

# JOURNAL

## 2021





# 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](http://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](mailto: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](mailto:admin@compass-handbooks.co.uk)  
[www.compass-publications.co.uk](http://www.compass-publications.co.uk)

Publisher  
**Andy Bullen**  
Editorial  
**UK Chamber of Shipping**  
**Namrata Nadkarni**  
Front Cover Photo  
**Suraj Shrivastava, Deck Cadet**  
"That pre-knock-off happiness"  
Photography  
**UK Chamber of Shipping**  
**2020 Picture competition**  
**Andrew Sassoil-Walker**  
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 2021 ISSN 2753-9555  
©2021 Compass Handbooks Ltd







Jotun Protects Property



PROUD WINNER



**COATINGS  
DEVELOPED FOR  
UNIQUE CONDITIONS**

jotun.com

**The trusted coating partner for optimised performance.**

- Unique, customer-built solutions
- AIS data based specifications
- Global Presence



Employees



Factories



Countries

# CONTENTS

**05**

## **President's foreword**

John Denholm looks back over an unprecedented year for the maritime industry and the world

**06**

## **Heroic efforts**

Bob Sanguinetti on the shipping industry's achievements during the Covid pandemic

**14**

## **Stronger, greener, better**

Robert Courts MP, UK Government Shipping Minister on maritime's strengths, pressures and flexibility

**23**

## **The drive towards decarbonisation**

Policy Director Peter Aylott on the importance of the sector's moves towards net zero



**30**

## **Taking action to foster safety**

Tim Springett and Melanie White stress the vital role of seafarers

**38**

## **Creating strong trade relationships**

Commercial Policy Director Gavin Simmonds on the new era for the sector following Brexit



**46**

## **Adapting to achieve success**

Director Kathryn Neilson on accelerated digital learning and collaboration during the pandemic

**56**

## **Strategic plan overview**

Setting out the UK Chamber's directions and goals of the current five year plan

**59**

## **Shipping by numbers**

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

**62**

## **Policy round-up**

A look at what the UK Chamber is doing for its members on everything from autonomous shipping to tonnage tax and light dues

**73**

## **UK Chamber and committees**

An overview of the executive board and committee members who work throughout the year on your behalf

**74**

## **Your Chamber membership**

What the UK Chamber does for you, from organising networking events to offering advice

**76**

## **Contact the Chamber**

There are many ways to keep in contact

## **Advertisers index**



# WHATEVER THE TYPE OF VESSEL, WE HAVE THE CREWING SOLUTION.

Combining years of marine employment experience with the latest in crew management software, VCMG's mission is to provide ship operators with peace of mind by ensuring that your valuable asset is managed by a suitably qualified and competent onboard management team.

Working in partnership with our clients our professional and comprehensive crew management service will bring improved crew retention, seafarer loyalty and overall measureable operational benefits.

We offer services from crew supply, training and development, HR management and everything in between.

## Client Focus – Global Service



For further information, contact us on:

+44 (0) 1481816405 enquiries@voyoniccrew.com www.voyoniccrew.com f in

# PRESIDENT'S FOREWORD

*John Denholm, UK Chamber of Shipping President, 2020-2022*

**THIS TIME TWELVE MONTHS AGO I WAS DEEPLY HONOURED TO TAKE UP THE ROLE OF PRESIDENT OF THE UK CHAMBER OF SHIPPING.** In my foreword last year, I looked ahead with optimism about the opportunities for the UK shipping and maritime sector and the role the Chamber could play.

As we all know, this last year has been unprecedented in so many ways. It is surely not too dramatic to say it is the greatest challenge we have faced for a generation. And it is a challenge we are still facing twelve months on.

As well as Covid, we have also had the challenge of dealing with the end of the Transition Period and tackling decarbonisation. But the Chamber has risen to these challenges admirably and it is to deal with such situations that the Chamber exists. It is not just around for the good times and when things are easy; it is here to protect our great industry through the difficult times – and that is exactly what it has done.

Back in March the Chamber implemented new ways of working to ensure we were representing our members' interests to the best of our ability. We have taken advantage of the use of technology to meet our members more regularly, and our engagement with ministers and officials has also dramatically increased.

We lobbied on behalf of our members and secured support for ferry operators; ensured seafarers were classed as key workers; persuaded the Treasury to amend the rules around the Job Retention Scheme so it included more seafarers and maritime workers. We supported cadets' training by getting the government to agree to an extension to SMarT funding and we produced new Framework documents which will enable the cruise sector to put measures in place and restart cruising as soon as conditions allow.

It has been a year like no other but throughout this Journal, you will see evidence of what the Chamber has achieved and where it has made a difference. But we can't just look back – you will also see our plans



for the future: tackling climate change; improving safety for our seafarers; and ensuring skills and training are fit for the future through the MNTB.

Key to the Chamber's success in addressing the issues of the day is the terrific work done by our committees and panels, where the secretariat works closely with the membership to develop solutions, and the value of this relationship has been demonstrated throughout this year. The Chamber looks forward to this work developing in the year ahead, so that the shipping sector can continue to thrive.



# HEROIC EFFORTS

THE SHIPPING INDUSTRY AND OUR SEAFARERS  
HAVE PLAYED AN INTEGRAL PART DURING THE PANDEMIC

*Bob Sanguinetti, UK Chamber of Shipping Chief Executive*





# Future performance depends on today's decisions.

Driving debate and discussion in maritime.

Supporting you to make the most effective choices.

Find out more at [lr.org](https://lr.org)



Lloyd's Register and variants of it are trading names of Lloyd's Register Group Limited, its subsidiaries and affiliates. Copyright © Lloyd's Register Group Limited, 2021. A member of the Lloyd's Register group.



**TWELVE MONTHS AGO WHEN OUR LAST JOURNAL WAS PRODUCED** no one could have predicted the global impact a then little-known disease called Covid-19 would have on us all.

It has been an unprecedented year, one like no other in living memory. No part of society has been untouched by this disease and it has had devastating consequences for so many people, businesses and industries around the world.

When the impact of the disease became apparent, I was incredibly proud of the speed and flexibility shown by all of those at the Chamber to support our membership. We moved to remote working and quickly established a set of online events culminating in our hugely successful Virtual Conference.

The Chamber has always existed to protect and promote the interests of the UK shipping industry, and we demonstrated those qualities in abundance in the last year.

The shipping industry and seafarers around the world have played a key role during the coronavirus. The men and women aboard ships have kept Britain supplied with the food, medicines and goods we have needed throughout the pandemic. Freight has continued to flow into the country because of our

shipping and maritime key workers and they should receive a great deal of thanks for the role they have played.

In normal times, this work often goes unseen and the general public don't have to think about where their food comes from. But this crisis has focussed many people's minds on what is important.

Ships, and the supply chains they support, have been critical and those working in the sector have done a terrific job over the last year in such trying circumstances.

But as trade has continued to flow into the country, there has been a humanitarian crisis at sea. At one point there were over 400,000 seafarers stuck on ships around the world. Crew changes could not take place and some seafarers spent over 18 months working without being able to leave their ship.

This situation was, and is, unacceptable. Seafarers are key workers and should be treated as such. In May last year we urged the UK Government to become the first in the world to officially adopt new measures to ensure crew changes could take place and to follow that up we wrote to the Prime Minister demanding the UK lead the world and organise an international Crew Change summit.

**THE CHAMBER HAS ALWAYS EXISTED TO PROTECT AND PROMOTE THE INTERESTS OF THE UK SHIPPING INDUSTRY, AND WE DEMONSTRATED THOSE QUALITIES IN ABUNDANCE IN THE LAST YEAR.**

Photo: Denys Barabanov 3rd Officer - Mediterranean Sea







**AT THE BEGINNING OF THE PANDEMIC ONE OF OUR KEY PRIORITIES WAS ENSURING BRITAIN HAD FOOD, MEDICINE AND THE GOODS WE NEED, AND THE CHAMBER PRESSED THE GOVERNMENT TO ENSURE FERRY COMPANIES WERE SUPPORTED.**

The government heeded our advice and the Shipping Minister convened a summit attended by representatives from the IMO, ICS and governments from around the world to discuss how countries can open up their borders so crew changes can take place. Although the crew change crisis is still far from over, I am proud of the role the Chamber played in raising the profile of this critical issue.

At the beginning of the pandemic one of our key priorities was ensuring Britain had the food, medicines and goods we need, and the Chamber pressed the government to ensure ferry companies were supported. In April the UK government announced a multi-million pound support package

for ferry operators and certain routes before almost any other financial support had been made for other industries and it really isn't too much to say that the Chamber played a pivotal role in keeping Britain supplied.

Covid has also impacted our future seafarers and I have been incredibly proud of the work the Merchant Navy Training Board has done supporting our cadets in training to ensure those affected by the Covid restrictions were able to continue their education despite the challenges. Our request for a 26-week extension to SMarT funding was agreed by Government and was welcomed by sponsoring companies as they pulled out all the stops to support

their cadets.

Understandably, Covid has dominated much of our work over the past 12 months. But we have also worked tirelessly on issues such as decarbonisation and EU exit.

I have always been clear that the shipping industry needs to do all we can to reduce our emissions. In 2019 we called for a Green Industrial Revolution and in November the UK government included the shipping and maritime sector within its green ten-

point plan. This was a major step forward but we know there is more to be done. Extra funding will be required to make the UK a world leader in green maritime technology.

We hope the COP26 Climate Change conference can take place this year in Glasgow. It will provide the UK with an opportunity to set the agenda on decarbonisation and focus the minds of countries around the world. Covid has understandably dominated much of the policy discourse over the last



#StayConnected with DNV GL's digital services

# MODERN CLASS FOR SMARTER OPERATIONS



Today's UK shipping market needs a smarter approach – and a classification partner at the forefront of the digital transformation. Find out how our cutting-edge classification solutions combined with our personal touch can turn possibilities into opportunities – and make your operations safer, smarter and greener.

Learn more at [dnvgl.com/maritime](https://dnvgl.com/maritime)

SAFER, SMARTER, GREENER

DNV·GL

12 months, but we must continue to do all we can to reduce not only shipping's emissions, but those from other sectors as well.

At the end of 2020 we were pleased to see the UK government agree a deal with the EU which delivers on the key objectives identified at the outset of the negotiations, while for the EU it represents a fair and balanced agreement which will enable us to move on from Brexit. As we look forward to the year ahead we will be working tirelessly with the government on new trade deals with the USA, Australia and other nations to ensure shipping and the maritime sector are well placed to take advantage of the opportunities these deals will present.

Membership bodies are here to support in the good times and step up during the tough times. This has been an incredibly difficult year for all involved in our industry, but we have faced the challenge with determination and seized upon the opportunities. Our policy experts have delivered for our members time and time again; our communications team has raised the profile of the Chamber and the sector as a whole; and our business development and events team has delivered an extraordinary number of high-quality online events.

Over the next year the team will continue to work with our membership to ensure UK shipping continues to go from strength to strength.



Photo: Aung Kyaw Oo Bosun - MY Northern Magnum 3

**THIS HAS BEEN AN INCREDIBLY DIFFICULT YEAR FOR ALL INVOLVED IN OUR INDUSTRY, BUT WE HAVE FACED THE CHALLENGE WITH DETERMINATION AND SEIZED UPON OUR OPPORTUNITIES.**



# STRONGER, GREENER, BETTER

WE HAVE MUCH TO BE PROUD OF IN THE MARITIME SPHERE.  
WHILST MANY OTHER TRANSPORT MODES SCALED  
BACK SERVICES, MARITIME STEPPED UP.

*Robert Courts MP, UK Government Shipping Minister*



Photo: Jairus Alcazar AB - Beautiful Sunset



# The UK's Leading Maritime College

City of Glasgow College's award-winning campuses offer state-of-the-art facilities, exceptional teaching online and on-campus and strong links to industry. It is redefining college education.

## COURSES AVAILABLE:

- EXAM PREP FOR ALL LEVELS OF COC
- STCW SHORT COURSES INCLUDING HELM AND HV
- PETRO CHEMICAL AND DYNAMIC POSITIONING
- POLAR CODE OPERATIONS
- OPITO

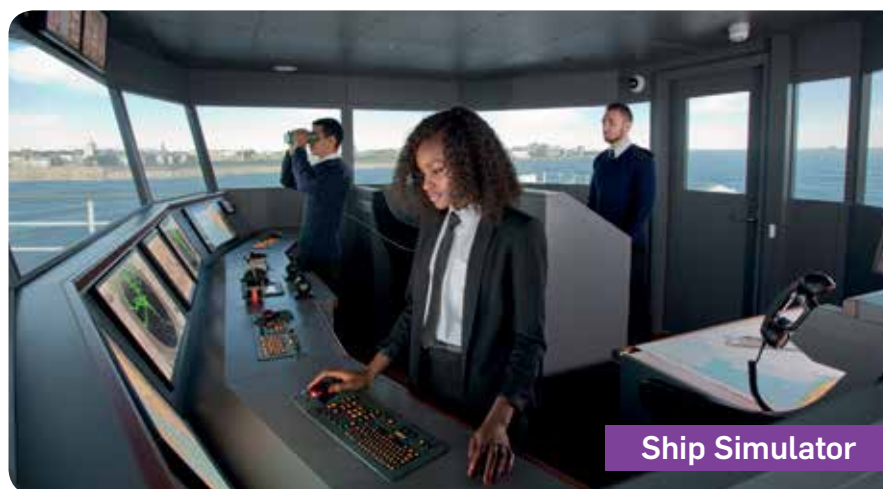
## FOR COURSE INFORMATION:

[marine@cityofglasgowcollege.ac.uk](mailto:marine@cityofglasgowcollege.ac.uk)  
Tel: 0141 375 5572

Scottish Charity Number SC036198



City Campus



Ship Simulator



Riverside Campus

**THE LAST 12 MONTHS HAVE SEEN US ALL FACE CHALLENGES WHICH HAVE IMPACTED ON EVERY PART OF OUR LIVES.** We've changed the way we've had to work, communicate and socialise. The speed with which we had to adapt to the pandemic, and the restrictions that were necessary, were unwelcome but implemented quickly and efficiently.

However, throughout the pandemic, the maritime sector was the quiet saviour of us all. Maritime ensured that supplies kept moving around the world, nations were kept fed, materials and goods were delivered and huge quantities of PPE were distributed.

We have much to be proud of in the maritime sphere. Whilst many other transport modes scaled back services, maritime stepped up. It is only the dedication, skill and training of each and every seafarer around the world that enabled this and we have much to thank them for during exceptionally challenging times.

I am proud that it was the UK who convened a summit of 16 world governments (including the UK) to get seafarers recognised as key workers, and the UK who drove forward that agenda and worked around the clock to aid the repatriation of crews and



Photo: Andrew Sassoil-Walker

**I AM PROUD THAT IT WAS THE UK WHO CONVENED A SUMMIT OF 16 WORLD GOVERNMENTS (INCLUDING THE UK) TO GET SEAFARERS RECOGNISED AS KEY WORKERS.**



passengers alike through the toughest months. More recently, again demonstrating the continuing priority given to the welfare of seafarers by the UK Government, the UK strongly supported the United Nations General Assembly's resolution on international cooperation to address challenges faced by seafarers to support global supply chains. We also championed the International Labour Organization's resolution on maritime labour issues in response to the Covid-19 pandemic.

The summit focusing on key worker recognition for seafarers was just one highlight of 2020. Despite the challenges that Government faced battling the pandemic, the importance of the Maritime Sector was never forgotten:

- We extended protection to guarantee National Minimum Wage for maritime workers, meaning seafarers will receive pay protection equal to every other sector.
- We pushed forward on our environmental

commitments by announcing a £20 million fund for research and development for a cleaner maritime sector and lower emissions.

- We supported the continuing development of autonomous vessels and saw their use to map areas of the seabed which has never been achieved before.
- We continue to work closely with the ferry sector on the challenging operational issues they have faced and overcome.

What this shows me, and indeed the wider world,

is that the UK's maritime sector is strong, flexible and able to react immediately to any changes or pressures that it faces.

As we enter a new year, we still face uncertainty: when we can begin the recovery of our country, our economy and our lives, we look forward to the restart of our cruise sector, the new relationships with trading partners around the world following our exit from the European Union, and of course some of the biggest maritime events for some time.



**£20  
MILLION**

**ENVIRONMENTAL FUND FOR  
RESEARCH AND DEVELOPMENT  
FOR A CLEANER MARITIME SECTOR  
AND LOWER EMISSIONS**



EVERY JOURNEY starts a



[www.calmac.co.uk](http://www.calmac.co.uk)



**Caledonian MacBrayne®**

Hebridean & Clyde Ferries

Photo: Jarius Alcazar AB - Kayaking in the Arctic



**WE HAVE WORLD RENOWNED PROFESSIONAL SERVICES IN THE UK AND A GROWING SHIPBUILDING INDUSTRY WITH STATE OF THE ART NAVAL AND POLAR RESEARCH VESSELS.**

2021 sees us welcome London International Shipping Week again, possibly the first opportunity for a global gathering of the shipping community and our opportunity to show once again that the UK is a leader in all that we do and how much we contribute to the maritime world. We have world renowned professional services in the UK and a growing shipbuilding industry with state of the art Naval and Polar research vessels, showing that the UK's reputation for building magnificent ships is well deserved. We have so much to showcase and be proud of.

We also look forward to hosting the Global Maritime Forum and the UK will be hosting COP26, two events where the eyes of the world will rest firmly on the UK. They will offer further opportunities to demonstrate how we are leading the way in developing new and innovative ways of tackling the challenges we face,

whether they be economic, social, environmental or viral.

As we put 2020 behind us and 2021 starts to unfurl with vaccines being rolled out across the nation, it affords us the opportunity to recover and rebuild, stronger, greener and better.

In closing I want to first thank the UK Chamber of Shipping for their continued engagement and support and secondly our domestic and global maritime community. It is during times such as those we have faced over the last year that we have shown that we all work better when we work together.

We will continue this cooperation and collaborative working so that together, we can all work smarter and deliver a cleaner, greener better world for today and for future generations.





# THE DRIVE TOWARDS DECARBONISATION

**THE UK MUST INVEST IN NEW TECHNOLOGIES AND INNOVATION IN ORDER TO STAY AHEAD OF THE GLOBAL DECARBONISATION AGENDA AND MAKE SHIPPING GREENER.**

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

**DECARBONISATION IN THE MARITIME INDUSTRY IS A PARTICULARLY COMPLEX SUBJECT AREA.** Although shipping has not been incorporated as part of the Paris Agreement, the International Maritime Organization (IMO) has set its own targets to ensure that the planet does not experience a 1.5°C rise in temperature between now and 2050. This would mean achieving a 50% reduction in greenhouse gas (GHG) emissions by that deadline. The UK Chamber of Shipping agrees with this absolute reduction in emissions, just as we agree with our government's own mandate to bring all GHG emissions in the UK to net zero via offsets by 2050.

Global shipping has already made tangible progress towards these goals as seen by the fact that, per modelling of ship fuels between 2008 and 2019

in the IMO's 4th GHG study, we've seen a 30% rise in shipping volumes with only a 10% increase in GHG emissions from shipping. This laudable performance indicates that vessels have increasingly been designed to be far more efficient. More recently, we also had the creation of the new Sea Cargo charter, which will not only allow charters to choose greener vessels for their contracts, but will also boost transparency about the impact of shipping on climate change. There is also widespread adoption of the Poseidon Principles, which are a framework for ship finance that are specifically designed to incentivise decarbonisation in shipping.

The UK Chamber of Shipping and our members are committed to achieving our targets in the maritime industry, but we have to find the best ways in



which to achieve this while maintaining trade, which is itself growing. We must keep in mind that the shipping industry delivers over 80% of the world's goods but only produces about 2% of worldwide GHG emissions. Data from the UK Department for Transport's Clean Maritime Plan shows that the UK's shipping contribution (both international and domestic)

accounts for 3.4% of our country's overall GHG emissions

And while 3.4% is still a significant amount, it is worth remembering that other transport industries – automobiles or aviation – create far higher levels of emissions. Furthermore, there is a lot more variation between ships (such as vessel type, equipment on

board, routing, etc) than between types of cars or aeroplanes, meaning that maritime has a much more complex task when it comes to GHG reductions.

While decarbonisation has been high on the agenda for global shipping, Covid-19 has affected our current trajectory. Deliberations at the IMO were delayed, preventing evaluation or acceptance of the Fourth IMO

GHG study, leaving us without formal indications of whether we're moving forward. IMO MEPC 75, held last November, has critically endorsed the direction we're going to take in regard to Energy Efficiency Existing Ship Index (EEXI) and carbon intensity indicators. However, there is still a lot of work to be done, and the decisions made at IMO MEPC 76 are



**WE MUST KEEP IN MIND THAT THE SHIPPING INDUSTRY DELIVERS OVER 80% OF THE WORLD'S GOODS BUT ONLY PRODUCES ABOUT 2% OF WORLDWIDE GHG EMISSIONS.**

Photo: Artur Vinokurov 3rd Officer - Before Hagbis Typhoon



# Port of Gibraltar

## Centre of Maritime Excellence

### What's on offer?

- Competitively priced bunkers delivered by quality operators
- Safe anchorage
- Close to main shipping routes
- Broad spectrum of marine services
- Excellent location for crew changes

### Contact

+350 200 46254

+350 200 51513

gpaenquiries@port.gov.gi

12 Windmill Hill Road, PO Box 1179, Gibraltar GX11 1AA



Photo: Andrew Sassoli-Walker



**WE ARE PREPARED TO OFFER SUPPORT TO OUR DIVERSE PORTFOLIO OF MEMBERS OPERATING A PLETHORA OF DIFFERENT VESSELS RANGING FROM OFFSHORE TUGS TO FERRIES, CRUISE SHIPS, DEEP SEA VESSELS, BOAT CARRIERS, TANKERS ETC.**

likely to determine the revised GHG strategy that is scheduled for adoption in 2023.

These decisions will need to offer clarity on whether carbon intensity indicator estimates will be made, which has the potential to fundamentally affect future fleet development structures for members of the UK Chamber of Shipping. In order to be prepared for 2023, decisions must be made now to transpose energy efficiency design requirements intended for new vessels onto existing ships. We are prepared to offer support to our diverse portfolio of members operating a plethora of different vessels ranging from offshore tugs to ferries, cruise ships, deep sea vessels, boat carriers, tankers, etc. Not only can we provide advice and funding guidance, but we also have the technical expertise to help to assess if options like ammonia, hydrogen, electric, or even bespoke solutions such as wind power, are suitable for member fleets. We also offer data modelling, which is a very useful tool for futureproofing assets.

We can already see that some countries have aligned themselves with the Paris Treaty and are

forging ahead with investments in technology and new ways of operating – much of which is funded by financial support from local governments. The UK Chamber of Shipping feels that unless we keep our collective foot on the pedal with regard to developing technology, there is a risk that we will fall behind other countries very quickly – and we are keen to avoid this for our members.

Hence, a particular focus for us in the coming year is to ensure that there is government-based financial support for the transition to a low-emission fleet. It is very clear to us that without government financial support, we will move more slowly than needed – a view shared by Maritime UK. As a result, we jointly put in a bid in a recent comprehensive spending review for approximately a billion pounds to generate support for initiatives and new technologies to support the transition to zero emissions. These funds would be distributed through an organisation called Marl-UK.

Unfortunately, the review has been delayed by the Chancellor due to Covid-19, but once funds are forthcoming, we are prepared to support our





# BUILDING A SUSTAINABLE FUTURE TOGETHER

LET US ASSIST YOU TODAY  
[www.eagle.org/sustainability](http://www.eagle.org/sustainability)

**SAFETY LEADERSHIP  
IN A CHANGING WORLD**

© Ase/posscriptum/Andrey Suslov/Liu zishan/Shutterstock

members in every possible way – and we are prepared to assist with applications for funding and identifying areas for collaboration.

We are already seeing proof that our members are on the right track for net zero and there have been some fantastic technical achievements. There is already access to green hydrogen production in Orkney and some of our members have successfully transitioned to low-carbon fuels like LNG and LPG or even biofuels. We anticipate seeing a larger number

of hybrid propulsion vessels and potentially even completely electric ships – and an ammonia-powered vessel is predicted to emerge in the next two to three years.

We at the UK Chamber of Shipping are hopeful that the close ties that we have, not only with our stakeholders, but also the United Kingdom Flag, other shipping associations and the IMO itself, will place us in an ideal position to keep pace with those at the forefront of shipping's move towards decarbonisation.

**WE ARE ALREADY SEEING PROOF THAT OUR MEMBERS  
ARE ON THE RIGHT TRACK FOR NET ZERO AND THERE HAVE BEEN  
SOME FANTASTIC TECHNICAL ACHIEVEMENTS.**

Photo: **Oleksii Barba** Master – Officer taking a bearing





# TAKING ACTION TO FOSTER SAFETY

**THE GLOBAL COVID-19 PANDEMIC HAS HIGHLIGHTED HOW IMPORTANT SEAFARERS ARE TO THE SUPPLY CHAIN, MAKING IT VITAL THAT THEY ARE RECOGNISED AS KEY WORKERS.**

*Tim Springett (Policy Director, Employment and Legal) and  
Melanie White (Policy Advisor), UK Chamber of Shipping on Safety and Crew Welfare*

**ONE OF OUR ESSENTIAL UNDERTAKINGS AT THE UK CHAMBER OF SHIPPING OVER THE PAST YEAR HAS BEEN TO ENSURE GREATER VISIBILITY OF SEAFARERS.**

Covid-19 has really brought to the forefront how dependent we are on seafarers for global transport and trade, particularly when it comes to ensuring the smooth operation of the global supply chain for essential items including food, fuel and medical supplies.

Although there was widespread reportage on the disruption to trade and movement of goods, the needs of the seafarers themselves have often been left out of these conversations. As such, the UK Chamber of Shipping has been working to ensure that the human element is at the forefront of these discussions.

Our country's commitment to seafarer welfare is demonstrated by the fact that the UK hosted an

international summit to facilitate crew change in mid-2020 and has been abiding by the resolution that arose from this. This stands in line with the actions of the UN General Assembly and the International Labour Organization (ILO) which called for seafarers to be designated key workers.

While the UK and the European Commission designated seafarers as key workers fairly early on in the Covid-19 pandemic, this has not been true across the globe with this status granted in just over 50 countries, according to the IMO (Circular Letter No.4204/Add.35/Rev.2). This discrepancy has resulted in unstable and constantly reassessed conditions during the course of the pandemic. For instance, the recent pre-Christmas ban on seafarers implemented by a number of countries meant that British crew were unable to enter these territories and were left in limbo.







## THE KEY WORKER DESIGNATION IS CRITICAL TO SUPPORTING SEAFARERS CARRYING OUT THEIR DUTIES AND ENSURING GOOD MENTAL HEALTH AND WELLBEING.

The key worker designation is critical to supporting seafarers carrying out their duties and ensuring good mental health and wellbeing. It not only facilitates travel for crew changes and is vital for shore leave, but also grants exemptions from quarantine and allows their children to go to school even during lockdowns so they are safely cared for.

It is also significant in getting seafarers prioritised for vaccinations, which is something that we have been working on with the Department of Transport. Seafarers are integral to the supply chain of vaccine distribution so it makes sense to ensure that they are kept safe and their ability to work continues unencumbered. We must also ensure that those in the supply chain who work ashore are allowed equal

access to the vaccine as their support work is as essential to the safe operation of ships

While vaccines are being rolled out, it is important to prevent limitation of shore-access only to those seafarers who have had access to the vaccine, to prevent discrimination against seafarers from countries that aren't as well-resourced, or have yet to designate crew as key workers.

It is also vital that long-term Covid-19 testing continues until the efficacy of the various vaccines has been proven so the seafarers are not incapacitated nor prevented from access to crew change and shore leave. Otherwise, we will face shortages of seafarers and disruptions to the global supply chain.

The UK Chamber of Shipping is part of an international task force that examines the prioritisation of seafarer vaccination and assesses roll out options, particularly for third country nationals and labour from supply countries. We are also collaborating with the International Chamber of Shipping and its members to ensure a cohesive global approach.

The pandemic has also taken a heavy toll on the mental health of crew, many of whom have been forced to remain at sea for far longer than their

contract periods. This has been a longstanding concern for our members as well as the industry at large even prior to Covid, although the virus highlighted this issue.

We have previously worked in conjunction with the RMT (The National Union of Rail, Maritime and Transport Workers) and Nautilus International to publish guidelines on seafarer mental health policies for companies. In July 2020, we held a mental health webinar that addressed concerns for seafarers during



# SAILING TO THE ISLE OF WIGHT SINCE 1861



1861-2021  
**160**<sup>TH</sup>  
ANNIVERSARY



REDFUNNEL.CO.UK

**FLEETWOOD  
NAUTICAL  
CAMPUS**

**FOR ALL YOUR MARITIME  
TRAINING REQUIREMENTS**



## MARITIME COURSES: STARTING **JANUARY 2021**:

- Second and Chief Engineers oral and written exam preparation
- Masters Orals
- Advanced Certificate Nautical Science
- Advanced Diploma Nautical Science



- ✓ Bridge simulators
- ✓ Engine room simulators
- ✓ Environmental survival tank
- ✓ Firefighting training ground
- ✓ Marine Engineering Centre
- ✓ New halls of residence

LEADING THE WAY IN MARITIME FOR  
**OVER 125 YEARS**

**ENQUIRE NOW** T 01253 504 800 E [maritime@blackpool.ac.uk](mailto:maritime@blackpool.ac.uk) W [blackpool.ac.uk/maritime](http://blackpool.ac.uk/maritime)

the pandemic, drawing from a survey conducted by the Apostleship of the Sea, a maritime charity. Speakers included specialists who discussed methods for providing support and care.

The UK Chamber of Shipping is due to publish 'Practical guidance for shipping companies on improving mental wellbeing' in the first half of 2021 as part of the National Maritime Occupational Health and Safety Committee. This document has been created in collaboration with maritime unions and the Maritime and Coastguard Agency (MCA), and will offer employers the concrete tools they need to address mental health and wellbeing in the industry.

As the tone of company culture is almost inevitably set by management, these practical recommendations arm leaders with tools to ensure that a safety ethos is at the heart of all operations. There must be clear company policies that are implemented fairly and equally across employees and management, and through positive actions and engagements. This must be evident not only to crew aboard ships so they have confidence in the policies, but also to all shoreside staff.

We agree with the Chair of the Health and Safety Subcommittee that mental health and company culture in the maritime industry is a health and safety

issue. Crew should be able to trust that they should not be asked to perform unsafe tasks and that reporting an issue will see it resolved and adequate support provided. Building confidence in the care provided by a company is extremely important. This can take place in a number of ways. Some of our members have reported positive outcomes from doing more visits aboard ships, through various apps and allowing crew members to access assistance through WhatsApp.

The UK Chamber of Shipping feels very strongly that penalising workers and negative safety reinforcement can damage trust and create a culture of fear. The goal here is to foster a company culture that allows seafarers to thrive at work. To that end, we are currently in the process of updating guidelines on behavioural safety systems to offer comprehensive and effective measures for current conditions.

Safety will always be a concern that is likely to evolve and so we must keep updating to stay current with best practices, and this is where the UK Chamber of Shipping can come in and assist our members. We are very well positioned to provide information and practical support to build a better, safer, and more supportive environment for the industry at large.

**SAFETY WILL ALWAYS BE A CONCERN THAT IS LIKELY TO EVOLVE  
AND SO WE MUST KEEP UPDATING TO STAY CURRENT  
WITH BEST PRACTICES, AND THIS IS WHERE THE  
UK CHAMBER OF SHIPPING CAN ASSIST OUR MEMBERS.**

Photo: Hugo Clech 2nd Mate - Boxing Club - Captain and 2nd Mate respecting each other





# 35

State-of-the-art ro-ro vessels  
in sail every day

# 11

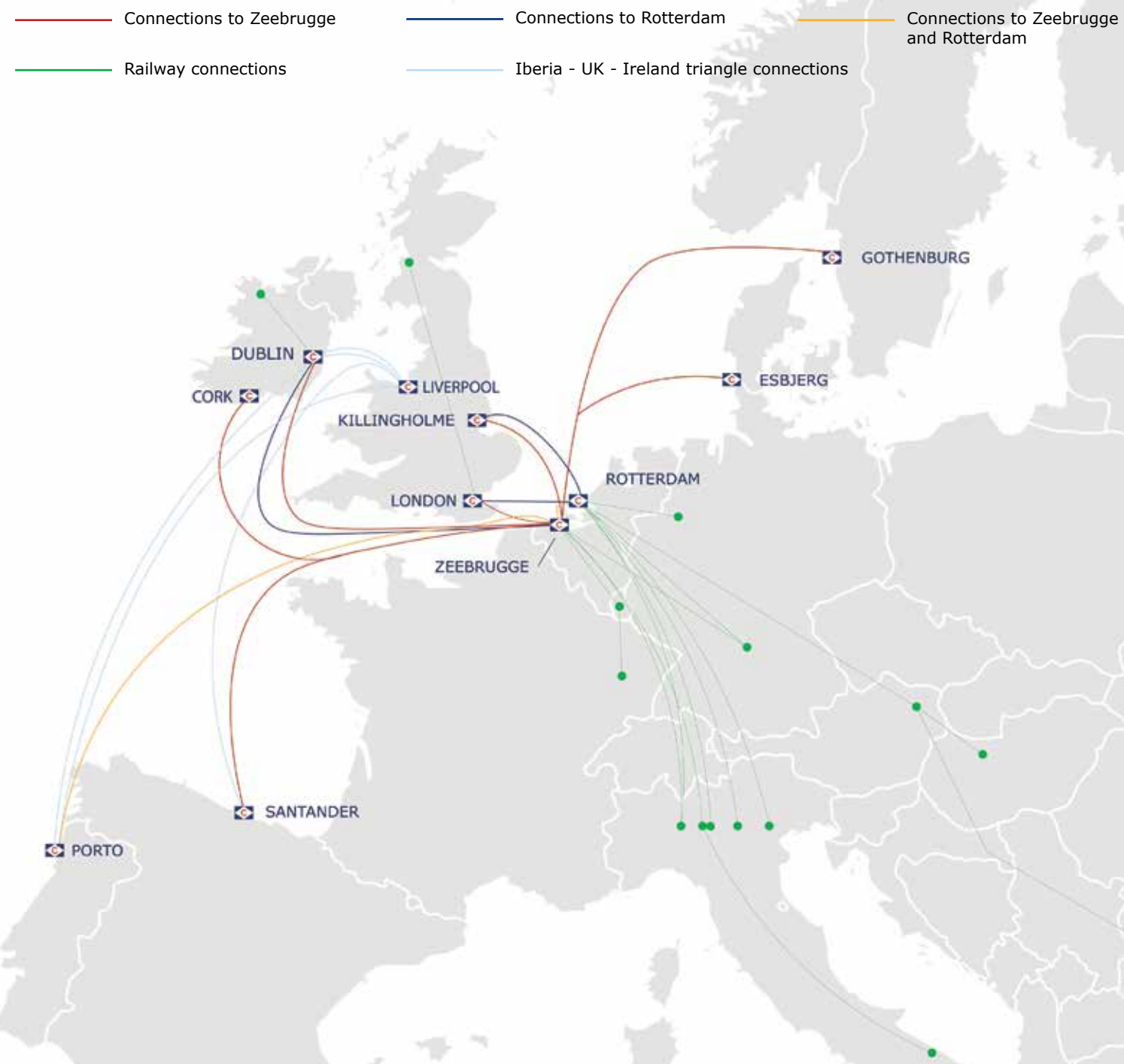
Ports of call in the UK, Ireland,  
Belgium, The Netherlands,  
Sweden, Spain and Portugal

# 140 +

Weekly sailings

# 4

Product groups: trailers, containers,  
high & heavy and project cargo



# CLdN



Your trusted partner in shortsea transport for trailers,  
containers, (new) vehicles, high and heavy and project  
cargo.

[www.cldn.com](http://www.cldn.com) | [sales.uk@cldn.com](mailto:sales.uk@cldn.com) | +44 1708 86 55 22



# CREATING STRONG TRADE RELATIONSHIPS

**BREXIT HAS RESTRUCTURED THE PLAYING FIELD,  
CREATING CHALLENGES AND THE CHANCE TO STRENGTHEN  
EXISTING RELATIONSHIPS AND CREATE NEW OPPORTUNITIES**

*Gavin Simmonds, Policy Director-Commercial  
at the UK Chamber of Shipping*

**WITH BREXIT NOW COMPLETED AND A NEW DEAL IN PLACE, 2021 IS THE START OF A DISTINCTLY NEW ERA FOR THE UK SHIPPING INDUSTRY.** Our aims remain the same as those we adopted following the referendum in 2016. These are safeguarding and protecting employment in the maritime sector so we continue to attract and train the best and brightest to our industry, maintaining the fluidity of trade across the UK's new Customs border with the EU, and working closely with the maritime sector to create an internationally competitive maritime sector in the UK that will act as a dynamic hub for shipping operations and businesses.

The compounded challenges of COVID-19 and the end of the UK/EU Withdrawal Interim Period have given the Chamber and our members the unique

opportunity to work more closely than ever with the UK government, identifying and advocating the best possible outcomes for the maritime sector. We are at the cusp of forming not only a new trade relationship, with the EU, but a new global role for the UK as an independent trading entity. We need new relationships with new international trading partners while making adjustments to reflect changes to the pre-existing trade relationship with the EU.

In creating a wholly independent and international trade policy the UK needed to create bespoke arrangements contained in the Northern Ireland Protocol, which will ensure trade continues to flow between the UK and the Republic of Ireland, and also across the land border on the island of Ireland.

The development of the new customs and inspection

CMA CGM JACQUES SAADE  
MARSEILLE





**OUR COUNTRY IS PERFECTLY POSITIONED AS A HUB FOR GLOBAL BUSINESS. WE NEED TO ENSURE WE DELIVER AS A WORLD LEADER IN TERMS OF INNOVATIVE FISCAL POLICY.**

arrangements was an intense piece of work carried out in very close co-operation with our members in the ferry and ports sector and the UK government, which had as its prime objective the maintenance of the fluidity of trade flows across all borders. The UK's departure from the EU meant we left both the EU Single Market and the Union Customs Code on 1 January 2021. Our main priority was to do our utmost to protect the relationships with our EU trade partners, which are highly integrated and interdependent across the maritime sector.

The Chamber understood that the introduction of new UK and EU border and customs controls would have a negative effect and slow trade flows and

introduce administrative burdens, with ultimate cost impacts across most supply chains. We consequently sought to reduce such impacts to an absolute minimum in the short term and aim to create – with the UK government – the most modern and efficient borders in the longer term.

The UK's Border Operating Manual brings together all the complex procedures and flows that the UK's borders must facilitate in the short term and is testament to an enormous volume of highly technical work achieved with our members. It also positions us well for the future by preparing our borders to achieve the overarching goals of the 2025 New Borders Strategy, which is our next challenge.

In preparation for the UK's departure from the EU, the UK Government embarked on an ambitious programme of trade negotiations designed to carry over existing EU arrangements with our most important trading partners into new arrangements with the UK. At the same time, new negotiations were started with our major international trading partners, with the US, Canada, Japan, Australia and New Zealand, and also the various countries in the massively ambitious Trans-Pacific Partnership Agreement. In each of these negotiations, the Chamber worked hard to ensure the opportunities for UK shipping and the UK's maritime services were fully represented and delivered the high level of

market access for our members in both national and international markets.

The UK's exit from the EU also provided an opportunity to reenergise the UK maritime sector and to deliver a comprehensive and competitive package of measures to improve our national offerings for international investment in the maritime sector. Furthermore, it has the potential to nurture indigenous maritime businesses and to help strengthen growth in the UK Ship Register. Our country is perfectly positioned as a hub for global business. We need to ensure we deliver as a world leader in terms of innovative fiscal policy – light touch but effective regulation – and we must be seen at the



# BIBBY

MARINE LIMITED



**More comfort,  
safety, access  
and efficiency**



**Service Operation Vessels with Walk to  
Work Gangways**



**High quality accommodation barges for your  
nearshore projects**

**Tel: 0151 701 8000  
[www.bibbymarine.com](http://www.bibbymarine.com)**

forefront of the pathways that will transition us to a low carbon economy.

Brexit and the renegotiation of numerous trade agreements has been a challenging process, but it has afforded us the chance to question past assumptions and look to build better trade relationships that embrace technology and capital investments and spread prosperity. Shipowners know that prosperity creates new markets and increases trade flows on existing routes and allows new routes

to develop. The UK Chamber of Shipping is committed to helping our members to sustain existing trade relationships and to forge new ones. It is these relationships which will drive the UK's maritime growth in the future.

With UK shipping entering a period of change, the UK Chamber will ensure that we keep our members fully informed and poised to make the most of the opportunities that such dynamic moments provide.



Photo: Andrew Sassoli-Walker

**THE UK CHAMBER OF SHIPPING IS COMMITTED  
TO HELPING OUR MEMBERS TO SUSTAIN EXISTING  
TRADE RELATIONSHIPS AND TO FORGE NEW ONES.**





TEEKAY

# BRINGING ENERGY TO THE WORLD

Teekay LNG is one of the world's largest independent owners and operators of LNG carriers. Our fleet safely moves 8% of the world's seaborne gas.

We provide the highest level of operational performance for our customers. Safety comes first. No compromises.

**Learn more at [teekay.com](https://www.teekay.com)**





# ADAPTING TO ACHIEVE SUCCESS

THE COVID-19 PANDEMIC HAS ACCELERATED DIGITAL LEARNING  
AND BOOSTED CROSS-INDUSTRY COLLABORATION,  
BUT HINDERED ON BOARD TRAINING FOR UK CADETS.

*Kathryn Neilson, Director, MNTB  
on Training*

**AS THE DIRECTOR OF THE MERCHANT NAVY TRAINING BOARD, MY MAIN FOCUS IS TO ENSURE THAT OUR CADETS ARE TRAINED AND EDUCATED** in a way that prepares them well to compete in a global maritime market. For the MNTB, the development of transferable skills is key to ensuring our seafarers can move from sector to sector and industry to industry if they do not wish to remain at sea, whilst allowing them to set their own parameters when choosing a career path in the maritime industry.

The Covid-19 pandemic has massively affected seafarer training over the course of 2020 and, unfortunately, continues to do so. Our key focus must be to ensure that training can continue despite the obstacles and major challenges. The lessons we have learned are important, as we are likely to be challenged by the effects of the pandemic for the foreseeable future and the impact will be apparent in both short- and long-term consequences for seafarer training.

Despite the challenges, we have found positives to take forward and have identified steps that make our systems more robust in the long-term. We have implemented – and are likely to continue deploying – digital meetings for the MNTB and our stakeholders



on a regular basis. It is practical, has evidenced higher engagement levels, and allows people to attend more easily and more frequently. The latter is particularly notable as, without the concerns of leave, travel costs, child care, and accessibility needs, we can benefit from diverse perspectives that otherwise might not have been available if we were continuing

the face-to-face system of meetings in the centre of London.  
Our ability to work more closely with stakeholders than ever before has also allowed us to identify problems and seek solutions much faster than we would have on a traditional timeline. Due to the need to collaborate on solutions, we are speaking more

frequently and breaking down any siloed ways of thinking we had previously, which has led to improved teamwork.  
An example of our responsive approach can be seen in the modifications made to cadet training during the pandemic. We've worked extremely closely with colleges and the Maritime and Coastguard Agency

(MCA) to ensure colleges can deliver 'back-to-back phasing' for cadets during this Covid pandemic. This means that if cadets are unable to obtain sea time, they are able to complete phases 1 and 3 together, and also 3 and 5 together.  
While this is not how we would traditionally deliver cadet training, this will go a long way towards

**OUR ABILITY TO WORK MORE CLOSELY WITH STAKEHOLDERS THAN EVER BEFORE, HAS ALLOWED US TO IDENTIFY PROBLEMS AND SEEK SOLUTIONS MUCH FASTER THAN WE WOULD HAVE ON A TRADITIONAL TIMELINE.**



Photo: Capt Nikolay Sheptukhin Master - Training





## We train cadets on behalf of our Member Shipping Companies

The SSTG has been providing a recruitment and training service for UK shipping companies for over 40 years

**Not for profit organisation**

**Established by shipping companies  
for shipping companies**

**Cadet recruitment and management**

**Short course and higher certificate  
arrangement and management**

**Information advice and guidance**

WATCH OUR VIDEO AT [www.sstg.org](http://www.sstg.org)



For more information please get in touch

**Ship Safe Training Group Ltd**

The Precinct Office, The Precinct,  
Rochester, Kent ME1 1SR  
Tel: +44 (0) 1634 820 820  
E-mail: [training@sstg.org](mailto:training@sstg.org)

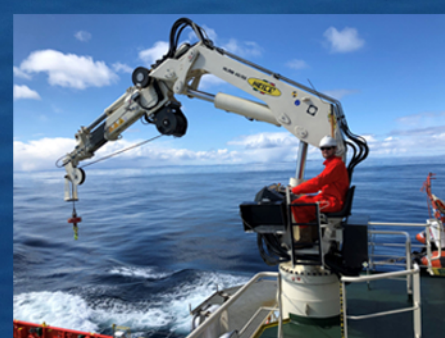


Photo: Gaurav Sasane 3rd Officer - Life at Sea Working Aloft



**THIS WILLINGNESS TO RESPOND TO CIRCUMSTANCES  
AND EVOLVE AS A RESULT OF THE KNOWLEDGE WE'VE GAINED  
IS ACTUALLY CENTRAL TO OUR APPROACH  
AT THE UK CHAMBER OF SHIPPING.**

alleviating large backlogs of students waiting to go to sea and will allow them to complete their training in a timely manner. We have monitored feedback from cadets regarding these changes to gauge the impact on them, and the feedback has been largely positive.

This willingness to respond to circumstances and evolve as a result of the knowledge we've gained is actually central to our approach at the UK Chamber of Shipping. We are very conscious of the fact that the industry is changing rapidly and that we need to train cadets in a manner that allows them to make responsive rather than predictive choices,

especially as they emerge as leaders of these industries.

Our current concern rests on the fact that there is a reduction in the number of cadets coming into training. Under the circumstances this is somewhat inevitable as Covid-19 has meant that companies are under financial constraints. The short-term effect of the pandemic on recruitment has seen some companies reduce their cost commitments and lay up vessels. This will affect their core training commitment and will inevitably lead to a drop in the number of cadets being sponsored.



# IMMEDIATE GLOBAL OIL SPILL RESPONSE WITH ONE CALL



## How prepared are you?

Navigating through oil spill preparedness and response can be daunting.

With over 30 years of experience in oil spill response and preparedness globally, Oil Spill Response Ltd. provides peace of mind and expert support at the initial stage of an incident when it is most crucial.

## Oil Spill Response Service

Response services for non-members are undertaken using BIMCO RESPONSECON contract.

Our team of on-call experts can assist with assessing the pollution risks of vessel related incidents. The Duty Manager is available **FREE OF CHARGE**, 24 hours per day, 365 days a year.

Depending upon the assessment, appropriate measures to mitigate environmental, social or financial consequences can be proposed and discussed.

Our response capabilities include around the clock trajectory modelling, to provide a rapid prediction of likely oil movement and weathering. If needed satellite surveillance contracts can be activated for imagery to improve situational awareness and better inform decision-making processes.

Should intervention be required, help with response planning is available, including identification of the techniques best suited to the incident given the geographical location or environmental habitat. State-of-the-art equipment stockpiles have the resources to initiate and maintain offshore containment and recovery as well as shoreline and oiled wildlife response.

Staff travel and shipping of equipment are managed by an in-house logistics function. Aviation secure warehousing and global customs pre-clearance help reduce response times and avoid delays.

A pool of 80 experienced response personnel, highly trained in all aspects of spill operations and management complete the service.

Contacting us at the first opportunity during an emergency or potential incident for impartial advice enables timely planning and situational awareness. Time to assess, plan or mobilise greatly increases the probability of successfully mitigating spill impacts.



With locations strategically positioned in USA, UK, Bahrain and Singapore, equipment and personnel can be swiftly deployed globally\*.  
\*Outside of US waters

Contact us to discuss OSRL Shipping Associate Membership and how to access OSRL Services  
[stevestorey@oilspillresponse.com](mailto:stevestorey@oilspillresponse.com)

[www.oilspillresponse.com](http://www.oilspillresponse.com)



One huge positive from the Covid-19 crisis has been the raising of the profile of our seafarers and how essential they are to the running of the global supply chain. Distribution of essential goods is critical, and this tells me clearly that regardless of where the industry moves in the future, crew will be a necessary component in global trade. While we may see a slightly reduced crew due to the advent of autonomy and technological advancement in shipping, we will still require skilled seafarers to make critical

decisions that are responsive to the needs of an ever-changing world. It is therefore important that we ensure our UK seafarers are equipped with the necessary skills, not just for technical operations, but also for high-level decision making.

A key element to the training we provide is a holistic approach to the maritime sector. We are aware that we are educating future leaders, so it is vital that these individuals have a deeply rooted understanding of the industry. This involves ensuring their awareness

**ONE HUGE POSITIVE FROM THE COVID-19 CRISIS HAS BEEN  
THE RAISING OF THE PROFILE OF OUR SEAFARERS  
AND HOW ESSENTIAL THEY ARE TO THE RUNNING OF  
THE GLOBAL SUPPLY CHAIN.**



Photo: Shashi Kumar 2nd Officer - Discussing the weather conditions with Bosun and AB



**Stella Maris, the world's largest ship-visiting charity, is celebrating 100 years of supporting seafarers across the globe.**



Photo: Gaurav Sasane 3rd Officer - Life at Sea, Hydro blasting the rust

**WE ARE ALL PART OF A GLOBAL INDUSTRY THAT IS GOING TO PLAY A HUGE ROLE IN OUR FUTURE.**

Stella Maris' global network visits thousands of ships each year to provide practical, emotional and pastoral care to the world's seafarers. We help them cope with separation, loneliness, assault, bullying and financial issues, and we support crews through traumas such as kidnapping and piracy, abandonment, hospitalisation, death and suicide.

Stella Maris works with ship owners, ship managers, crewing agencies, P&I clubs, port authorities, law firms and flag states to support seafarers all around the world.

For more information about Stella Maris and supporting us into the next 100 years please contact:

**ian.stokes@stellamarismail.org | 07732 682090 | stellamaris.org.uk**



and investment in the challenges of finance, environmental impact and good business acumen to ensure they can contribute in a positive way towards the growth of our industry.

The MNTB's standards of training and education combined with Standards of Training, Certification, and Watchkeeping (STCW) provide our cadets with the knowledge to understand how and why various systems and regulations are necessary. But training is more than that. It's about equipping our future seafarers with transferable skills and the ability to make a choice and to develop and grow whether that

be in a position on board or ashore.

We are all part of a global industry that is going to play a huge role in our future. We are constantly discussing and reviewing the needs of the industry, particularly regarding Brexit, and we are keen to work with companies that share our vision. Whilst we acknowledge that British cadets are more expensive, that cost element comes with a very high quality of training and education that will give the employer the assurance that the seafarer they employ has the skillset they need to function in an industry that is rapidly evolving.



# STRATEGIC PLAN OVERVIEW

## MISSION AND VISION 2020-2025

**Our Vision:** To be the principal dynamic and innovative industry body that champions the shipping cause, pro-actively leading and promoting UK shipping and associated maritime services.

**Our Mission:** To deliver for our members trusted, specialist expertise, lobbying and influence on shipping issues across national, European and international government and governmental bodies, to advance the competitive strength of the industry and ensure the UK remains a leader in the global shipping business.

**Our Culture:** A highly dedicated and motivated team, with a commitment to achieving positive outcomes for our membership in support of the strategic objectives by running an efficient and effective organisation in line with our values.

## STRATEGIC PRINCIPLES 2020-2025

- A highly efficient, membership-focused UK Chamber, supporting our members to meet their commercial objectives.
- Influencing decision-makers at the highest level.
- Ensuring that people are at the heart of our industry and are equipped with the right skills.
- Providing the thought leadership which will ensure the industry can best prepare for the challenges ahead.
- Ensuring best practice is shared.
- To deliver the Vision requires the Chamber to be financially sustainable and secure. This will be driven by delivering great value to members, and growing membership and complementary income streams to allow lower fees for individual members.

THE CHAMBER WILL PROVIDE THE THOUGHT LEADERSHIP  
WHICH WILL ENSURE THE INDUSTRY CAN BEST BE PREPARED  
FOR THE CHALLENGES AHEAD.





Photo: Andrew Sassoli-Walker

## STRATEGIC PRIORITIES 2020-2025

- 1** Build the influence, profile and representative voice of the UK Chamber of Shipping, nationally and internationally, by growing membership, creating strong strategic government and industry partnerships, providing thought leadership on key issues affecting the industry, and increasing the media profile of the Chamber and the leadership team.
- 2** Promote improved shipping, fiscal, employment and environmental (in particular, decarbonisation) policy and regulation, to ensure the UK remains a competitive global maritime hub, attracting investment, skills and jobs.
- 3** Develop and promote an improved cross-industry safety culture.
- 4** Ensure the Chamber maintains and enhances its values proposition to its membership through excellent networking opportunities, sharing best practice, a competitive call structure, and improves and new services – all with a customer-centric focus to ensure membership views and priorities are properly championed.
- 5** Build and enhance the services provided by the Merchant Navy Training Board, in the UK and internationally, to ensure the industry has the right seafarers, equipped with the right skills, for the future at sea and ashore.
- 6** Through a mix of call income and alternative income streams, run the finances of the Chamber on a stable basis, investing as necessary, to achieve the strategic priorities while maintaining sufficient reserves to allow for unexpected changes in the business environment.

# SHIPPING BY NUMBERS

THE MARITIME SECTOR  
MAKES A SIGNIFICANT  
CONTRIBUTION TO THE UK

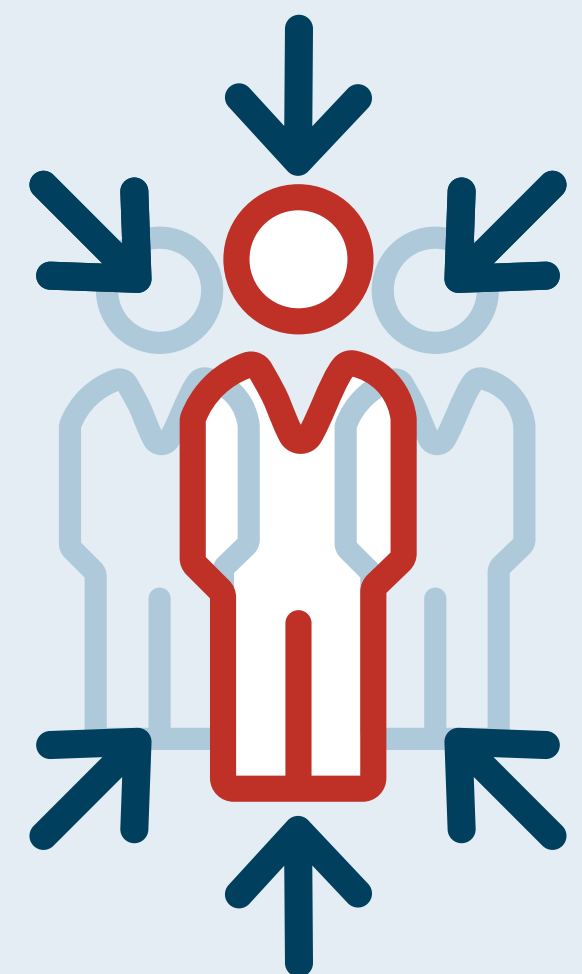
£ £ £ £ £ £ £ £  
£ £ £ £ £ £ £ £  
£ £ £ £ £ £ £ £  
£ £ £ £ £ £ £ £

SHIPPING INDUSTRY  
CONTRIBUTED  
AN ESTIMATED

£927m

IN TAX REVENUES IN 2017

181,300  
JOBS



**“SHIPS, AND THE SUPPLY CHAINS THEY SUPPORT, HAVE BEEN CRITICAL AND THOSE WORKING IN THE SECTOR HAVE DONE A TERRIFIC JOB OVER THE LAST YEAR IN SUCH TRYING CIRCUMSTANCES.”**

*Bob Sanguinetti, UK Chamber of Shipping Chief Executive*





Photo: Philip Nayra Deck Cadet - Trust

“WHAT THIS SHOWS ME AND INDEED THE WIDER WORLD, IS THAT THE UK’S MARITIME SECTOR IS STRONG, FLEXIBLE AND ABLE TO REACT IMMEDIATELY TO ANY CHANGES OR PRESSURES THAT IT FACES.”

Robert Courts, UK Government Shipping Minister



£6.1bn

IN GROSS  
VALUE  
ADDED

EXPORT CONTRIBUTION  
IN 2017 VALUED AT

£5.5bn



£18.9bn

IN BUSINESS TURNOVER

TOP 5s

ISSUES IMPORTANT  
TO THE MEMBERS’  
BUSINESS:

- SAFETY
- ENVIRONMENT
- BREXIT
- LEGISLATION
- TECHNOLOGICAL DEVELOPMENTS

MOST VALUABLE  
CHAMBER  
MEMBERSHIP  
BENEFITS:

- COMMITTEE AND PANEL MEETINGS
- LOBBYING AND REPRESENTATION
- POLICY BRIEFINGS AND CIRCULARS
- CHAMBER EVENTS
- DAILY BRIEFINGS/ WEEKLY BULLETIN



# POLICY ROUND-UP

**FROM AUTONOMOUS SHIPPING TO TONNAGE TAX AND LIGHT DUES, THE UK CHAMBER IS ALWAYS LOOKING TO GET THE BEST DEAL FOR THE INDUSTRY**

## TONNAGE TAX

In 2018 the UK Chamber, along with The Department for Transport, HM Revenue & Customs and HM Treasury, conducted a survey of the UK's Tonnage Tax regime. The study found a high degree of satisfaction with the national regime, with the UK's Training Commitment being singled out as a particularly successful feature. The regime was found to be well-administered and stable although some international respondents identified barriers to new entrants. The UK's departure from the EU and the completion of the Transition Period on 31 December 2020 created an opportunity to review the regime and propose changes to address the issues raised in the earlier study. This work aimed to make modest national changes to improve the UK offering and to make it more attractive to both existing tonnage tax companies and to inward investors. This important work is ongoing with members and UK Government. The ability for the UK regime to develop outside of some of the constraints of the EU State Aid Guidelines will be an obvious area of attention as the UK establishes its own subsidy regimes in 2021.

## LIGHT DUES AND THE GENERAL LIGHTHOUSE AUTHORITIES

The Lights Advisory Committee has maintained good contact with the three General Lighthouse Authorities (GLAs) during a year when Covid-19 has impacted all shipping operations including the GLA's operations and the maintenance of the UK's Aids to Navigation. The total spending forecast for the three GLAs in 2021/22 is about £85m with the vessel replacement programmes for new tenders for Trinity House and Northern Lighthouse Board in 24/25 placing a modest increasing spend due to both project and financing costs. Trinity House has a second major project planned for 2021 to 2024 around the required decommissioning of the Royal Sovereign light structure in the English Channel.

GLA costs have been capped by an RPI-x mechanism between 2016 to 2021 which from a shipowners' perspective has delivered real time cost savings of 30% over a 10 year period, enabling the UK's Light Dues rates to be held at 37.5p since 2017. GLA spend and lower Light Dues receipts due to Covid-19 will place pressure on the future level of rates.





#### BRITISH RIG OWNERS' ASSOCIATION (BROA)

Rig owners in BROA membership provide offshore energy services to energy companies world-wide. These services range from drilling, accommodation, and well intervention services for the oil and gas industry, to the construction of offshore wind farms. The impact of Covid-19 on offshore energy has been dramatic. For offshore renewables, the ability to change crew on vessels has been key to ensuring that the UK and elsewhere continue their journeys towards decarbonisation. For offshore oil and gas, the added drop and fluctuation in energy demand has depressed the green shoots of recovery seen in January 2020. Policy developments during 2020 included facilitating crew changes in the UK, EU and elsewhere; ensuring that the UK regulators appropriately accommodate for the difficulties with national lockdowns and global restrictions; ensuring appropriate regulation of

human factors in the workplace; emissions monitoring and decarbonisation funding; and the impact of the end of the UK-EU transition period.

#### OFFSHORE PANEL

The membership represented in the Offshore Panel is varied, with vessels providing a wide variety of services for offshore oil and gas, renewables, and telecommunications. Covid-19 has had a profound impact on global energy demand, as well as the ability to conduct crew changes. Decarbonisation has also been considered as a policy priority, given the potential regulatory lacuna at IMO for many types of offshore vessels, and the impact domestic and regional regulations could have on these vessels. The issue of local content requirements in UK offshore renewables has been of key interest as well, with some engagement on this issue with the Department

**THE IMPACT OF COVID-19 ON OFFSHORE ENERGY HAS BEEN DRAMATIC. FOR OFFSHORE RENEWABLES, THE ABILITY TO CHANGE CREW ON VESSELS HAS BEEN KEY TO ENSURING THAT THE UK AND ELSEWHERE CONTINUE THEIR JOURNEYS TOWARDS DECARBONISATION.**

for Business, Energy and Industrial Strategy (BEIS) both directly and through consultation responses. Policy priorities for 2021 will be focused on Covid-19 and crewing, decarbonisation and UK content issues.

#### CRUISE FRAMEWORK DOCUMENTS

The UK Chamber of Shipping in partnership with key stakeholders has produced three framework documents which identify, measure and provide recommendations on the resumption of cruise ship operations from the UK in the context of Coronavirus

(Covid-19). The three documents focus on operators, the management of seafarers and advice for passengers prior to going on a cruise. All three documents have been built on the basis of identifying potential risks which could increase the spread of Covid-19, and the subsequent mitigations which should be put in place to reduce that risk. This has been done using existing shore-side UK Government guidance as well as guidance from the European Centre for Disease Control, the European Maritime EMSA, EU Healthy Gateways and the IMO.



THERE IS A FRESH BREEZE BLOWING IN  
THE WORLD OF MARITIME EDUCATION...

# bluewater

WE HAVE ALL YOUR MCA APPROVED SAFETY & SECURITY  
COURSES IN FRANCE, SPAIN AND THE USA.

ONLINE COURSES COMING SOON!

#### FERRY FRAMEWORK AND GUIDANCE

The information and guidance for UK passenger ferry operations during Covid-19 has been developed by members of the UK Chamber of Shipping and is aimed at providing both information and recommendations that will assist ferry operators in ensuring that passengers and crew are safe within the context of Covid-19. It outlines the measures ferry operators should take to continue to offer safe ferry travel to passengers in the light of the ongoing Covid-19 pandemic and that the safety and well-being of passengers and employees can be assured. The guidance will help prevent and respond to Covid-19 by mitigating the associated risks to passengers, crew and other members of the public in the maritime environment.

#### SINGLE-USE PLASTIC

The Chamber has been working on ways to reduce shipping's environmental impact on the planet. In December 2020 we launched our Single-Use Plastic Charter aimed at eliminating all non-essential single-use plastic onshore and offshore by 31st December 2021. Upon its launch, 29 members from all areas of the shipping sector adopted the Charter, pledging to follow and go beyond the IMO's work and the UK Government's commitments to this important issue.

#### OFFSHORE RENEWABLES – NAVIGATIONAL SAFETY

The waters around the British Isles are leading globally in development of offshore renewable energy, and new targets set by UK Government for deployment of 40GW of offshore wind by 2030 will result in reduced sea room and require careful consideration of existing marine stakeholders and commercial shipping.

The Chamber continues to work diligently and constructively with developers of offshore renewable developments (wind, tidal, wave) with the core focus of safeguarding the navigational safety of crews, vessels and their cargoes from undue, excessive or risk – elevating deviation or loss of sea room. Through collaborative efforts with other stakeholders across the UK maritime industry and internationally, the Chamber has seen meaningful concessions, alterations to planned developments, and rejections from planning authorities, all to the benefit of commercial navigation.

Strong working relationships with MCA and Trinity House enable navigational safety consensus to develop and the Chamber's support of the ongoing revision of the MCA's Marine Guidance Notes for Offshore Renewable installations will set a strong baseline for navigational safety for the next decade in UK waters.

Photo: Andrew Sassoli-Walker



THROUGH COLLABORATIVE EFFORTS WITH OTHER STAKEHOLDERS  
ACROSS THE UK MARITIME INDUSTRY AND INTERNATIONALLY,  
THE CHAMBER HAS SEEN SUCCESSFUL AND MEANINGFUL  
CONCESSIONS TO THE BENEFIT OF COMMERCIAL NAVIGATION.

Contact our expert training team for a full list of courses:

✉ [Training@bluewateryachting.com](mailto:Training@bluewateryachting.com)

bluewater

SALES | CHARTER | MANAGEMENT | TRAINING | RECRUITMENT





# ENERGY into the FUTURE

The Orkney Islands have seen over 5,000 years of innovation and are a hub for the maritime world.

Home to the largest natural harbour in the Northern hemisphere, Orkney is an enviable, strategic location that is perfect for offshore wind developments.

Our Harbours Masterplan is an ambitious blueprint that provides a framework for the long term future of our islands, detailing our vision for the physical transformation of our harbours across the islands.

PHOTO: Colin Keldie



Orkney Islands Council, Marine Services, Harbour Authority Building, Scapa, Orkney, KW15 1SD  
Tel: **+44 (0)1856 873636** Fax: **+44 (0)1856 873012**  
Contact Business Development: **Paul.Olvhoj@orkney.gov.uk**  
**www.orkneyharbours.com**

THE GUIDANCE EXPLORES BOTH THE HUMAN AND TECHNICAL RESOURCES AVAILABLE TO THE BRIDGE TEAM, ENSURING SAFE COMPLETION OF THE SHIP'S VOYAGE.

Photo: Andrew Sassoil-Walker



## BRIDGE RESOURCE MANAGEMENT TASK FORCE

The Chamber's Bridge Resource Management Task Force has met regularly for over a year to explore "what good looks like" with regards to BRM. In December 2020 it published and formally launched a new Guidance Document to elevate safety and introduce new ideas to industry.

The BRM Guidance, published via Witherbys Seamanship, is an operational handbook examining what good bridge resource management looks like and details, for all types of vessel, techniques for effective and optimised bridge teams. The Guidance equips readers with the principles and practice necessary to avoid single point failures when executing berth to berth voyages. Through five main themes, Passage Planning, Teamwork,

Communications, Checklists, and Intervention, the Guidance highlights commonly encountered issues and illustrates high level BRM principles to emphasise the importance of an effective management strategy.

The Guidance explores both the human and technical resources available to the bridge team, ensuring safe completion of the ship's voyage. Tools such as the PACE model explain how crew can address operational weaknesses while avoiding confrontation on board. Case studies offer practical examples of ineffective BRM and solutions for how to improve passage planning.

The taskforce members and the Chamber encourage industry uptake and trialling of the ideas within.



#### MARITIME TOURISM SUMMIT

Initiated by the UK Chamber and the British Ports Association, the inaugural Maritime Tourism Summit (MTS) was held on the 3rd December 2020. The MTS, with its theme "connecting passengers better", is designed to foster better engagement between related maritime tourism stakeholders so that the effect of the industry on the destinations in which they operate is complementary. The event featured engaging and thoughtful presentations from ferry and cruise operators, ports, local councils and tourism representatives. How consultations with residents in destinations can be better managed, encouraging efforts in inclusive transport, and demonstrating ways

to improve economic, social and environmental contributions were all discussed.

While the idea for the summit was conceived in 2019, its relevance has become increasingly significant in light of the pandemic. As the passenger shipping sector seeks to rebuild confidence in maritime tourism, another Summit will be held in 2021. The next summit, which will be organised in association with a wider array of stakeholders, will continue to highlight the positive contribution of the sector and the importance of ensuring passenger numbers recover quickly, but also show sensitivity to passenger ship destinations.

#### CAREERS AT SEA

##### Promoting Merchant Navy career pathways

What have we done and why? Hear it straight from our Careers at Sea Ambassadors.

##### Heather:

"This past year unfortunately the careers fairs I had booked in were all cancelled for obvious reasons, but that didn't stop us promoting a career at sea; I was lucky enough to get to present on a webinar hosted for careers advisors to come hear about what we do and how ambassadors can still help even in an online way. I was also honoured to create a video to share out as to what the Merchant Navy is. Already I am looking forward to 2021, kickstarting the new year with two days of mock interviews for a local Warwickshire school in January."

##### Chris:

"Despite the unusual year, as Ambassadors we have found new ways to reach schools and careers professionals. The year began with face-to-face visits where I took part in careers presentations, mock interviews and working with students to introduce them to Careers at Sea. As the pandemic set in,

I continued this important work, shifting to video calls with schools for presentations and Q&A sessions. I felt it was important to continue spreading the word and letting young adults know that there are opportunities outside of their towns and cities, opportunities that no other career would ever give them."

##### John (IDWAL Marine, Careers at Sea company sign-up):

"We volunteered as a company with a large and flexible pool of CAS ambassadors because we often struggle to find qualified and experienced ex-seafarers when recruiting for technical roles local to our office. We felt that the best way to solve this would be to encourage the next generation of seafarers ourselves. Over the past year we have taken part in the careers roadshow, reaching out to local schools to offer an insight from one of our various ambassadors into the benefits that a career at sea can provide."

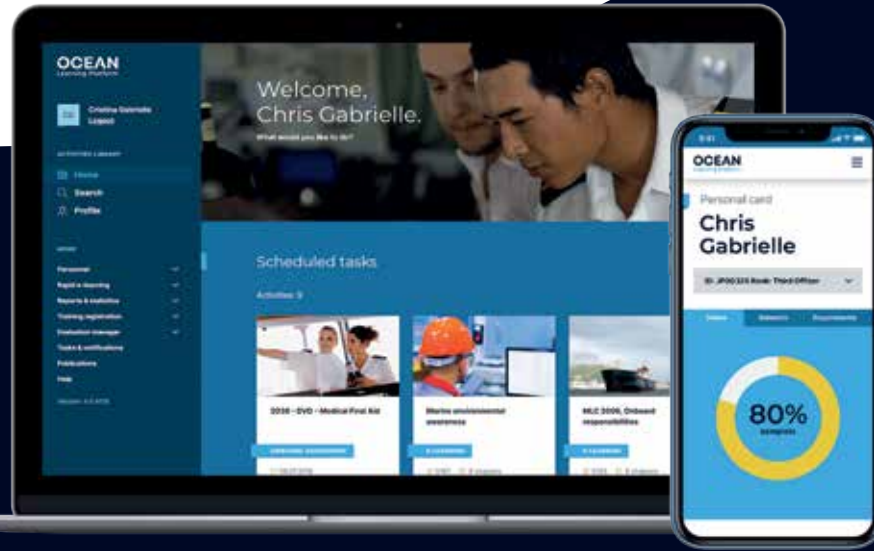
Join and support our Careers at Sea team to help us let more people know about what the Merchant Navy is and how they can start their own journey. For more information, visit [www.careersatsea.org](http://www.careersatsea.org) or email [rachel.gurnett@mntb.org.uk](mailto:rachel.gurnett@mntb.org.uk)

**"I FELT IT WAS IMPORTANT TO CONTINUE SPREADING THE WORD AND LETTING YOUNG ADULTS KNOW THAT THERE ARE OPPORTUNITIES OUTSIDE OF THEIR TOWNS AND CITIES, OPPORTUNITIES THAT NO OTHER CAREER WOULD EVER GIVE THEM. "**



Photo: Andrew Sassoli-Walker





Helping you to meet the challenges of shipping in the digital age – effectively, smartly and safely, helping you achieve...

**Performance Beyond Compliance.**

# UK CHAMBER AND COMMITTEES

## EXECUTIVE BOARD



**President**  
John Denholm



**Vice-President**  
Graham Westgarth



**Past President**  
Sir Michael Bibby



**CEO**  
Bob Sanguinetti



**Director of Policy**  
Peter Aylott



**Director of Finance and Support Services**  
Richard Tamayo

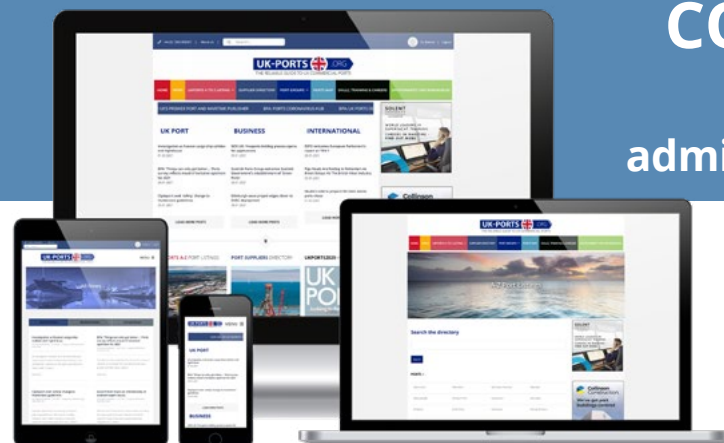
## THE UK'S LEADING PORT HANDBOOK PUBLISHERS, DIGITAL MEDIA SPECIALISTS & WEBSITE DEVELOPERS

- 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](mailto:admin@compass-handbooks.co.uk)



**COMPASS**  
MEDIA GROUP



Compass  
Handbooks  
Limited

## STAFF OF THE UK CHAMBER

### Communications

**Alastair Clifton**  
Communications Director  
**Karolina Neeme**  
Communications Manager

### Policy

**Peter Aylott**  
Director of Policy  
**Tim Springett**  
Policy Director –  
Employment and Legal  
**Gavin Simmonds**  
Policy Director –  
Commercial

### Anna Ziou

Policy Director –  
Safety and Environment  
**Katrina Ross**  
Policy Manager  
**Robert Merrylees**  
Policy Manager and Analyst  
**Melanie White**  
Policy Advisor  
**Matthew Wright**  
Policy Manager  
**Michael Iggoe**  
Policy Advisor

### Membership and Business Development

**Tony Jerome**  
Head of Membership and  
Business Development  
**Priya Birk**  
Events Manager

### Office Management

**Richard Tamayo**  
Director of Finance and  
Support Services  
**Shirley Rice**  
Executive Assistant to the  
CEO  
**Eileen Salmon**  
Conferencing, Events and  
Facilities Manager

### Kellie Carroll

Finance Assistant  
**Sharne Moore**  
HR and Office Administrator

### Merchant Navy Training Board

**Kathryn Neilson**  
Director, MNTB  
**Donna Stevens**  
Head of MNTB Operations  
**Rachel Gurnett**  
Training and Careers  
Manager  
**Lauren Bishop**  
MEF Support Officer

## SUPERVISORY BOARD MEMBERS

Sir Michael Bibby Bt., DL  
Tom Boardley  
Mark Bobby  
Marcus Bowman  
Charles (Bud) Darr  
Helen Deeble CBE  
John Denholm  
David Dingle CBE  
Michael Everard CBE

Brian Gallagher  
John Garner  
Ewan Geddes  
Richard Greiner  
Gemma Griffin MBE  
Dr Grahaeme Henderson  
Paul Luxon  
Kenneth MacLeod OBE  
Niclas Martensson

Kasper Nilaus  
Erik Østergaard OBE  
Eoghan O'Lionaird  
JB Rae-Smith  
Richard Sadler  
Maurice Storey CB  
Les Tracey  
Tom Strang  
John Vingoe

Graham Westgarth  
Rod White  
Commodore David Eagles  
Admiral Iain Lower  
Nick Brown  
Lise Demant  
David Stretch  
Scott Baker  
Sven Boss-Walker



# 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, and recruitment and technology firms.

To arrange a meeting to discuss membership, please contact our membership and business development team: [tjerome@ukchamberofshipping.com](mailto: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.



Photo: Gaurav Sasane Third Officer - Lubricating the air lines by Maso Lubricator

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	✓	✓	✓
Discounted rates for venue hire at 30 Park Street	✓	✓	✓



# 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](mailto:query@ukchamberofshipping.com)

Web: [www.ukchamberofshipping.com](http://www.ukchamberofshipping.com)

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

Flickr: [www.flickr.com/people/ukchamberofshipping](https://www.flickr.com/people/ukchamberofshipping)

Instagram: [www.instagram.com/ukchamberofshipping](https://www.instagram.com/ukchamberofshipping)

LinkedIn: [www.linkedin.com/company/uk-chamber-of-shipping](https://www.linkedin.com/company/uk-chamber-of-shipping)

## ADVERTISERS INDEX

ABS 28

Anglo-Eastern Inside Back Cover

Bibby Marine Limited 42

Bluewater Yachting 66

Caledonian MacBrayne 20

Cemex UK Marine Limited Outside Back Cover

City of Glasgow College 16

CLdN 36

Compass Handbooks 72

DNV GL 12

Fleetwood Nautical Campus 34

Gibraltar Port Authority 26

Jotun 2

Lloyd's Register 8

Ocean Technologies Group 72

Oil Spill Response 52

Orkney Islands Council 68

Red Funnel 34

Ship Safe Training Group Limited 50

Stella Maris 54

Teekay 44

Trident Trust Inside Front Cover

Voyonic Crew Management Group 4

# Leading with integrity

Ship  
Management

Crew  
Management

Training &  
Education

Technical  
Services

Offshore

 **ANGLO-EASTERN**



# A NEW generation

**CEMEX's new vessel, CEMEX GO INNOVATION, joined the UK Register in early 2021.**

**This vessel is the first of a new generation of Marine Aggregate Dredger developed by combining CEMEX operational expertise with the extensive experience of Netherlands shipbuilder, Damen Shipyards.**

CEMEX GO INNOVATION's design incorporates enhanced seakeeping capability together with innovative safety, environmental and fuel efficiency features new to this type of vessel; including a sophisticated fully automated 'power on demand' management system. The vessel is optimised for navigation in highly restricted waters; featuring enhanced wheelhouse visibility, multiple manoeuvring stations, twin screw VP propellers, independently operable high lift rudders and twin bow thrusters. The vessel also features a covered forward mooring deck and 'spud' mooring capability for enhanced crew safety and comfort.

CEMEX GO INNOVATION is the first vessel in the UK aggregate sector to fully embrace 'big data'; with all systems and equipment 'cloud connected' to drive efficient ship to shore operational and Engineering capability.

CEMEX GO INNOVATION is the first UK aggregate dredger to achieve LR ECO notation; designed to CAC-3 MLC crew accommodation standard. Whilst normally operating with a crew of nine, the vessel is equipped with 14 single berth en-suite air-conditioned and satellite TV equipped cabins; together with a high standard of communal crew welfare facilities including a fully equipped gym.

CEMEX GO INNOVATION is designed and constructed to 'unrestricted navigation' standards; however, the vessel will operate initially in North Sea and English Channel waters enhancing CEMEX ability to support their existing UK/European customer base, whilst enabling further penetration into key markets.

CEMEX GO INNOVATION was ordered by CEMEX UK Marine Ltd; a UK subsidiary company of global building materials supplier CEMEX, as the first vessel in a fleet renewal programme; and is seen as a key component in CEMEX future growth strategy in the UK and Europe.

#### **Vessel particulars**

- **Dimensions** 103.25m x 16.4m x 7.0m draught
- **Dwt** 6750 tonnes
- **Hopper capacity (max)** 3619m<sup>3</sup>
- **Installed power** 5,470 bhp
- **Service speed** 12kts
- **Dredging depth** 55m

