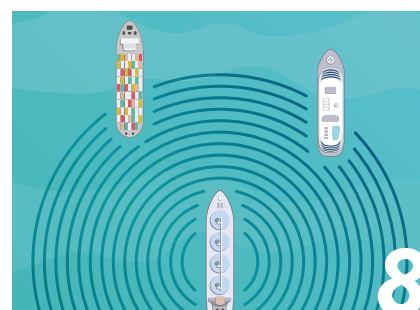
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Front cover shows the landmark Al Wasl Plaza dome at the heart of the Expo 2020 site in Dubai



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Building a global showcase founded on shipping

Felicity Landon reports on the logistics challenges and the potential legacies of World Expos



Felicity
Landon

More than 25 million visitors expected, more than 190 countries participating – Expo 2020 Dubai is said to be the most international Expo ever organised. The Al Wasl dome pretty much sums up its scale. The focal point of the event, it encloses the Al Wasl Plaza and serves as a 360-degree translucent projection surface.

The dome's steel crown alone weighs 550 tonnes. The complete dome trellis is 67.5 metres tall and 130 metres wide. Its construction, shipping and installation involved raw steel sourced from the Czech Republic, Hungary and Poland; steel processing and shaping in Belgium, Germany, Spain and Italy; shipping in batches to Dubai; and completion work involving companies from the US, Canada, China, France, Japan and Mexico.

Topic: Showcases

I Key words: Logistics, Construction, Dubai

Background info: The culmination of years of planning, Expo 2020 Dubai will open its doors in October

The sections were imported into Dubai through DP World's Jebel Ali port. "The Al Wasl dome is a good example of how we are a part of Expo and what our role is," says a spokesperson at DP World. "Weighing in at 2,265 tonnes with an enclosed space of 724,000 cu m – roughly the combined volumes of 290 Olympic-sized swimming pools – the sections of the dome entered Dubai thanks to Jebel Ali Port's outstanding project cargo handling capabilities."

MAKING CONNECTIONS

The six-month Expo 2020, which opens in October with the theme of 'Connecting Minds, Creating the Future', will redefine the standards for all future Expos, says Sudesh Chaturvedi, manager – projects and energy at GAC Dubai.

"The magnitude at which it is being hosted is phenomenal," he says. "Massive construction projects have been undertaken for Expo 2020, including a metro line, exhibition pavilions and a network of roads and bridges to accommodate its events, visitors and requirements."

GAC has provided bespoke solutions to deliver cargo to its clients' pavilions, says Mr Chaturvedi. "Timelines are short, but processes remain as complex as ever. Accuracy and compliance remain key priorities and as do speed of delivery and cost efficiency."

GAC is experienced in providing logistics services to stage and support shows by major international stars and philharmonic orchestras, as well as events such as World Wrestling Entertainment tours and the 15th Doha Asian Games and government-related events such as the World Economic Forum Summit on the Global Agenda in Dubai and the Abu Dhabi Media Summit.

Events require meticulous planning and execution to bring everything together in the right place, at the right time and on budget, says Mr Chaturvedi.

"Getting the documentation right, inspections aligned, securing appropriate modes of transport – while taking into consideration changing weather conditions and site capacity – handling bonds placement and other local permissions, are just some of the challenges event logistics providers face. Expert contingency planning is crucial to be prepared for last-minute changes in venue or schedule. Flexibility and resourcefulness to cope with any changes are essential."

Equipment and goods for shows like this arrive from a wide range of places worldwide, so a global network of associates with local knowhow and contacts eases the complicated challenge, says Mr Chaturvedi. "Every country has its own rules, regulations and customs

"This is the biggest Expo ever and the region has never had an event as big as this before," Alan Williams, UPS

laws, all of which have to be thoroughly understood and successfully negotiated within a very tight schedule.”

GREATEST SHOW

As the official logistics partner for Expo 2020, UPS will help deliver “the world’s greatest show”, says a spokeswoman for the logistics group. Every one of the 190-plus countries taking part will have its own pavilion, bringing different levels of knowledge, experience and logistics needs – including small packages and oversize shipments, varying time sensitivities and requirements to ship by air or ocean.

Alan Williams, who was head of logistics for London’s 2012 Olympics, is UPS vice president for Expo 2020. “This is the biggest Expo ever and the region has never had an event as big as this before,” he says. There are all kinds of challenges – not least that there is not a framework of experience locally for an event this size, he says.

UPS signed its contract with Expo 2020 in March 2017 and started work just two days later. Mr Williams is heading up a core team that has relocated to Dubai. “We wanted to bring previous knowledge and experience in. The rest of the team – up to 600 at its peak – will be made up of existing people in this region and local hires.”

In fact, Expo 2020 is providing an important step up for UPS in the region. “UPS is a top tier player in pretty much every region of the world – but although we have been here quite a long time, we are not where we need to be in this region,” he says. “Expo is part of our strategy to gain a larger footprint in the region and showcase our ability; it is our intention to focus on emerging countries and get bigger across the world. This is a great platform for us.”

Logistics provide the backbone for such events, he says – the Expo 2020 organisers are sourcing items from all over the world – but people tend to think about that only if something goes wrong.

“All the countries involved are coming here to exhibit and showcase their country on a global stage and if they found they had an empty pavilion on day one, it would probably be down to logistics.”

UPS’s operation is based mainly on ocean freight with some air freight as well. A major project last year was the shipment of Expo 2020’s three iconic carbon-fibre entry portals. The 21 x 30 metre, carbon-fibre structures, placed at the three main entrances to the site, were designed and built by HA-CO Carbon in Bavaria. “In a nine-month operation, we moved them from southern Germany by truck to the Port of Antwerp, by sea to Jebel Ali, and then on to the site,” says Mr Williams.

LEARNING FROM HISTORY

The first Expo, the Great Exhibition, took place in London in 1851; the event has followed every five years since then. The theme of this year’s event is based on three pillars – Opportunity, Mobility and Sustainability.

“This really aligned with our core themes and strategies as a company,” says Mr Williams. “It is an opportunity to demonstrate what the future of logistics is like, especially focusing on sustainability and innovation.”

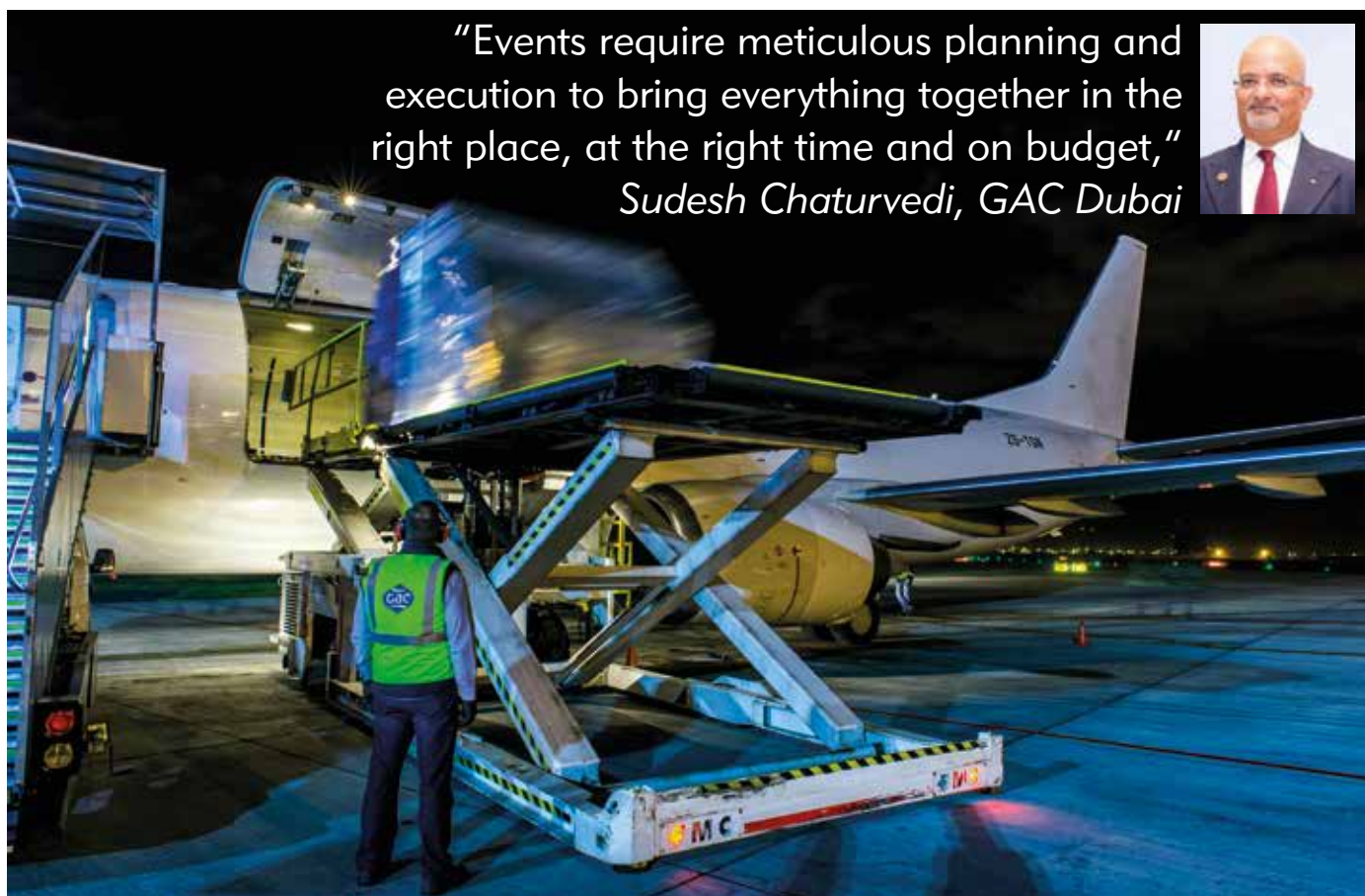
As well as warehousing and distribution services, UPS is providing venue logistics – such as forklifts and trucks onsite – and front-of-house services. UPS will run shipping counters where visitors can leave their purchases for transport to their hotels or all the way home. “We are using sustainable e-bikes and e-quads. We see technology and innovation as part of the business, especially in smart cities where congestion is an issue. We are trying to demonstrate how the ideas we apply at Expo can be applied in the real world logistics of the future.”

UPS has relationships with all the global shipping lines and will have used most of them for various shipments into Dubai. The majority of goods are coming into Jebel Ali. While there is a peak

“Events require meticulous planning and execution to bring everything together in the right place, at the right time and on budget,”
Sudesh Chaturvedi, GAC Dubai



Credit: GAC



in the run-up to the event, the biggest peak is actually after it closes, when everyone is packing up at the same time. UPS is contracted to the end of July 2021.

DP World is the 'premier global trade partner' of Expo 2020, which means that anything related to Expo is flowing into Dubai through its ports, terminals, free zones and maritime services, says the DP World spokesperson. Investment in infrastructure and innovation across DP World's global portfolio therefore collectively benefits Expo "as we leverage our capabilities to bring the world to Dubai and help set up the greatest show on earth".

Is the role of shipping and logistics generally appreciated? "From the perspective of the general public, the logistics industry is not very well understood even though trade and logistics form the backbone of our world's economy," he says. "It isn't very public facing due to its B2B nature, but it is what makes the world turn. Over 90% of all goods are still moved via ships, and the goods needed for Expo are not an exception.

"To make something like Expo happen, the primary need is to ensure there is a steady flow of goods coming into Dubai smoothly and swiftly. Raw materials for construction, project cargo like the Al Wasl trellis, containers of basic goods like stationery or the clothes that will be used as uniforms for Expo staff – all of these are required to allow Expo to happen."

CREATING LEGACIES

After Expo 2020, Al Wasl Plaza will be retained as part of District 2020, where it will serve as an event venue. It's just one example of the legacy of this huge event.

UPS says the expansion of its capability for the Expo contract will also partly support its business growth in the region. "Some of the 500 to 600 people will stay with UPS after the event. Another group will leave but probably a good number will stay in the world of event logistics – so we are creating a legacy of career opportunities for people who perhaps had no idea of the possibilities before."

DP World is creating an education outreach programme that will form a central part of its Expo activities. "In the run-up to Expo and during its live phase, we will be introducing high school students to the world of trade and logistics, and giving them insight into a field that they have probably never considered previously as a career and the fascinating opportunities it provides," says the spokesperson. "The sector is going through tremendous changes and we want to attract the best and brightest minds to be a part of it."

In its 'Making Trade Flow' pavilion, DP World says it showcases the world of trade and



Rendering of the DP World pavillion

Credit: DP World

logistics to the general public through a series of experiences that they have never had before. "The idea behind this is to show just how important the

movement of goods is to the global economy, and how this has an impact on everyone's day-to-day life." **SN**

Supporting local business

Ever since Expo was awarded to Dubai in 2013, preparations have been moving ahead in some form or another, says Peter Mathew, managing director of Dubai-based Fleet Line Shipping Services (FLS).

"Expo will be held in a dedicated area which is about 438 hectares. This was a kind of a desert land once and is now transformed into a dream 'Tomorrowland' of business, ready to host 192 countries participating in the Expo and about 25 million visitors," he says.

FLS as a local logistics provider started participating in Expo two years ago, providing logistics support to construction companies for their crane and asset movements from abroad and locally to the site, for building the basic infrastructure and constructing the pavilions.

"We have been engaged in the movements of a lot of construction materials to the site for a few subcontractors as well," says Mr Mathew. "Our warehouse in JAFZA, which is in close proximity to the site, came in handy to stock the materials and deliver to the site as and when required. Now that the arena is almost ready, we are looking forward to moving the display items of countries and companies."

Expo 2020 provides an opportunity for businesses and countries to "strut their stuff", says Vanessa Welch, senior manager at the Emirates Maritime Arbitration Centre (EMAC).

"From these types of world exhibitions, many innovative ideas are shared and partnerships are formed," she says. "It provides visitors with first-hand access to the facilities, safety and travel offerings in the country, showcasing the benefits of investing here."

Expo 2020 certainly provides a platform for the maritime community to interact with the EMAC board of trustees, arbitrators, mediators, experts and the international



EMAC's Vanessa Welch welcomes Expo-inspired partnerships

community of lawyers, who are able to provide an in-depth insight on the country's development achievements, says Ms Welch. "The UAE's arbitration platform has evolved in focus, rendering the country a perfect seat of arbitration. EMAC is most certainly looking forward to being part of Expo 2020's success."

The first specialist maritime arbitration centre in the Middle East/North Africa region, EMAC was established in 2016 in response to the region's growing maritime activity, the UAE's ambitions to develop into the world's largest maritime hub in the world by 2025, and the belief in the efficiency of the arbitration process, says Ms Welch.

"The UAE is fast being recognised as a forward-thinking multinational business hub and, as it continues to grow, so does the sophistication in the service offerings for the maritime sector," she says. "It has been said that maritime is one of the UAE's economic pillars, which is why EMAC has a vital role to play in rounding off the provision of support services specifically for maritime stakeholders in the wider Middle East region." **SN**

Dealing with a shipping invasion

AkzoNobel's [Marie Dale](#) is leading an IMO project to better manage hull fouling and transfer of invasive species



Marie Dale

For decades, AkzoNobel's international brand has been a world-leading manufacturer and supplier of marine, protective and yacht coatings. Thanks to a partnership between AkzoNobel and the University of Durham and funded by an Industrial Fellowship award from The Royal Commission of the Exhibition 1851, a new project aims to provide enhanced support to ship owners and operators, port authorities and other stakeholders to manage the risk of invasive aquatic species and reduce the environmental impact of marine shipping.

Topic: Biofouling

I Key words: Invasive species, Hulls, Environment

Background info: Ship operators need a better understanding of the risks of carrying native species to new waters

Invasive species are organisms which can establish themselves in a new environment outside of their natural range, usually with negative environmental impacts. Invasive aquatic species are a major threat to the world's ocean and coastal habitats as they can cause biodiversity loss as well as economic damage to coastal industry and infrastructure. Once established in a marine environment, invasive aquatic species are very difficult and often impossible or expensive to eradicate.

Shipping accounts for over 80% of global trade. Unfortunately, in addition to transferring goods between ports, shipping can also result in the transfer of invasive species. International shipping is considered to be the most common means for transporting invasive aquatic species on a global scale. It was previously thought that ballast water was primarily responsible for invasive species introduction, however recent research has estimated that biofouling on the hull and in niche areas accounts for up to 69% of introductions.

TAKING RESPONSIBILITY

The projected growth in world trade, combined with global climate change means the risk of biofouling-related invasive species is likely to increase. Reductions in sea ice cover has resulted in the opening of Arctic shipping routes with shorter travel times compared with current routes. As transit times reduce, and vessel size and number increase, so too does the likelihood that organisms survive the journey from port to port. Increased access and warmer waters mean the Arctic is becoming increasingly at risk to invasive species, threatening the biodiversity of this previously pristine environment.

Ship owners and operators can act to manage biofouling



The GloFouling initiative aims to address hull fouling

and mitigate the threat of invasive species by using appropriately specified and maintained fouling control coatings. Guidelines and regulations have been developed and introduced at international, national and regional levels. The International Maritime Organisation (IMO) developed its Biofouling Guidelines in 2011 to provide a globally consistent approach to the management of biofouling. Compliance with the IMO guidelines are voluntary but mandatory regulations have been implemented in some places: California adopted its own Biofouling Management Regulations in October 2017, New Zealand made the Craft Risk Management Standard (CRMS) mandatory in May 2018, and Australia is expected to implement its own regulations in 2020.

The IMO has also established a new initiative – GloFouling – which aims to develop improved legal, policy and institutional structures to reduce risks from invasive aquatic species introduction through biofouling. As well as mitigating invasive species risks, measures to better manage hull fouling also result in significant reductions in fuel consumption and greenhouse gas emissions.

As a marine biologist from AkzoNobel's R&D team in the UK, I will be directing the new project. I aim to develop an ecological tool to predict the feasibility of transporting invasive species: using environmental data and knowledge of species to predict where they can live and whether they can survive the transit between ports. Secondly, I will develop an artificially intelligent digital inspection tool capable of rapidly processing underwater video footage and images to automate the detection of invasive species on individual ships. These tools will help enable port authorities and ship operators to intelligently manage the risk of invasive species on incoming vessels. The project will end in 2023 and will lead to my PhD. [SN](#)

Marie Dale is a PhD candidate at the University Durham. Her research project was awarded a Royal Commission for the Exhibition of 1851's Industrial Fellowship, in collaboration with her work as a marine biologist at AkzoNobel.

Autonomous ships must be accountable and explainable

L3Harris ASV's [Alex Raymond](#) believes it's time to tackle the 'why?' question



Alex Raymond

Autonomous vessels are here. In the next few years, the most important players in the industry will ramp up their efforts to lead the development of this technology and set the trends ahead. It isn't just about following the autonomous vehicle hype – unmanned ships make practical and economic sense. But what's left for total robot domination of the seas?

Computers never experience fatigue, distractions, illnesses, and can react millions of times per second. The goal of such autonomous systems is to remove humans from tasks that are either dull, dirty, or dangerous. Deactivating underwater mines, conducting long and boring surveys, adverse sea conditions, or lengthy open seas operations with worries about crew safety and well-being – it's safer and cheaper to remove the humans and let the computer do the job.

Topic: Autonomy

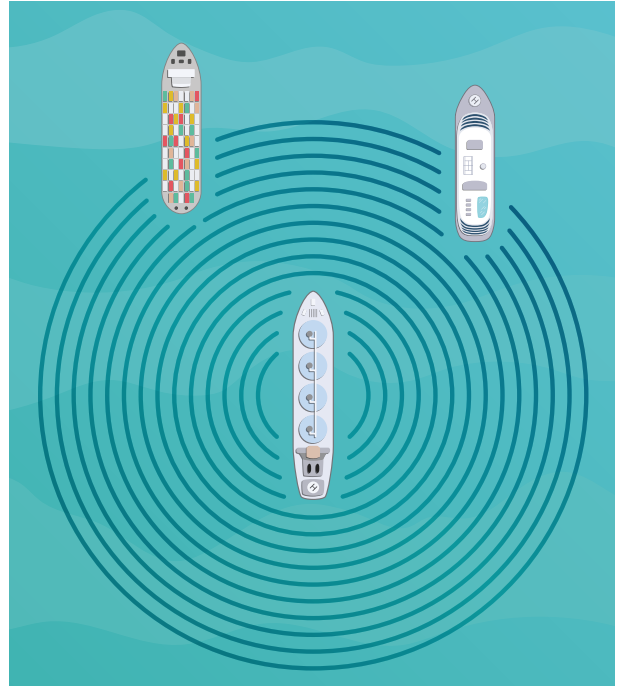
I Key words: Innovation, Technology, Ship operations

Background info: Ship autonomy is no longer about the 'when', but about the 'why'

However, the gradual adoption of emerging technologies makes it unrealistic to think that humans will be completely removed from all aspects of maritime operations as soon as we develop vehicles that can navigate around without crashing into obstacles. Once humans are no longer the only decision-making agents in the sea, they will need to deal with their new artificial peers that will be making decisions that may affect them directly. How do we then facilitate the necessary interaction between humans and such systems? How much are we willing to trust these systems?

EXPLAINABILITY

Many modern Artificial Intelligence (AI) systems are called black-box, or opaque, models. This means that the system is fed information A and produces a result B without any information about how A leads to B. There is no way for the system to explain how it got there. You just have to trust it. Research in artificial intelligence is creating more and more accurate models to solve all sorts of technical challenges, from autonomous driving to medical diagnosis. But if a reportedly very accurate AI model suggests an action you disagree with, how can you be convinced that this isn't a mistake? How much do you know about how this AI reaches its conclusions? Can you debate with it and present reasons on both sides for the disagreement? What can you, as a human, humbly learn from the decisions this computer is making? And can the AI learn from you?



My research field promotes the idea that decision-making systems should provide justification for their decisions. This is called explainability. In more formal terms, one could define explainability as the ability of a system to provide an insight between its input and output. Explanations are not necessarily verbal – if a vessel's system visually highlights what's wrong in the camera feed, it might be more effective than trying to verbally describe what it is seeing. All we care about is allowing humans to understand and/or be convinced by the computer, regardless of the format of the explanations.

But why do we care about that? There are four main pillars that link to the previously raised questions, namely: transparency, trust, interaction, and accountability. Let's investigate that.

Do we really understand how a system works? An explainable system that provides the reasoning behind a specific decision can give a human insight as to what it considers relevant and how it reached that conclusion. Transparency is paramount in enabling operators and stakeholders to tell why the vessel chose a particular action at any moment in time. This, in turn, allows us to diagnose problems – if an autonomous ship mistakenly stops in empty waters and argues that it did so due to a (non-existing) obstacle 50 metres ahead, we would know that there is something wrong with its obstacle detection sensors.

Conversely, non-explainable systems struggle to engender trust in human users. If a vehicle chooses to accelerate and change course without telling the operator why, how can we

trust its actions? Relying on technology is not about being 100% operational all of the time, but rather knowing why when it isn't. After all, it is not acceptable for a robot doctor to inject drugs in a patient without explaining why it is doing so. Promoting safe and trusted AI applications is a central challenge in technology, and explainability is a mandatory step towards this end.

What if the AI is wrong? We are not capable of taking remedial action if we don't know how our system thinks in the first place. Interacting with the system is a mechanism for reconciling human cognition with machine intelligence. A human can inform the system about something that its sensors could not capture (such as if there's a medical emergency on board). Likewise, the computer can do the same and inform that it decided to stop because it is detecting obstacles with infrared sensors. Therefore, how are we ever supposed to resolve conflicts between an autonomous and a manned vessel if they can't explain their intent to each other? Interaction is key to improving the usefulness and effectiveness of a system by bridging both the human and the machine's model of the world.

Lastly, explainability is a crucial tool for systems that have to act accountably. When the first autonomous ship accident inevitably happens, can the system justify and provide evidence that it did everything in its power to prevent it? We should be able to interrogate the autonomous agent as we would if it were a liable human operator instead. The autonomous vessel must reason with regards to the expectations, regulations, and laws governing its actions, and provide a solid defence for its decisions.

THE REALITY

Not everything is easy to explain. In artificial intelligence, often the best performing methods are the hardest to derive explanations from. Deep neural network models are usually feasible for computers but unfathomable to humans - we cannot understand an explanation if there are too many reasons intertwined, or if the reasons cannot be presented in concepts that we as humans understand. There is an important trade-off to be considered here: would you trust the most accurate but unexplainable AI or a sub-optimal one that explains its reasoning?

For policymakers, full black-box AI models are proving to be unacceptable. Europe's GDPR ruling introduced legal requirements that spurred a discussion on 'the right to explanation' in automated decision-making systems. Then, consider this: if we force technology to work in a specific way, are we stifling innovation?

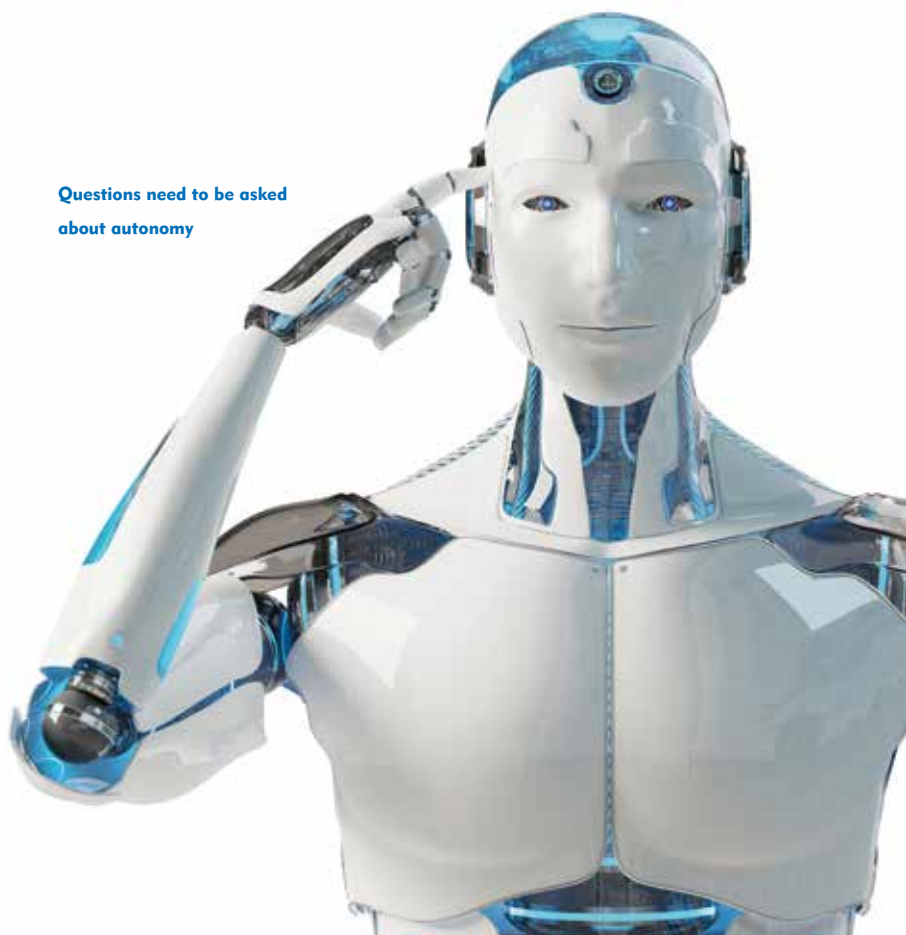
It is still unclear how this will trickle down to other fields, but organisations like the IMO and other stakeholders are expected to determine regulations for autonomous ships in the near future. Allowing autonomous ships to reason within these regulations is a fundamental step in creating harmonious waterways in the future.

Our latest research result demonstrates a mechanism for building human-AI systems where both humans and agents co-exist in environments with disputed resources and explicit regulations. An example of such a system is the presence of manned and unmanned vessels under the same laws. With this approach, we allow autonomous AI agents to not only act on such rules but to provide explanations and justifications that cite which rules justify their behaviour at any specific moment. It is an exciting milestone that opens up new possibilities ahead.

However, despite progress, the explainability problem is far from solved. There is no single solution or magic formula to it, simply because each AI problem requires a specific way of explaining itself. Stakeholders must consider the need for explanation-aware design and the consequences of unexplainable super-intelligent machines! The first step towards the adoption of any technology is to demonstrate that it can perform that task at least as well as any human could. We should not exempt autonomous ships from the responsibility of explaining themselves, especially when their decisions might affect our lives or businesses. So, don't forget to ask the machine: 'why?' **SN**

Alex Raymond is a PhD candidate at the University of Cambridge's Department of Computer Science and Technology. His research project was awarded a Royal Commission for the Exhibition of 1851's Industrial Fellowship, in collaboration with his work as a marine autonomy scientist at L3Harris ASV.

Questions need to be asked
about autonomy



Building assets from the ground up

Royal HaskoningDHV's [Richard Willis](#) discusses the changing nature of port design



Richard Willis

The evergreen relationship between shippers, lines, operators and their ports of call is symbiotic, with shared challenges and evolution over time. As port designers, our task when designing a new port or expansion plan always commences with cargo traffic and vessel type forecasts, tailoring the civil, marine, equipment and technology elements to suit the anticipated vessel traffic into the future. In recent decades, the growth of vessel size and call volumes has caused significant changes to the demand for ports to invest in specialist capability and greater capacity to manage peak flows or attract the liner alliances.

Topic: Design

Key words: Technology, Modernisation, Automation

Background info: Today's port plans need a broad vision to incorporate a wide range of optimisation tools

With larger vessels and general supply chain modernisation driving terminal service-levels upwards, operators have adopted technology to manage effectively and profitably, chasing reduced cost and greater efficiency at all levels.

Technology use at bulk and unitised terminals, and indeed across the port, is nothing new, with Vessel Traffic Management Systems, Supervisory control and data acquisition (SCADA) and terminal operating systems being typical to manage mission-critical operations, with (almost) standardised messaging formats for communication between terminal, line and clients within a shared Port Community System platform. The automation of cargo handling equipment and information workflow is spreading quickly. While much of these technology solutions are well-established in developed countries, there is a surge of adoption progressing across developing nations, who can benefit more quickly from the latest evolution of systems and a cleaner approach to implementation, allowing faster progress towards digitalisation. All of these tools impact on the role of the line, forwarder and agents, where the vision of joined-up systems and one-stop data platforms improve supply chain effectiveness but reduce human input.

But there are new challenges and opportunities in current trends.

ELIMINATING THE 'DEAD-ZONE'

Transparency in supply chains is a common demand from clients, where sometimes the port or terminal is a dead-zone of information. Ports are improving visibility for cargo owners and working with them to capture shared benefits in yard planning and terminal resource planning, for instance by scheduling



Credit: Lanner

Digital twins allow simulation and planned control of equipment and assets in operations

hinterland transport (commonly with Vehicle Booking Systems). Liner-owned end-to-end solutions to facilitate further transparency bring challenges of standardisation to the logistics industry and, gradually, a limited range of variants will win out, enabling blockchain applications for meaningful benefits to lines and shippers, although ports will always just be a node on the chain.

Until holistic solutions come through, then obligations on shippers and agents to provide data to the port, acting as a data-hub, will grow, with feeding of booking portals for vessel calls, service requests, manifests all being key to automated process and reduction of port staff on admin tasks. At national levels, the expansion of Single Window and Port Community toolkits is moving quickly in Middle East, Asia and recently in African nations and all serve to streamline process and enable all parties to work on a single-truth transparently.

Data availability, especially in close-to-real-time is a key trend, and harnessing business benefits from this is an active challenge for ports: for example being used to guide vessel port calls and scheduling (port call optimisation) to instruct vessels on steaming speed and routing to reduce bunker usage and anchorage times, creating more of a just-in-time approach to berth scheduling and maritime resource usage. Port of Rotterdam's Pronto is a leading example in this area, but other initiatives abound.

Platforms for data integration, visualisation, simulation and intelligent decisions will spread in the industry and the cost benefits received may encourage greater commitment from shippers and lines to share data in their port calls.

ENVIRONMENTAL MOVES

Many pages have been dedicated to the challenges and approaches for compliance with IMO 2020, but further pressure is also developing from the landside, with port authorities (especially those publicly-owned) working to improve air quality and greenhouse gas emissions from their operations; large UK ports are obliged to develop air quality plans and fleet operators may

expect to see fresh interest in vessel bunkering choices (and availability within ports) and flue outputs, which may generate reduced options for those most-polluting vessels.

The battle against invasive species and harbour pollution is adopting technology to sample and identify biomass and DNA mix in port waters, to catch illegal tank washing or unwanted hull hitchhikers (a recent development by Applied Genomics). The tools available to ports continue to diversify, with surveillance and automated analysis of data, such as from port CCTV increasing likelihood of detection of non-compliances.

Slow uptake of shore-power options may well continue in Europe, with significant city-side challenges for legacy power infrastructure; however, several ports are delivering renewable and local power generation solutions onsite, with solar, tidal, hydrogen and energy-from-waste plants, and this is likely to evolve some interesting power output options.

On the safety front, ports and terminals are moving beyond managing safe work for staff engaged in hazardous stevedoring activities and removing people completely from risk areas. This is bringing more technology to interactions with vessels and crews. For example, remote pilotage to guide vessels into port without a physical pilot onboard ship is feasible with improved mobile networking (especially with 5G), avoiding cost and risks of pilot launch usage and pilots boarding vessels at sea.

On the quayside, already automated container cranes and tally activities are in operation, but next is the automation of twistlock actions, with Bromma (and others) developing automated lashing platforms. On bulk carriers, remote control of wheel loaders and dozers is feasible

to remove drivers from the dust and physical risks involved in hatch trimming.

DIGITAL TWINS

Data collection from port assets, equipment and activities in real-time is a strong trend, particularly for predictive maintenance, improved resource planning (and investment) and environmental compliance. The drive to improve efficiency is creating a pushing adoption of digital twins in ports, where data from the real process or equipment in operation is used to simulate and create improved working methods, then the digital twin becomes the controlling tool to direct live operations.

This could be discrete and specific, or gradually move towards holistic optimisation of equipment and staff activity across a site; but the concept has significance for ports and terminals where human managers cannot grasp every moving parameter and make the truly most efficient deployment choices.

With smarter vessels having increased automation of onboard processes and management, the opportunities for data sharing between ship and shore to improve cargo operations are interesting; perhaps to share ballast pump capacity and tank levels with the ship unloader on a grain vessel to manage discharge hatch rotation and pumping synchronously. [SN](#)

Richard Willis CMILT MBCS is technical director port operations at Royal HaskoningDHV. He leads consulting services to improve efficiency at ports and terminals through the adoption of technology, driving a focus to build and operate smarter ports worldwide.

Smart mooring optimises port calls



Credit: Royal HaskoningDHV

Data-led decision-making for port safety

A practical example of a recent technology development that intends to optimise the port call process is Royal HaskoningDHV's Smart Mooring application. This tool makes moored vessel operations safer and more efficient by supporting operational decisions. Specifically, it predicts unsafe mooring strain situations or inoperable windows by combining calculations from dynamic mooring analysis, met-ocean forecasts and real time port data. In dynamic mooring analysis the behaviour of the moored vessels is determined by the mathematical modelling of the behaviour of a moored ship, that is to say, ship motions, mooring line forces and fender forces under influence of wind, waves, currents and passing vessels.

The Smart Mooring application:

1. provides a terminal or port safety overview, actively warning operators for unsafe situations of moored vessels.
2. makes vessel operations safer and more productive by providing insight for decision makers and increase berth performance by redefining operational limits.
3. gives operators time to act by predicting mooring forces and ship motions days in advance by combining calculations and weather forecast.
4. helps collect relevant mooring data and provide client with required analysis to increase berth, terminal and port efficiency without endangering safety.

The application is a valuable SaaS tool for interactive and digital ports. [SN](#)

Tokyo rises to the challenge of the Games

Carly Fields finds that Japanese ship agents stand willing and able to support this year's Olympics



Carly Fields

Fifty-six years after hosting its last Olympic Games, Tokyo will host this sporting extravaganza for the second time this year. From July 24 to August 9, an estimated 10 million visitors are expected to descend on the Japanese capital to watch the Games.

Back in 1964, the Games radically transformed the country; this year is expected to raise the bar even higher with the organisers promising "the most innovative [Games] ever organised".

Topic: Sports

Key words: Agency, Support, Logistics

Background info: Shipping will have more than one role to play in supporting the 2020 Olympics Games

While much of the infrastructure built for the games in the 1960s will be renewed wherever possible – such as the prestigious Nippon Budokkan for judo, the Baji Koen Park for equestrian events, and the Yoyogi National Gymnasium for handball – the Tokyo National Stadium, where the Opening and Closing Ceremonies and athletics competitions will be staged, will be completely revamped and replaced by a new arena.

The shipping and logistics industry have an important role to play in delivering the 2020 Games. Takazo ligaki, chairman of the Japan Association of Foreign-Trade Ship Agencies, explains to Shipping Network that Japan is still beaming from the 400,000 rugby fans that visited Japan last year to watch the Rugby World Cup, bringing a huge economic effect. This year, it is estimated that 34.3m people will visit Japan, an 8% increase

compared with the previous year, spurred by the Olympics.

"As a result, the logistics industry we are in can expect economic effects in many aspects," says Mr ligaki.

For one, agents will be called on to manage the complex logistics planning that will be needed to avoid congestion when the Games are on. "The Japanese government will restrict the cargo traffic into Tokyo during the Olympic period in order to ease traffic jams in Tokyo. Resultingly, trade cargoes currently coming in and going out of Tokyo Port may possibly be shifted to neighbouring ports such as those on the Sea of Japan coast."

SHIP SUPPORT

Those same agents will also need to be on hand to aid the efforts of accommodating the influx of visitors.

While Tokyo is rushing to build new luxury hotels ahead of the Olympics, planners have had to think outside of the box to make sure that there will be enough rooms available.

Booking.com, a search engine for hotels and apartment rentals, states that over 90% of Tokyo accommodations are already booked for the dates of the Olympics.

As a quick and temporary fix, two cruise ships have been booked to serve as temporary hotels throughout the Games.

Costa Cruise's 135,000 dwt *Costa Venezia* and Princess Cruises' 77,441 dwt *Sun Princess* will be docked in Tokyo and Yokohama respectively, according to Mr ligazi. "Thereby, various business chances for oceangoing ship agents like us will emerge," he adds.

"For instance, for port agency companies, jobs in ship supply (chandler), sewage, garbage treatment and the like will be created."

According to the *South China Morning Post*, nightly rates will start at about \$270 and go up to about \$5,500 for the most luxurious suites.

Cruise ships have become a popular choice for room-strapped cities that play host to these types of sporting events. In 2016, a 4,000-passenger Norwegian Cruise Line ship docked in Rio de Janeiro for the Olympic Games; the same ship served as a floating hotel in New York harbour for the 2014 Super Bowl.

Mr ligazi and the agents his organisation represents are looking forward to the economic benefits that the Olympics will inevitably bring. No doubt they will also enjoy the sporting prowess on show during the Games as they return to Tokyo. **SN**



Takazo ligaki welcomes the Olympics



Tokyo National Stadium has been revamped and replaced by a new arena

Credit: Arne Müsseler

Recovering from earthquake damage

Eleanor Hadland explains the importance of 'building back better'



Eleanor Hadland

The 7.5 magnitude earthquake that occurred in Central Sulawesi on September 28, 2018 had a devastating impact with an estimated death toll in excess of 2,000 people and displaced around 200,000 residents. The epicentre was located around 70 kilometres from the main city of Palu, home to around 380,000 people. The impact of the earthquake was worsened as it triggered both a tsunami and soil liquefaction which resulted in coastal flooding and deadly mudslides. The immediate response to the disaster was hindered due to extensive damage to both the airport and the port, as well as damage to the local road network.

● Topic: Rebuilding

1 Key words: Damage, Repair, Strengthening

Background info: A devastating earthquake in Indonesia called for international help to robustly restore infrastructure

Despite damage to the infrastructure being extensive – with berth structures weakened and the sole container crane collapsing, port operations resumed within a matter of days to handle critical relief supplies. At the main port of Pantoloan the port operator, Pelindo IV, quickly dispatched a relief management and operations team to run the port, enabling the local workforce to focus on making their homes and family safe.

Visiting Palu some 14 months after the disaster and recovery work is well underway. The port of Pantoloan is busy with all four berths occupied, and a steady stream of trucks in and out of the main port gate. The operations are however at times painfully slow, with bagged cement being discharged to waiting trucks using ships' gear. The earthquake destroyed the local cement bagging plant, so the cement company has reverted to breakbulk shipments until the new plant can be completed. Similarly, the efficiency of container operations has been much reduced, with vessels forced to move off berth midway through operations to enable the scheduled ferry service to call, which has been diverted to Pantoloan as a result of damage to the passenger terminal.

DAMAGED QUAY

A few kilometres up the road the port of Wani is quiet, with just a few local fishing vessels moored alongside its fragile wharf, and wooden pallets bridging wide gaps between the concrete slabs that make up the quay apron. Wani was badly hit, with one of its wharves completely swept away and a 63-metre long ferry washed ashore by the tsunami. The coastline is littered with abandoned fishing boats, and the houses are yet to be repaired. The harbour master has banned anything heavier than a moped from using the damaged wharf which makes any commercial use unviable.



Credit: European Union 2018

In June 2019 the Asian Development Bank approved \$297.5 million loan for the rehabilitation and reconstruction of public works and transport infrastructure in Central Sulawesi. This encompasses works to repair and rebuild three ports in Palu Bay – Pantoloan, Wani and Donggala.

Build Back Better is an approach to disaster recovery that improves resilience of both infrastructure and communities to future disasters. In the case of Palu this will be repair or replacement of wharves designed to the latest seismic standards, but the project also aims to provide technical assistance that will support the planning of port infrastructure and support the improvement of emergency response planning across the Indonesian port sector.

The first step of the Technical Assistance programme has been to work with local stakeholders to update the port masterplan to ensure that the investments support the current and future needs of port users and local communities.

Indonesian government policy is focussed on reducing overall logistics costs for outlying regions of the country, and as such port dues and cargo handling tariffs for domestic cargo are capped at a very low level. As a result, very few port investment projects are financially viable, therefore it's essential that the wider economic impact is maximised and that port investments make a positive contribution to the local economy by facilitating sustainable export activities and generating employment activities in the local area.

The next steps will see the appointment of design consultants in early 2020, with construction works programmed for 2021-2023.

SN

Independent port advisor Eleanor Hadland worked with the Asian Development Bank in Central Sulawesi to support the reconstruction and upgrade of port infrastructure in the wake of the 2018 earthquake and tsunami.



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China's global co-operation calling

Beyond Shipping's **Jeremy Hai Wang** explains the importance of China's Belt and Road



Jeremy Hai Wang

More familiarly known as the 'Belt and Road Initiative', the full name of China's ambitious global development strategy makes its meaning clear: linking China's silk road economic belt and its 21st century maritime silk road. The silk road was an overland trade route that started in ancient China and connected Asia, Africa and Europe. It initially served to transport goods such as silk and porcelain produced in ancient China, and later became the main road for economic, political and cultural exchanges between the East and the West. The maritime silk road represented a maritime passage for ancient China to communicate with foreign countries in traffic, trade and culture. It includes two routes: the east China sea route and the south China sea route, with the south China sea as the centre.

● Topic: China

I Key words: Collaboration, Connections, Construction

Background info: China's Belt and Road Initiative is creating jobs and easing global trade

China's Belt and Road Initiative (BRI) has been in place for seven years, having been proposed by China's President Xi Jinping in 2013. By November 2019, the Chinese government had signed 197 intergovernmental co-operation agreements with 137 countries and 30 international organisations under the BRI. The Review of Maritime Transport 2019 released by the UNCTAD remarked that the world's maritime industry is heavily dependent on China, and that its BRI has boosted the development of global shipping.

The Chinese government has encouraged shipping companies to open up new maritime routes, increase routes and schedules, improve maritime service networks between countries along the routes, and conduct more strategic co-operations with countries along the routes regarding maritime transportation. According to the Beyond Shipping news, more than 70% of the routes and more than 60% of the overseas investment assets of China's two shipping giants, COSCO Shipping Group and China Merchants Group, are located in countries and regions along the BRI. The newly integrated China State Shipbuilding Corporation also has a considerable number of customers from countries and regions along the BRI route.

FORGING AHEAD

Construction of the BRI has accelerated in recent years and China now has 18 pilot free trade zones, which will unleash more policy dividends. The input and construction of hard and soft infrastructure is providing a good development environment

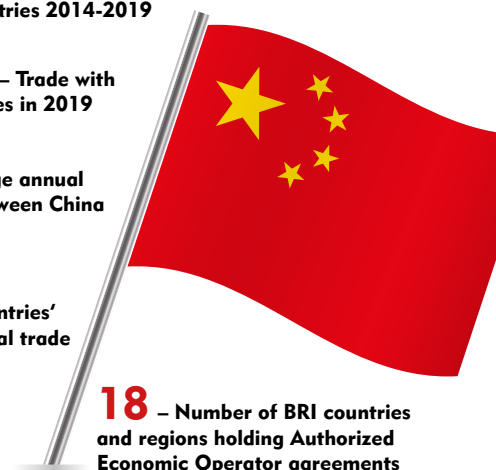
44tr yuan – Total trade volume between China and BRI countries 2014-2019

9.27tr yuan – Trade with BRI partner countries in 2019

6.1% – Average annual growth of trade between China and BRI countries

30% – BRI countries' share of China's total trade 2019

18 – Number of BRI countries and regions holding Authorized Economic Operator agreements with China



for shipping enterprises, while gathering of logistics enterprises is stimulating production capacity. This works towards maximising economic and trade growth, all the while promoting the development of shipping industry.

BRI has led to growth of a number of Chinese shipping and logistics companies, such as SITC, SEACON SHIPPING, and Landbridge Group, as well as tech companies such as ELANE and YUNQUNA. The Chinese government has attached great importance to the development of these small to medium-sized enterprises serving the BRI and has introduced a number of policies to improve the business environment, increase fiscal and tax support, and promote entrepreneurship and innovation.

My company, Beyond Shipping, has also been spurred by the BRI. We provide news, host shipping summit forums and participate in and support world-renowned shipping conferences, exhibitions and cultural events. Beyond Shipping also helps many of China's local governments, including Shanghai, Tianjin, Ningbo and Zhoushan, to attract investment and publicise the shipping industry. Today, Beyond Shipping has offices in Shanghai, Hong Kong, Singapore and Zhejiang, demonstrating the huge business opportunities brought by the BRI.

As a parting comment, I would like to stress that China upholds the principles of extensive consultation, joint contribution and shared benefits. As a nation, it adheres to the principles of openness, green development and clean governance, striving to achieve high standards, deliver benefits to the people and meet sustainable goals. The BRI is open to all as long as there is a shared vision of community for future betterment. I for one am confident that a strong and open China will drive a strong and open international shipping industry in the future. **SN**

Jeremy Hai Wang is chief editor of Beyond Shipping, www.ship.sh.

Making shipping beautiful inside and out

The Mission to Seafarers' **Andrew Wright** urges designers to think beyond purely the functional



Andrew Wright

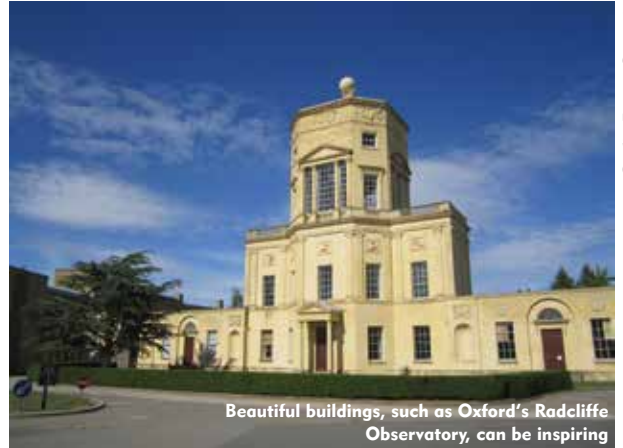
I first became aware of the importance of beauty in infrastructure way back when my oldest daughter was 12 years old. She became very ill with a tumour in her spine and had to undergo risky major surgery at Oxford's Radcliffe Infirmary. It was a difficult and very worrying time. It was also mid-winter.

While a renowned and ground-breaking institution for healing (it was the first place that penicillin was ever used, for example), the hospital itself was architecturally nothing to write home about. It had expanded piecemeal over centuries, sprawling over a large area, and much of it was made up of rather shabby hut-like buildings. However, it had a beautiful and inspiring frontage with an elegant fountain. This was wonderfully frozen during the notoriously cold weeks we were there. More importantly, as you stepped out of the door of her ward, into a road which ran alongside, you looked up at what has become one of my favourite buildings – The Radcliffe Observatory.

Built in 1772, it has an octagonal tower, modelled on the ancient Tower of the Winds in Athens. In those weeks I stood, often and long, in the freezing air, looking up at that stunning edifice. I found it reassuring and inspiring and for the first time in my life realised how important buildings can be. Ugly buildings, outside and in, however functional, can lower morale and detract from the quality of well-being. Buildings, indeed any kind of infrastructure, which combine beauty with functionality can feed the human spirit.

Our maritime industry in all its breadth has the most extraordinary range of infrastructure, both in its fixed assets and its mobile ones – its ports and its ships. Much of it is necessarily incredibly complex. Functionality, efficiency, economy. These are the guiding watchwords in maritime infrastructure development.

Of course, we want our industry to be modern and competitive. We do not want resource wasted. We want to be able to maximise, and effectively share, income to the benefit



Credit: Eugene Starostin

Beautiful buildings, such as Oxford's Radcliffe Observatory, can be inspiring

of all who work within the industry. We want to invest efficiently in sustainable shipping. Such priorities can mitigate against an emphasis on "beauty". I visit ports all over the world and it is no surprise that, while sometimes in potentially beautiful settings, so many are bleak, soulless and unattractive places.

SUBSTANCE AND STYLE

When I lived in East Cowes, on the Isle of Wight, my window looked out onto The Solent. Ships leaving Southampton passed directly in front of us. Some ships had functionality written all over them. Others, the *Queen Elizabeth 2* among them, retained a style and a beauty which fed and inspired the spirit. Now, there is of course a limited amount you can do with ships. It is perhaps hard, for example, to make vehicle-transporting vessels things of real beauty externally! However, the internal living environment is something else.

The Mission to Seafarers still has over 120 hospitality centres in ports around the world. Much loved though they may be by local teams and visiting seafarers, they are not all things of beauty. Many of them, however, do still possess some style and elegance, the gift of designers and builders, often from long ago. As they develop and change into the future, as they must, it is my hope that wherever possible we will seek to find ways of improving their external attractiveness. That in itself can help lift spirits, and so support our charitable aims, within port environments often dominated by cold and highly functional infrastructure.

Inside, there should be no excuse. Not only should seafarers expect a warm welcome from the local team, but the environment itself should be a place of warmth and, yes, beauty. Simple things can go a long way and there is plenty of good practice and many great ideas. There is not a single fix for every Centre. Within important elements of common branding and expectation, there is ample room for individuality and diversity.

The Mission takes pride in its award-winning garden at its seafarer centre in Falmouth



Credit: Falmouth Flying Angel



Credit: 663Highland

The Queen Elizabeth 2 retained style and beauty in its design

I am so proud when I see our Flying Angel symbol on so many buildings across the world. A shared pride in that should ensure we strive to create the very best environment for seafarers. I must admit to a pet hate, namely Centres where the décor is dominated by seafaring memorabilia – by model ships and lighthouses, by lifebelts and knotwork. Given that many of these have often been gifted, by grateful crew among others, there is a degree of appropriateness. However, surely seafarers want to get away from the ship's environment, just for a while.

I like plants and gardens and there are some great Centre gardens. I am impressed when I see design work featuring thoughtful artwork, sometimes reflecting the local community. I prefer green to blue as a colour scheme. Whatever, our own Mission infrastructures require very careful thought. We should not be satisfied with pure functionality – our values and aspirations demand more.

LEAVING LEGACIES

I do live in the real world. I recognise the limitations on beauty within maritime infrastructure. I recognise the practical and economic imperatives. Nevertheless, within reasonable parameters I make no apology for urging companies, architects, designers and builders, to think appropriately about integral spaces or compensating attractiveness wherever possible; there are many ways of creating good spaces.

Ships are places where people live and work for months on end. They are places where a sense of community needs to be built and nurtured. Good infrastructure for that purpose is essential – and I applaud a great deal of good practice to which our Mission to Seafarers teams are witness. Ports too are places where working people spend vast tranches of their lives. They are places integrally linked with local communities, communities that live with and alongside a maritime infrastructure which impacts daily on them. Creating ports that are people friendly and community positive seems to me to be very important. How can our maritime infrastructure be spirit feeding as well as functional?

How can it positively impact on the well-being of those who work within and those who witness from without? What legacy, present and future, can such infrastructure gift to those whose lives it touches? Ownership and management in our global world can often be far removed from the local community itself, often by thousands of miles. In that context, it is particularly easy for functionality and economy to become the whole story.

Thankfully there remain some fine examples, both historic and contemporary, of coherent and thoughtful planning, people-focused as well as industry-focused. One small example from long ago which still resonates within a local community going through very difficult times, is the fishing harbour in Grimsby. Now almost empty of fishing boats, much remaining infrastructure is tired and redolent of better times. However, above the dock there is still an amazing building, the Grimsby Dock Tower.

Built in 1852, the tower housed the container for the hydraulic system that operated the dock gates. It was highly functional. However, those who built it, wanted it to stand for something more – a symbol of pride in their company and a gift of some beauty to their local communities and indeed their workforce. Its design, therefore, is modelled on the Torre del Mangia in Siena, Italy. It is a striking building and stands today, symbol of another world perhaps, but a reminder that beauty and functionality can co-exist. Surely this is worth some thought in planning and investment decisions. What legacy, what gift, do we want to leave beyond what makes pure business sense?

To end where I began, some of you may be wondering about my daughter. After extraordinary surgery, and follow-up treatment, she made a wonderfully full recovery. Twenty-five years later I have just spent a very happy Christmas with her. May I wish you all both good functioning and plenty of beauty in 2020. **SN**

The Rev Canon Andrew Wright is the secretary general for the Mission to Seafarers. Find out more about the Mission's work at: www.missiontoseafarers.org.

Supporting the Institute's evolution

Chris Hibbert explains how a Royal Charter adds force to the Institute's ambitions



Chris
Hibbert

The Institute's Royal Charter has underpinned its direction and operations for the past 100 years, but what does this important grant actually mean?

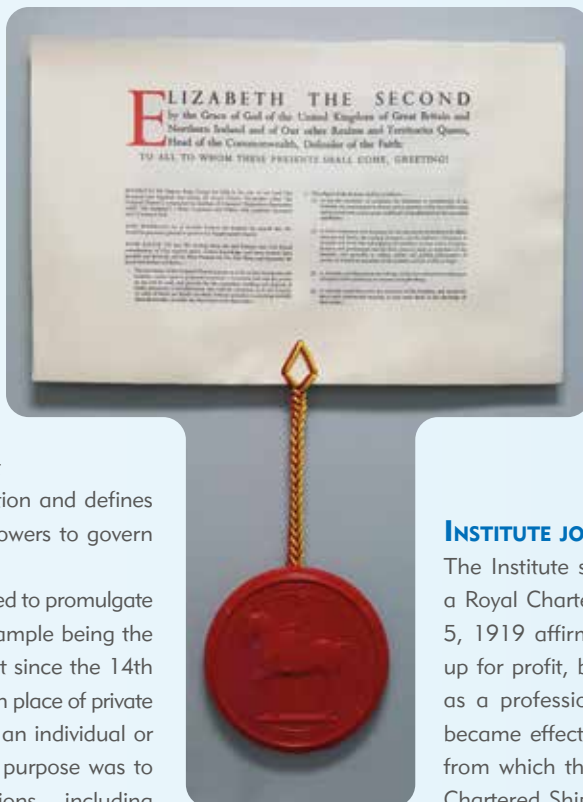
A UK Royal Charter is a formal grant issued by a monarch (presently Queen Elizabeth II), under royal prerogative as letters patent. Or to put it another way, it is an instrument of incorporation, which confers an independent legal personality on an organisation and defines its objectives, constitution and powers to govern its own affairs.

Historically, they have been used to promulgate public laws, the most famous example being the British Magna Carta of 1215, but since the 14th century they have only been used in place of private acts to grant a right or power to an individual or a body corporate. Their original purpose was to create public or private corporations – including towns and cities – and to define their privileges and purpose. Nowadays, though Charters are still occasionally granted to cities, new Charters are normally reserved for bodies that work in the public interest, such as professional institutions and charities, and which can demonstrate pre-eminence, stability and permanence in their field.

In the UK, Royal Charters have been granted by the Ruler since 1231 when the University of Cambridge was one of the earliest to receive their Royal Charter, although records from this time are not precise. The most recent to have received one was the Chartered Institute of Editing and Proofreading, sealed on October 1, 2019. Some Royal Charters cease for a variety of reasons, and others have changed as their objects and powers have altered.

Overseeing Royal Charters is the Privy Council, through the Privy Council Office, who is the secretariat to the Privy Council. The Privy Council Office is responsible for managing the process for appointments to several statutory bodies and for arranging for the approval of rules, byelaws and qualifications giving entry to the professions.

There are some 1,000 chartered bodies, and any changes to their governing instruments (their Royal Charters and the Byelaws made under them) require Privy Council approval. This in turn amounts to a form of government regulation of the professions, and in the case of some sectors (such as health, finance and



engineering) government policy can be taken forward through Charter and Byelaw amendments. This process has a series of checks and balances, and all Royal Charter and Byelaw changes are reviewed by The Attorney General's Office, being the highest legal authority. Once their legal team has approved the changes, the Privy Council can issue the Royal Charter or confirm the changes to the Byelaws.

INSTITUTE JOURNEY

The Institute submitted a petition to be granted a Royal Charter to the Privy Council on February 5, 1919 affirming that the Institute was not set up for profit, but for the elevation of shipbroking as a profession. The Charter was granted and became effective on January 21, 1920, the date from which the Institute became the Institute of Chartered Shipbrokers. Under this Royal Charter, the Institute can bestow the protected title of

Chartered Shipbroker on Fellows of the Institute.

Royal Charters and Byelaws can be revised, and in 1947 the Institute's Byelaws were amended to allow membership from British subjects as well as British born. This cleared the way for branches to be formed in British territories outside the UK and in Commonwealth countries. A Supplemental Charter was granted on July 22, 1984 which allowed non-British subjects and companies to join the Institute. This enabled the Institute to become truly international.

The Privy Council encourages organisations, when they review their Charters and Byelaws to make them more precise, such that their objects and powers are short and clear. Under the Institute's rules, any changes to the Royal Charter or to the Byelaws must be approved by members at the Institute's AGM and require a 75% majority. The Institute has already reviewed the Royal Charter and at the 2019 AGM, members voted to accept the changes to the Institute's Royal Charter which had been prepared with support from a legal advisor, so that it met Privy Council requirements. At the same time, proposed Byelaw changes relating to Controlling Council decisions that had been prioritised by Executive Council for this AGM were presented to the members. These were all agreed and passed by the same AGM and both were waiting on Privy Council approval as this issue went to press. [SN](#)

Crack down on animal trafficking trade

Institute joins forces with the UN to combat illegal wildlife trafficking

The Institute's role within the shipping industry has adapted and evolved over the past 100 years. It has become revered for its professionalism and its global reach and has much to offer in important industry partnerships.

The latest is the Institute's involvement in an illegal wildlife trafficking pact. Spearheaded by the signing of the Buckingham Palace Declaration with the Royal Foundation's 'United for Wildlife' charity in 2018, the Institute has been working with other transport taskforce stakeholders on a series of measures to combat this illicit trade and protect endangered species.

There are a number of practical initiatives underway in the transportation industry which include regulatory change (amendments to the FAL convention), awareness programmes and training.

The Institute, through its international network of branches, members and company members working across all principal sectors of seagoing cargo transportation, is well placed to engage with such initiatives and make a difference.

The Institute was in discussions with the United Nations Development Programme (UNDP) throughout 2019 about a project to create a training programme aimed specifically at ports and freight transportation stakeholders including agents and forwarders. The training programme will first be delivered around ports in East Africa (Dar es Salaam and Mombasa) which is a region of particular interest for law enforcement and intergovernmental agencies.

The course will cover: Sea ports and port operation

management basics; illegal wildlife and other illicit trade and its effect on the environment, economy, and seaport security; measures to prevent illegal wildlife and other illicit trafficking through seaport supply chains.



ALL SYSTEMS GO

The Institute received the green light from the UNDP to go ahead with the project just before the Christmas holidays in the UK, and was given a first reporting deadline of January 10. The head office swung into action on plans for phase one which will be a series of formal consultations with multiple stakeholders within the transport industry.

Despite the Institute's East Africa Branch being contacted as late as December 18, head office is indebted to the Branch's enthusiasm, professionalism and commitment for



Stakeholders meet in Mombasa to tackle trafficking

the organisation of two important meetings held in Mombasa on January 8 and 9.

Leif Ollivierre MICS, an experienced tutor and examiner, and Ellie Leaper, a new intern at head office, travelled to Mombasa in the first week of January to run the meetings with the kind assistance of several volunteers at the local Branch.

The first forum was attended by over 40 high-level stakeholders from government agencies and the private sector who were given an opportunity to hear about the latest developments on course objectives, and plans for roll out across the ports of Eastern Africa.

Presentations were followed by workshop sessions to assist in the development of a detailed course syllabus and roll out of the teaching. The wide range of subject areas covered in the syllabus allowed for excellent feedback from the multiple stakeholders. Overall, everyone seemed very interested in and motivated by the project.

The second meeting was held in a more central location in Mombasa for ease of access. It provided an opportunity to hear about the latest developments on the programme's objectives, offering students and junior staff free access to a training course specifically designed to help them understand documentation and port operations for cargo clearance, as well as other activities. Students attending the course will also have the opportunity to learn more about port operation management basics, illegal wildlife and other illicit trades and the effect on environment, economy, and seaport security.

The course is intended to develop the next generation of Kenyans to be part of the campaign to prevent illegal wildlife and other illicit trafficking through the country's seaport supply chains.

The meeting was attended by over 50 participants and both events were followed by networking receptions.

A further stakeholder workshop for international agencies and private sector organisations was planned at the IMO in London on February 25, while the next Royal Foundation United for Wildlife taskforce meeting took place on January 21 with Institute chairman Susan Oatway in attendance. [SN](#)

A meeting of minds

Robert Hill takes a look at the evolution of the Institute's Controlling Council



Robert Hill

Delving back into the Institute archives, it is believed that the first Council meeting was held shortly after the Institute formalised its Memorandum of Agreement and Articles of Association in 1914. That first meeting attracted the support of very senior figures in the industry and the list of members of the that Council read like a 'Who's who' of the time. These people were of great influence not only in shipping circles, but also in the British establishment as a whole and included a plethora of baronets and knights. Thomas Devitt, the first President of the Council was knighted in 1916. The vice presidents were Lord Inchcape, Lord Cowdray, Sir Owen Philipps, Andrew Weir, Sir John R. Ellerman, Sir Edward Hain, Sir Walter Runciman, Sir Fenwick Shadforth Watts, Frank Dixon, Newton Dunn, Howard Houlder and George Paget Walford.

The Council comprised ten members from London, two each from Newcastle-upon-Tyne, Cardiff, Glasgow and Liverpool and one each from Hull, Swansea and West Hartlepool. James Findlay was the honorary secretary and treasurer. These were all esteemed gentlemen who laid the foundation for the Institute as we know it today.



In 2002, the Council met overseas for the first time in its history

The establishment of a London Branch seems to have been tied in with the setting up of the Institute itself, but no records survive to confirm this. Certainly, the London Branch chairman was also the Institute chairman until September 1989 when the roles split. All Council meetings were held in London and all minutes were handwritten until the meeting of July 21, 1962 when the first typed written minutes were produced.

Agency scales and the Examination Committee seem to have taken up much of Council meetings in the early days. Examination results were discussed in the Council meeting every year so that changes could be made according to the level shown by the candidates and in line with new developments on the shipping scene.

Council held meetings frequently and the Council Report for the year ending May 1927 noted six Council meetings in the previous year, all held in London as dictated by the Articles of Association.

Council had expanded to 31 members by the time of the granting of the Royal Charter with all branches represented: two members from Hull, four from Liverpool, one from West Hartlepool,

seven from Cardiff, one from Middlesbrough, one from Sunderland, three from Newcastle-upon-Tyne, two from Glasgow and ten from London.

EVOLVING ROLES

The London Branch originally represented those Members who were British subjects but resided abroad and continued this role for non-British subjects when the 1984 Supplemental Royal Charter permitted non-British members. As the Institute grew internationally and branches formed outside the UK, these branches needed to be represented on Council to give the Institute a truly global view and reach. Therefore, in March 1998, the London Branch accepted a reduced presence on Council and released seven seats so that overseas branches could be represented on Council.

In October 1998 the Council comprised of nine elected officers, 12 representatives from the UK branches - one each from Bristol/Southampton, East Anglia, Humber, Ireland, Liverpool, North East Zone, Scotland, South Wales and four from London - and seven branches from the overseas regions - one each from Europe, Greater China and Pacific Rim, Gulf and Pakistan, India, Mediterranean, South East Asia and Southern Africa.

Continuing the international development of the Institute, the Controlling Council held its first meeting outside the UK in Dubai in March 2002 and elected Karl Franz from Germany as the first non-British chairman of Council in 2009.

In 2002 the Controlling Council agreed to establish the Executive Council which would be Controlling Council sitting in executive session. Council initially agreed to the proposed structure, but it was subsequently recommended that the number of Controlling Council representatives be increased to four, with at least one being from an overseas branch. The smaller number of Executive Council members allowed it to meet more regularly. Executive Council now comprises of the elected senior officers, committee chairs and seven members elected from Controlling Council.

The Byelaws limit the number of Controlling Council members to not more than twenty-eight. However, as the international reach of the Institute has grown, and new branches have been formed this number was proved to be insufficient to accommodate all branches on Controlling Council. To help address this challenge, in 2013 London Branch gave up its second seat on Controlling Council and the immediate past president/vice president and the immediate past chairman both became observers to Controlling Council, which allowed three places to become available for the West Africa, Bulgaria and Denmark branches.

The Institute welcomed its 26th branch in 2019, the Netherlands Branch, and they had to attend the 2019 Council meeting as an observer as there were insufficient places on Council available. Changes to the Byelaws allowing every branch to be represented on Controlling Council were agreed and passed by members at the 2019 annual general meeting and are presently waiting on Privy Council approval. [SN](#)

Robert Hill FICS is head of membership and education at the Institute, r.hill@ics.org.uk.

For the love of books

Julie Lithgow welcomes global library building initiatives



Julie
Lithgow

The library at Head Office has long been appreciated by visiting members and fellows, tutors and examining teams. Whether at the Institute's first home in the Baltic Exchange in the early 1900s or in its more modern home today at 30 Park Street, the Institute library is well used and well loved.

This library and the evident love of professional study books it represents has been the inspiration for two exciting book-based projects in Africa.

The first, the Book Drive project, encourages branches, members and companies around the world to donate books with the aim of building maritime libraries in those centres where the Institute operates in challenging circumstances.

All students need a place to study, access to the internet and the resources that many take for granted. Most of all they need quality reference books. The Book Drive project started with the aim of providing maritime books for the Institute centre in Mombasa, Kenya. Since its start in February 2018, the project has helped to deliver about 2,000 books and counting in three different countries.

Building on the success of the now global Book Drive project, the West Africa Branch has taken up the challenge of building a maritime library and tutorial centre. In support of this initiative, the Regional Maritime University has generously donated land for the project and the Institute's Education Trust Fund has supported the campaign by donating books and covering the cost of architectural design of the building. Companies and individuals in Ghana have also been invited to contribute to the project, and the Institute's Head Office is submitting donation requests to larger donors.

To achieve the goals set for this campaign, support from individuals and organisations are vital as the West Africa Branch hopes to raise \$70,000.

Fundraising has already begun and interested students, members and fellows can support the construction of the Ghana Maritime Library through donations of any amount either directly into the Institute Trust Fund or via JustGiving.com page. [SN](#)



Details for kind donations to the Ghana Maritime Library fundraising initiative:

Bank Transfer

Bank: Zenith Bank Ghana Limited

Members Making Payment from Outside Ghana:

Account Number: 4060800341 (GBP A/C)

Members Making Payment Within Ghana:

Account Number: 7040800691 (GBP A/C)

Bank Address: Zenith Bank Ghana Ltd
Premier Towers, Liberia Road, PMB CT 393, Accra
Tel.: +233 302 253376

Swift Code: ZEBLGHAC

Beneficiary: Institute of Chartered Shipbrokers (ICS) West Africa Branch) Ghana

Reference: (Your name or company name and details)

JustGiving link: <https://www.justgiving.com/crowdfunding/jacqui-gilbert>

For any further clarification, please contact the West Africa Branch chair, Gertrude Adwoa Ohene-Asienim FICS on +233244788578, westafricabranch@ics.org.uk or adwoagertrude@gmail.com.

Talking up technology?

The industry's obsession with digitalisation risks undervaluing the human factor, writes [Julie Lithgow](#)



Julie
Lithgow

Taking a moderate view about technological change in shipping isn't really popular. It's much more exciting to declare that we're in an age of unprecedented advances or decry the coming onslaught of destructive new ideas, than to conclude that the future will basically be like today with marginal improvements and slight differences.

Of course, ever increasing automation seems incredibly appealing to owners in shipping. The idea of autonomous ships passing cargo off to similarly autonomous cranes and onto autonomous trucks feels, on the surface at least, far less complex and messy than systems dependent on interactions between humans.

But even in that scenario, people will still need to be involved in the process, and how meaningful and fulfilling they find their work still matters.



One reason why technology is such a seductive solution to so many owners and operators is that it requires so little intellectual effort, only more capex and opex. It allows the patch to be applied without addressing the industry's deeper needs.

Right now, increasing amounts of data flowing between ship and shore have not reduced the work done by crews but shifted existing effort. Captains report that they've actually seen an increase in paperwork as the demand from email has grown.

There's an often-quoted statistic that 80% of accidents in shipping are down to human error, but the truth may be a little more complicated than that. A 2017 study by Croatian academics at the Faculty of Maritime Studies Rijeka, suggests that increasing levels of automation coupled with a reduction

in crew levels can lead to more stress and a greater chance of accidents. Simply adding new technology doesn't instantly make things easier or safer.

A future where human employees spend their time tending to the demands of robots is foreseeable, but it needn't be inevitable. The *Global Maritime Technology Trends 2030* report predicted the rise of three new types of robot in commercial shipping – learning (for undertaking complex tasks), practical (for handling assets) and mini (for inspections in harsh environments). While they could reduce the size of human crews, people will still be required to manage, monitor and maintain the robots.

TOO REACTIVE?

Shipping has always been at the leading edge of introducing new technology – containerisation is a good example – but it can also be very reactive. When thinking about how to apply innovations in the industry, we should start from the principle that we would like our societies to be better every single day.

Yes, the blockchain can improve security and transparency in supply lines. Yes, drones and robots are going to play an increasing role in moving cargo. Yes, wearable technology may mean crews feel more like cyborgs.

But all of these innovations are choices and can come with unintended consequences; moving to interactions between autonomous vessels and port infrastructure increases the need for data security and the risks of interference from malicious actors.

This is not an argument for conservatism in shipping or for fear about the future technology could bring. Instead, it's about developing smart ways of managing technology that continue to see the value of human interactions and experience in the process. It's about using technology to improve human-centred work, not turning into simple biological components within an automated system.

When something unexpected happens onboard a ship, there will still be a need for human creativity and the ingenuity that comes from experience. We are still a long way from autonomous systems that are capable of truly non-schematic thinking.

It's likely that changes in shipping technology will simply see a shift in where humans sit in the process. Crews that were once on the bridge of a vessel may be relocated to the shore. In that case, technology would allow workers a more conventional home life, without long stretches at sea. For many that will seem like a benefit but for others it will mean losing what attracted them to the job in the first place.

We need to adopt new technologies with an eye to a long term vision and not simply to solving short term problems. Industries like finance can turn to systems that remove humans entirely because they are dealing in the virtual. For shipping, so rooted in the physical world, the future will still be human. **SN**
This article was first published in *Maritime CEO* and is reprinted in *Shipping Network* with their kind permission.

Time to tackle dangerous goods risks

Carly Fields discusses dangerous goods paperwork failings with Stefan Gielen



Carly Fields

Misdeclaration and mishandling of dangerous goods (DG) is a seemingly perennial problem that the industry continually fails to address. A succession of fires on ships in 2019, in many cases attributed to misdeclaration of dangerous cargoes, kept the issue in the spotlight.

One industry professional explains to *Shipping Network* that the time is ripe to address the root cause of many DG issues: a clunky and outdated document flow. In a winning paper submitted for the FONASBA Young Ship Agent or Ship Broker Award for 2019, Stefan Gielen set out to create a comprehensive overview of the document flow within the DG chain and provide an explanation of how human errors occur.



Stefan Gielen

Stefan explains why he chose to focus on the DG document flow: "The total amount of goods shipped increases every year. Knowing that about 10%-15% of all containers shipped are dangerous goods, it is at least interesting to investigate in more detail."

In that investigation he discovered that an archaic document flow underpins the transfer of DG information among stakeholders. Documents containing the details of dangerous goods are usually passed from one actor to the next via email attachment. The receiver then needs to enter that data in his/her own booking system, and then forward the same attachment onto the next stakeholder in the chain. The process is repeated until all the stakeholders have the same information. "By the very fact that so much human interaction is required, this process leads to an increase in (human) error/mistakes," Stefan says.

To prove this theory, he consulted existing human psychology research which provided sufficient evidence to prove that the process for DG document flow is causing mistakes. "Which in the case of dangerous goods can take on deadly proportions," he adds.

One of the recommendations in his paper calls for an improvement in co-operation between stakeholders, instead of unilateral top-down enforcement. In his research, he noted that local initiatives and start-ups are eager to tackle problems and can often see quick and easy wins through harnessing technology. But little progress has been made to date as these pioneers are often overwhelmed by or simply do not understand the complexity of the process both in terms of the high number of actors and the industry's international character. "In order to digitise the process, you need the full support of every actor in the chain," says Stefan. "From the shipper to the receiver and everyone in between. That also means every shipper from the very small one to the big boys."

The international flavour is also important. "If stakeholders only co-operate within one country, they fail to capture the international flow," Stefan notes. What if the shipper is in a country outside your coalition of co-operating stakeholders, he asks.

MAKE SAFETY MANDATORY

A second recommendation from his paper advises that the appointment of a DG safety advisor be made mandatory. Drawing inspiration from rail, road and inland waterway regulations for DG, Stefan highlights these rules require a dedicated person who has a legal obligation to make sure the transport is organised in the safest way. This also goes for stakeholders who do not directly handle the cargo, such as forwarders.

"By introducing a DGSA (Dangerous Goods Safety Advisor) for the IMDG (International Maritime Dangerous Goods) Code there will be increased responsibility and awareness," he says.

Announcing Stefan's winning paper, FONASBA past president and honorary member Gunnar J Heinonen said: "It was an excellent, intelligent, informative and forward-looking analysis, spotting and analysing the problems of dangerous goods declarations. The paper provided much food for thought for the challenges of future development."

The FONASBA Young Ship Agent or Ship Broker Award was introduced in 2015 with the aim of encouraging members of the ship agency and ship broking profession aged 40 or younger to further their academic and practical training and education by researching and writing a thesis-standard paper on a maritime-related subject of their choice. [SN](#)



The Dangerous Goods document flow needs to be overhauled



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Updated ethics code applicable to all

ITIC's [Andrew Jamieson](#) finds the new Baltic Code has something for every broker



**Andrew
Jamieson**

The Baltic Exchange has issued a new and considerably expanded edition of its Code. Although primarily aimed at members of the Baltic every broker should be familiar with what the Code says about market ethics and practice.

The New Baltic Code retains the structure of earlier editions providing a set of principles (now called good practices) and examples of unacceptable practices. These are now set out under five headings including 'integrity of markets', 'ethical business practice' and 'good market conduct'. The Baltic Exchange explains that its intention was to develop a universally accepted set of principles and good practices that would be applicable not only to its members but also any to other market participants.

The Baltic Code also retains the 'Introductory Guide to Modern Shipping' which was once used as the basis of a test for new members to demonstrate a very basic level of knowledge. The Exchange also makes it clear that it encourages all its members to become members of the Institute.

There is a history of arbitrators and judges using the Baltic Code as a guide to what brokers are expected to do. For example, *Lloyd's Maritime Law Newsletter London Arbitration 11/15* concerned a dispute involving an unpaid demurrage invoice. The tribunal considered whether the broker had failed in their duty to establish the bona fides of business they were quoting. In considering what a broker should do the arbitrators referred to the Baltic Code which provides: "Prior to quoting business from a principal previously unknown to him, a broker should take reasonable steps to obtain the background and reputation of the principal concerned. However, where this has not been possible, the situation should be clearly communicated to any counterparty."

The arbitrators stated that in their view that was something all brokers should do when dealing with a new client whether or not they were members of the Baltic Exchange. The history of this particular Baltic practice being referred to in court proceedings predates its publication in the first edition of the Baltic Code in 1983. If a court or tribunal is looking to find guidance on what is expected then the Code will be very influential.

SETTING STANDARDS

The practices in the Baltic Code set out to promote standards beyond the purely legal position. An example from the ethical business practice section reads: "Where a principal operates a company (whether wholly, partially or separately owned), great care must be taken in considering the company name. Where the name is similar to that of the parent company, market participants are likely to associate the goodwill of the parent with the subsidiary or separate company. In these circumstances, whatever the precise legal position, it is unacceptable if the



The new Baltic Code sets out to develop a universally accepted set of principles and good practices

'subsidiary' fails to meet its obligations while the parent is in a position to meet those obligations or pay appropriate damages."

The Code does not alter contract law and make the parent company legally liable for the debts of the subsidiary. Although there might not be any legal remedies available to the out of pocket counterparty the sanctions available to the Exchange for breaches of their ethical code include the suspension or expulsion of a member. The Baltic may also "post" a member or non-member on their website as a warning to members of the dangers of doing business with that company. The Exchange recommends that members check their website when dealing with a new connection and makes it clear that members should ensure that they do not quote any business on behalf of a person that has been "posted" on the Baltic. A broker may be in a difficult position if they are found to have done so.

The New Baltic Code and Guide contain useful comments on the broker's right to commission. The Guide advises that not paying commission on direct continuations of time charterparties in which the broker was originally involved is regarded as unacceptable. Equally unacceptable under the Code is withholding payment of commission to brokers on any earnings received.

The provisions quoted in this article are a small part of the New Baltic Code and the full document is available to members and non-members on the Exchange's website www.balticexchange.com. [SN](#)

Andrew Jamieson is claims director and legal advisor at ITIC. www.itic.com.

Legal Eagles...

Do you have a burning legal question for the HFW Shipping Network team? Email legaleagles@ics.org.uk for them to answer your question in the next issue of *Shipping Network*. Questions should be of a general nature and not specific to a particular live issue.

HFW's crack team of specialist shipping lawyers answer your legal questions



Guy Main



I have heard of 'early intervention' as a method of settling shipping disputes. What is it?



Henry Clack



Many shipping disputes or misunderstandings are resolved quickly by the parties directly, or through their brokers or agents. When this is not possible the parties may turn to arbitration or court proceedings. In many shipping contracts, arbitration, with a specified law to govern the dispute and the terms or basis upon which the arbitration is to be conducted, is agreed by the parties in advance. In other cases, often where there is no contract, the parties seek the assistance of the courts to settle a dispute.

Formal arbitral and court proceedings can be time consuming. As a result, alternative methods of resolving disputes under English law in England (as well as some other laws and jurisdictions) have developed which are run (initially) in parallel with the formal proceedings.

These include neutral evaluation where, by agreement, each party presents its case to a neutral third party, who is generally a respected barrister with experience in the subject of the dispute. The third party delivers a non-binding (or sometimes binding, if this is agreed in advance) evaluation of the merits of the dispute. This guides the parties, and they either continue the formal proceedings or, more usually, find a commercial settlement.

Mediation has become a regularly used method of resolving disputes. A mediation meeting usually takes place after most

of the preliminary stages of formal proceedings have been completed, which allows all parties to take a view as to the strength of their case and the commercial level at which they are willing to settle. A neutral mediator assists the parties in coming to a settlement: the mediator is not a judge or arbitrator. A mediation meeting may take place early in a dispute, although a complete picture may not be available to the parties at that stage. Often a mediation takes place within the timetable of formal proceedings, which continue if a settlement is not reached at (or just after) the mediation meeting.

ANOTHER WAY

Early intervention is a form and development of mediation. With the active assistance of a neutral facilitator, the parties explore settlement. This is usually early on in a dispute, although it may take place at any time. During early intervention the parties will probably not have all the disclosure which would be available later in formal proceedings.

Somewhat unusually, the facilitator in early intervention may be asked in the first instance by one party to explore with the others if they are content to discuss settlement by this route. Alternatively, the parties together may agree to engage in early intervention.

The facilitator is usually a well-known and trusted shipping lawyer, with experience of the issues in dispute. The facilitator is key in early intervention as much (if not all) of the discussion and negotiation takes place with the facilitator speaking to each party, individually, by phone. While there may be a meeting of the parties later, there often is not. All the discussions with and via the facilitator are conducted on a without prejudice basis, and the facilitator should be provided with all relevant information. The facilitator must be trusted to use the information appropriately with the aim of achieving a commercial settlement: any information that she/he is asked not to reveal to the other party(s) will remain private.

The facilitator will discuss the issues with each party and seek to negotiate a settlement. If one is reached that is acceptable to all parties then, subject to suitable terms, the agreement is binding.

While early intervention may be used in a variety of shipping disputes it is perhaps particularly suited to multi-party, low value claims. This may, for example, be a charter dispute with a chain of charter-parties between the head owners and the end charterers. Early intervention, if the parties embrace it, can save the considerable time and costs. [SN](#)

While every care has been taken to ensure the accuracy of this information at the time of publication, the information is intended as guidance only. It should not be considered as legal advice.



Many shipping disputes or misunderstandings are resolved quickly by the parties directly, or through their brokers or agents



As lithium-ion batteries become more common, what are some implications for the shipping industry?



Lithium-ion batteries have long been known to be a source of fire if not handled and stowed correctly. They have been causative in a number of fires in aeroplanes and cars, including a Tesla Model X. Due to their advantages over larger, heavier lead-acid batteries, however, lithium-ion batteries are increasingly used on board vessels, and carried as cargo, as they are compact, lightweight and can be charged rapidly. Lithium-ion batteries have been installed in a number of ferries and passenger vessels and are part of the ubiquitous mobile phone. Recently a fire on board the dive vessel *Conception*, which killed 34 people, prompted the US Coast Guard to issue a safety bulletin recommending that commercial boat owners limit unsupervised charging of mobile phones.

Fires involving lithium-ion batteries can result in a thermal runaway event (where flammable gases and oxygen are produced in an exothermic reaction). These can occur due to overcharging, over-discharging, exposure to excessively high or low temperatures, internal short circuit and external damage, and can result in a fire or explosion. It is also worth noting that, for the most part, a lithium-ion battery fire can only really be cooled, contained or suppressed. Extinguishing a lithium-ion battery fire with 100% certainty is not always possible due to the issue of thermal runaway. Furthermore, since lithium-ion battery fires do not require an external source of oxygen to burn they are considered to be a “chemical fire”. Any attempt to extinguish a lithium-ion fire using conventional means (e.g. with water) will often exacerbate the situation to such a point that the battery will potentially explode.

Cargo misdeclaration is a well-known issue within the container shipping industry and presents a significant industry challenge. Historically, a number of fires on board container vessels were associated with the misdeclaration of consignments of calcium hypochloride. More recently there have been a number of fires associated with lithium-ion batteries, including instances when they were declared as “mobile phone accessories” or “spare parts”. Misdeclared lithium batteries are suspected of self-igniting and causing the fire on board *Cosco Pacific* on January 4, 2020.

TRAINING NECESSITY

It is vital that crew are properly trained to mitigate the risk of a fire caused by lithium-ion batteries. Crewmembers should understand the risks involved with storing and charging lithium-ion batteries, and the difficulties and dangers associated with fighting fires caused by them. While most crew competency and firefighting courses provide some basic training in how



Phone batteries are susceptible to ignition

to tackle these types of fire, the nature of the fire may not be immediately apparent to the crew during their initial response. One issue that crews should be aware of is the dangers presented by the gases produced in this type of fire. In October 2019, 12 professional firefighters required hospital treatment after being exposed to gases produced during a fire on board the ferry *Ytterøyningen*.

Lithium-ion batteries have a number of insurance implications for both ship owners and cargo owners. Both are under a duty of utmost good faith to their insurers, and underwriters should be made aware of the presence of any lithium-ion batteries either installed on board a vessel or forming part of a consignment of cargo. A failure to make underwriters aware of the presence of these batteries may give rise to the insurance contract being considered void and underwriters declining cover.

Further guidance on protection against lithium-ion battery fires can be found in the UK’s Marine and Coastguard Agency guidance note MGN 550 (M+F).

SN

While every care has been taken to ensure the accuracy of this information at the time of publication, the information is intended as guidance only. It should not be considered as legal advice. These articles were written by Henry Clack and Guy Main. Henry is an associate and Guy a senior manager (partner equivalent) at HFW, a sector focused law firm specialising in shipping, aviation, commodities, construction, energy and insurance. Both are in the shipping department in HFW’s London office. Guy is also a Fellow of the Institute and, before joining HFW, he spent 18 years as a shipbroker.

Tanker bulls see red and charge ahead



Geopolitics overshadow pure supply and demand, reports S&P Global Platts' **Arthur Richier**



Arthur Richier

In *A random walk down Wall Street*, Princeton professor Burton Malkiel claimed: "A blindfolded monkey throwing darts at a newspaper's financial pages could select a portfolio that would do just as well as one carefully selected by experts."

Forecasting what will happen next to freight rates in the oil tanker markets has lately seemed akin to squeezing blood from a stone, an impossible task that might as well be performed by Malkiel's primates.

Studies of the economics of supply and demand in the tanker markets range from assessing the current available amount of tonnage, taking into account demolitions and expected deliveries, to demand for crude oil and petroleum products worldwide.

However, as of late, even the sturdiest studies end up thrown out the window in light of an unprecedented confluence of events, ranging from regulatory changes to geopolitical factors. This multitude of disruptors have led to a tremendous amount of volatility in tanker freight.

While the implementation of the IMO 2020 sulphur limit in marine fuels regulation is now in force, the real reasons for tanker bulls to charge ahead may simply lie in the fact that the only certainty in this world is uncertainty.

DIZZYING NEW HEIGHTS

Between January 1 and September 30 2019, the S&P Global Platts freight assessments on West Africa to Far East 260,000 tonnes crude oil tanker route averaged \$15.43 per metric tonne (mt). For the October 1, 2019 to January 10, 2020 period this had surged 122% to settle at an average of \$34.24/mt.

It is not unusual for rates to rise at this time of the year. What is known as a seasonality factor matches what has been witnessed historically with tanker freight rates higher overall during the first and final quarters of a year. This is due to increased demand for oil from the northern hemisphere with more energy consumed during the winter, a simple function of home heating systems being switched on.

One could even argue that this time round, due to the long-awaited debut of the IMO 2020 sulphur limit regulation, the higher cost of bunkers for fuels with an 0.5% sulphur limit compared with those with a 3.5% one have been factored in and have led to higher rates for the industry as costs increase and are passed on to the customer; in the case of tanker freight, the charterer.

What may have gone unnoticed was the cost of transport of a same-sized VLCC stem from West Africa to the Far East on October 9 and 10, 2019 assessed at an eye-watering \$90.66/mt or close to four times the average over the previous three quarters. This short and unprecedented spike was caused by a perfect storm of geopolitical factors. Factors which, even though they led to shipowners and shipbrokers alike welcoming Christmas early, were for the most part, unpredictable and unsustainable.

ATTACK IMPACT

It all started when Saudi Arabia's oil infrastructure was hit by a series of air strikes in September 2019, which cut, albeit temporarily, the kingdom's output and threatened to wreak havoc in the markets. Targeted attacks on oil tankers transiting through the Middle East Gulf were blamed on the re-imposition of US sanctions on Iran. While this may have warranted higher insurance premiums for shipowners and in turn higher freight, its combination with added sanctions led to rates skyrocketing.

US sanctions on affiliates of Cosco Shipping removed a substantial amount of tonnage from the market, approximately 10% of the global VLCC fleet according to certain estimates, which in turn was too much risk for the market to bear and rates shot up to higher levels than some market participants had seen in a lifetime.

Moreover, therein lies the key to the current bullishness of not only the owning fraternity but also shipbrokers and market observers alike. A continued degree of uncertainty and volatility due to a US-China trade war, the US and Iran seemingly on the



Tanker owners have enjoyed a run on rates

The market is still waiting to see the true impact of the low sulphur fuel rulings



brink of war and a multitude of other geopolitical factors, only added fuel to the fire of firmer tanker freight rates.

One of the biggest recent drivers of crude oil prices is the geopolitical tension between US and Iran, which has strongly affected prices. With shipowners reportedly avoiding the region in the face of the threat of war, risk premiums have shot up, with freight rates following as a result, mirroring the same concerns.

The shipping market is one where repercussions can be felt far and wide. For example, higher freight rates in the VLCC tanker market segment for loadings in the Middle East Gulf usually lead to higher freight rates for West Africa loadings, which in turn affects neighbouring markets worldwide.

The IMO 2020 sulphur regulation was always considered a game changer in the shipping industry in light of potential ramifications of increased costs along the supply chain.

The premise was that the regulation would lead to a significant increase in the cost of shipping. Higher bunker prices would lead to higher freight rates, with the 0.50% sulphur bunker fuel significantly more expensive than the 3.5% one. With the emissions regulation now fully into effect, the spread between fuel oils depending on their sulphur content has never been higher. At the time of writing, S&P Global Platts had last assessed the cost of 0.50% sulphur bunker fuel at \$705/mt in Fujairah, while 3.5% bunker fuel could be obtained for \$317/mt – less than half the cost.

The result? Scrubber fitted vessels are obtaining extraordinary premiums on time-charters and crude oil tanker spot rates are continuing to soar as shipowners are firmly set in the driver's seat.

A CERTAIN OPPORTUNITY

In November 2019, the inaugural Platts European Shipping Seminar took place in Athens, with IMO 2020 on the forefront of everyone's minds in this vital and historic shipping centre.

Who would emerge as the winners and losers of the scrubber bet? What about those that had decided to delay scrubber installations to benefit from higher freight and who would be forced to switch regardless to the 0.50% sulphur bunker fuel? The answers all distilled down to the question of who had correctly predicted the price spread between high and low sulphur fuels.

A seasoned shipowner, that had seen his fair share of market ups and downs, swept such questions aside. Regulations came and went, the market adapted and everyone moved on. What it all depended on he said, "was how well Mr Trump and Mr Xi were going to get along". That an industry that impacts 90% of the world trade according to the UN could be at the mercy of two men, however powerful they may be, can provide a sense of hopelessness.

The US involvement and actions in the Middle East; the actions and more importantly reactions of other regional powers; and demand from the world's most ravenous economies in Asia – these factors go far beyond the simple economics of how much oil is needed and how many ships are on the water. They have turned geopolitical volatility into the single most important factor impacting tanker freight rates today.

Confucius wrote that "when a wise man points at the moon, the imbecile looks at the finger". Higher bunker costs are just one element of potential influences on a market that is an essential cog in the global economic machine. This market has become extremely difficult to predict and the only certainty is that volatility is set to remain with bulls more numerous than bears. [SN](#)

Arthur Richier is a senior pricing specialist at S&P Global Platts. He leads the company's West of Suez tanker market coverage and assesses voyage rates on crude and dirty petroleum products exports. Arthur can be contacted at arthur.richier@spglobal.com.

S&P Global
Platts

Go bananas...

Weird and wonderful facts about one of the shipping industry's staple commodities. This month, we take a closer look at the banana.

Trading bananas is the cornerstone of many developing countries' economies, with an estimated global export value of

\$7 billion



The **inside of a banana peel** can help relieve itching and inflammation, such as from bug bites or poison ivy

The banana is actually classified as a **berry**.

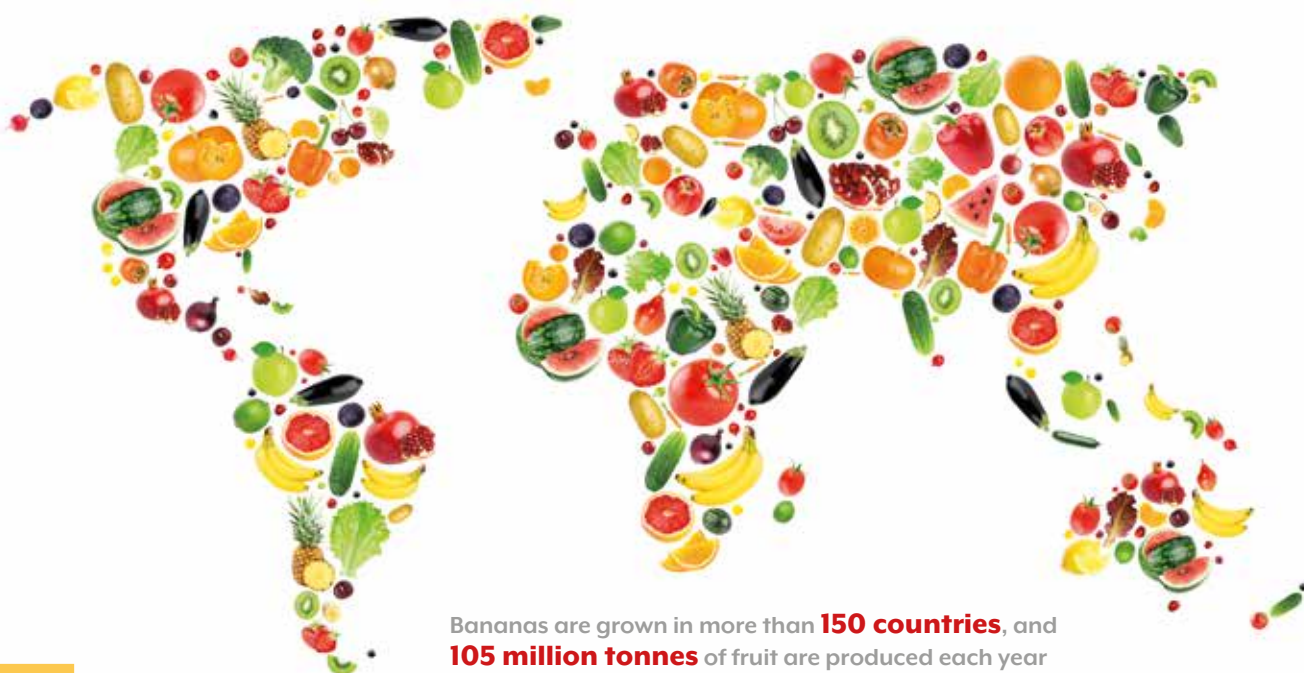
Bananas grow on plants that are officially considered a **herb**



More **songs** have been written **about bananas** than about any other fruit



More than **100 billion** bananas are eaten every year in the world



Bananas are grown in more than **150 countries**, and **105 million tonnes** of fruit are produced each year

5th

Bananas are the fifth most traded agricultural product

The largest consumer of bananas worldwide is **Uganda** where the average person consumes around **605g** of the fruit **daily**

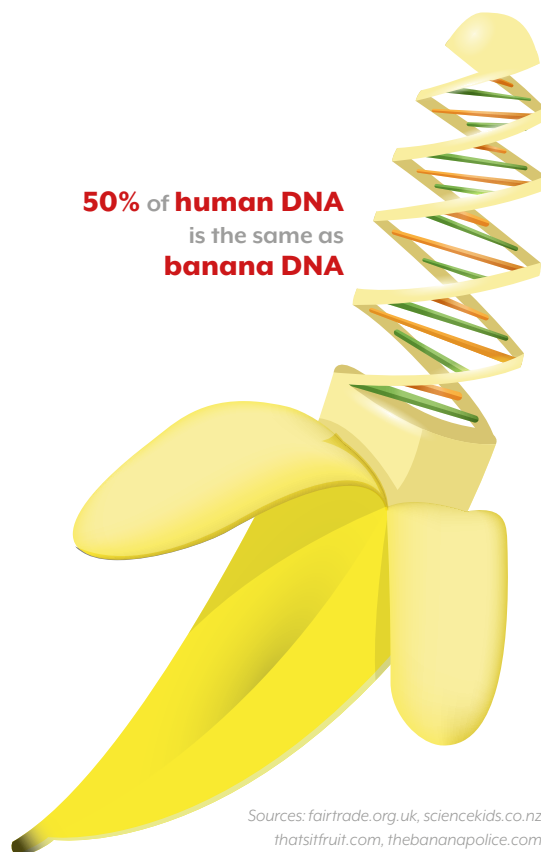


India produces more bananas than any other country on the planet, accounting for about **28 percent of the worldwide crop**. (**China** is number two, with **ten percent**)



Ecuador is the **main exporter** of bananas, and accounted for an annual average of **one-third of total global banana export volumes** between 2014 and 2018

50% of human DNA is the same as **banana DNA**



Sources: fairtrade.org.uk, sciencekids.co.nz, thatsitfruit.com, thebananapolice.com, thefactsite.com, bananalink.org.uk

Pass rates, protests and public safety

Matt Gilbert delivers encouraging examination news despite global crises



Matt Gilbert

February 27 was results day for the November examinations and the news was generally encouraging from a number of perspectives.

Firstly, the numbers of students enrolled to sit examinations was up by 2% and the total number of examinations registered for the November sessions was up by 10.5% at 1,573.

Attendance increased by nearly 12% in absolute terms over November 2018 and absentees reduced by 1% in relative terms to 16% for the sessions, though it should be noted that a particularly high absence rate was observed in Hong Kong due to the ongoing civil disruption from street protests. Cyprus, East Africa and Ukraine among others had excellent attendance records way above the global average.

The most encouraging news, though, is that global pass rates have comfortably held above the 'Target60' 60% level,

improving by 3.5 percent to 64.6%. Only 34 papers were lucky enough to be awarded a distinction which is a pass at 80% and above, accounting for just 2.6% of examinations sat and proving a very high bar indeed for this recognition. The Institute takes an absolute view of examination standards safeguarded by the Board of Examiners, where pass and grade boundaries are fixed and are not adjusted by statistical methods related to the performance of any particular cohort.

SAFETY AND SECURITY

Before the November exams the Head Office together with Hong Kong branch, assessed the risks of holding examinations in Hong Kong and a decision was taken to proceed based on all the advice at hand. Notwithstanding this decision, the Institute notified every registered student in Hong Kong that due to the

FOUNDATION DIPLOMA

Location	Name	Foundation Diploma in:
Bucharest	Radu Giurca	Dry Cargo Chartering
Durban	Sabelo Manyanga	Logistics and Multi-Modal Transport
Effia-Takoradi	Leticia Aikins	Port Agency
Goodlands	Pravesh Sharma Bhadye	Port and Terminal Management
Johannesburg	Selwyn Louw	Liner Trades
London	Amy Naughton-Rumbo	Economics of Sea Transport and International Trade
London	Tomas Dyson	Shipping Finance (with Distinction)
London	Alexander Barry	Dry Cargo Chartering
Mombasa	Brian Onyango	Liner Trades
Mombasa	Umaima Rajbhai	Liner Trades
Mombasa	Dorcas Kamau	Port Agency
Mombasa	James Kyalo	Port Agency
Mombasa	Stanley Mwangi	Port Agency
Mombasa	Zainabu Nzai	Port Agency
Mombasa	Ruth Hare	Port and Terminal Management
Mombasa	Packson Ngalah	Port Agency
Mombasa	Anne Wanjiku	Port Agency
Mtwapa	Sharon-Rose Mwanza	Liner Trades
Mtwapa	Hannah Mwanza	Liner Trades
Port Louis	Faaria Muwahhida Bint Feroze Ackburally	Port and Terminal Management
Port Louis	Vilorshi Oree	Port and Terminal Management
Port Louis	Ghislain Pascal Arnaud Teycheney	Port and Terminal Management
Pune	Jinesh Oswal	Dry Cargo Chartering
Singapore	Rachel Ann Chua	Economics of Sea Transport and International Trade
Singapore	Marilyn Lim	Shipping Finance
Singapore	Eunice Lim	Ship Operations and Management

ADVANCED DIPLOMA

Location	Name	Advanced Diploma in:
Auckland	Yingwei Tok	Dry Cargo Chartering
Auckland	Giles Jephcott	Liner Trades
Dubai	Ajmal Idris	Port Agency
Dubai	Iuliia Naimushyna	Ship Operations and Management
Durban	Mlungisi Kunene	Liner Trades
Hamburg	Martina Ambach	Dry Cargo Chartering
Hong Kong	Vishaka Mudiyansele	Economics of Sea Transport and International Trade
Karachi	Mehndi Lal	Port Agency
Karachi	Sana Pervaiz	Port Agency
Karachi	Muhammad Siddiqui	Port Agency
Lianyungang	David Sun	Dry Cargo Chartering
Limassol	Alexandra Christophi	Port Agency
Limassol	Menelaos Menelaou	Port Agency
Limassol	Antonia Petrou	Port Agency
London	Declan Ellis	Offshore Support Industry
London	Georgios Saffianis	Ship Operations and Management
London	Marta Redondo Rodriguez	Shipping Law
Malmö	Mattias Borstrand	Dry Cargo Chartering
Mauritius	Ayesha Sohun	Port and Terminal Management
Mombasa	Grace Apiyo	Port Agency
Mombasa	Alice Karisa	Port Agency
Mombasa	Loiza Mwashigadi	Port Agency
Montreal	Sherif El Zanfaly	Ship Operations and Management
St-Petersburg	Evgeny Fedorov	Tanker Chartering
Sharjah	Mohammad Uzair Hakim	Economics of Sea Transport and International Trade
Singapore	harshal kolambe	Ship Operations and Management
Singapore	Kenneth lim	Tanker Chartering
Singapore	Nishudhan Ravi	Tanker Chartering
Stamata, Attiki	Panagiotis Efstathiou	Dry Cargo Chartering

civil situation they may decide to defer their examination dates without charge on compassionate grounds.

The May examination sitting is always open to requests for specially arranged examination centres, with a February 10 deadline for requests in the current academic year. The Head Office makes every effort to set up exam centres as part of the Institute's strong ethos of widening access to its affordable and high-quality professional qualifications. We are often assisted by local members, shipping organisations and academic institutions which helps to keep costs to a minimum so that students sitting in these centres are not charged additional fees as a point of principle. There are a number of criteria involved in establishing centres, however the first priority in any evaluation is the safety of all concerned.

It is rare for such concerns to become elevated to more than one centre and potentially to impact an entire examination series. As such, the Institute is monitoring the Covid-19 pandemic closely and will not hesitate to suspend examination centres and sittings, even at short notice, based on advice about the risks. The Board of Examiners has issued the following official statement to this effect which has been communicated to all concerned:

"The Board of Examiners agrees that when there is a potential health or security risk to students, invigilators or the examination centre, the Institute may cancel the examination session at that centre. If the Institute cancels an examination session at a centre then students are to be enrolled in the next available examination session without any additional cost to the students."

For those waiting on results before making choices on their next exam subjects, registration is still open for May exams until April 6, with more structured study options available than ever before including Fast-Track, Spring PREP, TutorShip, evening classes and self-study methods supported by the Institute's branch network.

As ever, our team of advisors at the Head Office and in our network of branches, teaching centres and recognised partners would love to hear from you.

Finally, we are delighted that 94 students have cleared the final hurdle and crossed the Professional Qualifying Examinations finish line. Our membership team is busy providing assistance to these completers with their elections and we look forward to welcoming them as members shortly. [SN](#)

PROFESSIONAL QUALIFYING EXAMINATIONS COMPLETED

Location	Name	Location	Name	Location	Name
Australia	Michael Laloli		Maria-Elena Litsou		Zi Qin Lim
Belarus	Alexander Ilyuk		Dimitra Metaveli		Xuan Sim
Bulgaria	Kaloyan Gunchev		Lambi Minaidis		Alex Hanyu Wang
Canada	Hani Alsabawi		Chrysostomos Nikolaou		Michael Watters
	Shweta Jayavant		Theodora Panagiotou	South Africa	Eidris Dildar
Cyprus	Despoina Christou		Alexander Papadimitriou		Panache Ramsuran
	Dena Georgiou		Alexandra Patera	Sri Lanka	J.M.Buddhika Jayaweera
	Dimitra Isaakidou		Kelly Sklavounos		Niluka Ruwini Perera
	Dumitru Jelavschii		Ioannis Stasinopoulos		Chinthaka Singhaarachchi
	Nafsika Karantza		Thanos Stathakis		Uchitha Wickramaarachchi
France	Thibaud Daguet		Konstantia Taxidou	Ukraine	Anton Barbariga
Germany	Stefan Eberhardt		Styliani Vitezaki		Subhasis Behera
Ghana	Christopher Adeleke		Periklis Vlachopoulos		Ivan Martsynenko
Greece	Prodromos Angelidis	India	Rohan Chaturvedi		Oleksandr Razuvanov
	Sotiria Barogianni		Pranav Gupta		Yegor Rogovenko
	Spyridon Batsoulakis		Mathew Joseph	UAE	Javed Adnaan
	Ariadni Benetatou		Avinash Kadam		Adarsh Das
	Leontios Chaviaras		Karn Kapoor		Vikram Kakkar
	Vasileios Dimitroukas		Shirish Metri		Gnaneswara Tuta
	Dimitris Dimopoulos		Krishna Palle	UK	Edward Clark
	Stavros Dragatis		Vijayarangan Parthiban		Mustafa Dalkiran
	Vasileios Dremperteris		Priya Ranjan		Jonathan Highfield-Jefferies
	Dimosthenis Gkizas		Lional Sharon		Lasse Jensen
	Anthony Jolley		Shantanu Singh		Theofilos Korosopoulos
	Alexandros Kafouros		Pavansayee Srinivasan		Christos Kottas
	Ioannis Kalothetos		Aniket Tamrakar		Svetlana Kuriyanova
	Anastasia Karintzi	Kenya	Walii Boda		Evgenia-Emmanouela Nichoriti
	Margarita Kavousanaki		Diana Businge		Vishnu Shankar Rajalingaraja
	Foteini Konstantinou		Morris Mwaniki		Benjamin Struthers
	Eleni Kosmidi	Kuwait	Diana Appos		
	Panagiotis Kostakos	Singapore	Edric Cheang		
	Vasileios Kyveris		Murali Kaanthan		



Controlling Council gets back to basics

Immediate past chair [Theo Coliandris](#) reports on the 2019 meeting



Theo Coliandris

Last year's Controlling Council took place in the Welsh capital city of Cardiff, welcoming representatives from Institute branches from around the world.

In a change of format, the workshops usually held on the first day were replaced with an open forum discussing matters regarding the Institute. The takeaways from those forums were then carried forward to the second day of the Council meeting, which followed a set agenda.

Embracing the theme of 'back to basics', facts for discussion were produced and analysed in a simple format

so that each Council member was afforded a greater understanding of what was expected of them.

On the agenda was an update on the progress of the Strategic Plan of the Institute, first introduced in 2015. That same year an external facilitator observed Controlling and Executive Council meetings in Dublin and Durban to assess the format and to make suggestions for improvement going forward. The Plan and review identified items that would be useful for the Institute to adopt in the short, medium and long term. Some of the less expensive and more easily achievable items have been introduced in the ensuing years, mainly those that the Institute Head Office could action. For example, corporate partnerships have been developed and among these is the development of an MBA in co-operation with Hull University. Of the remaining items, the 2019 Council meeting prioritised the rollout of the online Understanding Shipping course, planned for January 2020, the enhancement of CPD for members and further development of corporate partnerships.

A fresh review of the suggested move to charitable status was considered necessary and is to be undertaken by a sub committee formed of Institute vice chair, Glenn Murphy, and former Institute chair, Kevin Shakesheff. Their objectives are to establish the pros and cons of charitable status to the Institute. Their review is expected to dovetail with the Byelaw and governance reviews that are already underway and which are being revised to suit a future either as a company with charitable status or an unchanged company structure.

At the Council meeting it was also agreed to rename and formalise the Finance and Remuneration Committee as the Finance Committee. Further, the Remuneration Committee was re-established as a committee in its own right to consider





salaries and other staff matters. It is expected that the two committees will liaise closely.

Over the two days the finances of the Institute were also given priority and discussions were held regarding how to turn around recent losses. The relevance of 2015's Strategic Plan figured greatly in the discussions, particularly as there is a need to source additional new income streams and/or reduce overheads. When the Strategic Plan was first introduced, it sought to address a drop in student numbers and losses of income on the educational front. However, a review of the Institute's annual reports for the past five years notes that educational income has not dropped as much as anticipated.

In the light of this, Council discussed a review of the recommendations of the Strategic Plan taking into account the changed sector since 2015. Discussions centred on greater concentration of the Institute's core income – which is currently derived from education and membership fees, and opportunities to increase this, as well as diversification of the Institute's teaching into new areas. Furthermore, the possibility of cutting administration costs to fit with core income was proposed, in tandem with relieving over-worked staff and volunteer members. A subsequent review of the Institute's educational and membership aims was discussed so that attention could be focused on the right areas going forward. **SN**

ATTENDEES

HOST BRANCH: SOUTH WALES AND WEST

PRESENT:

Bulgaria Branch	Netherlands Branch
Canada Branch	North East of England Branch
Cyprus Branch	Singapore Branch
Denmark Branch	South Africa Branch
East Africa Branch	South Wales & the West Branch
East Anglia Branch	Sri Lanka Branch
East India Branch	West Africa Branch
Germany Branch	
Greece Branch	
Humber Branch	
Ireland Branch	
Liverpool Branch	
London & South East Branch	
Middle East Branch	
Mumbai Branch	

APOLOGIES RECEIVED:

Australia/New Zealand Branch
Hong Kong Branch
Pakistan Branch

NUMBER OF OBSERVERS:

Six

FORMATION OF THE NEW FINANCE COMMITTEE

During the Controlling Council Meeting in Sri Lanka in November 2018 branch representatives expressed a clear need for a Finance Committee. There had also been discussions regarding the same some ten years prior.

As an outcome of the Sri Lanka meeting, Controlling Council elected three of its members to form an interim Finance and Remuneration Committee on an informal setting.

After one year of work, the Controlling Council in Cardiff in November 2019 voted to formalise that committee as the Finance Committee, operating under a similar structure to the other existing committees of the Institute, such as the Membership

Committee and the Education & Training Committee.

While the new official Finance Committee of the Institute is finalising its terms of reference, members have been elected as follows: three members of Controlling Council: Theo Coliandris, Steve Gillie and Marc Buchholz, plus Institute chair Susan Oatway and Institute vice chair Glenn Murphy. The first official Finance Committee meeting was held on January 15, 2020 in London, where Mr Buchholz was elected by Committee members as their chairman.

The Finance Committee was set up to review the Institute's finances and help Head Office with recommendations.



Spreading the Institute word

Matt Gilbert celebrates the successes of branch Open Days



Matt Gilbert

The first Institute Open Day of 2020 took place at 18 branches around the world last month, giving potential students the chance to find out about the Institute and the continuing relevance of its internationally recognised professional shipping qualifications.

In London, the local branch hosted its Open Day at the prestigious Baltic Exchange. Branch representatives met a group of students from the Shipping Society at Kingston University who were looking to expand their knowledge after their respective Masters programmes. They are now considering shipping and the qualifications offered by the Institute with interest.

The branch also welcomed professionals from different backgrounds, from seafarers to logisticians and freight forwarders. All were curious about the career options in commercial shipping, the benefits of membership and the meaning of a qualification from the Institute.

In Germany, the branch held its Open Day in Hamburg. Hauke Pane, chairman of the Germany Branch, and Marc Buchholz, president, explained the Institute programme to a large group of young students. Mr Hauke also paid a personal visit to three classrooms afterwards and met with about 60 young students of different grades studying at HBT.

The Germany Branch is grateful for the excellent co-operation between HBT headmaster Christian Peymann and department manager for shipping, Jan Schlichting and looks forward to a number of enrolments in the very near future.

NEW ZEALAND

The Open Day in Auckland, New Zealand, was hailed a success by the local branch. While numbers were not huge, all those who attended appeared to be very interested in the Institute's courses.

Those potential students had come from a recommendation to attend the Open Day event from the managing director of Intransit Recruitment agency based in Auckland, who has been associated with the shipping industry for many years and has always been a good supporter of Institute events.

The Branch would like to thank Felix Van Aalst for providing assistance – Felix is now a member after successfully completing the Institute exams several years ago, and now serves on the Australia/New Zealand Branch committee. As manager of stevedoring company Wallace Investments, he was able to give some first-hand info to the prospective young visitors.

Meanwhile, the East India Branch welcomed seven potential students to its Open Day, which was organised by chairman Ravee S.Tittei.



Germany Branch



East India Branch



Netherlands



London

CMTD FOUNDATION PARTNERSHIP

Rekia Larteykaa Torgbor a student of the Institute, and founder and chief executive of the Centre for Maritime Training and Development (CMTD) Foundation, hosted the Institute's West Africa Branch Open Day.

Through mentoring programs and training tools, the Foundation provides a platform for and empowers young women pursuing careers in maritime, logistics and oil & gas.

Nathaniel Kojo Nti FICS, Branch general secretary, and Richmond Nfodwo MICS, Branch student co-ordinator, facilitated an Institute orientation, training and mentoring session for the 2020 Cohort of the Foundation's 'She Mentors Shipping Mentoring' programme.

They introduced the ten participants with diverse educational backgrounds to the world of shipping and the Institute's professional courses, explaining how these could enhance their capacities and employability within the industry.

Institute student, CEO and maritime trainer Jeffrey Botchway of Masser Afrique presented career opportunities and changing trends within the maritime, oil & gas and logistics spaces. He also encouraged the participants to take advantage of entrepreneurial opportunities.

Georgina Bartels, regional talent manager of Newmont Mining Corporation, and Dr Alberta Akrong, director of Innovative Strategies Ventures, enjoyed an interactive mentoring session with the women and shared tips on personal development and career guidance.

The Branch is delighted with the success of the event and is looking forward to more partnerships with the Foundation.

GHANA ENGAGEMENT

The West Africa Branch held a second Open Day event in February with the staff of the Ghana Shippers Authority (GSA).

The target group for this Open Day event was the young graduate staff and senior members of the organisation who makes significant contributions to policy formulation.

The event was well represented by staff members including the former West Africa Branch chair Fred Dartey



FICS, currently serving as the freight and logistics manager at the GSA.

Current Branch chair, Gertrude Adwoa Ohene-Asienim FICS, delivered a presentation on why to study with the Institute, how to become a member and why shipping is a good profession. She also emphasised that that the Institute's qualifications are extremely practical and can help in promoting professionalism within the industry.

She encouraged all staff present to take advantage of the Institute courses and to build a fulfilling career in shipping.

Also present was Capt Edem Ayitey FICS, Branch finance secretary, Richmond Nfodwo MICS, Prisca Chendjou MICS and Yaa Amankwaa, Institute student.

In her closing remarks, Ms Ohene-Asienim challenged the GSA staff to enroll with the Institute to guide them in promoting the most valuable tenets required in business: integrity, knowledge and trust. These, she stated, are the keys to professionalism. [SN](#)

General average party for West Africa

The West Africa Branch of the Institute hosted a general average party by the pool at the Regional Maritime University in February.

The gathering discussed the Branch's 10th Anniversary celebrations and plans to organise a maritime game with Futurestars (a charity that provides education through sports for primary school children within the Tema area) and shipping companies to raise funds for its library project.

The pool party was full of fun and excitement as members sang, danced and networked. Potential students who attended also took advantage of the opportunity to find out more about the Institute and how to get started with studying for exams. [SN](#)



The poolside location proved to be a hit

Director delighted by UK honour

The Institute's director Julie Lithgow was recognised with an OBE for her voluntary service to 'Diversity in the Maritime Sector' in the UK's New Year Honours List 2020.

An OBE is an Order of the British Empire award. It is the second highest ranking Order of the British Empire and recognises the outstanding achievements of people across the UK.

Honours are awarded to someone for making a great impact in their line of work.

Ms Lithgow said that it was an honour to accept the OBE on behalf on both the Institute and the Women in Maritime taskforce that she has enjoyed being part of.

The Women in Maritime taskforce and the Women in

Maritime Charter are the results of an army of women and men across the industry who are stepping up to an issue that goes from grass roots to the boardroom and not shying away from looking at all the root causes, large and small, from PPE to parental leave, she said.

"The Institute's commitment to the accessibility of qualifications and education to the highest level across our industry is a privilege to be part of," said Ms Lithgow. "In 2020, the year the Institute celebrates the centenary of our Royal Charter, it reminds us of the Institute's enduring impact on our sector; hundreds of thousands of young people, from across the globe have benefitted from the Institute's one hundred years of remarkable leadership and capacity building." [SN](#)

Silver placing for Hong Kong football stars

In December, the Hong Kong Branch's soccer team participated, once again, in the Pacific Basin Soccer 6s, hosted by Pacific Basin Shipping.

Twenty teams participated in the tournament with the cup going to Captain Panda, also known as Cosco Shipping. The Hong Kong Branch team placed a very respectable second.

The Branch is extremely grateful to the squad for all the effort that they put in and would like to thank the host and the supporters for their continued backing.

Meanwhile, the Hong Kong Branch's December Christmas Party attracted shipping professionals from throughout the industry, who enjoyed networking, cocktails, dinner and a live band.

Attendees commented on the warm atmosphere and visibly had a good time.

The Branch would like to thank all the sponsors of the event, and in particular Anglo-Eastern Univan Group whose executive director Marcel Liedts was the event's chief guest. [SN](#)



The team took second place

Awards night celebrates Middle East stars

The Middle East Branch Awards Night in November celebrated the achievements of students in the qualifying examinations and rewarded the work of tutors.

Attended by nearly 230 professionals from the industry, including members and industry leaders, it proved to be a night to remember for the many students who received an award.

In his opening remarks, Krishnan Subramaniam, president of the Branch, highlighted the activities of the Branch and outlined the steps taken to achieve the region's Vision 2020. In his keynote speech, chief guest Capt Khamis Ghumail, director of marine traffic management at Dubai Maritime City Authority, detailed the steps taken by the UAE Government to develop Dubai as a leading shipping hub. He commended the work of the Middle East Branch in its work to train aspiring shipping professionals and for its contribution to the growth of the UAE in the shipping world.

Geeta Ramakrishnan, HR director of Transworld Group, life coach and author of the book 'The game of change', was the guest speaker. Speaking on the theme "From stress to zen", Ms Ramakrishnan addressed the need for stress management and gave effective ideas to tackle stress.

Capt Ghumail then presented awards to the highest scoring individuals from the Branch. In keeping with the IMO's emphasis

in 2019 on empowering women in the shipping industry, a special award for the highest scoring female candidate was introduced this year, which was awarded to Sarah Gallyot. Abu Bakr took the Overall Topper award.

Tutors were presented mementos in recognition of their efforts in supporting the educational activities of the Branch.

The event also provided an opportunity for active networking by the attendees. [SN](#)



Sarah Gallyot was given a special award for the highest scoring female candidate

Canada conference now a shipping fixture

The Canada Branch's Sixth Annual Dry Bulk and Commodities Conference in November attracted more than 180 delegates to what is now considered one of the Canadian shipping industry's major events.

Keynote speaker Morten Ingebrigtsen from Pacific Basin Shipping highlighted developing trends in the global dry bulk market with a focus on handy and supramax tonnage. In following presentations, Paul Woods from VesselsValue focused on panamax tonnage, while Canadian and global grain trades were discussed by Parrish & Heimbecker's Casey McCawley and Quorum Corporation's Mark Hemmes.

Upcoming changes in the bunker fuel regulations and bunker market outlook proved to be a hot topics, presented by Marine Petrobulk's Tony Brewster.

Speakers also discussed some more niche markets: A global cement and clinker market overview was presented by Paul Chabran, On Field Research Limited, while Waterfront Shipping Company's Paul Hexter discussed Methanol as an alternative. Each section of the conference was followed by panel discussion and Q&A sessions.



Delegates enjoyed the conference's networking opportunities

The conference provided an excellent platform for networking, and was then followed by the traditional pub night at Mahony & Sons where delegates could relax after busy day.

The Canada Branch made donations to the local Mission to Seafarers and Gibsons Royal Canadian Search and Rescue Station.

Conference presentations are available to view for free on the Branch website: www.ics-canada.ca/6th-annual-dry-bulk-and-commodities-conference/ **SN**

Greece forum tackles trade wars

The Institute's Greece Branch held its 15th Annual Forum, in co-operation with the British Embassy Athens, in December at the Eugenides Foundation.

Entitled 'Brave new world: Shipping in the era of trade wars', the Forum was well attended by over 400 shipping professionals from the Greek and international shipping market.

A welcome address was made by Natalia Margioli-Komninou, managing director of the Branch and the Hellenic Management Centre, and Nicolas A Tsavlis, chairman of the Branch and Tsavlis Salvage Group.

A special address was made by Her Excellency, the British Ambassador to Greece, Kate Smith CMG. The Ambassador highlighted the long standing and close relation of the British Embassy with the Greece Branch and its successful and remarkable growth over its 15 years.

The panel included Aris Koropoulos, managing director of ASTRA Shipmanagement Inc; George Lambrou, partner at Keystone Law, solicitor advocate and maritime arbitrator; Dimitris Patrikios, chief executive of Kyklades Maritime Corporation; Filippas Prokopakis, commercial manager of chartering and S&P at Danaos Shipping; Ioanna Prokopiou, managing director of Prominence Maritime/Sea Traders; Katerina Stathopoulou, executive director, Investments & Finance; and Eva Tzima, research director at Intermodal Shipbrokers Co.

The panel was moderated by Simon Ward, director of Urso Shipbrokers.

The forum was an informative and lively event, with the latter part devoted to environmental issues.

It finished with the panellists giving advice to newcomers to the industry, all of which reflected their passion, insight, intelligence, knowledge and experience.

An Awards Giving Ceremony followed the forum honouring the Branch's 13 distinction students and three international prize winners.



The Annual Forum pulled in over 400 shipping professionals

Before closing the forum, Mrs Komninou made an award to the Branch chair, Mr Tsavlis for his continuous support to the Branch, his 15 years chairmanship and his long-standing dedication to the Institute. He has been a member for over 50 years.

The forum was held with the kind contribution and support of the following sponsors: AB Maritime Inc, Acropolis Chartering & Shipping, Best Oasis Limited, BPCO Ltd, Capital Shipmanagement Corp, Cass Technava Maritime Ltd, Chios Navigation Hellas, Danaos Corporation, DTS Logistic Services, Eastern Mediterranean Maritime Ltd, Element Shipmanagement SA, GAC Shipping SA, Holman Fenwick Willan International LLP, IFCHOR, Jotun Hellas Ltd, Naftomar Shipping & Trading Co Ltd, Navios Maritime Holdings Inc, Nereus Shipping SA, Seaborne Shipbrokers SA, Super Eco Tankers Management Inc, Target Marine SA, Tsakos Energy Navigation, Ursachart SA, and Tsavlis Salvage Group. **SN**

Busy quarter for Cyprus

Cyprus Branch held three, well-received events in the last quarter of 2019. Firstly, the Branch took part in the Maritime Cyprus Exhibition in early October, organising the Young Executive Session. This session was conceptualised and organised through a series of meetings with the input of the island's major non-governmental shipping organisations, under the auspices of the Cyprus Deputy Ministry of Shipping. Run as a series of open discussions relating to the current issues facing the island's shipping community and in promoting Cyprus as a shipping hub, Cyprus Branch representatives took part in the event as mentors and had the opportunity to receive valuable feedback regarding the expectations of members and students alike.

Taking into consideration feedback from the event, the Branch annual general meeting in November put Members' needs at its core. At the AGM, the chair delivered his annual report which was followed by a seminar titled "The tanker market – Navigating an uncertain world" and presented by Annika Bartels, head of Research at Galbraith's Limited. There was an open panel discussion after the presentation. The meeting concluded with a networking session.

The seminar marked the start of a series of similar events planned by the Cyprus Branch, each dedicated to a major sector of the shipping industry. The event also tackled two major member requests: offering the opportunity to be updated with market developments, and meaningful networking.



Students enjoyed their Celestyal Crystal ship visit

The quarter ended with an event dedicated to Cyprus Branch students, who were given the opportunity to visit one of the region's most envied cruise ships, the *Celestyal Crystal*. Students were offered a guided tour of the vessel's critical areas, including the bridge and engine rooms, were able to liaise with officers and were treated to a five-course meal on board. The visit sated the students' eagerness to connect more with the industry on a grassroots level while bridging their studies with practical experiences.

The Branch would like to extend special thanks to the Cyprus Deputy Ministry of Shipping and deputy shipping minister Natasa Pilides for their support of the Young Executive Session during Maritime Cyprus; Yiallourides & Partners for its kind sponsorship of the AGM seminar; and Celestyal Cruises and Member Andreas Papachristophorou for facilitating the visit onboard *Celestyal Crystal*. [SN](#)

Maritime Week events cover key topics

After hosting a very successful – and oversubscribed – event at 2018's Hong Kong Maritime Week, the Hong Kong Branch of the Institute decided to hold two events during Maritime Week in 2019.

The first, 'Shipping in challenging times', a 75-minute panel discussion, was attended by about 70 local and overseas participants. The panellists were experienced and well-respected personalities from the industry.

The panel discussed the needs to find alternatives to fossil fuels and to embrace greater digitisation of processes. The discussions were interesting, and at times, the difference in opinions between the panellists encouraged audience participation.

The second Hong Kong Maritime Week event organised by the Branch was a 90-minute seminar on 'Embracing the changing dynamics'. Subjects covered included a brief introduction to the drivers of freight equilibrium; IFRS 16 – the changing landscape and its significant business implications; the Poseidon Principles; environmental regulations; the short, medium and long term impact of the Belt & Road Initiative; change in the make-up of GDP and corresponding impact on international trade, and think-economic and think-risk concepts.

Participants were engaged in discussions and many questions were very thought provoking.

The event was supported by 21 associations: the Hong Kong Maritime and Port Board; Hong Kong Shipowners Association; InvestHK; Hong Kong Institute of Arbitrators; Hong Kong Maritime Arbitration Group; Chartered Institute of Arbitrators, East Asia Branch; YPSN (HK) Limited; Marine Insurance Club;

Institute of Marine Engineering; C.Y. Tung International Centre for Maritime Studies, Department of Logistics and Maritime Studies, The Hong Kong Polytechnic University; Hong Kong Mediation Centre; International Dispute Resolution and Risk Management Institute; DMET-MERI Alumni Association; *Sailor Today*; *The Shipping Tribune*; Institute of Seatransport; Hong Kong Logistics Management Staff Association; Dalian Maritime University Hong Kong & Macau Alumni Association; Hong Kong Alumni Association of Shanghai Maritime University and the Hong Kong Seamen's Union.

This list highlights the support that the Hong Kong Branch receives from the local shipping community. [SN](#)



Hong Kong Branch organises specialist presentations

Full schedule of events

The London & South East Branch is looking forward to another busy year with a range of exciting events planned for both students and members. The main events are social and networking, as well as several education events to support students preparing for PQE exams and professional development for members.

London & South East Branch hosts revision evenings every year in April and October before the Institute's annual exams. The evenings comprise three sessions: a talk on preparing for revision and exam techniques, a session helping students to find recent information on shipping business, and a session where students split into subject groups and pose questions to members and fellows of the Branch. Since its creation in 2003, this has proved to be a popular event and provides much inspiration and support for the Branch students undertaking PQEs. Evening education seminars are also planned in 2020, starting with a talk on China's seaborne trade as a joint event with East Anglia Branch, followed by a seminar on INCOTERMS 2020 and e-bills of lading with blockchain at Cass Business School, with which the Branch has a regular and strong connection. The Branch also holds joint events with the Nautical Institute on HQS Wellington.

These events allow Branch members to keep up to date with current affairs and enables continued professional development of members.

The London & South East Branch's social and networking events are important and popular features of the Branch's calendar, ensuring that members, fellows and guests from the shipping community can meet and chat. The Branch makes full



Capt Mike Roberts met with The Princess Royal

use of London as a shipping centre and also holds an annual event in Southampton.

The Branch is planning a joint event with East Anglia Branch in the summer and is also in continuous contact with other branches around the world.

Meanwhile, the London & South East Branch was represented at a recent prestigious event in December at the Mission to Seafarers, whose patron is The Princess Royal. The Branch's education officer, Capt Mike Roberts, was privileged to have an opportunity to chat with her. [SN](#)

East India Annual Day success

The Institute's East India Branch celebrated its 24th Annual Day in December in Chennai.

Chairman of the branch Ravee S Tittey opened the day welcoming the chief guest Mr Justice M Sundar (a judge at Madras High Court), branch members and their families, as well as guests.

As part of the day's proceedings, the branch hosted panel discussions on the 'Blue Economy and challenges to overcome' and 'Recent changes in private international law in context of maritime law'.

The Blue Economy panel session covering the Indian Ocean was presented by Capt Shyam Sundar, Indian Navy commanding officer, INS Adyar. The international aspect was covered by SICAL's Capt Gajanan Karanjikar.

The panel discussion was moderated by Capt Venkat Padmanaban FICS, managing director of Vasi Shipping, Singapore.

In the second session, Capt Vivek Jain, author, legal and marine consultant from Singapore, highlighted the recent changes in private international law in context to maritime law, while P Giridharan, a Chennai advocate, discussed the domestic angle with reference to enforcement of foreign awards.

To mark the day, a legal book authored by Dr Jain with the title, 'Insight into China through comparative law analysis of invisible factors and contexts' was released by Honorable Justice M Sundar.

Entertainment and dinner followed the formal part of the day's proceedings.

Denmark Branch events

This year the Denmark Branch has set itself an aim of encouraging more members to get engaged with the Institute. As a springboard, the Branch is hosting an evening get-together in Copenhagen to celebrate the 100-year anniversary of the Royal Charter in the spring.

Palle Klug FICS has been elected as the new chair for the Branch, having been a board member of the Branch since 2015. [SN](#)



Palle Klug is the new chair of the Branch



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Company Registration Number: 4852596

Charity Registration Number: 1100883

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Shipping experts welcomed to Institute family

Carly Fields meets some of the newest Institute members



Carly Fields

A unanimous London & South East Branch application to propose Branch supporter Mark Williams as a candidate for election to membership through Bye Law 50 has been successful.

Mr Williams has supported the Branch for a number of years, speaking at a number of Branch seminars, including its very successful London International Shipping Week seminar. He first started supporting the Branch when employed by Braemar Shipping, and his support has continued through his career with Affinity Shipbrokers and then as he founded his own company, Shipping Strategy.

"Mark is a leading analyst in the broking world and as a



"I'm as proud of my membership as I am of my MSc in Operational Research,"
Mark Williams

well-known speaker particularly on some issues that can be contentious," said the Branch in his nomination. His support ensures the branch seminars are well received and known within the maritime community. Both the Institute and branch are very lucky to have the support of Mark who gives his time and energy so freely."

Speaking to *Shipping Network*, Mr Williams says that his acceptance as a Bye Law 50 member is recognition of his experience and expertise. Such recognition is invaluable for individuals like himself who enter shipbroking mid-career, bringing knowledge and experience without formal shipbroking training early in their careers. He said he is hopeful that Institute membership will widen his network. "I'm as proud of my membership as I am of my MSc in Operational Research – not bad for a humanities' graduate from Oxford. But beyond that I hope that it confirms to potential clients that I am a serious and credible supplier," he said.

GREECE PROPOSALS

Mark is not alone in joining the Institute through Bye Law 50 in the latest tranche of approvals. The Greece Branch put forward two proposals, both of which were successful. The first was for Dr Konstantinos Galanis, a highly respected shipping practitioner in the fields of naval engineering, naval architecture and marine operations.

Dr Galanis is the director of operations at Dido Shipping Co SA, a retired Commander of the Hellenic Navy – having served for 23 years – and holds three graduate degrees from MIT.

He has been involved in academic teaching and professional training for several years and since 2012 he has lectured in *Economics of Sea Transport & International Trade and Ship Operations & Management* at the Hellenic Management Centre.

"His passion for education and to share his knowledge with the young generation of shipping is beyond any doubt," said the Greece Branch in Dr Galanis' application. "He supports young people by mentoring and providing them advice on their next steps within their professional life."

Dr Galanis is delighted to join the Institute family. Speaking to *SN*, he said: "The Institute is not only a reputable and well-established Institute but also promotes the continuous learning and improvement in the maritime industry, a motto that I completely share and follow.

"Being a member of the Institute, beyond the pleasure to be among creditable colleagues, serves also as a motivation to offer, assist and promote the maritime spirit that lives within the Greek community for centuries."

He adds that he looks forward to expanding his portfolio of knowledge, exchanging new ideas and experiences and meeting new friends in the Institute family.

Dr Galanis was appointed as chairman of the board of the International Ship Recycling Association in January.

FINANCE SPECIALIST

The second successful application from the Greece Branch proposed Katerina Stathopoulou, a "highly esteemed shipping practitioner" for membership.

Mrs Stathopoulou started her career in shipping in 1985 as assistant chief financial officer for Athenian Sea Carriers, a traditional and prestigious Greek shipping group. She continued in banking in 1992 as head of shipping finance for two private Greek banks, with responsibility for setting up and developing their shipping loan portfolios.

Since 2000, Mrs Stathopoulou has served as executive director with Investments & Finance, a financial consultancy firm dedicated to providing financial and investment advisory services to shipping and corporate clients, with offices in Piraeus and London.

"Mrs Stathopoulou has shown a great dedication not only to the shipping industry by providing her professional services but also to the young generation of shipping professionals and Institute students"



"Being a member of the Institute, beyond the pleasure to be among creditable colleagues, serves also as a motivation to offer, assist and promote the maritime spirit that lives within the Greek community for centuries,"
Dr Konstantinos Galanis

Mrs Stathopoulou is also an active member of WISTA Hellas, a member of the Greek Shipping Bankers Association, a member of the International Propeller Club in Greece, a member of the Advisory Board of Blue Growth, a Board Member of iforU, a member of the Young Executive Shipping Forum team, a mentor to university graduates looking to pursue a career in shipping and a DNVGL Trainer.

"Mrs Stathopoulou has shown a great dedication not only to the shipping industry by providing her professional services but also to the young generation of shipping professionals and Institute students," said the Branch. "Her support and dedication to the Institute is beyond doubt and she supports the local Branch at every occasion."

The fourth and final member joining the Institute under Bye Law 50 in this cohort is Angad Banga, chief operating officer of The Caravel Group. He sits on the Executive Committee of the Hong Kong Shipowners Association and also on the Hong Kong Government's Hong Kong Maritime and Port Board.

"Mr Banga is very supportive of the Hong Kong Branch's activities, in particular the Branch's Golden Jubilee event in 2013," said the Branch in Mr Banga's application.

The Branch went on to say that Mr Banga's acceptance as a member will help the Branch further develop and enhance its status in the industry, both locally and in the wider region. **SN**

Kenya welcomes honorary fellow

John Omingo, head of commercial shipping at Kenya Maritime Authority, has been accepted as an honorary fellow of the Institute on the back of a proposal from the East Africa Branch.

"We strongly feel that he deserves to be awarded honorary fellowship because he has continuously committed to support the East Africa Branch activities," said the Branch on application.

The support he has offered includes Maritime Authority funding for PREP and the Branch's Annual Dinner and ensuring that the Branch is included in the workshops, seminars conferences and technical committees conducted by the Authority

He is also a lecturer in *Port Agency, Liner Trades and Shipping Business*, drawing on his more than 30 years of experience in the shipping industry.

Speaking to **SN**, Mr Omingo explains that his professional training and the experience he has gained from his involvement in national and regional maritime projects have afforded him the capacity to guide upcoming industry entrants – "an area of great interest to me", he says. He is looking forward to exchanging information with other professionals through the Institute network.

He notes that honorary fellowship of the Institute is seen as a mark of professionalism, knowledge and familiarity with industry practices. "Honorary membership denotes a possession of skills that allow members to exercise their expertise internationally," he says.

As an educator, he is also keen to share information with fellow educators on topical industry issues. "Access to



"Honorary membership denotes a possession of skills that allow members to exercise their expertise internationally"
John Omingo

industry information accorded by Institute membership will be very useful in strengthening my professional interests and expanding my further work in the maritime industry," he says. **SN**

Elected to Membership

We congratulate and welcome the following who were recently elected to Membership:

ELECTED TO MEMBERSHIP

James Summers	Australia/New Zealand
Vladimir Sevriukov	Bulgaria
Hugo M Brent	Canada
Mahesh Kadam	Canada
Michael Stoker	Canada
Takaaki (Thomas) Tanaka	Canada
Antonis Varnava	Cyprus
Chrysostomos Efthymiou	Cyprus
Benard Bitanyi Akolo	East Africa
Ellah Kiyangu	East Africa
Najash Mdathiru	East Africa
Subhranil Bera	East India
Arne Teichmann	Germany
Friederike Kostka	Germany
Christina Karasarli	Greece
Konstantinos Nikas	Greece
Maria Panagiotis Manta	Greece
Natalia Abas	Greece
Thomas Tsianakas	Greece
Vassilis Paraskevopoulos	Greece
Deepak Mehra	Hong Kong
Charlotte Langman	London
Bibi Zuleikha Khodabocus	Mauritius
Capt Taru Sawhney	Mumbai
Kanchan Handge	Mumbai
Nolan Mascarenhas	Mumbai
Omkar Pradhan	Mumbai
Graham Thrall	North East of England
Amaan Khan	Singapore
Xin Mei Lee	Singapore
K.P.K. Jerald Suvendra	Sri Lanka
Carlos de Campos Martin	United States
Daria Pavlenko	Ukraine
Bertha Yeboah Asuamah	West Africa
Okechukwu Okere	West Africa

PROMOTED TO FELLOWSHIP

Christina Gkioni	Greece
Katerina Antonopoulou	Greece
Kaihui Ni	London
Zoe Wildsmith	London
Aris Georgakopoulos	Middle East
Dinesh Lobo	Middle East
Syed Ahamed	Middle East
Vanessa Welch	Middle East
Emma L Ritchie	Scotland
Ahamed Faris	Singapore
Gnanadesikan Rajavikraman	Singapore
Michael Anderson	Singapore
Theodossios Scholiadis	South Africa
D. Ruwan Jayasinghe	Sri Lanka
Gracelyn Anoja Joseph	Sri Lanka
Mindaka Dassanayake	Sri Lanka
Thenuwara Arachchige Pourni Shamalee Premasiri	Sri Lanka
Michael Kwasi Dzikunu	West Africa

RE-ELECTED TO MEMBERSHIP

Abdallah Hatimy	East Africa
P Portia	East India
Seid Dalile A Seidally	Mauritius
Jay Poojari	Singapore

LIFE MEMBERS

Edward Andrew Marcoulides	Cyprus
Michael Lynch	East Anglia

BYE LAW 50

Aikaterini Stathopoulou	Greece
Dr. Konstantinos Galanis	Greece
Angad Banga	Hong Kong
Mark Williams	London

HONORARY FELLOW

John Omingo	East Africa
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Calendar

Temple of Poseidon at Cape Sounio, Greece

APRIL EVENTS

2 April

Australia/New Zealand
Branch
Branch Dinner
Melbourne

2 April

Germany Branch
AGM and Annual Dinner
Hamburg

2-5 April

International Prep
Warwick University

TBA April

South Africa Branch
Quarterly Luncheon

6 April

Final deadline for
registrations

16 April

Denmark Branch
Royal Charter Centenary
Celebration and Seminar
Copenhagen

17 April

Middle East Branch
Prep class
Dubai

20 April

London & South East
Branch
Student Revision Evening
London

20 April

Deadline for deferment,
exam centre or subject
changes for May 2020
exams

24 April

South Wales & West
Branch
Annual Dinner
Exchange Hotel, Cardiff

MAY EVENTS

11-21 May

May exams

15 May

North East of
England Branch
Branch Dinner
Newcastle

JUNE EVENTS

1-5 June

Posidonia
Athens



The Secret Broker

Beauty of shipping

Well organised, five client meetings within the same day are possible in Istanbul. But my last visit was not particularly well organised and my chances of making the last appointment were fast diminishing even before the moped hit my taxi amidst like a plastic Exocet.

Instantly, in this Kadıköy side street, a small crowd of men gathered and equally swiftly organised themselves into an open-air court. The prosecution made much of the prevailing right of way and the incautious speed of the moped. In mitigation, the defence pointed to the surprising lack of damage to an already much dented taxi and highlighted the punishment already meted-out to the moped rider who was rolling around in agony, clutching his shin like a premiership footballer just inside the penalty area. The jury retired, debated and within thirty seconds found for the defence. The taxi driver shrugged phlegmatically, and the moped rider immediately ceased his howling, quickly leaped onto the splintered remains of his moped and shot off before any appeals could be lodged.

I made the meeting just fifteen minutes late. I hadn't visited this owner for several years and the district had changed beyond all recognition. Across a lot of Istanbul, glassy high-rises dwarf the indigenous architecture and sometimes, particularly on the Asian side, it feels as if you have surfaced in Shanghai.

The shipowner had patiently waited for me and we had an interesting discussion for about an hour on the market. Like so

many owners, his focus is still on dealing with the aftermath of the boom years, so his room for manoeuvre in the sale and purchase market was somewhat restricted. But never-the-less it was a useful hour and he was clear-eyed about the threats and opportunities ahead. We shook hands and he kindly put me in a taxi back to the European side of Istanbul.

There is now a tunnel leading from Haydarpaşa on the Asian side to Kumkapi on the European side but to go under the Bosphorus is to miss one of the world's greatest sea passages. I directed the taxi driver to drop me off at the ferry terminal at Kadıköy and for the equivalent of a dollar and change I took the ferry to Karaköy on the European side. Pursued by seagulls, the ferry threaded its way through a northbound convoy of bulk carriers chugging purposefully towards the Black Sea. As dusk fell we slipped past the Topkapı Palace, under the Galata bridge and into the Golden Horn, with the water the colour of zinc and the sky above Süleymaniye mosque a gun-metal grey streaked with purple.

It had been a long, tiring, and largely fruitless day, but the short ferry crossing was utterly restorative. I stood for a while on Galata bridge, in the gathering gloom, looking back across the Hellespont and wondered how much I had in common with the optimistic anglers lining the railings, repeatedly casting their lines into the inky water but finding that nothing would bite. **SN**



the stern

MARITIME VENTURE FUNDING BLIP

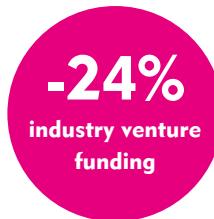
The headline figures are impressive: a record \$1.14bn of venture funding was invested in maritime in 2019, according to a report from consultancy Thetius.

But scratch the surface and venture funding in the industry actually declined by 24% in 2019, from \$190m to \$144m, once the distortive \$1bn investment in Flexport is taken out.

Further, 8% fewer deals were made through the year compared with 2018, though the average size of deals increased by 18% from \$2.2m to \$2.7m in 2019.

"The fall in the number of investments coupled with the increased average size of each round shows that the market is at the early stages of maturing," said Nick Chubb, founder of Thetius and author of the company's report on venture funding. "After years of seed and small venture rounds dominating funding activity, a few breakout stars are beginning to scale and have enough traction to warrant taking significant amounts of investor money."

The report found that between June 2018 and December 2019 the number of venture funds dedicated to maritime, logistics, and trade operating around the world increase by 60%. Of those, trade facilitation start-ups dominate investor interest, with ship operations, ship



management, and port management start-ups receiving a much smaller proportion of total funding.

Looking ahead, Thetius predicts that the most important technology trend to watch in 2020 will be the rise of application programming interfaces (APIs) in shipping. An API is a communication protocol that allows two applications to talk to each other automatically. The majority of cloud applications that exist today rely on API technology in some way, but maritime has been relatively slow to adopt the technology.

"Though unlikely to completely kill off traditional data transfer methods such as email and EDI, those operators who embrace APIs will be able to open themselves up to a dizzying array of new ways to securely integrate their systems and services with clients, suppliers, and partners," says the consultant. **SN**

ONES TO WATCH

Spotting the stars in the galaxy of start-ups targeting shipping in one form or another is a near impossible task. Luckily, Thetius has put its specialist brainpower to the challenge and found four worthy of watching in 2020:

1) **OceanOps** is software-as-a-service platform that helps shippers to mitigate container delays by dynamically rerouting their cargo. The platform presents a shipper with all of the rerouting options available, combining land and ocean legs, to make it as easy and cost effective as possible to mitigate delayed cargo.

2) **eYard**, a graduate of Next Logistics Accelerator, has developed an AI-driven algorithm for optimising container positions and reducing the number of unproductive moves in the terminal. The algorithm is trained with real container transactions from the terminal. The results are displayed in a cloud-based interface that gives management

the tools and information they need to make better optimisation decisions.

3) **F-drones** is building the world's first transition drone for marine logistics. The autonomous drone takes off and lands vertically, but transitions to fixed wing flying. It can carry a 100-kilogram load 100 kilometres offshore and claims to save 80% of the cost, time and manpower of traditional offshore logistics.

4) **MarCoPay**, a startup jointly owned by NYK Line in Japan and Philippines business conglomerate Transnational Diversified Group, is building a fintech platform that will enable seafarers to manage, receive, spend and remit their salaries in the form of e-money. This minimises the use of cash on board and makes it possible for crew to send money home to their families quickly and cheaply, even while they are at sea. **SN**

SHIPPING SPEAK

“The missing availability of regulations and economic benefits are the main hurdles when we talk about highly autonomous ships.”

Jens-Uwe Schröder-Hinrichs, vice-president (Academic Affairs) of the World Maritime University

“We once took trade for granted, but things have happened to make us re-think this and we have moved into a situation where trade is not flowing as it used to.”

Vicky Pryce, board member at CEBR

”

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<https://bit.ly/2O49oBU>

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<https://bit.ly/34S4P4g>

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<https://bit.ly/36R9mpow>

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Help

- Fast response to enquiries
- Worldwide cover

Advice

- Specialist knowledge
- Advice on loss prevention

Confidence

- Strong financial position
- More than 80 years underwriting experience



ITIC
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