



LISW17

Post-event Report

11-15 SEPTEMBER 2017
LONDON
INTERNATIONAL SHIPPING WEEK

LISW17

Cementing London and the UK's
place at the heart of global
shipping and world trade

“I was delighted by the success of London International Shipping Week 2017. The week is now one of the biggest global maritime events and continues to be a great opportunity to showcase the UK’s world leading maritime sector – winning business, increasing exports and attracting inward investment.

“I look forward to championing maritime over the coming months and years and building on the success of LISW 2017”

John Hayes, UK Shipping and Ports Minister



LISW17 in Numbers

- 109 million** estimated global audience read more than 1,000 articles written about LISW17 during the week
- 11.3 million+** Twitter reach
- 75,000** unique visitors to the LISW website
- 74,500** London tube commuters listened to sea shanties being sung at Bank Underground Station and learned about LISW and shipping in the process
- 22,000** website page views during the week alone
- 15,000 to 18,000** top industry decision makers came to London for LISW
- 965** guests attended the Gala Dinner at the Grosvenor House Hotel
- 550** delegates registered for the LISW17 flagship conference
- 160+** official events were organised
- 152** international maritime organisations lent their support to LISW17
- 88** countries visited the LISW website
- 70+** international, national and trade press covered LISW17
- 66** major sponsors backed LISW17
- 60+** MPs (UK), AMs (Wales) and MSPs (Scotland) attended events
- 50+** nationalities registered for the week
- 50** UK Government officials attended 40+ events
- 17** official media partners supported LISW17
- 15** Ministers and Government officials from foreign countries came to LISW17
- 10** Government Ministers spoke at, and joined, numerous events
- 3** Secretaries of State dedicated their time to LISW17
- 2** Devolved Administrations held important events
- 1** Mastermind chaired the LISW17 flagship conference

“LISW has been able to market London and the UK in a way that I have not seen during my professional career.”

Harry Theochari, Global Head of Transport, Norton Rose Fulbright

London International Shipping Week, for the third time in a row, demonstrated that London, and the United Kingdom, remain right at the heart of international shipping and are fundamental to the growth in world trade.

Following the exceptionally successful inaugural LISW13 and its bigger successor, LISW15, the third biennial London International Shipping Week, LISW17, proved to be an even greater hit. Attracting an estimated 15,000 to 18,000 industry leaders to London, it hosted significantly more key events and reached out to a far larger worldwide audience than ever before.



“London has long been a centre of excellence for international shipping. LISW showcases how this World Capital City remains at the forefront of leading shipping industry developments in the 21st century”

Clemence Cheng, CEO & Managing Director, Hutchison Ports UK / Hutchison Group

LISW17 also embraced the Devolved Administrations and engaged the wider United Kingdom shipping and maritime community to a far greater extent than before. For the first time, LISW and the Southampton Boat Show joined forces, thereby reaching out to the hugely important engineering and leisure sectors of Britain's marine industry.



“Lloyd’s has been supporting and protecting the shipping industry for almost 330 years. As the world changes rapidly, London International Shipping Week provides a brilliant opportunity for global industry leaders to discuss what the future of shipping looks like. Whatever that future holds, Lloyd’s remains committed to supporting the industry, as it has done since 1688.

“Shipping has an exciting future ahead, with autonomous ships sailing the seas, megaships carrying evermore cargo, and robots improving safety. London International Shipping Week 2017 provided a wonderful opportunity for the global maritime community to talk about the challenges and opportunities these trends present”

Inga Beale DBE, Chief Executive Officer, Lloyd's



The general consensus, shared by politicians, shipping companies, shippers, insurers, lawyers, ship brokers, bankers, service industries and all other key stakeholders, is that LISW has now come of age. It has succeeded in attaining the critical mass and global recognition that will now ensure its continued growth for years to come, securing its deserved position as one of the most important and influential maritime gatherings in the world.



“LISW17 was bigger and stronger than the previous years in 2015 and 2013 and this reflects not only the importance of government and industry cooperation in helping to promote London and the UK’s prominent role in world shipping, but also the realisation by shipping that London is firmly at the heart of this global industry”

Jeremy Penn, Chairman of the LISW17 Steering Group

LISW17 featured some 160 official events held all over London, including breakfast briefings to fully-fledged conferences; from bilateral government meetings to learned seminars; from flamboyant receptions to the spectacular official LISW Conference and Gala Dinner at the Grosvenor House Hotel on London's Park Lane.

The extraordinary range of stunning historic and iconic venues used to host LISW17 events proved to be a major attraction, truly enhancing the experience of all who came to London. The key venues included the London Stock Exchange, 10 Downing Street, Tower Bridge, The Shard, The Houses of Parliament, Trinity





House, British Library, Somerset House, Fishmonger's Hall, City Hall, Cavalry & Guards Club, The Baltic Exchange, Lloyd's Register, The Lloyd's Building, Lancaster House, IMO Headquarters, Skinner's Hall, Embassy of Ireland, the ships HQS Wellington and THV Galatea, as well as a superb selection of offices with eye-watering views of London offered to event organisers by some of the highest profile legal, insurance and finance professionals in the City.

Visitors from over 50 countries attended LISW17, including overseas government attendees and delegations from Greece, Cyprus, Ireland, Malta, Portugal, Spain, Saudi Arabia, Nigeria, Ghana, China, Hong Kong and elsewhere.

The UK government used the week to host bilateral meetings with politicians and senior industry figures to explore partnerships, future opportunities outside the European Union and examine how to help significantly boost maritime exports.

“LISW 2017 was an extremely successful opportunity for Inmarsat to meet the global shipping community in its home city of London. LISW 2017 provided an excellent forum to discuss the impact of digitalisation on the way global shipping companies operate, stay secure, and protect their workforce.”

“The three events that Inmarsat hosted on digital disruption, cyber and safety were designed to open up debate on these critical issues and provide operators with the insight they need to survive, participate and thrive in the emerging digital society.”

Rupert Pearce, CEO, Inmarsat

LISW17 Conference

The 'main event' of LISW is the flagship conference, sponsored in 2017 by Dubai Maritime City Authority and again held at the magnificent Grosvenor House Hotel on London's Park Lane. Determined to provoke in-depth discussion and provide searching thought leadership, the LISW17 conference more than achieved its goal.

Shipping remains fundamental in moving trade, driving growth and prosperity globally. With developments in automation and other disruptive technologies signalling unprecedented change, the maritime world is facing a period of monumental transformation. The theme of the conference was to look at the next 25 years to see what changes will come for trade, for people and for business models.

Opened by Jeremy Penn, Chairman of the LISW17 Steering Group, the conference was moderated superbly throughout by veteran BBC broadcaster, journalist and presenter, John Humphrys – best known for presenting the BBC's Radio 4 Today programme and Mastermind quiz show.



With Brexit and its – as yet – unknown impact on the future of shipping and trade, it was highly appropriate that the keynote address, entitled ‘Shipping industry is the keystone of global trade’ was presented by The Rt Hon Liam Fox MP, Secretary of State for International Trade.

Kitack Lim, Secretary-General of the International Maritime Organization delivered a second keynote address, entitled ‘How can the IMO help in the free flow of trade?’

“London International Shipping Week is a fantastic showcase for Britain’s maritime offer to the world. It is a powerful demonstration of the Government’s commitment to maritime and our industry’s determination to help drive exports and support economic growth. As the UK’s leading port operator, ABP is proud to support LISW, which continues to go from strength to strength”

James Cooper, Chief Executive, Associated British Ports





“I very much enjoyed learning about autonomous vessels and thinking about the legal regimes that might apply to them. The lively discussion that followed my lecture suggests that there is growing interest in this increasingly important topic”

Joshua Rozenberg, Legal Commentator and Honorary QC

The second session of the conference, Tomorrow's Maritime World, won the highest plaudits from the 550 enraptured delegates. With shifting trade patterns, new technologies and disruption to business models, the speakers were tasked with discussing where the maritime industry needs to be positioning itself within this changing world and examining the effects on trade. With changing demand and supply demographics can we really still assume that global trade will continue to grow? What is certain is that global trade is facing a sea change, with some parts of the world moving towards protectionism whereas formerly protectionist states appear to be championing free trade. How will these changes shape tomorrow's maritime world?

Willem H. Buiter Ph.D., CBE, FBA, Global Chief Economist at Citigroup provided a detailed global economic outlook before Andreas Sohlen-Pao, Chairman of BW Group, looked at how the maritime industry should respond to future customer needs. Dr Martin Stopford, President of Clarkson Research, then joined the



panel, with John Humphrys both asking his own searching questions and fielding enthusiastic contributions from the floor, most notably from Euronav chief Paddy Rodgers who enlivened the debate with the simple question: ‘How do you stop shipowners overbuilding their market?’



Session three, entitled Tomorrow’s Needs, looked at the changing business environment and what this means for skills and people. It examined how changing trade patterns and disruptive technologies will affect people and skills, asking if automation means that there will eventually be no crews on ships and if the rise of artificial intelligence will mean the end of the lawyer. In short, it raised the question: ‘What will people do instead and where will the jobs be?’



“The buy-in to LISW17 by industry and government – not just in the UK but globally – has been astounding. While we were anticipating a very strong event, boosted by the attention surrounding Brexit as well as the green shoots of recovery in many key shipping sectors, it is true to say that the actual outcome far exceeded our expectations”

Llewellyn Bankes-Hughes, Co-founder of LISW and Director of organiser Shipping Innovation



Joshua Rozenberg, Legal Commentator and Honorary QC, provided a learned opinion on the long-term evolution of the legal environment in response to rapid changes in technologies, environmental legislation and evolving customer expectations. Sarah Kenny, Chief Executive Officer of the BMT Group then asked in her presentation 'Why is autonomy a good thing for society and for business?' before hearing four short presentations on safety and insurance, challenges in classification and the future of the marine professional.

“LISW17 was a great opportunity to debate the future of the profession and our industry. It was a pleasure to be able to represent the voice of seafarers alongside those of some of the most respected in the maritime industry”

Mark Dickinson, General Secretary, Nautilus International



“A fascinating week, with events popping up everywhere. What better demonstration could there be of the UK’s enthusiasm for, and expertise in, the maritime business”

Dr Martin Stopford, President, Clarkson Research

Inga Beale DBE, Chief Executive Officer at Lloyd's looked at how we manage risk and attribute responsibility in a dramatically changing safety environment. Knut Ørbeck-Nilssen, CEO Maritime at DNV GL and Chairman of the International Association of Classification Societies (IACS) examined classification in the age of disruption. Esben Poulsson, Chairman of the





International Chamber of Shipping (ICS) looked at the Human Factor – the marine professional of the future – from a shipowner’s perspective, while Mark Dickinson, Board Advisor to the International Transport Workers’ Federation (ITF), ETF Maritime Transport Section, provided a union perspective. The subsequent panel discussion provoked absorbing debate, especially on autonomous shipping and the role of the seafarer.

The aim of session four, entitled Tomorrow’s Business Solutions, was to examine how an efficient and innovative maritime business sector will solve tomorrow’s known and unknown challenges. It looked at the effects on business models and asked what seamless supply chains and automated ports mean for technology, for shipping and ports and for the marine industry.



Ronald Spithout, President – Marine Inmarsat, LISW17's Diamond Sponsor, looked at the emerging digital society and the connected ship, followed by Mikael Mäkinen, President – Marine at Rolls-Royce, who looked at tomorrow's business solutions from an engineering perspective. The emphasis was very much on the autonomous ship, which might still be some way off, but judging by the progress already made, as outlined by the speakers, will eventually become a reality.

The conference was closed by Vladimir Kim, Transformation Director at Microsoft Services EMEA, who explained 'how tomorrow may surprise us all.'



Ship owners
Tomorrow
Business
Training
Quality
Training
Representative
Organizations
2012
LIFE

TOMORROW



LISW17 Champagne Reception and Gala Dinner

While the LISW conference can lay claim to being the intellectual highlight of the week, the glittering black-tie Champagne Reception and Gala Dinner, held for the third time in a row at the fabulous Grosvenor House Hotel on London's Park Lane, are undoubtedly the most glamorous events of the week.



Almost 1,000 people, including a plethora of VIPs and special guests, enjoyed a glorious evening which included a musical welcome by the Sea Cadets and a fabulous LISW-themed shadow dancing performance before a welcome by Chairman of the LISW Board of Advisors, Lord Mountevans and a keynote speech by The Rt Hon Chris Grayling MP, Secretary of State for Transport.





The Champagne Reception was, for the third time running, kindly sponsored by international law firm HFW, which continues to make a huge contribution to the success of LISW. The Gala Dinner was sponsored for the first time by Petrocare Marine Consultants.





Competitive edge

LISW17 attracted many global players, allowing the UK Ship Register to host an evening event at The Shard, guaranteeing an audience of decision-makers to hear of the recent positive changes that have been taken to ensure the Register is competitive, providing a first class service to quality owners with quality fleets. Included in the changes are the fact that surveyors are now providing 24/7 service, announcement of the first overseas surveyor to be based in Singapore, rolling out of package fees and a pilot scheme allowing surveys to be carried out by classification societies. The new UKSR website www.ukshipregister.co.uk was launched along with social media output and a short promotional video. These will further support the growth of the register providing a 21st century register that is dynamic, pragmatic and cost effective.

Not enough scrubbers

“There will be no delay to the 0.50% global sulphur limit,” was the strong message from the International Bunker Industry Association (IBIA), which hosted a forum at The Baltic Exchange on what to expect from the monumental 2020 change. The lead author of the availability study which formed the basis for IMO’s decision now considers the study’s forecast for uptake of exhaust gas cleaning systems and LNG as fuel in 2020 as significantly too high. Jasper Faber of CE Delft told the IBIA forum that rather than about 11% of total global marine fuel demand being scrubbed in 2020, as per the mid-range model in the study, even the study’s low-end prediction of 4% may not be realised due to slower than expected uptake.



“LISW17 provided the perfect platform for Liverpool and London Propeller Clubs to host a joint event, and with so many shipping people in central London for the week, it meant we could maximise the opportunity, welcoming over 120 guests to the Naval Club on the night”

Sue Henney, Port Secretary, Liverpool Propeller Club

The default solution in 2020 will be oil-based fuels blends which are likely to be different from the fuels we know today. The supply side is already working on fuel solutions, but questions are being asked both on the supply and shipping side about compliance levels in 2020, especially if there isn't effective enforcement. All parties engaged in the IBIA forum debate during LISW17 were anxious that when the time comes, it will be a level playing field.

Be big to survive

The fourth annual International Shipowning & Shipmanagement Summit (ISSS), held during LISW17, posited that ship management companies are having to change their service offering in order to grow and survive but while many ship management companies were now offering a wide range of platform services to customers, it was clear that ship management needs to be careful not to try to be everything to everybody.

Mark O'Neil, CEO of Columbia Marlow, told delegates: “We are seeing a widening of the ship management function. Ship management is getting into all sorts of different sectors. Managers are increasingly going into the area of services such as underwater surveys, newbuild supervision



and IT consultancy. We see ship managers being attracted by the offerings of procurement models and purchasing platforms.”

However, he also said: “Ship management is, in some situations, almost becoming an irrelevance and of little value save as an introduction point to springboard into these other services. Why? Because you are much more attractive to investors and markets where you are a service company.”

He stated that ship management companies needed to be big, or part of a big organisation, to survive as they needed be of a size to deal with the economies of scale which required huge investment in the necessary training and technology.

Cyber crime

BIMCO and the CSO Alliance joined together during LISW to provide an industry and military brief on understanding the latest maritime security and cybercrime threats. Hosted at the Cavalry & Guards Club, BIMCO outlined some of the key issues and concerns

“The UK is the leading global centre for maritime business services, providing a broad range of financial and related professional services to the international maritime community. LISW17 represents a unique opportunity to bring together key stakeholders from across the world to share expertise and insight, and focus on the future of the UK as a global hub for trade and investment ”

Lynsey Duffield, Member Insight Director, TheCityUK



currently affecting the industry, including terrorism, warning that “there is no doubt that it is out there and we all need to be aware, instructed and informed.”

BIMCO announced that it is looking at producing an enhanced anti-piracy guide and spoke about the cyber threat, declaring: “We need to learn from incidents in the cyber security world.” Delegates heard that the cost of cybercrime was expected to rise to a staggering £2.4 trillion globally by 2020.

Belt and Road

‘How far along are we?’ asked a seminar on China’s Belt & Road which focused on the progress made since the launch of the initiative four years ago. The Maritime London event, hosted by Norton Rose Fulbright, looked at how Beijing and Chinese state-linked lenders are working with multinational institutions to provide funding for Belt and Road Initiative (BRI) projects.

Lord Mountevans, Chairman of Maritime London, said that the BRI was set to “reshape global trade and provide the world’s largest platform for regional collaboration”. He added that with a strategy of this scale, the

“The focus which London International Shipping Week brings to the maritime sector is a reminder of the global capability in engineering and design which exists in all parts of the UK and across all aspects of this strategically important industry”

John Murray, Society of Maritime Industries (SMI)



“International interest in LISW17 sent social media into a frenzy with the hashtags #LISW17, LISW2017 and @LISW17Official trending on Twitter twice during the week, reaching an estimated 11.3 million Twitter users. With the international, national and trade press, including television, radio and online blogs and news services also spreading the word, there is no doubt at all that LISW17 has left an indelible impression”

Sean Moloney, Co-founder of LISW and Director of organiser Shipping Innovation

opportunities for UK maritime business services were hugely significant and the UK needed to capitalise on these as soon as they emerge.

H.E. Liu Xiaoming, Chinese Ambassador to the UK, said the shipping industry was an important vehicle of economic globalisation and BRI had given a strong boost to global trade, adding that since China proposed BRI in 2013, it had brought tangible benefits to the regions and countries along the route and had forged close ties between shipping sectors in different countries.

Frank Chan, JP, Secretary for Transport & Housing at the Hong Kong Government, Peter Lu, Counsel, Head of EMEA China Desk, London at White & Case, Clemence Cheng, Executive Director at Hutchison Ports, Wei shi, Deputy General Manager & Chief Risk Officer at the Bank of China in London, Rongrong Ho, Head of China and RMB Business Development at HSBC and Harry Theochari, Global Head of Transport at Norton Rose Fulbright all contributed enormously to this important event.



Cyber space

Satellite communications provider and LISW17 Diamond Sponsor Inmarsat used LISW17 to launch its new cyber security protection service, Fleet Secure, which is said to be the maritime industry's first and only fully-managed service to detect vulnerabilities, respond to threat and protect ships from widespread cyber-attacks.

Peter Broadhurst, Senior Vice President Safety and Security, Inmarsat Maritime, gave an overview of cyber security threats, saying the company had commissioned some independent research which revealed that 50% of respondents were not confident they would know about a cyber-attack onboard and 39% had actually experienced an onboard cyber-attack in the past 12 months.

Fleet Secure is a standard option, embedded in Inmarsat's Fleet Xpress service and detects external attacks via high-speed satellite broadband connectivity, while also protecting vessel networks from intrusion via infected USB sticks and crew devices to the onboard LAN.

“A terrific opportunity to catch up with existing clients, meet potential new clients and participate in stimulating talks and seminars on the hot topics of the moment for the international shipping community”

Mark O'Neil, CEO Columbia Marlow





Inmarsat is doing a lot to raise awareness and education of cyber security including “banging the drum” at the IMO and in the maritime arena in general.

Broadhurst said up to 95% of the problems caused by cyber security were because of human error such as crew members and captains bringing on their own devices and a hard disk full of videos, which can be full of malware.

Mersey beat

A new container rail service out of Liverpool was announced by Peel Ports at the ‘Mersey Links with Drinks’ reception at the Lloyd’s Building, held in collaboration with Liverpool John Moores University and Invest Liverpool.

It is the first time the ports group has offered an integrated package for its customers using the Port of Liverpool, giving shippers a seamless route to market, from quayside to any UK destination served by major rail lines, and vice versa.

The Port of Liverpool reported that it had experienced an annual growth in feeder volumes over the last four or five years of 10% compared to market growth of about 3%, adding that “growth over the next four or five years, if nothing else happens, means we will be taking about 50 million road miles off the UK’s congested roads.” However, former Deputy Prime Minister, Lord Prescott pointed out that the East/West connectivity in the UK is currently severely lacking, a solution for which needs to be found.



Sure thing

A new app version of its digital platform, ShipSure, was launched by ship management company V. Group during LISW17, allowing customers to get hands-on with the new mobile technology. The app gives owners, managers, on-shore staff and those onboard information on operations, crewing, finance and procurement “within three clicks” on their tablet or smart phones and is part of a bigger programme of technology investment from V.Group.

Director Jesper Kjaedegaard said with more smaller and medium size players facing an increasing amount of legislation and regulation, more companies were turning to outsourcing but this product helped the customer to stay in control. He added that ShipSure will allow the owners or any other partner designated by the owner to monitor ships’ performance, make key operational decisions, key procurement decisions, monitor crew performance, documentation, certification – “everything”.

Credit where it is due

On the opening day of LISW17, Infospectrum held its annual Counterparty Credit Risk Forum, providing an excellent opportunity for its clients to network with over 100 risk managers, shipowners, lawyers and financiers and, of course, the Infospectrum team. The forums, which are open to all Infospectrum clients at no cost, are also designed to add value to our client’s industry knowledge, with a hand-picked selection of speakers.





“I feel that LISW really came of age in 2017. It is now a firm fixture in the global shipping calendar and where better than London with all of its historic maritime landmarks to host this global gathering? The Isle of Man Maritime Group is proud of its association with the event and started planning early for 2017. How to beat its Trinity House reception of 2015? Easy – hire the walkways on Tower Bridge and watch the sun set over the mighty River Thames with great people and food and drink aplenty. The number and quality of events this year was truly staggering, and navigating the week for maximum benefit was a nice problem to have. Well done LISW”

Dick Welsh, Director, Isle of Man Ship Registry

The morning session was based around the fundamentals of the sector, from the perspectives of market forecasts, the application of risk management, and the avenues available should such management fail. The late morning session started with a moderated panel of four experts from the shipping and banking sectors talking about the availability of alternative capital in shipping.

Infospectrum's team added its own flavour, providing an illustration of the flaws in seeking patterns in data and forecasts, and providing an introduction to the new Infospectrum Counterparty Management System (ICMS). Feedback on the 2017 event has been excellent.

Standard raised

With Brexit still being a major topic of discussion nationwide, The Standard Club hosted an engaging and informative breakfast debate focussing on Brexit's impact on London and its position as a maritime hub. Four industry experts discussed their views, touching on employment, maritime trade and the position of other EU countries.



After hearing from the panellists, the moderator Julian Bray, Editor-in-Chief at TradeWinds, asked the audience if they thought Brexit would have an impact on London. The consensus was that London was a strong enough city to survive as a maritime hub and would continue to prosper within the shipping industry.

Responding to casualties

Three significant casualty response, salvage and anti-blackout services for ship owners, operators and insurers were highlighted during LISW by TMC Marine, the marine survey and salvage consultancy and Bureau Veritas subsidiary. An introduction to a new post-casualty emergency response service, ERS Premium, that gives ship owners, operators and insurers advice and guidance on all phases of an incident at sea was given by TMC Marine Director and Co-Founder Tony Bowman.

An analysis of the operational and technical challenges of the raising of the Sewol passenger vessel which sank near Seoul in 2014 with the loss of 295 lives, most of them schoolchildren, was described by Stephen Tierney, Managing Director of TMC Marine, which assisted The Korean Ministry of Oceans and Fisheries and the contractors Shanghai Salvage in the operation's final stages.

At the seminar, a new guide on preventing engine room blackouts from TMC Marine, BV and the London P&I Club was introduced by TMC Marine Consultant Gary Rawlings. The guide, titled Reducing the Risk of Propulsion Loss, advises ship owners and marine engineers on blackout and main engine failures and how to manage these risks.



Mr Rawlings said that when such problems occur during manoeuvring in traffic lanes, entering or leaving port, or navigating near the coast in heavy weather, they can lead to critical issues and in some cases major casualties.

INTERTANKO looks past BWM

Life after the entry of the Ballast Water Management Convention was the timely theme of Intertanko's seminar. After BWMC's entry into force on 8th September, Tim Wilkins, Intertanko's Singapore-based Environment Director, said the two key areas for owners, operators and managers were to have the correct equipment and to have a realistic compliance policy. Mr Wilkins said there was still some inconsistency in sampling at Port State Control and the industry is still unsure how to maintain consistency. During the three-year trial period port states would refrain from detaining a ship or initiating criminal sanctions if a BWM system does not meet the discharged position.

Type Approval Guidelines for BWMS (G8) would be mandatory with less grey areas in the future. The system was essentially two-tier, said Mr Wilkins, and existing ships will have until the first renewal survey to comply (if the survey is completed on or after 8th September 2019 or the renewal survey is completed on or after 8th September 2014 but before 8th September 2017). The second renewal survey must follow the date of entry of the Convention if the first renewal survey is completed before 8th September 2019. He said the more robust type approval regime would take time to build the market of second generation BWMS.



At the seminar, Debra DiCianna, Senior Compliance Engineer of Choice Ballast Solutions, highlighted the three key methods of ballast water management. The 'sequential' method involves the emptying of the ballast tank which is then refilled with replacement ballast water; the 'flow-through' method is when replacement ballast water is pumped into a BW tank allowing water to flow through overflow or similar devices; with the third 'dilution' method the replacement ballast water is filled through the top of the BW tank with simultaneous discharge from the bottom at the same flow rate. Ms DiCianna gave an overview of US Coast Guard (USCG) type approved BWMS, its operations profiles and potential limitations and Alternative Management Systems (AMS). She advised owners, operators and managers to prepare for the unexpected, to develop a design and installation compliance strategy and to have contingencies for non-compliance, to document all discussions with BWMS vendors, engineering firms and drydocks and to keep up-to-date with all new developments.

Improve your docking

How owners and operators can review and improve their dry docking performances was the theme of a seminar by AP-Networks, which advises and guides companies in all sectors of the maritime industry on their assets and operational performances. One of AP-N's key performance-enhancing products, NaviTrack, is a web-based interface that allows companies to track the activities, progress and compliance of the dry docking work process. As the company points out: "The tool makes your progress very transparent, and it allows management to understand very quickly: am I keeping track of what I need to do, do I



“LISW was an ideal venue for us to launch an important maritime training service, and we also found the many panels and events to be extremely worthwhile for sharing ideas among the top leaders in the maritime industry”

Jill Connors, Media Relations & Industry Analyst Manager, KVH Industries Inc

have some gaps or am I falling behind? That’s really important because it makes it very transparent. And the other thing is that by having the ability to upload deliverables, you can interrogate the quality of those deliverables.”

AP-Networks’ Leon van Hout showed how companies could improve their dry docking performances by analysing industry trends in dry docking execution and safety performance and measuring the key indicators of dry docking performance. Mr van Hout’s key recommendations for dry docking projects by owners and shipmanagers were to track their chosen shipyard’s safety statistics, to start the planning and preparation phase of dry dockings early to avoid expensive decision-making due to pressure from the yard contractor, to improve their scope collection processes, to actively control their scheduling process by requiring an approved schedule before the start of an operation, to review the hull repair scope identification process and to involve a procurement manager in the project.

AP-Networks’ Ben van Roij advised owners and operators to adopt a three-staged approach to achieving superior dry docking performance, including establishing a fundamental framework for dry docking improvement as well as a “predictable and competitive” approach to dry docking performance.

LISW17: Events at a glance

Monday September 11

London Stock Exchange Market Open Ceremony

4th Annual International Shipowning & Shipmanagement Summit

Quadrant Chambers Breakfast Forum (Cargo claims)

Infospectrum: Counterparty Risk Forum

TMC Marine: Casualty response – today and tomorrow

ICS: Maritime Law Committee

DSEI Strategic Conference: Maritime Capability – The Maritime Contribution to National Prosperity

INTERTANKO Lunchtime Seminar: Ballast Water – life after entry into force

ICS Shipping Policy Committee

Thames Cruise hosted by Pole Star

Bahamas Shipowners Association 2017 AGM

Bahamas Shipowners Association Conference – Shipping in a Disruptive World

Bahamas Shipowners Association Reception

KVH Videotel: The Next Evolution in Maritime Training

WISTA UK: Autonomous, Robotics and IoT – Exploring the Potential and Human Impact

LISW Global Maritime Cluster Round Table Debate

InterManager AGM

SCC Consortium: Shipping in Changing Climates: Key research outputs & industry reflections

SCC Reception

Lloyd's List Business Briefing: Marine Risk

Citi: Global Geo-Political Economic Update Conference

Citi Reception

Port of Dover Parliamentary Reception

ABS: Preparing People for the Smart Shipping Era

ABS Reception

HFW: VIP Reception

London Shipping Law Centre (LSLC): How Does Arbitration Support London?

The Swedish Club London: Reception

Bermuda's Nautical Night Reception

WISTA UK / Associated British Ports: Joint LISW Networking Event

Maritime Skills Alliance: Reception

Scottish Maritime Cluster Inaugural Reception

Tuesday September 12

ICS: Board Meeting

The Shipowners' Club – Tomorrow's Maritime Professionals

Admiralty Solicitors Group: Bigger and Better?

Lethal Leadership – The Myths of Modern Management & Executive Employment Report

10th Annual Capital Link: Shipping, Marine Services & Offshore Forum

Quadrant Chambers Breakfast Forum (Charterparties)

Argus Marine Fuels Breakfast

Merchant Navy Training Board: Inclusivity and fair treatment

Kennedys – London matters: the London insurance market in tomorrow's maritime/business world

BIMCO: Maritime Security Working Breakfast

National Maritime MIT Technical Talks: How compliant is international shipping?

Petrosport: An Introduction to Shipping Course

Hill Dickinson LLP: Tomorrow's Maritime World

Inmarsat: The future of maritime safety – The next generation of GMDSS

AP Networks: Turning dry dockings into a competitive advantage

ISSA: Athens Convention Meeting

Lloyd's Register Launch Seminar – The future of autonomy

Humber Maritime Showcase

UK P&I Club: Risk Ahoy!

Chinese Shipping Association of London Forum

Merchant Navy Training Board: So where are the jobs?

ShipMoney: Secrets behind Olympic success –how to win Gold in the maritime industry

Reed Smith Seminar – Tomorrow's Maritime World, Today

Braemar Shipping Services: The LNG Deal
 International Transport Workers' Federation (ITF) with IMEC: Sustainable Partnerships in Shipping
 IMCA – OCIMF Cyber Security Seminar
 Inmarsat: Digital disruption in shipping – What happens next?
 Mersey Maritime: Investing in a Connected Future
 Merchant Navy Training Board: Spotlight on maritime careers - skills and careers hub
 HFW: Seminar – Launch of Crisis Management Handbook
 Moore Stephens: Seminar – The UK is open for shipping businesses
 Mersey Maritime: Mersey Drinks with Links
 LISW17 Time & Tide Networking Event
 Safety in the Intermodal Supply Chain: Promoting the IMO/ILO/UNECE Code of Practice
 The Global Shippers Forum, ICHCA International, TT Club and World Shipping Council Networking reception
 London International Shipping Week 2017 Welcome Reception
 IHS Markit: Safety at Sea Awards 2017

Wednesday September 13

London – the global shipping centre post-Brexit?
 The Cruise Industry: Innovation and Opportunities in a Changing World
 ISWAN: Port Welfare Breakfast Launch & Fair Shipping Debate
 BLUE Communications: Are Organisations in the Marine Industry Exploiting the Power of Brand?
 Simpson Spence Young – Alarm call: The potential impact of new IMO rules on bunker fuels
 China's Belt & Road: How far along are we?
 HFW Seminar – Who rules the waves?
 LOC Breakfast Briefing: Introduction to Fixed & Floating Object Damage
 S&P Global Platts: Shipping & Bunker Breakfast
 ICS: International Shipping Conference
 Watson Farley & Williams: Insolvency and shipping: risks and opportunities for stakeholders
 Hill Dickinson LLP – Commodities: Tomorrow's World
 Quadrant Chambers Breakfast Forum
 Port of London Authority: River Thames Boat Trip
 Baltic Exchange Freight and Commodities Forum
 African Shipowners Association: The African Maritime Summit
 Wallem Group Media Get-Together (lunch and drinks)

Maritime UK: Parliamentary Reception
 Maritime UK: UK International Maritime Xchange
 Pole Star Maritime Technology Roadshow
 Inmarsat: Dispelling the myth – The reality of cyber security in the shipping industry
 British Ports Association: Welsh Ports Reception
 IACS: Roundtable
 Columbia Shipmanagement Networking Event
 IBIA: How will the IMO regulate the 2020 Global Sulphur Cap?
 V.Group: The future of ship management is here
 SCEG: Maritime Security Symposium
 HFW seminar – AD 2030: Autonomous Vessels, Cyber Security and Casualty Response
 Norton Rose Fulbright LLP: Safety at sea – managing the risk
 UKMPG/BPA UK Ports Industry Reception
 Trinity House demonstration on board THV Galatea
 Essex Court Chambers: Seminar
 Brookes Bell Group: Casualty simulation
 Embassy of Ireland : Irish Maritime Networking Reception
 ICS: Conference Reception
 Institute of Chartered Shipbrokers London & South East Branch: Market vulnerabilities
 Shipping Professional Network London: Showcasing the next generation in shipping
 MCA & UK Ship Register: A window on the future at the Shard
 The Isle of Man Maritime Group: Raising the Bar at Tower Bridge

Thursday September 14

LISW17 Conference: Tomorrow's Maritime World
 LISW17 Champagne Reception
 LISW17 Gala Dinner

Friday September 15

DNV GL Wrap Up Forum
 Gibraltar Maritime: Breakfast
 OSCAR Campaign: Dragon Boat Race 2017
 Spinnaker Global 20th Anniversary Party

Saturday September 16

Lloyd's Register Foundation: Open House London 2017



We look forward to seeing you at
London International Shipping Week 2019

9-13 SEPTEMBER 2019
LONDON
INTERNATIONAL SHIPPING WEEK

For details about this event please visit the official website

www.londoninternationalshippingweek.com