



FONASBA



ECASBA

March 2026 | Issue 68

THE NEW

# HORIZON

The Federation of National Associations of Ship Brokers and Agents

## PRESIDENT'S INTRODUCTION

by President FULVIO CARLINI

Dear Members,

As we wrap up this March issue of our newsletter, I write while returning from yet another FONASBA mission—this time to India—where Javier Dulce and I had the pleasure of reconnecting with long-standing colleagues and forging new relationships. Our objective remains clear: to expand the footprint of FONASBA in regions where there is still much to be done. I firmly believe that, to have greater impact, we must be more present—actively engaged in every corner of the world.

Meanwhile, back home in London, our General Manager has been fully engaged, among other initiatives, in supporting the work of the Board following our February meeting. Since then, it has been something of a whirlwind: from webinars with ITIC, to the launch of the YABA 2025 book, from the CLIA Summit—where FONASBA was proud to host a panel discussion on port agency—to Brussels, where our ECASBA colleagues, Raymond Troch and Hilde Bruggeman, represented us with distinction at the EU Port Alliance meeting.

In recent days, we have also joined forces with our members, working to circulate all information kindly shared with the Secretariat, ensuring that our membership remains informed as the situation in the Gulf continues to evolve. This week again, we have taken a leading role—bringing together a port community coalition and contributing to the IMO Extraordinary Council meeting with a statement in support of all those who work ashore, just as much as those at sea.

Allow me once more to use this brief quarterly message to express my sincere thanks to each of you for your dedication and collaboration. The very essence of a membership association lies in working together towards a shared purpose. In a world that often feels increasingly divided, we demonstrate that cooperation remains a powerful force. It may not always be perfect, but what truly matters is our collective commitment to keep moving forward—one step at a time.

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OCTOBER 11TH 2026

# FONASBA Annual General Meeting Tokyo, Japan 2026

WHERE SHIPPING LEADERS MEET



FONASBA



JAFSA

**FONASBA**  
**Annual**  
**Meeting 2026**  
*Save the Date*  
*Tokyo,*  
*11-14 October*

**Save The Date: 11-14 October 2026 |**  
**FONASBA Annual Meeting.**

We are delighted to announce that the FONASBA Annual Meeting 2026 will take place in **Tokyo, Japan**, kindly hosted by our esteemed Japanese members, **JAFSA**. The week will begin with a **Welcome Reception on 11 October 2026**, as we are warmly received by **Mr. Iigaki-san** and his team. This will be followed by three days of

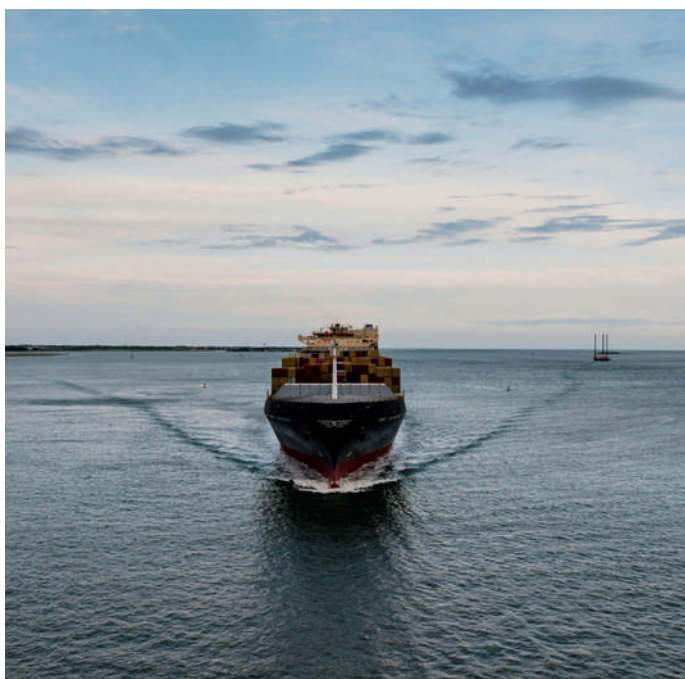
seminars and discussions, culminating in the FONASBA **Council Meeting on 14 October**, and concluding with a traditional **Gala Dinner** celebrating our cooperation and renowned Japanese hospitality. The Tokyo meeting will be a wonderful opportunity to reconnect with colleagues in one of the **world's most dynamic and fascinating cities**. Further details will follow in due course.

**Registrations will open on June 1st.**

OPEN LETTER

## FONASBA Supports Coastal States' Call for Strengthened Maritime Safety and Recognizes the Vital Role of Ship and Port Agents

FONASBA welcomes the **Open Letter** issued by the Coastal States of the **Baltic Sea** and the **North Sea** addressing the growing risks to **Maritime Safety**, including **GNSS** interference, **AIS** manipulation, and the importance of strict compliance with international maritime conventions.



The statement reinforces a key message long supported by FONASBA: **effective maritime safety depends not only on regulation and technology, but also on the competence and accountability of qualified professionals operating at the frontline.**

Ship and port agents operate at the interface between vessels, ports, authorities, and shipowners, and are directly involved in the practical application of **safety, security, and compliance** requirements. As such, **ship agents** are integral stakeholders within the maritime safety ecosystem, contributing daily to the protection of national interests and critical port and maritime infrastructure. Port agents, in particular, represent essential links in national and international safety and certification chains, helping to translate regulatory frameworks into effective operational practice.

FONASBA encourages members to reference this communication in discussions with national authorities and stakeholders when highlighting the strategic value of ship and port agents within national maritime safety architectures.

[READ MORE →](#)

OPEN LETTER

## FONASBA Joins Call for Stronger EU Transport Funding to Ensure a Resilient Europe

FONASBA is among the signatories of the Open Letter calling for a **competitive and resilient Europe through a stronger EU transport budget**. Europe’s transport sector is the backbone of our economy, security, and climate ambitions. Yet **underfunding threatens resilience, competitiveness, and connectivity** across the EU. Together with several other industry organisations, FONASBA calls on EU Member States and the European Commission to strengthen funding for transport under the future Multiannual Financial Framework and to increase the Connecting Europe Facility to at least €100 billion. This is not optional if we want strong EU infrastructure, which is essential to: **ensure supply chain sovereignty and industrial competitiveness; adapt to climate change and geopolitical challenges; support economic growth, social cohesion, and mobility.**

As **Raymond Troch**, FONASBA Regional Vice President for Europe and ECASBA Chair, stated:

*“Innovation in transport is the bridge between today’s challenges and tomorrow’s opportunities. Every connection we build strengthens the future of Europe. As ECASBA and FONASBA, we are fully committed to supporting a resilient, efficient, and sustainable Europe – starting today”.*

[READ MORE →](#)



EXECUTIVE COMMITTEE

## FONASBA Executive Committee in London

The FONASBA Executive Committee convened in London for a productive and forward-looking meeting focused on strengthening the global ship agency and shipbroking community. The gathering provided a valuable platform to align on upcoming initiatives and explore new projects aimed at supporting members worldwide. Several promising ideas were discussed, with some already moving into implementation, signaling strong momentum for the organization’s future.

## FONASBA Leads Coordinated Industry Response at IMO Council Extraordinary Session

FONASBA participated in the **36<sup>th</sup> Extraordinary Session of the IMO Council** on 18–19 March, reaffirming its role as a balanced, constructive, and globally engaged federation amid heightened tensions in the **Gulf region**. Working closely with fellow maritime organisations holding NGO status at the **International Maritime Organization**, FONASBA supported a unified industry position calling for de-escalation and a fair, balanced approach within the IMO framework, while fully respecting the Organisation’s technical mandate. On this occasion, **FONASBA led the coordination of a broad coalition of port and maritime stakeholders**, taking the initiative to prepare a joint

statement that was subsequently endorsed by multiple organisations—demonstrating both leadership and strong industry collaboration. The Federation also expresses its sincere appreciation to the **International Association of Ports and Harbors** for its continued and valued support.

During the session, FONASBA supported the motion entitled: **“Impacts on Shipping and Seafarers of the Situation in the Arabian Sea, Sea of Oman, and the Gulf Region, Particularly in and Around the Strait of Hormuz”**. Submitted in cooperation with organisations including the International Chamber of Shipping, BIMCO, International Harbour Masters Association, and International Maritime

Pilots Association, the paper highlights the serious challenges facing shipping and seafarers. FONASBA remains committed to maintaining and restoring **maritime safety**, underscores the importance of international peace and security, and calls for the prompt restoration of stability in the Gulf region. It also expresses solidarity with all those affected.

A further statement was delivered during the session in conjunction with partner organisations, including the **International Bunker Industry Association, International Port Community Systems Association, and World Association for Waterborne Transport Infrastructure**.



FONASBA at IMO

UNITED FOR MARITIME SAFETY AND GLOBAL STABILITY

## Course Calendar

FONASBA, together with partners such as the **Asociación de Agentes Consignatarios de Buques de Barcelona**, the **Institute of Chartered Shipbrokers**, and **ASBA**, continuously offers a series of courses and training programmes on maritime topics — from liner shipping transportation to IMDG.

Discover more [here](#) or get in touch at [membership@fonasba.org](mailto:membership@fonasba.org).

COURSE	START
ACB LINER SHIPPING TRANSPORTATION	11 APRIL 2026
ACB THE SHIPPING AGENCY IN TRAMP BUSINESS	10 MAY 2026
ACB RO-RO CARGO SHIPPING	10 OCTOBER 2026
FONASBA / ICS CERTIFICATE IN FUNDAMENTALS OF SHIPBROKING	RUNS CONTINUOUSLY
FONASBA / ASBA AGENTS DIPLOMA	RUNS CONTINUOUSLY



## Follow-Up Webinar: Deepening Insights on Ship Agency Risk with FONASBA and ITIC



Following the strong interest and engaging discussions generated by their December session, **FONASBA** and **ITIC** hosted a follow-up webinar on 20 January 2026 titled “**Ship Agency: The Devil is Still in the Details**”. Building on real-life ship agency claims previously explored, the session provided a **deeper dive into key lessons learned**, addressed unresolved questions, and presented additional practical case scenarios. Participants benefited from **expert insights delivered by**

**ITIC’s claims team**, along with an interactive Q&A designed to enhance risk awareness and help maritime professionals avoid costly disputes. The webinar reaffirmed the value of continued dialogue and knowledge-sharing within the ship agency community, highlighting the importance of practical guidance in navigating increasingly complex operational and legal challenges.

### BIMCO

## Strengthen Your Maritime Expertise with BIMCO Training in May 2026

**BIMCO** invites shipping and maritime professionals to take the next step in their professional development with two high-level training opportunities in May 2026: the **Voyage Charters Masterclass** in Brazil and the **Bills of Lading Essentials – Spanish** online course. Designed for industry practitioners, these programmes combine expert instruction with practical insights that can be applied immediately in daily operations. The **Voyage Charters Masterclass**, taking place in **São Paulo** (4–5 May) and **Rio de Janeiro** (7–8 May), provides a comprehensive introduction to the principles, legal frameworks, and operational realities of voyage chartering. Participants will explore key topics such as **risk allocation, contractual structures, and practical challenges** in

maritime transportation. Delivered by experienced industry experts, the course blends theory with case discussions and real-world examples, helping professionals gain clarity and confidence when handling voyage charter agreements.

In parallel, the **Bills of Lading Essentials – Spanish** online training (7–9 May 2026) offers a focused and practical understanding of one of the most critical documents in international trade. Across engaging sessions, participants will examine how bills of lading function within global shipping and cargo transactions, and how to navigate common challenges in practice. Delivered entirely in Spanish, the course provides accessible, in-depth guidance for professionals working in international trade and logistics.

**Voyage Charters Masterclass São Paulo** →

**Voyage Charters Masterclass Rio de Janeiro** →

**Bills of Lading Essentials Spanish** →



NEW MEMBER

## FONASBA Welcomes Sidra Egypt as Its Newest Associate Member

FONASBA's network is growing! We are pleased to welcome **Sidra Egypt**, the newest Associate Member to join FONASBA. Sidra Egypt specialises in global container, bulk, and break-bulk freight services. Its network spans the Mediterranean, Red Sea, Black Sea, Europe, the Middle East, and key regions across Asia, and the company serves as an agent for several main carriers and **Non-Vessel Operating Common Carriers (NVOCCs)**.



REPORTS

## ICC Global Trade Update of the year 2025

This report covers a wide range of topics, including **recent U.S. tariff measures, economic security policies, CBAM and climate-related initiatives, trade remedies, customs reforms**, and significant activity at the **World Trade Organization (WTO)**.

[READ MORE →](#)

NEWS / MIDDLE EAST

## FONASBA Strengthens Ties with Dubai Maritime Stakeholders at BreakBulk Middle East

On the occasion of **BreakBulk Middle East**, FONASBA met with Dubai members from **DSAA** to explore future collaborations and discuss the city's role as a **regional maritime hub**. These days have been very inspiring and constitute a solid basis for the work in the coming months. Thank you to **Mr. Salah Sharaf** and **Ghaya Al-Mansoori** of DSAA for the warmest hospitality. During the mission, we also met with our partners from **NAFL**,

**Mrs Nadia Abdul Aziz** collecting additional useful insights and ideas for the future. A special thanks to all the colleagues who graciously made time to meet with us: **Dr. Krishna Prasad K S** from **Aster Marine Cargo LLC**; **Vincent O'Brien** from **International Chamber of Commerce UAE**; and **Krishnan Subramanian** from **Institute of Chartered Shipbrokers**.



## FONASBA featured in Asian Shipowners' Association newsletter

FONASBA engagement has been recognised by **Asian Shipowners' Association (ASA)**, which has dedicated an article to **FONASBA's work in Asia in 2025** highlighting key achievements. Throughout 2026, FONASBA will undertake a **wide range of initiatives** and meetings across Asia in the lead-up to the **Annual General Meeting in October**. The 2026 AGM in **Tokyo** will be a key milestone for strengthen cooperation and set the course for the future of **ship agency** and **shipbroking** at global level.

[READ the full article on ASA's Newsletter →](#)



## JAFSA-FONASBA Promotional Seminar Highlights the Role and Potential of Shimizu Port

JAFSA (Japan Association of Foreign Shipping Agents) conducts annual promotional activities for both JAFSA and FONASBA at regional ports. This year, a seminar was held on 18 November at Shimizu Port (Shizuoka City, Shizuoka Prefecture), one of Japan's Three Great Beautiful Ports<sup>1</sup>. Prior to the seminar's commencement, JAFSA Chairman Takazo Iigaki explained JAFSA's founding principles, history, and activities, and invited new members. Participants appeared highly interested in JAFSA's significance and activities. Concurrently, an overview of FONASBA – including its membership, activities, and the FQS – was introduced. Although the presentation was brief, attendees seemed equally intrigued by FONASBA as they were by JAFSA.

The seminar, themed "Creating Beautiful Ports and Towns Through Co-creation", featured a lecture by Mz Keiko Higashi, Representative Director of the Shimizu Port Colour Research Institute, a general incorporated foundation.

Nearby Shimizu Port are factories such as Yazaki Corporation, Yamaha Motor Co., Ltd, Yamaha Corporation, and Kawai Musical Instruments Manufacturing Co., Ltd., from which wire

harnesses, automotive parts, motorcycles, and musical instruments are shipped worldwide. Meanwhile, with the recent increase in visitors to Japan, the port has seen a rise in cruise ship calls as the closest port to Mount Fuji. (53 ships in fiscal year 2023, 81 ships in fiscal year 2024, with 109 ships projected for fiscal year 2025) Although



the 81 ships in FY2024 represent the highest number in Japan, Shimizu Port's global recognition appears low. Shimizu Port initiated its Beautiful Port Creation Plan in 1990. In 1992, the 'Shimizu Port Colour Scheme Promotion Council' was established, comprising academics, port-related com-

panies, citizen representatives, and national, prefectural, and municipal administrative bodies. This council has fostered a collaborative public-private effort. Mz Higashi, who spearheaded this initiative, aimed to create a port space where citizens, port operators, and users unite, mindful of the landscape while considering the region's natural environment and history.

The goal was to harmonize the three functions of logistics, production, and daily life, enabling them to interact and achieve high-level functionality. Considering harmony with Shimizu Port's natural scenery, aqua blue and white were designated as the port's symbolic colours. Beyond merely defining colours, this initiative has driven the development of the entire waterfront space, shaping the Beautiful Port of Shimizu. This public-private partnership has elevated Shimizu Port to one of Japan's Three Great Beautiful Ports. It is hoped that Shimizu Port will gain recognition alongside the world's three great beautiful ports (Sydney, San Francisco, Rio de Janeiro), and that it may serve as a reference for future port development.

<sup>1</sup> Japan's Three Great Beautiful Ports: Kobe, Nagasaki, Shimizu

NEWS / ASIA

## FONASBA Hosts Key Shipping Dialogue at Singapore Maritime Week

As part of **Singapore Maritime Week**, **FONASBA** is proud to highlight its role in shaping dialogue across the global maritime community. In partnership with the **Asian Shipowners' Association**, FONASBA will host the Shipping Dialogue "**Asia in Action: Delivering on Shipping's Shared Ambition**" on Wednesday, 22 April.

Through three engaging panel sessions, the event will explore Asia's evolving maritime landscape, bringing together industry leaders, regulators, and policy experts to discuss emerging trends, address real-world challenges, and identify key priorities for the region's **shipping sector**.

FONASBA will be represented by **Fulvio Carlini**, President, and **Therry van Vreden**, Deputy Vice President for Asia.

Partnering with regional stakeholders and co-hosting this event is an important opportunity to strengthen collaboration with local experts and celebrate Singapore Maritime Week alongside our members in the region.

For more information, contact: [membership@fonasba.org](mailto:membership@fonasba.org)



NEWS / ASIA

## FONASBA Meets PSAA Board in Manila to strengthen collaboration and discuss regional maritime priorities



At the beginning of this year, FONASBA intensified exchanges and meetings with PSAA, focusing on several key topics and trends that the region is experiencing.

Specifically, in February, FONASBA Deputy VP Asia **Therry van Vreden** met with the Board of the **Philippine Ship Agents Association (PSAA)** in Manila. Discussions focused on how FONASBA can continue to support PSAA and deliver tangible value to its members following their return to the federation last year. Topics also included the opportunities offered through the **FONASBA Quality Standard (FQS)**, education initiatives, and ways to strengthen engagement and membership.

It was a pleasure to meet with an association that represents 40 companies and organisations within a national community of around 200 ship agents in the Philippines, highlighting the important role **PSAA plays in the country's maritime sector**. A special thank you to **Antonio N. Calingo Jr., Walter L. Coronel, Daniel R. Alampay, Alfred Hernandez, and Virginia Madlang-Awa** for the warm welcome and open exchange of ideas.

## FONASBA Strengthens Presence in India as Part of Strategic Build-Up to Annual Meeting in Japan

Mumbai, 17 March 2026 – Chennai, 18 March 2026

FONASBA recently completed a highly **successful mission to India**, hosting well-attended receptions in **Mumbai** (17 March) and **Chennai** (18 March 2026), as part of a coordinated programme of international engagement leading up to the Federation’s **Annual Meeting in Japan this October**. These initiatives are not isolated activities, but form part of a clearly aligned strategy to strengthen



FONASBA’s global network, **expand its footprint in key maritime regions**, and reinforce engagement with national associations and industry stakeholders worldwide. The receptions brought together a distinguished audience of maritime professionals, including representatives from **MANSA, SAMSARA, AMTOI, CSLA, FFAI, CHENSAA, MACSONS** and the **ICS**, alongside FONASBA leadership, including **President Fulvio Carlini** and **Immediate Past President Javier Dulce**. Discussions focused on the future of **shipbroking, agency services, and maritime trade**, highlighting shared priorities and opportunities for closer collaboration.

The mission has already delivered tangible results, with **new membership applications** received following the events—an encouraging sign of growing interest in FONASBA’s work and value within the Indian maritime community. India represents a key market in **FONASBA’s**

**broader Asia strategy**, and the Federation’s engagement will continue in the months ahead as momentum builds towards the Annual Meeting. Strengthening relationships, supporting local professionals, and fostering high standards across the sector remain central to this effort. FONASBA also wishes to recognise the **longstanding contribution of Captain Vivek Anand**, former FONASBA representative in India, whose dedication and support have played an important role in maintaining and developing the Federation’s presence in India. Overall, the mission underscores FONASBA’s commitment to a structured and forward-looking approach to growth—working

**in partnership with the global maritime community** and ensuring that each initiative contributes meaningfully to the Federation’s long-term objectives. The Federation looks forward to **building partnerships across India**, helping ship-  
ping professionals to advance the industry according to FONASBA’s mission and values.



For further information:

[www.fonasba.org](http://www.fonasba.org)

[generalmanager@fonasba.org](mailto:generalmanager@fonasba.org)

or read more here: [Bhandarkar Shipping News](#)



## Stronger Partnerships for Safer European Ports: ECASBA at the European Ports Alliance

ECASBA is proud to be part of the **European Ports Alliance**, a key public-private partnership under the EU's internal security strategy dedicated to fighting **organised crime** and **drug trafficking** through Europe's ports. **Hilde Bruggeman** from the **Belgische Scheepvaartvereniging VZW / Belgian Shipping Federation NPO** participated in the stakeholder session held in **Brussels** on 6 February. **FONASBA** firmly believes that close cooperation with private sector actors – including **ship agents** and **shipbrokers** – is essential to making security measures practical and effective in **day-to-day port operations**. Trust and transparency between public authorities and the industry are the foundations for building resilient defences against organised crime. The European Ports Alliance demonstrates that sharing best practices leads to real, tangible results.



## Addressing Maritime ETS Risks: FONASBA in Brussels

**Raymond Troch**, ECASBA Chair and **FONASBA** Regional Vice President for Europe, attended the **ESPO (European Sea Ports Organisation)** event: *“Maritime ETS Impact on EU Ports: Presentation and Findings from the EU ETS Observatory”*. Since the inclusion of maritime transport in the **EU Emissions Trading System (ETS)** as part of the decarbonisation of shipping, ESPO has continued to highlight a **serious risk of evasion** from the maritime ETS. This poses a threat to the credibility and robustness of the EU ETS for maritime transport and jeopardises the future of certain EU ports. To monitor these potential evasive behaviours, **Puertos del Estado** has devel-

oped an **EU ETS Observatory** to highlight significant and unusual increases in vessel activity at non-EU ports near Europe. The observatory and its studies also examine the **potential implications for the competitiveness** of EU ports and the risks of **carbon leakage**, providing a highly relevant assessment of the current ETS framework for maritime transport. A warm thank you to our friend and partner **Isabelle Ryckbost** and her excellent team for the invitation and the opportunity to discuss this crucial topic for the maritime sector with, among others, the **Directorate-General for Climate Action (DG CLIMA)**.

NEWS / EUROPE

## Port Agents at the Helm: FONASBA Highlights Their Strategic Role at the CLIA European Summit

On February 26, FONASBA took center stage at the **CLIA European Summit in Madeira**, highlighting the strategic role of port agents within the European port ecosystem. The Federation's General Manager, **Eleonora Modde**, moderated the panel **"The Role and Challenges of the Port Agent"**, featuring **Henning Schou** (SDK Cruise), **Beatriz Orejudo Cotoner** (LANTIMAR GROUP), **Martin Sande** (European Cruise Service), **Alexander Napp** (PWL Group), and **Antonio Belmar da Costa**, Chief Executive of AGEPOR – Associação dos Agentes de Navegação de Portugal and a member of FONASBA's Executive Committee. In her words: *"This is a defining moment for European*

*cruising, where partnership, operational complexity, and sustainability come together, bringing both significant challenges and great opportunities"*. The panel also focused on what happens behind every port call: "Who aligns pilots and tugs? Who confirms berth allocation? Who coordinates immigration and customs clearance? Who arranges bunkers, fresh water, provisions, and waste removal?" she asked. *"That's where the port agent steps in with invaluable expertise"*. European port and maritime strategies are not implemented in Brussels. They are implemented in ports – where port agents are not policymakers, but operational enablers, acting as integrators



and delivering value. **They represent a strategic stakeholder for all maritime actors and are central to operational excellence.**

[DISCOVER MORE →](#)

NEWS / EUROPE

## Confronting Criminal Infiltration in European Ports: ECASBA Calls for Coordinated Action at European Ports Alliance Workshop in Brussels

At the recent technical workshop of the European **Ports Alliance** held in Brussels on 16 March 2026, **ECASBA** presented the perspective of European ship agents and brokers on the growing challenge of criminal infiltration in port environments. Represented by **Hilde Bruggeman** on behalf of ECASBA, and **Raymond Troch**, the sector emphasized both the urgency of the issue and the need for coordinated, practical solutions. From the ECASBA standpoint, ship agents occupy a uniquely sensitive position within the maritime logistics chain. Acting as the operational and informational bridge between vessels, terminals, and cargo flows, they are increasing-



ly targeted by organized crime seeking insider access. As highlighted during the workshop, this is no longer a theoretical risk but an everyday reality in several European ports. ECASBA called for a broader, ecosystem-based approach. Ship agents cannot address these challenges in isolation. The sector requires structured support, including training, awareness tools, and guidance from public authorities. In this regard, the workshop reinforced the importance of public-private cooperation—**one of the core pillars of the European Ports Alliance initiative.**

## ECASBA mid-summer event

Get ready for the **ECASBA Midsummer Seminar**. On June 10 and 11, our community will gather in **Gothenburg, Sweden**. With the support of expert professionals, we will discuss a range of topics, including **Agents** and **Brokers** as the frontline of **maritime security**, **EU news**, the **energy transition**, **Shipbroking trends** and **EMSW**. These sessions will take place ahead of the Executive Committee Meeting on June 12.

[REGISTER HERE →](#)



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## ECASBA Seminar Gothenburg, Sweden

JUNE 10-12

[REGISTER NOW](#)

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# BREAKBULK

EUROPE 16-18 JUNE 2026

[GET YOUR TICKET](#)

We are pleased to share with you the attached information regarding **Breakbulk Europe 2026**, one of the most important gatherings for the global project cargo and breakbulk community.

Taking place from **16-18 June 2026** at Rotterdam Ahoy, the event will bring together more than **11,000 industry professionals** and over **660 leading companies**, offering an excellent platform for networking, business development, and discussion of the latest trends shaping the sector.

Through the organisers, members of our network have access to a **special registration rate of €210**, representing a significant reduction from the standard onsite price.

## WOMEN IN SHIPPING

**Virginia Madlang-Awa**, *President and Managing Director Dona Virginia Maritime Corporation*

[READ THE INTERVIEW →](#)

**Irene Notias**, *Country Manager of Sing Fuels and Founder of Project Connect*

[READ THE INTERVIEW →](#)



ANNIVERSARIES CELEBRATIONS

## Celebrating 25 Years of DSAA: Connecting Global Maritime, Logistics & Trade Leaders in Dubai

On January 8<sup>th</sup>, **DSAA** celebrated its 25<sup>th</sup> anniversary, bringing together in Dubai more than 400 leaders from the maritime, logistics, and trade ecosystem. **Mohamed Mouselhy, FONASBA Regional Vice President for Africa**, was also present, highlighting our Federation's global goals and strengthening important partnerships. **Sincere congratulations to DSAA on its first 25 years of activity!**

ANNIVERSARIES CELEBRATIONS

## Celebrating the Career and Retirement of Jakov Karmelic



FONASBA warmly congratulates our dear friend and former colleague **Jakov Karmelic** on the occasion of his upcoming retirement! Mr. Karmelic has been a pillar of our Federation for many years, serving with dedication and passion as

**Vice President for Education** and playing a key role in shaping **FONASBA's educational mission**. His commitment, leadership, and collaborative spirit have left a lasting mark on our community. Alongside his remarkable contribution to FONASBA, we also wish to acknowledge his outstanding professional career with **CMA CGM in Croatia**, where his expertise and integrity have been equally admired and respected. Above all, this is a tribute to a true friend of the Federation — a trusted colleague, a mentor, and a generous supporter whose stewardship and enthusiasm have inspired so many of us.

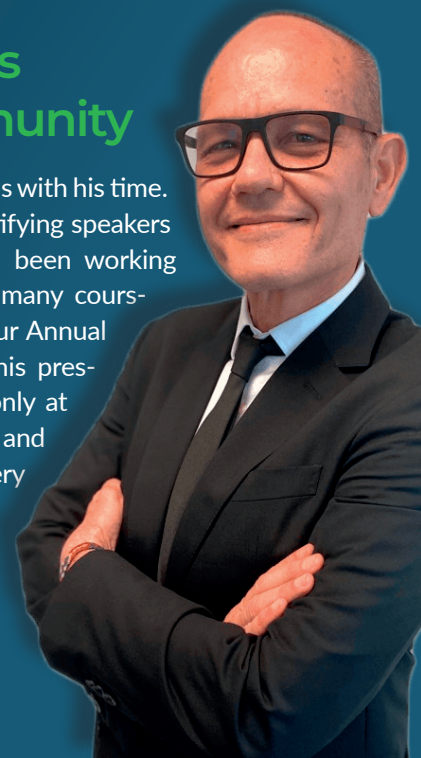
*Dear Jakov, thank you for everything you have given to FONASBA. We wish you a joyful, fulfilling retirement and every success as you embark on this exciting new chapter of life.*

IN MEMORIAM

## Alex Ferrándiz, a Pillar of Barcelona Ship Agents Association and the FONASBA–ECASBA Community

It is with deep sorrow that we inform you of the sudden passing of our colleague, **Alex Ferrándiz**, a leading figure in our profession for more than 35 years, the last 14 of which he served as Manager of the **Barcelona Ship Agents Association - Asociación de Agentes Consignatarios de Buques de Barcelona (ACB)**. Mr. Ferrandiz was also a signatory of the Founding Act of **ASECOB**, representing ACB, and a member of its Executive Committee since its inception. He was highly regarded within the **FONASBA & ECASBA** community, contributing actively to initiatives such as the training of our professionals. Beyond his professional achievements, Alex Ferrandiz was a great colleague to work with — always a friendly voice at the other end of the

line, consistently helpful and generous with his time. Only recently, he assisted us in identifying speakers for the **CLIA Summit**, and we had been working closely together on promoting the many courses offered by ACB. Alex attended our Annual Meeting faithfully every year, and his presence will be deeply missed — not only at our gatherings, but in our daily work and exchanges. Alex, we will miss you every day. May you rest in peace. Should you wish, you may send your condolences to [acb@consignatarios.com](mailto:acb@consignatarios.com), from where they will be forwarded to his family and loved ones.





Richard Scott

# An upsurge in new ships joining the fleet

by Richard Scott FICS, Managing Director, Bulk Shipping Analysis

A much larger tonnage of new merchant ships than seen last year is likely to join the world fleet during 2026. The volume may be the highest since fourteen years ago. What are the implications for shipping markets?

Newbuilding deliveries are set to rise strongly, based on analysis of shipbuilders' orderbooks. The new capacity is likely to substantially expand the fleet, assuming that recycling sales remain very low, currently the prevailing assumption.

But not every segment of the fleet - comprised of bulk carriers, tankers, container ships, gas carriers and other ship types - is expected to see higher deliveries this year. Container ships are the main exception. Deliveries will reflect ordering patterns in the past couple of years.

## Orderbooks expand

At the end of last year global orders for newbuilding merchant ships reached their highest level for many years, since 2011. According to Clarksons Research data, orders at the end of 2025 totalled 447 million deadweight tonnes, comprised of almost 6,600 ships. Although contracting was below the previous year's volume in 2025, at about 150m dwt, a faster pace of ordering than deliveries from shipbuilding yards ensured a further rise in the orderbook total.

Among individual segments, some notable changes were seen in the past twelve months. The tanker orderbook continued to rise, up by a fifth in the period to end-December 2025 at 127m dwt. An especially visible 63% increase in the VLCC

orderbook was accompanied by a 35% increase in the Suezmax size group.

The container ship orderbook also expanded strongly by almost a third to reach 125m dwt (using deadweight as a common measurement, although these ships are usually expressed in teu measurements). While orders for large container ships tended to be most prominent, the volume of smaller vessels on order more than doubled.

Bulk carrier orders at shipbuilding yards also increased although the growth was relatively modest, to 134m dwt at end-2025, a 5% rise. The Capesize orderbook (which, for statistical purposes includes Newcastlemaxes and (larger) ore carriers), expanded especially strongly, rising by two-fifths.

In the gas carrier category, a contrasting change was seen. The orderbook for liquefied natural gas (LNG) carriers ended last year 12% below the level twelve months earlier, at 28m dwt, while for liquefied petroleum gas (LPG) carriers the total was marginally below the preceding figure at about 13m dwt.

## Higher newbuilding deliveries

Consequences for the freight markets depend on the timing of deliveries from the orderbook. For the global merchant ship fleet as a whole, these deliveries may be up sharply from an estimated 97m dwt last year, rising towards 120m dwt in 2026, an increase of about a fifth. An even larger total is tentatively estimated for next year. Against the trend, container ship newbuilding deliveries could be down by about

a quarter this year compared with last year's total, based on the Clarksons Research data, to about 18m dwt before a potential upsurge later. In other segments strong but varied growth is predicted, including especially big rises in tankers and gas carriers joining the fleet.

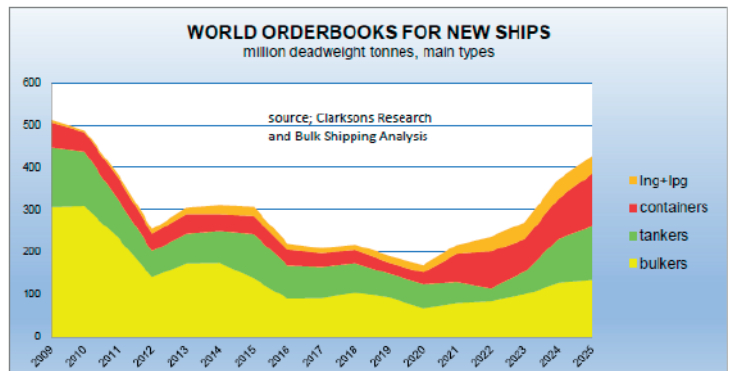
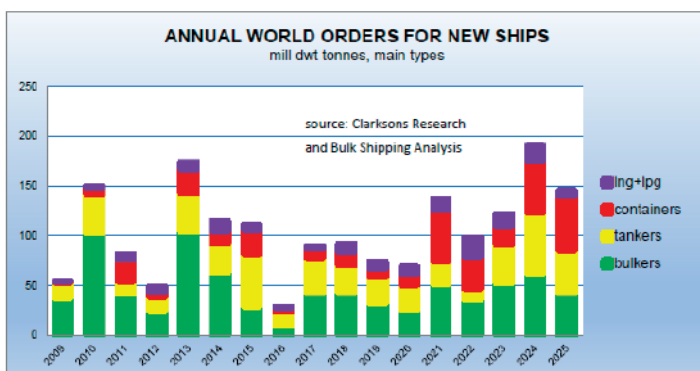
Tanker newbuilding deliveries in 2026 may be over 80% higher than seen in the previous twelve months, at 38m dwt, boosted by VLCC newbuildings rising fivefold, a dramatic change. New gas carriers may be over 40% higher at 13m dwt, amid LPG deliveries more than doubling. Compared with these huge rises, an increase of about 20% in bulk carrier deliveries to an estimated 43m dwt looks quite modest.

## What effects will this have?

In most individual segments, new capacity will almost certainly accelerate fleet expansion during 2026. The exception is container ships, where fleet growth is likely to moderate after three years when 7-10% annual increases were seen.

During a 'normal' year in the past, scrapping (recycling) activity offset a sizeable proportion of the new ships becoming available. But that feature has receded to exceptionally low levels in recent years. Although it is expected to revive over the period ahead, any recovery during 2026 seems likely to prove limited. So the supply side of shipping freight markets this year is set to be substantially boosted.

You are welcome to contact the author if you have any questions or comments, at: [bulkshipan@aol.com](mailto:bulkshipan@aol.com)





Mustafa Öztaşkın

# Biofuels in Shipping: Fast-Track Fuel or Limited Solution?

by Mustafa Öztaşkın, Offshore and Agency Operation Manager, FONASBA Education and Quality Committee

Shipping generates around 3% of global CO<sub>2</sub> emissions—placing it firmly at the center of the industry's decarbonization challenge. As regulatory pressure intensifies, biofuels are gaining traction as one of the most practical short-term solutions, especially for the existing fleet.

Their biggest advantage? Compatibility. Biofuels can often be used with current engine systems, allowing vessels to be retrofitted rather than replaced. With an estimated 400–500 ships per year capable of conversion, the pathway to immediate emissions reductions is both realistic and scalable.

Momentum is already building. Biofuel use in shipping quadrupled between 2023 and 2024—yet still accounts for less than 1% of total marine fuel demand. That leaves significant room for growth, with projec-

tions suggesting another fourfold increase by 2035 if supported by strong regulation and sufficient feedstock supply.

Regulation is the key driver. Measures like carbon intensity targets and lifecycle emissions assessments are pushing operators toward lower-carbon fuels. At the same time, safety and operational frameworks are evolving to support biofuel adoption onboard.

However, the picture isn't entirely straightforward. While biofuels offer immediate emissions benefits and minimal infrastructure changes, sustainability concerns remain. Land use, deforestation risks, and competition with food production continue to raise critical questions—particularly for crop-based feedstocks.

Supply is another constraint. Waste-based options such as used cooking oil are cur-

rently among the most viable, but availability is limited. Meanwhile, alternatives like biomethane and bio-LNG are emerging, though challenges such as methane slip and feedstock scalability persist.

Policy support will ultimately determine the pace of adoption. Carbon pricing, fuel standards, and the development of green shipping corridors are expected to accelerate progress. By 2028, more than 200 vessels could be operating on such routes using sustainable fuels.

Looking ahead, no single fuel will dominate. The future of shipping is multi-fuel—spanning biofuels, methanol, ammonia, hydrogen, and beyond. In this mix, biofuels stand out not as a complete solution, but as a critical bridge—delivering immediate impact while the industry builds toward long-term zero-emission alternatives.





Mustafa Öztaşkın

# IMO Net-Zero Framework: Navigating Uncertainty in Shipping's Energy Transition

by Mustafa Öztaşkın, Offshore and Agency Operation Manager, FONASBA Education and Quality Committee

The global shipping industry is entering a critical phase in its transition toward net-zero emissions. The anticipated adoption of the International Maritime Organization's (IMO) Net-Zero Framework (NZF), now postponed to 2026, has introduced a period of heightened uncertainty at a time when regulatory clarity is essential for long-term investment and planning.

A central issue remains whether the sector will progress under a coordinated global framework or face an increasingly fragmented regulatory environment. In the absence of a unified IMO approach, shipowners may be required to comply with multiple regional regimes, leading to increased administrative complexity, higher compliance costs, and potential market distortions.

At present, several policy pathways are un-

der consideration. The adoption of the NZF in its current form would provide the strongest and most credible foundation for the industry's decarbonization efforts, offering clear market signals, supporting the development of scalable zero-emission fuels, and enabling mechanisms to facilitate a just and equitable transition. Conversely, scenarios involving weakened regulatory structures or the removal of economic measures may significantly delay the uptake of alternative fuels and undermine the effectiveness of the IMO's emissions reduction strategy.

Encouragingly, there are indications of continued diplomatic engagement among IMO Member States, with efforts underway to identify areas of compromise and restore momentum toward a global agreement.

In parallel, the industry continues to explore

and implement transitional solutions. Bio-fuels and other low-carbon alternatives are gaining relevance as practical, near-term options—particularly for the existing fleet—providing incremental emissions reductions while longer-term solutions are scaled.

The outcome of ongoing negotiations will have far-reaching implications. Beyond environmental considerations, the final structure of the IMO's Net-Zero Framework will play a decisive role in shaping investment confidence, regulatory alignment, and the overall resilience of the maritime sector.

In this context, the importance of regulatory certainty and international coordination cannot be overstated. The decisions to be taken by the IMO in 2026 are expected to define the trajectory of shipping's decarbonization pathway for the decades ahead.

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