



JOURNAL

2023

Helping to Run A Tight Ship

Offering our clients the benefits of more than 40 years of corporate services experience and specialist knowledge, we support commercial shipping firms around the world with an extensive range of maritime services, including flagging, registration, HR, crew administration, payroll, accounting and ownership structuring.

Our capabilities are delivered through key hubs across the Americas, Caribbean and Europe, supported by a dedicated maritime services team in Guernsey. We have particular experience in the administration of payrolls and ownership structures for large merchant vessel fleets.

Visit www.tridenttrust.com/marine or contact us to discover how our experienced professional team in Guernsey can make a difference to your business.

+44 (0) 1481 740935
marineservices@tridenttrust.com

TRIDENTTRUST.COM

Published in association with UK Chamber of Shipping
by Compass Handbooks Limited



Compass Handbooks Limited
Wistaria House, Bexwell Road
Downham Market, Norfolk PE38 9LH, UK
Tel: +44 (0)1366 858367
Email: admin@compass-handbooks.co.uk
www.UK-ports.org

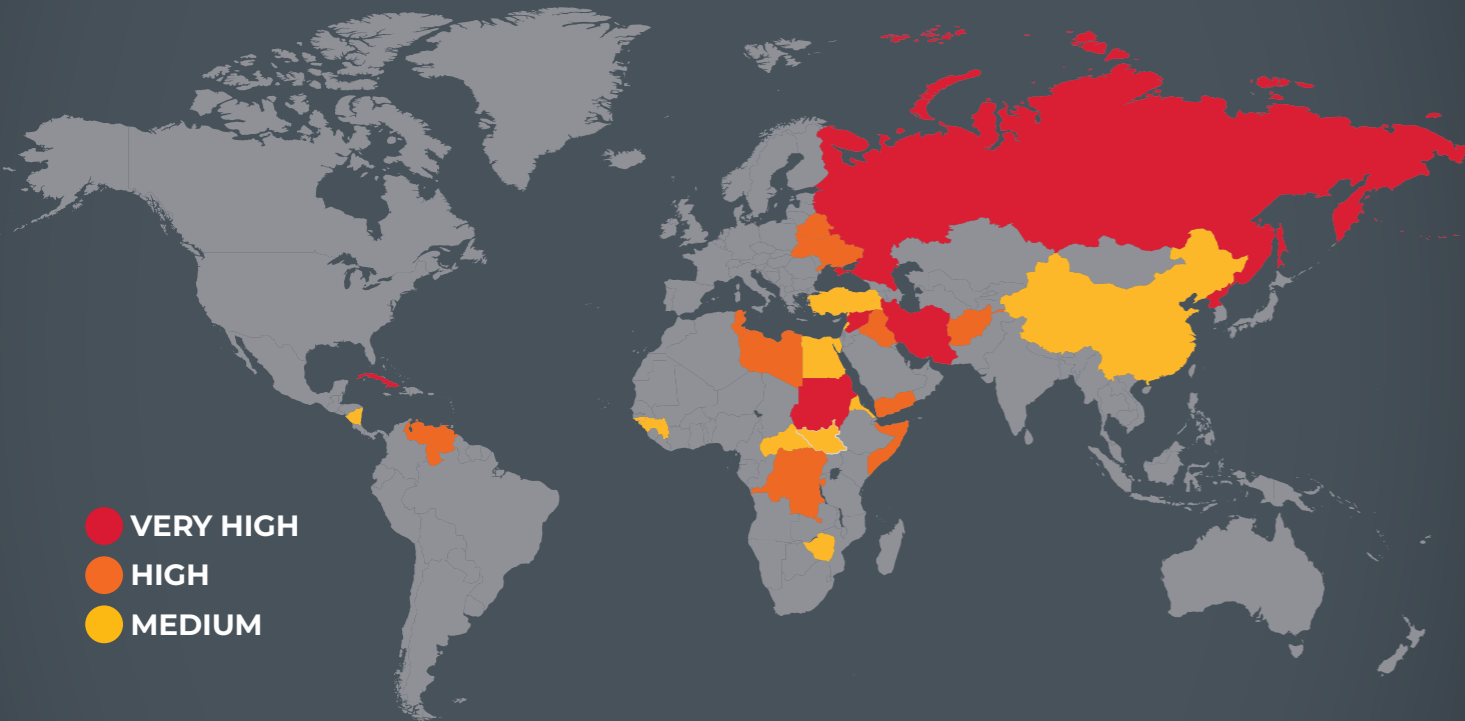
Publisher
Andy Bullen
Sales Manager
Martin Lacey
Editorial
UK Chamber of Shipping
Namrata Nadkarni
Photography
The UK Chamber of Shipping
would like to thank all
companies and individuals
who submitted photos for the
2023 Journal.
Production Editor
Linda Roast
Print
Swallowtail Press, UK

The opinions expressed are not necessarily those of the publisher, the UK Chamber of Shipping nor any other organisation associated with this publication. No liability can be accepted for inaccuracies of any description, although the publishers would be pleased to receive amendments for possible inclusion in future editions. No part of this publication may be reproduced or transmitted in any form or by any means, including photocopying or scanning, without the prior permission of the publishers. Such written permission must also be obtained before any part of the publication is stored in a retrieval system of any nature.

March 2023 ISSN 2753-9555
©2023 Compass Handbooks Ltd



Experts in assessing and managing sanctions risk



Talk to us about

- Monitoring and managing your sanctions risk
- Tailored sanctions policies and practical procedures
- Assessing sanctions risk and counterparty risk
- Training and auditing (including internal investigations)
- Effective communication with regulators
- Stress testing – is your organisation prepared for the next 12 months?

Risk assessed on 9 December 2022. For up to date sanctions insights and to contact our experts, use the QR code below



Americas | Europe | Middle East | Asia Pacific

CONTENTS

05

President's foreword

Graham Westgarth looks back over an unpredictable year for the industry and the world

06

Scanning the horizon

Sarah Treseder CEO, on the successes in 2022 and the UK Chamber of Shippings future direction

14

Another Extraordinary Year

Baroness Vere, UK Government Shipping Minister, reflects on 2022 and her first few months in her new role

21

Celebrating Milestones

Kitack Lim, Secretary-General, International Maritime Organization outlines upcoming opportunities

28

Shipping by numbers

Impressive facts and figures about the shipping sector's contribution to the wider UK economy

32

The 3P's - planet, people and prosperity

Director of Communications Tom Bartošák-Harlow sets out the Chamber's campaigns for 2023

43

Chamber Events

A review of just some of the important Chamber events held in 2022 and a look ahead to 2023



46

Shipping at the heart of everything

Gavin Simmonds, Policy Director-Commercial and Tom Bartošák-Harlow, Director of Communications on shipping's key role

54

Collaboration is key to reducing climate impact

Peter Aylott, Director of Policy, discusses shipping's pathway to decarbonisation

60

Building a better future

Chamber policy experts Hannah Gilbert and Tim Springett plus MNTB Director Kathryn Neilson share their views on how we deliver a skilled workforce for tomorrow

67

Breaking Barriers

Sue Terpilowski OBE, WISTA UK and WISTA International, talks about the role of WISTA, a voice for women in shipping and trading

72

London International Shipping Week

Everything you need to know about LISW23

75

Member Testimonials - the UK Chamber of Shipping

Industry leaders on the welcome support of the Chamber

76

Chamber Membership

We are the voice of British shipping. Details of what we do for our members from organising networking events to offering advice and support



79

UK Chamber & Committees

An overview of the people who work on our members behalf

80

Contact the Chamber

There are many ways to keep in touch

Advertisers Index

Tailored commercial shipping and large yacht services, fit to match your vessel.

Voyonic is responsible for employees in more than 90 jurisdictions around the globe.

Voyonic recruits, manages, pays and handles the employment affairs of more than 6,000 individuals whom it employs on behalf of a wide range of maritime and offshore clients.



We help our clients to attract and retain the best people for their company and manage resources effectively in the fast moving world of global marine employment.

For further information, contact us on:

+44 (0) 1481 711828 enquiries@voyonic.com www.voyonic.com f t

PRESIDENT'S FOREWORD

Graham Westgarth, UK Chamber of Shipping President, 2023



WELCOME TO THE UK CHAMBER OF SHIPPING'S 2023 JOURNAL.

If I look back over the last 12 months I don't think any of us could have predicted events. We have had three Prime Ministers, three shipping ministers and economic instability that has had a real impact on people's lives. On the international front we have seen war break out in Ukraine following the Russian invasion. My thoughts, and I know these are shared by the shipping community as a whole, are with the people of Ukraine. More positively we have had the easing of travel restrictions caused by Covid-19. We should all remember though that these travel restrictions often had a disproportionate impact on seafarers. I want to say thank you to everyone who worked during 2022 to ensure global supply chains kept moving despite these challenges.

This year we will see decisions on decarbonisation of shipping come to the fore both at the International Maritime Organization (IMO) and in the UK. I'm delighted that the Chamber is at the heart of these

discussions and debates and is the first point of call for the government on shipping issues. The Chamber is lucky to have such a range of specialist experts on key shipping topics such as security and defence, the environment, trade and commercial matters, safety culture and employment. You can read more about this work throughout the Journal.

Chamber membership can without doubt add real value for any shipping business in the UK. It offers unparalleled advice, access to government and a range of events that bring us together as an industry. Our Annual Dinner, which this year was attended by 850 people is a real example of how the Chamber brings our industry together. I want to say thank you to all those who sponsored, not just the Annual Dinner, but all Chamber events throughout the last year, without your support these events would not be possible.

If you are already a member please do continue to engage through the Chamber's committees and panels. It is only by having an engaged membership that we can develop workable solutions to the issues and challenges that we all face. You can find more information about the Chamber's committees and panels on page 79.

Throughout this Journal you will find a range of articles and information on the services and benefits offered by Chamber membership. If you are not a member please do take the time to learn more about Chamber membership. The benefits of membership can be found on page 76.

For those of us who are members, I would encourage you to take every opportunity to highlight the benefits of Chamber membership to others in our industry and encourage them to join. By growing our collective strength and expertise we stand a better chance of the solutions being brought forward on issues being ones that work for the industry.

The next year promises to be hugely significant for our industry. I know that the Chamber will be working throughout the next 12 months to maximise the opportunities that present themselves and help ensure that UK shipping can continue to deliver jobs and growth across the UK.

Enjoy the Journal.

SCANNING THE HORIZON

CEO SARAH TRESEDER TALKS ABOUT THE DIRECTION THAT THE UK CHAMBER OF SHIPPING IS STEERING TOWARDS OVER THE COMING YEAR AND THE SUCCESSES OF 2022.

Sarah Treseder OBE, UK Chamber of Shipping Chief Executive

I'M PLEASED TO ONCE AGAIN BE ABLE TO SHARE THE CHAMBER'S JOURNAL WITH YOU. 2022 was another challenging year with political turmoil here in the UK and global events creating significant instability. I'm delighted with how the Chamber responded to these events to ensure that the voice of shipping continued to be heard loud and clear both internationally and domestically.

I especially want to thank Chamber members for their continued input via our panels, committees and working groups. Members' expertise is vital in helping the Chamber formulate policy positions that will make a real difference to UK shipping and ensure we can continue to help deliver a sustainable and prosperous United Kingdom.

STRATEGIC PLAN

Providing our members with relevant information and services is crucial if the Chamber is to deliver real value. In addition, members rightly expect us to be leading the debate on key issues such as decarbonisation and skills.

To help us do this, over the last few months alongside the Chamber's Supervisory Board we have been updating our Strategic Plan. This has involved codifying the core values and purpose of the Chamber alongside specific initiatives on how best to deliver against this. My thanks to everyone who has taken the time to share their views and thoughts, which have been crucial to ensuring the process has been a success.



One of the strategy's central elements is creating greater clarity on the issues we need to lead on, and which issues are best delivered in conjunction with partners. This clarity of thought is crucial and in a fragmented industry will help us deliver greater impact with decision makers.

By communicating clear messages and priorities for decision makers we increase the chances of them taking action to support our goals. New initiatives such as our Parliamentary reception in Westminster this summer, which builds on our longstanding MSP reception in Holyrood, as well as the publication of reports on decarbonisation and the value of UK shipping will be key milestones for the Chamber this year. The Chamber's Director of Communications Tom Bartošák-Harlow has written more about this on page 32.

One of the unique features of shipping is that decisions made today will still be having an impact decades later. This means that the Chamber needs

to be horizon-scanning for issues that appear distant but will very quickly, at least in shipping timelines, become a major challenge. Facilitating discussions between senior leaders within the industry is one way we can identify these issues early and ensure appropriate action is taken. This is something the Chamber will seek to deliver more of in the years ahead.

The recurring message from members and stakeholders throughout this process has been that the Chamber exists to bring the UK shipping industry together. We can do this by being a forum for industry debate and thought leadership alongside providing networking opportunities and being the industry's single voice to government. While there are exciting new initiatives to come out of the review, one of the pleasing things is much of what members told us they wanted the Chamber was already doing such as high quality events, advice or advocacy. You can read more about the review and its outcomes on our website.

DECARBONISATION

2023 will undoubtedly be a milestone year for shipping and decarbonisation. We will see the International Maritime Organization set new targets for reducing carbon emissions alongside the roll out of Carbon Intensity Indicators.

We are clear that we must have a more ambitious global target of net zero by 2050, something the Chamber has already committed to. Consumers expect to see that shipping takes its responsibilities to the climate emergency seriously and by setting the goal of net-zero by 2050 people will see that shipping wants to part of the solution to the challenges we all face.

The EU has moved more quickly than the wider international community with the announcement of the inclusion of shipping in its own emissions trading scheme. We also have major policy announcements due in the UK with the publication of the revised

Clean Maritime Plan later this year. This will be a key moment for our industry as it lays out the decarbonisation pathway here in the UK for years, potentially decades, to come.

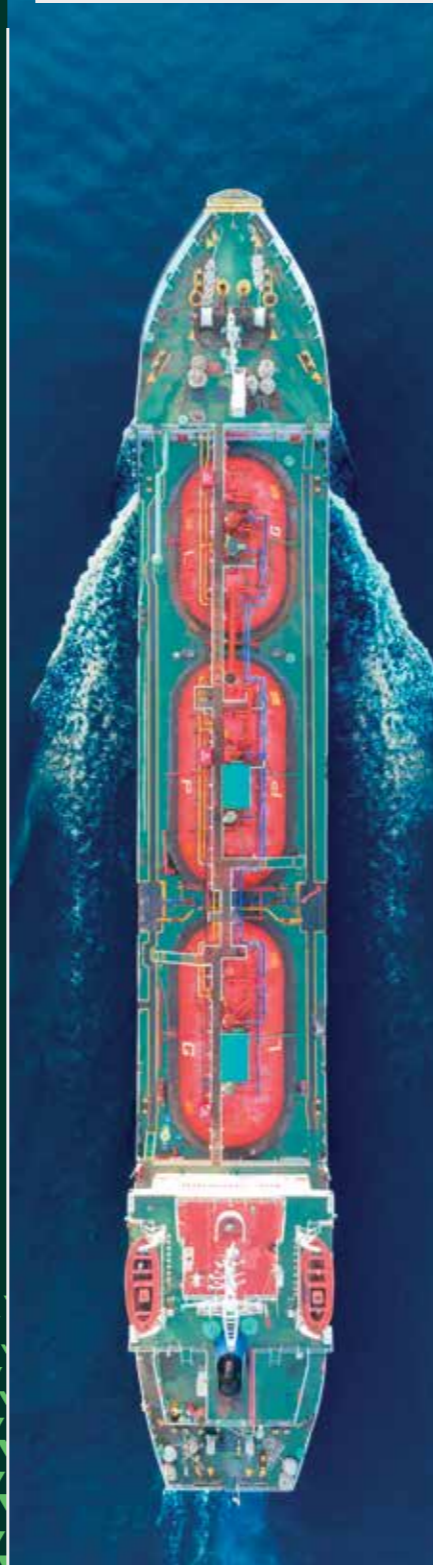
One central element to decarbonising shipping will be ensuring that global infrastructure gives shipping companies the confidence to invest in zero and low-carbon fuels and technology. Here at home this means making it easier for ports to navigate a complicated planning system and ensuring that research and development into new fuels and technologies continues. This isn't something the Chamber can deliver in isolation but will involve a range of organisations including those involved in the fuel supply chain and our colleagues in the port sector. The Chamber's Director of Policy Peter Aylott has shared his views on shipping's decarbonisation journey on page 54.

“ONE OF THE UNIQUE FEATURES OF SHIPPING IS THAT DECISIONS MADE TODAY WILL STILL BE HAVING AN IMPACT DECADES LATER.”





Your committed partner of progress for everything at sea.



www.v.group



“ONE IMPORTANT ELEMENT TO THIS IS WORKING WITH EDUCATIONAL INSTITUTIONS ACROSS THE UK, INCLUDING OUR WORLD LEADING NAUTICAL COLLEGES, TO FURTHER PROMOTE CAREERS IN MARITIME.”

PEOPLE

Everyone within shipping appreciates the contribution of seafarers who as key workers are the backbone of our industry. But it is incumbent upon all of us that the infrastructure supporting seafarer education, training, safety & personal welfare remains robust and up to date so that this ancient profession remains an attractive and safe one long into the future

This is an issue at the heart of the Chamber’s strategy and one where we aim to be a conduit for the industry to be able to share their experiences and views. Our annual Safety Culture Conference is just one example of where we do this.

Shipping has not been immune to the well documented impacts of the pandemic with people re-evaluating their lives and careers and often seeking a new direction. It is vital therefore that we seize the opportunity of decarbonisation to encourage new people into our industry, to reskill people already within it, making use of new teaching tools such as simulators and digital learning so they are not left

behind, and encouraging those who have left the industry to return.

One important element to this is working with educational institutions across the UK, including our world leading nautical colleges, to further promote careers in maritime. You can read more about this and our wider work in this area on page 60, including the work of the Merchant Navy Training Board.

EVENTS

The easing of Covid-19 restrictions in 2022 meant the Chamber could make a welcome return to in person events, which we know are a valued part of our offering to members.

I’m delighted that we have a wide range of events planned for 2023 including our Summer Lunch in Edinburgh, our Autumn Lunch in Southampton and our reception for MSPs in Holyrood. These events are always popular and you can find out more on pages 43 and 45.

Our flagship event of the annual dinner in London



CONNECTING THE ISLE OF WIGHT SINCE 1861



redfunnel.co.uk



Founded in 1756, we are Britain's oldest maritime charity focused on education and training. Our main focus is to serve the educational needs of seafarers and maritime professionals through a range of services, enabling them to reach their full potential and progress in their careers.

Our services include:

- Careers advice and guidance
- Maritime apprenticeships and shoreside qualifications
- Learning suite of online courses - @Sea and @Shore
- Scholarships and bursaries
- Coming Ashore mentoring programme
- Ships' libraries
- Specialised maritime bookshop

www.marine-society.org
 Email: learning@ms-sc.org



Marine Society & Sea Cadets, a charity registered in England and Wales 313013 and in Scotland SC037808



will once again be an important fixture in the shipping calendar in February 2024.

2023 also sees the return of London International Shipping Week and you can expect the Chamber to be at the heart of what promises to be an exciting week. You can read more about this year's programme on page 72. The Chamber's events are taking shape and we plan to host events on the Tuesday and Thursday mornings on the importance of shipping to global trade and how we decarbonise the industry.

Sincere thanks to all those who have sponsored a Chamber event in the last 12 months and those who are doing so this year. Without your support these events would not be possible. If you would like to know more about sponsoring a Chamber event please contact our Head of Membership and Business Development Tony Jerome, his contact details are on page 45.

NEW WEBSITE

As many Chamber members will know we have been spending the last few months updating our website with the aims of making it easier for members to find

the information they need and provide a better platform for the Chamber to showcase its campaigns.

The new site will allow members to update their profile and tailor the events and news that matters to them and I encourage all Chamber members to do so. This is an exciting project and I'm looking forward to seeing the real benefits it will deliver.

A GOODBYE

Not many careers can be measured in decades, although there are a few! One of these is Gavin Simmonds who leaves the Chamber in April after 21 years of service. Gavin has been a fantastic advocate for the shipping industry and I would like to pass on my best wishes to him for whatever comes next along with the thanks of the entire Chamber team and our members.

For those of us remaining at the Chamber it promises to be a very busy year ahead but I'm confident that together we will have the ability and expertise to deliver for our members.

Enjoy the Journal.



ANOTHER EXTRAORDINARY YEAR

**MARITIME MINISTER BARONESS VERE LOOKS AHEAD
TO A VITALLY IMPORTANT 2023 FOR SHIPPING
AND REFLECTS ON THE EVENTS OF 2022**

Baroness Vere, UK Government Shipping Minister

WHAT ANOTHER EXTRAORDINARY YEAR IN MARITIME AND, IN WRITING THIS FOREWORD, I'VE HAD THE CHANCE TO REFLECT ON SOME OF THE SUCCESSES THE SECTOR HAS HAD, AS WELL AS MY FIRST THREE MONTHS AS MARITIME MINISTER.

I was delighted to add maritime to the list of portfolios I've had the honour to cover during my four years at the Department for Transport. While I may be relatively new to much of the remit, my role handling Lords business has given me an insight and appreciation of the full spectrum of work covered by DfT across all transport modes, and an awareness of the range (and complexities) of the maritime sector.

I began my tenure as Maritime Minister meeting a fantastic array of stakeholders to listen to the various issues, challenges and proposed solutions in the areas of decarbonisation, skills, training, diversity,

security, growth, investment, trade... and so much more. But as we all know, the breadth of all that maritime delivers is phenomenal.

After the disruption and challenges we faced through the pandemic, many of us hoped, expected even, a much quieter and more normal year allowing us to take stock and return to the normality of business as usual. But alas, this was not to be.

As winter gave way to spring, the world's focus fell on Ukraine. Following the invasion by Russia, the UK – strongly supported by the maritime sector – took swift action to cut the key sources of revenue that fund the conflict. We also supported Ukraine by working with partners to secure the grain flow out of the country by merchant shipping, ensuring aid could get through. Our ferry operators supported migrating refugees to reach host families in the UK, and of course we



ensured the safe passage of merchant vessels in the Baltic Sea.

We all stand firmly behind Ukraine, and our thoughts remain with those so desperately affected by this conflict.

Behind the scenes, a phenomenal amount of work was carried out across Government and industry to implement various sanctions and restrictions. Collaborative working with stakeholders, Government departments and our agencies led to the impounding of vessels with links to Russian owners all around the world. The PHI remains under detention in the UK,

due to the huge efforts and dedication of countless people and organisations.

With no time for respite, then came the regrettable actions of P&O Ferries' dismissal of around 800 of their workforce without due consideration, consultation or appropriate notice. This incident shone a light on the challenges that exist for seafarers, and I am hugely grateful for those of you across the maritime sector who have worked collaboratively with Government to continue to seek better support for UK seafarers and ensure they are safe, protected and have the necessary skills

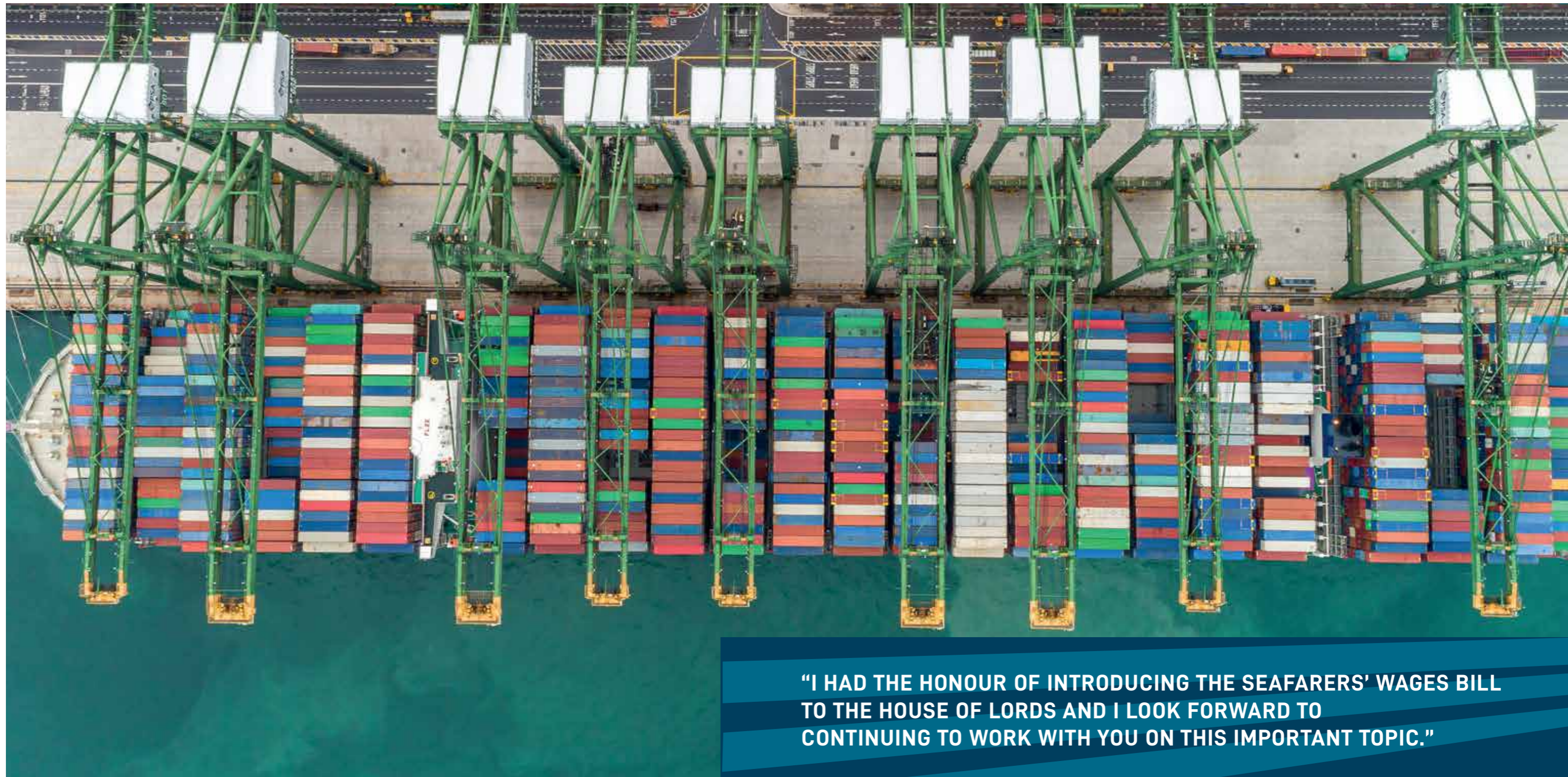
to do their jobs. I had the honour of introducing the Seafarers' Wages Bill to the House of Lords and I look forward to continuing to work with you on this important topic.

While we rose to meet these unexpected challenges, we also delivered a tremendous amount of our other priorities.

The launch of the maritime recovery route map in June outlines how Government and the maritime sector will work together to emerge stronger from the pandemic, and there is lots to celebrate. The launch of UK SHORE was a hugely significant moment for the

sector, and I am excited about the innovative projects that will emerge from this funding. The publication of the new National Strategy for Maritime Security was a key milestone in our work to support the industry on the global stage, and as a nation we continued to make our presence felt at key events including Posidonia, the Global Maritime Forum and COP27.

Our focus on delivering Maritime 2050, our landmark strategy, remains as strong as ever. This year we will continue to drive delivery against the backdrop of tough economic conditions and a competitive marketplace.



"I HAD THE HONOUR OF INTRODUCING THE SEAFARERS' WAGES BILL TO THE HOUSE OF LORDS AND I LOOK FORWARD TO CONTINUING TO WORK WITH YOU ON THIS IMPORTANT TOPIC."



MARITIME EDUCATION AND TRAINING

Bespoke services including:

- Corporate Team Building Days
 - Fast Track Royal Navy to Merchant Navy Scheme (100% success rate)
 - Maritime Apprenticeships
- Hydrodynamic Modelling and Simulation

160+ years in the maritime field, training:

- Merchant Navy Officers and Crew
 - Commercial Operators (Port, Simulation & VTS)
 - MCA and OPITO Approved Courses (Refreshers, BOSIET, FOET)

FANCY A CAREER IN TEACHING?

We have vacancies all year round at our world-renowned training centre in South Shields, and we are always on the look out for trained specialists.

For current vacancies, or to register your interest - scan our QR code here:



Get in touch today for all your training needs:

www.southshieldsmarineschool.com
marinebooking@tynecoast.ac.uk
0191 427 3517



SINCE 1861



“WE WILL SUPPORT THE GROWTH OF REGIONAL CLUSTERS TO BOOST COLLABORATION BETWEEN INDUSTRY AND ACADEMIA AND CREATE NEW OPPORTUNITIES ALL AROUND THE UK.”

The cost-of-living crisis affects us all with maritime communities being amongst some of the most deprived areas of the nation. This is why regional clusters are so important. These, coupled with our development of freeports, will stimulate and invigorate areas which for too long have suffered from under-investment. We will support the growth of regional clusters to boost collaboration between industry and academia and create new opportunities all around the UK.

I cannot fail to mention London International Shipping Week either. This event, which is celebrating its tenth anniversary this year, has grown to become one of the largest dedicated maritime events in the world. I would encourage you all to get involved in LISW23 and ensure that this one is the best one yet and demonstrates how the UK is a leader in so many fields.

Again, we will welcome delegations and governments, industry leaders and innovators from around the world to the UK in September to not only showcase all that is great about our maritime sector but also to continue to drive global leadership on critical

policies including decarbonisation. We have already made great strides in investing in new cleaner technologies through the UK SHORE programme, with £206m pledged from the UK government to drive forward innovation and commercialisation of these ideas. I am keen that we continue to seize the opportunity to demonstrate genuine global leadership and realise our goals for net zero by 2050.

In all of these scenarios, challenges and situations, the regular consultation, engagement and support of industry bodies, unions, training establishments, scientific research organisations and seafarers themselves is crucial.

We have an exciting but challenging year ahead of us but again; much to look forward to and a lot to achieve. I wish to thank everyone from across the industry for your continued engagement with us and your collaboration with us to deliver our Maritime 2050 commitments. We cannot do it without your input, expertise, and support so, as we begin the year together, I look forward to strengthening our relationships further so that the UK continues to be the world's premier maritime nation.

CELEBRATING MILESTONES

INTERNATIONAL MARITIME ORGANIZATION (IMO) SECRETARY GENERAL KITACK LIM OUTLINES THE UPCOMING OPPORTUNITIES FOR THE SHIPPING COMMUNITY TO PROGRESS TOWARDS SHARED INDUSTRY GOALS.

By Kitack Lim, Secretary-General, International Maritime Organization (IMO)

MARITIME TRANSPORT CONTINUES TO BE THE MOST ECONOMIC AND ENVIRONMENTALLY SUSTAINABLE MODE OF TRANSPORTATION FOR LARGE VOLUMES OF CARGO. THIS IS A CERTAINTY, EVEN IN UNCERTAIN TIMES.

This year, the International Maritime Organization (IMO) marks the 75th anniversary of the adoption, of the IMO Convention, which established the Organization. Through these decades, the international regulatory regime adopted by IMO has constantly evolved to keep up with lessons learned from incidents and new demands – such as the imperative to tackle climate change and to accommodate changing technology.

As we move forward through this decade, shipping must embrace decarbonization, digitalization and automation – all the while ensuring the human element is kept front and centre of the technological transition.

GOING GREEN

IMO marks another major milestone this year: 2 November marks the 50th anniversary of the adoption of the 1973 MARPOL convention, one of IMO's most transformative regulatory regimes for ships. The World Maritime theme for 2023, "MARPOL at 50 – Our commitment goes on", has been selected as an opportunity, throughout this year, to mark the developments which have been made to tackle pollution from ships and to look ahead towards furthering the Organization's commitment to making shipping ever greener and ever more sustainable.

The MARPOL Convention, through its many iterations and refinements over the years, remains integral to the goal of IMO as a United Nations specialized agency to promote safe, secure, environmentally sound, efficient and sustainable shipping by providing a comprehensive framework for

the protection of the marine environment. As such, MARPOL is key element in the implementation of the United Nations Convention on the Law of the Sea – “the constitution of the oceans.”

MARPOL covers nearly all forms of pollution of the sea from ships, including pollution from oil, noxious liquid substances in bulk, harmful substances in packaged form, sewage and garbage from ships, as well as reducing air pollution from ships and improving energy efficiency of ships to reduce greenhouse gas emissions.

The regulations on energy efficiency were first adopted in 2011, setting the first such mandatory requirements for an entire sector. The introduction of the short-term carbon intensity measures brings in new requirements for ships to calculate and attain the Energy Efficiency Existing Ship Index (EEXI) reduction factors defined in MARPOL and to initiate – in calendar year 2023 – the collection of data to demonstrate their annual attained annual operational carbon intensity indicator (CII) and associated CII rating. These provide important building blocks for

IMO’s future mid-term greenhouse gas reduction measures.

IMO Member States are currently actively engaged in the process of revising the Initial IMO Strategy on Reduction of GHG Emissions from Ships, adopted in 2018, with a view to adoption of a revised Strategy in mid-2023. There is no doubt that the revised GHG Strategy, set to be adopted by Member States during the Marine Environment Protection Committee (MEPC 80) session in July, will set the framework for the way forward in support of decarbonizing shipping.

Member States are also engaged in developing a basket of candidate mid-term measures, including technical and economic elements, that will set global shipping on an ambitious path towards phasing out GHG emissions. IMO is, in tandem, working to support Member States in the implementation of these measures, to ensure that no one is left behind in this transition towards a decarbonized future for shipping.

We cannot take our hand off the throttle. At this moment in time, the cooperation and dialogue that



“IMO IS, IN TANDEM, WORKING TO SUPPORT MEMBER STATES IN THE IMPLEMENTATION OF THESE MEASURES, TO ENSURE THAT NO ONE IS LEFT BEHIND IN THIS TRANSITION TOWARDS A DECARBONIZED FUTURE FOR SHIPPING.”



SOCOTEC Sustainable Shipping Methods

Following COP26 and the increasing focus on the reduction of air pollution and improving sustainability in shipping, the role that exhaust gas cleaning systems (EGCS) can play to tackle emissions beyond sulphur has become a hot topic of conversation.

Under the latest regulations, ship owners/operators are facing the challenge of meeting sustainability targets and reducing emissions from their fleets in a relatively short timeframe. While the global sulphur cap is an important step towards reducing harmful pollutants from shipping, it also guides the industry to proactively develop new systems to manage and track baseline compliance, as well as encourage greater environmental performance.

WHAT ARE THE BENEFITS OF USING SCRUBBERS FROM A COMPLIANCE PERSPECTIVE?

In lieu of the technological advancements offered by alternative propulsion and generator systems, as well as the current inability to provide shore power to vessels of all sizes in all ports, scrubbers are among the sulphur cap compliance options of choice for owners and operators. The fuel spread has been positively progressing and stands today around EUR 113 per tonne. This results in a growing interest from ship owners and operators who recognise the economic benefits of installing a system. The high activity levels in the newbuilding market and selection of scrubbers available further strengthens owners' trust in the technology as a compliance option.

Moreover, open-loop scrubbers have received a recent boost after an independent eco-toxicity study. This found that the technology – which runs in an open-loop configuration – does not automatically

create unwarranted environmental risk, but must be monitored through analytical testing twice in the first year of installed scrubber operation and once annually thereafter.

HOW CAN SOCOTEC HELP MY ORGANISATION TO REMAIN COMPLIANT?

As part of our vessel discharge sampling and analytical monitoring services, SOCOTEC UK provides a complete service for the sampling and analysis of exhaust gas cleaning systems, all of which are delivered in line with the Vessel General Permit (VGP) Guidance. SOCOTEC UK's laboratory is ISO17025 (UKAS) accredited. Our vessel sampling team also holds ISOSO17025 accreditation, providing your organisation with total peace of mind that all your compliance needs are being met in full.

SOCOTEC operates its vessel sampling and analysis services seven days a week to meet the demands of the vessel operations, and provides sampling and testing services for your ballast, bilge, gray and water. Where required, we can also deliver oil condition monitoring, occupational hygiene support, asbestos and water treatment consultancy, as well as system design and installation services.

FOR MORE INFORMATION

Want to find out how SOCOTEC can support you with your own compliance requirements? Get in touch.

Telephone: 0845 603 2112
Email: salesuk@socotec.com
Website: www.socotec.co.uk



“PROMOTING DIVERSITY IN THE MARITIME SECTOR IS ANOTHER GOAL I WHOLEHEARTEDLY SUPPORT, AND I ENCOURAGE OTHERS TO GET ON BOARD.”

is the trademark of IMO will be more important than ever for the MEPC in delivering what is expected of the Organization to address not only climate change, but also biodiversity loss and marine pollution.

SAFEGUARDING AND PROMOTING SEAFARERS

The conversation about decarbonization and shipping has rightly moved to include a strong focus on a sustainable future for maritime workers who will be at the sharp end of shipping in implementing decarbonization.

Seafarers must have the relevant skills to implement carbon intensity measures. Future low and zero carbon alternative fuels will come into play – and seafarers must have the right training to handle any particular safety issues that these new propulsion methods may create.

IMO is well aware of this. The need for specific competencies will be taken into account in the comprehensive review of the International Convention on Standards of Training, Certification and Watch-

keeping for Seafarer (STCW Convention). The first steps towards undertaking this review have already begun in the Sub-Committee on Human Element, Training and Watchkeeping. Besides decarbonization, digitalization and automation are key themes that will impact not just training, but methods of work across the maritime industry.

I will continue to advocate for seafarer rights and welfare. I am pleased that Guidelines on how to deal with seafarer abandonment were adopted by the first meeting of a joint International Labour Organization (ILO) – IMO Tripartite Working Group in December 2022. We will continue to work with UN bodies and social partners to address this issue.

I invite and encourage you all to mark the significant milestones I have touched on in this article, alongside our annual International Day of the Seafarer on 25 June and the International Day for Women in Maritime on 18 May.

Promoting diversity in the maritime sector is another goal I wholeheartedly support, and I



encourage others to get on board. By actively empowering women with the requisite skills and maintaining a barrier free working environment, we create truly sustainable systems of gender equality.

AUTOMATION

We will undoubtedly see more and more ships with varying levels of autonomy. We must provide the regulatory framework to ensure that as autonomy becomes more commonplace, safety and protection of the marine environment are not sacrificed. This is why IMO is developing a goal-based instrument for Maritime Autonomous Surface Ships, often referred to as MASS. Further, with increased automation comes the need to address cyber security threats, and IMO continues to work to confront those threats.

FINAL THOUGHTS

Recent years have been turbulent for the maritime sector. But the COVID pandemic and geopolitical challenges have only served to increase the world's awareness of its reliance on shipping and ports, and of seafarers' invaluable role in global trade.

Collaboration and partnerships will help us in finding solutions to the issues we face today. Through the International Chamber of Shipping (ICS), which has consultative status at IMO, the UK Chamber of Shipping and its members have the opportunity to help shape shipping's global future.

I remain confident and positive about the future of shipping and the maritime sector as it continues to evolve, and about shipping's desire to contribute to improving the health of the planet and to support sustainable development for all.

“COLLABORATION AND PARTNERSHIPS WILL HELP US IN FINDING SOLUTIONS TO THE ISSUES WE FACE TODAY. “



SHIPPING BY NUMBERS

THE SHIPPING INDUSTRY MAKES A SIGNIFICANT CONTRIBUTION TO THE UK

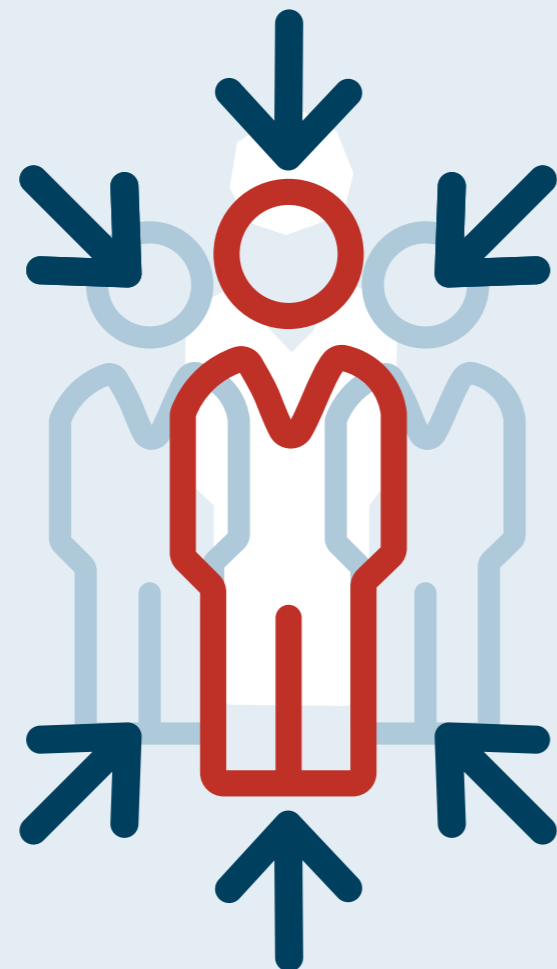


SHIPPING SUPPORTS ALMOST

650,000 JOBS

ACROSS THE WIDER ECONOMY

161,000 JOBS



£6.6bn
IN GROSS VALUE ADDED

EXPORT CONTRIBUTION VALUED AT

£6.9bn

£26.6bn

IN BUSINESS TURNOVER

SHIPPING SUPPORTED GROSS VALUE ADDED

£17.6bn

ACROSS THE WIDER ECONOMY

SHIPPING INDUSTRY CONTRIBUTED AN ESTIMATED

£878m

IN TAX REVENUES

SHIPPING BRINGS IN

95%

OF ALL GOODS BROUGHT INTO THE UK

TRANSITION TO NET ZERO:

TECHNOLOGY, FUNDING, AND EDUCATION



PROF. MALEK
POURZANJANI
Head of Naval Education

Seafarers all over the world are turning to MLA College to advance their careers in sustainable shipping through part-time, distance learning education.

The global shipping industry is claimed to carry more than 90 per cent of world trade, largely because ships have superiority over other modes of transport when it comes to carrying large quantities of cargo safely, cost effectively, efficiently, and in an environmentally acceptable manner. While sea transport is essential for trade and standard of living, the industry produces more than 3% of global carbon dioxide emissions.

The global regulator of shipping, the International Maritime Organization has set ambitious targets for the industry to cut their emissions in half by 2050 and many shipping companies and individuals are turning to education and training as a solution. The International Chamber of Shipping has taken this further by suggesting zero emissions by 2050 (MEPC 77/7/22).

Many advances in sustainable and more environmentally acceptable shipping have already been made and the environmental impacts of these are being seen; however, without a highly skilled and trained workforce, it's harder for standards to be met and maintained.

It is evident that education of seafarers and others involved in shipping plays a central role in this, as seafarers are seeking-out university level qualifications in this area. Distance learning enables existing personnel to invest in themselves to open opportunities for personal growth, new job responsibilities and career progression.

Individuals from across the globe are enrolling on MLA College's Bachelors and Masters programmes in Sustainable Maritime Operations in a bid to gain the knowledge required to tackle sustainability within the maritime industry.

Tailored specifically for the marine and maritime industry, seafarers can gain a degree, even whilst away at sea. The innovative way that MLA College has designed and delivers their course materials provides the flexibility and freedom for seafarers to study at times that suit them, fits in around their work, family and life commitments.

What's more, working with industry experts, MLA College ensure that the content of the programme is relevant, up-to-date and to the highest possible standards. Within these courses seafarers and others from the sector can expect to explore the social, economic and political aspects of sustainability, learn about protecting the marine life and environment as well as learn about the governance, regulation and leadership.

With new students starting with us every January, May and September from all over the world it is evident that there is a willingness from individuals to gain the skills and knowledge to tackle sustainable shipping now and into the future. Based on our interaction with them and our industry partners we continue to design new pioneering educational material in support of the industry and the United Nations Sustainable Development Goals.

The BSc (Hons) and MSc Sustainable Maritime Operations degree programmes are delivered by part-time distance learning and validated by the University of Plymouth. Students can join the programme in January, May or September and once learning materials are downloaded, can study anywhere in the world, even without internet connection. MLA College offer a Women in Maritime Scholarship to help tackle gender inequalities. More information about the College and their programmes can be found at www.mla.ac.uk.



"The innovative way that MLA College has designed and delivers their course materials provides the flexibility and freedom for seafarers to study at times that suit them"

THE 3PS – PLANET, PEOPLE AND PROSPERITY

THE UK CHAMBER OF SHIPPING'S DIRECTOR OF COMMUNICATIONS
TOM BARTOŠÁK-HARLOW SETS OUT THE CHAMBER'S CAMPAIGNS FOR 2023.

WHEN I JOINED THE SHIPPING SECTOR LAST YEAR I WAS STRUCK BY HOW DIVERSE IT AND THE WIDER MARITIME INDUSTRY IS. Having previously worked in an industry where the stakeholder map is much smaller it presents a lot of welcome opportunities for collaboration and cooperation.

It also means though that we need to be clear where the UK Chamber of Shipping is seeking to lead the discussion and where we are working with partners to champion. This doesn't mean the Chamber stops working on certain issues, far from it, this is about being clear on our core messages. By being clear on what these are we avoid them being lost as we compete in a crowded space for the

attention of decision makers, the media and in some cases the public.

While we must and will be responsive to events the next few months are crucial is establishing the issues on which the Chamber wants to lead the debate. After the next General Election we will have the first Labour Prime Minister since 2010 or a reinvigorated Conservative government with a fresh mandate. Either way we can expect policy making to speed up significantly. By being clear now on the issues that matter to us we stand the best chance of building relationships and influence that will last well beyond the next General Election.





“WHILE LIFE AT SEA IS ONE OPTION FOR A CAREER IN SHIPPING IT IS NOT THE ONLY OPPORTUNITY TO BE INVOLVED IN THE SECTOR WITH PLENTY OF ROLES AVAILABLE ONSHORE.”

PLANET

2023 is set to be a crucial year for the decarbonisation of shipping, both here in the UK and across the world. While the International Maritime Organization (IMO) seeks to reach agreement on global targets and strategies to reduce green house gas emissions the UK Government is revising its Clean Maritime Plan, due for publication towards the end of this year. The decisions reached both at the IMO and in Whitehall will impact the decarbonisation pathway for shipping for decades.

The Chamber has a strong track record of influencing and engaging with policy making, not least on key issues such as decarbonisation. We can always do more though and in particular seeking to ensure that our messages are being heard in key departments such as the Treasury. I'll be spending much of 2023 ensuring that decision makers in places like

Westminster know exactly what shipping needs to be able to play its full part in the global drive towards net zero.

I'm pleased to have been able to make a start on this through groups such as the All Party Parliamentary Group on Maritime and Ports, which discussed decarbonisation late last year. It is by building relationships with groups such as this one, supportive MPs and other organisations that we can help ensure that those taking decisions on shipping policy sit up and take notice of our priorities.

PEOPLE

The image of working on board vessels is what most people think of as a career in shipping.

While life at sea is one option for a career in shipping it is not the only opportunity to be involved in the sector with plenty of roles available onshore.

Regardless of where a role is based though we cannot solve the challenges of decarbonisation without ensuring we have the skills we need for a green future and encourage the brightest and best into our industry. We can also provide those already in the sector with new skills and job opportunities and ensure they are not left behind.

The Chamber will be working closely with the Merchant Navy Training Board and other partners to promote the career opportunities in our sector but we can do things ourselves too.

This summer we will host a Parliamentary

reception in Westminster, building on the successful annual event we hold in the Scottish Parliament. The event is a chance to speak directly to politicians about a range of priorities for shipping but the event will also have a focus on ensuring that MPs and Peers have an opportunity to hear from those working in our industry. This event will allow us to show politicians the diverse nature of a career in shipping including cadets training for a career at sea, experienced seafarers now working on shore and those who have never been to sea.

EVERY **JOURNEY** starts a



www.calmac.co.uk



Caledonian MacBrayne

Hebridean & Clyde Ferries

“BY SETTING OUT CLEARLY THE IMPACT SHIPPING HAS, WE STAND A BETTER CHANCE OF POLITICIANS, THE MEDIA AND OTHERS RECOGNISING THE VALUE OF SHIPPING TO THE UK.”



PROSPERITY

It is widely used fact within the shipping industry that 95% of goods that are brought into the UK arrive via ship. This incredible contribution though isn't widely recognised or acknowledge beyond the industry.

To help the public, but especially decision makers, appreciate the contribution the shipping industry makes to UK prosperity we need to explain the value of it in everyday contexts. How many jobs does shipping support? What would happen to someone's weekly food shop without shipping? How different would Christmas be if shipping ground to a halt? How long would I wait for my new car if it was not

delivered by ship?

Much of the data to help us answers questions like these already exists, but is not easily accessible. The Chamber is looking at how best we can bring together this data to better showcase the important role UK shipping plays in the economic prosperity of the UK and in the every day lives of individuals.

By setting our clearly the impact shipping has we stand a better chance of politicians, who we should remember represent those who depend on robust and reliable supply chains, the media and others recognising the value of shipping to the UK.



LEADING THE WAY IN MARINE SOLUTIONS

Learn more today
www.eagle.org/marine



PLAYING YOUR PART

We face an exciting year ahead and I hope you are ready to play your part. We stand a much better chance of convincing decision makers of the importance of our industry, the opportunities within it and what we want to see happen on decarbonisation by working together.

You can help us help you by making sure you share key Chamber messages with your own stakeholders. The Chamber is ready to help you do that with plans

for publications to help you explain our positions such as decarbonisation to wider stakeholders. Any case studies or examples of best practice on issues such as decarbonisation, safety culture and seafarer welfare would also be valuable so please do share these with the Chamber.

There is lots to do and I look forward to working with you all over the coming year to deliver real impacts for shipping.

“WE STAND A MUCH BETTER CHANCE OF CONVINCING DECISION MAKERS OF THE IMPORTANCE OF OUR INDUSTRY, THE OPPORTUNITIES WITHIN IT AND WHAT WE WANT TO SEE HAPPEN ON DECARBONISATION BY WORKING TOGETHER.”





We set the course.

Seapeak is one of the largest independent operators, with ownership interests in LNG, LPG and NGL vessels and a regassification terminal.

We are solution driven.
Accountable for results.
Measured by success.

For more information visit
www.seapeak.com





CHAMBER EVENTS

THE UK CHAMBER OF SHIPPING ORGANISED IN EXCESS OF 20 EVENTS DURING THE LAST 12 MONTHS. THESE EVENTS ARE DESIGNED TO ENSURE MEMBERS ARE UP TO DATE ON THE LATEST POLICY DEVELOPMENTS AND BEST PRACTICE AND OFFER A VARIETY OF NETWORKING OPPORTUNITIES AROUND THE COUNTRY.

LEFT: SUMMER LUNCH, EDINBURGH (JUNE).

A record 175 guests attended the Chamber's Summer Lunch. Jenny Gilruth, Scottish Transport Minister kindly gave the Keynote speech.

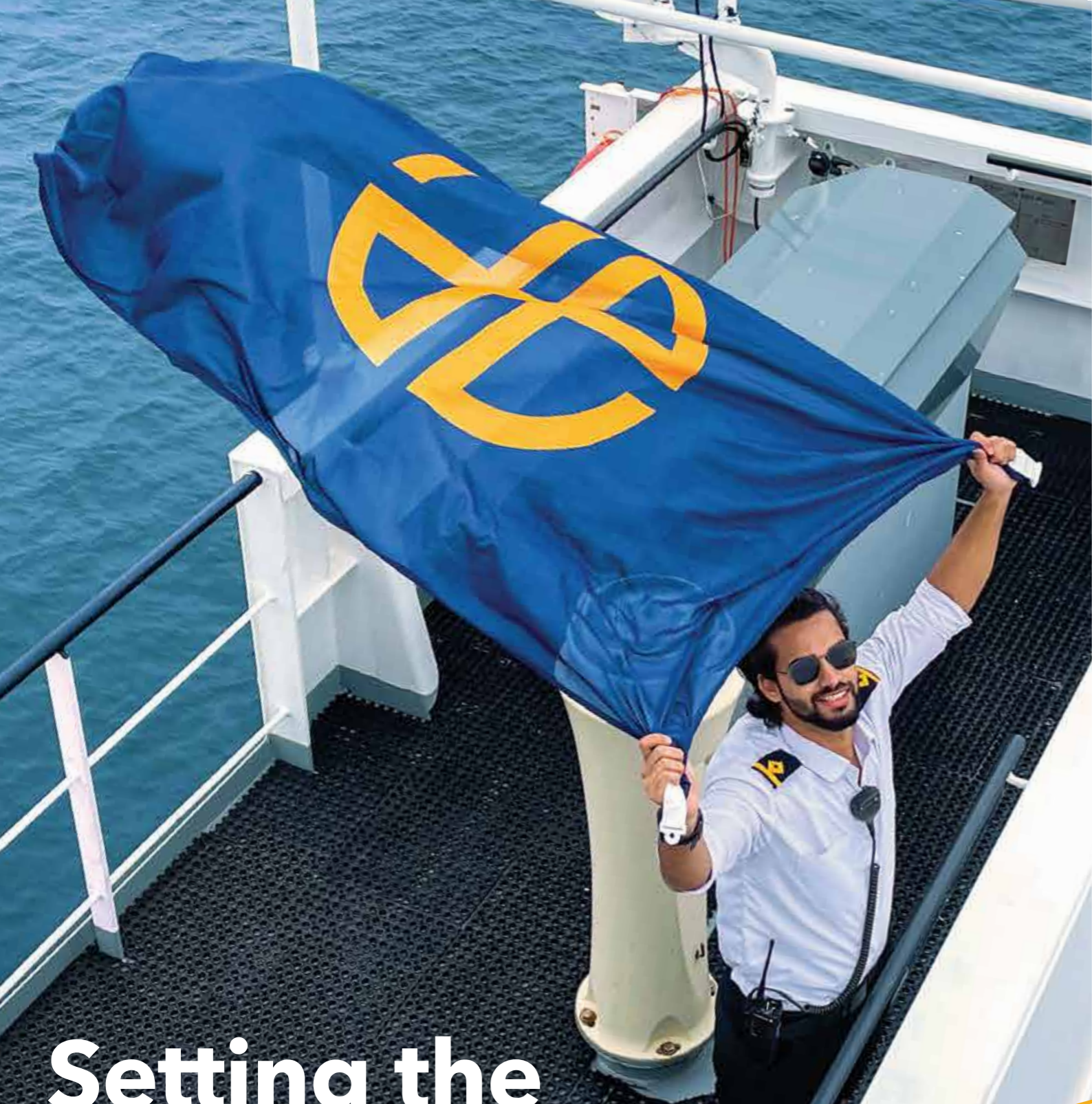
BELOW: AUTUMN LUNCH, SOUTHAMPTON (NOVEMBER)

This was a new event on the Chamber's calendar. The organisation's President started the event by hosting a Q&A session with more than 85 guests and this was followed by a networking lunch.

BELOW: SAFETY CULTURE CONFERENCE, LIVERPOOL (SEPTEMBER)

Attended by 80 industry representatives, this two-day Conference included a variety of Keynote speeches including Sarah Waite (HSSE Manager, Shell) and Himanshu Chopra (MD, Anglo Eastern).





Setting the standard



www.angloeastern.com

TOP LEFT: ANNUAL DINNER, JW MARRIOTT GROSVENOR HOUSE, LONDON (FEBRUARY)

Both Grant Shapps (Secretary of State for Transport) and Robert Courts (Shipping Minister) addressed more than 730 guests at the Chamber's showcase event.

RIGHT: BRITISH TUGOWNERS CONFERENCE, DINNER & GOLF DAY, HAMPSHIRE (MAY)

This conference was attended by around 70 industry representatives and included a Golf Day, AGM, Conference and Dinner.

BOTTOM: QUEEN'S PLATINUM JUBILEE CELEBRATION, LONDON (JUNE)

Members toasted Queen Elizabeth II on a roof top terrace overlooking the Thames.

KEY EVENT DATES FOR YOUR DIARY: APRIL 2023 – MARCH 2024

16th & 17th May 2023: British Tugowners Association Conference
Dinner and Golf Day, Clayton Hotel Glasgow

13th June 2023: Summer Lunch
Signet Library, Edinburgh

11th to 15th September 2023: London International Shipping Week
Chamber events to be announced soon for Tuesday (12th) and Thursday (14th) mornings

3rd & 4th October 2023: Safety Culture Conference
Bristol Harbour Hotel & Spa

2nd November 2023: Autumn Lunch
Southampton Harbour Hotel & Spa

5th February 2024: Annual Dinner
JW Marriot Grosvenor House, London

For more information please visit www.ukchamberofshipping.com/events

Sponsorship Opportunities

The Chamber offers a variety of competitive sponsorship packages for its events. If you are interested in discussing this further please contact the Chamber's Head of Membership and Business Development Tony Jerome.

E: tjerome@ukchamberofshipping.com



SHIPPING AT THE HEART OF EVERYTHING

INCREASED AWARENESS OF SHIPPING'S KEY ROLE IN THE GLOBAL SUPPLY CHAIN
MUST BE NURTURED IN ORDER TO PREPARE FOR FUTURE OPPORTUNITIES.

*Gavin Simmonds, Policy Director-Commercial at the UK Chamber of Shipping
Tom Bartošák-Harlow, Director of Communications at the UK Chamber of Shipping*



IF RECENT YEARS HAVE TAUGHT US ANYTHING ABOUT THE INTERCONNECTED GLOBAL ECONOMY, IT IS THE VITAL ROLE THAT SHIPPING PLAYS IN KEEPING THE WORLD TURNING. Obstacles that threatened the supply chain have been met and overcome, and the maritime business has adapted to become more competitive, dynamic and ready for the future

The UK Chamber of Shipping's role is to provide a setting in which UK ship operators can continue to flourish in the new business environment that has emerged. To this end it continues to liaise with several stakeholders: with government, which will set the framework for trade and controls public investment; with the wider transport sector and logistics providers, which along with shipping comprises the full logistics chain.

Over the past year several global issues have tested the resilience and flexibility of ship operators. These ranged from the ongoing effects of the pandemic to the Ukraine war and widespread economic challenges to congestion at ports in China, caused by continuing lockdowns, and an increasing number of labour disputes around the world. But shipping has risen to the challenge and demonstrated its ability to adapt.

Our members have taken the lessons of those disruptions, notably the need for agility and transparency across the links of the supply chain, and maintained the flow of trade throughout. Even with logistics at its most stretched or constrained, shipping continued to deliver the essential goods that industry and consumers rely on.

DIGITAL EVOLUTION

One aspect of shipping's evolution is the increasing reliance on data exchange, building visibility and resilience into international logistics. The maritime sector has traditionally relied on paper documents but is increasingly aware of the benefits of digitalisation. An example of the UK Chamber's efforts to facilitate this shift is the progress made by the UK Law Commission towards accepting electronic documentation as equivalent to paper for important documents such as the bill of lading. With the Chamber promoting the value of the move, that recognition will hopefully be finalised in 2023 – and will serve as an important component of a number of Free Trade Agreements (FTAs) being negotiated.

STABLE TRADE

That forward-thinking attitude to digitalisation is a crucial benefit for the UK shipping sector as it adjusts to a new trading relationship with Europe. There is great opportunity in post-Brexit trade if the UK sector can act quicker and smarter and remind cargo owners of the value that we bring.

The UK remains the world's sixth biggest economy making it an attractive import market -but it is more than a market for consumer products. In the UK Chamber's work with customs authorities since Brexit, it has also become clear that this country is an important import-export market. Many of the goods that enter the UK are destined to be processed in various factories and industries, and will be



“THERE IS GREAT OPPORTUNITY IN POST-BREXIT TRADE IF THE UK SECTOR CAN ACT QUICKER AND SMARTER AND REMIND CARGO OWNERS OF THE VALUE THAT WE BRING.”



**“AS WE KNOW, WHEN SHIPPING WORKS WELL IT IS
LARGELY INVISIBLE TO THE WIDER POPULATION.
PRODUCTS ARE PICKED OFF THE SHELVES
WITH BARELY A THOUGHT TO HOW THEY GOT THERE.”**

re-exported as finished products with a much higher value.

The UK government is aiming to seize those opportunities and enable better business through new trade deals, for example with South Korea, Japan, Canada and Mexico. The Digital Economy Agreement reached with Singapore last June, enabling trusted cross-border data flows, will facilitate more efficient manufacturing and supply chains as well as more reliable infrastructure. Positive discussions are continuing with the US and the Gulf Cooperation Council countries.

This year will be particularly important as the UK prepares for a new, long-term perspective on its political priorities and economic agenda. The approaching general election provides the opportunity to put recent political turbulence aside and face the future with fresh vigour. Whether that is a future focused on growing trade through newly established

freeports, or investing in national infrastructure, the maritime sector will play a key role. Now is the time to ensure that shipping is on the policymakers' radar.

Over the coming year the UK Chamber will continue to engage with government on a wide range of issues from the National Trade Single Window – another important digital step for easing trade with the UK – to decarbonising port infrastructure and further improving pay and working conditions for seafarers. But arguably the most important progress shipping can make today is in the minds of its end customers.

PUBLIC AWARENESS

The issues that have dominated the news cycle over recent years have cast a spotlight on logistics at sea like never before, giving shipping a chance to capitalise on and extend the public recognition of shipping's central position in both the global and the UK economy. This will be vital to position shipping to

better benefit from the opportunities that lie ahead, and is an important pillar of work for the UK Chamber of Shipping.

As we know, when shipping works well it is largely invisible to the wider population. Products are picked off the shelves with barely a thought to how they got there. This is changing thanks to both the supply chain crunch and increasing focus on the climate, through concepts like 'food miles', for example. Today is the right time to focus on making sure those consumers understand the value that shipping brings to them and the UK economy – and its importance as a green means of transportation.

Later this year the UK Chamber will launch a

consumer-facing report on the Value of Shipping. The new publication will help the public understand how maritime trade positively contributes to their lives, to tackling climate change and to the growth of the economy. People, the planet, and prosperity - shipping is at the heart of all these factors.

Increasing public awareness of the importance of our sector and the role we play will have a dramatic effect on our success in meeting future challenges, from securing sensible policy and the needed investment to attracting and retaining talent. This will ensure that the UK maritime sector retains its reputation as an exciting and vibrant place to work and grow one's career.

Viking Maritime

GROUP

A global company
with a personal touch

Leading the way for 35 years



We are a Maritime Services Company,
established in 1988, proud of the
reputation of our brands



Viking Crew

Placing People First

The leading Cruise, Superyacht and Specialist maritime crew services provider - keeping at-sea operations moving through Crew Placement, Crew Management and Crew Deployment.
vikingcrew.com



Chiltern

New Horizons

The UK's foremost provider of Merchant Navy Officer Cadetships, demonstrating the highest standard of recruitment, mentoring and administration of Officer trainees.
chilternmaritime.com



MSA

Setting New Standards Together

The MSA is helping the industry set new standards by delivering a new level of STCW Marine, Fire Safety and Simulator Training.
maritimeskillsacademy.com

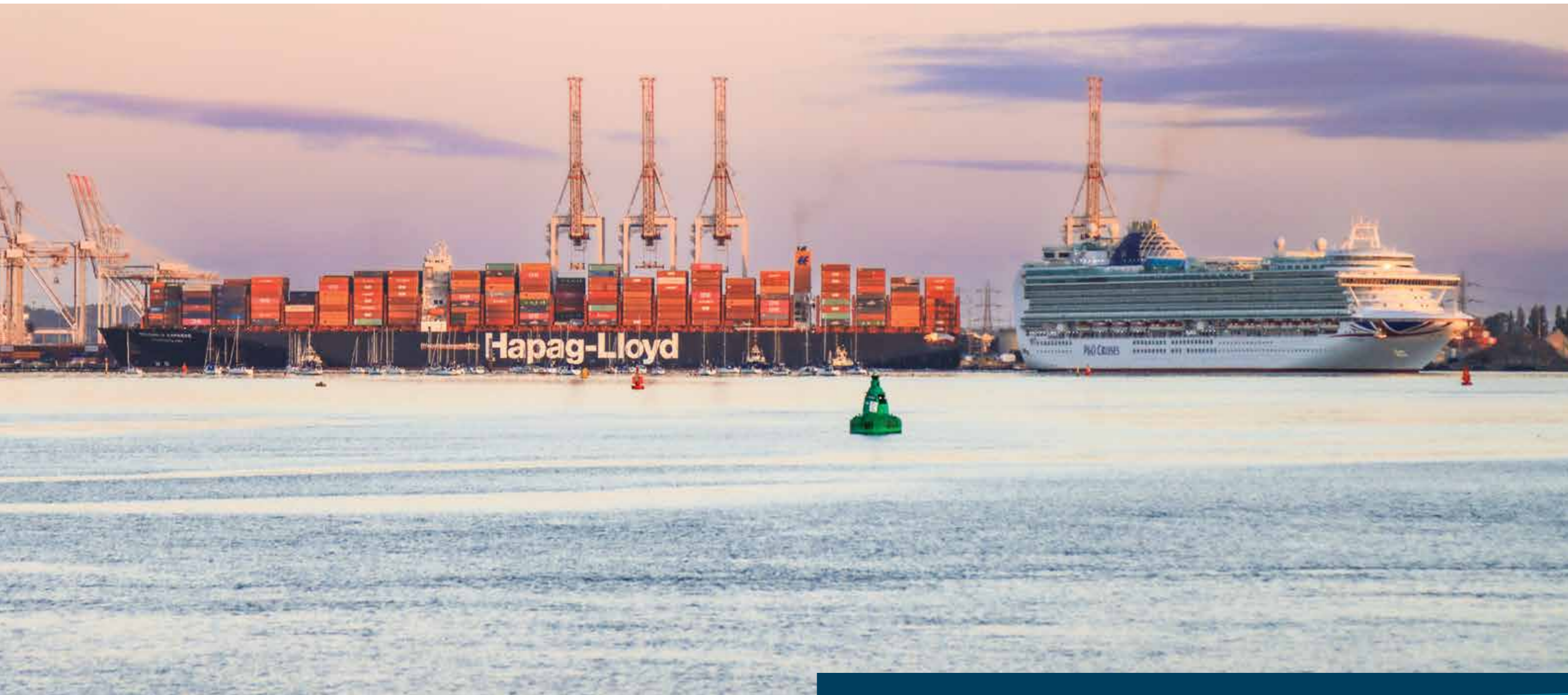
info@vikingmaritime.co.uk
+44 (0)300 303 8191
vikingmaritime.co.uk

COLLABORATION IS KEY TO REDUCING CLIMATE IMPACT

PROGRESS ON SHIPPING'S DECARBONISATION AMBITION AND PATHWAY
IS NOW BEING TRANSLATED INTO ACTION THROUGH COOPERATION

Peter Aylott, Director of Policy at the UK Chamber of Shipping





THE PAST YEAR HAS BEEN MARKED BY NOTABLE ADVANCES BOTH IN MARITIME GREENHOUSE GAS REDUCTION AMBITIONS AND IN UNDERSTANDING HOW WE COULD GET THERE.

Throughout 2022, the UK Chamber's carbon working group, open to all members, developed its position on several key issues around decarbonisation and contributed actively to regulatory discussions. This year the UK Chamber will support its members and the UK government as they convert that progress into concrete projects and policies.

The IMO's mandatory efficiency measures, the Carbon Intensity Indicator (CII) and the Energy Efficiency of Existing Ships Index (EEXI), came into effect in January 2023. These positive steps will guide the maritime sector as it moves to lower emissions through both vessel design and operations. For maritime operators, the CII poses new challenges in both reducing and reporting emissions. The UK chamber will continue to work with members and

government to simplify and, where needed, clarify compliance.

In particular, we will carry on working with regulators to ensure that the range of coefficients and adjustment factors proposed to better reflect real ship emissions in CII are brought into the regulation at the next opportunity. The UK Chamber hopes to see the many proposed adjustments consolidated into a more unified, possibly goal-based, approach. Future development of the CII also needs to be mindful of potential unintended consequences, such as the impact that slow steaming could have on capacity and the demand for carbon-intensive shipbuilding.

Discussions on market-based measures (MBMs) also advanced in 2022. At IMO, the idea of a levy gained support, possibly combined with a funded reward scheme. Meanwhile, the European Union decided that shipping will be included in its Emissions Trading Scheme from 2024. With the sector likely to be the subject of multiple MBMs, the UK Chamber

"THE UK CHAMBER'S POSITION, AS ANNOUNCED IN SEPTEMBER 2021, IS THAT SHIPPING SHOULD TARGET NET-ZERO EMISSIONS BY 2050."

has an important role to play. We will be working to make sure that global, regional and national schemes work in harmony for the UK maritime industry and its decarbonisation process - rather than making it more complex to navigate.

EMERGING CONSENSUS

In 2023, the IMO will adopt a renewed greenhouse gas ambition and strategy. Based on discussions at MEPC 79 in December, it is encouraging to see more IMO member states willing to accept a faster transition to full decarbonisation of shipping. The UK Chamber's position, as announced in September 2021, is that shipping should target net-zero emissions by 2050.

Reaching consensus on this goal would be a big achievement, and would require widespread collaboration if we are to succeed in our efforts to reduce emissions.

This year the UK government will review its Clean Maritime Plan. The UK Chamber is active in the Clean Maritime Council, which has been charged with devising a strategy to reduce greenhouse gas emissions from the sector and to improve air quality on and around our waterways, ports and shipping lanes. We led the council's task force on economic incentives, delivering a report on how MBMs could be applied to meet the targets set by the government.

The UK is expected to move towards an incentive

approach similar to the EU's, with an emissions trading scheme starting with a monitoring, verification and reporting (MRV) requirement. There are elements of applying an MBM on a national level that merit deeper consideration, and the UK chamber is working closely with the government about how an MRV database would operate. Our carbon working group is preparing a submission to the Clean Maritime Plan review and we welcome input from all members.

Collaboration with the government and with members will be key to the success of the UK plan. In Europe, where many countries have controlling stakes in ports and logistics, investment in green initiatives such as shore power and green corridors can be mandated and implemented easily. In the UK, such programmes require alignment between more

diverse and often commercial stakeholders – but this alignment is emerging rapidly. Alongside the common positions established by the UK Chamber's carbon working group, we also see wider involvement and stronger cooperation with and between government departments, including the Department for Trade and the Treasury.

SHORE POWER SUPPORT

An important element for UK's decarbonisation and air quality goals is the introduction of shore power. While shore power is widely supported, it requires deep cooperation to develop a strong business case that does not leave ports and harbours investing in facilities without the surety that ship operators will use them. We believe the solution lies in proactive

legislation, including incentives for use and support for investors, and we are working with the government to deliver that framework. The UK Chamber will also be holding shore power workshops for its members this year, addressing investment, implementation and regulatory factors.

This year will be pivotal for the regulation of greenhouse gas emissions on both a national and an international level, and for the movement towards MBMs. With this in mind, the UK Chamber is developing a framework document that will keep members up to date on progress in emissions legislation and regulatory measures. That framework will be reviewed and updated by the carbon working group, with the aim of ensuring that our members always have ready access to current information.

The next steps for the industry involve converting ambition into action. In the UK there are already electric and hybrid vessels operating, as well as ports investing in shore power and other green technologies. These visible signs of progress will be crucial for public perception and will demonstrate that maritime trade is playing its part in tackling climate change.

These green projects bring new issues to light, not least the skills and safety demands of new fuels and technologies. As vision turns to reality, the UK Chamber will continue to support its members through constructive, collaborative engagement to deliver the market and policy framework needed for successful decarbonisation.



“OUR CARBON WORKING GROUP IS PREPARING A SUBMISSION TO THE CLEAN MARITIME PLAN REVIEW AND WE WELCOME INPUT FROM ALL MEMBERS.”



BUILDING A BETTER FUTURE

SECURING A SKILLED WORKFORCE FOR TOMORROW MEANS DELIVERING A NURTURING ENVIRONMENT AND A FULFILLING CAREER PATH FOR SEAFARERS AND MARITIME WORKERS TODAY.

Tim Springett, Policy Director - Employment and Legal, UK Chamber of Shipping
Kathryn Neilson, Director, Merchant Navy Training Board
Hannah Gilbert, Policy Advisor, UK Chamber of Shipping

MAKING MARITIME AN ATTRACTIVE PLACE TO WORK HAS REMAINED ONE OF THE UK CHAMBER'S KEY OBJECTIVES OVER THE PAST YEAR. To minimise members' exposure to potential labour shortages and skills shortfalls, a steady flow of well-trained individuals is needed to enter and, crucially, stay in the sector. Securing the workforce that can help shipping maximise its future opportunities involves a wide effort in policy areas including training, recruitment and working conditions.

Although the past few years have been particularly challenging given the backdrop of Brexit and the pandemic, the UK Chamber has played a crucial role in mitigating these challenges. The UK Chamber and the Merchant Navy Training Board (MNTB) – the body hosted by the UK Chamber that brings together shipowners, unions and maritime training and education providers – have worked particularly hard to

forge a constructive path to meet UK maritime labour market needs.

Alongside this the UK Chamber has made strenuous efforts to resolve issues with hiring of international workers after Brexit. The withdrawal from the EU's freedom of movement arrangements means it is more difficult to employ EU citizens, particularly on vessels operating in domestic waters, including the ferry segment and offshore renewables projects located within UK territorial waters. These sectors are crucial to UK trade and energy security, as well as supporting decarbonisation in the maritime industry. The UK Chamber has worked closely with the government, noting the importance of the ability of businesses use the most suitably qualified and experienced personnel, irrespective of their nationality. The current concession that enables foreign nationals to work on vessels operating within UK territorial waters and engaged

in the construction or maintenance of offshore wind projects was again extended in October 2022. The Chamber continues to work with the Home Office to devise a permanent, pragmatic solution to this key issue.

The Chamber further recognises that a home-grown seafaring pool will become even more important in the future, with a short pathway needed for trained cadets to enter the market without delay. In the past year the MNTB's berth-matching scheme has grown, with more and more ship owners coming forward to offer berths to cadets struggling to secure sea time

As demand for seafarers continues to grow globally, those trained in the UK are highly sought after, and the UK Chamber and MNTB are focused on enhancing this reputation. To ensure that the evolving needs of industry are represented in how seafarers are trained, the MNTB has extended ship operator representation

on its Main Board to 12 companies over the past year. Their input will help advance a training and skills curriculum that aligns with the industry's needs, particularly as demand for new skills rises.

SKILLS FOR THE FUTURE

Digitalisation and decarbonisation are prime examples of emerging areas where training needs to evolve. Skills applicable to these areas are not only essential for operators; they will also help seafarers as their careers advance, at sea and on land. The MNTB works closely with its partners to incorporate these skills into its syllabuses and documentation. Recent examples include the development of their Bridge Watchkeeping Simulator Training course delivered through the use of VR technology

The UK Chamber and the MNTB will also contribute to the review of the IMO STCW Convention, due to

“AS DEMAND FOR WELL-TRAINED SEAFARERS CONTINUES TO GROW GLOBALLY, THOSE TRAINED IN THE UK ARE HIGHLY SOUGHT AFTER, AND THE UK CHAMBER AND MNTB ARE FOCUSED ON MAINTAINING THIS REPUTATION.”





“AN IMPORTANT ELEMENT OF ATTRACTING NEW SEAFARERS, AS WELL AS RETAINING CURRENT WORKERS, IS THE CONTINUAL EFFORT TO IMPROVE WORKING CONDITIONS.”

commence this year, to make it fit for purpose for the future. The challenge facing all stakeholders is to make sure that the STCW remains the authoritative statement of seafarer skill requirements, incorporating ever growing needs while remaining a manageable and practical tool. This will mean carefully removing outdated requirements as well as adding new ones. The Chamber and the MNTB are optimistic that the review will proceed at pace, meaning that any changes can be reflected in seafarer training as soon as possible.

CONTINUING CAREERS

Shipping is an exciting, international sector that contributes significantly to society both economically and environmentally, and one that offers great career

opportunities. Operators need seafarers who are not just skilled in their roles, but also equipped with tools they need to stay in the sector once they leave life at sea.

Seafarers are sought after for shore-based maritime roles as well as by employers beyond the sector. The Chamber's hope is for them to contribute to the success of the maritime industry throughout their working lives. To encourage this the UK Chamber focuses on ensuring that trainees have transferable skills and that these fulfilling career paths are made known to them.

Two recent examples of work on career development include the cadet training modernisation programme, established to make both seafarers and companies aware of career progression prospects and the needed

skills, and the UK Chamber's work with government and the trade unions to encourage ship operators to offer workplace experience to potential UK cadets.

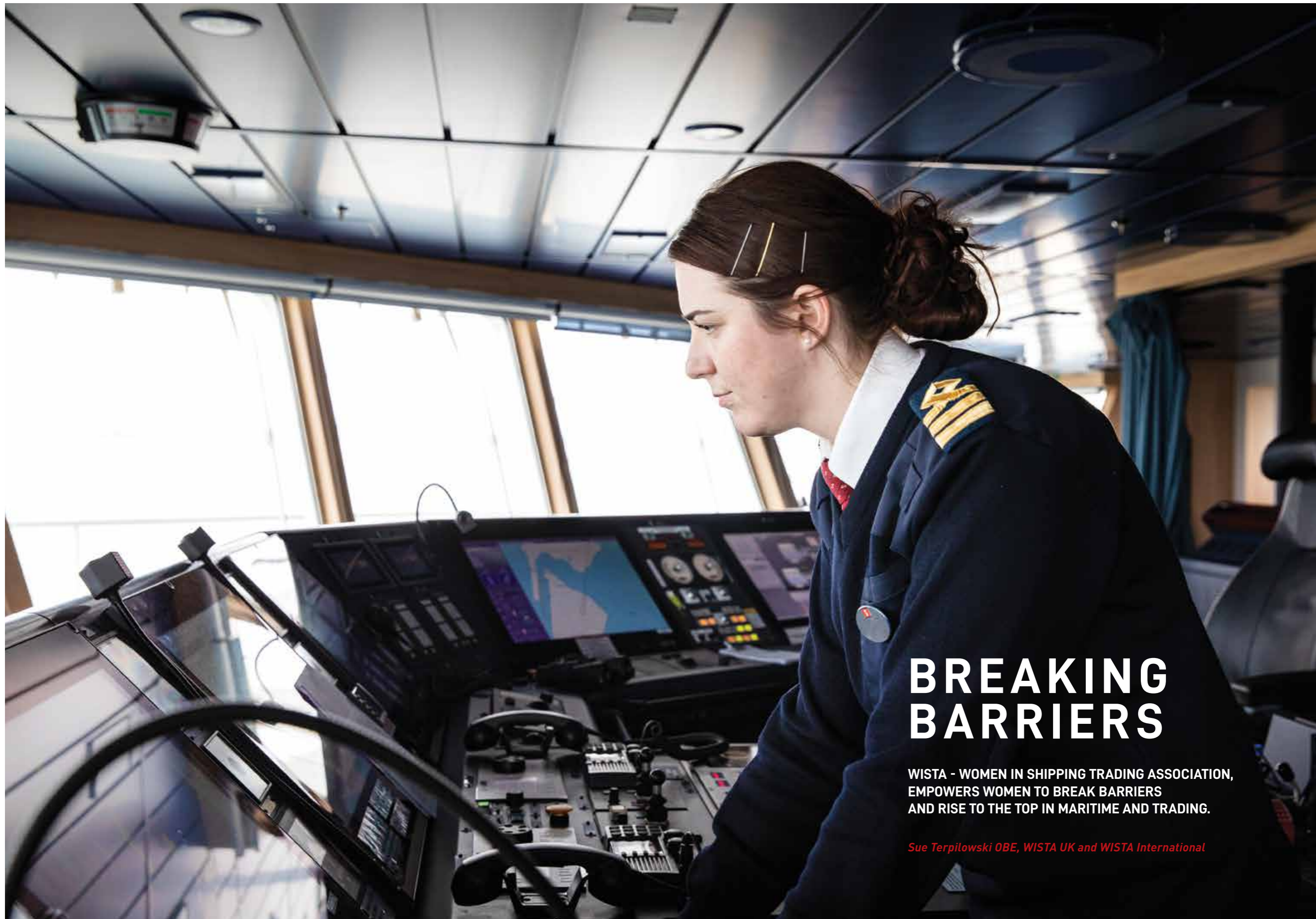
WORKING CONDITIONS

An important element of attracting new seafarers, as well as retaining current workers, is the continual effort to improve living and working conditions. Much of this work takes place at the International Labour Organization (ILO), with the UK Chamber a key contributor. In May, eight revisions to the Maritime Labour Convention were adopted. Many were focused on filling safety gaps identified over the course of the pandemic, including access to medical care ashore and appropriately sized protective equipment.

In December, a joint IMO and ILO working group

investigated how seafarers who are abandoned could be better supported by governments. The discussion resulted in a robust set of guidelines for relevant states about how abandonment cases may be resolved effectively. The key focus was to provide practical guidance on how the rights of seafarers must be protected during these cases.

The shipping industry can offer a unique and rewarding career. Through our efforts last year and in the year ahead, the UK Chamber and MNTB will continue to ensure that these prospects are known and prepared for, and that the policies and frameworks are in place to develop a skilled and fulfilled workforce that can contribute to the maritime industry across their careers.



BREAKING BARRIERS

WISTA - WOMEN IN SHIPPING TRADING ASSOCIATION, EMPOWERS WOMEN TO BREAK BARRIERS AND RISE TO THE TOP IN MARITIME AND TRADING.

Sue Terpilowski OBE, WISTA UK and WISTA International

JUST A QUICK INTRODUCTION TO WISTA FOR THOSE OF YOU WHO ARE UNFAMILIAR, WISTA (WOMEN IN SHIPPING TRADING ASSOCIATION) WAS FOUNDED IN 1974 WHEN PAT BUTLER, WHO AT THAT TIME WAS WORKING FOR TRAFCO, SHEILA LAWRENCE OF SHELL AND STELLA MARKS (THEN KNOWN AS STELLA INGHAMS), ALL FROM THE UK, ARRANGED TO MEET FOR A CHRISTMAS LUNCH.

The lunch was a success. The women, therefore, decided to get together for lunch on a more regular basis. During the next six years, the London women invited contacts from overseas to join them for their meetings until there were approximately 25 women involved.

WISTA has grown in 56 countries comprising 3,800 female professionals within the maritime industry sector at its broadest definition and trading.

2023 is an exciting year for WISTA UK as we

undertake our first significant fundraising activity. We are looking to fund a female cadet through her cadetship. This means that we have to raise £30,000 this year. The campaign started with our black tie event, where we auctioned several photographs signed by the photographer Simon Hillard. We will host several other events in 2023, including one at the IMO in the summer.

The WISTA UK events program is now back in full and we have several industry-specific topics alongside our self-development programme of activities. All details can be found on our UK website.

From an international perspective, in January 2020, WISTA International and the IMO signed a memorandum of understanding, agreeing to work together to promote gender diversity and inclusion as vital factors in securing a sustainable future for the

shipping industry. Since then, this partnership has gone from strength to strength and has contributed to several high-profile initiatives.

Most recently, WISTA and the IMO launched the Maritime Speakers Bureau, a directory of women available to speak on a wide range of industry topics. The Speakers Bureau encourages women to put themselves forward for speaking opportunities and makes it easier for conference organisers to find female industry representatives to speak at their events. There is now no excuse for all-male panels or speaker programmes at events. By providing women with a voice at events, the Maritime Speakers Bureau will drive greater power to inspire, engage, educate and share our experience with seasoned maritime professionals and aspiring seafarers worldwide. Alongside the directory are three pledges for

conference organisers, speakers and sponsors. Please take a look, sign one or more of the pledges and encourage people to register as speakers.

maritimespeakers.com

Another key deliverable over the last 12 months was the IMO-WISTA Women in Maritime survey 2021, with results published on 18 May 2022 to coincide with the inaugural IMO International Day for Women in Maritime. This report offered unprecedented insight into gender diversity across the sector for the first time and set a benchmark for progress. Its findings, however, painted a mixed picture. Women now make up over a third of the workforce in shipping companies, which is a promising sign, but their relative lack of representation at sea – where women account for just 2% of the total crewing workforce – proves that there is still a long way to go.

“MOST RECENTLY, WISTA AND THE IMO LAUNCHED THE MARITIME SPEAKERS BUREAU, A DIRECTORY OF WOMEN AVAILABLE TO SPEAK ON A WIDE RANGE OF INDUSTRY TOPICS.”



SVITZER

100%
Reduction in carbon emissions on a **tank-to-wake** basis

90%
Reduction in carbon emissions on a **well-to-wake** basis

BIOFUEL
Sustainable Hydrotreated Vegetable Oil (HVO) Biofuel

EcoTow

Sustainable harbour towage, fueled by waste.

Determined to find more sustainable practices that align with Svitzer's environment initiatives, Svitzer is introducing EcoTow. Offering now carbon neutral towage services utilising biofuels that are completely renewable and sustainable alternative based on vegetable oils, grease waste, or residues from the food industry and agriculture. These fuels are certified by ISSC and RSB and offering Svitzer's customers reduced carbon emissions by 100% on a tank-to-wake basis and about 90% on a well-to-wake basis relative to marine diesel.

EcoTow IS A VITAL STEP TOWARDS A CARBON NEUTRAL TOWAGE SECTOR.

Leading sustainable marine services innovating with and for people, customers and communities

@ svitzer.global



“FOR MORE WOMEN TO PURSUE A CAREER AT SEA, IT IS ESSENTIAL THAT THEY FEEL REPRESENTED IN THE INDUSTRY.”

WEST.

Commercial Integrity

West is a leading insurance provider to the global maritime industry, combining financial strength with outstanding service to help its Members meet the continually evolving liability environment in which shipowners, operators and charterers operate.

www.westpandi.com

Follow us on

For more women to pursue a career at sea, it is essential that they feel represented in the industry. Launched on 8 March, the Maritime SheEO Leadership Accelerator Programme – a collaboration between WISTA, the IMO and Maritime SheEO – is designed to provide management knowledge and skills to help women in shipping move into leadership roles. The programme aims to help establish a network of female executives to facilitate mutual support while giving young women and girls the confidence to embark on a shipping or seafaring career of their own.

However, according to the public survey results, which looked at discrimination on-board and were published in the second edition of the Gender Diversity handbook, more needs to be done to provide a comfortable on-board environment for everyone. Jointly conducted by WISTA, Anglo Eastern, ISWAN and the International Chamber of Shipping, the survey uncovered the extent of the harassment women

face at sea, highlighting the attitude and behavioural changes needed to combat gender discrimination at its root.

Elpi Petraki, the President of WISTA International, states, “In addition to offering the industry a necessary wake-up call regarding gender equity, the survey’s results served as a reminder of the importance of transparency and collaboration in tackling the shipping’s most pressing challenges. This applies not only to challenges surrounding diversity and inclusion but also those related to decarbonisation, digitalisation and cyber security.”

Both WISTA UK and International will continue to be a voice for women in shipping and trading. They will be running a number of events throughout 2023, including on 18 May 2023, IMO’s International Day for Women in Maritime. All details will be published on the respective websites. www.wistainternational.com and www.wista-uk.net

LONDON INTERNATIONAL SHIPPING WEEK 23



LISW23 PROMISES TO BE THE BEST YET – WITH EVEN MORE EVENTS, HIGHEST LEVEL DISCUSSIONS, AND A LATE NIGHT PARTY.

THE COUNTDOWN TO SEPTEMBER'S LONDON INTERNATIONAL SHIPPING WEEK 2023 (LISW23) HAS BEGUN FOLLOWING A PACKED LAUNCH EVENT FROM THE BANKS OF THE RIVER THAMES AND ALL THE SIGNS POINT TO THIS 10TH ANNIVERSARY LISW23, BEING THE BIGGEST AND BEST YET.

At the launch Maritime Minister Baroness Charlotte Vere, appointed at the end of 2022, pledged to put maritime “front and centre” and highlighted her three key priorities for UK maritime as: economic prosperity; decarbonisation; and seafarer protection.

She commented: “British leadership in maritime matters, and London International Shipping Week is a unique opportunity to put our talents in the spotlight and show the world just how much the UK has to offer.

“I look forward to 2023’s ten year anniversary event which marks a renewed and reinvigorated effort to champion our world class maritime sector to the world, along with a commitment to promote the boundless opportunities for UK wide growth and investment that come with it.”

Emerging from the pandemic, the global shipping industry is now keen to do business in person and this is reflected by the anticipated 350 maritime events predicted to take place during LISW23 – which runs from September 11th to 15th.

LISW23’s central theme will be ‘Reframing Risk in a Complex Market’, covering core issues including compliance, decarbonisation, security, human resources, business and technology.

With its wide range of relevant expertise and home to key hubs for many sectors of the international maritime community, London is uniquely placed to lead the international shipping industry as it seeks to drive innovation, build skills, and meet its ambitious climate goals.

Since its inception in 2013, London International Shipping Week has become synonymous with thought leadership, providing a high-level platform for the maritime world to debate crucial issues and solutions.

As the leading maritime professional services and shipping/green finance centre, London is uniquely positioned to drive discussion on how to manage commercial risk on a global scale. The concept of risk as it applies to shipping is changing. It is becoming more complex and London can provide all the necessary expertise (including legal, insurance,

risk assurance, finance, cargo trading, chartering and shipbroking) in one place.

The importance of supply chain resilience has been highlighted in recent years by the war in Ukraine, stringent international sanctions, the pandemic, and the temporary blocking of the Suez Canal. Harnessing the long-standing expertise of London’s maritime services, LISW23 will consider the business actions needed to protect and promote international trade. Throughout the week threads will examine ways of sourcing investment to drive and support maritime innovation; explore the development of new fuels, new ships, and new infrastructure; and scrutinise the world’s seaborne supply & demand dynamics.

Denis Petropoulos, chair of the LISW Board of Advisors and immediate past chairman of the Baltic Exchange Council, said: “London is internationally acknowledged as having a pivotal role in international shipping. Boasting pre-eminent maritime services, London offers well-established commercial shipping expertise across all sectors and is uniquely placed to lead international debate and developments.”

London International Shipping Week 2023 will take place from September 11 to 15 throughout various locations in London and the UK as well as a significant digital element which will enable thousands of delegates to take part from throughout the international maritime community. The LISW23 Headline Conference will be held at the London headquarters of the International Maritime Organization on Wednesday 13 Sept.

Sean Moloney, co-founder of LISW, commented: “LISW has grown from 8,000 attendees in 2013 to a predicted 30,000 this year. One of LISW’s strengths is the fact it does not shy away from challenging issues and we are fortunate to have the highest level of support from UK Government and throughout the international shipping industry.”

It’s not all work though – there’ll be plenty of opportunities to relax and network including cocktail parties, VIP receptions and the popular gala dinner on Thursday 14 Sept. This year the gala dinner moves to an even bigger venue – ‘Evolution London’ in Battersea Park which can accommodate up to 2,000 guests. And, in response to guest feedback, this year’s celebrations will go on late into the night with a new LISW23 After Party featuring live entertainment.



LISW23 in numbers:

- 5 days of events from Mon 11th to Fri 15th September**
- 50+ accredited media outlets**
- 200 supporting organisations and sponsors**
- 350 projected events**
- 800 capacity Headline Conference at the IMO HQ**
- 2,000 capacity gala dinner at Evolution London**
- 20,000 online delegate capacity**
- 30,000 expected in-person visitors**

For further information about LISW23, including event details, sponsorship opportunities and delegate guidance please see the dedicated website: www.londoninternationalshippingweek.com





mla.ac.uk
info@mla.ac.uk
+44 (0) 203 997 7555

BSc (Hons) | MSc | MSc By Research Project

SUSTAINABLE MARITIME OPERATIONS

PART-TIME DISTANCE LEARNING SUSTAINABILITY DEGREES

THREE INTAKES PER YEAR:
JANUARY | MAY | SEPTEMBER


GLOBAL PROJECT LOGISTICS
MANAGEMENT AND SUPPORT SERVICES



- ✔ Our mission to be a perfect partner in the project freight management and logistics sector embracing the development and prosperity of society and environment.
- ✔ Fully integrated project management and consulting services throughout the life cycle of the project execution.
- ✔ Full compliment of allied services are offered by IPL on every project covering geographical, budgetary, political and ecological assessments insuring nothing left to chance.
- ✔ Pre-planning be it road, rail, air or sea our project, heavy-lift and oversized cargo teams will provide support and advice.

+44 (0) 203 908 5667 | IPL@ASSTRA.COM

MEMBER TESTIMONIALS

“Whether dealing with the safe stowage of cargo on North Sea supply vessels, addressing the MNOFP/MNRPF issues, enclosed spaces, consulting with HMRC re offshore employment (IR49), updating the Merchant Navy Code of Conduct or the myriad of other issues that have arisen over the years the Chamber have always been there to support, advise, communicate with the authorities and generally help me to do my job. In addition to my personal development, the companies I have worked for during that time have without doubt benefited from their membership of the UK Chamber.”

Neil Carrington, Chief Executive Voyonic Crew Management

“HFW are extremely supportive of the UK Chamber of Shipping as the ‘voice of UK Shipping’ and its maritime members. HFW contribute to a number of the Chamber’s industry groups and have worked closely with them and supported a number of their key initiatives over the years, including ‘Making Waves -the Future of Shipping’ campaign, as the UKCS sought to raise awareness, engage, guide and encourage collaboration across the shipping industry to assist with our ‘transition to a cleaner future’.”

Paul Dean, Global Head of Shipping, HFW

“The UK shipping industry requires an advocate if it is to continue to lead and influence progress and innovation in global shipping, particularly with the environmental agenda. The Denholm Group appreciates and values the role that the UK Chamber of Shipping plays, representing our industry with Government and on international platforms.”

Ben MacLehose, CEO, J. & J. Denholm Ltd

“As a global ship management business with our largest office located in Glasgow, V.Group is proud to be a member of the UK Chamber of Shipping. Being an active member has proven invaluable, with our team regularly participating in events across the year. These events enable V.Group to engage with industry peers across multiple sectors of our industry, and in turn bring real benefit to our colleagues and customers alike. We chair and participate in a number of committees, giving us the opportunity to share our industry-leading knowledge.

“Membership also gives us the ability to input into consultation responses and develop the policies of the future. By collaborating with industry stakeholders, our voice is stronger and we can influence policy and champion the UK as a leader in the shipping business.”

Mike Bradshaw, Director of Operations Centres and Industry Engagement, V Group

YOUR CHAMBER MEMBERSHIP

SEE HOW THE UK CHAMBER WORKS ON YOUR BEHALF

MEMBERSHIP BENEFITS

The UK Chamber is the voice of British shipping and, in an ever-changing world, it has never been more important for us to stand together.

Becoming a member will give you access to unrivalled policy expertise, a rapidly growing network of industry influencers, and a voice in government that simply could not be achieved alone.

We represent shipowners that have a corporate or operating base in the UK, across a wide range of sectors. Many professional organisations with a

maritime interest, including legal and financial firms, are also part of the UK Chamber membership. In addition, we offer associate membership to a wide range of companies that provide services to UK shipping, such as local shipping associations, P&I clubs, charities, recruitment and technology firms.

To arrange a meeting to discuss membership, please contact our membership and business development team.

E: tjerome@ukchamberofshipping.com

T: +44 (0)20 4417 2835

The UK Chamber of Shipping is the trade association and voice of the UK shipping industry, with 200 members from across the maritime sector. We work with government, parliament, international organisations and others to champion and protect our members, and the contribution they make to the UK economy.



BENEFIT	FULL SHIPOWNER/OPERATOR MEMBERSHIP (INCLUDING OVERSEAS AND START-UP SHIPOWNER MEMBERS)	FULL PROFESSIONAL MEMBERSHIP	ASSOCIATE AND CHARITY MEMBERSHIP
Committee and panel membership	✓	✓	
Input to consultation responses	✓	✓	
Representations to government	✓	✓	
Policy development	✓	✓	
Technical events and seminars	✓	✓	✓
One-to-one advice	✓	✓	
Policy newsletters	✓	✓	✓
Topic-specific briefings	✓	✓	
Weekly Bulletin	✓	✓	✓
Access to member-only website content	✓	✓	✓
Library of committee and policy documents	✓	✓	✓
Free networking events	✓	✓	✓
Use of Chamber logo	✓	✓	✓
Opportunities to host and speak at events	✓	✓	✓
Listing on the member directory	✓	✓	✓
Certificate of membership	✓	✓	✓
Discount on UK Chamber Annual Dinner tickets	✓	✓	✓

As well as industry leading **Maritime Handbooks**, Compass also produces a range of **guides, brochures, directories and maps**. Our **website and digital marketing** division produces user friendly, dynamic and functionality-rich sites for mobile, tablet and desktop devices. Other services include website optimisation, video, interactive presentations and drone photography. This is backed up by industry **respected editors, innovative design** and **robust production**. Social media plays a part in all our work. **UK-Ports.org** is established as the UK port industry's reliable and go-to online source of information.

Contact **Andy Bullen** by email admin@compass-handbooks.co.uk



Compass Handbooks Limited

Wisteria House, Bexhill Road, Downham Market, Norfolk, PE38 9LH, UK

T: +44 (0)13366 858367 E: admin@compass-handbooks.co.uk www.compass-handbooks.co.uk

UK-Ports.org The reliable guide to the UK's commercial ports

THE UK'S LEADING PORT HANDBOOK PUBLISHERS, DIGITAL MEDIA SPECIALISTS & WEBSITE DEVELOPERS

- Advert Design & Placement
- Animation 2D/3D
- Annual Reports & Copywriting
- Brand & Logo Development
- Exhibition & Display
- Film, Photography & Editing
- Handbook Publishers (Port & Tourism)
- Infographics & Interactive Maps
- Print, Packaging and POS
- Web Design and App Developers

CONTACT US TODAY!

+44 (0) 1366 858 367

admin@compass-handbooks.co.uk



UK CHAMBER AND COMMITTEES

EXECUTIVE BOARD



President
Graham Westgarth



Vice-President
JB Rae-Smith



Past President
John Denholm CBE



CEO
Sarah Treseder OBE



Director of Policy
Peter Aylott



Director of Finance and Support Services
Richard Tamayo

STAFF OF THE UK CHAMBER

Communications

Tom Bartošák-Harlow

Director of Communications
E: tbartosak-harlow@ukchamberofshipping.com

Antonella Barletta

Digital Communications Manager
E: abarletta@ukchamberofshipping.com

Policy

Peter Aylott

Director of Policy
E: paylott@ukchamberofshipping.com

Tim Springett

Policy Director – Employment and Legal
E: tspringett@ukchamberofshipping.com

Francesco Sandrelli

Policy Director – Environment
E: fsandrelli@ukchamberofshipping.com

Matthew Wright

Policy Manager
E: mwright@ukchamberofshipping.com

Elise Nyborg

Policy Advisor
E: enyborg@ukchamberofshipping.com

William Rann

Policy Advisor
E: wrann@ukchamberofshipping.com

Hannah Gilbert

Policy Advisor
E: hgilbert@ukchamberofshipping.com

Robert Merrylees

Policy Manager
E: rmerrylees@ukchamberofshipping.com

Membership and Business Development

Tony Jerome

Head of Membership and Business Development
E: tjerome@ukchamberofshipping.com

Jo McGhee

Events Manager
E: jmcghee@ukchamberofshipping.com

Office Management

Richard Tamayo

Director of Finance and Support Services
E: rtamayo@ukchamberofshipping.com

Shirley Rice

Executive Assistant to the CEO
E: srice@ukchamberofshipping.com

Kellie Cooper

Finance Assistant
E: kcooper@ukchamberofshipping.com

Merchant Navy Training Board

Kathryn Neilson

Director, MNTB
E: kathryn.neilson@mntb.org.uk

Donna Stevens

Head of MNTB Operations
E: dstevens@ukchamberofshipping.com

Susan Bell

Training and Careers Manager
E: susan.bell@mntb.org.uk

SUPERVISORY BOARD MEMBERS

Graham Westgarth
JB Rae-Smith
John Denholm CBE
Capt. Lambros Klaoudatos
Charles (Bud) Darr
Christian Cigrang
Christopher McDade
Commodore David Eagles

David Dingle CBE
Donnacha O'Driscoll
Erik Østergaard OBE
Ewan Geddes
Gemma Griffin MBE
Helen Deeble CBE
John Vingoe
Jonathan Lewis

Karrie Trauth
Kenneth MacLeod OBE
Lise Demant
Mark Bobby
Maurice Storey CB
Michael Everard CBE
Nick Brown
Niclas Martensson

Richard Sadler
Rob Hockel
Rod White
Ruth Marshall
Scott Baker
Tom Boardley
Tom Strang

CONTACT THE CHAMBER

THERE ARE MANY WAYS TO KEEP IN TOUCH

UK Chamber of Shipping 30 Park Street, London SE1 9EQ

Tel: +44 (0) 20 7417 2800

Email: query@ukchamberofshipping.com

Web: www.ukchamberofshipping.com

Twitter: [@ukshipping](https://twitter.com/ukshipping)

LinkedIn: www.linkedin.com/company/uk-chamber-of-shipping

ADVERTISERS INDEX

ABS 38

Anglo-Eastern 44

Asstra UK Limited 74

Bibby Marine Limited 26

Bureau Veritas Inside Back Cover

Caledonian MacBrayne 36

HFW Outside Back Cover, 2

Marine Society & Sea Cadets 12

MLA College 30-31, 74

Red Funnel 12

Seapeak 40-41

South Shields Marine School 18

SOCOTEC 24

Svitzer 70

Trident Trust Company Inside Front Cover

V-Group 10

Viking Maritime 52-53

Voyonic Crew Management Group 4

IT'S WHAT UNITES US

We share your drive to leave the maritime world in a better place than we found it.

It's what unites us; our passion for the oceans and our desire to not just protect our seas, but to shape a better maritime world for future generations.

Learn more at marine-offshore.bureauveritas.com

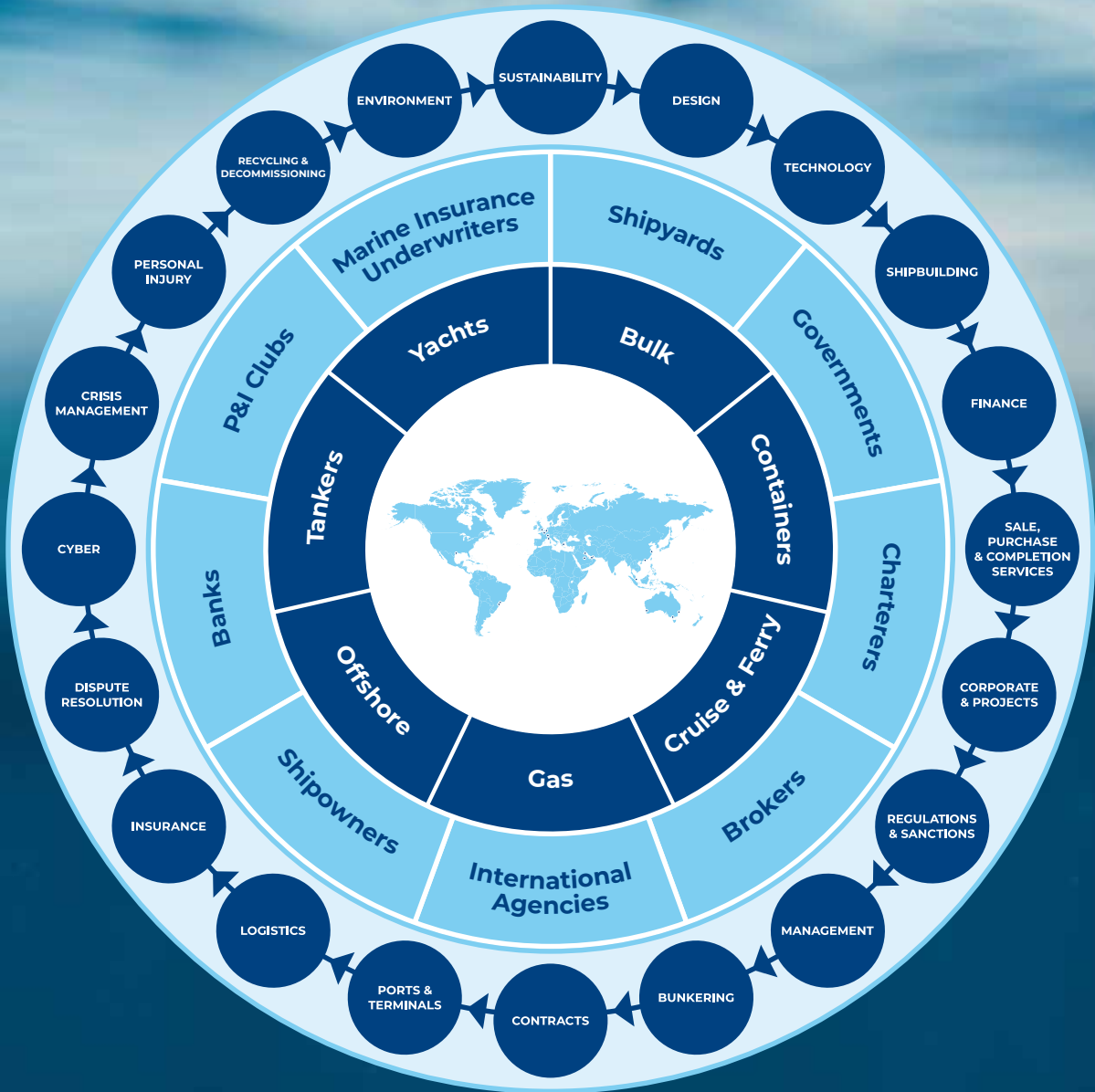
Shaping a better maritime world.



BUREAU
VERITAS



Globally number one in Shipping and continuing to make waves



Supporting the whole of the shipping lifecycle
hfw.com/shipping #thefutureofshipping

Americas | Europe | Middle East | Asia Pacific