

Joint Legal & Insurance Committee and Technical Committee Meeting Summary

SSA recently convened the first joint meeting between its Technical Committee and Legal & Insurance Committee. This initiative, the first of its kind for SSA, reflects the growing recognition of shared challenges across various maritime industry sectors.

The joint session was held to discuss industry issues that are growing more complex, involving the technical expertise as well as legal and insurance considerations. Time constraints during regular committee meetings limited in-depth discussions on these cross-cutting topics. With the Chairwoman of Technical Committee and Vice-Chairman of Legal & Insurance Committee co-leading the meeting, SSA shows its commitment to improving communication across different areas and assisting its members in dealing with the evolving maritime industry. The success of this inaugural meeting paves the way for future joint sessions to tackle pressing industry challenges effectively.

Mr Karnan Thirupathy from Kennedys Legal Solutions presented on the EU-ETS, a system for reducing carbon emissions through allowances, and its future impact on shipping companies. Ships larger than 5,000Gt operating in EU waters now need to track and report their emissions. Starting September 2025, shipping companies will have to purchase allowances to cover their emissions. Karnan explained that the new BIMCO clauses can assist shipping companies in navigating this new system. These clauses are designed for the various chartering arrangements, clarifying who is responsible for the purchase, submission and payment of the emission allowances.

The meeting then continued with Mr Dominic Ng from DNV who spoke about the operational challenges presented by the EU ETS. Key concerns that were highlighted included integrating reporting with the existing systems and ensuring that data is verified for accurate billing and compliance. The EU ETS introduces complexities that necessitate adaptation, from new regulations to data management. The industry anticipates broader reporting requirements with FuelEU Maritime, demanding robust data monitoring throughout the fuel supply chain. Dominic emphasised the cruciality of having verified data, clear commercial agreements, and continuous adaptation for navigating the EU ETS and future regulations.

The meeting also featured a presentation by RINA's Mr Jan-Paul de Wilde on recent IMO initiatives, particularly MEPC 81. Discussions focused on progress towards GHG reduction goals set at MEPC 80, with technical measures showing promise and economic measures remaining a sticking point. The IMO is also expanding its focus to consider the entire lifecycle of fuel emissions. Despite some outstanding issues, MEPC 81 charted a course for approval of measures in 2024 and implementation by 2028.

Mr Daniel Ng from Cyberowl briefed members on a new maritime cybersecurity initiative. As a collaborative effort between MPA, SSA, and several key industry stakeholders, the maritime cyber risk management initiative aims to improve cybersecurity through a standardised framework. This framework includes a maturity model, identification of common risks, and a user-friendly self-assessment tool. The next steps focus on encouraging wider adoption, linking assessment scores with cyber insurance, and attracting participation from multinational companies.

Members then noted the dates of the upcoming meetings for both the Legal & Insurance Committee and Technical Committee. The Secretariat will notify the members of the next meeting dates once it's confirmed.

Additionally, considering the Asian Shipowners' Association (ASA)'s attendance at the 15th Strategic Meeting/Maritime Security Dialogue on 30-31 May 2024, the Secretariat requested feedback on behalf of ASA's Safe Navigation and Environment Committee (SNEC), from members regarding operations in the Indian Ocean, Red Sea, Gulf of Oman, Arabian Sea and the Straits of Hormuz areas due to the threat of Houthi and piracy attacks and Iranian intervention. At the time of writing the Secretariat had received two responses on this matter.

To close the meeting, the Chairpersons thanked all presenters and participants for the success of the first joint meeting between the Legal & Insurance and Technical Committees.

Singapore, 14 May 2024

Singapore Shipping Association

The Association was first formed as Singapore National Shipping Association (SNSA) on 29 January 1985 to represent its Members, who are basically shipowners and operators, shipmanagers, ship agents and shipbrokers. The Association will take the view of the shipping industry as a whole. It will play its due role to promote the interests of shipping in Singapore, ASEAN, Asia and the world. The Association will cooperate with governmental and non-governmental organisations to promote freedom of the sea, safety at sea and to protect the marine environment.