

'Green' Shipping and Impact on Crewing Arrangements and Contracts



Dr Zoumpoulia Amaxilati
Institute of International Shipping and Trade Law
zoumpoulia.amaxilati@swansea.ac.uk

Outline

'Green' shipping: where are we now?

The road to 'green' economies: a Just Transition

Potential impact on seafarers

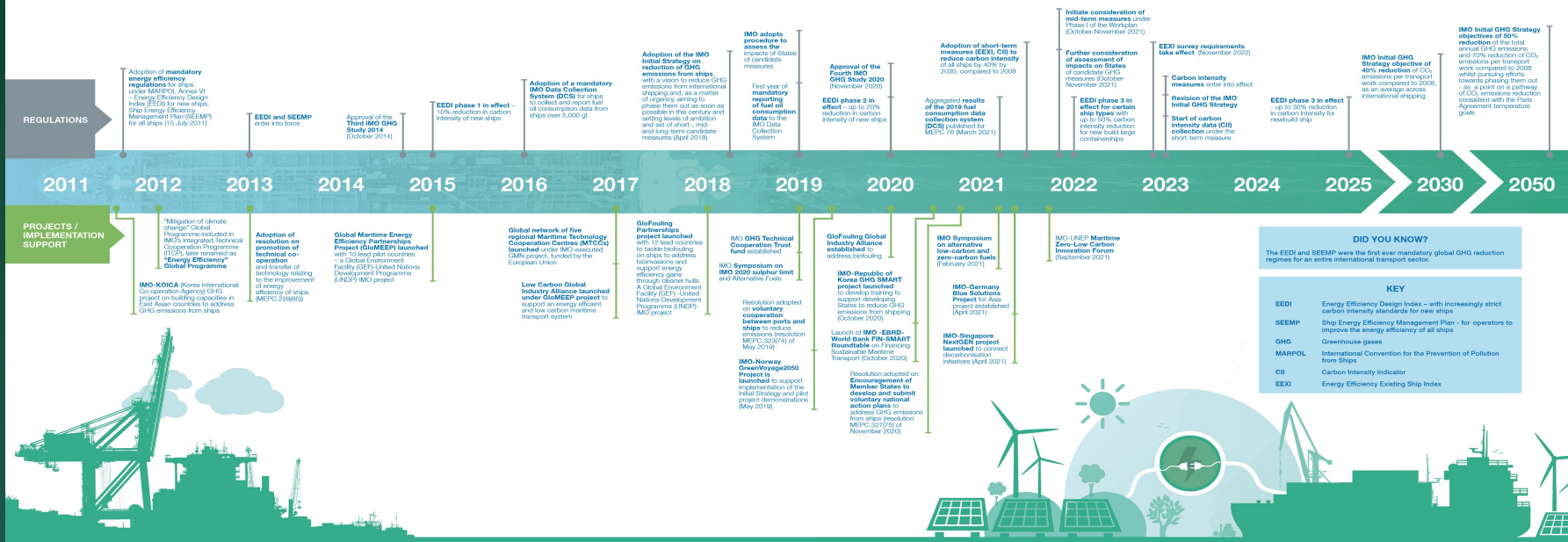
Managing a Just Transition: A cooperative process

Recommendations

'Green' Shipping: Where are we now?

Addressing climate change

A decade of action to cut GHG emissions from shipping



DID YOU KNOW?
The EEDI and SEEMP were the first ever mandatory global GHG reduction regimes for an entire international transport sector.

KEY

- EEDI: Energy Efficiency Design Index – with increasingly strict carbon intensity standards for new ships
- SEEMP: Ship Energy Efficiency Management Plan – for operators to improve the energy efficiency of all ships
- GHG: Greenhouse gases
- MARPOL: International Convention for the Prevention of Pollution from Ships
- CII: Carbon Intensity Indicator
- EEXI: Energy Efficiency Existing Ship Index

The Road to 'Green' Economies: A Just Transition

“There appears to be an emerging framework that allows for a Just Transition to operate on several levels, ranging from the global-societal level down to workplaces and local communities. This framework is grounded in some well-established social practices in the face of job challenges, and is reflected in the ongoing work of the ILO, the trade unions, national and local governments, business and industry, and community-based organizations. However, it is a framework that has been structured around a principle and a goal. The principle holds that the costs and benefits of a transition to sustainability should be shared widely across society. The goal is to generalise this principle at the level of policy. Steps are being taken here and there to turn the Just Transition approach into reality, but there is still a long way to go before it becomes a policy norm.”

- United Nations Environmental Programme, 2008

Policy coherence and effective institutional arrangements

Social dialogue



Macro/Sector

- Macroeconomic
- Industrial and sector



Employment

- Enterprises
- Skills
- Labour market



Social

- Occupational safety and health
- Social protection

← Labour standards →

The ILO Guidelines for a Just Transition

Martinez C - *Ensuring a Just Transition* (2021)

'Green' Shipping: A Just Transition for seafarers?

The Maritime Just Transition Task Force was established during COP26 in November 2021

The Task Force has the aim of supporting a just and human-centered decarbonization of the shipping industry

The Task Force has now completed the first phase of its work, the focus of which was to explore how best to support the maritime workforce as shipping transitions towards a decarbonized future

The Task Force is currently planning the second phase of its work which will focus on the implementation of its 10-point action plan that was presented during COP27 in November 2022

Potential Impact on Seafarers

Scenario	Source	Key features	Training implications
Scenario 1 50 % reduction in GHG emissions compared to 2008	As set out in the Initial IMO GHG Strategy (2018) modelled in the DNV Maritime Forecast (2021) , assessed in DNV (2022)	<ul style="list-style-type: none"> • Reduce GHG tank-to-wake emissions by at least 50% by 2050 compared to 2008 • GHG reduction trajectory from 2008 levels: 2030: 17%, 2040: 30%, 2050: 67% 	300,000 seafarers would require some additional training for alternative fuels and new engines by 2050
Scenario 2 Decarbonization by 2050	Modelled in the DNV Maritime Forecast , (2021) assessed in DNV(2022)	<ul style="list-style-type: none"> • 95% reduction in tank-to-wake GHG from 2008 levels by 2050 • GHG reduction trajectory from 2008 levels: 2030: 17%, 2040: 47%, 2050: 95% 	750,000 seafarers would require some additional training by 2050
Scenario 3 Zero carbon by 2050	Modelled by Lloyd's Register and University Maritime Advisory Services (2019) assessed in DNV (2022)	<ul style="list-style-type: none"> • 100% reduction in well-to-wake GHG from 2008 levels, using Intergovernmental Panel on Climate Change (IPCC) 1.5 (2018) estimates of wider energy system transition • GHG reduction trajectory from 2008 levels: 2030: 33%, 2040: 61%, 2050: 100% 	450,000 seafarers would require some kind of additional training by 2030, and 800,000 seafarers by the mid-2030s

Potential Impact on Seafarers

Up-skilling and re-skilling will be necessary for a decarbonised shipping industry ... but not only!



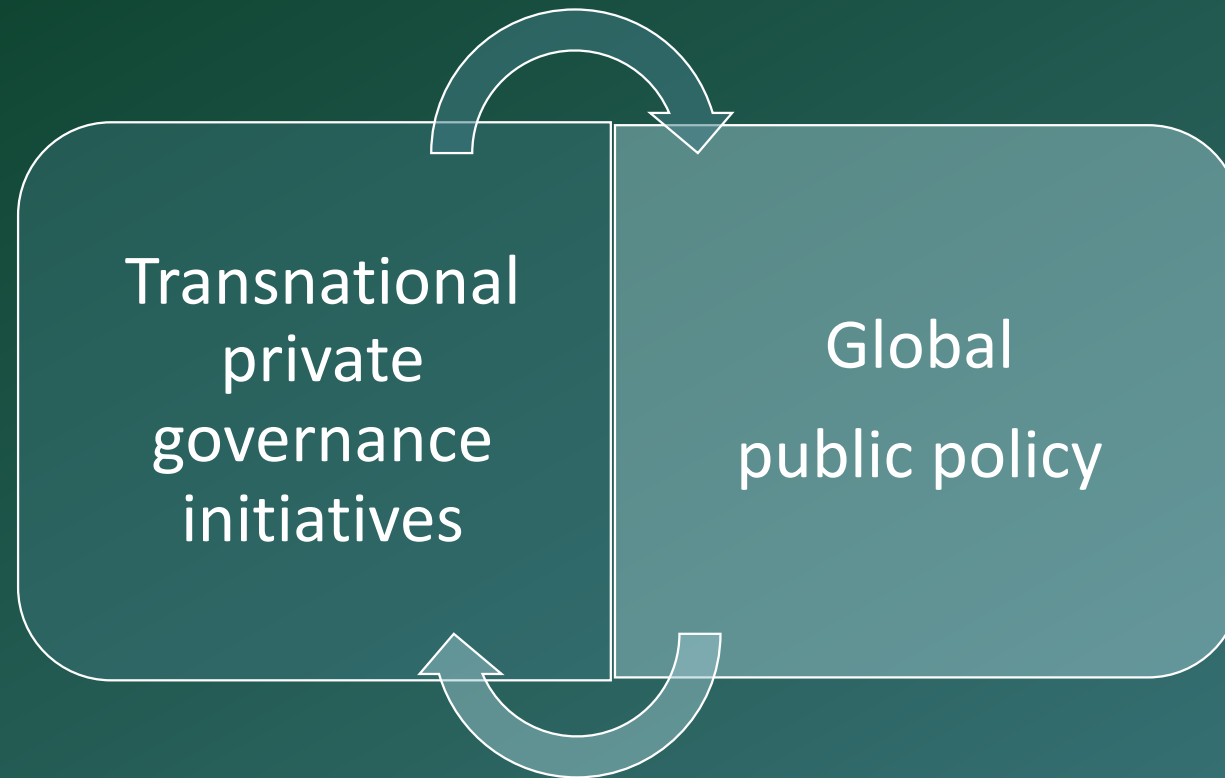
Potential Impact on Seafarers

How to deal with occupational health and safety due to new 'green' practices on board?

How to address additional logistical demands associated with 'green' shipping practices?

How to protect seafarers against the risk of being unfairly criminalised for breaching 'green' shipping requirements?

Managing a Just Transition: A Cooperative Process



Managing a Just Transition: A Cooperative Process



Need and potential for international maritime labour law to play a focal role in the planning and implementation of transitional strategies

Recommendations

Adopting	corporate strategies
Adapting	management procedures and operational practices
Revising	the terms and conditions of seafarers' employment agreements (SEAs) and relevant collective bargaining agreements (CBAs)
Encouraging and ensuring	the observance of decent working and living conditions for seafarers

Recommendations

Updating	global training standards for seafarers
Revising	relevant manning requirements
Adapting and strengthening	global maritime labour standards, as well as the relevant compliance and enforcement system
Taking a more proactive approach	to safeguard seafarers against the risk of being unfairly treated

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